

Appendix F:

Community Engagement Summary

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ATTACHMENTS

- Attachment A: Community Outreach, Project Kickoff Through Draft Land Use Plan
- Attachment B: Equity in Land Use Comments
- Attachment C: Community Growth Policy Workshops Comments
- Attachment D: Expanding Housing Options in Neighborhoods Workshops Comments
- Attachment E: Future Growth Scenario Survey Responses
- Attachment F: Public Review Draft Comments List and Analysis
- Attachment G: Public Comment Received After November 1, 2024, and Prior to Missoula Consolidated Planning Board Hearing

1. General Outreach

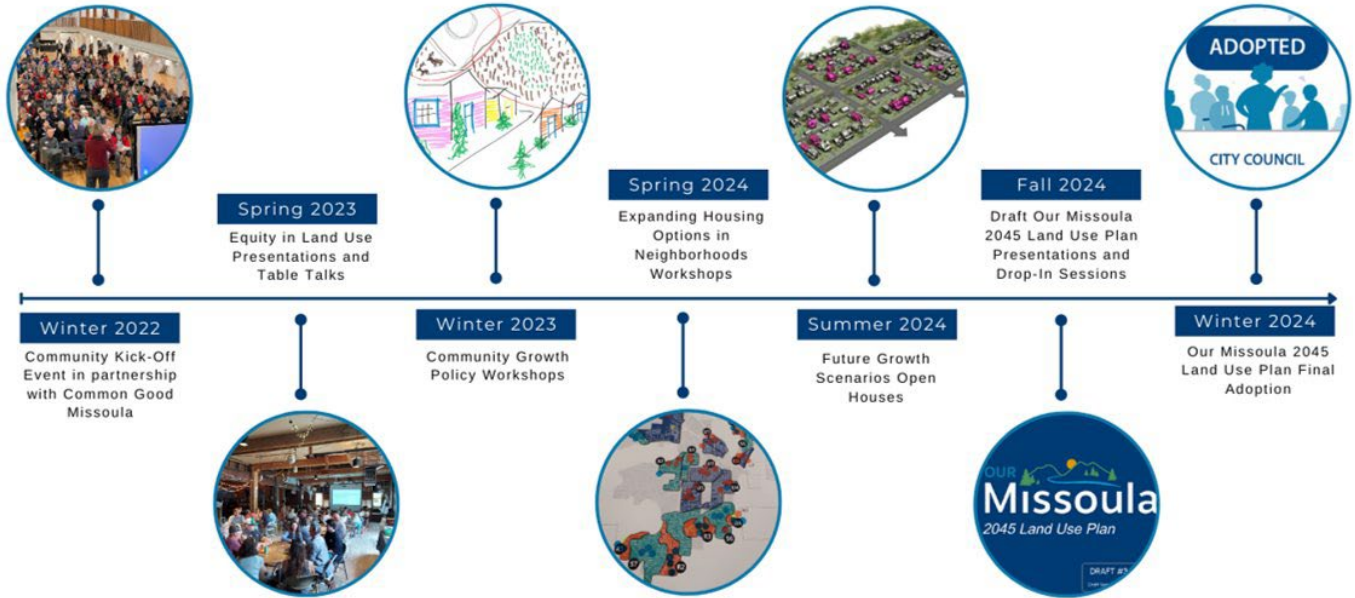
OVERVIEW

Throughout the two-year process to update the Land Use Plan, the Our Missoula team utilized continuous, relationship-based engagement that brought the whole community along. Efforts to better serve traditionally marginalized and underrepresented communities were spearheaded by the City's Community Engagement Specialist, who was intentionally hired to work on the Our Missoula project. Their efforts included working with a variety of community groups and individuals to ensure robust engagement and representation throughout the project.

As reflected in the Our Missoula project goals, the team placed a priority on inclusive community engagement by partnering with community groups and engaging a wide range of residents. This inclusive engagement was in service of the overarching project goal to update Missoula's vision for future growth and to modernize the development regulations.

Outreach and project awareness began in August 2022 and continued through the adoption of the Our Missoula 2045 Land Use Plan in 2024, with efforts to meet stakeholders where they were at. This included tabling at community events, attending neighborhood meetings, and providing presentations to groups, in addition to community-wide events. The engagement approach focused on three key areas: collaborative education, sharing experiences, and building awareness of key issues. Achieving these goals meant building meaningful relationships with community members and groups based on trust and transparency.

The below graphics demonstrate the timeline of engagement throughout the project, the aggregate engagement methods utilized, and the number of residents reached. This is in addition to dozens of meetings with individual stakeholders including nonprofit partners and residents conducted by the Community Engagement Specialist and other staff to build project awareness over the course of the project.



Community Engagement August 2022 - October 2024



Meeting stakeholders where they're at:

Stakeholder meetings, presentations, tabling, and online engagement

149 Occurrences
3,000+ Residents reached

Public Events

18 Events
873 Residents reached



Newsletters and Social Media

63 Newsletters

Opened over 47,500 times

63 Facebook posts

Cumulative reach of 11,766

**Boards, Committees, and
Council Presentations**
20 Occurrences



**Our Missoula Community
Advisory Group Meetings**
17 Occurrences

Over the course of the project, the Our Missoula team held targeted stakeholder meetings, tabled at community events, and provided multiple opportunities to attend events during each cycle of engagement. This included planning events at various times of day and in various locations to give residents options and to find the event that worked best for them. When possible, snacks or meals and activities for kids were provided.

Many of the public presentations and meetings relating to the project were recorded by Missoula Community Access Television and/or posted on the City of Missoula YouTube channel for residents to access later.

The Our Missoula team used a variety of outreach methods to inform the public about process and project updates, upcoming engagement opportunities, available documents and information, and ways to provide feedback. These include:

- 63 newsletters sent to Community Planning, Development, & Innovation (CPDI), neighborhood councils, and stakeholders who signed up to receive updates about the project, that were opened over 47,500 times.
- 63 social media posts to the CPDI Facebook page, with a total reach of over 11,700.
- 8 press releases to local media outlets.
- 6 appearances on radio shows including City Talk and Real Estate Today.
- 4 advertisements displayed in Mountain Line Buses.
- 2 radio public service announcements on Townsquare Media.
- 1 advertisement in the Spring 2023 Public Works and Mobility newsletter.
- 1 flyer in the October 2024 Missoula Water Bill that went out to 18,000 people.
- 1 advertisement run before Roxy Theater movies in October 2024.
- 20 presentations to Planning Board, Land Use and Planning Committee, and City Council.
- 17 meetings with the Our Missoula Community Advisory Group.

See Attachment A for a full list of all outreach performed during the Our Missoula project between the project kickoff and the draft Land Use Plan.

Our Missoula Community Advisory Group

To ensure robust representation from diverse sectors of the community, the City established the Our Missoula Community Advisory Group (OMCAG). The group is an

inclusive and diverse mix of stakeholders who are representative of the issues and elements that the broader Our Missoula project and the Land Use Plan address. Collectively, group members provide community perspective throughout the process, from early outreach to the creation of deliverables like the Land Use Plan or land use regulations, to adoption by our legislative body. The group has served as a sounding board, assisting us in balancing policy development and implementation ideas from the various focus groups, work teams, and community members involved in the broader the Our Missoula project.

Community Advisory Group Members

Adam Hertz
Aimee McQuilken
Alan McCormick
Bob Giordano
Brittany Palmer
Bryan von Lossberg
Chris Chitty
Kat Cowley

Heather McMilin
Justin Metcalf
Leslie Dallapiazza
Megan Robson
Paul Filicetti
Ryan Salisbury
Thomas McClure
Tung Pham

Community Advisory Group Meetings

Our Missoula Community Advisory Group meetings were generally held on a monthly basis, could be attended online or in-person, and were open to the public. Meeting agendas and recordings are available through the City public meetings [webpage](#) and recordings of past meetings can be found on the City [YouTube page](#).

2. Community Kick-Off (Phase 1)

OVERVIEW

The first phase of the Our Missoula project was dedicated to informing and educating the community about the Our Missoula project, including what the project can and cannot do to influence positive change in Missoula; why it is necessary for the community; and how it will affect Missoulians directly.

Along with introducing the Our Missoula project to the community during this phase, the Our Missoula team also began to build a community-based infrastructure that would allow for comprehensive and inclusive participation throughout the multi-year process. This included forming partnerships with community-based groups who represent diverse perspectives and who could support outreach and engagement with traditionally marginalized and underrepresented communities.

The Our Missoula team partnered with Common Good Missoula, a broad-based community organizing collective, as an active community partner on the engagement for the first two phases of the project. Common Good Missoula is an alliance of organizations that include health care providers, labor unions, faith communities, neighborhood organizations, and nonprofits, and they share the City's commitment to inclusive community engagement. Its coalition of civic organizations made it well-suited for engaging with a diverse cross section of the Missoula community. The City engaged in this innovative new partnership on community engagement in an effort to hear the needs and values of as many residents as possible during the complex, lengthy, and significant Our Missoula project.

WHAT WE DID



Community Kick-off Event

December 13, 2022, 6:00 to 8:00 p.m.

Missoula County Fairgrounds

The Our Missoula project was publicly launched with a Community Kick-off Event held at the Missoula County Fairgrounds on December 13th, 2022. The event was created in partnership with Common Good Missoula and utilized Common Good Missoula's Civic Academy model, which assisted in teaching residents about the importance of land use and the Our Missoula project in their everyday lives and aimed to provide foundational information that could help them stay involved throughout the project.

The topics presented at this event include:

- What Missoula's Growth Policy is and how it functions
- How zoning and development code works and why it matters at the neighborhood level
- The history of human habitation in the Missoula Valley and the advent of the built environment in modern times
- Why public participation in a zoning code overhaul is important
- Goals of the Our Missoula project



3. Equity in Land Use (Phase 2)

OVERVIEW

Community engagement during the second phase of the project was dedicated to engaging community members to help define the issues, share ideas, experiences, and concerns related to how Missoula has grown and developed in recent years.

A foundation of the Our Missoula project is an analysis of equity in land use (the Equity in Land Use Report) to identify how our current codes and policies fall short in supporting social equity goals and addressing community needs. Engagement in the first part of this phase was centered around the Equity in Land Use Report. This engagement cycle featured a combination of public presentations, small group discussions with stakeholder groups, “table talks” in partnership with Common Good Missoula, tabling at partner events, and online opportunities.

The goal of the engagement was to confirm if the technical data of the Equity in Land Use Report resonated with the qualitative feedback from residents’ lived experiences with housing affordability, segregation and exclusion, and gentrification and displacement in Missoula.



WHAT WE DID



The Our Missoula team organized or supported 46 engagement opportunities between spring-fall 2023. At each opportunity, city staff shared the key findings of the Equity in Land Use Report and engaged in small group or individual discussions. Over 890 people were reached.

Community-Wide Events:

Equity in Land Use Virtual Presentation

Online (Microsoft Teams)

July 24, 2023

Equity in Land Use Presentation

Missoula Community Theater

September 14, 2023

Equity in Land Use Virtual Presentation

Online (Microsoft Teams)

July 25, 2023

City-Led Group Presentations:

Equity in Land Use: The Center

Missoula Public Library

July 12, 2023

Equity in Land Use: Summit

Independent Living and Rural Institute

Summit Independent Living

August 2, 2023

Equity in Land Use: Bear Necessities &

Missoula Tenants Union

Missoula Public Library

August 1, 2023

Equity in Land Use: Northside/Westside Neighborhood

Lowell Elementary School

August 3, 2023

Presentations to Stakeholder Groups:

**CPDI Monthly Development
Community**

Online (Microsoft Teams)
April 14, 2023

CPDI Community Partners Forum

Online (Microsoft Teams)
May 25, 2023

Missoula Downtown Association Board

Headwaters Foundation
June 1, 2023

**Affordable Housing Resident Oversight
Committee**

City Council Chambers
June 13, 2023

Neighborhoods Community Forum

City Council Chambers
June 27, 2023

Missoula Aging Services

Missoula Public Library
July 13, 2023

**Affordable Housing Resident Oversight
Committee – Policy Working Group**

MMW Architects
July 18, 2023

Missoula Organization of Realtors

MOR Office
August 3, 2023

Neighborhood Council Meetings Attended:

**Captain John Mullan Neighborhood
Council Meeting**

June 27, 2023

**Rose Park Neighborhood Council
Meeting**

September 17, 2023

**River Road Neighborhood Council
Meeting**

September 13, 2023

Common Good Missoula Table Talks:

City staff partnered with Common Good Missoula to support several Table Talks hosted by their organizers. The Our Missoula team presented information at most of these events, and for those not attended, Common Good Missoula presented information provided by

the City. Common Good Missoula led and facilitated the group discussions and provided the Our Missoula team with the feedback received.

People with Disabilities Community

March 11, 2023

Climate Caucus

June 14, 2023

Franklin to the Fort Neighborhood

April 12, 2023

Welcome Back

June 15, 2023

Heart of Missoula Neighborhood

April 23, 2024

Immanuel Lutheran Church

June 25, 2023

United Methodist Church

April 24, 2023

Riverfront Neighborhood

July 6, 2023

Community Food and Agriculture Coalition

May 18, 2023

All Nations Health Center

July 18, 2023

Tabling

The Our Missoula team had a presence at a wide range of community events between spring and fall 2023. The key themes of the Equity in Land Use Report were presented on posters and conversations with residents revolved around their lived experiences with growth and equity in Missoula.

Earth Day Celebration

April 22, 2023

Midtown Master Plan Block Party

June 11, 2023

University of Montana

April 24, 2023

Missoula Pride

June 17, 2023

Missoula Public Library

May 3, 2023

World Refugee Day

June 17, 2023

City Chats in the Park: Southgate Triangle

May 23, 2023

ADA Community Picnic

June 21, 2023

City Chats in the Park: Franklin Park
June 22, 2023

City Chats in the Park: River Road
June 28, 2023

City Chats in the Park: Maloney Ranch Park
July 11, 2023

City Chats in the Park: Bonner Park
July 26, 2023

City Chats in the Park: Pineview Park
August 2, 2023

Sunday Streets Missoula
August 20, 2023

City Chats in the Park: Westside Park
August 22, 2023

Southgate Mall
September 8, 2023

Climate & Clean Energy Expo
September 23, 2023

Wednesdays with the Mayor
September 27, 2023



Online Activities

The Our Missoula team created a page on the Our Missoula project website dedicated to the Equity in Land Use Report. This page included a descriptions and links to the report, as well as four recorded videos that explained the findings of the report with spaces to respond to the same questions that were asked at each in-person event,

COMMUNITY FEEDBACK

At each of the city-led engagement opportunities, City staff asked the following questions:

- **How have you or people you know been affected by the housing affordability crisis in Missoula?**
- **How have you or people you know been affected by issues of segregation and exclusion?**
- **Where and how do you see gentrification occurring in Missoula?**
- **How have you or someone you know been affected by displacement?**
- **What changes do you support for advancing equity in land use?**
 1. Distribute opportunities for affordable housing types broadly throughout the city.
 2. Allow higher density levels that encourage smaller, more affordable homes.
 3. Do not limit higher density housing to neighborhoods vulnerable to gentrification.
 4. Design effective incentives for income restricted affordable housing.
 5. Focus regulations more on the form of buildings, less on density.
 6. Design reforms to increase access to opportunity, services, and amenities.

While these questions served as guides for discussions with the community, the informal nature of these conversations allowed them to cover broad topics outside of these specific questions. Nearly 950 comments were collected throughout this cycle – see Attachment B for the full list of comments. They were summarized into the following key themes:

Housing Affordability & Accessibility:

- Concern over rising housing costs, rents, and mortgages, which make housing increasingly more unaffordable for low- and middle-income residents.

- Desire for more affordable housing options, including multi-dwelling and mixed-income developments.
- Concern about the lack of accessible, senior-friendly housing options for Missoula's aging population.
- Desire for more single-level housing, ADA-compliant units, and services to allow for aging-in-place and independent living, especially in proximity to essential services and amenities.

Zoning & Land Use

- Support for zoning reforms that enable diverse housing types and reduce barriers to housing innovation.
- Desire for context-sensitive zoning that allows for adaptable, neighborhood-based solutions that provide housing while maintaining the character of historic or low-income neighborhoods.
- Support for mixed-use developments and flexibility for home-based businesses.

Gentrification & Displacement

- Concern about rising property values and the risk of displacement for long-time residents due to development pressures.
- Concern about the effect of market-driven development, out-of-state buyers, and short-term rentals on housing availability.
- Desire for policies and protections against displacement, especially for long-time and marginalized residents.

Transportation & Infrastructure

- Concern about inadequate transportation infrastructure to support growth.
- Desire for more accessible and efficient transportation options, including better bus routes, bike lanes, safer streets, and other infrastructure improvements.

Environmental & Climate Concerns

- Concern about the environmental impacts of growth, including pollution and the loss of green spaces.

- Concern about the effects of climate change, such as air quality issues (wildfire smoke)
- Desire for sustainable, energy efficient, and climate-resilient development and green infrastructure.

Community and Social Equity

- Concern about inequality, particularly for marginalized groups, and the exclusion of low-income or BIPOC communities from housing and economic opportunities.
- Desire for inclusive, equitable development that ensures diverse housing options, equal access to services, and resources that foster community cohesion across all demographics.
- Desire for more public involvement in planning and zoning processes, with an emphasis on transparency and community representation in decision-making.
- Frustration with the perceived lack of openness and the influence of developers.

Economic Concerns

- Concern about lack of equitable access to jobs, education, and services for low-income and marginalized residents.
- Desire for policies that support local businesses, affordable workforce housing, and the creation of living-wage jobs to ensure economic stability for all residents.
- Desire for inclusive economic development, affordable commercial spaces for local businesses, and improved access to healthcare, education, and social services.

Growth Management and Urban Density

- Support for controlled growth and building upward to avoid sprawl, with strategic density solutions that preserve neighborhood character.
- Concern about potential negative impacts of high-density development on neighborhood character and housing affordability.

Public Health and Safety

- Concern about public health issues, including air quality, noise pollution, and insufficient resources for mental health support.

- Desire for policies that prioritize health and safety in development projects, including better healthcare facilities, safe outdoor spaces, and infrastructure that promotes a healthy community.

RESPONSE

The general sentiments expressed during this engagement cycle broadly confirmed that the City's equity findings align with residents' day-to-day experience of living in Missoula.

The feedback received, especially the aggregate themes of the comments, shed light on top resident concerns in relation to equity and informed the types of land use changes the City should consider to advance equity through the Land Use Plan. The themes from the feedback lay a foundation for the visioning in the Community Growth Policy Workshops.

4. Community Growth Policy Workshops (Phase 2)

OVERVIEW

The second part of the community engagement in Phase 2 expanded on the equity-related conversations by defining what residents value in their neighborhoods now and in the future. The goal of this cycle was to confirm how well the previous Growth policy captured community values and if the City needed to update their vision accordingly in the new Land Use Plan.

WHAT WE DID

Community-Wide Events



The Our Missoula team held three Community Growth Policy Workshops in December 2023 that featured brief presentations from City staff, individual visioning activities, and facilitated small group discussions. The information presented at these events included: what the land use and development process is in Missoula, how policy shapes that process, and the reasons why a Growth Policy update was necessary for the community.

Community Growth Policy Workshop #1

Goodworks Place, 129 W. Alder Street
December 4, 2023, 1:00 to 3:00 p.m.

Community Growth Policy Workshop #3

Missoula Public Library
December 13, 2023, 5:00 to 7:00 p.m.

Community Growth Policy Workshop #2

Missoula County Fairgrounds
December 6, 2023, 6:00 to 8:00 p.m.

Online Activities

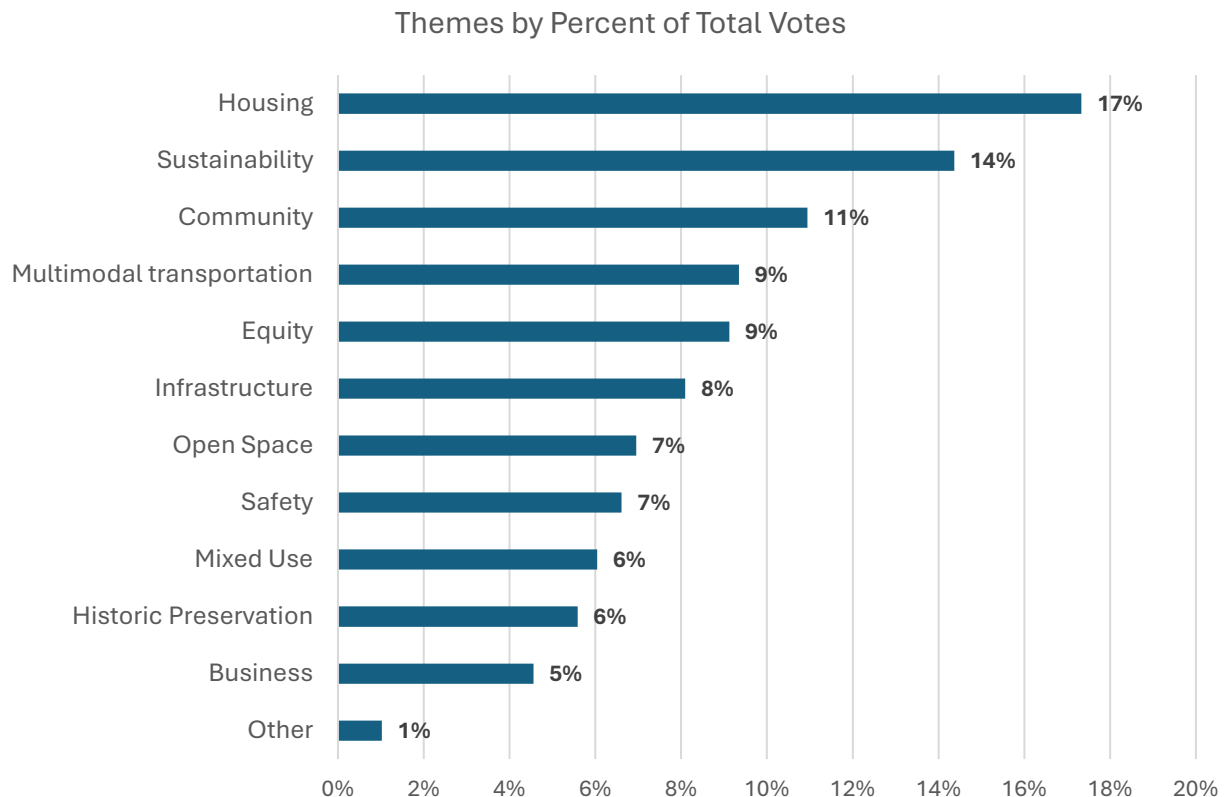


The activities from the in-person workshops were translated into online activities on the Our Missoula project website. These activities were created using the tools available on the Engagement HQ platform, and included a virtual map activity, a values survey, and a fill-in-the-blank visioning activity.

COMMUNITY FEEDBACK

“Vote on your Values” Activity

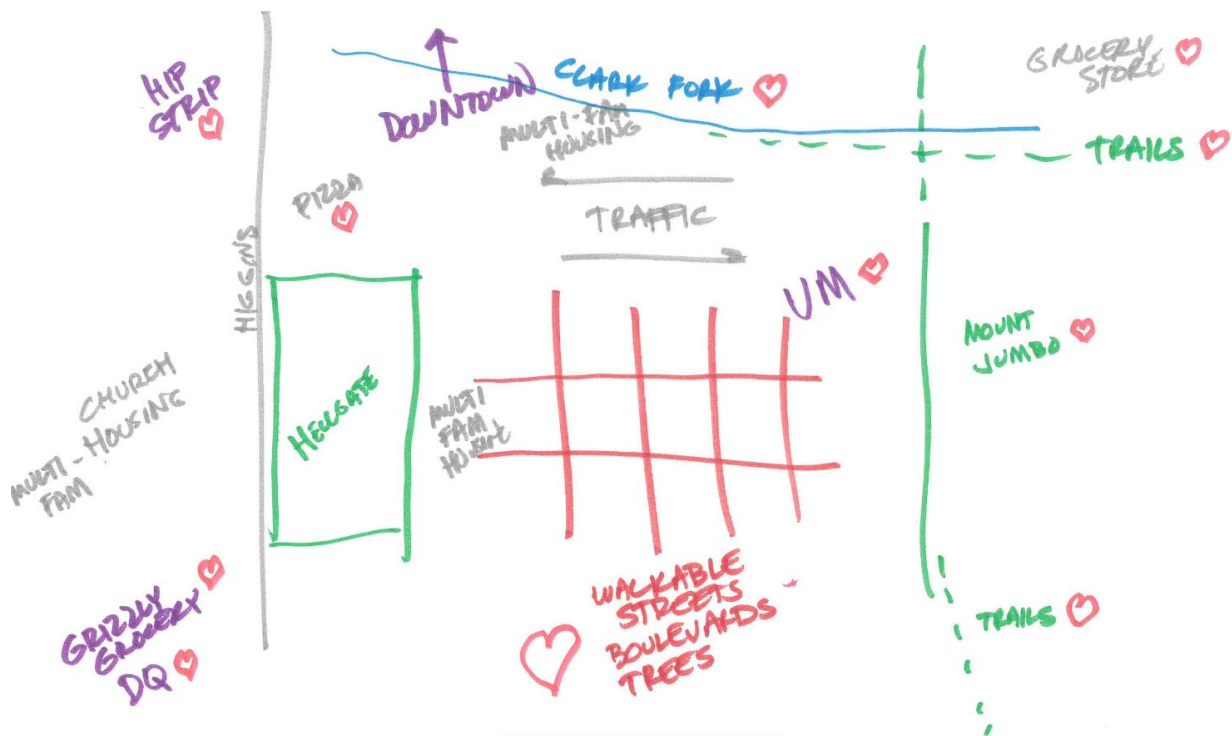
At each workshop, the Our Missoula team set up a simple but informative activity where participants were asked to “vote on your values.” This activity consisted of a table of jars labeled with themes. Staff gave participants 10 beans each to be distributed across the jars based on the themes that were most important to them. Staff tallied the votes to understand the topics that were the highest priority for participants (online responses were added to this total):



Between the three workshops and the online survey, 875 “votes” were distributed among the 12 jar options. The themes with the highest number of votes were *housing*, *sustainability*, and *community*.

“Neighborhood Drawing” Activity

The primary activity at the workshops was a drawing activity to be completed individually by each participant. First attendees were asked to draw their neighborhood – this could be interpreted however the individual chose. Second, they were asked to draw or circle the things that they love in their neighborhoods. Third, they were instructed to draw or circle the things that they would like to see or change in their neighborhoods. Following the individual activity, small-group discussions were facilitated by city staff to debrief what the participants drew or circled for each question, and the answers were documented by staff. The common themes from the responses are summarized below:



What do you love in your neighborhood?

- Strong sense of community, connection, safety, and familiarity with neighbors
- Opportunities for interaction through community events and shared spaces
- Access to essential services and amenities like grocery stores, schools, and local businesses within walking distance
- Diversity of housing options including a mix of rental and ownership opportunities
- Access to parks, trails, and open spaces
- Presence of green spaces, trees, wildlife, dark skies, and natural environments
- Walkability and bikeability within and between neighborhoods through paths and trails
- Access to public transit and bus routes and the free bus service
- Quiet streets with traffic calming efforts and roundabouts
- Historic buildings, historic character, older homes, and architectural identity
- Sustainability efforts like solar panels, community gardens, and conservation
- Diversity of neighborhoods, including economic diversity and a mix of different people and cultures

What would you like to see or change in your neighborhood?

- Desire for stronger engagement around development that ensure neighborhoods have a say in growth and expansion efforts.
- Desire for mixed-use neighborhoods that provide spaces to gather, connect, and socialize, such as parks and community centers.
- Support for preserving neighborhood character by preventing overly restrictive or uniform designs and ensuring new development is compatible with existing homes.
- Desire for accessible and affordable housing options, including diverse ownership opportunities, smaller housing units, and affordable rentals, to support residents with various income levels.
- Support for policies that allow aging-in-place and downsizing options that allow long-term residents to remain in the community.
- Desire for environmental and sustainability initiatives, including solar energy, green spaces, native plantings, and wildfire planning to promote resilience and support environmental impacts of development.
- Support for improved infrastructure, including sidewalks, street lighting, and bike paths, especially in underserved neighborhoods.

- Desire for safer and better-connected streets that include traffic calming measures, protected bike lanes, and clear pedestrian crossings for a more walkable and bikeable community.
- Desire for improved traffic management to reduce congestion in neighborhoods.
- Support for increased public transportation options, more frequent transit, and accessible stop stops, especially in high-traffic areas.
- Desire for an equitable distribution of parks, community gardens, and open spaces across neighborhoods to improve access to nature and local foods.
- Support for small-scale commercial within residential neighborhoods that allow for convenient access to amenities like grocery stores, cafes, and retail within walking distance.
- Desire for the preservation and adaptive reuse of historic and underused properties into community resources, housing, or commercial spaces.
- Support for equitable policies such as protections for renters, property tax fairness, and zoning policies that support a range of housing options.

See Attachment C for the full list of comments received.

RESPONSE

The input received during the Community Growth Policy Workshops helped the Our Missoula team understand what residents value most about the places they live. While the activity was at the neighborhood scale, the key themes about what people love and what people want to see were translated into visioning for the Land Use Plan at a community-wide scale. This feedback influenced the overall organization of the Land Use Plan document and helped inform the themes, goals, and policy objectives in the plan. This was done in part by comparing the goals and objectives of the previous Growth Policy to the priorities and values expressed in these workshops.

5. Expanding Housing Options in Neighborhoods Workshops (Phase 3)

OVERVIEW

The third phase of the project, from spring through summer 2024, was dedicated to creating and sharing tangible, community-informed scenarios for growth in Missoula.

Housing affordability and accessibility was an overarching concern that arose frequently in previous engagement cycles and in the findings of the Equity in Land Use Report. This engagement cycle was designed to help the Our Missoula team understand the community appetite for expanding housing diversity in Missoula’s predominantly residential areas.

WHAT WE DID

Community-Wide Events

77
attendees

A series of three Expanding Housing Options in Neighborhoods Workshops held in February and March of 2024 explored the ways to allow for more housing options and housing that is more affordable by design while preserving what residents value about Missoula’s neighborhoods. At these workshops, staff provided a brief presentation that introduced the key concepts that the activity was based around, especially “missing middle housing,” to help participants visualize the types of housing options.



Expanding Housing Options in Neighborhoods Workshop #1
Garden City Harvest
February 27, 2024, 6:00 to 8:00 p.m.

Expanding Housing Options in Neighborhoods Workshop #3
Burns Street Community Center
March 6, 2024, 5:00 to 7:00 p.m.

Expanding Housing Options in Neighborhoods Workshop #2
Missoula Public Library Cooper Room
February 28, 2024, 1:00 to 3:00 p.m.

Workshops with Stakeholder Groups



In addition to the community-wide workshops, the Our Missoula team facilitated smaller workshops with select stakeholder groups. These workshops were aimed at relationship-building, meeting stakeholders where they are at by taking advantage of scheduled meeting times and making space for under-represented voices.

City of Missoula Local Government Academy
March 7, 2024

YWCA Women’s Shelter
April 18, 2024

Affordable Housing Resident Oversight Committee – Policy Working Group
March 23, 2024

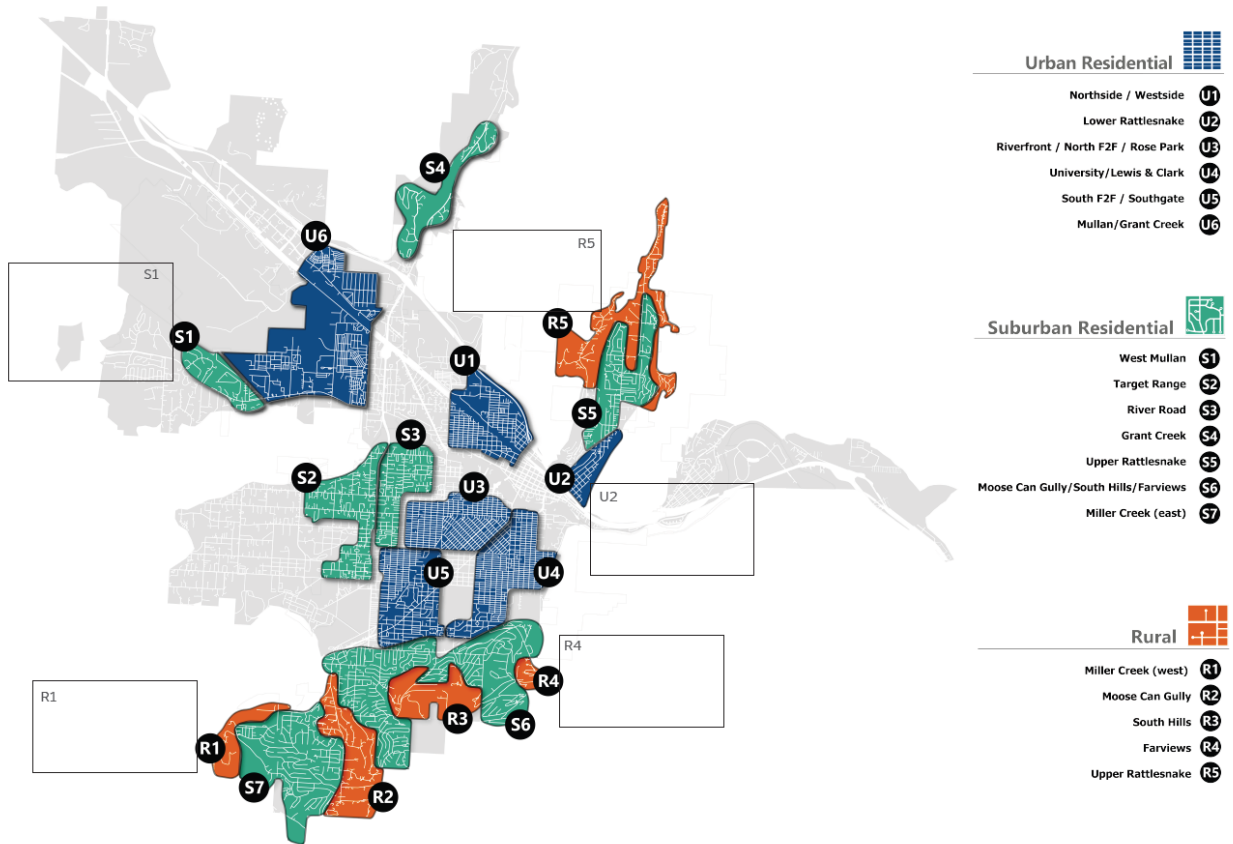
COMMUNITY FEEDBACK

Activity

Through a map-based activity, workshop participants were asked to share their preferences around different levels of housing diversity in the parts of the city, which were the primarily residential areas of the city. These areas were divided into urban, suburban, and rural residential sub-areas, and the housing options were based on different levels of missing middle housing.

The objective of the activity was for participants to decide which level of housing diversity they support in each of the sub-areas. Each participant received a set of tokens in three different colors that correspond to a specific housing option (low, medium, and high. Participants were asked to place a token that reflects their preference for housing options in that sub-area. Minimum scores were required to encourage participants to assume some levels of housing diversity needed to be provided.

Expanding Housing Options in Neighborhoods Workshop



HOUSING OPTIONS	HOUSING DIVERSITY		
	Low	Medium	High
House + ADU	X	X	X
Duplex	X	X	X
Triplex/Quadplex		X	X
Small Cluster or Duplex + ADU		X	X
Multiplex			X
Large Cottage Court			X

Results

The total scores per subarea, collected and compiled from each of the community workshops and stakeholder events, are as follows:

#	Neighborhood	Avg. Score	Housing Diversity
U1	Northside/Westside	2.5	High
U2	Lower Rattlesnake	2.4	Medium
U3	Riverfront/North Franklin to the Fort/Rose Park	2.6	High
U4	University/Lewis & Clark	2.5	High
U5	South Franklin to the Fort/Southgate	2.7	High
U6	Mullan/Grant Creek	2.7	High
S1	West Mullan	2.4	Medium
S2	Target Range	2.4	Medium
S3	River Road	2.5	High
S4	Grant Creek	2.1	Medium
S5	Upper Rattlesnake	2.1	Medium
S6	Moose Can Gully/South Hills/Farview	2.5	High
S7	Miller Creek (east/suburban)	2.3	Medium
R1	Miller Creek (west/rural)	2.1	Medium
R2	Moose Can Gully	2.2	Medium

R3	South Hills	2.3	Medium
R4	Farviews	2.2	Medium
FR5	Upper Rattlesnake	1.9	Medium

The average scores per subarea type suggest that there is preference towards **high** housing diversity in the Urban Residential areas, and **medium** housing diversity in both the Suburban and Rural Residential areas. In the Suburban and Rural Residential areas, this preference represented a higher level of housing than what was allowed by the current zoning regulations.

Themes

After participants placed their tokens, they were asked to share why they made their choices, what factors they considered in their decision-making for each subarea, and what concerns or questions arose as they were making their selections. Below is a summary of the key themes from participant responses by subarea:

Urban Residential Areas:

- Concern about accommodating housing density while preserving the unique character of neighborhoods.
- Support for more affordable housing options to promote economic diversity.
- Concern about the limitations of existing infrastructure and transportation systems to handle higher density.
- Support for mixed-use development that integrates residential, commercial, and recreational spaces.
- Support for community involvement in development decision and aligning planning efforts with neighborhood needs.
- Concern about gentrification and displacement of long-term community members.
- Support for considering environmental impacts and incorporating sustainable practices into development.
- Concern about the potential loss of historic buildings and the character of neighborhoods due to new developments.
- Support for more “missing middle housing” options such as duplexes and triplexes to provide diverse and affordable housing options.
- Concern about the impact of large developers and chains on local businesses and the ability to finance diverse projects.

Suburban Residential Areas:

- Acknowledgement that there is ample space available for new housing development.
- Concern about the prevalence of homeowner's associations (HOAs) and how they impact the ability to create diverse housing options.
- Concerns that existing infrastructure and transportation systems have not kept pace with recent residential developments and impact accessibility and safety.
- Concerns about wildfire safety and evacuation, especially in areas with limited access (one road in and out).
- Concerns that increased density, such as tall apartment buildings, may not fit the character of existing neighborhoods.
- Concern that housing diversity may not equate to housing that is affordable.
- Support for the preservation of recreational spaces and natural areas.

Rural Residential Areas:

- Concern about the political and decision-making power needed to address density changes in rural neighborhoods.
- Support for increasing density in rural areas to promote change and accommodate more residents.
- Concern about the limitations of existing infrastructure and transportation systems that impact accessibility and safety.
- Concern about maintaining the character of neighborhoods while increasing density.
- Concern about affordability issues and that increasing density does not guarantee affordable housing options.
- Concern about environmental impacts, especially related to wildfire and fire safety.
- Support for more diverse housing options and the need for zoning flexibility to accommodate various housing types.
- Concern about preserving open space, recreational areas, and agricultural lands while accommodating new housing development.
- Acknowledgement of the anxiety, grief, and stress that results from rapid change occurring within the community.

There were clear overlapping concerns across all the sub-areas regarding density, neighborhood character, infrastructure and transportation, housing diversity and affordability, community involvement in development processes, and the environmental

impacts of development. Participants shared similar concerns for urban and suburban areas about the effects of gentrification, large developers, and displacement. Responses for the suburban and rural areas focused more on wildfire safety, open space preservation, and the social impacts of rapid development.

See Attachment D for the full list of scores and comments received.

RESPONSE

The feedback from the Expanding Housing Options in Neighborhoods workshops, along with input from prior engagement, was distilled by city staff and project consultants to inform the development of a menu of scenarios that represent different approaches to addressing some of the city's critical housing affordability, equity, and climate issues. The feedback from this activity confirmed that there is an overall desire for more housing diversity throughout the City's residential areas. The total scores and the themes captured from the conversations influenced the locations that levels of growth and density would be proposed in the different scenario options based on community preferences and concerns.

6. Future Growth Scenarios Open Houses (Phase 3)

OVERVIEW

Feedback from the Expanding Housing Options in Neighborhoods Workshops, along with input from prior engagement, was distilled by city staff and project consultants to inform the development of a menu of scenarios that represent different approaches to addressing some of the city’s critical housing affordability, equity, and climate issues.

During the second engagement cycle in Phase 3, the Our Missoula team presented these three scenario options to the community, along with comparisons between each scenario and information about how each scenario would impact housing capacity, housing affordability, climate resilience, connectivity, and equity.

WHAT WE DID



The Our Missoula team held 2 Future Growth Scenario Open Houses in July 2024. These workshops were also scaled to be presented to stakeholder groups, and an online version of the open house and the survey were available on the Our Missoula website. In total, roughly 309 individuals responded to the survey questions.

Community-Wide Events



Future Growth Scenario Open House #1

Missoula Public Library
July 17, 2024,
12:00-3:00 p.m.

Future Growth Scenario Open House #2

Missoula Public Library
July 23, 2023, 4:00-7:00 p.m.

Virtual Open House



The Our Missoula team provided an online version of the open house and survey that was accessed through the Our Missoula project website. The [Virtual Open House](#) was available from July 17-August 1, 2024, and 149 responses to the survey were gathered during that time.

Workshops with Stakeholder Groups

The Our Missoula team hosted a smaller workshop with Summit Independent Living on July 31, 2024. This workshop allowed for a dedicated discussion about the proposed scenarios from the perspective of individuals with accessibility challenges. The responses from this workshop are captured in the responses from the online survey and in the summary of the key themes from public comments.

COMMUNITY FEEDBACK

Activity

Residents were invited to provide input on three scenarios for future growth, the outcomes that are most important to them, and their preferences for balancing the tradeoffs that were presented by these scenarios. The survey questions asked participants to rank, rate, or choose between different outcomes. The questions were divided into four key categories:

1. Housing Opportunities in Residential Zones
2. Corner Stores in Residential Neighborhoods
3. Housing Opportunities in Commercial/Mixed-Use Zones
4. Minimum Parking Requirements

The same questions were asked at the in-person and virtual open houses. At the in-person events, participants used stickers and post its to document their responses on feedback boards (below). All survey responses were tallied and are summarized in the following section.

Housing Opportunities in Residential Zones

Each of the scenarios paints a different picture of how Missouri's neighborhoods could evolve to meet housing needs, impacting affordability, equity, climate, and connectivity. We want to know which scenario you prefer to weigh in on the tradeoffs with each, and what outcomes matter most to you.

Q1 Based on what you learned about the concepts for expanding housing opportunities in residential zones, which scenario do you prefer? (Rank from top preferred to least preferred)

SCENARIO 1: Allow duplexes in all residential zones.	SCENARIO 2: Allow duplexes in all zones and more homes per lot in Urban Residential areas.	SCENARIO 3: Allow up to 4 units per lot in Suburban Residential areas and up to 6 units per lot in Urban Residential areas.
<p>1</p> <p>2</p> <p>3</p>	<p>1</p> <p>2</p> <p>3</p>	<p>1</p> <p>2</p> <p>3</p>

Q2 When thinking about the concepts for housing opportunities in residential zones, what outcome(s) are most important to you? (Choose three)

<ul style="list-style-type: none"> Creating opportunities for more affordable housing types Allowing more people to live within walking distance of their daily needs 	<ul style="list-style-type: none"> Creating options for people to live in neighborhoods with high economic and educational opportunities Allowing more people to live closer to transit services and where it is easier to drive less 	<ul style="list-style-type: none"> Encouraging an equitable distribution of housing development across the city Ensuring that new housing fits in with the scale and design of the neighborhood
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Q3 Which outcome are you more supportive of?

<p>New housing is similar in scale and design as existing housing, even if the housing is less feasible to develop and fewer units may be created.</p>	<p>New housing is more feasible to build and allows for lower cost units, even if buildings are larger than existing homes.</p>
<p>1</p> <p>2</p> <p>3</p>	<p>1</p> <p>2</p> <p>3</p>

Corner Stores in Residential Neighborhoods

In Scenario 3, small-scale commercial uses like shops or restaurants would be allowed in certain locations within residential zones. This could help to create more walkable neighborhoods by filling these small-scale commercial uses between the busy commercial corridors. We want to know whether you support this idea, and what outcomes would be most important to you to ensure these 'corner stores' are successful.

Q4 Based on what you learned about the concept of allowing corner stores in residential neighborhoods, what is your level of support for this concept as described in Scenario 3?

<p>😊</p>	<p>🙂</p>	<p>😐</p>	<p>😞</p>	<p>😡</p>
<p>1</p> <p>2</p> <p>3</p>	<p>1</p> <p>2</p> <p>3</p>	<p>1</p> <p>2</p> <p>3</p>	<p>1</p> <p>2</p> <p>3</p>	<p>1</p> <p>2</p> <p>3</p>

Q5 When thinking about the concepts for corner stores in residential neighborhoods, what outcome(s) are most important to you? (Choose two)

<ul style="list-style-type: none"> Corner stores are allowed in enough locations that more people would be able to walk or bike to meet some of their daily needs. The types of uses that are allowed in these buildings are restricted to make sure they don't have negative impacts on neighbors. 	<ul style="list-style-type: none"> There is enough housing nearby the corner stores to provide a solid base of customers for a healthy business. The size and operations of these businesses are limited to ensure they don't contribute to traffic or parking congestion.
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What are your ideas, concerns, or questions about the concepts for corner stores in residential neighborhoods?

Housing Opportunities in Commercial/Mixed Use Zones

Housing development occurs today in many of the city's commercial districts. There are many reasons why allowing for housing in these areas makes sense. However, the amount of housing that can be created in these areas today is limited by some important policies and regulations. The scenarios tested different ways to encourage more housing in commercial districts. We want to know which scenario resonates with you and the outcomes you care about most related to housing in commercial areas.

Q6 Based on what you learned about the concepts for expanding housing opportunities in commercial/mixed zones, what do you support the most? (Choose one)

<p>Housing allowed but number of units is limited, unless the building also includes commercial space (Scenario 1)</p>	<p>Housing is encouraged in most locations, but must be part of mixed use development in certain locations (key intersection, core of a business district, important streets, etc.)</p>	<p>Housing encouraged in all locations and number of units is only limited by other regulations like building height and parking requirements (Scenarios 2 & 3)</p>
<p>1</p> <p>2</p> <p>3</p>	<p>1</p> <p>2</p> <p>3</p>	<p>1</p> <p>2</p> <p>3</p>

Q7 When thinking about the concepts for housing opportunities in commercial/mixed use zones, what outcome(s) are most important to you? (Choose three)

<ul style="list-style-type: none"> Creating opportunities for more affordable housing types Allowing more people to live within walking distance of their daily needs 	<ul style="list-style-type: none"> Allowing more people to live closer to transit services and where it is easier to drive less 	<ul style="list-style-type: none"> The design and scale of these housing developments is appropriate and compatible with the surrounding neighborhood There are commercial spaces included with each new apartment building
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What are your ideas, concerns, or questions about the concepts for commercial/mixed use zones?

Minimum Parking Requirements

The amount of parking that is required to be provided with each new home has a big impact on how affordable that home can be and even whether it will be created. Providing parking on site also tends to encourage people to drive more and own more cars. Reducing parking requirements is a key element of achieving the City's housing and climate goals. Each scenario tested the impact of reducing the amount of parking that must be provided, in different ways. Tell us which scenario resonates with you and how you would decide when there may be a difficult tradeoff between housing outcomes and parking issues.

Q8 Based on what you learned about the concepts for reducing minimum parking requirements, which concept is most important to you? (Choose one)

<ul style="list-style-type: none"> Reduce parking requirements to no more than 1 space per unit in commercial/mixed use zones (Scenario 1) Reduce parking requirements to 0.5 spaces per unit, but only in certain areas that are more walkable and have good access to transit or bike facilities 	<ul style="list-style-type: none"> Reduce parking requirements to 0.5 spaces per unit in all locations (Scenarios 2 and 3) Eliminate minimum parking requirements in all locations
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Q9 Which outcome are you more supportive of?

<p>Fewer cars are parked on public streets, even if it means fewer homes are created with every new development and those homes may be more expensive.</p>	<p>More homes are created with every new project and those homes could be more affordable, even if it means that more cars may park on public streets in some locations.</p>
<p>1</p> <p>2</p> <p>3</p>	<p>1</p> <p>2</p> <p>3</p>

What are your ideas, concerns, or questions about the concepts for minimum parking requirements?

Survey Responses: Housing Opportunities in Residential Zones

Q1: Based on what you learned about the concepts for expanding housing opportunities in residential zones, which scenario do you prefer? (1 = top preferred, 3 = least preferred)

Scenario	Rank 1	Rank 2	Rank 3
Scenario 1: Allow duplexes in all residential zones	11%	13%	76%
Scenario 2: Allow duplexes in all zones and more homes per lot in suburban residential areas	15%	77%	8%
Scenario 3: Allow up to 4 units per lot in Suburban Residential Areas and up to 6 units per lot in Urban Residential Areas.	75%	7%	17%

Scenario 3 was the clear preference of the majority of respondents. About 75% of respondents ranked Scenario 3 as their top choice of the three scenarios. Scenario 1 or 2 were rarely selected as the top choice among respondents; each were selected as the top choice by less than 15% of respondents.

Scenario 2 was the clear second choice among the majority of respondents, with 77% of respondents ranking it as their second choice. It is likely that most of the respondents that selected Scenario 3 as their top choice also selected Scenario 2 as their second choice (i.e. these are largely the same group of respondents).

The implication of this data is most respondents prefer the concepts for housing in residential zones expressed in Scenario 3, which represented the most significant change from existing policy and code. A small minority of respondents prefer Scenario 1, which represents the least degree of change compared to existing policy and code.

Q2: When thinking about the concepts for housing opportunities in residential zones, what outcome(s) are most important to you? (choose three)

Outcome	Total	% Total
Creating more opportunities for more affordable housing types	208	24%
Creating options for people to live in neighborhoods with high economic and educational opportunities	79	9%
Encouraging an equitable distribution of housing development across the city	152	18%
Allowing more people to live within walking distance of their daily needs	205	24%
Allowing more people to live closer to transit services and where it is easier to drive less	153	18%
Ensuring that new housing fits within the scale and design of the neighborhood	70	8%

One question asked respondents to identify their top three most important outcomes for housing in residential zones. The responses to this question may shed light on some of the reasons underlying the broad preference for Scenario 3 among the respondents. The outcomes most frequently cited as important to the respondents were:

- Creating opportunities for more affordable housing types (24%)
- Allowing more people to live within walking distance of their daily needs (24%)
- Encouraging an equitable distribution of housing development across the city (18%)
- Allowing more people to live closer to transit services and where it is easier to drive less (18%)

Two additional outcomes were ranked as an important outcome by less than 10% of respondents:

- Creating options for people to live in neighborhoods with high economic and educational opportunities (9%)
- Ensuring that new housing fits in with the scale and design of the neighborhood (8%)

One interpretation of these results is that respondents are most concerned that policy and code supports basic needs of residents, such as affordable housing, convenient access to

daily needs, and fairness related to where housing is developed. Respondents were less concerned about the policy and code prioritizing issues like social/economic mobility or aesthetic preferences such as compatibility.



Q3: Which outcome are you more supportive of?

Outcome	Total	% Total
New housing is similar in scale and design as existing housing, even if the housing is less feasible to develop and fewer units may be created	28	9%
Middle Option 1	31	10%
Middle Option 2	81	27%
New Housing is more feasible to build and allows for lower cost units, even if buildings are larger than existing homes	157	53%

When presented a tradeoff between compatibility (“new housing is similar in scale and design...” and feasibility (“new housing is more feasible to build, even if larger than existing homes”), a slight majority were more supportive of feasibility. About 53% of respondents selected this option. Only 9% of respondents selected the option that prioritized compatibility. About 37% of respondents selected an option in the middle of these two ends of the spectrum.

Survey Reponses: Corner Stores in Residential Neighborhoods

Q4: Based on what you learned about the concept of allowing corner stores in residential neighborhoods, what is your level of support for this concept as described in Scenario 3?

Level of Support	Total	Percent Total
	277	90%
4	21	7%
3	8	3%
2	2	1%
	0	0%

The concept of allowing for small-scale commercial uses on corner lots in residential zones (as expressed in Scenario 3) was supported by nearly all of the respondents. About 90% of respondents indicated the highest level of support for this concept (5 on a 5-point

scale), with another 7% indicating a very high level of support (4 on a 5-point scale). No respondents indicated they did not support this concept.

Q5: When thinking about the concepts for corner stores in residential neighborhoods, what outcome(s) are most important to you?

Outcome	Total	% Total
Corner stores are allowed in enough locations that more people would be able to walk or bike to meet some of their daily needs	244	42%
There is enough housing nearby the corner stores to provide a solid base of customers for a healthy business	153	26%
The types of uses that are allowed in these buildings are restricted to make sure they don't have negative impacts on neighbors	102	17%
The size and operations of these businesses are limited to ensure they don't contribute to traffic or parking congestion	88	15%

When asked which outcomes were most important to them related to corner stores, respondents indicated outcomes associated with these uses being allowed in many locations and being economically successful:

- Corner stores are allowed in enough locations that more people would be able to walk or bike to meet some of their daily needs (42%)
- There is enough housing nearby the corner stores to provide a solid base of customers for a healthy business (26%)

However, outcomes related to minimizing the impact of these uses were also marked as important by some respondents:

- The types of uses that are allowed in these buildings are restricted to make sure they don't have negative impacts on the neighborhood (17%)
- The size and operations of these businesses are limited to ensure they don't contribute to traffic or parking congestion (15%)

These data suggest that the concept of corner stores in residential zones is highly supported, but many respondents still maintain that certain restrictions and regulations on these uses are appropriate and necessary.

Survey Responses: Housing Opportunities in Commercial/Mixed-Use Zones

Q6: Based on what you learned about the concepts for expanding housing opportunities in commercial/mixed-use zones, what do you support the most?

Statement	Total	% Total
Housing allowed but number of units is limited unless the building also includes a commercial space	12	4%
Housing is encouraged in most locations, but it must be part of mixed-use development in certain locations (key intersections, core of a business district, important streets, etc.)	83	28%
Housing encouraged in all locations and number of units is only limited by other regulations like building height and parking requirements	205	68%

A clear majority of respondents preferred the approach to housing in commercial zones that is expressed in Scenarios 2 and 3. Just over two-thirds of respondents (68%) selected this option: “Housing is encouraged in all locations and number of units is only limited by other regulations like building height and parking requirements”.

The second most popular option was an approach that was not represented in one of the scenarios. About 28% of respondents preferred this option: “Housing is encouraged in most locations but must be part of mixed-use development in certain locations (key intersection, core of a business district, important streets, etc.)”. This idea is a middle ground solution between current policy and the more aggressive allowance for housing in Scenarios 2 and 3.

Very few respondents (4%) preferred the option representing Scenario 1 and the current policy and code in commercial zones: “Housing allowed but number of units is limited, unless the building also includes a commercial space.”

Q7: When thinking about the concepts for housing opportunities in commercial/mixed-use zones, what outcome(s) are most important to you? (Choose three)

Outcome	Total	% Total
Creating opportunities for more affordable housing types	235	29%
Allowing more people to live within walking distance of their daily needs	246	30%
Allowing more people to live closer to transit services and where it is easier to drive less	197	24%
The design and scale of these housing developments is appropriate and compatible with the surrounding neighborhood	81	10%
There are commercial spaces included with each apartment building	54	7%

Like the questions about housing in residential zones, respondents were asked to identify their top three most important outcomes for housing in commercial zones. Respondents prioritized similar outcomes as for housing in residential zones. The top three outcomes are walkability, affordability, and access to transit:

- Allowing more people to live within walking distance of their daily needs (30%)
- Creating opportunities for more affordable housing types (29%)
- Allowing more people to live closer to transit services and where it is easier to drive less (24%)

Less important outcomes were design/compatibility and the inclusion of commercial spaces in every new apartment building (mixed-use buildings):

- The design and scale of these housing developments is appropriate and compatible with the surrounding neighborhood (10%)
- There are commercial spaces included with each new apartment building (7%)

These data indicate that there may be strong support for loosening current restrictions on housing in commercial zones.

Survey Responses: Minimum Parking Requirements

Q8: Based on what you learned about the concepts for reducing minimum parking requirements, which concept is most important to you?

Concept	Total	% Total
Reduce parking requirements to no more than 1 space per unit in commercial/mixed-use zones (Scenario 1)	52	17%
Reduce parking requirements to 0.5 spaces per unit, but only in certain areas that are more walkable and have good access to transit or bike facilities	74	24%
Reduce parking requirements to 0.5 spaces per unit in all locations (Scenario 2 and 3)	63	21%
Eliminate minimum parking requirements in all locations	114	38%

There was less consensus among respondents on minimum parking requirements than on the housing-related questions. However, a slight plurality supports elimination of minimum parking requirements in all locations (38%).

The next two most popular options were middle ground choices between complete elimination of parking requirements and the most reductions expressed in Scenario 1:

- Reduce parking requirements to 0.5 spaces per unit, but only in certain areas that are more walkable and have good access to transit and bike facilities (24%)
- Reduce parking requirements to 0.5 spaces per unit in all locations (Scenarios 2 and 3) (21%)

In total, there is clear support for significant changes from existing minimum parking requirements, which require 1.0 to 1.5 spaces per unit. Over 80% of respondents selected either a complete elimination or a reduction to 0.5 spaces per unit, at least in some locations.

About 17% of respondents preferred reducing parking requirements to no more than 1 space per unit in commercial/mixed use zones, as articulated in Scenario 1.

Q9: What outcomes are you most supportive of?

Outcome	Total	% Total
Fewer cars are parked on public streets, even if it means fewer homes are created with every new development, and those homes may be more expensive	17	6%
Middle Option 1	39	13%
Middle Option 2	67	22%

More homes are created with every new project and those homes could be more affordable, even if it means that more cars may park on public streets in some locations	180	59%
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One question asked respondents to select options on a spectrum between two outcomes. One outcome prioritized limiting congestion of on-street parking and another option prioritized housing production and affordability. The two options were phrased as follows:

- “Fewer cars are parked on public streets, even if it means fewer homes are created with every new development and those homes may be more expensive.”
- “More homes are created with every new project and those homes could be more affordable, even if it means that more cars may part on public streets in some locations.”

A slight majority preferred the “more homes” option (59%). Only 6% preferred the “fewer cars parking on streets” option. About 35% of respondents selected one of two middle ground options between these two end points.

These data suggest that there was a solid subgroup of respondents that favored substantial reductions or eliminations of minimum parking requirements, and these respondents were accepting of the potential for this policy choice to result in congestion of on-street parking, at least in some locations.

At the same time, there is a smaller subgroup of respondents that preferred a policy that balanced the need to removed barriers to housing production with the potential impacts to congestion of on-street parking.

Key Themes from Public Comments

In addition to the survey responses, general comments were also collected during the open houses. The key themes from the general comments received on the future growth scenarios include:

- Support for more housing options in all neighborhoods and increasing housing supply.
- Support for limits on building sizes to encourage smaller units.
- Concerns about density related infrastructure and public facilities.
- Concerns about impacts of density on community character.

- Desire for sustainability, climate, trees, and green space to be considered.
- Support for the concept of corner stores.
- Concerns about the impact of corner stores on neighborhoods.
- Support for incentives for affordable units.
- Support for incentives/requirements for accessible units.
- Support for reduced parking requirements.
- Support for linking parking with transit, TDM, alternative parking strategies.
- General concerns about reduced parking, opposition to parking reductions.

See Attachment E for the full list of survey responses and comments received.

RESPONSE

Feedback from this engagement cycle provided information about the type of growth that is supported most broadly in the community. It was used to develop a preferred scenario for growth, which ultimately formed the basis for the Land Use Strategy.

From these workshops and the survey responses, community members expressed the strongest preferences for pursuing the following growth strategies:

- Unlock the growth potential for mixed use centers and corridors in order to allow more people to live within walking distance of their daily needs, create opportunities for more affordable housing types, and allow more people to live closer to transit services. This strategy applies especially to the Downtown and Midtown areas, and along various mixed use and commercial corridors throughout the city.
- All neighborhoods should take on their fair share to increase opportunities for housing supply and provide more opportunities for affordable housing types, especially smaller homes, with the most emphasis on increased supply and opportunities in areas that have good access to services and amenities by walking, biking and transit.
- Increase housing options throughout Missoula's residential neighborhoods, accompanied by consideration for maintaining the size and scale of buildings to be compatible with existing homes and structures, and to encourage smaller units when development is proposed at higher intensities.
- Allow certain small-scale neighborhood commercial services in most or all residential neighborhoods in order to provide walkable access to daily needs, enhance neighborhood livability, and foster social connections between neighbors.

- Do not eliminate parking requirements citywide but do regulate parking in a manner that balances and integrates housing production and affordability goals with transportation, climate, and neighborhood livability, and recognizes that parking is a critical policy choice that affects many other policy goals. Link parking regulations to the availability and quality of alternative transportation modes in specific locations, primarily for proximity to transit and to a lesser degree high quality bike facilities. Support reduced parking requirements for projects that include features and amenities which are likely to reduce the demand for parking, combined with broader adoption of on-street parking management policies and strategies.

Each of these elements, along with the policy goals and objectives stated previously in the Land Use Plan document, were translated into the geographic distribution of growth described in the Land Use Strategy. Several of these growth strategies will be further refined and explored in in the update and adoption of a Unified Development Code.

7. Land Use Plan and Future Land Use Map Update (Phase 4)

OVERVIEW

In the final phase of the Our Missoula Land Use Plan update, the Our Missoula shared the results of the two-year collaborative community process and the long-term vision for growth in Missoula through the release of the Our Missoula 2045 Land Use Plan. This engagement cycle was the last opportunity to receive public feedback before the final adoption process. The purpose of these engagement efforts was to confirm that the draft Land Use Plan resonated with the community and identify areas of concern to potentially rectify in the adoption draft of the plan.

WHAT WE DID: PUBLIC REVIEW DRAFT

Community-Wide Events



The Our Missoula team hosted a combination of presentations and drop-in sessions throughout October 2024. At both types of events, staff provided informational overviews of the key concepts in the Land Use Plan, answered questions, and gathered feedback on the general response to the draft plan.

Draft Land Use Plan Presentation #1

Goodworks Place, 129 W. Alder Street
October 15, 2024, 6:00 to 8:00 p.m.

Draft Land Use Plan Presentation #2

Missoula Public Library
October 21, 2024, 12:00 to 2:00 p.m.

Draft Land Use Plan Presentation #3

Missoula County Fairgrounds
October 29, 2024, 6:00 to 8:00 p.m.

Draft Land Use Plan Drop-in #1

Missoula Public Library
October 16, 2024, 5:00 to 7:00 p.m.

Draft Land Use Plan Drop-in #2

Missoula Public Library
October 23, 2024, 10:00 to 12:00 p.m.

Draft Land Use Plan Drop-in #3

Missoula Public Library
October 28, 1:00 to 3:00 p.m.

Online Opportunities



The Our Missoula team published the draft Our Missoula 2045 Land Use Plan on the Our Missoula project website. An interactive engagement platform, Konveio, was used to allow readers to comment directly on the plan document. Residents could also share more general feedback directly through Engage Missoula.

Interactive web maps of the draft Place Types and Street Types were also made available for viewing and commenting.

Presentations to Stakeholder Groups

In addition to the community-wide events, the Our Missoula team led presentations about the draft Land Use Plan to select stakeholder groups.

CPDI Monthly Development

Community Meeting

October 11, 2024

Park and Recreation Board

November 12, 2024

Neighborhoods Community Forum

October 24, 2024

All Community Council Town Hall

November 13, 2024

Midtown Association – Midtown Master Plan Implementation Team

October 28, 2024

Requests for Agency and Individual Comment

The Our Missoula team sent a memo to over 38 organizations and agencies that serve the Missoula area to request their direct feedback on the draft Land Use Plan. Staff also invited residents and individuals to send their comments via email as an optional method of providing feedback.

Additionally, a display table was set up at the Missoula Public Library with information about the draft Land Use Plan and a box to drop written comment into. Comments from

individuals and organizations are attached to this document and summarized in the section below.

WHAT WE DID: FINAL ADOPTION DRAFT

Notification of Public Hearings

- A legal ad was run in the *Missoulian* on November 9, and November 16, 2024, announcing the adoption draft of the Land Use Plan and public hearing dates.
- Emails announcing the public hearings to adopt the Our Missoula 2045 Land Use Plan were sent to over 1,000 stakeholders from staff contact lists.
- Newsletters were sent on November 8, 2024, to 5,124 contacts that announced the public hearings to adopt the Land Use Plan.
- A memo was sent to agency and community groups on October 15, 2024, requesting comment on the public draft of the Land Use Plan by October 31, 2024. This also announced the Planning Board public hearing date.
- Press release on November 14, 2024, announcing the availability of the adoption draft Land Use Plan and upcoming public hearings.
- A post was made on the Community Planning, Development, & Innovation Facebook page on November 13, 2024, announcing the public hearings information.

Online Notice and Opportunities

- The Planning Board and City Council public hearing dates were listed on the Engage Missoula website.
- The adoption draft Land Use Plan and associated maps were posted on the Engage Missoula website for review and comment.

COMMUNITY FEEDBACK & RESPONSE

During this phase of engagement, the Our Missoula team did not ask specific questions to gather feedback – rather, they invited comments directly on the draft Land Use Plan materials to gauge the overall response.

Each comment was recorded, reviewed and analyzed. Many comments referred to typographical corrections or updates to maps or graphics to fix errors or improve clarity. Addressing these did not result in any substantive changes to the content of the document. In other instances, the Our Missoula team determined that a comment was in alignment with an idea, concept, or detail of the plan, but that this was not clear to the reader. To address these instances, we looked for ways to create more clarity in the text.

When comments recommended a substantive change to the plan that was in alignment with the project goals, as developed in previous community-driven phases of the project, the Our Missoula Team brought those recommendations to our larger teams, including City Leadership and content area experts. In many instances, this resulted in partial or full changes in the Plan and/or Future Land Use Map. These conversations also considered recommendations that were in alignment with the broad project goals and the City of Missoula's values, but that require continued work, resource, and community conversation to adequately address. These recommendations resulted in additional actions in the implementation table of the Plan, to ensure we commit to doing this work in future phases of the project.

When comments made recommendations that were not in alignment with the project's goals or that were outside the scope of the project or the City of Missoula's Authority, no change to the Plan was made. Many of these comments contained recommendations for zoning code or broader development regulations, which are occurring in the next phase of the Our Missoula Project. These comments will be carried forward to that process, informing the process alongside other community engagement efforts.

To share these comments with the public in a format that is accessible, we have provided a table containing summaries below. These summaries highlight the most common themes and categories of issues raised through the Phase Four public engagement effort. For more detailed information, including the direct coding of each individual comment, please see the attachment to the staff report.

(Summaries on the following page)

Issue Raised	Response	Adoption Draft Update
<p>Maps, Graphics and Typographical Errors: Several comments point out typographical errors and repeated content in the document. Comments express confusion or frustration with the clarity and representation of some maps. Commenters find the some of the maps and related materials hard to interpret, unclear, or incomplete.</p>	<p>The Plan document was re-reviewed for typographical errors.</p> <p>The maps and graphics that were commented on were reviewed for clarity and representation.</p>	<p>The Plan document was updated with corrections to the previous errors in the document. All errors were address and attempts were made to improve clarity. For instance, we provided more clarity on what the Proposed Place Types to Existing Zoning map in the Implementation chapter means, updating titles and providing more context.</p>
<p>Population and Housing Projections: Comments raise questions related to the accuracy and source for population growth estimations, and whether specific population groups (such as students) and housing options were considered sufficiently.</p>	<p>The source and methodology for the Population projection and associated housing needs and economic capacity analysis are detailed in the Community Profile.</p> <p>The methodology was workshopped extensively during earlier phases of the project and developed with the goal of creating a shared methodology between the various jurisdictions that share in this work (including the City, Missoula County, and Metropolitan Planning Organization.)</p>	<p>No change.</p>

Issue Raised	Response	Adoption Draft Update
<p>Equity and Accessibility: There were several comments in the plan that addressed various concerns about equity, which are summarized below.</p> <p><u>Transit and Parking:</u> Comments raised equity concerns, particularly for seniors, people with disabilities, and families. The reduction of parking without adequate public transportation or considerations for these groups was seen as creating significant hardships.</p> <p><u>Infrastructure:</u> Comments express concerns about social inequity in infrastructure, pointing out disparities in neighborhood conditions and advocating for attention and improvements in neglected areas, particularly for underprivileged communities.</p> <p><u>Building Accessibility:</u> Comments were received that recommended that the Plan expand mention of incentives in various ways, including for accessibility.</p>	<p>The Land Use Plan is rooted in the Equity in Land Use Report, which provides specific recommendations to ensure growth recognizes the needs of all residents, but especially historically marginalized and vulnerable members of our community.</p> <p>The Plan is developed in alignment with City transportation planning efforts, which identify the City’s mode-split goals and prioritize needed infrastructure improvements to ensure equitable access to various modes of transportation.</p> <p>The Plan is also drafted to be in alignment with, and is supportive of the City’s Community Improvement Program, which identifies the various improvements projects that the City can afford over a given timeframe.</p> <p>Generally, the Plan looks to address concerns about equitable access to infrastructure through the coordination of place types and street types, encouraging equitable transportation</p>	<p>No Change.</p>

	<p>infrastructure investments that support current and future adjacent land uses.</p> <p>Through the creation of the UDC, the city will explore ways to incentivize accessibility and visitability of new construction. However, it should be noted that the City’s jurisdiction in this area is limited by State law. This work will happen in the next phase of this project and is beyond the scope of the Plan.</p>	
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Issue Raised	Response	Adoption Draft Update
<p>Equitable and Affordable Housing: Multiple comments suggest the need to promote equitable and affordable housing across Missoula. This includes addressing issues like the affordability of single-family homes, pushing for higher density housing, and ensuring that developments are accessible to more than just the wealthy population. Several more specific areas of comment are summarized below.</p> <p><u>General Residential Place Type:</u></p>	<p>These comments are largely reflected in the Plan, which is based on the foundation of recommendations in the Equity in Land Use Report to ensure our approach addresses the housing needs of all our residents.</p> <p>A central component of the Plan is to broaden the availability of diverse housing types and missing middle development throughout most residentially designated areas.</p> <p>The Place Types outlined in the Plan provide the framework for increased</p>	<p>The introduction to Place Types section was modified to provide added clarity in descriptions of key terms.</p> <p>Photos were updated in some Place Type descriptions to provide more clarity and highlight how the same building type may look in different Place Types.</p>

<p>It was not clear in each Place Type, by the pictures present, what housing type was allowed and encouraged.</p> <p><u>Housing Type:</u> There is feedback on the need to reevaluate current housing development policies to stimulate more inclusive and comprehensive growth. This includes considerations for 'Missing Middle Housing,' compatibility of developments with neighborhood aesthetics, and questioning traditional single-family home-oriented development. Several comments emphasize the need for a variety of housing types, including mixed-use zoning, small homes, and multi-family units, to address different family sizes and economic classes. The creation of diverse housing types is seen as vital for the community. A number of comments also emphasize the need for supporting units of smaller sizes as a way to support affordability.</p> <p><u>Defined Affordable housing:</u> Several comments discuss the importance of creating true affordable housing. There is concern that current policies and incentives are not sufficient to ensure true affordability and suggestions</p>	<p>housing and housing diversity in all neighborhoods.</p> <p>The regulatory characteristics of each place type will be analyzed and calibrated alongside other regulation, like parking, during the creation of a Unified Development Code. Our goal will be to create a suite of incentives that will lead to the construction of more income-restricted, permanently affordable homes.</p> <p>Future phases of Our Missoula will continue to calibrate regulatory incentives alongside programmatic and financial incentives, to further innovate. This work will happen in the next phase of the Our Missoula project, which will establish updated development codes. It will also continue to occur in future phases as we work to innovate our approach.</p> <p>The City will continue to work across Departments to assess policy and regulatory responses to a myriad of issues that impact housing availability and affordability, including short-term rentals. This will be driven by data and evaluation of the initial efforts outlined</p>	
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<p>include negotiating better with developers and creating incentives for permanently deed-restricted housing. Additionally, commentors feel that “Workforce housing” needs to be defined in the Plan to include a range of AMI between 80-120% and “missing middle” housing should be mainly targeted to this population.</p> <p><u>Incentives:</u> It is urged that incentives would explicitly allow for development at higher intensities than what is described in the Place Type descriptions. These comments also recommended making it clear that incentives for affordability would be available only for permanently affordable developments to qualify, and that incentives should be available for development exceeding what is described in the Place Type descriptions.</p> <p><u>High Density Housing:</u> There were discussions around high-density housing and its implications. Some comments supported it to address housing shortages, while others pointed out the negative effects, such as increased parking demand and</p>	<p>in Our Missoula through the adoption of the Plan and the creation of the UDC.</p> <p>We will also continue to address programmatic and shifting aspects, like definitions of affordable housing, through a programmatic approach in our Affordable Housing Trust Fund.</p>	
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<p>community tension due to competition for limited parking spaces.</p> <p><u>Other:</u> Various other comments focus on housing and development issues, including the need for more public housing, banning short-term rentals, and concerns about the private sector's ability to meet housing needs.</p>		
<p>Houselessness and Displacement: A few comments touch on issues related to displacement and houselessness. This includes concerns about vulnerable populations ability to engage in a community-driven process.</p>	<p>The Land Use Plan is rooted in the Equity in Land Use Report, which provides specific recommendations to ensure growth recognizes the needs of all residents, but especially historically marginalized and vulnerable members of our community.</p> <p>The Plan looks to address issues of displacement and houselessness through the natural and built environments. The City is engaged in a variety of programmatic and policy approaches to displacement and houselessness that live outside of this process.</p> <p>Additionally, our engagement philosophy is centered around providing opportunities for all residents, but especially historically marginalized</p>	

	community members, to participate. You can learn more about that process by visiting Engage Missoula.	
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Issues Raised	Response	Adoption Draft Update
<p>Sensitive Lands: Comments regarding sensitive lands included individual comments alongside several submitted letters from community organizations dedicated to this work. Comments are summarized in main themes below.</p> <p><u>Fire and Wildland Urban Interface:</u> Several comments discuss concerns related particularly in relation to housing density in proximity to wildland urban interface (WUI) areas. Comments highlight the need to restrict housing density increases in high fire risk areas (WUI) to protect lives and homes.</p> <p><u>Wildland Corridors:</u> Several comments highlighted the necessity that wildlife corridors play in ensuring that wildlife and humans can co-habitat and thrive in our community, especially in wildlife prone areas.</p>	<p>Generally, the Plan incorporates consideration and analysis of a variety of environmental hazards and constraints (see the Community Profile) and the proposed draft was created with these in mind.</p> <p>It is a goal and a challenge of this project to strike a balance between concerns over safety and responsible growth with accommodating the projected growth for the area and distributing it in a way that is fair and equitable.</p> <p>Regarding Wildland Corridors, we do not have the information we need to achieve the requested level of incorporation. However, our wildlife corridors deserve more conversation and integration into our land use planning.</p> <p>Regarding riparian buffers, these buffers in urban river corridors often</p>	<p>The Plan was re-reviewed in relation to concerns over WUI interface. City staff again consulted key parties including the Office of Emergency Management, and City of Missoula Fire and Police. This did result in a change in the map adjusting Place Types in the Upper Rattlesnake to support swift evacuation in case of Wildfire, based on the unique conditions present in area.</p> <p>Policy Objective #3, #5, and #6 were updated in the Environmental Quality & Climate Resilience Chapter.</p> <p>The following implementation steps were added to the Plan to ensure the additional planning work required in sensitive lands occurs - B, 17: Work with stakeholders and the community to develop a comprehensive analysis and approach to mitigating the impacts of growth on sensitive lands; B, 36: Work with the Office of Emergency Management for an update to the</p>

<p>There were several comments that called on the city to incorporate stronger language to protect wildlife and to incorporation of more data, planning, and mapping layers for our wildlife corridors, among other things.</p> <p><u>Riparian Buffers:</u> Several comments highlighted the value and benefit that our local rivers and waterways bring to our community. Additional comments requested that we mirror recent Missoula County adopted regulations that establish a 150-foot riparian buffer for new development.</p>	<p>differ from those in more rural places, like Missoula County. As such, we did not incorporate the recommendation to align our riparian buffers with the County at this time, however, we agree that riparian buffers within the Plan area deserve more conversation and study. We have listed several action items in the Implementation Table to ensure these conversations take place as part of a larger approach to plan for and mitigate development near sensitive lands, including those annexing into the City.</p>	<p>Comprehensive Wildfire Protection Plan.</p>
<p>Environmental and Sustainability Measures: Comments suggest various environmental and sustainability measures, including recycling, renewable energy, green roofs, and urban tree cover.</p> <p>Several comments bring attention to the environmental impact of street development choices, particularly focusing on materials like concrete and advocating for more climate-resilient alternatives.</p>	<p>Many comments are reflected in the Plan, some are programmatic and are being addressed through policies or programs, and others will be addressed through the next phase of the Our Missoula project, which will establish updated development codes.</p>	<p>Some changes were made to clarify and strengthen language in the Plan.</p>

Issue Raised	Response	Adoption Draft Update
<p>Streamlining Development Processes: A few comments point out the need to streamline development processes, particularly addressing restrictive requirements that hinder property improvements.</p>	<p>The Our Missoula project is committed to streamlining development reviews, and this is also required under new state law.</p> <p>Development processes will be reviewed along with the general code update that will follow adoption of this plan.</p>	<p>No Change.</p>
<p>Zoning Code and Development Regulations: Some comments indicate a disagreement with form-based zoning rules which are seen as promoting exclusive development and limiting affordable housing.</p> <p>Other comments provide suggestions for how to strengthen or implement the Plan through code and development regulations.</p>	<p>These comments are more applicable to the future phases of the Our Missoula project, which will focus on establishing updated development codes. The Plan is based around a concept of compatibility based on community and built form that will be incorporated into the codes in a graphic manner, but the degree to which it will constitute a form-based approach is not yet determined.</p> <p>While recommendations regarding code and the development regulations are not applicable to the Plan, they will be carried forward to inform the creation of the UDC in the next phase of the project.</p>	<p>No Change.</p>

Issue Raised	Response	Adoption Draft Update
<p>Focus Inward: Some comments reflect skepticism about the focus inward approach, stating that Missoula has continued to sprawl outward despite claims otherwise.</p> <p>Additionally, there is frustration over the cost burden placed on existing residents to subsidize infrastructure for new outlying developments.</p>	<p>The Land Use Plan tries to clarify our evolved definition of the focus inward concept, from what was established in the previous Growth Policy.</p> <p>The Plan highlights that while the City should prioritize compact urban infill development, we also recognize the need for increased infill in our less urban places. As it applies to the Plan, we apply a focus inwards lens to the entire Plan area.</p> <p>While a focus inward approach drives our policy and helps inform our regulation, we cannot prevent development in our greenfield areas. Nor would we want to, to ensure we can meet our housing goals. However, we will continue to incentivize development where infrastructure and connection to services exists.</p>	<p>The general Goal for the Focus Inward chapter was modified to better represent the intent of the focus inward concept.</p>
<p>Density and neighborhood character: There are varying opinions on how increased density affects neighborhood character. Some comments suggest that more density leads to larger, more massive buildings that change the character of neighborhoods, while</p>	<p>These comments are largely reflected in the Plan. A central component of the Plan is to pair raising allowable development densities with compatibility related to community and built form within the relative Place Type.</p>	<p>The introduction to Place Types section was modified to provide added clarity in descriptions of key terms.</p>

<p>others believe that different housing forms can blend in while providing needed housing.</p> <p>Several commenters emphasize the need for more public amenities like parks and green spaces before increasing residential density. They point out that areas lacking such amenities may suffer from exacerbated inequities.</p> <p>Some comments point to regulatory tools that have been used in the past, like Neighborhood Overlays, as a solution.</p>	<p>The Plan was developed with the recognition that constraints and deficiencies exist within the Plan area. The Planning Act requires that the planning effort analyze the City’s projected infrastructure capacity, including green infrastructure, related to the growth strategy and identify whether substantial new facilities would be required to accommodate the projected growth.</p> <p>Additionally, the Plan is developed in alignment with recent and ongoing facility planning efforts.</p> <p>Regarding Neighborhood Overlays, regulatory tools will be addressed in the next phase of this project.</p>	
<p>Historical preservation and gentrification: Comments suggest that historical preservation regulations are being used to stop denser and more affordable developments and contribute to the gentrification of neighborhoods. The suggestion is to balance preserving historic district appearances with allowing different building types.</p>	<p>The City currently operates with limited use of historic preservation tools. There are eleven historic districts with one which is regulated by an historic district zoning overlay. Otherwise, the historic districts provide guidance and recognition of the resources in those areas. With the recognition, property owners could pursue incentives for adaptive reuse and upkeep of historic structures. In addition to the one historic district zoning overlay, fifty-six</p>	<p>No Changes.</p>

	<p>historic buildings are also regulated with an eye to maintaining their historicity, and not weighing in on use. Use, density, and building types are dictated by zoning. All residential districts will allow more than single dwelling residence according to state law and this land use plan.</p> <p>The Plan was re-reviewed for clarity around the distinction between historical preservation and the need to change, especially in the Community and Quality of Life chapter.</p>	
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Issue Raised	Response	Adoption Draft Update
<p>Place Types and Future Land Use Map: There were several comments regarding future land use designations, with recommendations to simply or change, based on type or location. Specific themes are summarized below.</p> <p><u>Mixed-Use:</u> A significant number of comments suggest reclassifying various areas as urban mixed use to better integrate commercial, residential, and other uses. This classification is recommended for areas in River Road that are serving in</p>	<p>The key shifts to the current land use map are focused on allowing for missing middle housing throughout our residential neighborhoods, as well as opening the opportunity for small scale neighborhood commercial services within and that provide services to those neighborhoods.</p> <p>Expanding mixed use areas more broadly throughout the City has not been a main focus of the Plan update, though because the Plan incorporates a shift towards increased permissiveness for neighborhood commercial uses,</p>	<p>The following changes were made to Place Type designations on the Future Land Use Map:</p> <ul style="list-style-type: none"> • W. Broadway Corridor: Suburban Mixed-Use to Urban Mixed-Use H/L • Fort Missoula: Remap some Parks and Open Space areas to Civic (see Civic Place Type comment summary) • Orchard Homes: Moved a portion of the Tower Street area to Limited Urban Residential

<p>this function today, areas adjacent to campus, North Reserve Street corridor, the commercial park South of Grant Creek, locations in Linda Vista and the South Hills, and various intersections and corridors throughout the city.</p> <p><u>Urban Residential:</u> Many comments propose reclassifying various areas, particularly from suburban residential to urban residential low or high. The comments highlight the importance of increasing housing density and better utilizing available land, particularly in areas like River Road and Orchard Homes neighborhoods, and along various streets and intersections.</p> <p><u>Allowing for Residential Uses in Industrial Designated Places:</u> Several comments were received suggesting mapping changes to areas designated as industrial to allow for increased residential and/or mixed-use development. This especially pertained to the Commercial Development Park nearby to the airport.</p>	<p>there is a general raising of the floor with regard to mixed use throughout most areas of the City. This is an incremental step that we will need to revisit in future planning efforts.</p> <p>The Plan as proposed had already modified some mixed-use corridors from what is currently designated in the Growth Policy. This was done primarily with an eye for alignment with more recent area planning, including the Midtown Master Plan, Downtown Plan, and the North Reserve-Scott Street Plan. There are some areas that were not already designated as a mixed-use corridor that this planning effort stays consistent with.</p> <p>Staff re-reviewed comments around some of the specific corridors that were identified.</p> <p>Related to currently designated industrial areas, the City is hesitant to make changes will reduce the available land area for industrial uses, as well as increase the potential for residential uses in and around existing industrial, which can be problematic without the right planning and protection.</p>	<p>based on updated Floodplain/Floodway mapping.</p> <ul style="list-style-type: none"> • The Rocky Mountain Elk Foundation Property at the base of Grant Creek: Move from Open and Resource to Limited Urban Mixed-Use (see private parcel comment summary) • Moved portions of the Rattlesnake Valley from Urban Residential Low to Limited Urban Residential (see sensitive lands comment summary) • Adjusted portions of the Urban Mixed-Use Low Place Types of the West Side neighborhood to Urban Residential High. • Expanded Urban Mixed-Use Low in the River Road Neighborhood to incorporate existing light commercial/industrial use areas.
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<p><u>Increased Intensity of Place Type/Degree of Change:</u> Various comments call for generally expanding higher density zones to address housing deficits and to better support public services and transit options. These comments advocate for more compact communities with higher residential capacities. These comments pointed to neighborhoods like Target Range/Orchard Homes, Linda Vista, and Miller Creek.</p>	<p>Related to Residential Use in Industrial designations, this bears more consideration than we have been able to give through this current planning process. Making this change will significantly reduce the available land areas for industrial uses, as well as increase the potential for residential uses in and around existing industrial, which can be problematic without the right planning and protection.</p> <p>Regarding increased intensity of use and degree of change, the distinctions between high and low intensities for the Urban Residential and Mixed-Use Place Types are based on constraints present in each area.</p> <p>In addition to recognizing constraints, establishing differing levels of intensity allows for more transition spaces between the highest intensity downtown and mixed-use areas of the City and its more residential neighborhoods.</p> <p>The cost and associated investment required to transform infrastructure in some currently lower-density suburban</p>	
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	<p>areas to support denser urban is significant. This cost would either fall to taxpayers or to developers, with would impact the affordability of any new homes constructed there.</p> <p>It's also important to note that were areas within the Plan area still resided in Missoula County, the City worked to align that Place Type designation with the County's designation for that area, to ensure their community driven process was carried over.</p>	
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Issue Raised	Response	Adoption Draft Update
<p>Suburban Place Types: Multiple comments suggest eliminating the term 'Suburban' from the planning lexicon, advocating for exclusively urban or very low-density rural classifications.</p> <p>These comments argue that suburban patterns are unsustainable and financially detrimental to communities</p>	<p>The Plan is based on a Community Form Analysis (see appendix) that establishes a key concept on how Missoula has grown using different development patterns over time.</p> <p>These are distinguished between a more compact, gridded, connected 'urban' development pattern that was how the city initially developed, and a more spread out and disconnected 'suburban' pattern more recently as cars became the dominant means of transportation. This concept is key to the descriptions of the Place Types and</p>	<p>Limited Urban Residential (Previously known as Suburban Residential) has language adjusted to clarify why this Place Type exists.</p> <p>Place Type names were modified from Suburban Residential' to 'Limited Urban Residential' and from 'Suburban Mixed-Use' to 'Limited Urban Mixed-Use'.</p>

	<p>understanding the degree of change and reality of shifting places that developed in a suburban pattern towards one that is urban.</p> <p>The term ‘suburban’ carries connotations around the restriction of growth, which is not what a vocal segment of the community aspires towards.</p>	
<p>Civic Place Type: There are inquiries and thoughts on how public and civic lands are categorized and used.</p>	<p>The Civic Place Type was re-reviewed.</p>	<p>The Civic Place Type has adjusted language to incorporate ownership and land uses within the general description.</p>
<p>Specific Parcels or Properties: There are proposals for specific development projects, such as the suggestion to incorporate Marshall Mountain into the city, and also to facilitate more Levittown-Style suburban developments.</p> <p>We also received comments on Place Type designation from several property owners. These included:</p> <ul style="list-style-type: none"> • Rocky Mountain Elk Foundation (RMEF) • Desmet School 	<p>Future planning around Marshall Mountain is more specific than the scope of this Plan. Levittown Style developments are not precluded by the plan, though they do generally rely on the availability of large greenfield sites, which are limited within the Plan area.</p> <p>Request were made to redesignate Place Types due to current or future use of specific parcels by the property owner. Each request was assessed based on the methodology originally used and on any new information the property owner provided.</p>	<p>A map change was made to move RMEF from a Civic Place Type to a Limited Mixed-Use Place Type.</p>

	<p>In the case of Desmet School, it's location in the Planning area is one of few that are specifically designated for industrial use. Desmet communicated a vision where the general industrial area to the south and east of the school would transition over time to a mixed-use community that would also include residences and commercial uses.</p> <p>While this vision for a mixed-use community has merit, it is one that bears more consideration than we have been able to give through this current planning process. Making this change will significantly reduce the available land area for industrial uses, as well as increase the potential for residential uses in and around existing industrial, which can be problematic without the right planning and protection.</p> <p>In the case of RMEF, it was determined that a reclassification to a Limited Mixed-Use Place Type was in alignment with current use and the proposed growth pattern for that area.</p>	
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Issue Raised	Response	Adoption Draft Update
<p>Street Type Designation and Function: Several comments referenced the appropriateness of Street Types and their intended use. Summaries of specific themes can be found below.</p> <p><u>Major Arterials and Neighborhood Routes:</u> Several comments stated that the current Street Type framework defers too heavily to through-traffic and car-first designs on major arterial and NH routes.</p> <p><u>Neighborhoodways:</u> There were comments about the need to incorporate Neighborhoodways more explicitly.</p> <p><u>Design:</u> Several comments raised concerns related to street design elements that were shown on example cross sections. Additional comments raised context-specific concerns in relation to parking requirements, bike lanes, travel lanes, and facilities that were shown in cross sections. While these cross sections were intended only as</p>	<p>Street Types are not intended to be a representation of existing conditions, particularly for streets that do not currently have adequate infrastructure. These streets will need to be improved, and Street Types are intended to offer the policy guidance for how improvements are made, but specific design treatments will be determined through code and appropriate design standards. Where deficient conditions exist, or when there are constraints limiting the design of a roadway, other alternative designs or quick-build improvements such as Neighborhoodways may be an effective interim design treatment.</p> <p>Regarding Major Arterials and Neighborhood Routes, while we recognize that regional streets may change as they continue through different place types, it doesn't change the need for Missoula to accommodate regional traffic. This does not mean that regional streets do not accommodate multimodal transportation, however they do indicate the need for enhanced design to create safe options for all modes.</p>	<p>To improve clarity and in order to avoid confusion on specific street design requirements, the "Example Cross Sections" have been removed from each Type page and replaced with example photos of typical treatments recommended for each Street Type.</p> <p>A more explicit connection between Place and Street Types was incorporated into the Land Use Strategy Introduction, describing how the two designations inform, collaborate, and complement each other to better implement the policy language and guidance provided in the Plan.</p> <p>Language was clarified on how to interpret Mode Emphasis, Function, and Design Objectives within Street Types framework</p> <p>Differences were clarified between Street Types:</p> <ul style="list-style-type: none"> • Neighborhood Residential/Neighborhood Greenway/Neighborhood Mixed-Use

<p>examples, not specific requirements, comments interpreted them as standards for future street design.</p>	<p>The Plan distinguishes between Regional Connectors and Regional Mixed-Use streets to create separate expectations among transportation designers and the traveling public about how streets of each type should function and how they should prioritize different modes. Language about these distinctions was clarified.</p> <p>Regarding Neighborways, currently, nothing in the plan prevents them, but they are not described in detail, and the emphasis on on-street parking may conflict with Neighborways due to current Fire policy.</p> <p>Regarding design, these comments have been addressed by removing example cross sections. The example cross sections were not intended to reflect specific required or prescribed street design, but comments suggested this was not clear and readers were concerned about specific design implications. The typical treatment photos are more illustrative and serve as examples rather than suggesting specific standards.</p>	<ul style="list-style-type: none"> • Community Residential/Community Mixed-Use • Regional Connector/Regional Mixed-Use <p>Street Types mapping corrections and edits were made that addressed several public comments, shifts in input data and related editorial shifts.</p>
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<p>Street Safety: There is significant feedback revolving our need to be more aspirational to achieve safety, especially around reduced speed limits and improved enforcement of traffic laws to enhance safety.</p> <p>Many commenters advocate for lower speed limits and better traffic regulations particularly in residential areas to promote pedestrian and cycling safety.</p>	<p>As noted in the Street Types chapter in the Plan, safety is one of the primary goals to be achieved on all street types. This chapter explains the required balance between aspirations and constraints, including existing infrastructure. The Target Metrics section of that chapter further explains the role of these targets in the formation of code and project designs. The resulting speed and volume target metrics included in each type reflect consideration of what is most appropriate for safety goals, how other competing interests are being served (Fire and Emergency services among them) and degree of change possible within the planning horizon.</p> <p>To achieve that goal, each street type considers the desired speeds, volumes and context and then provides typical design treatments that are intended to ensure safe, convenient, and accessible improvements in the ROW.</p>	<p>No Change.</p>
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Issue Raised	Response	Adoption Draft Update
<p>Parking: General comments expressed a desire by many to address parking regulations alongside planning for growth.</p> <p>Specific themes are summarized below.</p> <p><u>Reduction or Removal:</u> Various comments expressed concerns over the reduction or removal of parking requirements. Commenters argued that parking is necessary due to the nature of Missoula, where car ownership is essential for accessing amenities, commuting, and carrying out daily activities.</p> <p><u>Alternative Solutions:</u> Some comments provide suggestions for alternative solutions to address parking issues including disincentivizing car ownership through car inspections, increased registration costs for multiple cars, and creating parking maximums, as well as creating Parking Benefit Districts, implementing better parking policies, or promoting alternative transportation options.</p>	<p>The Plan establishes that the City will not consider complete elimination of parking requirements at this time, and makes the point that parking is a critical policy choice that affects many other policy goals (housing and climate especially) and needs to be considered accordingly.</p> <p>The associated trade-offs with parking requirements were explored directly through the Our Missoula project engagement cycle that focused on Future Scenarios for Growth.</p> <p>In the responses gathered in those events, there was less consensus among respondents on minimum parking requirements than on the housing-related questions. While some supported elimination of minimum parking requirements in all locations, a larger number supported the next two options which were middle ground choices between complete elimination of parking requirements some eliminations. In total, there was clear support for significant changes from existing minimum parking</p>	<p>No Change.</p>

<p>Comments were received that debated the necessity and placement of street parking, with some advocating for more parking to enhance pedestrian zones and others suggesting that parking should be minimized or removed to make way for bike lanes and reduce traffic congestion.</p>	<p>requirements, at least in some locations.</p> <p>The Street Types framework acknowledges the key role on-street parking plays in the growth of the community and references the relative importance of parking on each type's list of typical treatments. However, the safety of people of all ages and abilities traveling by the mode of their choice is the highest priority of the transportation network.</p> <p>State law also requires that parking requirements be lowered a specific amount in some areas. The next phase of the Our Missoula project will include calibration of specific parking requirements, or in some cases removal.</p> <p>Comments about alternatives to parking are more applicable to the future phases of the Our Missoula project, which will focus on establishing updated development codes.</p> <p>It should also be noted that comments regarding car inspection and</p>	
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	<p>registration are both outside the scope of this project and the authority of the City of Missoula.</p>	
<p>Public Transportation Limitations: Several respondents pointed out the inadequacies of the existing public transportation system, emphasizing that it is impractical for most residents due to limited routes and infrequent services. This inadequacy forces residents to rely on cars. Specific areas like the Lower Rattlesnake and Franklin-To-The-Fort are highlighted for their poor bus service, lack of safe bicycle paths, and incomplete sidewalk networks.</p>	<p>Transit service and infrastructure investments are managed primarily through related plans such as the Transit Strategic Plan (TSP) and the Long-Range Transportation Plan (LRTP), as well as prioritizing local funding through the Community Investment Program (CIP). The TSP and LRTP are currently going through concurrent updates, and are closely coordinated with the goals, objectives, and projections contained within this Land Use Plan.</p> <p>The intention of these transportation infrastructure plans is to identify future needs based on anticipated growth, including levels of transit service and need to improve other multi-modal infrastructure in neighborhoods like Franklin-to-the-Fort. While it is beyond the scope of this Plan to prioritize projects and identify specific infrastructure funding, the information contained in these comments will be integrated into these other</p>	<p>No Change. Issues will be forwarded and addressed through Transit Strategic Plan, Long-Range Transportation Plan, and Community Investment Program</p>

	infrastructure plans, funding prioritization, and project development.	
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ATTACHMENT A: Community Outreach, Project Kickoff - Draft Land Use Plan

Boards, Committees, and Council Presentations					
Date	Event	Method	Audience	Approx. Reach	Phase
12/14/2022	Land Use & Planning Committee	["Presentation"]	["Governing Body", "General Public"]		Phase 1
4/5/2023	LUP Equity in Land Use Presentation	["Presentation"]	["Governing Body"]		Phase 2
5/2/2023	Planning Board Presentation	["Presentation"]	["Governing Body"]		Phase 2
5/3/2023	LUP Presentation, Community Form Analysis	["Presentation"]	["Governing Body"]		Phase 2
6/6/2023	Planning Board Presentation OMDG Report	["Presentation"]	["Specific Group/Org"]		Phase 2
6/7/2023	LUP Community Presentation OMDG	["Presentation"]	["Governing Body"]		Phase 2
8/9/2023	LUP Committee Near Term Code Amendments	["Presentation"]	["Governing Body"]		Phase 2
9/5/2023	Planning Board Presentation: Phase 2 Update, state law changes update, approach to near-term amendments	["Presentation"]	["Governing Body"]		Phase 2
10/4/2023	LUP Referral Interim Ordinance	["Presentation"]	["Governing Body"]		Phase 2
10/16/2023	City Council Referral Interim Ordinance	["Presentation"]	["Governing Body"]		Phase 2
11/29/2023	LUP Presentation Our Missoula Update	["Presentation"]	["Governing Body"]		Phase 2
12/13/2023	LUP Presentation - Code Amendments	["Presentation"]	["Governing Body"]		Phase 2
2/14/2024	LUP Presentation: Project Update; December Growth Policy community workshops report back; preview code diagnostic public release	["Presentation"]	["Governing Body"]		Phase 3
2/20/2024	Planning Board Presentation: Project Update on Phase 2 Materials; Context for near term code amendments	["Presentation"]	["Governing Body"]		Phase 3
3/5/2024	Planning Board Presentation: Near term code amendments (Round 2)	["Presentation"]	["Governing Body"]		Phase 3
3/13/2024	LUP Presentation: Near term code amendments (Round 2)	["Presentation"]	["Governing Body"]		Phase 3
6/5/2024	LUP Presentation: Final Code Diagnostic Overview and Resolution in Support of Code Reform Guiding Principles	["Presentation"]	["Governing Body"]		Phase 3
7/10/2024	LUP Meeting: MLUPA Resolutions	["Presentation"]	["Governing Body"]		Phase 3
10/16/2024	Presentation to City Council	["Presentation"]	["Governing Body"]		Phase 4
10/15/2024	Presentation to Planning Board	["Presentation"]	["Governing Body"]		Phase 4

Meetings Attended, Presentations, and Tabling					
Date	Event	Method	Audience	Approx. Reach	Phase
10/27/2022	Three Rivers Collaborative Meeting	["Meeting Attended"]	["Community Partners"]	15	Phase 0
11/9/2022	Affordable Housing Resident Oversight Committee	["Presentation"]	["JEDI", "Community Partners"]	20	Phase 0
10/27/2022	CDPI Community Partner Forum	["Presentation"]	["Community Partners"]	10	Phase 0
10/27/2022	Neighborhoods Community Forum	["Presentation"]	["Neighborhoods"]	20	Phase 0
10/25/2022	NS/WS Neighborhood General Meeting	["Presentation"]	["General Public", "JEDI"]	100	Phase 0
10/5/2022	Missoula Senior Forum	["Presentation"]	["Specific Group/Org"]	18	Phase 0
8/19/2022	School Facilities Board Meeting	["Presentation"]	["Specific Group/Org"]	15	Phase 0
11/2/2022	NS Transportation Meeting	["Tabling", "Meeting Attended"]	["General Public"]	30	Phase 0
10/27/2022	JEDI Summit	["Tabling"]	["JEDI", "General Public"]	100	Phase 0
10/15/2022	Fall Family Fest	["Tabling"]	["General Public"]	70	Phase 0
9/15/2022	Common Good Missoula Delegates Assembly	["Meeting Attended"]	["Specific Group/Org"]	75	Phase 0
9/27/2022	Midtown Master Plan Visioning Event	["Tabling"]	["General Public"]	125	Phase 0
3/11/2023	CGM Table Talks: Disability Community	["Table Talk"]	["Specific Group/Org"]	5	Phase 2
4/12/2023	CGM Table Talks: Franklin to the Fort	["Table Talk"]	["General Public"]	50	Phase 2
4/23/2023	CGM Table Talks: UMC	["Table Talk"]	["General Public"]	20	Phase 2
4/24/2023	CGM Table Talks: UMC	["Table Talk"]	["General Public"]	15	Phase 2
5/18/2023	CGM Table Talks: Community Food and Ag. Coalition	["Table Talk"]	["Specific Group/Org"]	6	Phase 2
6/14/2023	CGM Table Talks: Climate Groups	["Table Talk"]	["Specific Group/Org"]	80	Phase 2

6/15/2023	CGM Table Talks: Welcome Back	["Table Talk"]	["Specific Group/Org"]	5	Phase 2
6/25/2023	CGM Table Talks: Immanuel Lutheran	["Table Talk"]	["Specific Group/Org"]	10	Phase 2
7/6/2023	CGM Table Talks: Riverfront Neighborhood	["Table Talk"]	["General Public"]	40	Phase 2
7/18/2023	CGM Table Talks: All Nations Health Center	["Table Talk"]	["Specific Group/Org"]	12	Phase 2
9/17/2023	Neighborhood Meeting - Rose Park	["Presentation", "Tabling"]	["General Public"]	90	Phase 2
4/14/2023	Monthly Development Community Meeting	["Presentation"]	["Development Community"]		Phase 2
5/25/2023	CPDI Community Partner Forum	["Presentation"]	["Specific Group/Org"]	10	Phase 2
6/1/2023	Missoula Downtown Association Board Meeting	["Meeting Attended"]	["Specific Group/Org"]	20	Phase 2
6/9/2023	Development Community Group Presentation OMDG	["Presentation"]			Phase 2
6/13/2023	Affordable Housing Resident Oversight Committee	["Presentation"]	["Specific Group/Org"]		Phase 2
6/27/2023	Neighborhood Meeting: S ^W tpqyen/Captain John Mullan/Sw	["Presentation"]	["Neighborhoods"]	40	Phase 2
6/27/2023	Neighborhoods Community Forum Equity in Land Use	["Presentation"]	["Neighborhoods"]		
7/12/2023	Equity In Land Use Presentation, The Center	["Presentation"]	["Specific Group/Org"]	3	Phase 2
7/13/2023	Equity In Land Use Presentation, Missoula Aging Services	["Presentation"]	["Specific Group/Org"]	22	Phase 2
7/18/2023	Affordable Housing Resident Oversight Committee	["Presentation"]	["Specific Group/Org"]		Phase 2
8/1/2023	Equity In Land Use Presentation Bear Necessities/MTU	["Presentation"]	["General Public", "Specific Group/Org"]	1	Phase 2
8/2/2023	Equity In Land Use Presentation People with Disabilities Community	["Presentation"]	["General Public", "Specific Group/Org"]	10	Phase 2

8/3/2023	Equity in Land Use Presentation MOR	["Presentation"]	["Specific Group/Org"]	15	Phase 2
8/3/2023	Equity in Land Use Presentation NSWS	["Presentation"]	["General Public"]	12	Phase 2
9/13/2023	Neighborhood Meeting - River Road	["Presentation"]	["General Public"]	50	Phase 2
9/27/2023	Present: Wednesdays with the Mayor	["Presentation"]	["General Public"]		Phase 2
4/22/2023	Tabling/Office Hours Earth Day	["Tabling"]	["General Public"]	30	Phase 2
4/24/2023	Tabling/Office Hours University Center	["Tabling"]	["General Public"]	20	Phase 2
5/3/2023	Tabling/Office Hours Missoula Public Library	["Tabling"]	["General Public"]	10	Phase 2
5/23/2023	City Chats in the Park: Southgate Triangle	["Tabling"]	["General Public"]	25	Phase 2
6/11/2023	Midtown Master Plan Block Party	["Tabling"]	["General Public"]	20	Phase 2
6/17/2023	Missoula Pride	["Tabling"]	["General Public"]	30	Phase 2
6/17/2023	World Refugee Day	["Tabling"]	["General Public", "Specific Group/Org"]	30	Phase 2
6/21/2023	ADA Community Picnic	["Tabling"]	["Specific Group/Org", "General Public"]	30	Phase 2
6/22/2023	City Chats in the Park Franklin Park	["Tabling"]	["General Public"]	25	Phase 2
6/28/2023	City Chats in the Park River Road	["Tabling"]	["General Public"]	30	Phase 2
7/11/2023	City Chats in the Parks, Maloney Ranch Park	["Tabling"]	["General Public"]	7	Phase 2
7/26/2023	City Chats in the Parks Bonner Park	["Tabling"]	["General Public"]	20	Phase 2
8/2/2023	City Chats in the Parks Pineview Park	["Tabling"]	["General Public"]	10	Phase 2
8/20/2023	Sunday Streets	["Tabling"]	["General Public"]	50	Phase 2
8/22/2023	City Chats in the Parks - Westside Park	["Tabling"]	["General Public"]	2	Phase 2
9/8/2023	Tabling: Southgate Mall	["Tabling"]	["General Public"]	10	Phase 2
9/18/2023	Coffee, Climate, & Codes	["Tabling"]	["General Public"]	10	Phase 2
9/23/2023	Climate Expo	["Tabling"]	["General Public"]	10	Phase 2
9/27/2023	Wednesdays with the Mayor	["Tabling"]	["General Public"]	3	Phase 2
	Equity in Land Use Online Engagement			4	Phase 2
11/13/2023	City Club Panel	["Presentation"]	["General Public"]	147	Phase 2
11/28/2023	Lower Rattlesnake Nhd Meeting	["Presentation"]	["Neighborhoods"]	40	Phase 2
12/7/2023	Neighborhoods Community Forum	["Presentation"]	["Neighborhoods"]	10	Phase 2
12/12/2023	AHROC Committee Meeting	["Presentation"]	["Specific Group/Org"]	19	Phase 2

12/12/2023	MOR Real Estate Forum	["Presentation"]	["Specific Group/Org"]	35	Phase 2
1/18/2024	MDA/BID/DMP Boards Workshop	["Presentation"]	["Specific Group/Org"]	16	Phase 2
2/14/2024	MUTD Planning Committee	["Presentation"]	["Specific Group/Org"]	8	Phase 2
11/21/2023	Office Hours: Missoula Public Library	["Tabling"]	["General Public"]	3	Phase 2
12/2/2023	Office Hours: Southgate Mall	["Tabling"]	["General Public"]	10	Phase 2
12/5/2023	Office Hours: Missoula Public Library	["Tabling"]	["General Public"]	3	Phase 2
12/12/2023	Office Hours: Missoula Public Library	["Tabling"]	["General Public"]	5	Phase 2
12/19/2023	Office Hours MPL	["Tabling"]	["General Public"]	3	Phase 2
1/23/2024	Northside Transportation and Housing Meeting	["Tabling"]	["General Public"]	40	Phase 2
2/7/2024	Office Hours Missoula Public Library	["Tabling"]	["General Public"]	5	Phase 2
2/12/2024	Office Hours Missoula Public Library	["Tabling"]	["General Public"]	5	Phase 2
2/13/2024	Workshop at Franklin School	["Tabling"]	["Specific Group/Org"]	25	Phase 2
2/14/2024	Workshop at Lowell School	["Tabling"]	["Specific Group/Org"]	15	Phase 2
	Growth Policy Update Online Activities			17	Phase 2
3/7/2024	Local Government Academy EHO Workshop	["Presentation"]	["General Public"]	30	Phase 3
4/3/2024	League of Women Voters Event	["Event"]	["Specific Group/Org"]	11	Phase 3
3/11/2024	Big Sky High School Presentation	["Presentation"]	["Specific Group/Org"]	12	Phase 3
5/5/2024	Hmong Community Meeting	["Event"]	["Specific Group/Org"]	15	Phase 3
3/26/2024	AHROC Policy Committee	["Presentation"]	["Specific Group/Org"]	6	Phase 3
4/15/2024	Bike/Ped Board	["Presentation"]		10	Phase 3
4/18/2024	Expanding Housing Options Workshop YWCA	["Presentation"]	["Specific Group/Org"]	19	Phase 3
2/20/2024	Office Hours: MPL	["Tabling"]	["General Public"]	2	Phase 3
3/5/2024	Tabling: Southgate Mall	["Tabling"]	["General Public"]	4	Phase 3
4/11/2024	UM Bear Necessities Resource Fair	["Tabling"]	["General Public"]	10	Phase 3
4/20/2024	Kyiyo Pow Wow	["Tabling"]	["General Public"]	30	Phase 3

4/24/2024	Office Hours: MPL	["Tabling"]	["General Public"]	3	Phase 3
5/8/2024	Presentation: Code Diagnostic, Midtown MP Implementation Team	["Presentation"]	["Specific Group/Org"]	8	Phase 3
5/13/2024	MOR Public Affairs Committee	["Presentation"]	["Specific Group/Org"]	14	Phase 3
5/18/2024	eBikes group	["Presentation"]	["Specific Group/Org"]	7	Phase 3
5/22/2024	Wednesdays with the Mayor	["Presentation"]	["General Public"]	6	Phase 3
5/28/2024	Code Diagnostic Update, Midtown Master Plan Implementation Team	["Presentation"]	["Specific Group/Org"]	8	Phase 3
6/14/2024	Monthly Development Community Meeting	["Presentation"]	["Development Community"]	10	Phase 3
6/27/2024	Downtown Missoula Partnership Boards Presentation	["Presentation"]	["Specific Group/Org"]	14	Phase 3
6/27/2024	Neighborhoods Community Forum	["Presentation"]	["Neighborhoods"]	10	Phase 3
7/31/2024	Summit Independent Living FGS Meeting	["Presentation"]	["Specific Group/Org"]	11	Phase 3
5/15/2024	City Chats/44 Ranch Neighborhood Meeting	["Tabling"]	["Neighborhoods"]	15	Phase 3
5/16/2024	Riverfront Neighborhood Meeting	["Tabling"]	["Neighborhoods"]	30	Phase 3
5/20/2024	Housing Conference	["Tabling"]	["General Public"]	20	Phase 3
5/28/2024	Pro-Housing Missoula Table	["Tabling"]	["General Public"]	2	Phase 3
6/4/2024	City Chats in the Parks: Redfern Park	["Tabling"]	["General Public"]	4	Phase 3
6/12/2024	Pro-Housing Missoula Table	["Tabling"]	["General Public"]	2	Phase 3
6/15/2024	Pride Table	["Tabling"]	["General Public"]	20	Phase 3
6/16/2024	World Refugee Day Table	["Tabling"]	["Specific Group/Org"]	20	Phase 3
6/20/2024	City Chats in the Parks Garland Park (South Hills)	["Tabling"]	["General Public"]	8	Phase 3
6/25/2024	Pro-Housing Missoula Table	["Tabling"]	["General Public"]	18	Phase 3
6/25/2024	ADA Community Picnic	["Tabling"]	["Specific Group/Org"]	7	Phase 3
6/18/2024	Office Hours: MPL	["Tabling"]	["General Public"]	3	Phase 3
6/27/2024	Office Hours: MPL	["Tabling"]	["General Public"]	5	Phase 3
7/8/2024	City Chats in the Parks: Playfair Park	["Tabling"]	["General Public"]	6	Phase 3
7/10/2024	Office Hours: MPL	["Tabling"]	["General Public"]	5	Phase 3
7/13/2024	Office Hours: Farmer's Market	["Tabling"]	["General Public"]	11	Phase 3

7/31/2024	Tabling: Pro-Housing Missoula Event	["Tabling"]	["General Public"]	10	Phase 3
	Code Diagnostic Online Engagement			1	Phase 3
7/31/2024	Future Growth Scenarios Virtual Open House	["Event"]	["General Public"]	149	Phase 3
9/4/2024	Presentation: ASUM Senate	["Presentation"]	["Specific Group/Org"]	17	Phase 4
9/4/2024	Presentation: Sunrise Rotary	["Presentation"]	["Specific Group/Org"]	19	Phase 4
9/18/2024	League of Women Voters Meeting	["Presentation"]	["Specific Group/Org"]	22	Phase 4
9/21/2024	Table: Southgate Mall	["Printed Material"]	["General Public"]		Phase 4
10/7/2024	MOR Meeting: Draft Land Use Plan	["Meeting Attended"]	["Specific Group/Org"]	10	Phase 4
10/8/2024	Presentation: Affordable Housing Resident Oversight Committee		["Specific Group/Org"]	8	Phase 4
10/10/2024	Panel: Land Use and Housing in Montana with MAP	["Presentation"]	["General Public"]	100	Phase 4
10/10/2024	Presentation to Missoula Aging Services	["Presentation"]	["Specific Group/Org"]	7	
10/12/2024	Presentation to CPDI Monthly Development Community Meeting	["Presentation"]	["Specific Group/Org"]	10	Phase 4
10/15/2024	Missoula Public Library Display	["Printed Material"]	["General Public"]	12	Phase 4
10/17/2024	JEDI Advisory Board	["Meeting Attended"]	["Specific Group/Org", "JEDI"]	7	Phase 4
10/24/2024	Presentation: Community Forum	["Presentation"]		5	Phase 4
10/28/2024	Presentation to Midtown Association	["Presentation"]	["Specific Group/Org"]	20	Phase 4
10/31/2024	Online Engagement: Konveio and Maps, Draft Land Use Plan Comments		["General Public"]	68	Phase 4
8/20/2024	Tabling: Pro-Housing Missoula Event	["Tabling"]	["General Public"]	22	Phase 4
8/21/2024	Tabling: Upper Rattlesnake Nhd Meeting	["Tabling"]	["Neighborhoods"]	40	Phase 4
9/3/2024	Tabling: University Center	["Tabling"]	["General Public"]	4	Phase 4
9/4/2024	Tabling: Franklin to the Fort Block Party	["Tabling"]	["General Public"]	25	Phase 4
9/6/2024	Tabling: First Friday	["Tabling"]	["General Public"]	11	Phase 4
9/8/2024	Lewis & Clark Neighborhood Meeting	["Tabling"]	["Neighborhoods"]	5	Phase 4

9/10/2024	Miller Creek Neighborhood Meeting	["Tabling", "Presentation"]	["Neighborhoods"]	25	Phase 4
9/11/2024	Tabling: LRTP Open House	["Tabling"]	["General Public"]	17	Phase 4
9/12/2024	Tabling: Missoula Public Library	["Tabling"]	["General Public"]	4	Phase 4
9/15/2024	Rose Park Neighborhood Meeting	["Tabling"]	["Neighborhoods"]	12	Phase 4
9/15/2024	Sunday Streets	["Tabling"]	["General Public"]	30	Phase 4
9/16/2024	Tabling: Missoula Public Library	["Tabling"]	["General Public"]	2	Phase 4
9/18/2024	Tabling: NSWS Neighborhood Meeting	["Tabling"]	["Neighborhoods"]	20	Phase 4
9/24/2024	River Road Neighborhood Meeting	["Tabling", "Presentation"]	["Neighborhoods"]	28	Phase 4
10/12/2024	Southgate Mall Display	["Tabling"]	["General Public"]		Phase 4
10/22/2024	Parks Master Plan Open House	["Tabling"]	["General Public"]	24	Phase 4
10/22/2024	Tabling: Missoula Food Bank	["Tabling"]	["General Public"]	6	Phase 4
9/23/2024	September Drop-In Event 1	["Event"]	["General Public"]	14	Phase 4
9/25/2024	September Drop-In Event 2	["Event"]	["General Public"]	11	Phase 4
9/30/2024	Coffee, Climate, & Codes	["Event"]	["General Public"]	14	Phase 4
Total Reach				3091	
Total Occurrences				150	

Events					
Date	Event	Method	Audience	Approx. Reach	Phase
12/13/2022	Our Missoula Community Kickoff Event	["Event"]	["General Public"]	250	Phase 1
7/24/2023	Virtual Presentation: Equity In Land Use	["Presentation"]	["General Public"]	6	Phase 2
7/25/2023	Virtual Presentation	["Presentation"]	["General Public"]	2	Phase 2
9/14/2023	Public Event: Equity in Land Use	["Presentation"]	["General Public"]	15	Phase 2
12/4/2023	Community Growth Policy Workshop 1	["Event"]	["General Public"]	47	Phase 2
12/6/2023	Growth Policy Workshop 2	["Presentation"]	["General Public"]	25	Phase 2
12/13/2023	Growth Policy Workshop 3	["Presentation"]	["General Public"]	60	Phase 2
2/27/2024	Expanding Housing Options Workshop 1	["Event"]	["General Public"]	17	Phase 3
2/28/2024	Expanding Housing Options Workshop 2	["Event"]	["General Public"]	35	Phase 3
3/6/2024	Expanding Housing Options Workshop 3	["Event"]	["General Public"]	25	Phase 3
7/17/2024	Future Growth Scenarios Open House	["Event"]	["General Public"]	101	Phase 3
7/23/2024	Future Growth Scenarios Open House 2	["Event"]	["General Public"]	122	Phase 3
10/15/2024	Draft Plan Presentation 1	["Presentation"]	["General Public"]	30	Phase 4
10/16/2024	Draft Plan Drop-In Event 1	["Event"]	["General Public"]	22	Phase 4

10/21/2024	Draft Plan Presentation 2	["Presentation"]	["General Public"]	52	Phase 4
10/23/2024	Draft Plan Drop-In Event #2	["Event"]	["General Public"]	13	Phase 4
10/28/2024	Draft Plan Drop-In Event 3	["Event"]	["General Public"]	32	Phase 4
10/29/2024	Draft Land Use Plan Presentation 3	["Presentation"]	["General Public"]	19	Phase 4
Total Reach				873	
Total Occurrences				18	

Newsletters					
Date	Event	Method	Audience	Approx. Reach	Phase
1/11/2023	Newsletter: MCAT Recording of Kickoff	["Newsletter"]	["General Public"]	70	Phase 1
1/6/2023	Newsletter: Civic Plus, MCAT Kickoff Recording	["Newsletter"]	["Neighborhoods"]	1795	Phase 1
1/6/2023	Newsletter: Engage Msla, Kickoff MCAT Recording	["Newsletter"]	["General Public"]	70	Phase 1
12/7/2022	Newsletter: Civic Plus, At-Risk Housing Coalition Invitation Community Kickoff	["Newsletter"]	["Community Partners"]	43	Phase 1
11/30/2022	Newsletter: Civic Plus, Our Missoula Community Kickoff	["Newsletter"]	["General Public"]	1625	Phase 1
11/29/2022	Newsletter: Engage Msla, Our Missoula site and Community Kickoff	["Newsletter"]	["General Public"]	1322	Phase 1
6/5/2023	Newsletter: Civic Plus, City Chats in the Parks	["Newsletter"]	["General Public"]	1631	Phase 2
6/15/2023	Facebook Post: CCITP, Franklin Park	["Newsletter"]	["General Public"]	141	Phase 2
6/16/2023	Newsletter: Engage Msla, City Chats in the Parks/OM	["Newsletter"]	["General Public"]	73	Phase 2
6/20/2023	Newsletter: Civic Plus, City Chats in the Parks	["Newsletter"]	["General Public"]	1620	Phase 2
6/29/2023	Newsletter: Civic Plus, Riverfront Nhd Council Table Talks	["Newsletter"]	["General Public"]	265	Phase 2
6/29/2023	Newsletter: Engage Msla, Riverfront Nhd Table Talks	["Newsletter"]	["General Public"]	72	Phase 2
7/17/2023	Newsletter: Civic Plus, Upcoming OM Engagement Events	["Newsletter"]	["General Public"]	1756	Phase 2
7/17/2023	Newsletter: Engage Msla, Upcoming OM Community Engagement	["Newsletter"]	["General Public"]	81	Phase 2
7/28/2023	Newsletter: Engage Msla, NSW Equity Event	["Newsletter"]	["General Public"]	66	Phase 2
7/28/2023	Newsletter: Civic Plus, NSW Equity in Land Use Event	["Newsletter"]	["General Public"]	1695	Phase 2
8/3/2023	Newsletter: Civic Plus, NSW Equity in Land Use Event	["Newsletter"]	["General Public"]	1747	Phase 2

8/3/2023	Newsletter: Engage Msla, NSW Event	["Newsletter"]	["General Public"]	75	Phase 2
9/7/2023	Newsletter: Civic Plus, Equity in Land Use Engagement Opportunities	["Newsletter"]	["General Public"]	1757	Phase 2
9/7/2023	Newsletter: Engage Msla, Equity in Land Use Engagement Opportunities	["Newsletter"]	["General Public"]	82	Phase 2
9/13/2023	Newsletter: Civic Plus, Equity in Land Use and Climate Events	["Newsletter"]	["General Public"]	1701	Phase 2
9/13/2023	Newsletter: Engage Msla, Equity in Land Use Engagement Opportunities	["Newsletter"]	["General Public"]	67	Phase 2
11/21/2023	Newsletter: Civic Plus CGPW	["Newsletter"]	["General Public"]	1801	Phase 2
11/21/2023	Newsletter: Engage Missoula	["Newsletter"]	["General Public"]	82	Phase 2
11/27/2023	Newsletter: November Missoula Community Connection	["Newsletter"]	["General Public"]	1786	Phase 2
11/27/2023	Newsletter: Engage Missoula CGPW	["Newsletter"]	["General Public"]	71	Phase 2
11/27/2023	Newsletter: CPDI Community Partner Forum	["Newsletter"]	["Community Partners"]	50	Phase 2
12/5/2023	Newsletter: CGPW	["Newsletter"]	["General Public"]	1754	Phase 2
12/5/2023	Newsletter: Engage Missoula CGPW	["Newsletter"]	["General Public"]	74	Phase 2
12/6/2023	Newsletter: AHRC, CGPW	["Newsletter"]	["General Public"]	39	Phase 2
12/13/2023	Newsletter: December Missoula Community Connection	["Newsletter"]	["General Public"]	1793	Phase 2
12/13/2023	Newsletter: CPDI Community Partner Forum	["Newsletter"]	["Community Partners"]	50	Phase 2
2/2/2024	Newsletter: Engage Missoula; engagement updates, online GP activities, office hours	["Newsletter"]	["General Public"]	89	Phase 2
2/2/2024	Newsletter: Civic Plus, Engagement Updates, GP activities online, office hours	["Newsletter"]	["General Public"]	1857	Phase 2
2/15/2024	Newsletter: Engage Missoula; Expanding Housing Options Workshops	["Newsletter"]	["General Public"]	100	Phase 3
2/15/2024	Newsletter: Civic Plus, EHO Workshops	["Newsletter"]	["General Public"]	1874	Phase 3
2/15/2024	Newsletter: Civic Plus, EHO Workshop Tonight	["Newsletter"]	["General Public"]	1829	Phase 3
2/27/2024	Newsletter: Engage Missoula; EHO Workshop Tonight!	["Newsletter"]	["General Public"]	84	Phase 3
3/4/2024	Newsletter: Engage Missoula; EHO Workshops	["Newsletter"]	["General Public"]	102	Phase 3

3/4/2024	Newsletter: Civic Plus, Missoula Community Connection/EHO Workshops	["Newsletter"]	["General Public"]	1928	Phase 3
5/16/2024	Newsletter: Engage Missoula; Code Diagnostic	["Newsletter"]	["General Public"]	104	Phase 3
5/20/2024	Newsletter: Civic Plus, Code Diagnostic	["Newsletter"]	["General Public"]	1793	Phase 3
6/24/2024	City News: Future Growth Scenarios Open Houses	["Newsletter"]	["General Public"]	4	Phase 3
7/1/2024	Newsletter: Civic Plus, FGS Save the Dates	["Newsletter"]	["General Public"]	1754	Phase 3
7/1/2024	Newsletter: Engage Missoula, FGS Save the Dates	["Newsletter"]	["General Public"]	100	Phase 3
7/17/2024	Newsletter: Civic Plus, FGS Open Houses	["Newsletter"]	["General Public"]	1753	Phase 3
7/17/2024	Newsletter: Engage Missoula, FGS Open House	["Newsletter"]	["General Public"]	83	Phase 3
7/22/2024	Newsletter: Civic Plus, FGS Open Houses	["Newsletter"]	["General Public"]	1701	Phase 3
7/22/2024	Newsletter: Engage Missoula, FGS Open Houses	["Newsletter"]	["General Public"]	77	Phase 3
7/29/2024	Newsletter: Engage Missoula, FGS Online Open House	["Newsletter"]	["General Public"]	93	Phase 3
7/29/2024	Newsletter: Civic Plus, FGS Online Open House	["Newsletter"]	["General Public"]	1741	Phase 3
9/12/2024	Newsletter: Missoula Community Connection September 2024	["Newsletter"]	["General Public"]	14	Phase 4
9/12/2024	Newsletter: Engage Missoula, September Drop-Ins	["Newsletter"]	["General Public"]	94	Phase 4
10/2/2024	Newsletter: Civic Plus, events + engagement opportunities	["Newsletter"]	["General Public"]	105	Phase 4
10/2/2024	Newsletter: Engage Missoula, events + engagement opportunities	["Newsletter"]	["General Public"]	115	Phase 4
10/11/2024	Newsletter: Civic Plus, plan online, events + engagement opportunities	["Newsletter"]	["General Public"]	253	Phase 4
10/11/2024	Newsletter: Engage Missoula, events + engagement opportunities	["Newsletter"]	["General Public"]	94	Phase 4
10/15/2024	Newsletter: Civic Plus, events + engagement opportunities	["Newsletter"]	["General Public"]	471	Phase 4
10/15/2024	Newsletter: Engage Missoula, events + engagement opportunities	["Newsletter"]	["General Public"]	96	Phase 4
10/21/2024	Newsletter: Civic Plus, events + engagement opportunities	["Newsletter"]	["General Public"]	1862	Phase 4
10/21/2024	Newsletter: Engage Missoula, events + engagement opportunities	["Newsletter"]	["General Public"]	96	Phase 4
10/24/2024	Newsletter: Civic Plus, events and new event, + engagement opportunities	["Newsletter"]	["General Public"]	1904	Phase 4

10/24/2024	Newsletter: Engage Missoula, events + engagement opportunities	["Newsletter"]	["General Public"]	100	Phase 4
Total Reach				47524	
Total Occurrences				63	

Social Media					
Date	Event	Method	Audience	Approx. Reach	Phase
1/5/2023	Facebook Post: MCAT Kickoff Recording	["Social Media"]	["General Public"]	65	Phase 1
12/7/2022	Facebook Post re: Kickoff	["Social Media"]	["General Public"]	37	Phase 1
11/30/2022	Facebook Post re: Kickoff	["Social Media"]	["General Public"]	49	Phase 1
11/22/2022	Facebook Event for Community Kickoff	["Social Media"]	["General Public"]	57	Phase 1
5/26/2023	Facebook Post: CCITP	["Social Media"]	["General Public"]	25	Phase 2
6/21/2023	Facebook Post: CCITP, Franklin Park	["Social Media"]	["General Public"]		Phase 2
6/27/2023	Facebook Post: CCITP River Road	["Social Media"]	["General Public"]		Phase 2
6/29/2023	Facebook Post: CCITP River Road	["Social Media"]	["General Public"]		Phase 2
7/10/2023	Facebook Post: CCITP, Miller Creek	["Social Media"]	["General Public"]	36	Phase 2
7/18/2023	Facebook Post: Virtual Equity in Land Use Presentations	["Social Media"]	["General Public"]	209	Phase 2
7/21/2023	Facebook Post: NSWS Equity in Land Use Event	["Social Media"]	["General Public"]	20	Phase 2
7/24/2023	Facebook Post: CCITP, Bonner Park	["Social Media"]	["General Public"]	36	Phase 2
7/25/2023	Facebook Post: Online Equity in Land Use Event	["Social Media"]	["General Public"]	27	Phase 2
8/3/2023	Facebook Post: NSWS Equity in Land Use Event	["Social Media"]	["General Public"]	273	Phase 2
8/22/2023	Facebook Post: CCITP, Westside Park	["Social Media"]	["General Public"]	33	Phase 2
9/5/2023	Facebook Post: Coffee, Climate, & Codes	["Social Media"]	["General Public"]	226	Phase 2
9/7/2023	Facebook Post: Equity in Land Use Event	["Social Media"]	["General Public"]	48	Phase 2
9/13/2023	Facebook Event: Equity in Land Use Event	["Social Media"]	["General Public"]	30	Phase 2
9/14/2023	Facebook Post: Coffee, Climate, & Codes	["Social Media"]	["General Public"]	22	Phase 2
9/15/2023	Facebook Post: River Road Neighborhood Meeting	["Social Media"]	["General Public"]	38	Phase 2
9/18/2023	Facebook Post: Coffee, Climate, & Codes	["Social Media"]	["General Public"]	38	Phase 2
9/20/2023	Facebook Post: Equity in Land Use Event	["Social Media"]	["General Public"]	23	Phase 2
9/25/2023	Facebook Post: Weds with the Mayor	["Social Media"]	["General Public"]	202	Phase 2
9/28/2023	Facebook Post: Weds with the Mayor	["Social Media"]	["General Public"]	13	Phase 2
10/23/2023	Facebook Post: Tabling at WWTM	["Social Media"]	["General Public"]	17	Phase 2
11/27/2023	Facebook Post: CGPW	["Social Media"]	["General Public"]	444	Phase 2

11/29/2023	Facebook Events: CGPWs	["Social Media"]	["General Public"]		Phase 2
12/4/2023	Facebook Post: CGPW	["Social Media"]	["General Public"]	173	Phase 2
12/5/2023	Facebook Post: CGPW	["Social Media"]	["General Public"]	93	Phase 2
12/12/2023	Facebook Post: Last CGPW	["Social Media"]	["General Public"]	895	Phase 2
2/2/2024	Facebook Post: CPDI Newsletter, online GP activities	["Social Media"]	["General Public"]	240	Phase 2
2/5/2024	Facebook Post: Online GP activities	["Social Media"]	["General Public"]	76	Phase 2
2/16/2024	Facebook Events: EHO Workshops	["Social Media"]	["General Public"]	60	Phase 3
2/16/2024	Facebook Post: EHO Workshops	["Social Media"]	["General Public"]	855	Phase 3
2/23/2024	Facebook Post: City Talk/EHO Events	["Social Media"]	["General Public"]	128	Phase 3
2/26/2024	Facebook Post: EHO Workshops	["Social Media"]	["General Public"]	90	Phase 3
2/28/2024	Facebook Post: EHO Pics/Upcoming Workshops	["Social Media"]	["General Public"]	603	Phase 3
3/5/2024	Facebook Post: Last EHO Workshop	["Social Media"]	["General Public"]	305	Phase 3
4/25/2024	Facebook Post: WWTM/City Chats	["Social Media"]	["General Public"]		Phase 3
5/7/2024	Facebook Post: What's Going On...?	["Social Media"]	["General Public"]		Phase 3
5/13/2024	Facebook Post: City Chats/Office Hours	["Social Media"]	["General Public"]	56	Phase 3
5/21/2024	Facebook Post: WWTM/Code Diagnostic	["Social Media"]	["General Public"]	28	Phase 3
5/22/2024	Facebook Post: WWTM/Code Diagnostic	["Social Media"]	["General Public"]		Phase 3
6/10/2024	Facebook Post: Pride Table Schedule	["Social Media"]	["General Public"]	188	Phase 3
6/28/2024	Facebook Post: FGS Save the Dates	["Social Media"]	["General Public"]	138	Phase 3
7/3/2024	Facebook Post: FGS Open Houses	["Social Media"]	["General Public"]	426	Phase 3
7/15/2024	Facebook Post: FGS Open Houses	["Social Media"]	["General Public"]	969	Phase 3
7/22/2024	Facebook Post	["Social Media"]	["General Public"]	1303	Phase 3
7/24/2024	Facebook Post: FGS Virtual Open House	["Social Media"]	["General Public"]	44	Phase 3
7/29/2024	Facebook Post: FGS Virtual Open House	["Social Media"]	["General Public"]	690	Phase 3
7/31/2024	Facebook Post: FGS Virtual Open House	["Social Media"]	["General Public"]	97	Phase 3
9/13/2024	Facebook Post: September Drop-Ins	["Social Media"]	["General Public"]	43	Phase 4
9/20/2024	Facebook Post: September Drop-in events	["Social Media"]	["General Public"]	384	Phase 4
9/23/2024	Facebook Post: September Drop-in events	["Social Media"]	["General Public"]	30	Phase 4
9/25/2024	Facebook Post: Climate Solutions Week	["Social Media"]	["General Public"]		Phase 4
10/3/2024	Facebook Post: Land Use Panel Event	["Social Media"]	["General Public"]	381	Phase 4
10/7/2024	Facebook Post: Draft Plan engagement opportunities	["Social Media"]	["General Public"]	76	Phase 4
10/11/2024	Facebook Post: Draft Plan online + engagement opportunities	["Social Media"]	["General Public"]	450	Phase 4
10/15/2024	Facebook Post: Draft Plan first event + engagement opportunities	["Social Media"]	["General Public"]	73	Phase 4

10/17/2024	Facebook Post: Draft Plan engagement opportunities	["Social Media"]	["General Public"]	638	Phase 4
10/25/2024	Facebook Post: Draft Plan engagement opportunities	["Social Media"]	["General Public"]	68	Phase 4
10/29/2024	Facebook Post: Last Presentation/Online	["Social Media"]	["General Public"]	185	Phase 4
10/31/2024	Facebook Post: Last day online!	["Social Media"]	["General Public"]	13	Phase 4
Total Reach				11766	
Total Occurrences				63	

Misc. Media/Outreach					
Date	Event	Method	Audience	Approx. Reach	Phase
10/11/2024	Ad: Mountain Line Bus, Draft Land Use Plan Engagement	["Media/Press"]	["General Public"]		Phase 4
7/11/2024	Ad: Mountain Line Bus, Future Growth Scenarios Open Houses	["Media/Press"]	["General Public"]		Phase 4
7/26/2024	Ad: Mountain Line Bus, Future Growth Scenarios Virtual Open House	["Media/Press"]	["General Public"]		Phase 4
9/18/2024	Ad: Mountain Line Bus, September Drop-In Events	["Media/Press"]	["General Public"]		Phase 4
4/3/2023	Ad: Public Works newsletter	["Newsletter"]	["General Public"]		Phase 1
10/11/2024	Ad: Roxy Theater, Draft Land Use Plan Engagement	["Media/Press"]	["General Public"]	3,782	Phase 2
10/11/2024	Ad: Water bill insert, Draft Land Use Plan Engagement	["Printed Material"]	["General Public"]	18000 printed	Phase 3
11/25/2022	Flyers to Coffee Shops	["Printed Material"]	["General Public"]		Phase 3
6/4/2024	Press Release: Code Diagnostic	["Media/Press"]	["General Public"]		Phase 4
10/12/2024	Press Release: Draft Land Use Plan Release	["Media/Press"]	["General Public"]		Phase 1
2/23/2024	Press Release: EHO Workshops	["Media/Press"]	["General Public"]		Phase 3
9/8/2023	Press Release: Equity in Land Use	["Media/Press"]	["General Public"]		Phase 3
7/12/2024	Press Release: Future Growth Scenarios Open Houses	["Media/Press"]	["General Public"]		Phase 1
11/27/2023	Press Release: Growth Policy Workshops	["Media/Press"]	["General Public"]		Phase 2
12/6/2022	Press Release: Our Missoula Community Kickoff	["Media/Press"]	["General Public"]		Phase 3
9/21/2024	Press Release: September Drop-In events	["Media/Press"]	["General Public"]		Phase 4
10/15/2024	PSAs: Townsquare Media, Draft Land Use Plan	["Media/Press"]	["General Public"]		Phase 3
7/13/2024	PSAs: Townsquare Media, Future Growth Scenarios Workshops	["Media/Press"]	["General Public"]		Phase 2

12/8/2022	Radio Show: City Talk, Our Missoula Project and Community Kick-Off	["Media/Press"]	["General Public"]		Phase 3
9/8/2023	Radio Show: City Talk, Equity in Land Use	["Media/Press"]	["General Public"]		Phase 4
2/23/2024	Radio Show: City Talk, Expanding Housing Options Workshops	["Media/Press"]	["General Public"]		Phase 4
7/12/2024	Radio Show: City Talk, Future Growth Scenarios	["Media/Press"]	["General Public"]		Phase 2
9/13/2024	Radio Show: City Talk, Drop-In Events and Draft Land Use Plan coming	["Media/Press"]	["General Public"]		Phase 2
8/23/2023	Radio Show: Real Estate Today, Our Missoula project	["Media/Press"]	["General Public"]		Phase 3
10/15/2024	Agency Memo: Draft Land Use Plan	["Email"]	["Specific Group/Org"]	155	Phase 4

ATTACHMENT B: Equity in Land Use Comments

Source	Specific Neighborhood	Comment
Meeting		Shared living spaces; ability to downsize
Meeting		Isolation, access, zoning that allows more mixed-use and mixed housing types to help with isolation
Meeting		What is allowable in zoning to allow multi-family in a single-family to accommodate tiny home villages with shared communal outdoor spaces or similar
Meeting		Get around without driving a car or need to park, but still accommodates ADA parking
Online Comment		<p>What are the current Missoula zoning districts? How is each one zoned? If the overarching goal of rezoning is equity, what does Missoula look like? I've seen a lot of growth lately, but some of it seems to be to build higher with smaller apartments. What is the quality of life for people who live there? Equity is not to live cooped up in a small, sterile apartment. I wouldn't want to live there. I do have choice, while others may not.</p> <p>One thing we all love is Missoula's unique setting and beauty. Some of the higher apartment and condos I see seem sterile. What rents are being charged for these new apartment buildings? Density, which I think was a goal of the previous plan has some negatives.</p>
Online Comment		<p>I would like to see zoning that supports home based business, I live in a pud in upper miller creek. I'm a licensed professional in Massage and Esthetics and put an office in my home that I cannot use because of the zoning. It has been an issue for myself and other neighbors who either have an existing business and can't obtain a city business license in Missoula, or that want to avoid the high cost of commercial space. Times have changed since 2021 and people have had to diversify and create other avenues of income. Small business is extremely important in our community. Having a home base business will allow individuals to grow their business in these ever changing times, while being a more cohesive part of the community.</p>
Online Comment		<p>Thank you for the opportunity to learn more about the key points of the current growth policy. The videos are helpful! Years ago I found that the only home I could afford was on the north side close to highway I 90. Over the years of living near the highway I have noted the noise pollution. And in doing research on the Public Health effects on neighborhoods experiencing this type of noise, have realized that this is a very real health concern. This is my comment but if I could also make the point that with growth, obviously this concern will increase for existing and future neighborhoods. Perhaps this could also be part of the policy discussion....how to mitigate this particular problem for affordable housing that does seem to be highly sequestered along I 90. Thank you for your work on these issues!</p>
Online Comment		<p>Thanks for providing all this good information. I hope at some point you create a map, zone by zone, and describe how each one is zoned. For example, I would assume that downtown Missoula is zoned RMO.5 but others are not. Is that correct?</p> <p>I find the Trinity apartments built by Homeword at 2200 Mullan Rd, Missoula, MT 59808 an eyesore. Are they really sustainably affordable? Can't we do better than that? Cheaper (higher and more dense) should not be the only driver. That could also be describe a developers point of view, so they make more rent.</p> <p>I am a homeowner and have choice. But lets not push people into these types of apartments. The 1500 block of Burns St., next to the Burns St. Bistro has a development of small town houses that would rank high on a livability index, in my opinion, where as the apartments on Mullen Road should rank very low. How can codes address this?</p>
Online Comment		<p>I do see gentrification happening and this video was helpful in better understanding it. The neighborhood on along the east side of the Clark Fork River is mixed but I see some gentrification. Also, new developments/condos in the Rattlesnake are very expensive.</p>
Online Comment		<p>A form based code will only further gentrify Missoula as it will drive up already substantial costs for development due to City wasteful and uniformed rule making. It is the zoning codes in place now regulating down to the minutia detail of a project and adding tens of thousands of dollars to the project's cost that is making Missoula unaffordable. Go back to basic zoning practices and rules which address Use, Height and Setback which existed when the best and most cherished portions of Missoula were developed. These areas are also the least gentrified according to the city video series on Equity.</p>
Online Comment		<p>I totally agree that the regulations should focus more the form of buildings and less on density. There are many examples, good and bad, of this throughout Missoula. I added my comments after video 2. I agree that along with form that access to opportunity, services and amenities builds community as people can go out to work, shop, and socialize. I think that quieter neighborhoods are more livable for families that bustling downtown areas.</p>
Presentation		Question: what are the metrics for quantifying equity and measuring success? I.e. how do we know if we are becoming more equitable?
Presentation		Interest in us coming to neighborhood/general meetings
Presentation		Interest in the methodology of the gentrification/displacement risk analysis
Presentation		Do rising property taxes play into displacement risk?
Presentation	Lewis & Clark	Comment about Lewis & Clark Neighborhood – Young families can't afford the homes that are intended for them (starter homes). Rents are becoming too high and rent control would be ideal.
Presentation		Comment that they know people that have spent up to \$300 on application fees.
Presentation		Aware of people that have had to move out of Missoula or Montana in general
Presentation		It's hard for individuals to live alone – need to buy or rent with multiple roommates.
Presentation		Interest in knowing if displacement is impacting renters vs. owners more
Presentation		Anecdote about people they know that rent houses that have gone up for sale and the fear of evictions from landlords.
Presentation		Housing is not being built for Missoulians – seems to be for out of state buyers.
Presentation		Issues with just building housing vs. building affordable housing
Presentation		Question about if we will be proposing changes to minimum lot size (in the context of tiny homes – I attempted to explain that is more related to minimum area per unit.

Presentation		There is a perception that the city is focusing on out-of-staters.
Presentation		Question about Montana's eviction laws and a comment about the capital gains tax (issues with state laws)
Presentation	Captain John Mullan	Sawdust from Roseburg Mill in 44 Ranch
Presentation	Captain John Mullan	Builders profit put toward building schools in the neighborhood to accommodate growth
Presentation	Captain John Mullan	Do we take future schools into consideration when planning/developing?
Presentation	Captain John Mullan	What do we mean by affordability? How much can folks afford at minimum wage?
Presentation	Captain John Mullan	Relying too much on densified rentals
Presentation	Captain John Mullan	Over 40% of income is paid to rent
Presentation	Captain John Mullan	Can we allow smaller homes instead of just apartments?
Presentation	Captain John Mullan	I do remember hearing questions about whether the city is evaluating what an affordable home price would be for someone receiving minimum wage; and a question about how growth affects school taxes. Also an anecdotal story about someone who works for the county and has rented for a long time and been unable to buy a home, and that pay does not keep up with rising rental rates.
Presentation	Captain John Mullan	Don't wait until everything is developed to put in transit/infrastructure
Presentation	Captain John Mullan	More busses
Presentation	Captain John Mullan	England to Reserve righthand turn lane
Presentation	Captain John Mullan	Incentives
Presentation		Accessible housing discrimination; no units on floors that accommodate a wheelchair. Landlord wanting them to pay more to live in first floor because would be a new lease; has been stuck on the third floor during a fire alarm. Afraid of retaliation so does not push too hard. Emotional support animal; folks complained about dog barking but it's their emotional support animal.
Presentation		Elevators don't work in current place; lives in third floor but they're unreliable. Credit score inequities. Rentals fill up as soon as they're built.
Presentation		Accessibility in general: There are so many places I cannot go because my chair won't fit.
Presentation		Mental toll of risk of displacement, bad mental health. Wasn't like this in the '80s. Worried about getting kicked out because other places require income to be 3x their rent. Many leaving the state because they can't afford the rent.
Presentation		Rent is raising \$300 at end of lease. Mortgages less than rent.
Presentation		Change: Watching change, people don't make this kind of money, does the market bear charging this kind of rent?
Presentation		Location of unhoused shelters.
Presentation		Caps on rent. Laws need improved, right now they are very pro-landlord.
Presentation		Property management company changes a lot even in one location, changes every time it sells.
Presentation		People with dementia not recognizing to qualify for skilled nursing care.
Presentation		Large aging population, need to right size.
Presentation		Poverty is a big problem.
Presentation		Some neighborhoods seem more lenient to camping/housing variation.
Presentation		We need more supportive services to seniors as they age. There are going to be more people aging in place and/or becoming disabled soon (Dementia, lacking mobility, etc....). This would need to be financial services, and physical services so that houses can be maintained and then sell in a better condition when people decide to move out.
Presentation		Need connection to services, support services to remain housed.
Presentation		Set aside programs are helpful but too limited; we need many more.
Presentation		Prevention; fine as long as you don't have to pay for it; don't stay the course when interventions take time.
Presentation		Need individual connection, neighborhood connections to build relationships.
Presentation		Discrimination due to age: in financing a home felt discriminated against due to age/gender. Moved back to retire at the onset of covid and son had to be main borrower on loan.
Presentation		Affordable: What is affordable; language is confusing. A lot of times means a new development.
Presentation		Younger generation/their kids can't find somewhere to live: Can't afford down payment, so parents gave to them. Surges in home prices quickly. Suggest not paying for kids' college anymore but buying them a house. Families can't afford to live here.
Presentation		Salary/wages are not keeping pace with the price of housing. This is causing out-of-staters/remote workers to have more options in choosing where they can live and bidding out local families and people. Workforce Housing - Companies are having a hard time retaining workers because the workforce housing is so low that people cannot afford to live here. They are having to hire more and more remote workers. Or people are having to drive long-distances to jobs here in the city.
Presentation		People can't afford to work here.
Presentation		Fast turnover rates of rentals and housing that is affordable to local people. If someone buys a house at a lower price point, they almost immediately fix it up and sell it at a higher price that is not affordable to locals.
Presentation		Housing affordability is not just impacting Missoula but area around it.
Presentation		Examples of teachers hired in Missoula that couldn't find housing so they had to turn down jobs
Presentation		People are worried about their kids affording housing – housing is not currently accessible for all people in different stages of life – people have to live with relatives, roommates, etc.

Presentation	Example of an individual that was only able to rent a 400 sq ft apartment due to cost and limited availability
Presentation	Stories of people that want to live in the Missoula area but can't afford it.
Presentation	Nursing homes; trying to make sure care staff can work and afford to live here. Staffing is hard to retain.
Presentation	Faculty can't find any place to live, affecting industries. Supply is too low. Recruitment to jobs with 6 figures can't find housing.
Presentation	Bridge Apartments: 20 units, studios, income restricted. Like to see that kind of intervention.
Presentation	Important to protect affordability, income restrictions.
Presentation	There are some really good things going on, need to scale, a positive note.
Presentation	Need more affordable senior living. More infrastructure/programming/security.
Presentation	There is a large amount of people that are on fixed incomes that must live in multi-generational households that are small and tight quarters. We need housing that is affordable to these fixed income residents.
Presentation	Desire to age in place. In terms of planning, are we taking into account aging population? Increasing housing for older adults helps across the board. Single-level, accessible bathrooms can accommodate aging.
Presentation	With aging populations: on fixed incomes with social security, options for affordable housing are limited
Presentation	Seniors that are on fixed incomes are limited to certain parts of the city (low-income neighborhoods)
Presentation	Council on Aging – helps fill the gap for things that people on fixed incomes can't afford in addition to housing; they are seeing more people requiring these services every year.
Presentation	Want to downsize but can't.
Presentation	New Development in Subdivisions don't necessarily match; There is one block of apartment buildings and then large 4,000 sq ft homes that are not affordable. Can we make sure if a development wants to be annexed that smaller, more affordable housing is part of the project.
Presentation	Concern they're raising too high. Elderly property tax help? When property taxes increase, where does all that money go?
Presentation	Property tax reform; can't do sales tax or any other tax.
Presentation	In response to recent property tax assessments – certain services need to be provided and are funded by taxes – however folks on limited incomes can't afford these tax increases.
Presentation	Discussion about needing to change the tax base away from property taxes (increases are impacting people)
Presentation	Taxes are pricing people out
Presentation	Need more diversity in housing which will in turn mean more diversity in age groups and family types in places like the University Neighborhood. Consensus among the group was that they miss seeing younger families and kids in their neighborhoods.
Presentation	Modular home; can sell and leave but where do I go? Considering moving to Spokane because more affordable, but less desirable.
Presentation	Suggestion: Terraced housing from Europe/UK.
Presentation	Interest rates really high.
Presentation	Question about the responsibility of developers to pay for infrastructure improvements.
Presentation	Buying and flipping houses used to be possible but isn't anymore.
Presentation	Trailer courts are inhabitable; falling apart, safety.
Presentation	Seeing more multigenerational family living together can be a solution.
Presentation	Idea of density and building higher and higher means that most of the new development is not accessible to older adults. Losing mobility really constrains where you can move that is affordable. We need more affordable housing that is reserved for disabled people that can only access the first floor and are mobility impaired. Older generation is having a hard time finding a one level home, so they are deciding to stay where they are.
Presentation	Limited to housing options that don't meet their accessibility needs (i.e. no elevators)
Presentation	Accessibility of housing
Presentation	Returning residents, such a hard time finding housing. Veterans have more resources but it's still hard.
Presentation	Need for married student housing; long waiting list. If UM could accommodate all student housing needs what would the community impact be?
Presentation	Choice; need a diversity of housing options to meet dynamic needs.
Presentation	ADUs are a solution to give independence and support.
Presentation	Energy efficiency
Presentation	Specifically in the University District there are a lot of ADU's that are being developed that don't necessarily go into the housing stock; they are seeing more of these on Short Term Rental listing sites.
Presentation	There are not incentives to homeowners that rent out as Short-Term Rentals to switch to Long-Term because they can get 1 month's rent in a long weekend. Impact on housing market and economy.
Presentation	There are not incentives to homeowners that rent out as Short-Term Rentals to switch to Long-Term because they can get 1 month's rent in a long weekend. Impact on housing market and economy; not being used for long-term. That takes away an opportunity to transfer wealth.
Presentation	AirBnB, don't have a problem with people making a living, impact.
Presentation	Nursing homes are too expensive.
Presentation	Boom and bust housing market.
Presentation	Divorce, splitting up housing, changes income dynamics and causes displacement or forces unique housing arrangements.
Presentation	Cost is a significant driver of segregation

Presentation	Infill is a challenge – how to do it without blocking sunlight, views, etc.
Presentation	How to provide density without crowding and associated issues?
Presentation	What to do about density in neighborhoods that don't want it?
Presentation	Infill bothers; doesn't always fit neighborhood, upsets neighbors.
Presentation	Benefits of compact living; infill
Presentation	Would like greater supply of small houses near amenities.
Presentation	Mindset that the land we own is ours, loved the intro with info from CSKT CC.
Presentation	Forest service leases land, people own houses on it, more affordable.
Presentation	Current plan is not salient. Need a humanitarian response.
Presentation	Services in each neighborhood.
Presentation	Providing a better built environment so that people feel enabled to form a community in their neighborhood. This could look like outdoor living spaces in larger apartment complexes, or trails and parks in neighborhoods that can host events to bring people together.
Presentation	How many people leave Missoula for sprawl/outside areas.
Presentation	Transportation; the county is really close to the city, out of the hair of the city but still using the city. Government pushing the issue to county government.
Presentation	Will influx continue? What if we overbuild?
Presentation	Midtown Master Plan overlays many areas we have shown as vulnerable.
Presentation	Gentrification; astonished by Sawmill District, magnitude of change, used to be more run down, now a center for wealth.
Presentation	Not sure gentrification is bad.
Presentation	Downtown shops and businesses are changing character (gentrification)
Presentation	The vibe is changing – need to reinforce why character and local, small businesses are important (areas like the hip strip)
Presentation	Neighborhood change can be good.
Presentation	Question: how can we relate this project to what is happening in the county too – with a regional lens.
Presentation	Public health integration/services.
Presentation	Communication, senior living, don't subsidize them all.
Presentation	Are we taking migration projections into Montana/Western US into account? Out of state buyers coming in and buying things, raising rents.
Presentation	Evaluation of what success is.
Presentation	Displacement because of property tax increases.
Presentation	People need more communication; moving everything online creates gaps in access, low-income access, skill access
Presentation	QR codes barrier to information access, are overwhelming.
Presentation	Inflation is a big tax on the poor.
Presentation	Question about how the development community has been responding to this project
Presentation	What is taken into account to measure economic opportunity?
Presentation	Census tract; geographic area is entire City; comprised of different pieces of data to come up with levels of opportunity.
Presentation	Are jobs/commercial/retail taken into account, or econ opp for own enterprise on own properties?
Presentation	Access to education has a demonstrable effect on earnings later in life, not so much the opp rn.
Presentation	I'd be interested to know how members of certain Missoula neighborhoods have more or less "Access to Opportunity"? Perhaps more details are available on how this data was gathered, probably a bigger discussion.
Presentation	Follow up: For Missoula then, what more are you suggesting is needed to allow for more "Access to Opportunity". I would think that Missoula fares quite well today, compared to other cities with similar per capita nationwide, to offer citizens a similar Access to Opportunity today. But I suppose there is always room for improvement.
Presentation	Existing zoning has tended to concentrate subsidized L-I housing on the North and Westsides, now including Villagio and Trinity projects.
Presentation	Subsidized housing and social service outlets in a six block corridor along Russell from W Broadway to 3rd Street. -- There should be neighborhood scale "Heat Maps" to highlight this dynamic (what Bob mentioned), included in the next version the report.
Presentation	Adult child had to move to Butte away from nucleus of their family because of affordability crisis.
Presentation	When I first moved here, I had to rent a room because it was all I could afford. Then, application fees was a huge barrier to get out of a bad rental situation for myself. I am finally in a good place, but still struggle to make rent.
Presentation	Is the City pushing for workforce housing at old library development?
Presentation	Inclusion of affordable housing in projects on land we build.
Presentation	Whole block of housing that was lost when the new library was built.
Presentation	Sleepy Inn site was originally supposed to be redeveloped to low- to moderate-income housing; now money going to AHTF. But that will that will put that housing somewhere else.
Presentation	Design effective incentives for income restricted affordable housing
Presentation	If we get more supply, lower-income housing will automatically happen. But incentivizing it will be much more effective.

Presentation		Would suggest parsing out educational access from land use. When it comes to land use, there are other economic situations. For example, being able to start up with a modest bakery is too difficult. Opening up the ability to make iterative/incremental economic steps would open up opportunities.
Presentation		Concern that the mix of citizenry/residents, downtown but also all/most neighborhoods will get pushed out for wealthier people. There needs to be an opportunity for mix incomes.
Presentation		Anticipate development of downtown. Old library site will be re-developed at some point
Presentation		New MRA districts
Presentation		Develop a diverse downtown seems to be important; work with MRA to accomplish that would be an important part of our GP.
Presentation		Displacement risk should also consider transportation infrastructure "improvements". -- The Mid-town plan alluded to a displacement risk analysis. That should be for housing redevelopment AND transportation.
Presentation		Front Street area, decent amount of older dwellings, good location, students, preserving affordable housing/diversity of housing types/residents downtown and in general. Providing opp for mixed income residents across the city.
Presentation		Don't want to say liberalize/allow everything, because it is important to have proximity to services and amenities. For example, we are hearing about Sxwtypqen area where we are seeing all residential development, rather than the mixed use/services that the plan called for.
Presentation		Don't retain the existing level of constraints
Presentation		Make sure other opportunities like access to shopping, entrepreneurial, schools, etc. 44 Ranch area subdivisions filling out and they're all residential. An incentive that in those nodes (form-based code), that buildings built for residential could be built in a way that can easily adapt to storefront retail (zero front lot line, higher ceiling, easily converted to retail in the future). Density just going to put more people on the streets/traffic unless they have retail they can walk to.
Presentation		Access to services and amenities; jamming a bunch of people into one area that will then have to travel to things.
Presentation		Re: 6 Principles: very interested in principle #4 around designing effective incentives for income restricted affordable housing.
Presentation		#6 in the principles: Flexibility that allows for a mix of uses is good.
Presentation		Shouldn't stop someone from having a bakery on their property because you're afraid of nuisance (noise, smell), which you can address if problems come up. Go through a review of our 'nuisance' regulations. Don't pre-empt things through zoning, we should deal with them if/when they happen.
Presentation		Is eliminating zoning completely on the menu?
Presentation		Public presentation about ideas in CFA; better imagery, better examples of missing middle (two story building across from Adventure Cycling)
Presentation		Imagery is important when considering new concepts
Presentation		NSWS survey results: Fear of displacement: 86% of renters there
Presentation		Some question of if there will be a "next version" of the report. John has brought this up a lot as it relates to the notes we've received in this phase, etc. being included as an addendum to the report, or in regard to their ideas or updates (maps of the places social services are located, etc.).
Presentation		Lives in Lower Rattlesnake; near Eastgate shopping center. Eastgate Albertson's can't afford to pay folks for what housing costs. Recognizes as a problem. However other problem he sees is only two ways out of Rattlesnake; get traffic that is crazy. Has to wait for cars on Van Buren when on bike.
Presentation		ADU laws changed so more people could build them. Had mixed feelings about it; street filled with parked cars so if you put more people in there, parking will be a problem eventually. Increased housing density concerns because of where he lives.
Presentation		Some areas might have this issue or different issues, and would like to hear those and from them.
Presentation		Service workers can't afford to live here anymore and that's a drag.
Presentation		Driven by the pressure for housing; people can move here from other places and buy for cash, raises prices of all housing until we have this housing affordability crisis.
Presentation		Lives in a 650 sq ft house, would guess 30% are rentals
Presentation		Housing prices are definitely a problem.
Presentation		Needs to be low income housing for people that are lower income. A way of fixing that is by raising wages although City doesn't have control over that. Prices at Albertson's could go up 10% and then people could make 10% more.
Presentation		Cashier at Good Food Store; cashier, rented a house and the guy that owned the house decided he could make money by selling the house so they had to move.
Presentation		Renting a relatively inexpensive place; not happy about it.
Presentation		Rental market has probably gone down and folks are selling their houses because people are moving in front out of state.
Presentation		Having examples; what are the options for making more affordable housing in Missoula?
Presentation		You have to take into consideration transportation issues when making decisions.
Presentation		Not sure if he knows anyone adversely affected by segregation or exclusion. Would have to think about that.
Presentation		Colorado; just said okay not building anymore houses, prices skyrocketed and no one could live there anymore except rich people. Don't want that happening here.
Presentation		I hate to see these rural subdivisions, hate to see open space going to subdivisions. It is a very hard problem. Would hope the context of each neighborhood is considered.
Presentation		Legislature took away Missoula and Bozeman's rights to do what we want with our city.
Presentation		Bought house mainly because of location; quiet nhd with mostly smaller houses.

Presentation		Doesn't necessarily have to be higher density; if so it will change the character of the nhd I live in. Do you live in a quiet, nice nhd that you want to stay that way?
Presentation		What do you value/appreciate about your nhd that is at risk from growth? The traffic, number of cars. Missoula has done a great job with public transportation, the problem is that people want to drive their car.
Presentation		Partner lives near Fort Missoula in an apartment complex. Seems reasonable; parking area, close to Reserve and South. Streets that are already pretty busy and pretty noisy; not same problems there as he sees from increased housing in lower Rattlesnake.
Presentation		What would be good is for us to say here are six options; we could do these, and that always helps. What is our starting point. I like this aspect but not that aspect, so kind of get a notion of what folks might be okay with.
Presentation		Increasing the density is making it hard for traffic and other transportation.
Presentation		Mostly rides a bicycle except when traveling out of town but many don't do that and there are people from higher income housing in upper Rattlesnake that have to drive through my nhd to get to where they're going.
Presentation		Can't fix that some folks will make more money, but can we help service jobs/jobs that don't require a degree, equity in income. Way to fix: cheaper housing, higher wages.
Presentation		Don't put indices through lens of accessibility; may live in a resource rich opportunity zone, but if you have a disability those resources may not be available to you
Presentation		Would like to see disability info in reports/maps
Presentation		Integrated housing; put affordable housing all neighborhoods
Presentation		Accessibility for townhomes; for purchase; wheelchair accessibility. Are there requirements to make these accessible?
Presentation		Visitability resolution; can that be incentivized?
Presentation		Harmful past covenants; Rattlesnake area subdivision. Required stairs in all houses; creates stock of inaccessible housing for future generations, too
Presentation		Perception that townhomes have fewer regulations and are thus less accessible
Presentation		Fair housing questions/implications
Presentation		Unhoused includes people in institutions because of lack of affordable and accessible housing
Presentation		Senior residences are closing because people can't afford them
Presentation		Segregation: Assisted living communities are dangerous, people are tied down to their beds at night, senior residences can't afford
Presentation		Data can be skewed because right now kids are living with parents but can't afford apartments on their own, so by hh it's maybe higher than it really is
Presentation		Affordable Housing – affordable housing projects do not always have accessible units. If the city gives out incentives to affordable housing projects, then we should make sure they are ADA accessible.
Presentation		Terminology – When we say "Affordable Housing" as a talking point we should make a point of saying "Affordable AND ACCESSIBLE Housing" instead.
Presentation		Neighborhood form, traditionally single family in zones
Presentation		If you live in the core, you need less; have smaller footprint, no/less need to drive
Presentation		How do houseless/tent communities fit into this? Are they involved at all? Does zoning cover those communities?
Presentation		2022 zoning map: Includes urban services/GP area
Presentation		Moved to Missoula in 2022; lots of single family lots in F to F being turned into multifamily. Johnson St. look in any direction and it's a new multifamily development. 4-plexes, no yards
Presentation		44 Ranch; was single dwellings and now more mixed-use/density
Presentation		Access to services. Right now zoning has concentrated services; address this through GP/CR. Emergency shelter cannot be located a certain distance from a school, limits if you can put a family/single shelter, more than one in one area, certain distance from residential
Presentation		Development/Housing Covenants – These have not only affected races but also accessible housing projects. Look at Rattlesnake Commons (this was cited by someone in the group)
Presentation		Access to Education/Opportunity Map – Just because a person or child with disability lives in an area that has good access to education and or opportunity does not mean that they receive that invitation. For example, the school district only has a certain amount of special needs teachers and they are located at specific school, so if a child needs that type of help they will be bused or have to be transported to that specific school
Presentation		Mobility Issues - Idea of density and building higher and higher means that most of the new development is not accessible to older adults. Losing mobility really constrains where you can move that is affordable. We need more affordable housing that is reserved for disabled people that can only access the first floor and are mobility impaired. Older generation is having a hard time finding a one level home, so they are deciding to stay where they are.
Presentation		North Reserve Westview Park no public transportation
Presentation		Have we ever looked at rent control in Missoula?
Presentation		Opportunities that are available to people with disabilities. Kids with disabilities have to go to certain schools regardless of their district; limits their access to opportunity. On Expressway, depending on where you live on a certain street you may go to De Smet, may go to HGE
Presentation		Understand need to change density and equity is important but don't lose focus on climate, safety, livability. Trees being killed by new developments. We have beautiful livable neighborhoods.
Presentation		Climate displacement is felt already
Presentation		Parking ordinances in the '70s changed neighborhoods. Downzones what it allowed on property.
Presentation		People are losing friends

Presentation		Scared looking at money moving in that people can't keep up with
Presentation		Feeling less neighborly
Presentation		Historic Preservation – We do not do a good job at telling the history of African American and Chinese culture in our presentation. There was the old African American Church on the Northside and Buffalo Soldier presence in the neighborhood.
Presentation		Friends would visit and comment on would live here but too white; don't want to be only people of color
Presentation		The older workforce housing that provided units for industry like railroad workers should be preserved so that it stays workforce housing.
Presentation		NSWS and Franklin to the Fort are starting ground for starter homes.
Presentation		Feels increasingly hard to afford to buy a house
Presentation		Hard to find affordable rent
Presentation		Coworker's rent going up \$200/month, month to month lease
Presentation		When you have money decisions look different
Presentation		AirBnB contributes to the problem; need community to commit
Presentation		Landlords that contribute to community housing need; choices not to gouge renters
Presentation		Finished grad school and couldn't afford to live here; left and came back, still a struggle with livable wage and cost of living.
Presentation		
Presentation		Housing as a social determinant of health; Partnership Health Center patients are worried about housing. Patient with depression related to housing loss worry.
Presentation		Permitting has skewed to developers to get profit, not accessible for homeowners.
Presentation		People aren't paid enough to live
Presentation		Cost of multiple rental applications adds to unaffordability
Presentation		People feel desperate and locked into their purchased land/houses...this can be adding to NIMBY-ism
Presentation		Market numbers for housing costs don't always reflect accepted offers
Presentation		People will go towards where the housing is – also buying out of Missoula for affordability
Presentation		College kids are getting priced out
Presentation		Feel a lack of options
Presentation		Affordability issues extend to repairs and improvements
Presentation		People calling NMDCD office in distress, trailers from properties being bought.
Presentation		Houses that were rentals sold for full market value, need to charge a higher rent. (F to F)
Presentation		Feel pressure of getting priced out.
Presentation		Friends have had to leave.
Presentation		Friends leaving Montana because priced out and politics (re: trans people)
Presentation		Retirees are excluded; hard to find places to live; know someone retiring who will leave
Presentation		Feel anxiety about housing and development; one way road, wish the Mayor would prioritize and stock department
Presentation		Racially motivated situation with someone whose rent was raised, then put their house on the market and told it was going to sell, it did not sell so they rented to someone else. It seemed like a situation where they were just trying to rent to a family that wasn't BIPOC. They have since moved from Missoula. Felt like this action was racially motivated; ended up leaving the state to get better housing and a better job; BIPOC members have complained about treatment at organizations like YMCA à how is the City engaging BIPOC community members?
Presentation		If Missoula wants to be city that hosts refugees and immigrants then we need housing solutions.
Presentation		Property value increases don't really mean anything (Monopoly money); doesn't help with ability to live in Missoula
Presentation		The emotional cost of moving is exponentially higher with uncertain housing costs
Presentation		Northside impacted by TEDs.
Presentation		Have to hire architects to do remodels; increase housing density.
Presentation		\$22k boundary line administrative change.
Presentation		Permitting barriers limit ADU developments and other pro-housing endeavors
Presentation		NS: Supposed to be affordable. More concerned about design than density.
Presentation		Tension between want for aesthetics but also for people to keep current housing.
Presentation		Sprawling into bedroom communities like Miller Creek
Presentation		Preference for small scale. If small - be affordable
Presentation		Tough to see expensive condos in high-rises that conflict with character
Presentation		The yard is still a desire
Presentation		People love cute small homes
Presentation		Commercial needs to be mandated
Presentation		Properties are run down – outsourcing improvements to tenants
Presentation		Housing Covenants – There are covenants still in place that are used to curb higher density development, and there really isn't a way to get around having to comply with these. This is especially prevalent in the South Hills Neighborhood
Presentation		Build more density next to parks, next to major roads

Presentation		Good intentions to build but comes down to developer; how do we give it teeth?
Presentation		Friend in UD has a garage and wants to divide the property to age in place; can't split the lot to get him out of mortgage.
Presentation		Density and parking are in conflict; requires 10 parking spaces for 5 units.
Presentation		Villagio has underground parking; proved that income-restricted projects could do it.
Presentation		NS/WS bearing brunt of density
Presentation		Density increases are not equal to affordability
Presentation		Displacement and grouping of low-income without appropriate infrastructure
Presentation		Between 2020-2022 in the Northside, lots of houses are being scraped and the lots are empty; why is this happening? Suggestion: If not developed within 6 months, impose fine and land reverts back to the Tribe.
Presentation		the TED Exemption provided large swaths of the city to quickly gentrify and displace residents. EG Mobile Home Parks being quickly subdivided and able to be built with large homes very quickly without much review.
Presentation		Historic districts are causing gentrification.
Presentation		Homeowners benefit from gentrification; expensive/industrial condos aren't even that cool.
Presentation		The gentrification is homogenous
Presentation		No protective design standards for neighborhoods → gentrification and displacement don't equal community
Presentation		Steering away from "wrong side of the tracks" where AA church is on NSWS
Presentation		Seeing a lot of development in the NSWS. Development patterns. Rattlesnake can build easements and pump tracks. Inconsistencies in neighborhoods; massive growth in some communities and huge amenities in others.
Presentation		Compliment approach; to include displacement of Indigenous folks
Presentation		Feels like the development community exists above the public
Presentation		How can zoning policy eliminate income segregation?
Presentation		Right now, it looks like the "poor kids" are being put out by the dump, without services or access; currently things like corner stores and neighborhood amenities are not allowed in our regulations; BUT these corner stores cannot be overpriced if folks are going to utilize them
Presentation		the infrastructure (streets) do not support density; how can we build infrastructure before the housing is created? These arteries have to exist to support this type of higher density development; putting a stencil on existing infrastructure does not fix the problem (e.g. bike lanes); cannot wait until it fails; this MUST be part of the zoning policy; This did NOT happen with the Velagio and now Scott st and the bridge cannot handle the influx Streets, parking, sewage/water lines, alley access Driveways/entrances cannot go across sidewalks, so forcing it to be alley entrance or experiencing other restrictions.
Presentation		Even if these zoning changes happen, could it end up promoting sprawl by folks pushing just outside the City limits to get around zoning regulations (e.g. want to build a single-unit dwelling)? This is especially true where the county/state or other areas would not have the same priorities as City of Missoula
Presentation		Commercial Zoning –The M1R, B, and C districts is the best zoning for building higher density housing, but those units also need access to commercial services. How do we save some sort of land in these zones for these services?
Presentation		Historic uses in NS; shops, theater, used to be more mixed use.
Presentation		Food deserts!
Presentation		Infrastructure before development (Villagio for example was put in before capacity in/out was addressed); planning for roads that can accommodate. Flynn Lane put in before development, why not on NSWS?
Presentation		12-plex on N. 3 rd Street; cars come in from 3 rd St., have to pave alley, unsafe, not applied equitably
Presentation		Alignment with county zoning; what is preventing people from leaving to do something that isn't in alignment with our six principles of code reform and doing what they want? How will we prevent sprawl in county?
Presentation		Legislation question; individual cities cannot make own laws on zoning?
Presentation		Restrictive code: requiring commercial, ceiling heights, activity area requirements are hindering
Presentation		M1R is best zoning district; used to be D zoning. More interesting mix because it allowed more things.
Presentation		Zoning will ultimately impact housing prices, but it's a trickle-down effect that takes time.
Presentation		Zoning is not a cure-all; we do have to be somewhat reactionary to the current issues that arise
Presentation		Bicycles; not just lanes stenciled on the road but existing infrastructure, before putting in large developments
Presentation		NS Orange St. Tunnel
Presentation		Fear of road congestion
Presentation		Impact fees; should support 500 ft of development with time limit
Presentation		Tax structure is not set up for growth.
Presentation		Commissioners coming to talk about taxes; tax base needed to keep pace with inflation.
Presentation		Need to develop tax base.
Presentation		Pressure between jobs that benefit the community and jobs that pay living wage
Presentation		Grew up in Bozeman; feels like Missoula is having the right conversations
Presentation		There are lots of people who are not able to be in these spaces to share
Presentation		People are hemorrhaging tax money on highly appraised homes and not feeling any richer
Presentation		Green space in City is great; great parks.

Presentation	Require infrastructure to be paid for by developer
Presentation	Suggestion: Build a West Missoula – let it grow up, have its own central services and be almost its own town
Presentation	Where can/do we place truly affordable housing throughout the community?
Presentation	How can we make things truly affordable when prices are market-driven? What is stopping developers/owners from charging whatever they want?
Presentation	Expand section 8 housing
Presentation	Mixed-use condos with no incentives for affordable housing
Presentation	Low-income housing is not located near services. Will Our Missoula address this?
Presentation	Condos- stuffing as many units into neighborhood to make the most profit.
Presentation	Would like to see changes to allow ADUs where they have been prohibited in the past
Presentation	Can we leave Missoula alone and push development out 20-30 miles; why run the community with density? Blocking people's views who have been here for decades is not right.
Presentation	Some questions/comments around subdivisions and who gets to have a say in them; SB 161, 150 ft buffer for comments/notifications, and only for homeowners not renters.
Presentation	GIS and plat mapping don't align and residents have to live with those mistakes.
Presentation	Can we cap prices on City-owned land that we sell/redevelop?
Presentation	Can we coordinate our city plans to put infrastructure where it doesn't currently exist
Presentation/Tabling	Are neighborhoods going to be informed of 406 Commons? Lots of questions about 406 Commons.
Presentation/Tabling	Specific projects are worried about more than overall development of the City.
Presentation/Tabling	Railroad in Darby/down the Bitterroot, develop into a train for commuting into Missoula with stops along the way, connectivity. Coordinate a delivery service from large stores to the train stops for what you buy, makes it more accessible to folks.
Presentation/Tabling	Questions about traffic circles and why we use those as opposed to stop signs. Confusion about how to use them.
Public Meeting	Involve homeowners in the process; can we put a rental up? Creating affordable rentals, how can community members be a part of the solution?
Public Meeting	Missoula is desirable, but don't know what to do about it.
Public Meeting	Lack of connections among people
Public Meeting	Loss of third space
Public Meeting	We mix with all incomes
Public Meeting	More aware of the needs
Public Meeting	Are we factoring skin color into housing and how we plan the City?
Public Meeting	For those that have housing would be okay with stable income and mortgage. But renters and aging population on fixed income will be affected. Seniors challenges with downsizing.
Public Meeting	To work toward equity, we need to empower people
Public Meeting	Equal access also means tackling transportation services like expansion of transit
Public Meeting	Education about the benefits of diversity generate creative solutions; diversity attractive
Public Meeting	Privilege to have space
Public Meeting	Extra challenges for Native American and Black Missoulians; treated in disenfranchised way
Public Meeting	Contrary to thinking, we're an open, accepting population, subtle mindset of discrimination/prejudice. A subtle prejudicial way of thinking, "go back to their land", saying the problem isn't ours because they don't belong here. Cruel, prejudicial, misinformed.
Public Meeting	Native American movement to city; start up with no vitality because they continually had services stripped away from them.
Public Meeting	Advocate for regulation of AirBnBs.
Public Meeting	Provide housing types that will give folks the opportunity to upgrade.
Public Meeting	Income; needing up to 3x the rent. History of this comes from how minimum wage was set. Knowing someone that holds two jobs and is unhoused. Good job and still can't make it work.
Public Meeting	Opening of our homes?
Public Meeting	Villagio is an affordable housing place that is segregated and isolated, lacking sidewalks, lacking parks, to get to places. Lacking opportunities for neighborhood interaction.
Public Meeting	People working in Missoula can't live in Missoula then can't find employees to staff jobs. Need creative solutions to house our staff. Can't afford to find employees to work here.
Public Meeting	Households weren't built and still are not being built for aging in place, there are lots of accessibility issues
Public Meeting	Out-of-staters coming in with cash in hand and out-competing with local people; then either renovating and selling the house at a much higher value or renting it out as an Airbnb
Public Meeting	Could we start to do cash-in-lieu for schools instead of parks?
Public Meeting	Two people had moved from the University Neighborhood to the Riverfront because they could not afford rent in the University. They noted that their rent had not been increasing in Riverfront but that the new Rental Agency was advertising units at a much higher rate than what they were paying. This was causing high vacancies in their building and a change of character in the complex (CORSO Apartments)
Public Meeting	Square footage of apartments; various types being allowed broadly throughout the community.

Public Meeting		Not allowing the vocal minority to override some of these larger affordable developments.
Public Meeting		Concern about Brooks St. Corridor; development that will come from putting a center bus lane, skeptical anyone will use it.
Public Meeting		Buildings not currently allowed in certain areas, concern they will block others' views.
Public Meeting		Variety of housing stock; flexibility of zoning.
Public Meeting		Brooks St. - move the fairgrounds, make that into housing. Move the fairgrounds to Blue Mountain or combine with Ravalli County. Shared fairgrounds/convention centers.
Public Meeting		Preserve what we have.
Public Meeting		Walkable neighborhoods.
Public Meeting		It seems like this is happening everywhere.
Public Meeting		We will see more of this by the new improvements along Mary St.
Public Meeting		Watch for future changes so that there is a balance of affordable development close to services.
Public Meeting		Discrimination against bigger household sizes
Public Meeting		Needs to have local services close to where we live; more like a village
Public Meeting		Lack of neighborhood schools
Public Meeting		Neighborhood-based village concept; walkable, bikeable
Public Meeting		Someone with the direct experience of being displaced
Public Meeting		Need design that builds community. Spaces need to be landscaped.
Public Meeting		People are looking beyond Missoula to find affordable housing. This can be impacted by the cost of greater transportation.
Public Meeting		Lots of fear about new development being not affordable based on a Missoula's wages; which in turns causes more and more displacement and gentrification; the area that this resident was speaking to was around southern Brooks around Opportunity Resources
Public Meeting		Area around University seems like it is actively gentrifying and creates really tight student housing; this is causing a lot of students to have to cram as many roommates as possible in a house or apartment to afford
Public Meeting		Single-Family Homes are still necessary for people to have in the region. This report gives off negative feelings for this type of development, even though most families need this type of larger development.
Public Meeting		Infill in the past couple of years seems like it doesn't match the neighborhood feel. There are a lot of 3-story houses/townhomes going into neighborhoods that have largely been just 1 story homes. This changes the feel of the neighborhood very drastically.
Public Meeting		An idea that was brought up was to create areas that are specifically designed for Single Family Homes and then areas that allow this type of very dense development.
Public Meeting		Schools need to be considered when there are large subdivisions. This group was very worried about what will happen in East Mullan when all of that is built out.
Public Meeting		One question that came up – What can the city do with empty of vacant lots in neighborhoods? It seems like there are a bunch of empty lots in the Riverfront Neighborhood that could be developed.
Public Meeting		Property taxes; not sure they can stay anymore, lived here for 30 years.
Public Meeting		Interest rates on houses preventing folks from buying.
Public Meeting		Mills closed, industry left, no jobs from these industries.
Public Meeting		Cost of living not keeping up with other costs
Public Meeting		The need to embrace change
Public Meeting		Experiences; taking a chance to learn skills, support from high school on with apprenticeship.
Public Meeting		Households that are renters are facing more and more selective processes that most people cannot follow: IE Background Checks, Credit Checks, not allowing pets
Public Meeting		Economic Drivers have shifted dramatically in the past couple of decades – Missoula use to have a higher amount of manufacturing jobs that paid well. Now it is a tourism/recreation-based economy which seems like has kept wages very low.
Table Talk		Community spaces that will encourage diverse peoples to gather and interact
Table Talk		Opportunities for regular encounters with diverse people different from ourselves through small daily interactions with neighbors, nearby businesses, organization participation, all within one's own neighborhood
Table Talk		Lots of diversity in town but groups are isolated from interacting with each other due to safety concerns, lack of transportation to all neighborhoods
Table Talk		Hard to make social connections in suburban zones
Table Talk		Incorporating genuine historical awareness, appreciation, and education into public projects (eg. the signs along the Milwaukee river trail about the river and it's indigenous history)
Table Talk		Services accessible within walking distance – having grocery, retail, other services within reach for residents without cars, with disabilities that limit travel
Table Talk		Encourage small businesses scattered in neighborhoods instead of big chain stores in retail districts
Table Talk		Mixed-use zoning
Table Talk		Pedestrian safety; especially as a minority or vulnerable demographic (POC, woman, queer, disabled, elderly, etc.)

Table Talk		More simultaneous foot traffic improves safety (more eyes on the street, more awareness of pedestrians when they're consistently present and visible) but people don't walk in areas they have nowhere interesting/necessary or walk to
Table Talk		most infrastructure is car-oriented, discouraging other sustainable and affordable transit options
Table Talk		public transport is infrequent and inconsistent and doesn't connect all neighborhoods well or at all
Table Talk		Weather obstructions to bike paths and sidewalks (eg. snow, ice) in certain times of year
Table Talk		Invest in non-car-oriented transportation infrastructure
Table Talk		Increase bus frequency and expand routes to more areas
Table Talk		Invest in non-car-oriented transportation infrastructure
Table Talk		Invest in parks and public gathering spaces across neighborhoods
Table Talk	Franklin to the Fort	Smoke; dangerous for her child and still when become a young adult had health issues.
Table Talk	Franklin to the Fort	Climate change
Table Talk	Franklin to the Fort	Beautiful neighborhood parks, Benson's
Table Talk	Franklin to the Fort	Neighbors and community
Table Talk	Franklin to the Fort	Community gardens
Table Talk	Franklin to the Fort	Community gardens
Table Talk	Franklin to the Fort	Isolation and housing disruptions interfere with neighbor networks; facilitate social gatherings, local access to amenities, exchange of services, supporting neighbors' businesses
Table Talk	Franklin to the Fort	Aging; need for agencies to help.
Table Talk	Franklin to the Fort	Neighborhood networking, have supports nearby when injured or emergencies happen,
Table Talk	Franklin to the Fort	Knowing your neighbors, isolation during covid
Table Talk	Franklin to the Fort	Knowing everyone nearby fosters safety and friendship, can't help neighbors you don't know
Table Talk	Franklin to the Fort	5 th generation Missoulian. Family has built 8 homes in town. Put on block party to help people feel safe. Helped de-escalate militia group. Cares about community solidarity.
Table Talk	Franklin to the Fort	Young tech worker. Montanan. Bought home. Missoula is the best city in Montana, as a community we care and connect. Connection solidarity. Worked at Winds of Change, strained help for folks.
Table Talk	Franklin to the Fort	Grew up in Missoula, moved back 5 years ago, has seen change in neighborhood family grew up in neighborhood, felt isolated due to minority status
Table Talk	Franklin to the Fort	22 years in Missoula, raised kids here, involved in arts. Has noticed that people are more isolated, last 5 years hard for young and old people. Has noticed people of stripes struggle due to economy.
Table Talk	Franklin to the Fort	Childcare expensive, childcare options needed.
Table Talk	Franklin to the Fort	Loves neighborhood. Used to be shoddy. Congregation getting elderly. Many driving into neighborhood.
Table Talk	Franklin to the Fort	South Hills: Neighbors, affordable housing
Table Talk	Franklin to the Fort	Rent increases, housing and rental prices
Table Talk	Franklin to the Fort	Housing and rental prices.
Table Talk	Franklin to the Fort	Housing prices, shade trees.
Table Talk	Franklin to the Fort	Need housing inventory
Table Talk	Franklin to the Fort	long-term stability and security of housing
Table Talk	Franklin to the Fort	gentrification concern, housing affordability
Table Talk	Franklin to the Fort	increase in household sizes to accommodate displaced residents
Table Talk	Franklin to the Fort	hard with renters losing housing because of sales
Table Talk	Franklin to the Fort	Housing vs. bills, renting and owning expensive and affordable ones hard to find
Table Talk	Franklin to the Fort	is building up home because finished home too expensive
Table Talk	Franklin to the Fort	Uncertain if landlord will stay on as landlord, can't see retirement in view
Table Talk	Franklin to the Fort	Susceptible to eviction, tries best to share space but feeling pinched
Table Talk	Franklin to the Fort	Fears child won't be able to return home after college (rent/owning)
Table Talk	Franklin to the Fort	Childcare plus tax plus mortgage can't make house repairs, taller building replacing old houses blocking view of nature/sunlight
Table Talk	Franklin to the Fort	housing unaffordability in new buildings, trailers being replaced
Table Talk	Franklin to the Fort	Housing, traffic, and lack of walking space
Table Talk	Franklin to the Fort	Recognizing housing problems for others even though he has a house; now central area, not rural.
Table Talk	Franklin to the Fort	Mortgage challenge, want bigger house and garage.
Table Talk	Franklin to the Fort	tenants' rights
Table Talk	Franklin to the Fort	Compassion for addicts and unhoused. Lack of case managers impacted multiple folks.
Table Talk	Franklin to the Fort	Have housing stability. No car. Downtown.
Table Talk		Houseless folks, Reserve and Russell bridges
Table Talk	Franklin to the Fort	Code reform, infill, central location
Table Talk	Franklin to the Fort	Code reform, tiny homes, community gardens

Table Talk	Franklin to the Fort	Chickens, gardens, public transportation, community, infill
Table Talk	Franklin to the Fort	Infill, central location, bike path, public transportation, community gardens
Table Talk	Franklin to the Fort	Junkyard eyesores, property value concerns, noise at night
Table Talk	Franklin to the Fort	Zoning should consider shelters.
Table Talk	Franklin to the Fort	Close to everything
Table Talk	Franklin to the Fort	Appreciate the diversity of housing types, more light commercial mixed-in w/in walking distance
Table Talk	Franklin to the Fort	Local store with basic necessities, affordability
Table Talk	Franklin to the Fort	Zoning not equitable. High density in certain areas.
Table Talk	Franklin to the Fort	Would be great to have little convenience stores, coffee shops, not zoned for that. Why can't we have walkable communities?
Table Talk	Franklin to the Fort	Density targeted for Franklin to the Fort because unaffordable to build on major streets. Expects huge block-sided multifamily razing whole blocks.
Table Talk	Franklin to the Fort	Design review notification to build three stories, 12 apartments, towering over her backyard, successfully organized opposition.
Table Talk	Franklin to the Fort	Wants mixed-use.
Table Talk	Franklin to the Fort	Increased traffic on greenway due to rezoned development. Fast cars.
Table Talk	Franklin to the Fort	Sprawl
Table Talk	Franklin to the Fort	Great trail system, Milwaukee
Table Talk	Franklin to the Fort	Bike trails
Table Talk	Franklin to the Fort	Hand built houses at inception, hand-built remodels now. Safety important. Two broken ankles. Fast traffic. Crime/felony flats. Placemaking/pride in neighborhood.
Table Talk	Franklin to the Fort	Traffic coming through by non-residents, theft from garage, no off-street parking for new buildings, zoning decisions.
Table Talk	Franklin to the Fort	Traffic problems, speed limits not observed, children/animals not good sightlines
Table Talk	Franklin to the Fort	Seasonal mobility limits for aging. Access to services nearby.
Table Talk	Franklin to the Fort	Moved to Franklin to the Fort for walkability. Think of commerce/groceries. Flexibility.
Table Talk	Franklin to the Fort	Access to sustainable transportation, infrastructure
Table Talk	Franklin to the Fort	Street safety for kids and bussers (speed limits), public transit to downtown (especially in winter) and UM, cars speeding
Table Talk	Franklin to the Fort	Neighbors in Action built traffic calming zones
Table Talk	Franklin to the Fort	traffic increase (speeding through), lack of sidewalk space on a problem with traffic. Creative ways to slow traffic?
Table Talk	Franklin to the Fort	safety for kids (speeding)
Table Talk	Franklin to the Fort	Traffic increase-speed through roundabouts, sidewalks cost too much for residents
Table Talk	Franklin to the Fort	Traffic, street plowing in winter. But like neighborhood.
Table Talk	Franklin to the Fort	Public transportation not always reliable. We should be able to walk and bike safely. Like the idea of a walkable city. Safety. Reserve; serious accident for daughter.
Table Talk	Franklin to the Fort	lots of traffic, street problems, potholes, obstacles to bike use.
Table Talk	Franklin to the Fort	Traffic, pedestrian, and driver safety.
Table Talk	Franklin to the Fort	Bike/ped safety.
Table Talk	Franklin to the Fort	Walkability. Snow/ice, bus gap transit.
Table Talk	Franklin to the Fort	No stairs. Accessibility. Wants more space. Deploying de-icer. Mobility.
Table Talk	Franklin to the Fort	Crash at an intersection on a bike.
Table Talk	Franklin to the Fort	Concerns about bike/pedestrian connectivity.
Table Talk	Franklin to the Fort	7 th traffic terrifying, no stop sign, no sidewalks
Table Talk	South Hills	South Hills: Speed on Gharett, sidewalks missing, handicapped accessibility issues, dangerous
Table Talk	Franklin to the Fort	Bus schedule
Table Talk	Franklin to the Fort	Theme of street/sidewalk safety for bikes/pedestrians to get to parks in the neighborhood
Table Talk	Franklin to the Fort	Traffic on 7 th , 45 mph, biking path across 3 rd
Table Talk	Franklin to the Fort	Road noise on Johnson
Table Talk	Franklin to the Fort	Russell road noise; houses away, fast cars, hears about crime but hasn't experienced it.
Table Talk	Franklin to the Fort	Wants update on Russell update; no safe crossing. Fast cars.
Table Talk	Franklin to the Fort	Milwaukee Trail is great; love neighborhood parks, Franklin Park.
Table Talk	South Hills	South Hills; love open space
Table Talk	Franklin to the Fort	Neighbors, community, Franklin Park, pocket parks
Table Talk	Franklin to the Fort	Parks/dog walks
Table Talk	Franklin to the Fort	People have positive experiences and want to use parks.
Table Talk	Franklin to the Fort	Dog park, fly fishing
Table Talk	Franklin to the Fort	Access to parks
Table Talk	Franklin to the Fort	loves trees and parks in area

Table Talk	Franklin to the Fort	Near Franklin park; appreciate area and green space. Has become a dog park; not always peace for locals to use. Loss of green space.
Table Talk	Franklin to the Fort	Park problems; safety;
Table Talk	Franklin to the Fort	Need more dog recreation space, dog interaction safety.
Table Talk	Franklin to the Fort	Access to nature and parks is good and important.
Table Talk	Franklin to the Fort	Dog use of public parks. Tradeoff of open space using the existing park. Use of park by non-neighborhood.
Table Talk	Franklin to the Fort	Availability of playground equipment.
Table Talk	River Road	Traffic, no sidewalks on River Road/3 rd
Table Talk		homeowners charged for sidewalks
Table Talk	Franklin to the Fort	Traffic and intersections
Table Talk	Franklin to the Fort	Grew up in Missoula, family here too, feels pressure on seniors, neighborhood tough for folks with mobility issues. Property tax preventing them from retiring.
Table Talk	Franklin to the Fort	Need safe ways to cross town, at Russell St. especially, Sidewalks
Table Talk	Franklin to the Fort	Broke ankle on ice walking this winter, want better sidewalks
Table Talk	Franklin to the Fort	Bike riding less but access to Bitterroot Trail. Sidewalk gaps. Repair of sidewalks.
Table Talk	Franklin to the Fort	7 years in Missoula, bought home before recent property spike
Table Talk		Safety concerns with the mental health issues in our community
Table Talk		Zoning won't solve all equity problems
Table Talk		Rent is \$1600/month for a 2 bedroom, Housing Authority wait list is too long, looking for a 3 rd roommate, crazy pet and garage charges
Table Talk		Where can aging downsize?
Table Talk		Outskirts people ignored by City. Expensive to downsize and to dispose of property who can't afford to move to a place where services provided. Have to exit Missoula?
Table Talk		Affordable housing/transportation. Retired, squeezed out of housing. No development of affordable housing. Same all Western USA. Better in Missoula than elsewhere.
Table Talk		Stuck in a family-sized house by themselves. Houseless friend stayed 4 months with their daughter before they got subsidized housing. No good place to move. Would like affordable 1-floor small home with garage adjacent to services/transportation with space for company and garden.
Table Talk		Starter homes, not just rentals
Table Talk		Family Promise; inequities in housing. Low-income housing, discrimination, disrespect against low-income residents, need more low-income housing.
Table Talk		People pay more for rent than mortgage; but banks won't lend money for owning a home. Vacant lots everywhere.
Table Talk		Senior in high school; no place to rent. More night-time lighting. No streetlights in neighborhood. Dark sky lighting.
Table Talk		Need to use multiple tools; not zoning alone. Financing, TIF policies, C-PACE, building standards, Federal programs, to achieve affordable housing.
Table Talk		Trailer homes, not kept up, houseless people in close proximity.
Table Talk		Price of homes.
Table Talk		Developers could make multi-family housing. Small families priced out.
Table Talk		Retired, fixed income, taxes going up.
Table Talk		Rent going up.
Table Talk		Would like to downsize from a big house in the University District, can't find housing within city and daughter can't find housing in Missoula
Table Talk		Fixed income, aging, energy cost rising for seniors is difficult
Table Talk		Aging out of home due to main tenant
Table Talk		Increased taxes making payments higher for all
Table Talk		Rent issues; houses sold, rent keeps going up exponentially, lives with family in connected apartment
Table Talk		Good paying job in Philly but now far out of town; fixed income; tax increases; need affordability in town; where do we go?
Table Talk		Five people in one home, bought by dad on the Northside, helpful to have grandparents close. Unable to purchase house from dad. Great yard but pressure tight due to money, nowhere else to go, grew up here, difficult to see options.
Table Talk		Established single-family neighborhood with border of high-end apartments, none affordable.
Table Talk		Concerned for those not living in mixed-use, walkable neighborhoods with public transportation and retail/other services nearby within walking distance.
Table Talk		Services where people are (including businesses and parks)
Table Talk		Likes senior apartment living downtown. Subsidized. Can walk to church. Build old Fox Theater lot.
Table Talk		Out of state people buying up. Shocked by racial discrimination. Would like more multi-use. Taxation.
Table Talk		Parking; Maryland model. Mix races and income levels. Mix with multi-use, childcare, stores, coffeeshops.
Table Talk		Public transportation within ¼ mile
Table Talk		No complaints except no bus service, living in segregated areas, don't like garden, clothesline
Table Talk		Bus stop too far for disabled, no bus to the Y
Table Talk		Increased traffic/no public transportation. 1100 apartments, no public transportation. Single car egress road.
Table Talk		Bike rider; difficult to navigate, cross river, no car, winter is challenging with ice

Table Talk		Wages: can't make it on 16/hr
Table Talk		1964 Great Society, corporations have the right to petition the government for redress.
Table Talk		Graffiti is getting worse, bad impression of town
Table Talk		Infrastructure needs to match housing; sidewalks, lighting, street connectivity. Zoning tools inadequate by themselves to achieve housing equity.
Table Talk		Sidewalks, dark sky, lighting, community gardens, transit services, street connectivity, trails.
Table Talk		No sidewalks
Table Talk		South Hills, next to bus top, hiking, terrifying road to town. No sidewalks, impossible in winter.
Table Talk		Davis has no sidewalks to trail, especially moms and strollers
Table Talk		Transportation; bike walk safety, city inaccessible, no sidewalks
Table Talk		Accessibility on Russell/California, safety without sidewalks
Table Talk		Concerns about our community's impacts on wildlife as housing takes up bird and other animal habitat.
Table Talk	Lewis & Clark	Some voiced that certain areas are missing a sense of community and businesses are not able to sustain themselves/have high turn over in those places (Lewis & Clark Neighborhood).
Table Talk		People outside of Missoula who are used to a more rural lifestyle feel unwelcome. Those who live in rural suburbs or further out in the county don't involve themselves in the Missoula community.
Table Talk		Would like services within the neighborhoods that could be accessed easily. – voiced by many.
Table Talk		How can we preserve the character of our community and the surrounding area as we grow?
Table Talk		Concerns about the speed of development – would like it to slow down instead of encouraging it.
Table Talk		There are a lot more people and it doesn't feel like services are keeping up with the growth.
Table Talk	Lewis & Clark, F to F	Not very walkable in certain neighborhoods (Lewis and Clark, F to F, Russell St.)
Table Talk		Safer streets – concerns about speeding cars around bikers/pedestrians.
Table Talk		Would like services adjacent to the bike path.
Table Talk		Would like greater connectivity in Midtown, not able to get to the services that do exist via bike & pedestrian methods.
Table Talk		The number of people using the community resources is increasing, especially the park and public land access.
Table Talk		Concerns about plowing in the winter.
Table Talk		Concerns about the number of cats running loose in neighborhoods.
Table Talk		Concerns about the reliance on property taxes, especially for those on a fixed income.
Table Talk		Concerns about lights at nighttime – people don't understand why these are in the alleys and not on the streets?
Table Talk		Building code is sometimes a barrier to climate goals (heat pump in older house, couldn't move electrical box)
Table Talk		Anxious about climate impacts; renter with physical sensitivity to wildfire smoke. Old house not great, barrier to having solar panels or heat pump being a renter; worried children will be impacted. Would like to live with community to share burdens.
Table Talk		Need a new home; what would that look like and how to avoid fossil fuel. Wildfire smoke a challenge. Moved here for love of snow/cold; Missoula has passion for people and environment.
Table Talk		Electrified their house; heating companies wanted to sell gas furnace. Couldn't recognize carbon issues, researched geothermal. Slant streets are too urban; the aquifer is close, hard to get a well drilled and would require lots of change.
Table Talk		Moved west to avoid eastern summers; over 30 years no guarantee that summer here would be like it used to be. Their new heat pump could cool w/o AC; uncertainty, felt like pioneers, frustrating.
Table Talk		At an age where shifting from government action to individual action. Trying to use less water. ¼ lot no longer a lawn, concerned neighbors not ready for water shortage. Even personal approach is difficult.
Table Talk		The challenge of accessing clean energy on an individual level, difficult to skirt around NW Energy
Table Talk		Cultural barriers to making individual changes/adjustments (I.e. neighbors' fears about declining property values if you don't work/use water to maintain lawns and maple trees)
Table Talk		Lung disease; had to leave 2017 due to smoke. Role of smoke on human health
Table Talk		Wildfire smoke/health of family
Table Talk		Electrification: cost of doing so not friendly to low-income
Table Talk		Reduced NG usage at home
Table Talk		Water concerns
Table Talk		Wildfire mitigation, landscaping
Table Talk		Faithfulness to land; concern over aquifer, nonhumans
Table Talk		Housing for critters
Table Talk		Zoning for more user friendliness I.e. parking lots more user/nature friendly
Table Talk		Air quality: wildfire smoke/walking an issue on Pattee Canyon
Table Talk		Teach economic/climate cause and effect relationships
Table Talk		Heat/wildfire smoke. Had to buy AC. Windows shut but cannot cool down their house
Table Talk		Lack of recycling (transfer stations). Central locations, adapt, be more resourceful, problems with packaging.

Table Talk		Challenged by guilt, lack of recycling, lack of knowledge, challenged by affordability, racism, socio-economic issues. Concern about safety when running.
Table Talk		Living near freeways in a low-income area (new to Missoula)
Table Talk		1 block = daily pollution
Table Talk		Moved to Missoula and there was wildfire smoke in May
Table Talk		The City didn't allow building with environment in mind. No limit on how big but couldn't build small
Table Talk		Wildfire smoke: Caring for kids during this was frustrating and scary. Coughing child couldn't be outside
Table Talk		Wildfire smoke: Very sensitive. A renter cannot improve home. Concerned about health impacts of smoke/heat
Table Talk		Wildfire smoke; indoor air quality in public spaces
Table Talk		Heat is tough; minimal AC. Can't sleep in bedroom in summer. Stay late/go early to work to be in AC.
Table Talk		Concerned about pets in the heat
Table Talk		Disconnect; people ignore climate catastrophe
Table Talk		No say in chemicals around apartment
Table Talk		Feels defeating, feels unable to affect change because being low-income single mom it's hard to get places, has to work.
Table Talk		Smoke is a major health concern.
Table Talk		Smoke is a major health concern.
Table Talk		Wildfire smoke ruining summers here. Has a daughter that would like to move back here, but it's tough because it is too expensive. Community health.
Table Talk		Disaster planning (flooding, wildfires, etc.)
Table Talk		Wildfire smoke, bring a renter and not being able to access resources like heat pump, overall climate anxiety, concern about harming kids, affordability.
Table Talk		Need for proactive planning that accounts for heat, wildfire smoke, and affordability. There are some buildings with black roofs that exacerbate heat.
Table Talk		no community space that is climate safe
Table Talk		Struggle to create efficiency in home heating/cooling, energy efficiency for city. Smoke affecting health.
Table Talk		Climate, built environment, parent of preschool student, close calls with safety in biking, challenging safety with transportation and practicality of different choices on own.
Table Talk		Biking; inspiring others to bike. Active with environmental organizations. Motive for biking = climate/environment. Hills, e-bike. Support protected bike lanes.
Table Talk		There aren't many resources for transitioning to heat pumps
Table Talk	Franklin to the Fort	AC: houseless populations in heat, Johnson St. Shelter
Table Talk		Less water, heat, technical barriers, value of shade, market barriers, neighbor acceptance, wildfire smoke
Table Talk		Wildlife also no place to go
Table Talk		Affects mood and mental state
Table Talk		Frustrated not able to recycle
Table Talk		Loss of a sense of community, more time inside in the summer because of heat and smoke. Isolation makes things scary.
Table Talk		Community health concerns.
Table Talk		Rowers, fisheries, river recreation.
Table Talk		Air quality due to fire/smoke.
Table Talk		Impacts of any kind of energy development.
Table Talk		Climate change affecting bird populations.
Table Talk		Pain of seeing change in snowpack.
Table Talk		Lack of ease in recycling/obstacles.
Table Talk		Installed up to date AC to ensure latest technology despite installer's lack of experience.
Table Talk		Lawn watering-concerned. Moved here from another state. Discipline for self. Loves to travel; going to travel but I'm going to ride my bike!
Table Talk		Took letter to neighbors to encourage them to focus on climate, converting lawn to require less water.
Table Talk		Water consumption issues, garden, 1 acre plot, using more water than is good for environment. Discipline for myself.
Table Talk		Fires, HEPA water filters, distribution, vulnerable populations, how do we protect these populations?
Table Talk		Trash/waste. She picks up trash. Grizzly trash ships trash to Helena. She's trying to recycle/minimize; other company doesn't recycle. System prevents us from moving forward.
Table Talk		Wildfire smoke/heat. No AC. Hates August. Asthma, health concerns, confined to house. Air filters.
Table Talk		Personal responsibility vs. Community. Worry about neighbors who don't know/can't get clean air (elderly, homeless).
Table Talk		Where materials are coming from. Gravel pits. Food sovereignty. Subsistence foods such as choke cherries are suffering.
Table Talk		Animals, non-human beings. Pesticides, drought. How can we support wildlife?
Table Talk		Wildfire smoke, flooding, asthma
Table Talk		Wildfire smoke
Table Talk		Smoke and children's health. Schools and safe air filters in schools. Population density, red tape from City to convert home to apartment for family.

Table Talk		Missoula native; recounts paper mill and air quality in the '60s and '70s. Impressed with how much has improved on air quality. Hardly had smoke in the past.
Table Talk		Fire suppression's role on wildfire. Housing cost too much for modest incomes; trauma of eviction.
Table Talk		Wildfire and impact on children's development. Being as climate conscious as possible; stresses as part of that decision. Increase of wildfire season.
Table Talk		Feeling unsure of how to benefit community
Table Talk		Driven by collective action
Table Talk		Interacting with others without alienating and feeling hypocritical
Table Talk		Intergenerational Affordable Housing
Table Talk		Challenged by living along
Table Talk		Cost of housing; accommodating the number of seniors. Use of public transportation, cost concerns.
Table Talk		Income inequality, finding affordable rental spaces.
Table Talk		Sharing housing spaces should be allowed. More housing, more community, I want sustainable energy.
Table Talk		Sharing housing spaces would be helpful; want housing and walkable bikeable neighborhoods. Housing and land affordability is an issue.
Table Talk		Frustrated homes aren't environmentally/aesthetically pleasing
Table Talk		Zoning: school district/NIMBY attitude
Table Talk		Pro-reshaping zoning
Table Talk		Gentrification on the NS
Table Talk		Miller Creek; lives near the new development. Concerned about grass in lawns for watering. New developments are not following the neighborhood plan; not designing trails/paths = more cars/pollution on the streets. No designed green space.
Table Talk		Zoning. Wildfire smoke. How the city will respond to disasters. Community health.
Table Talk		We can't achieve connectivity and preserved green spaces without proactive planning.
Table Talk		Missoula has become more Metro. No center. Biking hazards. High density areas with no coffee shops, centralized common areas, healthy habit.
Table Talk		Transportation; not bike-friendly/limited public transportation
Table Talk		Bike safety
Table Talk		Single mom, can't survive without a car. Rides bike, worried about safety.
Table Talk		Lots of cars drive in the Rattlesnake. No community solutions eg: affordability, incentives.
Table Talk		Challenges of biking around town
Table Talk		Lack of pedestrian travel
Table Talk		Lack of hospitality for walking/biking, opportunity to access to healthy foods that is quick
Table Talk		Bike safety, climate anxiety from a young person (college grad)
Table Talk		Pays for bus but no bus to Clinton
Table Talk		Rides bike
Table Talk		Non-car transportation is a struggle.
Table Talk		Needing use of car, bike safety, scared
Table Talk		Russell and 3 rd is hard to cross
Table Talk		Transportation and non-car options/safety are also very common concerns.
Table Talk		Lots of cars and exhaust in the nhd.
Table Talk		All of the cars on the streets pose a danger.
Table Talk		Lots of cars on the road; dangerous to bike. Exhaust exacerbates asthma.
Table Talk		Challenges of bike riding/safety. Bike and pedestrian safety.
Table Talk		Biking on Reserve/Mullan safety.
Table Talk		Biking in Missoula; biking, lawns, planting clover, nitrogen toxins, less water, community engagement.
Table Talk		improved public transportation, bus route logistics, Bitterroot, carpooling incentives, older people on the bus
Table Talk		More connected, bikeable, walkable neighborhoods
Table Talk		Concern on last phase of involvement to derail efforts by neighbors
Table Talk		Feels struck by what to teach, behavior, again limited by affordability
Table Talk		Mental health challenges; surreal; grief
Table Talk		Low-income, life is unmanageable
Table Talk		High cost of living makes it difficult to take time for action and to stay in the community/have a family and to deal with surprise climate events.
Table Talk		Landlords don't allow gardens sometimes.
Table Talk		Concern over Stockman Bank doing loans to increase hotel room #s in Missoula when current hotels not filled
Table Talk		Low pay for employees at nonprofits.
Table Talk		Industrial capitalist system as barrier to action and mitigating harms. Also makes it difficult to share resources and care for each other.
Table Talk		Compassion vs. entitlement values.

Table Talk		Trees provide shade and keep house cool but required lots of watering last summer. What happens when that water is needed for other uses? Worried will lose shade/cooling resilience.
Table Talk		Loss of green space, walking hazards
Table Talk		Trees provide shade and keep house cool but required lots of watering last summer. What happens when that water is needed for other uses? Worried will lose shade/cooling resilience.
Table Talk		Existing urban tree species need more water than is available
Table Talk		Travel and recreation; drought affecting huckleberries/plants.
Table Talk		Parched from smoke
Table Talk		Playgrounds hot, not enough shade for kids
Table Talk		Environmental toxins to living with respiratory issues that are primarily impacted by pesticide use. Gets sick being outside when the city is spraying pesticides.
Table Talk		Pesticides are poisoning some vulnerable community members.
Table Talk		Cooling affect of trees. Urban heat.
Table Talk		Shade sails, more trees, engage with neighbors, more sharing. Packaging.
Table Talks		Franklin School, see more housing but rent goes up, no cap. Low wages, high cost of living. Rate of increase so steep. More trailer court land. Homelessness; used to have a corner grocery in all nhds. Trailer courts bought and tear down houses. Had to move to W. Riverside.
Table Talks		F to F: Property taxes increasing. Aging population, people want to age in place. Need more available amenities. Connect community. Johnson and 9 th corner needed, it closed, need more.
Table Talks		Pleasant view; restruictions seem random. Small houses worth more there. Single parent, two adult children, could never buy a house today. Can't move to a new house because wouldn't earn enough to buy nicer or bigger. Do have a corner store supposedly affordable house but not anymore. Two employees had to move out of Missoula because rent increased 70%. Makes people move out of town. Two adult sons live with mom. They can't afford housing even together. Rent capping.
Table Talks		Health concerns, now can't drive. \$20 a time for ride to the hospital. Single parent, job went away with covid. Recently moved then got sick for a year. Managed to maintain apartment based on lease ended, they wanted \$550 more so lived with friends, an abuser. Housing Advocate Network got in to an apartment with a one year lease. Social worker; clients experience homelessness, addiction, blue collar and under the table wages. Manage recovery. Housing at \$18/hour no benefits, housing goes up, feed family. Competition for affordable housing is fierce. Where are they doing to go tonight? Some sex work to afford needs. Lack of public transportation in their area.
Table Talks		House mortgage and low wages. Can't keep up with maintenance or make improvements.
Table Talks		Had to move four times in one year. Owners decide to sell instead of rent house.
Table Talks		As people age, too much land to care for, want to add a house or lot or rent a basement. Age in place, amenities.
Table Talks		Live on huge lot they didn't want; large lot more houses, smaller lots, smaller houses. Traffic and parking issues when multifamily housing only allows for one parking space. Roads not wide enough for snow. Montana culture of driving car new way to get around. Public transportation. Some spaces good, others none. Can't find affordable housing for new worker. St. Paul Lutheran interim pastors. Cap on property tax to only X% per year. Prices out fixed income people. Forces people out of homes, can't afford a new house. Concern for fixed income people.
Table Talks		Wages not kept up with, cost of housing. Public transportation. Traffic circles. On a fixed income, worry about son and his family, don't have financial foundation. Wrong circumstances they could lose home. Son lives in Housing Authority Housing. Condo price can only go up 1.5%/year. Concerns about not being able to drive, how to do life without driving. Need closer amenities; grocery, etc. Daughter hit by a car and she hadn't seen bicycles. Neighborways. When you get to a traffic circle bike lane goes away.
Table Talks		Value of green space and parks in Missoula for mental health. Retain Missoula's "Garden City" and green space. Parks give people in smaller housing a space to go.
Table Talks		No sidewalks in nhds.
Table Talks		Weather patterns are changing. A/C and heating costs are high for many families
Table Talks		Indigenous folks are community-based, can't do that in current housing market
Table Talks		Intergenerational wealth accrued by owning homes; grandparents and parents wanted to do better for this generation but couldn't because homeownership or building wealth wasn't available to them, now in the same conundrum as it relates to building wealth for the next generations.
Table Talks		Had blocked opportunities for generations
Table Talks		She feels safe and privileged for living in Missoula but out of place at times. She rents, but feels discriminated in her neighborhood when she gets called in for petty reasons like walking her dog. Rent increases suddenly happened the past few years and now she's in survival mode all the time. She doesn't want to leave but feels like she's being pushed out.
Table Talks		Once had a neighbor who reported her for growing food in planter and not flowers. She felt racially targeted.
Table Talks		We have a form to report encampments on our website but not to report being displaced or community being ruined by gentrification
Table Talks		Housing is a social determinant of health, and being housed is a protector factor of health; it is suicide prevention. When folks are in a constant state of anxiety over being displaced, they may be prone to suicide.
Table Talks		Would save the health system money if people were housed.
Table Talks		Blue Heron/Villagio on land that was affordable, often means by interstate, overlooking the jail, which can exacerbate past trauma of being in jail, etc.

Table Talks		Has lived in Missoula for 20 years. Since her family has grown, owning a home has gotten increasingly difficult.
Table Talks		Works with people that are struggling with housing, a lot of them are families. Many times, she feels like there's not much community health workers can do immediately when clients come in. Shelters are not a preferred option because of discrimination. Many people in Missoula don't have an income. Some have criminal backgrounds and bad rental history, adding more barriers.
Table Talks		Stable and safe housing is health
Table Talks		Indoor air pollution doesn't get enough attention. The quality of homes in Missoula isn't great. She has personal experience living in an unhealthy home. It shouldn't be a big ask for buyers and renters.
Table Talks		Feels like she makes a decent wage, but still has several roommates living in one rental.
Table Talks		Has the option to move back in with family but does not have the money to buy. Wages in Missoula are relatively low. She's in a situation where she is raising other family members and knows there are several individuals like her.
Table Talks		Many rental agreements do not allow guests for over 7 days
Table Talks		Yes, what if my niece needs a place to stay for an extended period of time?
Table Talks		Has moved a lot to dodge rent increases. Some places won't let you decorate rooms. Also has experience with neighbors trying to push her out.
Table Talks		Heard from community members about discrimination during the rental application process. People with native or Hispanic-sounding names had their applications thrown out. Has a brother who is in great position to buy a nice home but it took a few years to find anything decent. He ended up settling for a fixer-upper.
Table Talks		The homes here are old, do not last. Plenty of trailers in town that aren't stable either.
Table Talks		mentioned the cycle of building with poor materials that eventually get torn down.
Table Talks		Housing greatly impacts health.
Table Talks		Choosing where you live doesn't feel possible here. Access to green space is important for Missoulians. Unsure if building "up" is the solution. Quality of life increases with better housing. Youth suffer with unstable housing.
Table Talks		Has lived in the Northside neighborhood for most of her life. Proud to live there. Experienced many changes to the area. Her son was involved in an accident and was struck by a car in a specific area. The road structures are a major problem.
Table Talks		Generational wealth à families are benefiting from those who previously bought. Many native families come to Missoula for work/education opportunities and do not have those (generational wealth) luxuries.
Table Talks		Establishing and maintaining credit is difficult.
Table Talks		Developers have bought businesses and it's happening everywhere
Table Talks		Yes, and CPS gets called because (miscommunication?). Another way to neighbors to push unwanted people out.
Table Talks		Public assistance is a lose-lose situation for working class people. Towing the line on qualifying for benefits and lower income vs. gaining education/income and losing benefits/paying more taxes.
Table Talks		Elders often get overlooked whether they're on or applying for disability. The amounts don't seem to increase(?). Others do not want to live in an old folks home.
Table Talks		Our generation was told to get an education and find a good job. That's not cutting it anymore.
Table Talks		encouraged not to be on public assistance (stigma)
Table Talks		You learn finances by dragging yourself through the mud.
Table Talks	Riverfront	Bad AirBNB interaction in neighborhood. Parking issues.
Table Talks	Riverfront	23 years in town, concerned with public safety, more people moving into community, homeless.
Table Talks	Riverfront	Just moved to Missoula from the Rust Belt. Loves sense of community. Really worries about housing scarcity. Wants to stay in Missoula, not Milltown.
Table Talks	Riverfront	Moved in three years ago from Cali, trying to connect.
Table Talks	Riverfront	Accessibility as aging, affordability with access
Table Talks	Riverfront	Segregation by disability not accounted for in ELU report.
Table Talks	Riverfront	"Affordability" not equitable so to require a percent need to be increased.
Table Talks	Riverfront	Affordability, out of state folks with cash beat out average Missoulian.
Table Talks	Riverfront	Affordability. Transition to apartment/condo.
Table Talks	Riverfront	Taxation on shoulder of homeowners. Cost of living analysis. Equity amongst communities.
Table Talks	Riverfront	Renter; love the neighborhood, garden space, rent control, hopes to raise a family, affordability, non-traditional families
Table Talks	Riverfront	Is the tax rate for homeowners the same as for landlords? 32 years in neighborhood; 12 plexes being built so big, zoning says ok, concern/worry about apartment complexes. Retired, fixed income.
Table Talks	Riverfront	The missing middle; large complexes, ADUs, walkability, public transit, community, fiscal responsibility. Concerned about investors.
Table Talks	Riverfront	Look into more land trust homes
Table Talks	Riverfront	Housing affordability
Table Talks	Riverfront	Encourage missing middle rather than large complexes and shared housing opportunities
Table Talks	Riverfront	Lived here 2 years. Very hard to find affordable rent/buy homes.
Table Talks	Riverfront	Homeless population growing, affects quality of life.
Table Talks	Riverfront	Lived here for 30 years, but took that long to be able to move into the heart of the city, really loves the diversity of their neighborhood.

Table Talks	Riverfront	Have witnessed many neighbors/community members who have been displaced by landlords who evict them by selling home for major \$ or raising rents.
Table Talks	Riverfront	Many people who live here are here by random fortune, not because they could afford to buy. Sees a lot of people from out of state for lots of \$
Table Talks	Riverfront	Is here for short-term but is paying more than he feels comfortable with. Doesn't believe he could stay here if he wanted to.
Table Talks	Riverfront	Affordable housing concern. Loves the community.
Table Talks	Riverfront	Have lived here 10 years; always renting. Really worries about long-term affordability and connection.
Table Talks	Riverfront	Small house. Can't afford to buy bigger house in this neighborhood. Four full-time AirBNBs across the street.
Table Talks	Riverfront	Need to build actually affordable housing units.
Table Talks	Riverfront	None of the infill is actually affordable.
Table Talks	Riverfront	Issues of single homes rather than density. Zoning reform affordability
Table Talks	Riverfront	Born and raised here, feels lots of housing is available. Concerned about growth. Could have more gardens/open space. Need to protect open space.
Table Talks	Riverfront	Develop former industrial areas. Single family home. Love neighborhood. No opportunity to downsize. Long-time renters are part of the community. Shared housing? Community land trusts.
Table Talks	Riverfront	Fill in Midtown. Homeowner, lived in Missoula since 1993. There are now unaffordable starter homes, AirBNBs, loves the mix of housing types, wants to keep going with ADUs, increase filling in neighborhood density. Grew up taking public transportation in Chicago but doesn't know many people here who do.
Table Talks	Riverfront	Legislature. Limits on zoning. Laws related to rents.
Table Talks	Riverfront	Preserve/encourage diversity in types of building
Table Talks	Riverfront	Concern about growth
Table Talks	Riverfront	Encourage density/mixed-use housing
Table Talks	Riverfront	Want to see more infill properties, but not that sell for amounts that exceed average income of residents.
Table Talks	Riverfront	40+ years. Zoning, compliance, trailers, trash, homeless, drugs.
Table Talks	Riverfront	Lived here 21 years. Also not from here. Have lived in 21 houses in 21 years. Owns their own home. Lucky. Working parents. Cost of living is smothering. Bus is not an option. House upkeep a huge issue. Employers not paying living wages. It's on employers and builders, too. What do we do with single family homes if we only focus on multi-unit dwellings?
Table Talks	Riverfront	Lived in rentals whole life. Moving to Missoula and bought a house. Has built homes Missoulians can afford. Quality of life is key. Feels so grateful they were able to afford a home. Wants human connected development. Multi-modal transportation.
Table Talks	Riverfront	Feeling packed in, housing density around doesn't feel good. Acknowledges NIMBY mentality.
Table Talks	Riverfront	Building 4-plexes destroys neighborhood character. Need affordability. \$900,000 house sold in neighborhood.
Table Talks	Riverfront	Concern with thoughtless infill. Concern with loss of character. Was on historic preservation board. Sees infill as not affordable. Small houses still selling for lots of money.
Table Talks	Riverfront	Need to build separate, new towns. New city centers with services.
Table Talks	Riverfront	Against incompatible infill.
Table Talks	Riverfront	Displaced from Rattlesnake. Blindsided by speed of rate of increases. Concerned about how homelessness could happen to anyone.
Table Talks	Riverfront	Permits and maintenance; getting those adds money, challenges for people staying in the Riverfront neighborhood.
Table Talks	Riverfront	Affordable diverse mixes of housing in neighborhoods, diversity in type of building, connection.
Table Talks	Riverfront	Undesired consequences of building multi-dwelling buildings (San Francisco, increased prices)
Table Talks	Riverfront	Compatible infill.
Table Talks	Riverfront	Encourage missing middle housing.
Table Talks	Riverfront	Development while maintaining Missoula's character.
Table Talks	Riverfront	We need culture change around public transit
Table Talks	Riverfront	Keep/increase public transit, walkability, cycling. Parking is an issue.
Table Talks	Riverfront	13 years, bike commuter, increased traffic/accidents on Russell St. But has improved since. Bad AirBNB interaction in neighborhood.
Table Talks	Riverfront	Traffic on 3 rd and Orange. Turning left off 3 rd onto Orange; need a longer light. Maybe speed bumps on 3 rd . Wildlife safety. Bear smart program.
Table Talks	Riverfront	Living w/ a person w/ a disability; public transportation has been good.
Table Talks	Riverfront	Not had extreme housing pressure. What I want to preserve in Missoula. Transportation is key.
Table Talks	Riverfront	Value bikeability/walkability. With divorce mortgages change for the worse.
Table Talks	Riverfront	Loves bikeability.
Table Talks	Riverfront	Commercial ability to purchase and sit on vacation rentals. Vacant apartments not being filled.
Table Talks	Riverfront	Tax reform
Table Talks	Riverfront	Second homes/AirBNBs are affecting affordability
Table Talks	Riverfront	Are landlords being unduly incentivized via taxes? (make sure they aren't)
Table Talks	Riverfront	Add tourist tax
Table Talks	Riverfront	Degraded local media. Less informed public. Need more law enforcement resources.

Table Talks	Riverfront	AirBNB owners asking people not to park on the street in front of their AirBNB.
Table Talks	Riverfront	Property taxes rising, making it not affordable to continue living. Likes the idea of Missoula "style".
Table Talks	Riverfront	Protect open space
Table Talks	Riverfront	20 years in/around town. Homeowner. Walk/bike a lot. Open space. Wildlife. Planning.
Table Talks	Riverfront	Commuting infrastructure. Bikes/bus. Multiple generations.
Tabling	Franklin to the Fort	Density when it fits into the neighborhood; new buildings that allow more density, but look like what already exists. Folks' quality of life diminishes when buildings that are larger than what was previously allowed pop up next door, blocking views.
Tabling	Southgate Triangle	Engagement like this in other areas of town; what other parks/places can we be? People loved that we came to their neighborhood.
Tabling	Southgate Triangle	Comment about using data to continue to measure things like equity and track success
Tabling	Southgate Triangle	Folks in single-family zoned areas are usually upset with bigger projects, want only homeowners and/or just single-family homes
Tabling	Southgate Triangle	Large apartment complexes in Miller Creek a concern
Tabling	Southgate Triangle	Fun conversation about how the group of people had lived in the neighborhood for 40 years and used to sit on their roofs to watch the movies at the drive-in theater and were reminiscing about businesses (bars/restaurants) that used to be in the area.
Tabling	Southgate Triangle	Devoting money to things we already identified as priorities
Tabling	Southgate Triangle	Deer a big concern
Tabling	Southgate Triangle	Comment that it would be helpful to see examples from other cities for context (especially about scenarios/what Missoula could look like)
Tabling	Southgate Triangle	Need more funding for streets/potholes
Tabling	Midtown	Equity; access to opportunity to own a house. Folks don't have this across the board; want to own houses but can't afford the large lots/houses currently available.
Tabling	Midtown	Resident said they don't think we need to address affordability
Tabling	Midtown	Want to have housing folks can afford without changing neighborhoods; did not have suggestions on how to accomplish that
Tabling	Midtown	Mentioned their business has had trouble hiring people because they can't find a place to live
Tabling	Midtown	Affordability
Tabling	Midtown	When we talk about affordability, are we only talking about low-income/Section 8
Tabling	Midtown	What can folks do about violations of Section 8 housing vouchers; landlords are concerned about renting to folks after they have a bad experience with another resident that uses a housing voucher
Tabling	Midtown	Affordable housing that is not an apartment. Smaller lots/houses
Tabling	Midtown	Missoula native; was unhoused for two years
Tabling	Midtown	Wages can't keep up with housing costs: \$12/hr, studios are \$1200/month
Tabling	Midtown	Setbacks: Allow more housing on current lots that are positioned on so there is plenty of room for another house, if the setbacks were different
Tabling	Lewis & Clark/Rose Park	Don't want those neighborhoods to change (single family, L&C and Rose Park)
Tabling	Lewis & Clark/Rose Park	Don't want those neighborhoods to change (single family, L&C and Rose Park)
Tabling	Lewis & Clark/Rose Park	406 Commons and South Ave. Project are going to ruin neighborhood
Tabling	Lewis & Clark/Rose Park	General dislike of renters/low-income folks/large developments, essentially do not want any of these in their neighborhoods
Tabling	Lewis & Clark/Rose Park	Distrust of City because we allow these projects in areas that folks don't want to change; a quality of life issue
Tabling	Midtown	Organizing mobile home communities: What innovative ways are we looking at to ensure folks are not displaced when the land is sold from underneath them?
Tabling		A gentleman asked if we have a list of houses that we're busted for meth (something about them not requiring testing and being cheaper?)
Tabling		Concern about street trees that get planted but aren't maintained and need to be removed
Tabling		Affordable rent is a big issue
Tabling		Raising rents
Tabling		Rental units that aren't accessible
Tabling		Questions about midterm code changes, what is on the table
Tabling	River Road	People experiencing houselessness are given more liberties than others
Tabling	River Road	Density saturation; need for sidewalks
Tabling	River Road	19 Units on River Road? Frustrated with new development.
Tabling	River Road	Getting River Road area connected to trails
Tabling	River Road	Reserve St. Safety
Tabling	River Road	Reserve St. Safety: Speed limit too high, Too few stop lights/signs, Hard for left turns, Between Mullan and 3 rd an issue
Tabling	River Road	Issues with people who are drunk, PD says nothing they can do
Tabling	River Road	Property taxes
Tabling	River Road	Tenants/landlords and the way they interact
Tabling	River Road	Parks: Lafray needs more shade
Tabling	River Road	
Tabling	River Road	
Tabling	River Road	Sidewalks; can new developments be required to put them in?

Tabling		We need to help people because we care
Tabling		Development of smaller, more affordable housing
Tabling		Do we have to provide affordability?
Tabling		Density where it already exists
Tabling		How do we make sure cost of growth doesn't fall on people who already live here? Impact fees for developments. Developments pay for development/growth.
Tabling		If we are more dense does that decrease desirability?
Tabling	Riverfront	Old Sawmill District: Development fits into neighborhood. Build up instead of out, concentrated in an area.
Tabling		What do you want; not us giving options to choose from. Nhd councils/City Council. Expertise vs. lived experience
Tabling		Need the culture of engagement --> use info we learn to inform a decision, not just take it without using it. Reporting back what we hear, etc.
Tabling		Rising rents. Peshel apartments - \$3,000/month. Will only become more segregated
Tabling		What if it gets cold for people experiencing houselessness
Tabling		Want to be able to afford a house like everyone else
Tabling		Gentrification; North of river knocked down historic buildings for condos. Folks were displaced.
Tabling		Trauma-informed mental healthcare
Tabling		More online programs; accessible education. Need school to keep up with the pace for people that can't afford to live here. Inmates. School club programs
Tabling		Title 20: modernize the language (instead of code reform entirely); couldn't be innovative when created originally
Tabling		If going to rezone could be controversial; petitions for zoning changes
Tabling		Open house for Lolo Bridge in Rattlesnake. Redoing it? Timeline? Who's going to pay for it? County-owned bridge. Communications/Engagement: can bridge projects at the county let us know what's going so we can keep folks updated? How can we coordinate across the County/City projects that are happening so we can keep residents updated through neighborhoods/newsletters/etc.?
Tabling		Use community advocacy groups for best practices
Tabling		Intergenerational housing
Tabling		Can't stop growth, but keep Missoula weird
Tabling		Lots of questions about legislative changes
Tabling		Deregulate zoning – hands off
Tabling		Parking by Hellgate High School not good – people who live places should be able to park by their homes
Tabling		NS walking bridge – underpass walking not ideal, "sketchy"
Tabling		Control issues/trust
Tabling		E-bike subsidies
Tabling		Provide support and services to our unhoused neighbors impacted first by climate
Tabling		Subsidies available for climate-resilient housing
Tabling		Home-based business helps climate by decreasing energy usage and creating more walkability
Tabling		Miller Creek: PUD, licensed spa, meets state regulations but not zoning. Could petition to be zoned out but that costs about \$10k.
Tabling		Amenities available in residential areas
Tabling		Building up is better than building out
Tabling		Use for community gardens near densely zoned areas
Tabling		More neighborhood food options: grocery/markets
Tabling		More dispersed services and stores throughout neighborhoods to reduce the need for vehicles/long travel
Tabling		Bikeability/walkability, safety of pedestrians and bikers, lots of car accidents. West Broadway to Reserve the sidewalk ends, no crosswalk to the other side of West Broadway where the sidewalk picks up again, not well-lit, someone was walking there and recently got hit. We tell people what to do with our infrastructure.
Tabling		Bus stops by new Trinity development; have to cross the street to get to the stop.
Tabling		Protected bike lanes
Tabling		Better connectivity: more sidewalks, protected bike lanes throughout town
Tabling		Support the neighborways project from Common Good
Tabling		An architect, Scott Moses, said he was starting out on his own after 20 years of working for other firms to focus specifically on sustainable building and would be happy to support city's sustainable development goals.
Tabling		Housing is so expensive, and it's been difficult for families to make creative solutions like building a second family house on a parcel. The parcel was out of city limits but was a reflection of a general frustration that their family, with a good income, still can't afford housing here.
Tabling		Building up (like increasing density in our current urban area) is preferable to building out (like sprawling up the mountain sides and down the valleys).
Tabling		The bikability in Missoula is so much better than other communities. With how good it is, we still have to do so much more to really support a substantial shift towards biking.
Tabling		Someone shared that they had been hit by cars while biking four times and supported more bike safety measures like protected bike lanes.

Tabling		Pallet shelters, train cars turned into housing, tiny housing in rural areas, dig a well to provide water; to help address houselessness. Not impressed with Authorized Camp Site.
	University	Fence put up on the right of way; what can we do to prevent since this is public land?
		Curiosity about the focus on form over density; comment that this shift could be more permissive for higher density
		When is the opportunity in the process to comment on form? Will an emphasis on regulating code negatively impact the streamlining of the permitting process?
		Comment about hearing from whole neighborhoods about concern/change about high density affordable housing (Villagio/Trinity as examples)
		How do the 6 principles interact? How do they complement each other or conflict?
		Concern/question about transportation corridors – how do you expand access? There is a need for new bus routes/trails to support higher density development in areas across the city.
		Comment about access to opportunity: balance needs to be met, question about if consultant suggests moving/reshuffling people w/ different income levels/educational and economic opportunities throughout the city. And question if the specialization of high schools has had an impact on the distribution of educational opportunities throughout city.
		Question: where does preservation fit into the land use model and these principles? (Preservation in the sense of naturally occurring affordable housing opportunities like mobile homes or manufactured housing)
		would like to be included in discussions about affordable housing incentives/funding/alignment and short-term code guidance.
		Question about if/how state law has changed the process
		Old housing being sold off
		Gentrification by library behind Roam student living
		Rent raised by \$350
		Two bedroom apartment costs \$3000
		After years of showing up, not much faith in historic preservation
		Bus system is great
		Thanks for filling potholes
		Special improvement district; how are boundaries determined?
		ADU rules; owner occupied. Limit ADUs, permitting system like for development.

ATTACHMENT C: Community Growth Policy Workshop Feedback

Q1 - What do you love about your neighborhood?

Forum	Neighborhood Group	Response
Workshop	Rattlesnake	Community
Workshop		Community
Workshop		Diversity of neighborhood
Workshop		Library
Workshop	Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake	High amount of families in the neighborhood = community
Workshop	Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake	Community where everyone feels safe
Workshop	Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake	Knowing your neighbors
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Neighbors
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Good people watching
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Quiet
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Friendly neighbors - density leads to conversations
Workshop	Grant Creek	Neighbors
Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	Friendly neighborhoods
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Neighbors
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Family
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Community in neighborhood - stability
Workshop		people
Workshop		diversity in neighborhood
Workshop		Community Events (Rose Park)
Workshop		Neighbors (Riverfront)
Workshop	Rose Park, Farviews + Pattee, Riverfront	3rd spaces for community + visitors
Workshop	River Road, Rose Park, Heart of Missoula	diversity in neighborhood
Workshop	Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake	Dog walking/people walking
Workshop	Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake	Neighbor connecting
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Diversity of ownership, economic + human being
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Engaged neighbors

Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	the people and the pets
Workshop	Franklin to the Fort	Franklin School
Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	Home-based daycares in neighborhoods
Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	Schools and churches
Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	Grocery store proximity w/in 15 minutes
Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	Shelter for homeless neighbors
Workshop		Good Food Store, deli, Orange Street Food Farm
Workshop		Lifelong Learning Center
Workshop		Access to grocery store/food places
Workshop		Access to quality education
Workshop		Missoula International School
Workshop		Medical support
Workshop	Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake	Community gardens
Workshop	Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake	Day care
Workshop	Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake	Local food
Workshop	Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake	Variety of resources/public amenities
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Women's Club - was a gathering space
Workshop	Riverfront	Close to community programs
Workshop	Riverfront/Slant Streets	Longstaff House
Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	Groceries within walking distance
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Grocery store in walking distance
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Benson's
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Community gardens
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Grocery store (Rose Park)
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Yoga
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Orange Street Food Farm/Good Food Store - bikeability
Workshop	Lower Rattlesnake, East Missoula, Pattee Canyon, Northside	Access to commercial/grocery (walking/biking)
Workshop	Lower Rattlesnake, East Missoula, Pattee Canyon, Northside	Snow removal is prompt
Workshop	Lower Rattlesnake, East Missoula, Pattee Canyon, Northside	Abandoned vehicle enforcement
Workshop		Community centers
Workshop		walking distance to school, park
Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	Community gardens

Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	Missoula has a lot of community activities
Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	University is a great assets to community
Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	Chickens in neighborhoods
Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	Neighborhood has CSA center at home - access to healthy food
Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	Neighborhood libraries
Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	Nearby supermarket - 7-15 minute walk is ideal - access to healthy food
Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	Likes ability to drop off compost in neighborhood
Workshop		Grocery store within walking distance (Orange Street Food Farm)
Workshop		City band (Rose Park)
Workshop		Grizzly grocery (university)
Workshop	River Road, Rose Park, Heart of Missoula	Community gardens
Workshop	Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake	Proximity/walkability to grocery store
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Catholic cemetery
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Moon Randolph Homestead
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Whitter School (now headstart)
Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	Garages - alley access, opposite for ADU's
Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	Porches/stoops: ability to connect with neighbors
Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	House design: kids in backyard, kitchens face backyard, not front
Workshop	Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake	Historic feel and character
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Living on a flag lot
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Yards
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Historic buildings of Missoula
Workshop		old architecture
Workshop		big yard for gardens
Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	Sense of community on a cul-de-sac - not a through street, less traffic (Farviews)

Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	Nice to live on a quiet street/cul-de-sac
Workshop	River Road, Rose Park, Heart of Missoula	Density of housing enables community (built-form of buildings)
Workshop	Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake	Old houses
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Older neighborhood
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Isolated
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Historic district (northside)
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Historic buildings
Workshop	Riverfront/Slant Streets	Solar panels
Workshop		Conservation (University)
Workshop	Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake	Diversity of housing
Workshop	Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake	Density
Workshop	Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake	Love my house
Workshop	Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake	TEDs
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Actively seeing housing solutions
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Housing dense
Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	Affordability
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Mix of ownership/rentals
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Multi-family housing/apartments - like on thoroughfare
Workshop	Lower Rattlesnake, East Missoula, Pattee Canyon, Northside	Mixed use/density (smaller houses, access)
Workshop		affordable housing
Workshop		dog friendly housing
Workshop		Density (University)
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Variety of single family housing
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Density is OK
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	South Ave to River/Reserve to Arthur (love those residential areas, there's plenty of variety)
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Scott street redevelopment
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Community Land Trust
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Hopes for permanently affordable housing

Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	Irrigation ditches
Workshop	Franklin to the Fort	Franklin Park
Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	Trails
Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	Duck pond/Hilda steps - pocket parks over irrigation ditches/water
Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	Parks
Workshop		Nature/public land
Workshop		Parks/trails
Workshop		Golf course
Workshop		Dog friendly places
Workshop		Access to the river
Workshop		Mt. Jumbo
Workshop		Green space
Workshop	Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake	Nature is included/close to neighborhood
Workshop	Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake	Green space/trees/park
Workshop	Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake	Duck pond - low key/other activities, nice trail
Workshop	Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake	Access to resources: public/civic, recreation, open space, trails
Workshop	Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake	Ditch-front/riparian
Workshop	Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake	Ease of escape
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Creative gardens
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Older growth trees
Workshop	Grant Creek	View of mountains
Workshop	Grant Creek	Forest
Workshop	Grant Creek	Creek
Workshop	Grant Creek	Trails
Workshop	Grant Creek	Grant Creek Ranch (large open space)
Workshop	Riverfront	Open space/vegetation
Workshop	Wye	County bike trail
Workshop	Wye	Views
Workshop	Wye	Wildlife
Workshop	Target Range	Rural feel
Workshop	Target Range	Access to farms
Workshop	Target Range	Lots of wildlife
Workshop	Target Range	River corridor
Workshop	Riverfront/Slant Streets	Park nearby and trees
Workshop	Riverfront/Slant Streets	Dog park
Workshop	Riverfront/Slant Streets	Views

Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	Trees
Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	Parks & mountains; open space; views; recreation
Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	Wildlife
Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	Trails
Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	Dog friendly
Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	River
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Walking distance to duck pond, Sentinel/Playfair Park, school
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Trees
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Trails - trees, views
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Oasis/country
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Close to river
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Open space
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Chickens
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Bitterroot Trail, River trail
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Franklin Park/parks in general
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Access to open space - Pattee Canyon
Workshop	Lower Rattlesnake, East Missoula, Pattee Canyon, Northside	Open space
Workshop	Lower Rattlesnake, East Missoula, Pattee Canyon, Northside	Tree lined streets
Workshop	Lower Rattlesnake, East Missoula, Pattee Canyon, Northside	Trails
Workshop	Lower Rattlesnake, East Missoula, Pattee Canyon, Northside	Views
Workshop	Lower Rattlesnake, East Missoula, Pattee Canyon, Northside	Schoolyard and sledding hill
Workshop		Parks
Workshop		Horses, dogs, people, gardens
Workshop		Recreation opportunities
Workshop		Dark skies

Workshop		trees
Workshop		views
Workshop		open space
Workshop		dog park
Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	Viewscape
Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	Trees
Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	Open space, trails, places for walking
Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	Big field/open space
Workshop		High Park within walking distace (Farview)
Workshop		Accessibility to trails, creekm mountains/wildlife (Lower Rattlesnake)
Workshop		Scott Street Bridge - sunrises/sunsets (Northside)
Workshop		Splash Parks (Rose Park)
Workshop		Bonner Park (Universirty)
Workshop		Parks
Workshop		Farm
Workshop		Creek/access to water
Workshop		Parks & rec
Workshop		Trees
Workshop	Rose Park, Farviews + Pattee, Riverfront	Recreational use/look
Workshop	Rose Park, Farviews + Pattee, Riverfront	Green space
Workshop	Rose Park, Farviews + Pattee, Riverfront	Parks
Workshop	Rose Park, Farviews + Pattee, Riverfront	Boulevard trees
Workshop	Rose Park, Farviews + Pattee, Riverfront	View
Workshop	Rose Park, Farviews + Pattee, Riverfront	Wildlife
Workshop	River Road, Rose Park, Heart of Missoula	Access to parks
Workshop	Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake	Big old trees
Workshop	Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake	Trees
Workshop	Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake	Access to nature
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Parks: Greenough + Mount Jumbo
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Trailheads
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Franklin Park
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Views of the mountains
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Trees (lots of them)
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Parks like Lyons & school yards

Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	wildlife
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	walking trails
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Close to national areas
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	West facing sunset
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Northside Park
Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	Walkable - trails, sidewalks, greenway
Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	Bike trails
Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	Value sidewalks but right now they aren't all connected (or driveways cross them)
Workshop		Bike/walking streets
Workshop		Bike path (Milwaukee trail)
Workshop		Bus service
Workshop		Access to utilities
Workshop	Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake	Bikeable/walkable
Workshop	Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake	Good bus service
Workshop	Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake	Interconnectivity
Workshop	Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake	Central location
Workshop	Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake	Connection + grid (walkability)
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Proximity to trail
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Walkability to restaurants and grocery stores
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Proximity to arterial streets
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Proximity to bike trails
Workshop	Fairview/Pattee Canyon	Walking to stores, recreation, trails
Workshop	Riverfront	Close by bike trail and minimal street crossings
Workshop	Riverfront	Connected and long bike trail
Workshop	Wye	Easy vehicular access
Workshop	Target Range	Non-motorized connections and trails
Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	Walkable neighborhoods
Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	Biking

Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	Tunnels/bridges
Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	Alleys + alley cats
Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	Free bus
Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	Connectivity
Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	Ability to move around - experience
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Access to bus
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Traffic circles
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Walkability
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Bus access/cost
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	10 minutes from everything (F2F to L&C)
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Transportation - walk and bike everywhere (Rose Park), bike lanes
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Access
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Bus routes - L&C, 4 stops within walking distance
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Biking - side streets
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Bike to Splash Montana
Workshop	Lower Rattlesnake, East Missoula, Pattee Canyon, Northside	Walkability/bikeability
Workshop	Lower Rattlesnake, East Missoula, Pattee Canyon, Northside	Easy access to town
Workshop	Lower Rattlesnake, East Missoula, Pattee Canyon, Northside	Relatively good access to transit (in Pattee Canyon)
Workshop	Lower Rattlesnake, East Missoula, Pattee Canyon, Northside	Limited off street parking - allows biking on side streets
Workshop	Lower Rattlesnake, East Missoula, Pattee Canyon, Northside	Narrow streets - slower driving (Northside)
Workshop		Busses (options)
Workshop		Accessibility/walkability
Workshop		Bike trails
Workshop		Connectivity (commuting)
Workshop		transit access
Workshop		biking and walking trails
Workshop		sidewalks
Workshop		street calming
Workshop		walking
Workshop		biking
Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	"I love alley ways" - slower, protected alley ways (Rose Park)

Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	Sidewalks + bike lanes
Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	Not many through streets - feels safe/low traffic
Workshop	Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek	Living close to work
Workshop		Walkability (Rose Park)
Workshop		Walk to school (university)
Workshop		Bikeable (Middle Rattlesnake)
Workshop		Access to paths
Workshop		Mountain Line
Workshop	Rose Park, Farviews + Pattee, Riverfront	Traffic calming - Stephens median, circles/roundabouts
Workshop	Rose Park, Farviews + Pattee, Riverfront	Trail access (Milwaukee + Bitterroot) for bike commuting
Workshop	Rose Park, Farviews + Pattee, Riverfront	Free bus and event shuttles
Workshop	River Road, Rose Park, Heart of Missoula	Big boulevards and street calming (roundabouts and quick builds)
Workshop	River Road, Rose Park, Heart of Missoula	Calm streets
Workshop	River Road, Rose Park, Heart of Missoula	Walkability to every day locations
Workshop	River Road, Rose Park, Heart of Missoula	Continuous bike paths
Workshop	Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake	Bitterroot Trail
Workshop	Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake	People walking/biking/rolling
Workshop	Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake	Proximity to bike path and bike lanes
Workshop	Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake	Quiet/not a lot of traffic
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Walkable
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	The Milwaukee Trail + underpass (Russell/Reserve) - connecting the rest of the city
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Bitterroot Bike Trail
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Connection from home to work
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Transit in the neighborhood - route 1 & 2 (BRT) - 15 minutes is important
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Central location
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Walkable and safe
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Traffic calming circles
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Sidewalks/trails
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Pedestrian overpass
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Northside greenway

Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	Tattoo parlors, diversity of shops
Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	Commercial businesses: Dairy Queen, pizza, bakeries
Workshop	University District, Lower Rattlesnake, Franklin to the Fort, Middle Rattlesnake	Integrated retail
Workshop		Freecycles/Roxy/Job Service/DNRC
Workshop	Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake	Housing integrated with services and businesses
Workshop	Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake	Small businesses close
Workshop	Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake	Market/hardware store
Workshop	Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake	Urban Amenities
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Dairy Queen within walking distance
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Walk to Good Food Store and TNC Bar
Workshop	Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith	Cluster of housing near amenities
Workshop	Riverfront	Restaurants/brewery within walking distance
Workshop	Riverfront/Slant Streets	Quiet yet close to things (like entertainment)
Workshop	Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District	Dairy Queen
Workshop	Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek	Proximity to downtown
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Auto body shop
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Boyce, vet, Ace
Workshop	Franklin to the Fort, Rose Park, Lewis & Clark	Trempers - Ace Hardware
Workshop		Retail
Workshop		Commercial services within walking distance
Workshop		Economic Diversity (University)
Workshop		Small businesses
Workshop	Rose Park, Farviews + Pattee, Riverfront	Central - connected, walkable, short commutes, nearby shops
Workshop	River Road, Rose Park, Heart of Missoula	Mixed use: agriculture, industrial, commercial services
Workshop	River Road, Rose Park, Heart of Missoula	Easy multi-modal access to commercial
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Easy to get to shopping/services
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	access to jobs/activities/social groups
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Diversity of activities
Workshop	Lower Rattlesnake, River Road, Franklin to the Fort, Rose Park, County, Captain John Mullan, Northside	Access to convenient

Online	Franklin to the Fort	We love Franklin Park (year-round). Its a place for our family to gather, to play, to stay cool in the Summer, to de-stress, to connect with nature, etc. It is so important that we establish more parks in Franklin-to-the-Fort.
Online	Franklin to the Fort	We love the #2 free electric bus! It's quiet, it doesn't pollute the air in our neighborhood, and it is the primary way that we get around town. It is so important to maintain and enhance our public transit system while keeping it free!
Online	Franklin to the Fort	We LOVE the 8th St pocket park -- the enchanted bridge is such a treat to experience on snowy evenings and in the shade during Summer over the waterway. The native plant installation here is wonderful, binging native birds, bees, butterflies, and people together!
Online	Franklin to the Fort	We love the open-space here, and the traffic-calming benefit of not having a through street. This is a perfect place for another pocket park!
Online	Franklin to the Fort	We love this connection from the park to S 9th St W. It's magical, and makes our neighborhood walks more fun and interesting.
Online	Franklin to the Fort	We absolutely love this open space along Benson's Farm. It is so important for us to be able to walk along S 7th St W to de-stress by being able to see the mountain views and sunsets from here. This is only possible because of the open space that Benson's Farm provides. And, it is accessible from within our community, which is so important when we are stressed out during the work week and don't have the time or resources to drive somewhere. Oh, and the fresh healthy fruits and vegetables from Benson's nourish our family. It is such a HUGE asset for our community that we hope will never be developed.
Online	Franklin to the Fort	We love the shade here in the Summer. There are not enough mature trees in our neighborhood that provide critical shade on hot days, especially when walking on foot to the bus stop, etc.
Online	Franklin to the Fort	The Moose Lodge is a wonderful community gathering place that supports our youth and elderly. It is such a positive benefit to our neighborhood.
Online	Franklin to the Fort	The roundabout here is AWESOME! It really slows down traffic and makes the neighborhood safer. I just wish it was also beautiful with trees and plants like the ones in the University District. Why doesn't our community deserve those?
Online	Franklin to the Fort	We love the new sidewalks on the West side of the street here! We see kids and families now using them all of the time. And, we love that these sidewalks were paid for by developers who are making a lot of money off of our community, rather than individual families in single-family homes who are less likely able to afford to pay for sidewalk installation.

Online	Franklin to the Fort	We love the push-button light flashers and cross-walk here. It's the only safe way to get across busy S 3rd St W from our community of Franklin-to-the-Fort to the Good Food Store for groceries.
Online	Heart of Missoula	Like how this park keeps a bit wildness nearby
Online	Heart of Missoula	We use the hiking trails regularly and appreciate that dogs are allowed off leash
Online	Heart of Missoula	Really like hiking the Sunrise Loop area
Online	Lower Rattlesnake	Love trail along Creek!
Online	Northside/Westside	I love the large mature trees in this park. This park feels like it has nice secluded spots in it.
Online	Northside/Westside	It's great that I can walk to some commercial areas from home.
Online	Franklin to the Fort	There is a lovely beach in this area that could use some public amenity to preserve and improve access.
Online	Franklin to the Fort	Great unimpeded trail access on public land to the River
Online	Franklin to the Fort	Wonderful public native garden space
Online	Franklin to the Fort	This is the WWII interment camp location which would make a lovely peace garden to commemorate those held here. Maybe planting beds representing the buildings, removed by the GSA, to remind Citizens of what the camp looked like, what occurred but in the form of living and peaceful retrospection space.
Online	Franklin to the Fort	Potential public space away from Reserve.
Online	Franklin to the Fort	Catlin has the potential to be a wonderful Mixed-use neighborhood street and center.
Online	Franklin to the Fort	Pedestrian bridge
Online	Franklin to the Fort	Benson's Farm. A Missoula Icon and treasure to the F2F neighborhood
Online	Franklin to the Fort	Trails, park and foot bridge. Duck and Beaver families every year
Online	Franklin to the Fort	Coffee Shop. Great amenity to the Hood
Online	Franklin to the Fort	Super handy hardware and lumber yard.
Online	Franklin to the Fort	Great services in walking distance
Online	Franklin to the Fort	Great service in walking distance
Online	Franklin to the Fort	Center of Midtown. They have what you need right here.
Online	Rose Park	Having hubs with shops in the midst of residential is so nice! We stop at grizzly grocery for essentials
Online	Franklin to the Fort	The Bitterroot Trail is awesome and a great way to cross town on bike or multimodal transportation.
Online	Franklin to the Fort	Great dog walking area with a ditch to play in.
Online	Franklin to the Fort	This is a great access point for the river but it needs to be expanded with more parking and access
Online	Franklin to the Fort	This walking trail system is great.
Online	Franklin to the Fort	Fun museum for the family.
Online	Franklin to the Fort	Lots of ScoutsBSA service projects in this area. A great effort by the museum to work with youth in leadership and mentorship opportunities.

Online	Franklin to the Fort	Playground
Online	Franklin to the Fort	Nice, older park
Online	Franklin to the Fort	Footbridge
Online	Rose Park	Love that I can connect to the Greenough bike/ped path here! But I wish there was a connection north of Lolo St.
Online	Rose Park	I love this ped/cycle bridge! It makes an essential connection for cyclists, pedestrians, and wheelchair users.
Online	Rose Park	A corner grocery store, restaurant, and cafe--the closest one for most people in the Rattlesnake! Far more convenient than having to bike back-up the hill after visiting the next closest (Albertson's). It would be nice to have even more options.
Online	Rose Park	I love this ped/cyclist bridge! Another essential connection for cyclists, pedestrians, and wheelchair-users.

Q2 - What would you like to see/change in your neighborhood?

Forum	Neighborhood Group	Response
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	Stronger engagement around movement into E. Missoula (avoid that occurring without say/engagement)
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Not building housing without building a neighborhood
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	How to info on engagement
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	neighborhood connection
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Mixed-use, indoor gathering spaces
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Options to stay in your neighborhood - build sense of place
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Paid engagement opportunities/volunteering
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Demographic transition as population shifts
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Treating Missoula like Vail
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Help people feel like they are part of a place
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Gathering space in each neighborhood - social infrastructure (none in Lewis and Clark)
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Community center - dancing/music, in parks, gathering spaces, build community and empathy
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Rental buildings - have a person that can be there to connect them, liaison to services/community, supportive housing

Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Local newspaper
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Social infrastructure - shared housing, shared lawnmowers, handy people, case managers to facilitate that
Workshop		Accommodations for all ages
Workshop		Density does not equal community
Workshop		Landmarks
Workshop		Neighbors (variety of ages)
Workshop		No businesses, no community meeting areas
Workshop		Smaller pockets of community
Workshop		Third spaces
Workshop	(Rose Park, River Road)	More diversity of people/buildings
Workshop	(Rose Park, River Road)	Protection for historical districts
Workshop		Old homes torn down - neighborhood character
Workshop	(Grant Creek, Target Range, Wye, Riverfront/Slant Streets)	More local food markets
Workshop	(Grant Creek, Target Range, Wye, Riverfront/Slant Streets)	Community gardens
Workshop	(Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake)	Increase of work therapy = decrease needed shelter space
Workshop	(Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake)	Lack of community space for neighbors
Workshop	(Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake)	Insufficient kids/school amenities for outdoor activities
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Parks
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Basic services nearby
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Respite daycare - aging
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Grocery access - community/neighborhood
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Community tool share - indoor space - car maintenance spaces
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Community gardens
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Ability to age in place - connect needs/choices, downsizing options
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Accessibility to parks - cost, spend the day
Workshop		Public lands/places
Workshop		Schools
Workshop		Community gardens
Workshop		More affordable grocery stores within walking distance
Workshop		More + better places for our unhoused neighbors
Workshop	(River Road, Rose Park, Heart of Missoula)	Community garden

Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Yard for place to live
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	More focus on design/form (based zoning)
Workshop	(Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake)	Don't build too high (for housing especially) - constraining light and space
Workshop	(Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek)	Big lots, big yards - poor use of land with lawns, especially back yards
Workshop	(Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek)	3 stories is reasonable, 4 may impact views
Workshop	(Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake)	Disconnect between old/new buildings - Doesn't feel like a cohesive community, want design that matches
Workshop	(Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake)	Height causing darkness - blocking sunlight
Workshop	(Grant Creek, Target Range, Wye, Riverfront/Slant Streets)	Equitable development
Workshop	(Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake)	Zoning needs to protect vulnerable people
Workshop	(Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake)	Elitism/expensive
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Density to aid tax \$
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Ownership opportunities for people making a living wage
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Affordable housing as attainable
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Stratification of Missoula
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	We need to make Missoula available for people who live here
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	People here need to be able to stay
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Ability to downsize
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	For neighborhoods that have born the brunt of growth, that other neighborhoods share as well
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Renters who want and can stay, help them stay
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Affordable - less turnover, not cycling through
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Property management - disconnect, big companies from out of town

Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Why isn't the growth paying for growth in services - levy; freeze taxes by the time you buy a house
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Don't forget the renters
Workshop		Tax corporations
Workshop		Stability
Workshop		Infill disproportionate in F2F whereas all single family is in LRS - want it spread out in the city
Workshop		Tax incentives to tear down from opportunity zones
Workshop	(Rose Park, River Road)	Equitable improvement of infrastructure is needed + unfair to young families
Workshop	(Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek)	Would like to see more young people obtain homeownership
Workshop	(Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek)	Lack of affordable rent
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	Accessible housing (visitability) for 1-4 unites, zero-step entry
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	More rooftop solar and solar in big/unused parking lots
Workshop		Electric car chargers
Workshop	(Grant Creek, Target Range, Wye, Riverfront/Slant Streets)	More sustainability infrastructure: renewable energy, composting, zero waste station, EV stations, City policy to incentivize infrastructure, incentivize deconstruction over demolition
Workshop	(Grant Creek, Target Range, Wye, Riverfront/Slant Streets)	More watered urban forest
Workshop	(Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake)	Urban deer population
Workshop	(Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake)	WUI/wildfire risk
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Conflicts with wildlife
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Infrastructure solutions for wildlife
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Management of waste related to redevelopment
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Air quality related to growth and inversions
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Wildfire risks
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Deer
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Native plant/habitat/quit spraying in open spaces, allow pollinators
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Native bees allowed in
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Community energy for solar/heat pumps/ground source heat
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Alley - energy corridor (Lewis & Clark)
Workshop		Nature/water
Workshop		Too many parking lots and concrete

Workshop	(Rose Park, River Road)	Access to solar
Workshop	(Rose Park, River Road)	Access to ability to grow local food
Workshop	(Rose Park, River Road)	Support more passive solar design for building orientation - need to incorporate these considerations with new development
Workshop	(Rose Park, River Road)	More green space + trees - too low % per capita
Workshop		Evacuation plan - wildfires
Workshop		Environmental resilience
Workshop		improved disaster planning/education
Workshop		adaptive reuse
Workshop		trees maintenance
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	Bears
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	Deer
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	Grass
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	Increased owner occupancy
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	More density (ADUs/other) and increased diversity of housing
Workshop		More house sharing (renting out rooms)
Workshop		Single room occupancy options
Workshop	(Grant Creek, Target Range, Wye, Riverfront/Slant Streets)	More affordable housing that is connected to amenities and services
Workshop	(Grant Creek, Target Range, Wye, Riverfront/Slant Streets)	Housing on balance with other needs
Workshop	(Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake)	Overly restrictive HOAs
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	More apartments and housing
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Limit on tourist homes
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Housing above commerce
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Smaller houses per lot
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	More inclusive, less restrictive zoning, subjective to neighborhood
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Knowing how to make housing work - the bar is high for educating on how to develop
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Affordability expanded
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	More of a mix of housing
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Unoccupied/empty houses
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Redevelopment of houses/neighborhoods leading to larger structures that are likely more expensive

Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Different housing options/different housing types
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Rent to own - if we put something up through the city, build equity
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Whole neighborhoods that are protected from investment properties/airbnbs
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Age in place - can't make lateral moves, can sell but no place to go that's similar
Workshop		Vacant/blight/empty houses
Workshop		Diverse housing types - affordable houses
Workshop		Home as retreat
Workshop		Ownership of housing - different kinds of ownership
Workshop		Infill needs to pencil
Workshop		Encouraged by more townhomes/condos
Workshop		Retrofitting office space
Workshop	(Rose Park, River Road)	More density
Workshop	(Rose Park, River Road)	Use of empty lots for affordable housing (low level, not impacting solar)
Workshop	(Rose Park, River Road)	More entry level affordable housing for home ownership - increase in community stakeholders
Workshop	(Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek)	Prioritize housing near services + multi-modal transportation
Workshop	(Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek)	Adding height to reduce costs
Workshop		urgency of legislative updates
Workshop		affordable housing development (HB 819)
Workshop		ADU
Workshop		More housing
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	Focus on traffic design with new development
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	BNSF collaboration/alignment to neighborhood goals
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	Use/activate decommissioned Rail Link property
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	Consider I-90 impact to Northside (traffic)
Workshop		Traffic calming/excluding/control of traffic
Workshop		Long range planning of space
Workshop		Lighting and sidewalks
Workshop		Parking benefit districts
Workshop		Better planned traffic patterns
Workshop	(Grant Creek, Target Range, Wye, Riverfront/Slant Streets)	Extend Grant Creek North and connect to city system
Workshop	(Grant Creek, Target Range, Wye, Riverfront/Slant Streets)	Improved traffic management/traffic circles - i.e. I-90 to Grant Creek and Wye
Workshop	(Grant Creek, Target Range, Wye, Riverfront/Slant Streets)	Complete streets
Workshop	(Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake)	Incomplete sidewalks
Workshop	(Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake)	ROW infrastructure is needed

Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Worries of overdeveloping - concerned we are not infrastructurally planning, want roads to support development
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Sidewalks
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	More protected bike infrastructure - Higgins connectivity, Scott Street bridge
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Steep curbs destroy cars
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Lack of infrastructure
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Lack of lighting
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Infrastructure should be thought out and provided before development occurs
Workshop		Roundabouts - some in F2F are less functional than in the U District
Workshop		Traffic calming vs. landscaped islands
Workshop		Traffic issues @ Mullan and Reserve - double decker highway
Workshop		Maintenance
Workshop		Patchy network of sidewalks
Workshop		safer intersections at sidewalks
Workshop		Marked sidewalks
Workshop		Snow plowing - certain streets are inaccessible - wheel chair users need to ride down the middle of the street
Workshop		Missing sidewalks - patchworks
Workshop	(Rose Park, River Road)	Lacking lane marking
Workshop	(Rose Park, River Road)	Inadequate sidewalks
Workshop	(Rose Park, River Road)	Need to improve infrastructure entirely in River Road
Workshop	(Rose Park, River Road)	Road maintenance including winter
Workshop	(Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek)	Lots of garbage, not enough recycling - impacts of pick up from garbage company
Workshop		Scott Street Improvements
Workshop		Infrastructure improvements
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	Poor water pressure (hills need tanks)
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	Infrastructure & housing - maintenance labor and cost
Workshop	(River Road, Rose Park, Heart of Missoula)	Boulevards on streets downtown
Workshop	(River Road, Rose Park, Heart of Missoula)	Street lighting
Workshop	(River Road, Rose Park, Heart of Missoula)	Traffic control /street calming on local streets - ways to encourage use of larger roads
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	Small commercial on Van Buren

Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	Integrated retail/mixed use
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	Diversify uses in industrial areas
Workshop		Small neighborhood community centers and multi-use buildings
Workshop		Spread out businesses (like coffee shops)
Workshop	(Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake)	Need more mixed use
Workshop	(Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake)	Abandoned commercial - vacant, blight, R-zoning is restrictive
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	More things to walk to
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Proximity to hotels and development on Reserve Street compared to open space
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Would want to see buildable space used for grocery store, strip mall, etc.
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Don't want to sprawl
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Still need to go to Reserve for everything
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Mixed-use
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Smaller coffe shops
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Separation from industrial and residential
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Move train yard to closer to Airport (hazardous)
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Coffee shop
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Things are boring when everything is the same
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Mixed uses/form-based codes
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Small commercial within residential neighborhoods so people don't have to drive: markets, pubs, office, restaurants
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Get rid of Larchmont
Workshop		Smaller businesses vs. big box stores - within/scattered throughout neighborhood
Workshop		Only residential
Workshop		Need infill - please focus inward
Workshop		Disperse Airbnbs
Workshop		Mix of uses needed

Workshop		Mixed use
Workshop		Neighborhood mixed use in each neighborhood
Workshop		Mixed use, childcare in neighborhoods
Workshop		Preservation of existing neighborhoods
Workshop		Continuity of neighborhood character - how can we grow in a smart way?
Workshop	(Rose Park, River Road)	Need access to things in our neighborhood (15 minute neighborhood)
Workshop	(Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek)	If more services are available in more areas, then sprawl is less of a problem - reduces traffic
Workshop	(Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek)	Adding density in mixed use areas reduces necessity for cars and parking - less parking allows for more housing
Workshop		land use policy
Workshop		less rural sprawl
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	Codes prevent desired development
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	Mix of uses - commercial and civic
Workshop		Better distribution of parks, trails, and open space
Workshop		No parks south of South Ave
Workshop	(Rose Park, River Road)	No central park
Workshop	(Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek)	Less yard and more shared green spaces
Workshop	(Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek)	Cost of park improvements increases cost of housing
Workshop		lack of open space in other neighborhoods
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	abuse of recreation/open space
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Speed limit is rarely observed
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Fast drivers
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Unsafe routes to school
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Speed controls
Workshop		More safety on Johnson Street - next to shelter or proximal; tangible difference when open, help folks while balancing safety; no windows, not welcoming for neighborhood or users
Workshop		Safety of green/public spaces
Workshop		Noise in multi-family housing
Workshop		Fast cars on Reserve - Russell soon going to be similar
Workshop		Concern over Johnson Street
Workshop		Making streets safer - cars being added by density
Workshop	(Rose Park, River Road)	Feels too dark and dangerous (lacking lights)
Workshop	(Rose Park, River Road)	Too much ice with people on street (lack of sidewalk)

Workshop	(Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek)	Lack of sidewalks and street lighting - unsafe to walk at night (Northside)
Workshop	(Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek)	Lack of lighting at main intersections
Workshop		Traffic control - like to walk but not comfortable, uncontrolled intersections
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	Fast cars
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	Sidewalk connectivity
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	Train blocking the route while on foot
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	Walking on N 2nd Street towards the NS - more sidewalk
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	Safer biking routes
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	Strengthen connectivity/street use/activation
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	Safer walking on Reserve
Workshop	(Northside, Pattee Canyon, Lower Rattlesnake, Southgate, E. Missoula)	More crossings on busy streets
Workshop		Fewer cars (both parked and driving)
Workshop		Alternative modes of transportation
Workshop		More bike, walkability, and connectivity between neighborhoods
Workshop	(Grant Creek, Target Range, Wye, Riverfront/Slant Streets)	Transit
Workshop	(Grant Creek, Target Range, Wye, Riverfront/Slant Streets)	More trail connections
Workshop	(Grant Creek, Target Range, Wye, Riverfront/Slant Streets)	Multi-modal transportation
Workshop	(Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake)	Increased traffic
Workshop	(Westside, Lewis & Clark, Franklin to the Fort, University District, Rattlesnake)	Not having traffic management in place to keep up with growth
Workshop	(Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake)	Fragmented/boxed by roads
Workshop	(Riverfront, Franklin to the Fort, Lewis & Clark, Rattlesnake)	Bus: frequency, stops, options - reduce car reliance
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Road noise
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Still need to drive
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Separated bike lanes on Russell
Workshop	(Rose Park, River Road, Grant Creek, Southgate Triangle, Brooks/Beckwith)	Arterial bike lanes that are connected to bike network - delineate bike traffic from road traffic
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Connectivity: neighborhood, transportation, bikes
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Neighborhood walkways, green paths (Neighborways)

Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Traffic routing - industrial traffic
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	City connectivity (Northside)
Workshop	(Lower Rattlesnake, Northside, Riverfront, Rattlesnake, Rose Park, University District)	Fewer vehicle trips to needs
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	People use street as a cut through
Workshop	(Rattlesnake, Northside, Orchard Homes, University District, South Hills/Moose Can Gully, Lewis & Clark, Miller Creek, Grant Creek)	Traveling/leaving neighborhood by bike is hard
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Access to Bitterroot Trail (Lewis and Clark)
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Orange/Higgins/Brooks - need better bike lanes/safety
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Need a better bus app
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Bus for recreation - on-call busses, improved public
Workshop	(Franklin to the Fort, Rose Park, Lewis & Clark)	Commuter train to the Bitterroot
Workshop		Better connectivity - biking/pedestrian infrastructure & connectivity
Workshop		Hip Strip Brooks to Beartracks - more bike/ped infrastructure
Workshop		More points of access to river from the bike trail (University District)
Workshop		Fragmentation
Workshop		Bus service (absent or minimal)
Workshop		Trains block traffic
Workshop		Need connected active commute trails
Workshop		Proximity to active transportation
Workshop		Passenger rail
Workshop		Bound by Russell - traffic, hard to get around
Workshop		Have to drive everywhere
Workshop	(Rose Park, River Road)	More transit
Workshop	(Rose Park, River Road)	hip Strip Brooks to Beartracks - more bike/ped infrastructure
Workshop	(Rose Park, River Road)	Difficult to cross 3rd street
Workshop	(Rose Park, River Road)	Want neighborways - safe all season access for all abilities
Workshop	(Rose Park, River Road)	More trail bike/ped connections
Workshop	(Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek)	39th Street - Busy, lots of traffic, underutilized bus route, need transfers to downtown, better bus routes to reduce traffic, not bike friendly
Workshop	(Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek)	Bus to airport does not arrive at convenient times
Workshop	(Rose Park, Farviews, 39th Area, Franklin to the Fort, Northside, Middle Rattlesnake, Miller Creek)	Improve transit necessary to add density
Workshop		Russell/Farview - Hillview Subdivision: traffic management, better affordability/density
Workshop		Access points (Northside)
Workshop		Bi-directional bike lanes
Workshop		bus service
Workshop		univerisity of montana - parking

Workshop		non-motorized connectivity
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	School parking overflow
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	Raised pedestrian crossings
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	Need bus and committed ridership
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	game day parking
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	Need protected active infrastructure - protected bike lanes
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	Buses are inconsistent resource
Workshop	(Rose Park, Farviews + Pattee, Riverfront)	Parking downtown
Workshop	(River Road, Rose Park, Heart of Missoula)	More pedestrian infrastructure and connectivity
Workshop	(River Road, Rose Park, Heart of Missoula)	Less cul-de-sacs and more connectivity in roadways (or just trails)
Workshop	(River Road, Rose Park, Heart of Missoula)	Safer crosswalks and street crossings
Workshop	(Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake)	New buildings adding more parking to streets (impact of density)
Workshop	(Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake)	Railroad crossings impeding movement
Workshop	(Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake)	Low bus frequency - more of a priority than it being free, electric, etc. - it's more convenient to drive
Workshop	(Riverfront, Northside, Franklin to the Fort, Lower Rattlesnake)	Bike lanes not maintained, don't feel safe biking on Van Buren
Online	Franklin to the Fort	The traffic on Kemp St is too fast here. We need smart redesign of the roadway to slow traffic down (roundabouts, bump-outs, speed bumps, crosswalks, etc).
Online	Franklin to the Fort	Kemp St. provides the perfect opportunity to install 2-way protected bicycle lanes/path to establish the critical connection needed to join Franklin-to-the-Fort to Missoula's world class safe bicycle infrastructure network. Currently, Franklin-to-the-Fort has ZERO safe bicycle infrastructure. Yet, the bicycle is a primary mode of transportation for many people in the community. The Milwaukee Trail connection is due North on Kemp, 1/2 block across 3rd St, and just a few blocks down S. Curtis St. Please connect our neighborhood using Kemp St. with safe bicycle infrastructure. In fact, why not make Kemp St one-way to create the necessary road space for a 2-way bicycle path (similar to 6th St East of Russel)?
Online	Upper Rattlesnake	There needs to be a safer crossing between the Syringa Bike Park and the Hellgate athletic fields where the only available parking can be found. This is a dangerous place, especially because motor vehicle often build up speed coming down from Lincoln Hills. A raised crosswalk with a pedestrian activated flashing light would be ideal. Also, extend the ped/bike path along to north side of the bike park so that it connects to Sunflower Dr. and to the bike lanes and bus stops on Rattlesnake Dr.
Online		Smooth out the informal bike path in the barrow pit along Rattlesnake Drive near the Cornerstone development and the Ten Spoon Winery. Right now, the trail is too rough to be functional for many riders. Make this trail connect to the Power Line Trail to provide off street access to many of the trails in the Rattlesnake Recreation Area and trails on Mount Jumbo Saddle.

Online	Franklin to the Fort	We cannot enter/exit our neighborhood walking or bicycling and continue down S 7th St W across Reserve street safely. We need a traffic light and cross-walks here, or a pedestrian overpass like the one further South on Reserve.
Online	Franklin to the Fort	We want a safe bicycle path that runs East-West through Franklin-To-The-Fort to connect to the Bitterroot Trail from Kemp St. There are no safe East-West options to ride a bicycle into/out of our neighborhood.
Online	Franklin to the Fort	This is a "0-way stop" intersection. There are no stop or yield signs in any direction. It's VERY unsafe, and it's not the only one in our community of Franklin-to-the-Fort. It's basic safety infrastructure, and it's shocking that it does not exist.
Online	Franklin to the Fort	Like in much of our community, sidewalks are non-existent, or discontinuous, making those few sidewalk segments that do exist useless because you are already walking down the middle of the street. It's a safety issue for our community. Our community deserves better.
Online	Franklin to the Fort	This big vacant lot is a PERFECT spot for a new neighborhood community garden! When will the city provide Franklin-to-the-Fort with a centrally-located community garden?
Online	Franklin to the Fort	We need a push-button light flashers control system and cross-walk here. It's the only safe way to get across busy S 3rd St W from Kemp to/from our community of Franklin-to-the-Fort.
Online	Franklin to the Fort	We need a push-button light flashers control system and cross-walk here. It's the only safe way to get across busy S Russell St from S 7th St W to/from our community of Franklin-to-the-Fort.
Online	Franklin to the Fort	We need a push-button light flashers control system and cross-walk here. It's the only safe way to get across busy S 14th St W from Kemp to/from our community of Franklin-to-the-Fort.
Online	Franklin to the Fort	Summertime after-work/school swims in the Bitterroot are so important for our mental and physical health. But, on occasions when I cannot ride my bicycle here, I can't drive my car instead because there is no public parking. This makes the river primarily an "exclusive" use for the adjacent wealthy homeowners. But, what about everyone else? Creating accessible public access here is important, and that includes infrastructure to make it happen. If not parking, then how about a frequent summer bus route with a stop here?
Online	Franklin to the Fort	We need better markings and infrastructure to highlight the 2-way bicycle path that exists here on the south side of N Ave W, to include signage for perpendicular streets to the bicycle path, as well as better paint markings. This section is a critical connection between the Bitterroot River and the bicycle path on Clements Rd.
Online	Heart of Missoula	Better defined and safer bus stop on the north side of Broadway.

Online	Heart of Missoula	Container for can, bottle, and plastic recycling - lots of recyclables are thrown in the garbage
Online	Heart of Missoula	Container for can, bottle, and plastic recycling - lots of recyclables are thrown in the garbage
Online	Lower Rattlesnake	Continue trail from by Peas farm clear to bridge please.
Online	Lower Rattlesnake	Allow public parking at trailhead. It's ridiculous that owner of corner can dictate no parking. Move the road and allow parking at least on West side. I live by Rattlesnake market & restaurant and would love to limit truck delivery parking but I can't. Why should this home owner be able to? Not fair.
Online	Lower Rattlesnake	Need other accesses to Mount Jumbo and saddle. Thanks.
Online	Franklin to the Fort	Crosswalk across South Ave at Eaton St or Schilling St to make it easier for neighborhood to walk to businesses on South Ave.
Online	Franklin to the Fort	Kemp facing properties facing the park should be allowed to be Mixed-use development
Online	Franklin to the Fort	Properties facing the Park should be allowed to be Mixed-use
Online	Franklin to the Fort	Commercial Mixed-use should be allowed on all four corners of this intersection. Moderate in size up to 4 stories
Online	Franklin to the Fort	Mid sized Mixed-use should be allowed at this key intersection
Online	Franklin to the Fort	This is Private property and should be allowed to have Mixed-use Development to revitalize the Fort.
Online	Franklin to the Fort	This is private property and should be allowed to be Mixed-ed Use to revitalize the section of the Fort.
Online	Franklin to the Fort	This area is dangerous as the ruts in the road are around 30" deep
Online	Franklin to the Fort	Abandoned and failing Historic Resource
Online	Franklin to the Fort	Abandoned and failing Historic Resource
Online	Franklin to the Fort	Abandoned and failing Historic Resource
Online	Franklin to the Fort	Abandoned and failing Historic Resource
Online	Franklin to the Fort	Abandoned and failing Historic Resource
Online	Franklin to the Fort	I think the land along Reserve should be converted to Mixed-use commercial development with parkland and affordable housing added.
Online	Franklin to the Fort	Abandoned and failing Historic Resource
Online	Franklin to the Fort	Abandoned and failing Historic Resource
Online	Franklin to the Fort	No on street parking for vehicle overflow. Makes parking tough in this development.
Online	Franklin to the Fort	Tough Crossing spot for limited connector to slant streets.
Online	Franklin to the Fort	Brooks is a pedestrian wall. Needs real help
Online	Franklin to the Fort	Sketchy area. City needs to address this appropriately and humanly.
Online	Franklin to the Fort	Public parking lot needed at the bridge on both sides of the River.
Online	Franklin to the Fort	Public Parking needed on both sides of the river
Online	Franklin to the Fort	A river access point should be added here. Boats, swimmers, parking and Park space

Online	Franklin to the Fort	Provide public water access to the river here. Parking, park land, beach, boat access, swimming area.
Online	Franklin to the Fort	Not enough parking for soccer events. Add parallel parking along roads
Online	Franklin to the Fort	This is Private property and should be allowed to have Mixed-use Development.
Online	Franklin to the Fort	This is Private property and should be allowed to have Mixed-use Development.
Online	Franklin to the Fort	This is Private property and should be allowed to have Mixed-use Development.
Online	Franklin to the Fort	This land would make a nice park and public library branch.
Online	Franklin to the Fort	This would be a great spot for a river access, boat access, swimming area and parking for the public
Online	Franklin to the Fort	That condemned old metcantile building would be good location for commercial (not more residential) to encourage more walkable neighborhood w/out need to cross 3rd st or Russell. Would prefer to see the same on open lots across from the park also!!
Online	Miller Creek	Good spot for the city to do something. Clean it up, for a park; or work force housing.
Online	Miller Creek	This is Private property and should be allowed to have Mixed-use Development to revitalize the Fort.
Online	Miller Creek	Perfect spot for a commercial space. There are no amenities in the area. Would be a great gathering space for the community.
Online	Miller Creek	abandoned buildings. what a waste. Fix these up as Work force housing units. Add more work force housing in this area.
Online	Miller Creek	provide river access to the public. Boat ramp? tie into the new trails system.
Online	Miller Creek	more historic buildings falling apart. who will save these buildings?
Online	Miller Creek	MIXED USE AT THE FORT. take these abandoned buildings and do something with them! let them add to the community instead of fall apart. The fields bring so many people to the fort. people will stay and enjoy the fort if we had a restaurant, pub, coffee shop.
Online	Rose Park	It's really difficult for cyclists to turn right onto Madison Steet (from Front St.) here. There is a semi-protected bike lane that forces cyclists to turn right (east-bound) at the Broadway-Madison intersection, which is absurd, because no cyclist wants to be on biking on Broadway. But several do want to go straight through the intersection to get to downtown safely.
Online	Rose Park	The sharrows on north-bound Van Buren, here, encourage cyclists to start on the right side of the road and then merge with the left side. This is difficult and dangerous to do. The sharrows should be in the left lane for the entire length. Sharrows in the right lane suggest that cyclists are trying to merge on I-90 east-bound!

Online	Rose Park	It's hard for cyclists (in the bike lane) to turn left onto Missoula Ave here.
Online	Rose Park	One-way streets, with intersections that don't line up, makes it very difficult for cyclists to get through this area.
Online	Rose Park	I would like to see fewer golf courses (Missoula has seven) and more public parks and affordable housing.
Online	Rose Park	I would like to see more golf courses converted into public parks and housing. Golfing takes up a large amount of land and is reserved for the wealthy few (especially the country club)

Vote on your Values Responses

Theme	Workshop #1	Workshop #2	Workshop #3	Online	Total	% Total
Sustainability	38	25	55	8	126	14%
Housing	36	23	63	30	152	17%
Equity	31	17	27	5	80	9%
Infrastructure	25	8	33	5	71	8%
Multimodal transportation	24	14	35	9	82	9%
Community	18	14	55	9	96	11%
Open Space	16	11	29	5	61	7%
Mixed Use	14	21	15	3	53	6%
Historic Preservation	10	12	24	3	49	6%
Safety	10	16	19	13	58	7%
Business	8	7	23	2	40	5%
Other	5	0	4	0	9	1%
Total	235	168	382	92	877	100%

ATTACHMENT D: Expanding Housing Options in Neighborhoods Scores and Comments

Scoring; 3 = High Level of Housing Diversity; 2 = Medium Level of Housing; 1 = Low Level of Housing Diversity

Code	Neighborhood	Total Points	Responses	Avg. Score	Housing Diversity
U-1	Northside/Westside	283	112	2.5	High
U-2	Lower Rattlesnake	254	107	2.4	Medium
U-3	Riverfront/North F2F/Rose Park	286	111	2.6	High
U-4	University/Lewis & Clark	284	112	2.5	High
U-5	South F2F/Southgate	302	112	2.7	High
U-6	Mullan/Grant Creek	293	110	2.7	High
S-1	West Mullan	271	113	2.4	Medium
S-2	Target Range	260	110	2.4	Medium
S-3	River Road	277.5	110	2.5	High
S-4	Grant Creek	229	110	2.1	Medium
S-5	Upper Rattlesnake	237.5	111	2.1	Medium
S-6	Moose Can Gully/South Hills/Farview	276.5	110	2.5	High
S-7	Miller Creek (east/suburban)	254	109	2.3	Medium
R-1	Miller Creek (west/rural)	235	111	2.1	Medium
R-2	Moose Can Gully	236	107	2.2	Medium
R-3	South Hills	256	110	2.3	Medium
R-4	Farviews	236	109	2.2	Medium
R-5	Upper Rattlesnake	212	113	1.9	Medium

1. Urban Residential Context

Neighborhood	Comment
Mullan/Grant Creek	Mullan area - commercial is more difficult to finance; needs sophisticated developers; hard to design "good" mixed use - may need out of state developers/ larger portfolios; can wait longer for returns; developers will have chains that bring the tenant in tow;
Northside/Westside	Infill has been happening in the Northside, and people were okay with it. But the three-story apartments are too much.
Lower Rattlesnake	This area is quaint – we need to save some areas that have this character
Lower Rattlesnake	One concern with high density was character
Riverfront/North F2F/Rose Park	One participant mentioned that they loved the mix/diversity in the Slant Streets, and could only afford to live there because of a 4-plex
Riverfront/North F2F/Rose Park	Riverfront high, fits character and location
University/Lewis & Clark	University District; not recommending high growth because of the historic nature, character of UD. It's part of U District's character.
University/Lewis & Clark	University wants more students but gave up 400 student units – UM challenge.
University/Lewis & Clark	Medium diversity in University because lots of people have lived there for a long time and we don't need to rush them into changes.
Mullan/Grant Creek	Grant Creek high, cottage courts better
Northside/Westside	There's a ton of huge complexes in this neighborhood. Don't overbuild here. The units are big though.
Northside/Westside	NS/WS low because they've felt the brunt with it already
Northside/Westside	NS/WS low, already a burden
Northside/Westside	Northside has done its share.
Northside/Westside	Blue in NS/WS; can't separate housing types from uses and historical equity issues because so much has already had so much.
Northside/Westside	NS/WS; low density feel they have taken a brunt of new housing
Northside/Westside	The impact of what is going on in our neighborhood (NS) affects our property value
Lower Rattlesnake	Used to be a more eclectic neighborhood, but has become more exclusive as its desirability has increased and promotes large, single-family dwellings; allow it to be more accessible for the people who used to be there
Lower Rattlesnake	It would be great if this area could be more economically diverse.
Lower Rattlesnake	One comment was that since development is happening regardless, there should be more affordable options.
Lower Rattlesnake	There is opportunity next to school in Rattlesnake which is empty/unused.
University/Lewis & Clark	Mix of medium and high; one thing pushing up cost of living is prices in U district; basically, illegal to build student housing in this area, so those students end up residing in other areas and commuting to U district (longer, less sustainable commutes); feels like there is preferential zoning to protect large, residential neighborhoods that are owned by affluent families
University/Lewis & Clark	Big challenge raised by one participant is that thousands of University students can't live there because of the cost of living _____ the housing challenges in the city.
University/Lewis & Clark	Current land use makes students commute 2 miles instead of 2 blocks.
University/Lewis & Clark	Students and low-income neighborhoods, shouldn't see million-dollar homes, proximity to University.
University/Lewis & Clark	Could use more diversity.
University/Lewis & Clark	Feels hard to see \$11 million homes go up; "a kick in the pants" when you walk past them as a student or resident.
University/Lewis & Clark	High diversity is needed in the University area. Huge yards with grass that no one needs. Concerned about elite-ness of that neighborhood.
South F2f/Southgate	Lots of gentrification and displacement in this area.
Northside/Westside	There's a lot going on here.
Northside/Westside	NS/WS medium, already high
Northside/Westside	6-plex across the street where it was an empty lot, but it fits well (Westside).
Northside/Westside	If it was up to zoning, there wouldn't be 3-story projects in Northside.
Northside/Westside	Unsure if wants a higher housing density because some of the lots are small; it's already diverse, too
Northside/Westside	If you want to see how not to do it, look at Northside
Lower Rattlesnake	Some of these houses need to be replaced; they could be replaced with greater diversity.
Lower Rattlesnake	Lower Rattlesnake is pretty mixed with the most low density.
Lower Rattlesnake	Lower Rattlesnake medium, allow for mix
Riverfront/North F2F/Rose Park	Slant Streets is fairly mixed as well
Riverfront/North F2F/Rose Park	Rose Park 2, notice that there is room

Riverfront/North F2F/Rose Park	Rose Park see there is room for housing
University/Lewis & Clark	People can't downsize; they can't find affordable smaller homes.
University/Lewis & Clark	University District is fairly mixed as medium-high
University/Lewis & Clark	University District medium mix already
University/Lewis & Clark	University has diversity with student housing.
University/Lewis & Clark	Medium diversity because it feels like only single family homes.
University/Lewis & Clark	L&C has a lot of room to expand
University/Lewis & Clark	There are large houses in University District that have been remodeled to multi-dwelling.
University/Lewis & Clark	In University District, some houses are lovely and others run down. Run down houses could be opportunity for rebuild to higher density.
University/Lewis & Clark	Lower diversity in slant streets/u district, because the barrier is financial feasibility; impossible to develop/private ownership rights; perceived by neighbors to be "filled in"
South F2f/Southgate	Two conflicting values; I want there to be infill where the infrastructure is, but I don't want it all to be in these two neighborhoods.
South F2f/Southgate	I want the multi-plex where it is not going to destroy neighborhoods, so that is why I placed my red token here.
South F2f/Southgate	Southgate can take more.
South F2f/Southgate	Southgate/F2F could have more
Mullan/Grant Creek	High diversity in E. Mullan – why is this a preference?
Mullan/Grant Creek	Consider adding housing surrounding the urban areas because urban areas are already dense
Mullan/Grant Creek	There's a lot of land to be developed there.
Mullan/Grant Creek	Mullan, Grant Creek more space but not much experience
Northside/Westside	Limited N-S street network, emergency access; there are areas along the edges of U1 to develop
Northside/Westside	NSWS has density and brunt of development already, but not transportation
Northside/Westside	Large projects Bellagio, traffic issues. Transportation is difficult and inefficient.
Northside/Westside	Connectivity is a challenge: westside can be more dense, the northside is relying on Scott street to accommodate that and it's difficult traffic wise; existing infrastructure challenges
Lower Rattlesnake	Last night it ran the gambit, some people said blue or yellow. Today everyone chose red. It's walkable to downtown. It would not be economically feasible to develop as multi-dwelling.
Lower Rattlesnake	One way in and out yet close to many things; unsure which diversity to put because of one way in/out
Lower Rattlesnake	Struggled a bit with Rattlesnake- one way in, one way out.
Riverfront/North F2F/Rose Park	Have the infrastructure to support high density development. U4 does not.
University/Lewis & Clark	In University District, there's nowhere to park now; if it's denser, "where the hell will people park?"
South F2f/Southgate	Have the infrastructure to support high density development. U4 does not.
Mullan/Grant Creek	Traffic between neighborhood and N. Reserve. There is space to develop, but limitations with street network, other infrastructure
Mullan/Grant Creek	Not sure want to increase density up Grant Creek because don't have the infrastructure there and people can't get out
Mullan/Grant Creek	Way in/out, it's close too
Riverfront/North F2F/Rose Park	Riverfront/Rose Park: high density, close to services
South F2f/Southgate	Southgate high, good transportation, fits with commercial
South F2f/Southgate	Good option for neighborhood center/strip mall, maybe ripe for higher diversity, but midtown isn't pedestrian friendly (challenge)
Mullan/Grant Creek	I put my red there because although I am not familiar with this area, there is already a large amount of housing diversity here. There's also a ton of businesses – its like a second town.
Mullan/Grant Creek	Will have services so maybe good for higher density
Northside/Westside	Northside: lots of traffic, no sidewalks.
Northside/Westside	Until we make the NS more walkable, accessible, we should hold off on more.
Northside/Westside	High diversity in proximity to urban core
Riverfront/North F2F/Rose Park	Slant streets – very walkable and fun character, already seems like medium diversity with lots of ADUs popping up
University/Lewis & Clark	Rose Park and University District already dense, could do more, Lewis and Clark has room, proximity of services need
Mullan/Grant Creek	This area is already "messed up" – it's intended that you drive a long way, park in a large lot, and go to the box store; putting people closer to this so they can walk is more sustainable.

Mullan/Grant Creek	Does the bus run out there? Could it be more robust?
Northside/Westside	There is no open space, where does space come from?
University/Lewis & Clark	University District already mixed housing and ADUs, will be more and that's enough, would change character, green space is important.
Mullan/Grant Creek	Lower Grant Creek: You have capacity but transportation problems and topography and conservation lands
Lower Rattlesnake	Environmental concerns – wildfire egress concern
Lower Rattlesnake	Lower Rattlesnake low, proximity to bears and Greenough, mis, and fairly dense
Lower Rattlesnake	LS; Greenough, Bears
Northside/Westside	Sunlight and gardens are important.
Northside/Westside	2's in NS/WS because of wildlife, accessibility is an issue
General	When include a "strip mall" "neighborhood centers" it makes it a gathering place because people don't have to go into town
General	Character of neighborhood is determined by the people who live in it
General	Concern for character and density are in conflict
General	Some blue, some red. Medium density you can really fit in a lot but still retain character.
General	How do we add density without changing the character of the neighborhood?
General	Never thought I would live next to two Airbnb where lights are out the majority of the time
General	Airbnb is tragic topic where we are struggling finding homes to live in. But not necessarily what we are talking about today in density.
General	Honor and respect neighborhood feel, flavor, personality
General	Add housing without destroying neighborhood flavor
General	We do not have workforce housing
General	Franklin to the Fort/River Road/Rose Park already have high diversity, should be lower to help keep that area stable.
General	Targeted development in Northside/Westside, F2F, River Road has created displacement issues.
General	Make current housing work for families in tight financial situations
General	Varying viewpoints: Unhoused/demos and sizes of households
General	Red for all- ultimately the goal that all families can afford housing.
General	Some of the houses that are being torn down for development could have been someone's starter home.
General	3s all over; I don't want to see NS/WS and F2F bear it all
General	Over each decade; look at where the growth has been and share it more equitably
General	More units with density that are high end do not help with affordability
General	Can regulations help drive affordability
General	How to control luxury housing from superseding affordability. Avoid luxury apartments control.
General	Respect character and historic builds when possible
General	Duplex adaptations
General	East of Higgins – has more historical value than west of higgins, north part more so than south part. U4, U4 captures it all?
General	Looking at building an ADU, on west side of higgins, higher density, west. Leaning towards lower density because of the historical nature.
General	Assure historical places and buildings
General	Use corner lots to build more dense options because there is more space that allows for it
General	Meaningful change would be ability to split large, single-family homes into separate units; align building codes that support this division
General	All urban areas with the exception of U2 Lower Rattlesnake have mostly mid and high diversity. The highest density areas were U6 (all high) and 5.
General	Form and architectural are different than density; hard to boil down to types
General	Zoning allows for it
General	It was not hard for any member to get to 8
General	Mix of medium and high some have already felt it but likes more options around town
General	High rises by single-family home
General	Protective of home & investment. It has already lost value. But don't want to sound like a NIMBY.
General	If more options allowed across the board, affordability but not necessarily in project.

General	High diversity for most areas
General	Smaller lots in urban areas, especially historic areas
General	Even with high housing diversity, suburban lots have larger spaces between them than existing urban. To add something to urban would make an already-existing dense area denser
General	Might be able to add missing middle and pull it off
General	Put medium diversity in neighborhoods that already have high diversity
General	Already a lot of housing diversity in urban areas
General	Doesn't make sense to have high-rises by my regular house. Diversity of housing so important.
General	"Need more missing middle."
General	Low housing diversity in R1, U2, R5
General	Alleys create diversity of housing that can exist
General	In response disagree with sprawl because of added transportation cost
General	We like more density but infrastructure isn't keeping up
General	Who responsibility is it to pay for new infrastructure and new growth?
General	Existing arterial infrastructure that leads to new development concerns me
General	We should look at impact fees to pay for infrastructure needs
General	A lot of neighborhoods have traffic flow issues/one way in & one way out – need to do all of it at the same time/concurrent
General	Transportation patterns impact neighborhoods, proximity to employers impacts neighborhood character
General	Transportation can push/influence projects (transportation availability)
General	Having services in the neighborhood. People would be more open to infill. So can't put points to housing only without.
General	High score near infrastructure transit, low score in areas without.
General	"Pack em in" closer to areas biking, walking, transit. Increase DD where infrastructure exists, easier to walk to places
General	Where is infrastructure, groceries, lighting exists – 3s
General	Why don't we put a trail along the MRL line (near Bitterroot trail)?
General	Gain in sprawl creates more building and affordability
General	Concern of jamming everyone in like Los Angeles; concern of loss of open space
General	Green space is important
General	It would change the way you look at diversity if had more reason to remain in that neighborhood and not drive into town
General	Flood plain will also impact land use decisions
General	Yellow in u3 and u4, blue in u5; area is so filled in now; only way to build is to tear down multiple homes: too expensive
General	Do we want to do more density where it already is, or do we want to balance out?
General	Only people able to develop in sf (with a higher density option) may affect gentrification in nhd
General	High-density next to Interstates; would rather see in F to F than right next to Interstate
General	Hard time for thinking of arguments for restricting other than if existing homeowner
General	Market will solve a lot of this; parcel size/cost
General	Certain infrastructure in part of Rattlesnake (lower), smaller streets, would be more difficult without redeveloping existing lots
General	More green space in Lower Rattlesnake; more easements near parks, etc.
General	May lose some access
General	Restrictions on topography or infrastructure, safely leaving when wildfire, were considerations, but will be taken care of when we do the FLUM. Shouldn't be reason to restrict housing options.
General	Can calibrate to very specific areas like upper Rattlesnake.
General	Housing experts, looking for solutions.
General	You can do greater density in any area!
General	Thinking of personal context because kids are living here/living with parents/etc.
General	Resistance when there is a shovel in the ground vs. now when we're visioning
General	Riverfront Trails: good example of a medium-density project in a suburban area
General	Literally an open field, where better to put 5 different types of housing?

General	By virtue of having thoughtful growth, seeing demonstrations of different types of housing, it's assuaging fears. Seen demonstratively things happen and change over time so there is less of a stigma.
General	Some folks might not engage until there's a shovel in the ground. Ratio of people who are engaged now vs. ten years ago is way higher.
General	Pre-purchase folks (renting but looking to buy) = idea of fenced yard
General	Want to be able to do that if they buy someday
General	Cottage Courts okay bc at least have a yard; affordability taken into consideration, that would be an acceptable yard
General	On person said only reason not all reds is because they want a yard
General	Housing-First project in Bozeman, they want a yard
General	Allow everything and let folks make best-practice decisions
General	We should be removing barriers to affordable housing so we need to make choices that accomplish that
General	Other considerations like environmental factors?
General	Not sure what infrastructure considerations we have to make (sewer on the South Hills, etc.) for suitability of area
General	Do you zone for that or is it individual project problems?
General	Down on the flats easier to help folks get a bike if their car goes out of commission to keep them mobile vs. up on the hill, in Grant Creek, etc.
General	Para-transit considerations
General	NSWS why restrict diversity?
General	Parcel size/parcel cost will regulate what can be built
General	ADUs 10 years ago was a scary concept
General	Infrastructure available; need easements/take away public access
General	YARDS!
General	Attached yard space
General	Reason for blues
General	Reason people buy things
General	The market would take care of it? Allow everything and make decisions; let the market drive
General	Reds all around
General	High diversity in U district
General	2 for NSWS because they already have so much/have taken brunt of flexibility, rebalance the dev. Ecosystem. Also open to having three housing types but hesitant to more growth.
General	Urban residential: University walkable; already has a lot of missing middle
General	All urban areas with the exception of U2 Lower Rattlesnake have mostly mid and high diversity. The highest density areas were U6 (all high) and 5.
General	More stuff like stores, opportunities, kind of what it is now
General	Interested in duplexes
General	Not as much stuff on the east side; want to see more
General	Tried to live in Missoula; hard because rents are high and want to save for kids
General	Feels easier to get housing in small towns right now
General	Need residency for a lot of subsidies
General	Credit is a barrier
General	Want to see low rent
General	Cut back on rules and regulations
General	Hard because don't really know the area
General	Need bus access to expand types of housing
General	There is nowhere to rebuild
General	Need bus information to know how they can get around without a vehicle
General	Sobriety is more important; there are no resources at home
General	Doesn't matter where housing is as long as they can afford it

General	Powwows, etc.; culture isn't as necessary as housing. The people make the culture, the community and community space and places to gather.
General	Community outreach event; could get all your stuff done in one place
General	Build a community where people can be; we need solutions for homeless folks if we care about housing
General	Every apartment should have two bathrooms, more facilities, like townhouse apartment. No downstairs neighbors!
General	We need to provide for our population in the city
General	Do something about taxes
General	Duplex, triplex, practical apartments
General	Actually what you need
General	Want a flat rate
General	On-site security, programs, and resources
General	Can't rent a studio with five kids, but that's what they can afford
General	Safety and protected from past trauma
General	Empowered; being able to keep kids safe is paramount, away from sex offenders
General	Crosswalks
General	Where they'd like to live
General	South Hills don't have bus stops but are nice and the air is cleaner
General	More apartments in Bonner
General	Apartments don't feel safe
General	House is too expensive but nowhere else to go
General	Places that are available are not safe or appropriate for kids and dogs (places need to be more accessible to pets)
General	Gaps in rental history are detrimental, as are credit score and debt
General	Maintaining housing; it's impossible to get back up
General	Application fees are terrible
General	Legal aspects of housing
General	We need more housing across the board
General	Housing is not affordable
General	Don't want bougie apartments anymore
General	AirBnbs are a problem and take away other housing
General	Turnover of staff at YWCA, their staff advocates
General	Roads need fixed in Missoula
General	More Parks; separate dog parks from human parks
General	Need more Parks near affordable housing developments
General	Implementing fines for leash laws
General	Want niche coffeeshops in neighborhoods/Jamba Juice
General	Schools need more capacity issues
General	Open carry in Parks? People feel unsafe
General	Safety in neighborhoods, neighborhood watch, lights
General	Safety in shelters/around shelters
General	Around Poverello
General	Make it safer for kids
General	Security/neighborhood watch
General	Can there be a law about buying property?
General	People buying property to turn into AirBnbs
General	Barriers to housing
General	Credit score affecting ability to rent
General	Criminal record
General	If you owe money at other property management companies, you may not get an apartment at Trinity or Villagio

General	R5 Grant Creek/Miller Creek: want more housing diversity there
General	More condos, more duplexes
General	Villaggio is hard with kids; apartments are hard with kids
General	Each person has different needs, apartments are not the only solution to housing
General	Families need places to be, too
General	No limit on where housing should be; low-income not allowed
General	Some apartments are available only 9 months/year then turn into AirBnbs after
General	Concern with amount of short-term rentals
General	Cottage Courts, high diversity
General	Need green spaces at developments
General	Want to start life here (Missoula) and be able to stay
General	Even low-income housing isn't affordable
General	Gaps: can't get into market-rate housing but can't get into low-income housing either
General	Places that aren't taking vouchers anymore
General	Application fees: \$60 per applicant over 18, doesn't matter if they're paying rent, Non-refundable
General	Is Roseburg turning into affordable housing? Management telling people it is; that they'll need a rezone but that it's turning into affordable housing.

2. Suburban Residential Context

Neighborhood	Comment
Grant Creek	Concerns over the prevalence of HOAs and the ability to build diverse housing
Grant Creek	lots of space to develop more residential units
Grant Creek	greater density has implications for transportation options
Grant Creek	Transportation has not kept up with increases in residential units
Grant Creek	Infrastructure has not kept pace with the amount of development
Grant Creek	only one road in and one road out so not supporting more people
Grant Creek	Costs a lot to plow up in Grant Creek
Grant Creek	concerns over wildfire safety when increasing density
Grant Creek	How are people getting out in case of a wildfire?
Grant Creek	concern over wildfire safety
Miller Creek(east)	only one road in and one road out so not supporting more people
Miller Creek(east)	far away from services, takes a lot to get services out to the neighborhood
Miller Creek(east)	Safety concerns with one road in one road out
Moose Can Gully /South Hills/Farviews	this neighborhood is close to amenities so it can support more residential units
River Road	by changing density the city will "blow up the neighborhood"
River Road	tall apartment buildings don't fit the neighborhood character
River Road	Housing can be expanded here
River Road	Areas are already densifying
River Road	lacks street grid to support super dense housing
River Road	close to services so pockets of high density
River Road	To live near services will it ever be affordable?
River Road	Diversity doesn't always mean affordability townhouses are being built but they are \$850,000
Target Range	neighborhood character is the reason for less housing diversity here
Target Range	concern over the loss of more rural feeling of an area
Target Range	as the city grows its fair to have diversity/density expand
Target Range	lots of room for housing
Target Range	lots of open space to put housing

Target Range	lots of open space that is vacant and not used for farming or pasture
Target Range	very large lots in this neighborhood so medium density is needed
Target Range	no services in this neighborhood so prescribe less density
Target Range	concern over loss of agriculture
Target Range	concern over floodplain
Target Range	concern over loss of potential agricultural land
Upper Rattlesnake	Lots of recreation to consider
West Mullan	Everyone wants to see a high diversity of housing here
West Mullan	there is more room for housing here
West Mullan	Every other area has a natural area
General	Figuring that issues would be sorted out
General	In the flats, that's more doable (transportation)
General	R1, R2 & R 5 Medium; nature trails/topographical not conducive to parking lots, etc.
General	Grant Creek; low density, hard to find a parcel. Medium; townhomes potentially.

3. Rural Residential Context

Neighborhood	Comment
South Hills	Discussion of political power, decision-making power to combat more density/change in this neighborhood.
Upper Rattlesnake	Places like upper Rattlesnake become de facto gated communities because of restrictions to single family
Miller Creek	Interest in high to medium density. We want to see change in these areas.
Moose Can Gully	Interest in high to medium density. We want to see change in these areas.
South Hills	Meaningful change for South Hills area would be more mixed use zoning; add commercial, but then need to be able to house workers, so also need more diverse housing
South Hills	Medium across southhills area except east side of Hillview way.
South Hills	South Hills could handle 3s
South Hills	Have a lot of building now/traffic. While updating older homes, they could make them more units, etc.
Miller Creek	Topography is challenging
Moose Can Gully	You can't develop on it? Because of terrain and wildlife valley
Farviews	Topography is challenging
Upper Rattlesnake	Worried about escapability in need of evacuation and don't want to run out wildlife
Upper Rattlesnake	Referenced places where there was a space, there's a lot of space in Rattlesnake, but access and fire safety an issue.
Miller Creek	People want high density here? Why?
Upper Rattlesnake	Low density, more rural parts of R5. Too far from services, transit options. Abuts some very high value open space that so many Missoulians value. Also wildlife habitat
Suburban/Rural General	Neighborhoods; even if can't personally afford, like that it still exists
Suburban/Rural General	One participant mentioned that the most important part to them was character, as they want the character of an area preserved, even if they can't afford it.
Suburban/Rural General	Competing tension of protecting our own wants in living and what's needed/best for broader community
Suburban/Rural General	Causing stress
Suburban/Rural General	Anxiety in neighborhoods about change
Suburban/Rural General	Character is perceived as fixed; but is it really?
Suburban/Rural General	Change is always hard but trying to protect what we find "perfect" is how we got to where we are
Suburban/Rural General	Open play area for children, priority for some, needs for different phases of life.
Suburban/Rural General	Support needs of others even though they may not apply to you.
Suburban/Rural General	There is a lot of grief and change that has happened so fast
Suburban/Rural General	"We can't handle adding 800 units per year" but young people can't live here
Suburban/Rural General	It's tough on a neighborhood to go from low to high
Suburban/Rural General	If it's high density, you take away what makes Missoula Missoula

Suburban/Rural General	Once City provides more opportunities for more housing, it does change the neighborhood
Suburban/Rural General	Anything that guides how much a unit that comes in costs to rent or own
Suburban/Rural General	Challenges of imposing price restrictions
Suburban/Rural General	If I can't afford to live in my homeland, that's really bad and frustrating.
Suburban/Rural General	Wherever a big, elaborate family house can go in, you should be able to build same square footage in multiple smaller units
Suburban/Rural General	Areas that are in City limits, but further out drive infrastructure demand because have to use vehicle travel further to access services; other neighborhoods are essentially subsidizing these further out communities
Suburban/Rural General	One participant mentioned that they want areas that allow big houses to allow the same square footage of multifamily areas.
Suburban/Rural General	Why should suburban areas be considered differently?
Suburban/Rural General	Planners should be used as astute observers of market
Suburban/Rural General	What does housing look like for households aging in place?
Suburban/Rural General	Rowe apartments as example with "one" affordable unit in exchange for whatever the developer wants
Suburban/Rural General	Challenge of enforcing the things the developer is supposed to give in return for concessions
Suburban/Rural General	Repurpose SD structures
Suburban/Rural General	HP, parts of the city are historically more valuable,
Suburban/Rural General	Maintaining/preserve character of older
Suburban/Rural General	Three people said, "Mostly did 2s"
Suburban/Rural General	As we get further out from City core, less diversity, but still want to add more (strong medium preference)
Suburban/Rural General	Incentivize more compact housing
Suburban/Rural General	Suburban area feels ripest area for change
Suburban/Rural General	Psychology of same house but different uses
Suburban/Rural General	No one struggled to get to 14 in this area.
Suburban/Rural General	Taking same approach; all red. Understand need to balance, but we need housing everywhere.
Suburban/Rural General	Why not have high housing diversity in all areas?
Suburban/Rural General	Reserve St. feels like the edge of the City. Really nice neighborhoods behind Home Depot, row houses,
Suburban/Rural General	Mobile home, tiny homes as an option?
Suburban/Rural General	Need more zoning flexibility to be able to create diversity
Suburban/Rural General	Community in Austin of tiny homes has been a success mostly around the issue of homelessness
Suburban/Rural General	Lots of high housing diversity everywhere
Suburban/Rural General	Will they still be affordable even if we build more?
Suburban/Rural General	If it's already high diversity, you can't go back to rural
Suburban/Rural General	S5/R5- a regular sized lot can fit 4 homes, it isn't a skyscraper, so there's space to accommodate.
Suburban/Rural General	Some of the further out spots have straight shots to get to core, so would be easy to commute
Suburban/Rural General	Road infrastructure/traffic management
Suburban/Rural General	Historically Reserve was bypass for City of Missoula
Suburban/Rural General	Infrastructure can limit development but code doesn't need to
Suburban/Rural General	No alleys, so some types of homes (ADU) are challenging.
Suburban/Rural General	Infrastructure costs would be lower with tiny homes
Suburban/Rural General	I can't add a duplex to my property because of parking
Suburban/Rural General	Moved to Missoula 20 years ago because it was a city. I could get everywhere easily.
Suburban/Rural General	Generally used red except where there is only one way or limited way in and out of area.
Suburban/Rural General	A lot of building going on; satellite areas with services
Suburban/Rural General	How affordable is building more
Suburban/Rural General	Constrained and distant, but think it should be filled in. Needs transportation.
Suburban/Rural General	Better trail systems could help with connection.
Suburban/Rural General	Like walkability and multi-modal connection.
Suburban/Rural General	Preserve as much open space and ag land as possible; do this by enabling smaller housing configurations
Suburban/Rural General	If you let sprawl happen, it will continue to creep

Suburban/Rural General	One participant mentioned that they preferred more diversity in rural and suburban areas that are closer to the city core, where as they preferred lower diversity in areas further out.
Suburban/Rural General	Less DD, near nature and wildlife impacts.
Suburban/Rural General	Green space and community space is something that needs to be expanded and preserved
Suburban/Rural General	Important to have viable space to have local food production
Suburban/Rural General	Regarding infrastructure and diversity, one person argued that the areas with the low diversity is against climate goals by increasing miles traveled to services
Suburban/Rural General	Preserving open space by keeping areas boarding rural low density; no infrastructure, no transit, wildlife interface.
Suburban/Rural General	Some places will work but not everywhere, how can we protect certain places?
Suburban/Rural General	Urban interface farm (like Benson's) is part of character of Missoula
Suburban/Rural General	Safety issues with wildfire
Suburban/Rural General	Fire egress considerations
Suburban/Rural General	Diversity and connectivity to be promoted.

ATTACHMENT E: Future Growth Scenario Survey Responses

Q1 - Based on what you learned about the concepts for expanding housing opportunities in residential zones, which scenario do you prefer?

(1=top preferred, 3=least preferred)

Scenario 1: Allow Duplexes in all residential zones

Rank	7/17/2024	7/23/2024	Virtual	Total	% of Total
1	6	8	18	32	11%
2	4	8	24	36	13%
3	58	56	97	211	76%

Scenario 2: Allow duplexes in all zones and more homes per lot in Urban Residential areas

Rank	7/17/2024	7/23/2024	Virtual	Total	% of Total
1	11	11	20	42	15%
2	55	53	108	216	77%
3	3	8	11	22	8%

Scenario 3: Allow up to 4 units per lot in Suburban Residential areas and up to 6 units per lot in Urban Residential areas

Rank	7/17/2024	7/23/2024	Virtual	Total	% of Total
1	68	61	101	230	75%
2	7	8	7	22	7%
3	7	15	31	53	17%

Q2 - When thinking about the concepts for housing opportunities in residential zones, what outcome(s) are most important to you?

(Choose three)

Answer	7/17/2024	7/23/2024	Virtual	Total	% of Total
Creating opportunities for more affordable housing types	46	57	105	208	24%
Creating options for people to live in neighborhoods with high economic and educational opportunities	13	20	46	79	9%
Encouraging an equitable distribution of housing development across the city	42	45	65	152	18%
Allowing more people to live within walking distance of their daily needs	49	62	94	205	24%
Allowing more people to live closer to transit services and where it is easier to drive less	39	46	68	153	18%
Ensuring that new housing fits in with the scale and design of the neighborhood	17	22	31	70	8%

Q3 - Which outcome are you more supportive of?

Answer	7/17/2024	7/23/2024	Virtual	Total	% of Total
New housing is similar in scale and design as existing housing, even if the housing is less feasible to develop and fewer units may be created	1	10	17	28	9%
Middle answer 1	8	8	15	31	10%
Middle answer 2	22	27	32	81	27%
New housing is more feasible to build and allows for lower cost units, even if buildings are larger than existing homes	38	44	75	157	53%

Q4 - Based on what you learned about the concept of allowing corner stores in residential neighborhoods, what is your level of support for this concept as described in Scenario 3?

(1=lowest support, 5=highest support)

Support	7/17/2024	7/23/2024	Virtual	Total	% of Total
:-)	70	89	118	277	90%
2	11	2	8	21	7%
3	0	1	7	8	3%
4	0	0	2	2	1%
:-(0	0	0	0	0%

Q5 - When thinking about the concepts for corner stores in residential neighborhoods, what outcome(s) are most important to you?

Outcome	7/17/2024	7/23/2024	Virtual	Total	% of Total
Corner stores are allowed in enough locations that more people would be able to walk or bike to meet some of their daily needs.	70	70	104	244	42%
There is enough housing nearby the corner stores to provide a solid base of customers for a healthy business.	40	35	78	153	26%
The types of uses that are allowed in these buildings are restricted to make sure they don't have negative impacts on neighbors.	25	19	58	102	17%
The size and operations of these businesses are limited to ensure they don't contribute to traffic or parking congestion.	7	29	52	88	15%

Other Comments:

7/17/2024
More people equals better potluck block parties!
Allow more small-scale enterprise - do not pre-empt with zoning. And endorse existing nuisance regs.
Making sure the code is clear to understand how to build/rehab properties to commercial. If it's too hard, expensive, or confusing it won't happen.
Necessary stores that fill folk's basic needs should be accessible, affordable and walkable in every neighborhood
Allow corner stores in all residential/mixed use - suburban residential/urban residential
This is a great idea and already the reality in some (but not all) Missoula neighborhoods
Disappointing to see new, big liquor/casino on corner of Bancroft. Residential are under existing policies. Family friendly businesses across, class/income is important for safety.
Corner stores in all hoods.
Don't limit to "stores", expand to all food and bev.
We need more corner stores! Support for purchasing/redeveloping. What incentives could we offer?
Not only allow corner stores but encourage or require development of other amenities if a new neighborhood is planned.
Corner stores in neighborhoods brings new life to underserved neighborhoods
Corner stores should be in all 3 scenarios! Needed in urban/suburban residential!
Corner stores for food. Coffee shops, etc. - not more dispensaries :(
I'm going to be a dentist and I would love to open a practice in a walkable neighborhood.
7/23/2024
Allow small-scale enterprise in ALL neighborhoods
New corner stores/cafes in residential neighborhoods should have restricted hours of operation to lessen impact of noise and parking
Allow small shop spaces, skilled trade businesses, light repair & manufacturing, and live/work units
Rattlesnake market is an example of bad allowances! They are trying to develop a regional or destination restaurant - bringing more ??? up to neighborhood! Totally contrary to the purpose. Put limits on!
Small-scale neighborhood businesses will help make neighborhoods more walkable - making vehicles less necessary
Corner stores should be allowed in all scenarios, not simply #3. Especially in Scenario 2 where density is increasing
The type of store/shop is important... Need more specific examples. Grocery, restaurant - yes. Cannabis - no. Please no negative impacts on neighborhoods.
Corner stores help define a neighborhood character.
Gas stations work, great as corner stores
Stores - corner store, cafe, barbershop/salon, bike shop/air, service station of sorts, day care, small gym, bar
Dispensaries are not corner stores

Q6 - Based on what you learned about the concepts for expanding housing opportunities in commercial/mixed zones, what do you support the most?

Statement	7/17/2024	7/23/2024	Virtual	Total	% of Total
Housing allowed but number of units is limited, unless the building also includes a commercial space	0	1	11	12	4%
Housing is encouraged in most locations, but must be part of mixed use development in certain locations (key intersection, core of a business district, important streets, etc.)	19	12	52	83	28%
Housing encouraged in all locations and number of units is only limited by other regulations like building height and parking requirements	57	76	72	205	68%

Q7 - When thinking about the concepts for housing opportunities in commercial/mixed use zones, what outcome(s) are most important to you?

(Choose three)

Outcome	7/17/2024	7/23/2024	Virtual	Total	% of Total
Creating opportunities for more affordable housing types	47	68	120	235	29%
Allowing more people to live within walking distance of their daily needs	69	62	115	246	30%
Allowing more people to live closer to transit services and where it is easier to drive less	44	54	99	197	24%
The design and scale of these housing developments is appropriate and compatible with the surrounding neighborhood	18	19	44	81	10%
There are commercial spaces included with each new apartment building	14	9	31	54	7%

Other Comments:
7/17/2024
In general I support Scenario 3, with special emphasis on all measures that encourage fewer single-occupancy vehicular trips!
Preserve green space and also encourage local food development. Good policies are and will be more important with climate change
Encourage development of jobs and amenities in existing neighborhoods so people can live closer to work and amenities
Reduce setbacks - increase heights for more 2 & 3 BR units - Also green dot added to this
Develop areas so people do not have to drive everywhere
Dense, walkable neighborhoods with businesses within walking distance! - Also 2 green dots added to this
Sticky added to the "There are commercial spaces included with each new apartment building" - Commercial spaces allowed but not required / I also agree with this comment / Me too / Also two blue dots added to this
7/23/2024
Mixed-use everywhere. Do not pre-empt small-scale enterprise
There are definitely some places where housing doesn't make sense like next to dirty/loud/unhealthy industrial areas. If we need those dirty places too.
Six-plexes in all Zones
Allowing small-tiny homes - Rent \$350-550. So unhoused and super low income can afford - Also has two dots on this one
Thank you for working hard to improve walkability and making Missoula more bike friendly
No limits on building size. Fare more 2 & 3 BR condos
Allow for units under 700 s.f. Why not tiny homes? They are more affordable - Also has one dot on this one
More "missing middle"

Q8 - Based on what you learned about the concepts for reducing minimum parking requirements, which concept is most important to you?

Concept	7/17/2024	7/23/2024	Virtual	Total	% of Total
Reduce parking requirements to no more than 1 space per unit in commercial/mixed use zones (Scenario 1)	4	13	35	52	17%
Reduce parking requirements to 0.5 spaces per unit, but only in certain areas that are more walkable and have good access to transit or bike facilities	29	20	25	74	24%
Reduce parking requirements to 0.5 spaces per unit in all locations (Scenarios 2 and 3)	14	11	38	63	21%
Eliminate minimum parking requirements in all locations.	31	43	40	114	38%

Q9 - What outcome are you most supportive of?

Outcome	7/17/2024	7/23/2024	Virtual	Total	% of Total
Fewer cars are parked on public streets, even if it means fewer homes are created with every new development and those homes may be more expensive.	0	6	11	17	6%
Middle Option 1	6	9	24	39	13%
Middle Option 2	17	18	32	67	22%
More homes are created with every new project and those homes could be more affordable, even if it means that more cars may park on public streets in some locations.	57	49	74	180	59%

Other Comments:

7/17/2024
City: Start talking about parking benefits districts (free parking is the!)
I lived in LA where I didn't feel safe biking and public transit was limited. Parking was such a challenge and, as a single young woman, I often had to park far away and walk alone at night. Accessing businesses was also hard - so it's a balance for me
Eliminate MRP! We can create safer and slower communities without high car traffic! - Also three green dots on this
Impacts to street parking must be considered with safe bike/pedestrian facilities. The neighborways concept is a great example
As Missoula improves housing selection, and nearby services, so should public transit, walkability/bikeability improve. As that access increases, folks will rely less on cars -> TDM incentives dovetail beautifully to make the community we want
TDM requirements need to be done in conjunction with reducing parking minimums
Thinking longer term, cars will be far less important in 20 years - Also a green dot on this
If cars are all over the streets, please ensure bike lanes/access is also safe
7/23/2024
Density must lead transit and commercial (for viability)
Please separate commercial parking requirements from residential parking requirements. For ex, a neighborhood corner store might only need 1-2 parking spots - Also a dot on this one
Removing parking requirements will increase on-street parking - ground level parking? - Also 3 dots one this one
Bring public transit to all neighborhoods before reducing parking. Neighborhoods that public transit doesn't reach (like mine) need to use cars more. They go hand-in-hand. - Also 5 dots on this one
Do not allow on both sides of residential streets. Currently emergency vehicles (fire trucks) cannot turn around/access houses.
Reduce commercial parking mandates in addition to residential ones
0.5 spaces is ridiculous unless you require more on site parking
Please assure that handicapped accessible parking is not eliminated and is enforced. - Also has one dot on this
People over parking! :)
City <u>must be talking</u> about parking benefit districts
I am supportive of scenario 2 & 3 except for the proposed parking metrics. Shunting parking to surrounding - streets is not going to work at the scale that is envisioned. Tie parking to SQ footage or bedrooms, no units. And look for opportunities to pool parking needs in lots servicing multiple units

What other ideas, concerns or questions would you like to share? (In-Person Events)

A lot of new builds are cold and ugly, poorly built, think walls. PLEASE hire people with quality and aesthetics as a priority, as well as sustainability of the build. It is so disappointing when new builds do not match the beauty of the neighborhood and effort towards appeal is lacking.
Make it EASY to build houses of all types, in all areas! Let Missoula house people, so we can stay (heart symbol) - Also one green dot on this
Don't build where fire emergency outlets are limited, eg Rattlesnake/Grant Creek
Scenarios 2 & 3 seem to differ little in terms of capacity and connectivity but vary largely in affordability, which doesn't square.
In general I support Scenario 3, which allows for more "affordable" housing - Density and size (smaller) of units is a major need
Health in housing policies shared drive growth policy
I'm curious what the process will be after a scenario passes to support growth happening in a "controlled" way, ie communicating to the people who live here there won't be a sky scraper next door
Re - Housing capacity wear "healthy food options" are there mechanisms available to increase healthy food options too, or spread them out more? RIP for corner stores?
Identify a public hub in each of 17 neighborhoods - could be auxiliary to a corner store, becomes a transportation hub
The pattern designations don't seem sufficient to control what should be constructible. Eg - alleys transportation options on urban residential for between 5th-6th next to Rattlesnake Elementary
Growth and development are very dynamic and somewhat unpredictable. Is it even feasible for us to know what our community looks like in 20 years?
Use a neighboring county as a basis for success
We need to balance how much of lot is development vs remains green space - density must also preserve trees/landscaping for climate (heat island) and equity
To lessen the amount of zoning code
Affordable housing with "loop holes" and more code for higher priced homes
I would love to see future development plans include green ways, parks, green spaces and more streets like Missoula Ave/ Wylie Ave (equal car/ped/bike use & access). Thanks!
Build community opportunities and community engagement through growth policy
Like the idea of limiting building sizes to encourage smaller units and discourage mega mansions (eg - the giant new house facing Bonner Park :(. Seems like this would also make preservation of some green space on every lot more possible. How we need to prioritize green infrastructure for climate and equity
Instead of overbuilding Missoula proper, explore creating new towns like Wye that are self-sufficient
Excellent visuals, plans, available staff, Thank you!! +1!
Peer Baseline with neighboring counties

Section cuts needed to show view corridors from new density to mountain views
Can we incentivize more sustainable development - with all-electric units, more weatherization, solar, etc.? I appreciate looking at density, but sustainability is missing
Form based code should be an inherent component of scenarios 2 & 3
Stress that zoning changes do not over-ride or over-rule covenants
Some flexibility to create different scenarios (maybe a mix between scenarios)
Prioritize green space as well as walkability. Shade from trees is essential to protect people from heat. Influence tree planting in parcel zoning
Rent-controlled = Code reduced
Guiding principles of zoning should be to reduce the code. +1!
DO include the size of buildings. I.e - encourage smaller units, regardless of type - duplex, apartments, houses
Green infrastructure requirements or incentives! We need trees/shrubs/rooftop gardens/green landscaping considered in the development process. This is so important if we want to have buildings and city resilient to climate impacts. Heat, urban heat island, storms, etc.
Prioritize connectivity (park, green, walk/bikeable) and operational/maintenance for those trails already created....deteriorating
Scenario 3 is good but can it create too many houses that people can't live in?
Please share a poster on what annexation looks like
Make creating a sense of community and shared experience a priority
Explore grant to have an expert help develop health-oriented growth policy. HRSA.org, NITT.gov, ahrq.gov, RWJF.org
Require new developments to contribute to traffic & ped/bike infrastructure
Eliminate long term bike parking and storage unit requirements for multifamily projects
Definition of items - ADU, Annexation, Equity
Shoebox communication
More focus on downtown mixed use development is an opportunity
It would be great to see clearer overlay diagrams of transit/amenities/green space/etc.
Big fan of pro-housing. Missoula's better to the city - Also a green dot on this
Would love to see 8-plexes. Get Rid of parking minimums. There should be equal distribution across the city, i.e - the University and the Rat

I'll start with a quote from some activist from Bozeman who helped organize a group opposed to what the legislature passed in 2023. He said something to the effect that rather than degrade the quality of existing neighborhoods, it would be better trying to improve the quality of less desirable neighborhoods. I presume he meant more parks and tree-filled boulevards. I think it would be good to eventually consider options for each individual neighborhood in order to try to maintain the character of each neighborhood.

I live in the Lower Rattlesnake. Parking is certainly a big issue with infill, but you did address that. My biggest concern with increased density is increased traffic. Traffic has been noticeably increasing for many years now compared to what it was 30 years ago, probably because of more houses being built in the Upper Rattlesnake. There are only two roads out of the Valley, and only one that is reliable due to the railroad crossing at Madison Street. People have told me that at certain times of the morning VanBuren can be backed up for several blocks behind the roundabouts. I am not a commuter; what concerns me is the increased noise. Thirty years ago this was a quiet neighborhood; that is changing. The other big issue is getting people out if there is a fire in the Upper Rattlesnake. Many of the lots in my neighborhood are large enough for a single ADU, but only one. Scenario 2 and three both suggest options for two or more new homes on a single lot. I wonder if it wouldn't be better to consider the Lower Rattlesnake a suburban residential neighborhood. It would be good to have some stores in the lower part of the Upper Rattlesnake to reduce the number of people driving to Albertsons for a gallon of milk.

More opportunity for mobile homes; upscaling ones that are currently existing. Thinking about leveraging communities based on rail.

Scenario 3 could be more courageous; housing allowed everywhere. 6 plexes.

Modular homes for cottage courts.

Commercial areas rely on out of town customers. 1,200-1,400 sf is the range where building is feasible. Smaller than that is actually more expensive.

Housing affordability: does this convey that home prices will be lowered drastically?

What are the demographics of people moving to Missoula? Single adults? Families? Retirees?

Impact to land value?

Corner stores allowed in suburban.

The minute people see that kids feel safe enough to walk to school, it is good."

4 homes by right = nervous (infrastructure).

Can we have urban areas without an alley?

Cars are the problem.

Preserving neighborhood character.

Avoid creating congestion issues.

Define single and multi-dwelling on equity slide = implications for first-timers.

Scenario 3 provides the most sustainable, likable result for Missoula.

Be more like Japan with a mix of all kinds of uses and K-cars.

Open up how we regulate alcohol for nonprofits ie Roxy, Children's Theater, etc.

Risk of an entire city block being converted to high rise in University District.

We are not maximizing ADU potential. The zoning code restrictions are too complicated and restrictive for ADUs. This needs to be fixed!

Give tax breaks for those that create ADUs.

I find the scenarios too limiting and confusing.

Not just <u>A</u> ffordable housing; <u>a</u> ffordable to them.
East Missoula; growth (aspire) doesn't fit the area. Not being listened to. Will any be affordable?
River Road doesn't have infrastructure for growth; needs to be coordinated!
What is the purpose of parking reductions?
Write current/future on maps: current "future land use designation" map is too small.
Remove barriers around ADUs.
Thank you so much for taking equity seriously.
This looks great!
Include Indigenous history in land use plan.
Scenario 3+
MHA Section 8 subsidy has a long wait list and only helps the homeless. The section 42 tax break has no wait list and benefits homeowners
Our suicide rate is too high.
What is an overlay district?
Should say no more often due to PPP; lack of neighborhood input. If we don't get a say, say no first, then consider options.
Lots of questions about how to get involved, which stage. "Where is the sausage making happening? How do I participate in that?"
Encouraged to attend OMCAG.
More to the climate story than just transportation. Smaller homes use less energy, take less energy to build, etc. Bigger homes use more energy.
Tiny home villages? What's allowed where, entry point for equity/affordability.
Pool parking in one area of a neighborhood that is walkable, can be shared by folks nearby that need parking, then alter when there are more options for transit, make that parking into housing.
applies to 4 units and above.
Complete neighborhoods to people don't have to leave for everything.
Reducing landscaping requirements is a concern; don't throw out all requirements like Pro-Housing Missoula is proposing because will further inequities, climate concerns, create heat islands.
Parking requirements; are we asking about in residential or commercials?
More expensive and few homes is <u>big</u> assumption that you do not really know! Many scenarios could/would contradict this.
What do you mean by "climate-friendly area"? Climate effects are everywhere. Are you going to prioritize homes that are ready to adapt to changes? - central air? ways to keep clean indoor air? Love walkable. Love affordable housing. Is this included in government ???- HUD, this authority, Missoula Housing Authority)
Residents should rent to own their dwelling & build up equity. They should be co-ops at least so there there is not a transient feeling to the
All CBD zoning at 10 stores-125'
I grew up in Colorado and it has been destroyed by suburban, single family homes. It's unaffordable, ugly, and highly wasteful. Montana will be like Colorado unless we change zoning

Green space and trees make housing more equitable - Also a dot on this one
Implement neighborways (5 or 6 neighborways routes, at least, to improve accessibility and connectivity)
Missoula must coordinate transportation, parks, lighting and sidewalks, etc. With housing development and zoning. - Also a dot on this one
Move the Police Station out to Mullen Rd and replace it with a botanical garden
Increase building heights in the CBD
Offer <u>tax incentives</u> for those that create new adv units - Also a dot on this one
Let's get weeds under control and build water wise rock gardens
It is our responsibility to mitigate our impact on the environment. No net loss in green space/urban forest requirements
space per unit
I would like to see the racetrack and barns restored at the fairgrounds , our ranches matter! GO AG. GO RANCH. GO RIDE!
parking impacts
Less parking, more bike lanes, better sidewalks, small businesses, walkable distances, parks, affordable units
Reform Adv zoning codes to make it easier to do! - and less complicated
small grocers, coffee shops, gyms, vets allowed
Increase density where public transportation and multi-modal transportation options are available
Parking needs can be met via creative thinking - neighborhoods could have multi level parking - creative financing with multiple developers uniting, etc.
Promote denser housing and services in order to ALSO preserve open space and walkability - similar to (moving toward) what is like in many European cities/towns
Please have policy makers present from Helena at future meetings
Smaller units is equal to more affordable housing. Bring down units. Bring down housing prices
It's not just about <u>zoning reform</u> , it's also about <u>tax</u> ???
Crucial for City to adopt setback standards for riparian and wetland areas as MSO county has done. The standards need professional and informed advice on the setback limits. Last year's legislation passed a bill eliminating citizen ????. So City must establish standards
Eventually: electric scooter and electric (and non-electric) bike system, when density allows
County, schools, grounds that are unused could turn into BIZ+
Really like the idea of more corner stores - community involvement, re: type/hours, etc
Benches under trees, green spaces
We need a couple skyscrapers - Also a dot on this one
Would like to see non profits codified in a way that categorizes them separately as a "public good" without shoe horning them in as operational after thoughts into city code
Need riparian setback standards like those in county zoning regulations. The new subdivision law precludes citizen input that could guide decision, making a riparian area protection. Need to be proactive and set a standard to be followed by developers in their planning. Standards could be flexible to address site-specific issues and allow deviations that protect riparian area but allow some latitude for developer

Increased density should not mean decreased green space. Urban heat island and stormwater mitigation is vital - Also a dot on this one
Build a training program and health builders program. That offers career building services
Parks (in each neighborhood) Where Parks & Rec could have their camps
Increase heights - reduce setbacks (allow more homes)
A neighborhood should not be considered "complete" without <u>complete streets</u> . Sidewalks protected by tree-lined boulevards; multi-modal
Thank you for making equity a major focus
The sky's the limit - I would love to see an indoor rose garden and herb garden; year-round at the fairgrounds
Eliminate building size limits please, or at least only for single family homes
Streamline development review - no neighborhood veto points
Remove parking minimums and eliminate building size limits to increase more equitable and affordable housing for all
Multi-modal transportation options - walking, biking, transit!
Bozeman!
Making sure our built environment stays green
Let's make garbage clean up cool collab with USFS and leave no trace
Large ecologically wasteful and expensive homes like in Lower Miller Creek are exclusive. It's a gated neighborhood in practicality, not accessible to singles or alternative families
Control neighborhood store size and restaurants, because Rattlesnake Restaurant aspires to destination restaurant and bringing <u>more</u> traffic up Rattlesnake - opposite of the idea/philosophy
neighborhood? As the City looks at mixed use neighborhoods, state laws are different for single family, condo and town homes, which will
Need more housing (heart symbol)
Sidewalks on the Westside!
Invest/encourage more CLT developments
I know this is Housing focused, but I would like agriculture place type overview
Truly <u>affordable</u> , <u>not</u> what is currently considered affordable
Don't require that parking is on the property address. Parking needs with off-site, off-street parking lots and garages
New duplexes and multi-family units should be "visitable". New town houses and single family should encourage universal design
Allow ??? more density. 200% over option 3 - minimum
6 units seems low to me - there are 12 unit bldgs in our area (U-Dist), that are great. Possible to up it?
Prevent investors from purchasing multiple/any units in new developments, so MSO residents can live here
The permitting process is a catastrophe! The costs the City is forcing upon home, property and biz owners is crushing people. Stop it!
construction of housing (market-rate or deed-restricted) is more effective in improving affordability than creating affordability incentive
Will increasing allowed density increase property values in a negative way?
Follow climate science. No parking minimums!
Walk/roll/bike routes need to be inclusive of people with all abilities and be maintained for all in all seasons

Scenarios 2 & 3 need to include provisions for edge transitions and high/mass/size that protect existing homes access to light so we can have gardens and solar. :)
Priority should <u>always</u> be given to refurbishing-repurposing existing structures. It's less energy and ecology disruptive. It develops higher skill level and career paths than new construction. It's more likely to employ local worker and keep income in local hands
Greatly increase allowed density in U area. Exclusive zoning near UM imposes huge costs on students and staff, increases housing demand in other neighborhoods, and greatly increases traffic and parking demand as students and staff make longer commutes
Affordable housing in as many neighborhoods as possible!
Strong incentives for affordability and accessible housing and home tools to direct funding to affordable housing trust fund
Please don't force density increase on suburban areas
Improve infill feasibility thru building code reform: allow single stair apts, allow less-expensive finishes, fixtures, elevators, stop micromanaging design; remove "design excellence" overlays. Usually ends up looking worse!
situation when a street is blocked off, (2) Planned snow storage areas! In some areas when City plows we have to go out and clear our
The sky is the limit - I would like to see historical facts and info as well as mountain wildflower and trees etc., stamped on sidewalks, for Edu and Promo
A member of the public was unsure the meaning of "third space". After another member of the public explained to him the definition, he suggested to use more laymen's terms such as a library or a park and to keep it simple.
A member of the public was wondering why the River Road neighborhood was labeled "suburban" (on the Expanding Housing Options map in the Phase 2 wrap-up station). He felt that most of the empty properties are already developed or being developed and that the neighborhood is in close proximity to recent improvements and development along 3rd St and Russell St.
A member of the public was concerned that the City is focusing on housing density only in the urban core. She believes that things have changed since the idea of "infill" in the urban core was first introduced over a decade ago, and that density should also be focused outside
A member of the public noticed that the average population growth (according to the population projection chart from the Community Profile) has been consistent for 50 years. He felt this information could be useful in expelling the myth that "everyone from California is moving here"
Allowing for commercial spaces in neighborhoods for things like modified service stations, tire services, barbershop, salons. More than just a corner store or cafe. EV charging stations in neighborhoods? Green space in neighborhoods, parks. Sense of neighborhood.
Could add a bunch of housing to a suburban lot and they'd still have more space than I do in more urban lot. Lewis and Clark, Slant Streets, etc. Not fair to continue with policies of 15-20 years ago, when we wanted to mostly develop in valley, should shift growth to the suburban
Getting rid of illegal ADUs. One neighbor (Garden City Mgmt) has an ADU on alley and my property line is a fire trap literally sitting on railroad ties for a foundation.
Need a standard definition of a parcel size, developers don't care, we'll get 6 units on one parcel, be really specific. Northside being hammered by development, in an opportunity zone, until that's eliminated they'll build up here because they don't have to pay taxes on that piece of land. Can we change the opportunity zone, it's driving gentrification of the Northside. Nowhere to park, no one has driveways in Northside. Not going to achieve equity as long as we have opportunity zone. And then we have that much less taxes. Don't see the urgency of what's happening in the Northside because right now it's yellow. Our scenarios don't take into account how desperate we are in the opportunity zones.

I believe it's going to be quite difficult to increase residency/congestion without changing neighborhoods and green space. Before a full plan is in effect it might be wise to have some real-life test areas to see how certain development works to increase affordable housing and maintain quiet and safe neighborhoods.

- Federal poverty guidelines set AMI, Affordable housing, etc.

Housing that meets your needs - aging in place, developing a disability

Is there anything that has to do with quality of development? Where does that come in?

Road crossing; when is a roundabout considered an urban areas? How do we decide where they go?

Right now when developments go in, there are no accessibility requirements for buildings that aren't 4+ unit multi-dwelling

- Need to take into account accessible parking
- If someone requests an accessible parking space under FHA it has to be supplied
- When we have these neighborhoods of duplexes or townhomes, we'd like to see X units or more that are automatically accessible.
- Applying universal design standards.
- Visitability ordinance isn't much of an incentive.
- Having new construction that folks can purchase built on universal design so folks can age in place.
- Aesthetics are taken into account over accessibility.
- Can we put something explicit in our LUP or somewhere else that commits to this? Incentives/tax breaks for accessibility, universal design.

Those with capital now have more AirBnbs; don't hear that I have more access to what I can afford.

- With vacancy rates, what can we do to address the "healthy market" vacancy rate of 5-8%? What makes it healthy? Can people actually afford the units that are available under a healthy market?
- What can we do to address that all of this new housing won't be turned into STRs?
- For the STR study, can they look at vacancy rates of different place types to help inform what we put where?
- Freezing property taxes; where they were available before they weren't anymore because people didn't move bc their taxes were frozen.

Aesthetics/Design Quality considerations

Townhomes are built to get around accessibility laws; they're all exempt.

- Defoe St. Townhomes project

Housing affordability

- What about people on SSI?
- This AMI is based on 4-person household - not representative of everyone, what about implications for 1-2 person households?

What Tiny home villages? Like the Homeward project by the Food Bank on Montana Street

MLUPA engagement shift - will people not get to give public comment?

Fear of losing the aesthetics of Missoula, still considering open space

Town in Germany that on their own made it a community for the visually impaired, assistance to get across the street.

3D modeling of what this might look or feel like?

How are community gardens taken into consideration?

What other ideas, concerns or questions would you like to share? (Virtual Open House)

Column1

Looking at car ownership/parking need as only a question of whether people can get to work or meet daily needs by walking or biking is unrealistic. The population is aging, which limits the amount people can walk/bike/take the bus to get their groceries or meet other needs. And even active, fit people own cars to go camping or exploring Montana's vast forests and natural areas. These cars need to be parked SOMEwhere, even if they are driven only a few times each week.

1. OPPOSED to Scenario 3 for increased density in Urban Residential (UR) and for not blurring UR/Suburban Res far enough. Proportional is not equitable. 2. UR can't handle increasing concentration of ground level ozone, esp. during inversions and fire weather; loss of trees to development exacerbates an already bad situation. Poor air quality is an extra burden put there by current zoning and should be equitably shared by other zones going forward. 3. Density needs breezeways, green spaces/buffer zones and off road walk/bike trails woven through; consider a ratio of park parcels to multi-unit parcels. 4. OPPOSED TO REDUCING ALREADY REDUCED PARKING. Further reducing off-street parking forces congestive, and environmentally problematic, street parking. Not only should there be designated off-street parking but parking should be covered (ideally below ground). 5. In favor of affordability in EVERY zip code; it's not acceptable to sacrifice quality of life to achieve it. We're Missoula!

1. Reducing parking minimums does not mean that desire for parking spaces will decrease. Reducing the number of spaces without making alternative modes of transport feasible won't do anything except increase competition for spaces and/or lead to some kind of permitting system or high prices for the few spaces included in an apartment building. I've lived in a city where I paid \$300/mo for a space, which priced us out of the neighborhood.
2. What will increasing urban density do to traffic congestion and parking? Many of the streets in Missoula CAN'T be made more efficient so increasing density only makes sense if we're simultaneously working to get as many cars off the road as we can.
3. What will these scenarios do to property values and therefore tax revenue? Like it or not, some types of development decrease property values. Not only could this be considered unfair to those owners but it could affect how much the city takes in in tax revenue. Have these projections been run?

50% of new/diverse housing development should be placed in Community Land Trust to ensure future affordability.

A fusion solution is best! Sticking to scenario 1 makes sense for areas like the south hills and more distant/fringe places where realistically people won't bike or bus or walk to jobs and entertainment bc it's just too hard! Or only SUPER dedicated people will. But I like the idea of using scenario 2 where it's realistic people can rely less on cars to get to work and such. And then the corner store part of scenario 3 is sweet!

What will this mean for property taxes? Will developers help foot the bill? Would be nice to know up front.

What place type is our new safe outdoor shelter/living space going to go in??? It NEEDS to happen soon and no one seems to agree where. Housing takes a while to happen.

What about other stuff that makes Missoula, Missoula? Does that factor in at all?

Affordable house, diverse neighborhoods - residential and business, walkable, bikeable!

Allowing more parking, especially in commercial areas as well as keeping parking costs low. Maintaining parks and outdoor spaces as part of the city as well as make it both more walkable and bikable cutting down on traffic and congestion.

As we consider the possibility of building more housing, businesses, mixed use lots, etc. I think it's incredibly imperative that accessibility is at the forefront of all of this. All homes, apartments, and businesses should be designed beyond ADA standards for wheelchair users and consider other access needs. This isn't catering to one group of people; this is ensuring that homes and apartments will be more accessible for EVERYBODY since disability is a marginalization that any of us could fall into at anytime. (Plus, a more accessible world is just better for all anyway!) I want to see new buildings and business be highly recommended on apps like Roll Mobility. If we're starting from scratch, let's center the most marginalized and those who are often more likely to lose their jobs, housing, and independence. Let's build affordable and accessible homes!

Building height requirements for residential buildings should also be relaxed. We don't need more tall hotels and commercial buildings, but mixed commercial/residential and residential buildings should be allowed virtually everywhere.

By eliminating all parking increases on street parking this is still Montana and most everyone drive a car. If all off street parking was eliminated where would the cars go?

Concerned with transportation. While the Mountain line is great, is it enough to displace the cars that people will sell because they can longer park? I care for low-income families with high medical needs. It's challenging to get them to appointments and medical care when they have their own transportation. If the expectation is more public transport, how will little kids/infants be accommodated? Will special routes to our medical facilities allow flexibility for families to get to/from appointments? With more people/families (likely) renting in these scenarios, there is less input from people paying property taxes when it comes to voting for services, etc. Property tax hikes continue to push single home owners closer and closer to loosing the ability to stay in their home. Missoula has a wonderful and unique aquifer, how many people can it support? At some point will N reserve stink like sewer all the time? We live in a valley, and dont have infinite space to just keep expanding.

Corner stores in Residential Neighborhoods: They need to be family friendly, affordable, and provide fresh foods, not just convenience store options.

Truly affordable (Big & little "A") accessible housing that is minimally (at least) visitable and at best incorporates universal design.

Corner stores: I would like to see a variety of corner stores in terms of what they offer and type ie grocery stores vs. restaurants as well as entertainment and recreational options. Parking: Allowing more parking, especially in commercial areas as well as keeping parking costs low. Ideas, concerns, questions: Maintaining parks and outdoor spaces as part of the city as well as make it both more walkable and bikable cutting down on traffic and congestion.

Creating more units that are smaller is a good start for affordable housing. However, nothing prevents large hedge-fund developers from holding these units hostage at higher prices. I hope we will also put guardrails on the activities of these large, out-of-state developers, require that a number of units in each development be low-income, and stand in favor of rent control should HB 463 be challenged.

Do not employ a "blanket" increased density approach to the entire town. Neighborhoods that are currently zoned single family should maintain the existing minimum lot sizes, but allow duplexes to comply with new state laws. Do not allow four or six plexes by right in these areas. This will continue to destroy the character and charm of these neighborhoods and not lead to any reduction in housing costs.

Eliminate big setbacks.

Eliminate parking minimums entirely (or at least in the urban placetypes)! The market will decide what is needed, so elimination will neither solve all problems nor create gridlock as proponents and opponents might suggest. Any parking requirements the city has will still be placing a thumb on the scale for automobile dependence and will force future planners and council members to revisit this conversation over and over.

Enforce Handicapped Parking, including 2hr limit.

Equity and affordability should be our top priorities.

Affordability should be strongly incentivized, and it should be easier to change lot lines.

There should be minimum requirements for single-floor and accessible dwellings to address current and expected demographic trends.

Otherwise, the growth plan should leverage market forces by allowing corner stores, allowing mixed use, and removing parking minimums everywhere.

We need increased housing density with high quality of life. How can the growth plan help to ensure that increased density doesn't degrade quality of life? Transit, trees, pocket parks, bike paths (Neighborways), etc. Aren't these part of growth planning too?

fewer cars on public streets can be achieved with higher density, better transit, and viable pedestrian and cycling routes. A tram network would be a great way to incentivize car free developments in the denser areas of Missoula that are ripe for redevelopment

For about 25 years I have been objecting to lowering the requirements for parking. Lets pretend that all of you now have .5 parking place for your (3?) cars. Do you have a teenager who drives to highschool in a car? Do both parents drive their cars across town to work? Is everyone willing to sell their cars, or pay to store them?

What is the percentage of elderly and disabled in Missoula who are not going to hop on bicycles?

Those of us who travel from other parts of the county to Missoula, prefer to do business with companies/businesses which have ample and reasonable parking.

No one should be belittled for choosing to drive a car.

I am in favor of options, but not narrowing those options to exclude certain people/drivers.

Thank you

Given climate shifts & Extreme Heat plans: our building codes need to attend to the sun's impact on heating & cooling loads. South facing windows & appropriately designed overhangs provide passive heating in the winter without adding to heat load in the summer. Minimize north facing windows due to high heat loss in the winter. MOST important: minimize west facing windows that overheat hugely in the summer w/no option of overhangs due to the angle of the sun. All these are critical for building comfort & will reduce the size of HVAC equipment and its accompanying fuel use & embodied climate impacts. This is a no-brainer that our development designs and code seem totally oblivious to. Additionally: Pervious pavement can be cooler than asphalt as well as aiding with stormwater issues. And planting non-brittle, drought tolerant shade trees is more & more critical to reduce heat island effect, with equity emphasis in Invest Health neighborhoods that lack trees and green space.

Housing close to transit allows for reduction in parking requirements and provides a realistic mode of transportation for a place that has winter 6 months of the year.

how does this policy "Keep Missoula weird" this is important.

How do the scenarios relate to or affect parks and green spaces?

Does transit include access to trails? seems like an important thing to consider when talking walkability

I am a big fan of solutions that prioritize walkability, affordability, and neighborhood character. We should focus on making neighborhoods that work for younger people, lower-income people, disabled people, etc. and trust that those folks will work together to contribute to the neighborhood's character, rather than prioritizing neighborhood character and in the process creating neighborhoods that are gentrified and exclusive. Inaccessibility is not a character I value, and it's not a character I think is in line with the values of the Missoula I grew up in.

I also think that accelerating climate change will lead to an even greater expansion of Missoula's population than we've anticipated in the coming decades. I fear losing the city's character, not to an influx of "outsiders" from areas like California fleeing climate change, but to reactionary Missoulians who turn away from our values of inclusivity and care in order to try to protect our city from change.

I am concerned about parking around public spaces like parks that are located in residential areas. I live near the Westside Park and on popular days, Phillips Street is extremely unsafe near the park because it's not only bumper to bumper traffic but also both sides of the street are completely full with parked cars. There isn't a lot of parking at the Lowell School and so it gets really congested when people are using the park and the school and then people who live near the park also have to park there.

I am concerned about the parking. Will there be more bus routes and more often? It's not feasible for me to take the bus if I have to leave more than an hour ahead of when I need to get somewhere. And there isn't a route that is near my work. Will we be increasing the bike lanes? It seems like most Montanans have a big truck to recreate...not sure how changing the parking will alter that. My other concern is if when my neighbor sells his/her house can a small grocery store, pot store, etc, be built there (depending on the scenario) which will then impact traffic and noise? Will the neighborhood have a say?

I am extremely upset. Living on 6th and he's t street. How do I have 3 huge building going up without the parking requirements that are listed as law now. It is not fair that higher end places don't have to absorb additional housing complexes and are put all around lower income places and they get to keep there high end single family status especially considering they are closer to the university where dense housing for student Walkability should be key not "not in our zone"!

I am most concerned about the lack of quality, affordable housing. If people are concerned about losing the character of some neighborhoods, I suggest modest exterior design requirements to maintain the "feel" of particular neighborhoods. The maximum housing should be allowed in all zones so long as the housing is safe, has access to utilities, and has adequate transit options.

We should also eliminate any bans on camping within the city. Whatever the Supreme Court may say, the criminalization of houseless-ness and the forced and arbitrary removal and relocation of homeless people is a violation of international human rights. It needs to stop.

I am very supportive of allowing a wider range of housing types across the city and streamlining the permitting process. We can and should have row housing in all areas. It may take people some time to come to terms with the idea, but eventually it will seem normal to have mixed neighborhoods again (especially in areas developed in the 70s-2000s). We need the missing middle housing to keep prices reasonable and allow young people a path to homeownership. Infill development will also improve sidewalk connectivity in many areas, which is a huge bonus as walkable businesses move in.

I don't care for your controlled answer surveys- it only gives the answers you want to hear. I would like to see an actual open poll so you can get real answers- none of the scenarios make me happy and still paying way too much for taxes- until that gets handled stop spending money on pet projects and destroying what used to be a great place to have a home by over filling and destroying neighborhoods. Stop the assault on single family neighborhoods, nobody is happy living in tight areas with congestion and noise. Stop recreating Housing PROJECTS didn't work in the 70's not going to work now, creates a whole different level of which this place was not designed for. Stop with the oversized stupid roundabouts that are too big- Park Ave, Kent these streets were not intended for them and the line of site is blocked making them more dangerous.

I favor minimum development throughout the city. Development means more people, more house, more cars, more traffic. The bigger Missoula grows the less desirable a community it becomes. Most people would not benefit from increases in population and the development of currently undeveloped land. Montana prides itself in being The Last Best Place. There used to be many "best places," but growth and development has ruined many of them. The more Missoula is developed, the more damage will be done to the current way of life for residents. What we need in Missoula is a growing sense of contentment with what we have.

I live in Hellgate Meadows, which is already mixed use and has mixed housing types, all on small lots, and is a wonderful neighborhood. We are on a bus route and also within walking distance of grocery stores, restaurants, entertainment venues, school, etc. Unfortunately, reality seems to be that the vast majority of people DON'T use their cars less, and they DON'T have fewer cars. If there aren't enough parking spaces for their vehicles at their own dwelling, they just park in front of other people's houses, eliminating parking spaces that our friends/kids/grandkids need when they come to visit from out of town. This is NOT a good outcome. I understand the drive to discourage single-occupant vehicle use (I am a bus user myself), but it just DOESN'T WORK! People will not give up their cars, no matter how few parking spaces are provided. The parking just becomes somebody else's problem (the neighbors) if not enough parking is provided per residential unit.

I live on the Northside in The Opportunity Zone. This tax break for developers using capital gains is driving gentrification of the Northside. They pay no taxes but build giant out of scale rental buildings and charge market rate rent: they are motivated to do this as they must hold the buildings for 10 years to NEVER PAY ANY STATE OR FEDERAL TAXES. This impoverishes us all. These developers are basically parasites. Equity will never be obtained until the opportunity zone is eliminated. The mayor and city council have the authority to do this. As we are hammered by developers (i live in the Historic Railroad district) we are having to park on street with ever increasing cars parked everywhere. Just FYI there are no driveways in the Historic Railroad District, so we are a good example of how really fucked up it can be if you don't require parking to be built. Thanks for listening

I LOVE everything proposed in Scenario 3, and would love to see that pushed even further in the future! Creating dense, affordable, walkable, diverse, and resource-rich communities is how we keep the future of Missoula alive.

My only concern is about minimum parking requirements. I would love to work toward a future in which we eliminate ALL minimum parking requirements, but that would first require the development of transit/resource infrastructure that can support everyone, including those living on the outskirts of town who may not have access to bus lines or be able to feasibly bike to work. So my response to the minimum parking requirement question is more conservative than my actual view on the issue, purely on the basis of immediate practicality for those for whom driving is the only option at this time. I hope that makes sense!

I love the idea of a 0.5 parking spots/unit requirement in most locations in Missoula eventually, but I don't think it's reasonable or prudent to impose that change in such a widespread manner without first creating neighborhoods and transit options that would ensure economic opportunities and access to amenities for the residents that would live there.

I prefer strategic design. More density in a multi family building might be more appropriate on one corner than another. I think different particular locations have nuances that should be factored in. I also am interested in housing more specifically designed for older adults to downsize into from their sfdu. Really lean into the potential of the missing middle and locations that several older adults could live close to each other.

I really appreciate the work the committee has put into developing these scenarios! Very important work! I think an ideal plan (for me) would fall somewhere in between scenarios 2 and 3. I believe there is a significant proportion of Missoulians that value space and low density housing and having some of these options still present would support this demographic as well. That said, all neighbor/place types benefit from additions like bike lanes, corner stores, and access to public transit. I am also not convinced scenario 3 would reduce housing prices as much as it claims. Missoula housing trends have long bucked national trends (e.g., little/no drop in price in 2008) - is that model grounded in Missoula economics or national models? Currently, new high density housing (e.g., town homes and condos) are some of the most expensive in town. Even with more availability as long as Missoula is a prime moving destination prices will remain high.

I really like the trifecta of, 1) reducing the parking requirement 2) adding cornerstones/businesses and 3) using mixed use zoning, to get people living closer to what they need right needing to rely on a vehicle. Small affordable grocery stores would go a long way toward making lives easier.

I support these efforts. I also work downtown without associated parking, and already parking is tricky to find...so packing more people into areas without sufficient parking will continue to lead to frustrated people annoyed at each other rather than feeling welcoming to each other. More parking garages (with some sort of affordable fee structure) would help. Meanwhile - I highly value natural areas, urban forestry, parks, and locations for shade and wildlife movement and habitat. Please continue to prioritize wildlife habitat and natural areas protections, which in turn benefits all these gazillions of people moving to Missoula. Thanks.

I think any way we can get more ADUs, more units, more ways to get housing in already developed areas is a win. Let's use the infrastructure we already have in place. Remind our NIMBY neighbors that if they pretend to be environmentalists, that they are simply encouraging urban sprawl. I also think we need a mix of both commercial and residential uses so that each neighborhood can have it's own feel and community, ultimately discouraging the need to drive all the time. It's going to take lots of different approaches to make housing approachable and affordable again.

I think the balance between parking and housing is the most difficult, because it's not simply a matter of proximity to a bike lane, downtown area, or transit stop/center. If the bus stops running at 7pm, so only comes once an hour, or is frequently late, a resident can't rely on it and will almost never choose that option, and it doesn't matter that they live down the block from the bus stop. Improving our access (in terms of frequency/reliability/safety) to alternative transit HAS to happen simultaneously to reducing parking. Same with biking, even if I live close by, if the biking route is dangerous, I'm not encouraged to take it. At the same time, I do think that residents have to feel some frustration towards parking availability to be encouraged to explore alternative transit... but then the alternative HAS to be desirable, safe, and accessible.

Finally, I think protecting green spaces is important in ALL cases, including protecting large trees which keep our streets shaded.

I want MEANINGFUL mandatory private sector contributions to the Housing Trust Fund; in particular I want developers and related linkage entities, short term rental owners, demolition outfits and other beneficiaries of in-fill growth to make contributions that impact THEIR profits, and not the eventual costs to citizens for their housing. I want our local leadership to protect us from the obscene greed of both LOCAL DEVELOPERS, and out of state entities here exploiting us.

I welcome this effort and commend you on the website and survey! I am strongly in favor of increasing housing density and making it as easy as possible for people to live here without needing a car. I am a homeowner who is contemplating a conversion of our 2-car garage into an ADU to help alleviate the housing crisis. I request that the requirements for where cars are allowed to be parked in the streetside setback (they are currently only allowed in front of an existing parking structure) are removed, at least for garage-to-ADU conversions. This would allow shifting the streetside setback parking from the existing driveway to another location, which would make the ADU much more feasible.

I would like to call a few things to your attention that were confusing on first page of this survey:

1.
It was difficult for me to figure out how to rank my choices in the first question. I wanted to say Scenario 3 as #1, then scenario 2, then 1. When I clicked on 3 it gave scenario 3 a #1 ranking, but I had to fiddle around for awhile to get 2 and 1 in the order I preferred. Perhaps instructions could be made clearer if accurate survey results are desired.

2.
It seems there might be a typo in the ranking of which outcome I am most supportive of on page 1. "New housing is more feasible to build and allows for lower cost units, even if buildings are larger than existing homes". Does survey truly mean 'larger'?

I would like to emphasize the need to keep strong affordability/accessibility incentives in place so Missoula continues to be a place where regular people can afford to live.

I would like to encourage the consideration of connectivity (e.g. trails, sidewalks, paths) in this process. I am in support of Scenario 3 in most cases, however I think there is an opportunity to also address some of the needs that allow for walkable communities which will require a clear plan for bike paths, sidewalks and public parking enhancements for areas where parking is allowed. I currently live in the downtown area and the parking is very much a challenge. However, I believe that connectivity to areas with more public parking can alleviate some of this. I would also suggest consider that commercial "corner stores" not be necessarily restricted but rather incentivized. For example, a "corner store" service providing essential service/needs would be prioritized over a luxury or consumer discretionary goods/service business.

I would love to know if there's a scenario where truly affordable micro-apartments are emphasized along with increased funding for the Poverello and/or other resources. I live near the north side of the Russell Street Bridge, in a pretty walkable area, and would happily forego some convenience to get rid of my car, but until I can walk downtown without *literally* seeing people smoke crack/meth on my way, it isn't realistic.

I would love to see development shift to prioritize affordability, density and walk ability. We also need to support infrastructure that encourages public transit and other non car forms of commuting. Parking lots should not be a priority. I like the idea of limiting the size of new builds both in height (tall buildings in some neighborhoods is very out of place) and size allowed for single family units. We should favor multi family or multiple units per lots. Most important to me is missoula stops letting rich developers do whatever they want!!!

I would love to see more infill development in Missoula and a removal of parking minimums.

I'd like to see more designated disabled parking spots but fewer parking spots overall. I hope to see prioritization for affordable housing over commercial development in this growth plan. Protecting existing farmland and existing public land is also an extremely important part of sustainable development for Missoula, and I hope to see those goals worked into the updated growth plan as well.

I'm a huge proponent of corner stores and walkable neighborhoods. I'd also love to see more mixed-use development in proximity to existing walk/bike/bus infrastructure, e.g. more dense housing and commercial destinations along the Bitterroot Branch trail. (Is it possible to tear out the disused railroad tracks there and redevelop that space + surrounding warehouses? Is the primary barrier there land ownership, zoning, industrial waste cleanup, or something else? Also, can we get trees planted along that path?) It would also be cool to get additional housing constructed above one-story commercial buildings in and around downtown (maybe with some small setback requirement on added stories to prevent them towering over the sidewalk?). Finally, I'd like to see the city work to facilitate cooperation between Mountain Line and developers to fund transit expansion in a coordinated/sustainable way (maybe waiving parking requirements in exchange for ongoing transit funding).

I'm very supportive of Scenario 3 because of its potential to increase housing supply and significantly bring down housing costs as well as create neighborhoods where residents could more easily walk or take transit to meet their daily needs. I would strongly encourage design standards or form-based code that requires new corner stores and higher density housing types to be built in a way that blends into existing neighborhoods. I'm not sure what requirements or standards would achieve that, but I really like imagining denser/mixed-use neighborhoods full of boulevard trees with landscaping and pedestrian friendly designs and would be sad to see denser/mixed-use neighborhoods that have few if any trees and are mostly hardscaped, car-centric areas like mid-town.

If you were really concerned about affordable housing, the permitting process would be more streamlined, and the fees would be less astronomical. Also, I want to know how you plan to balance smaller houses with no outdoor space with more and more and more people using public spaces for recreation, which is already a problem. Parks and trails are congested and parking lots for them are full, because everyone has to drive somewhere to access outdoor space that they no longer have in the form of yards.

Missoula needs more ADA accessible housing, and improved para-transit to allow for aging in place.

more protected/dedicated bike lanes. cleaner/tidier bike paths along the river. more bike/multiuse paths

My neighborhood (Lower Rattlesnake) is very poorly served by public transit, yet it's close-in to downtown and is considered Urban Residential. I think it's pretty difficult to be a household without 1 car in this neighborhood so I can't support reducing the parking requirement to 0.5 cars here unless the city is simultaneously going to increase bus service from 1x/hr to 4x/hr. I would support a 0.5 car parking requirement in neighborhoods where EXISTING public transit and walk scores are sufficiently high (not based on projected new transit/commercial developments that may or may not happen).

n/a

No further option for question one is unfortunate; no focus or mention of allowing taller buildings in commercial districts or main corridors; how do you protect existing single-family neighborhoods? not fair to undo them and pull the carpet out from under existing property owners.

None of the scenarios address the luxury vs. sturdy but plain. e.g. just calling for topping commercial with residential units can as easily result in luxury condos over high-end restaurants in a 'vibrant' district or shoe-string budget college student shoe-boxes over a corner bar, or tenements over thrift stores or safety net providers. The NIMBY issue probably is more socio-economic than size. If people moved to sprawling ranch single-family zones as a sign that the 'made it' to mini-estate, then a fourplex or condo tower of luxury homes of new doctors or bird-watching retirees probably won't be resistance-inducing as a sign of falling status, negative property values, or loss of neighborhood character as much as a duplex or garden-court of "affordable" homes for the mentally ill or welfare families with too many kids/pets/hullabaloo.

Please be more specific about the size of "typical" parcel or lot sizes in urban and suburban residential scenarios. Also, I live almost a mile from a grocery store and farther from medical services, banking, govt. offices ect. but walking to them keeps me fit. Don't assume that everyone should ride to these things.

Please follow other cities and towns and eliminate parking mandates: <https://www.npr.org/2024/01/02/1221366173/u-s-cities-drop-parking-space-minimums-development>

Request to explore new and diverse ways to invest in the Housing Trust Fund and more affordability and accessibility incentives.

Thank you for including the community in this process!

Thank you for such a thoughtful presentation! This is a well constructed platforms of ideas, and I am excited to see the next phases come together!

Thank you for this wonderful presentation. It was clear, concise, and interesting. Bravo to Our Missoula Team!

The big problem with increasing density is the lack of control. I have several ADUs Near me and the people who use them are largely transient. The city already admits they have no control over the short term rental situation. Why make it even worse. The corner store idea is trendy and cute but the most visible thing where I live is a delivery truck.

The city should look at:

- Incentives for developers to provide affordable housing for families and individuals.
- Transit-oriented Developments and incentives to increase walkability and transit throughout our neighborhoods
- How to incorporate inclusionary zoning in medium density and more urban locations. It is tricky but can make beautiful and creative housing projects. Especially if the city provides good incentives to developers.

The public transportation is inadequate and can not substitute for driving to work. Like most residents in Missoula, I would be spending 3.5 hours/day on a bus if I were to have to rely on public transportation to get to work. Many areas are not even served by public transportation. In addition, there is already growing hostility between neighbors over limited parking. Eliminating parking is only going to create more hostility in the community. Please don't do this.

No one is going to get rid of their car. Even if everyone was able to walk/bus to work, they would still want a car to leave town.

The supposed choice between building affordable housing and maintaining Missoula's neighborhood character is decidedly a false choice. Through planning efforts, intentional design, and allowing affordable housing development throughout the city, we can ensure that the *people* who make Missoula are able to stay, thrive, and continue creating this incredible community. Planning and zoning choices should be made to reduce hidden subsidization of vehicles, and instead promote affordable housing, public transit, walkable/bikeable neighborhoods, and accessible/navigable sidewalks and intersections for folks with disabilities.

While I support allowing neighborhood/corner stores as part of this equation, I would hate for this niche to be filled with a dispensary or retail chain on every corner because they are the only business that can afford to pay commercial rent. Local / family-owned businesses should be given preference or some sort of rent discount to prevent over-commercialization.

The University neighborhood is ripe for higher density development. Multiple ADUs and Mansion style apartments should be encouraged along with corner stores and restaurants.

There needs to be a link between public transportation infrastructure and elimination of parking requirements. On street parking causes visual friction, which acts as a way to slow traffic in residential areas. More available, predictable, reliable public transportation means more households can reduce the number of vehicles they need. Eliminating parking minimums does not mean the elimination of off-street parking. Housing with creative off-street parking will be in demand. Of course, that may impact the number of housing units and affordability.

Missoula has an opportunity to leverage commercial (corner stores) within residential areas to create public nodes (transportation and other services) within at least each of the 17 neighborhoods. The City (community) could partner with a corner store (lease space?) to provide a public area for services (e.g. transportation stop) for the neighborhood.

There should always be room for parking. No one has 0.5 of a car. Don't be ridiculous. To bike or use public transportation all year is unrealistic in Montana. It is completely unreasonable to not offer 2 parking spaces per household, minimum. Talk about trying to add to disparities- not allowing parking. And then we go where? How do we get to work to make money? Be reasonable. I live right by a bus stop but don't use it because the places and times do not correlate with my work schedule. I need a vehicle and a place to put it!!!!!!

This is a pretty slanted survey. It's clear that City staff have already decided what you are gonna push for by the wording of these questions. A few things to keep in mind:
Most people aren't going to completely give up owning a vehicle in Montana, regardless of wishful thinking.
Remember, that on-street parking creates a unique set of safety issues for pedestrian and bicyclists. (As a cyclist and walker, trying to see past the parked cars on the street when trying to cross is the most dangerous part of it.)
Corner stores don't seem to be a priority need, and the assumption that people will "stay in their neighborhoods" if they have corner stores doesn't seem realistic.
A lot of underlying assumptions here don't seem to jive with the reality of the type of people that are moving to Missoula and driving growth.

Transit should be working with you on the parking issues. I am all for reducing parking requirements if it makes it more affordable, but transit and other trails infrastructure need to meet the new demand. Cars will still be needed; can Missoula build out a carshare program?

I don't know if you were just using the urban residential and suburban residential to illustrate the result of different scenarios, but I think all applicable zoning areas should be subject to the changes implemented. Any part of town that is residential (even if that's not what zoning calls it) should be implementing.

If someone wants a big plot of land, a mansion, and to drive everywhere, city center is not the place for them. People who need to access the amenities in the area should be able to afford it (university district is a case in point) and be able to make the compromises this requires (less land and sq footage). Missoula should accommodate growing families in this, not just couples).

up-zoning and allowing for 'corner stores' is a pretty basic approach to a 'vision' for the future. Increasing density in existing neighborhoods will have a minimal trickle effect on the overall shortage... perhaps in 20 years when most homes are then 'tear downs' and the occupants have died will this type of improvement move the dial. Allowing for ADUs and duplexes assumes home owners can 'do their part' to add housing? it's not financially or technically possible to ask 'grandma' to have the money or ability to make it happen. Adding a unit to a property makes it more expensive too -- not a feasible for sale product for many. Smaller homes do 'cost less' but proportionately expensive and therefore dicey investments. Infill often compromises aesthetics for affordability.. leaving these products vulnerable in a competitive market. Think BIGGER - Gut the Broadway and Brooks St. corridors - build 10k housing units in well planned mixed use style and generate some energy and taxes.

What are your ideas, concerns, or questions about the concepts for commercial/mixed use zones? Corner stores are able to provide goods at an affordable price. In my experience in Missoula, the few corner-store type locations that exist are in gentrified locations and owners of the developments encourage this behavior and deny non-profits, artists or alternative business models from leasing commercial space.

- Commercial/mixed use zones? Green space and accessible housing

- Minimum parking requirements? Accessible parking (which takes up about 1.5 spaces) shouldn't be a bargaining chip for developers. People who require this at their place of residence should not be used as leverage.

A 5% vacancy rate for short term rentals should be a prosecutable crime with the rate of chronically underhoused people in the county and not considered a healthy thing to strive for. I take this seriously as the estimated rent for units moving forward mean I will be part of this population very soon.

Whatever is done, traffic capacity, traffic flow, and parking spaces should be increased.

While the concept of limiting parking sounds lovely on paper, the daily reality of living in Missoula does not align with this concept and it simply creates a nightmarish outcome for those of us who live here. There is limited to no public transportation in many outlying areas. There is snow on the ground from November-March which makes biking year-round difficult except for the die-hard cyclists who are pushing this agenda. When you eliminate parking, it does not effectively eliminate cars, so all it does is cause cars to overflow onto city streets causing dangerous driving situations, limiting visibility, and creates angry and frustrated citizens. I realize there is a tradeoff, but you have to realize we are not Sand Diego or LA where weather is peachy year-round and it is easy to get around without a vehicle. Missoula residents will not get rid of their cars, so please do not keep trying to get rid of parking and creating even more of an on-street parking mess than we already have.

With higher density we also need more parks interspersed. I suggest a park at the underdeveloped lot of 217 S Catlin. Maybe people already walk with their dogs there and pick wildflowers. It is surrounded by lower income housing and accessible via the Milwaukee trail

You talk about "allowing people to live near transit locations" in many sections of the plan, but Missoula is building up west of Reserve...where Mountain Line does not run (the only route there runs one block west of Reserve, while the large complexes are at least half a mile or more away from the nearest stop). Also, there needs to be more clear and open discussion about whether we're talking about rental or "for purchase" housing. Increasing rental options really doesn't have the impact people seem to think it does (rent doesn't go down once you're in a place, and ours went up an average of 7% PER YEAR before we were finally able to get out). And the corner market idea is nice, but very few of those can actually make enough to be economically viable (I worked in one in Bozeman, so I know what I'm talking about) unless they sell premium foods at higher prices. And do we really need more gentrified coffee shops?

Your depictions of new development are so inaccurate they are false representation of actual development. The city reducing housing size is not appropriate. The customer is the only entity to decide what they want. Your model depictions are showing luxury housing only and no affordable to all housing. It appears gentrification is the main goal of the city in the depictions. You need an Option #4 that massively increases density and building size to accommodate the density. The last boom in dwelling unit volume was from large multifamily and not small development. The city is stuck in a small unaffordable development mindset which is failing the city's growth needs. Allow affordable housing for all residents in every neighborhood.

Attachment F: Public Review Draft Comments List and Analysis

OVERVIEW AND ORGANIZATION

This material contains the full list of comments received on the draft Land Use Plan and the analysis and response from the Our Missoula team. The comments listed here reflect public comment received up until the end of the Public Review Period for the Our Missoula 2045 Land Use Plan, which ended on October 31st, 2024. Comments received following this date are directed towards the adoption process for the Plan and reported on separate from this material. The comments are listed as they were received. In some instances, minor edits were made to remove unrelated communications, greetings, conversational aspects, etc.

The full list of comments received is divided into the following sections:

- 1 Comments received directly into the Public Review Draft of the Plan
- 2 Comments received that apply to the draft Place Type map and Street Type maps.
- 3 Comments received directly through public in-person and online Public Review Draft engagement events and activities.
- 4 Comments received by individuals and/or agencies outside of the online Plan draft.

Responses to individual comments are analyzed through the following framework:

Issue ID	Definition
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- | | |
|---|--|
| 1 | Not Incorporated: Comment is Already Addressed or in Alignment with Plan |
| 2 | Update Plan to Partially or Fully Incorporate Comment |

*NOTE: See Appendix F: Community Engagement Summary of the Plan for more detailed responses to common issues raised by public commenters.

- 3 Not Incorporated at this Time: Further Work is Needed to address this comment, and/or it raises points that are identified to be Addressed in a Future Phase of work.
- 4 Not Incorporated: Comment raises issues that are not within plan authority or scope)
- 5 Not Incorporated: Comment is not aligned with community/project goals or project analysis)
*NOTE: See Appendix F: Community Engagement Summary of the Plan for more detailed responses to common issues raised by public commenters.
- 6 Not Incorporated: Comment is not applicable.

Comments received directly through Konveio on the Public Review Draft Document

Section 1:		Comments received directly into the Public Review Draft of the Plan			
Source	User name	Page	Comment	Issue ID	
Konveio	Anonymous	1	Eh, we can do better.	6	
Konveio	Anon	2	lol why	6	
Konveio	Karen	3	typo: should be "Focus Inward"	2	
Konveio	Anonymous	4	test	6	
Konveio	Bob Giordano, MIST	5	Please change 'people centered' to something that all includes nature, the land, animals.	5	
Konveio	Anonymous	6	typo	2	
Konveio	Madelaine	10	Thank you for taking the time to situate this plan within both local Missoula history, and larger regional/indigenous history. This was insightful and helpful for me.	1	
Konveio	Karen	10	typo: should be "Timeline"	2	
Konveio	Anon	10	Leave Tim alone	6	
Konveio	Anon	10	Inevitable heat death of the universe	6	
Konveio	Clint	11	Is it too late for the GIS cartographers to merge these interstate lines together so they look better? I know the data comes in segmented, but it doesn't take long to merge the symbology together.	2	
Konveio	Charlie Tillinghast	12	Set-backs and easements should be established the length of the Bltterroot River within the planning area (and beyond) to enable future development of pathways that follow the course of the river. No development should be allowed that would block linear access along the river.	4	
Konveio	Anonymous	12	Missoula should annex Target Range to further increase density and housing options since the County is so hesitant to zone this area with the appropriate density.	5	
Konveio	Jamie	13	What source was used for this estimate of population growth?	1	
Konveio	Bob Giordano, MIST	13	The future assumption is based on past trends. We should always question assumptions. We should ask ourselves: what population do we want for the future?	4	

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anon	13	I think we both know there wasn't a source and that they just assumed population growth would be fairly linear.	6
Konveio	Niles	14	Does not seem to incorporate student population. Also does not seem to contemplate "snow birds" as a population (residents who divide their time between multiple dwellings and may or may not use MT as a permanent residence). And finally, does not seem to factor in vacation rentals and how they become "effective population" in the summer, leading to a need for greater actual housing stock.	1
Konveio	Lisa Bao	14	"Looking Ahead" section appears to have the same few sentences duplicated in the second half of the paragraph	2
Konveio	Anonymous	16	Does anyone honestly believe that we have been following (or will follow) a focus inward approach? Missoula has continued to sprawl, as annexation and new subdivisions are being approved for Miller Cr and the S. Hills, Target Range, Mullan Rd and the Wye. Let's admit that we just pay lip service to "focus inward," when what we really mean is focus "everywhere." If we really want to focus inward, then it necessitates saying "yes" to infill AND "no" to outward sprawl. But City leadership never says "no" to development no matter where it is proposed. This draft land use plan continues a "focus everywhere" approach, allowing increased densities beyond what could reasonably be considered "inward."	2
Konveio	David	18	An additional barriers to infill is the land is already developed. The development that exists will need to be purchased and replaced creating additional costs for the land. It is not just the Parcel purchase cost. It is the Parcel plus the small home or commercial building on it that must be absorbed by the new development and the costs shared by the new tenants in the development. This is why density needs to be much higher in redeveloped land.	1
Konveio	Anon	18	You forgot NIMBYs and capitalists.	6

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anonymous	19	The key phrase here is "on the part of the developer." Yes, please. We are taxed out and tired of subsidizing sprawl by paying to extend infrastructure and services to outlying areas being developed. There are lot of places in this Plan Area that will be costly to extend services to.	1
Konveio	Clint	20	I'm seeing A and B annexation in the legend, but the annexation paragraphs on the next page don't reference what this information means?	2
Konveio	Niles	20	Make Marshall Mt into part of the city and rename it MISSOULA MOUNTAIN. Designate this corridor as development ready for a hotel near the mountain and for condos / houses up the valley. Turn the property into a tax revenue driver (within the city limits). Host redbull events!	4
Konveio	Cara	21	strange indentation here.	1

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Madelaine	21	<p>I agree with your point that proactivity is critical in this process, but I disagree that Levittown-style suburban developments are a viable solution. In addition to the fact that their history is deeply tangled up with redlining and racial segregation, such developments come with hidden costs to their residents – both financial (e.g. increased transportation costs, increased insurance costs as the city expands into areas with greater fire risk, etc.) and personal (e.g. a sense of isolation from the rest of the community, particularly for youth left entirely dependent on guardians with cars).</p> <p>To give this a personal frame of reference: I was born and raised walking distance from downtown Missoula, in an area where infill is now being prioritized. Being able to safely and independently get myself to school, the library, my after-school job, sports practice, the University, etc. before I could drive benefitted me more than I can express. What’s more, my friends who lived in car-dependent suburbs are missing from many of those childhood memories - they could only access those resources if an adult was available to drive them there and back.</p> <p>Prioritizing expansion and planning for Levittown-style suburbs might increase the available housing stock more quickly than infill, but it pushes the high housing costs down the road, and onto more vulnerable populations like children and non-white people.</p>	1
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Comments received directly through Konveio on the Public Review Draft Document

Konveio	Niles	21	<p>4/5 Objectives are about restricting growth, or "fear" of growth. There should be a more frank and direct discussion on what causes high housing costs. With "infill" as only viable development option, those units will see greater investment (construction cost), which means the rents will be higher. There's no talk in these objectives about, for example, a "levittown" style development area designated for affordable and rapid growth. It feels like the housing constraint is being institutionalized as part of this long term plan, where the "missing" houses will be somehow just peppered throughout the city (see housing snapshot p.13). There is no "policy" (plan) to fix this deficit.</p> <p>The vision (p.5) uses very strong MUST language, but the Policy is not following through with the painful changes that might be needed. What policy is proposed if the Water Facility Master Plan ("slightly higher") population is itself underestimated? Without a clear plan in place of what will Missoula do if it finds itself in short supply, I fear we will always be lagging.</p>	5
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Comments received directly through Konveio on the Public Review Draft Document

Konveio	David	22	<p>As I have read this document and attended multiple meetings I have discovered this is a 20 year plan for Missoula that may or may not be amended every 5 years. As it is a 20 year vision for Missoula it should meet the needs of everyday development in 10 years time from its adoption. With that it should be ambitious and bold from what is considered development planning today. Then as the plan ages it will become predictable by age ten. From 10-20 years of age the plan should be updated but, it is not guaranteed to occur, so it should push strongly for more equitable and affordable housing/development for everyday Missoulians up to its 20th year where it must be updated. Every chapter should be a recipe for more equitable and affordable development while respecting our natural and built environment. As such it should be progressive enough in the beginning to make Missoulian question its high development intensities as they are built so our future generations have an opportunity to embrace the thriving neighborhoods they will enhance before the city tries to institute inequitable policies again creating more unaffordable neighborhoods.</p>	1
Konveio	Anonymous	23	<p>Firstly, home ownership is not universally the same. I'm sure the average homeowner in Missoula is wealthier than the average homeowner in Glasgow or Glendive.</p> <p>Secondly, single-family homeowners are not the same as homeowners. Owners of single-family houses in Missoula are extraordinarily wealthy by global standards and significantly wealthier than the average American. They literally own wealth, so they are "wealthy." Maybe you should more narrowly define what you mean by "wealthy," Burt</p>	1
Konveio	David	23	<p>I recommend modifying the following statement: "This includes boosting housing production, tackling displacement and gentrification, and ensuring stability and accessibility for people who are historically marginalized, low-income, disabled, or aging." to read "This includes boosting housing production, tackling displacement and gentrification, and ensuring stability and accessibility for all Missoulians."</p>	5

Comments received directly through Konveio on the Public Review Draft Document

Konveio	John Wolverton	23	Omit this paragraph completely (unless we do not really want more "focus inward" housing to be built). Compatibility standards will be a production killer and could be proven to be contrary to state law's pre-emption of design standards.	5
Konveio	Anonymous	23	I support the sentiment behind this suggestion, but I would instead modify the paragraph to be entirely about the character and aesthetics of development to maintain neighborhood and community identities while explicitly being in service of infill. I say this not to dissuade the building of apartment buildings or any other type of development but to dissuade things like that ridiculous brutalist bunker of a single-family house on River Street that is completely out of line with every building in at least a 4-block radius. But maybe that's just an unrealistic dream of mine. Either way, I agree with deprioritizing, omitting, or re-writing this section so that it never can be construed as mechanism for denying denser developments.	5
Konveio	John Wolverton	23	It is false to characterize Missing Middle Housing as compatible in scale to SFR. For Missoula, Missing Middle Housing is anything from tri-plex, cottage courts, attached townhomes and anything up to low-rise multi-plex. in other words 3 unit to around 40 unit buildings. So in no way compatible in form to SFR.	5
Konveio	David	23	I would change this text to the following as I believe it is more accurate "Missing Middle Housing a range of multi unit or clustered housing types that help meet the growing demand for walkable urban living, respond to shifting household demographics, and meet the need for more housing choices at different price points."	5
Konveio	David	23	I believe this change will increase equity and affordability in housing supply. "compatible in scale with single-family homes," is really saying the homes only affordable to 20% of the city population who are the wealthiest.	5

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Burt	23	People that own homes in Missoula are not "wealthy" and should not be presented as such in this document. Home ownership in Missoula is about 60%. The national average for home ownership in the US is 64% - the same.	5
Konveio	David	23	I could add Condominiums to this list as it is the Missing Middle housing for future generations.	6
Konveio	Anon	23	We should just have poor housing. Anything else is excessive.	6
Konveio	David	24	Is a "single-family attached home" a townhome? If so why not just call it a townhome? Single family attached is confusing as duplex is listed separately and townhome is not listed at all, yet they are supposed to be more affordable.	2
Konveio	David	24	Remove the following as it enforces inequity in the community "that feature smaller dwelling units typically associated with missing-middle development." Single family homes are only affordable to the top 20% wealthiest residents of the city. Why should 80% of the population bow to the wealth instead of embracing they own affordability? If larger condominium and mixed use developments are more affordable it should be the New Normal rather than the more regulated.	5
Konveio	David	24	This paragraph is unknowingly pro unaffordable neighborhoods. A single family home which is new is more than \$500,000. The land it sits on is at or around \$100,000. That is just too much expense for the average wage earners in Missoula with a mortgage not exceeding 30%-35% of the family income. More density is required to make the dwelling unit affordable to most of Missoula. Please revise to pro equity and pro affordability themes.	5
Konveio	Anonymous	24	Additionally, this paragraph supports the preservation of neighborhoods primarily composed of single-family housing units. I don't think we should focus on the preservation of such an exclusionary concept in a plan and community that is ostensibly about inclusion.	5
Konveio	John Wolverton	25	All added housing is a community benefit through the process of filtering and migration chain. We need more homes.	1

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anonymous	25	Maybe we should be less concerned with "markets" and more concerned with housing. If the private sector cannot meet the people's needs, maybe local government should own and operate affordable residential buildings.	4
Konveio	Anonymous	25	This paragraph (and this whole project, actually) keeps conflating "equity" with "affordability." I agree that the impacts of higher density housing should be distributed across all neighborhoods, but that doesn't necessarily mean it will be affordable. A lot of it will end up being more 4th & Ronald high-end condos. I have serious doubts that this free market approach will get us a significant amount of truly affordable housing. This project is really about equity under the guise of affordable housing.	5
Konveio	Niles	25	Citation needed? What cities have implemented this policy effectively? Is there never a need for simply affordable housing all built at once and rapidly? Can a balanced approach be considered where the city identifies "triage" or special case scenarios where bulk affordable housing is needed to adjust demand, but "normal" policy is for equitable and distributed development?	6
Konveio	Lindsay	26	Agree a hundred percent!	1
Konveio	Madelaine	26	I would encourage the city to also address the burdensome restrictions about where a driveway can enter a property when streamlining this process. I know of at least one homeowner who is interested in constructing a garage and ADU, but currently can't because the city would require the new driveway to cut across the verge, sidewalk, and majority of the property, rather than taking the shorter and more logical path from the other street adjacent to their corner lot.	5
Konveio	John Wolverton	27	This map, legend and four-square chart is unclear .. hard to interpret / understand.	1
Konveio	Niles	27	Feels like the only 8% work from home stat is off given 34% income increase with an unit turns over. (see p.13, 5k/56k)	1
Konveio	Anonymous	27	I'm pretty sure the white space in that map is where both renters and owners get high. Hope that helps.	6
Konveio	Anon	29	Terrible art.	6

Comments received directly through Konveio on the Public Review Draft Document

Konveio	David	31	I suggest making affordable housing that isn't just income restricted more readily available so all of Missoula benefits. County Commissioner Slotnick has a very good presentation on how Property taxes work. The more properties that pay less or no taxes the higher the taxes are on everyone else including the working poor. Make more tax paying affordable housing developments so all of Missoula benefits including the elderly.	1
Konveio	Madelaine	31	Is there any type of relationship between this suitability index and mandatory parking minimums?	4
Konveio	Niles	31	There needs to be a refocus of suitability that factors in roads (streets that go somewhere). Meaning, as a general policy we should avoid further density on through roads (making them into "stroads"). One option is to put "buffer" cells on the corner (a central WHITE or beige cell) and then indicate that housing should not be ON the corner but rather load off of the corner, some blocks away. Then, the "busy" corner would have a "halo" of dark green around it. Eg, if housing is built near the corner, you would see the BACK of the building and the "front" and access would be away.	5
Konveio	Anon	31	Sounds like we need public housing then	6
Konveio	John Wolverton	32	"Third Spaces" are not only in the public realm. They can be coffee shops, breweries, Garden City Harvest facilities, small gardens within a complex, etc..	1
Konveio	Cara	32	typo here. Does this paragraph connect to previous sentence?	2

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anonymous	32	I agree that the City can and does use incentives to get affordable housing, but the City often fails to strongly negotiate with developers, and accepts the bare minimum in exchange for the incentives (eg: the South/Stevens/Sussex development project.) We can't afford to keep giving away "policy subsidies" (eg; rights of way vacations) and getting very little affordable housing in return. And the affordable housing we get needs to be PERMANENTLY deed-restricted before we give ANY significant incentive to a developer.	4
Konveio	Anonymous	32	I like the idea, but I'm not sure if it will work. I imagine developers will just build something else that will get them more money. The city should just own the housing we need so we can keep it permanently affordable.	4
Konveio	CJ	33	Any infilled home should be of the same size, architecture, and should seamlessly blend with the existing neighborhood.	3
Konveio	David	33	I think it is important to say that Historical Preservation shouldn't be used as a tool for Gentrification. Historic districts are starting to become gentrified because historic preservation regulation is being used by the wealthy to stop densification of older neighborhoods that have historic designations. Arguments include only single family homes historically were built in the district so only single family homes should be allowed to preserve the character of the district stopping more affordable denser developments. That is a disservice to a historic district and the future of Missoula	5
Konveio	Anonymous	33	Then that's not infill. This suggestion defeats the entire purpose of this plan. You might as well have just said "don't change anything."	5
Konveio	John Wolverton	33	The character of a neighborhood is wrought by the people who live there. If we restrict infill it will price out the existing types of neighbors and become an exclusive neighborhood of the wealthy. Also the more exclusively a neighborhood becomes or remains single family the more it costs the whole city to subsidize (maintain) it.	5
Konveio	Anonymous	33	We should take this one step further. The only buildings in Missoula should be the exact size and architecture as was available at statehood.	5

Comments received directly through Konveio on the Public Review Draft Document

			I agree. I also think it should be clarified that historic preservation seeks to preserve the appearance of buildings while allowing different uses for those existing buildings and enabling continued nonconforming uses. Furthermore, compatibility with historic districts should refer to the design of developments but not restrict the type of developments. Maybe design standards should be voluntary guidelines so as to not stifle development though. I just want nice looking multi-family dwelling units and commercial buildings. Everyone deserves to live in a nice place.	
Konveio	Anonymous	33		6
Konveio	Anonymous	34	Where are the light commercial buildings and walkable grocery stores?	1
Konveio	Niles	34	Formatting bug.	2
Konveio	Anonymous	34	formatting arachnid*	2
			The term "Form" is the new term being used to take away equity and affordability in land use and zoning regulation in this plan. "Form" is the new term to subtly mean "exclusive development." This is how it is undermining affordability and promoting gentrification: New development must be similar in area, mass or Form as existing exclusive single family residential homes most Missoulians cannot afford. This means new building will need to be very expensive, custom framed, structures utilizing every square inch of their volume to add an additional dwelling unit. All dwelling units in the building will then be more expensive to buy or rent limiting the economic class of citizen that can afford to live in the neighborhood. I recommend the term "Form" be removed from the plan in all locations. I recommend the requirements for new construction to be compatible to "size and scale of existing homes and buildings" be struck from the plan to prevent further inequity in land use planning for the next 20 years.	
Konveio	David	34		5
			Well, if a single-family home is two stories, then this would technically be accurate. I live in a quadplex, and there are single-family houses in my neighborhood that are larger than my building. There are also two-unit residential buildings that are larger than my quadplex. I think the previous two commenters may just suffer from a lack of imagination.	
Konveio	Anonymous	35		1

Comments received directly through Konveio on the Public Review Draft Document

Konveio	SusanCGM	35	I like the smaller home model more These days people are 1 or 2 per family --the days of big families is less and less common. And in the USA we are less likely to have muti-generation families Though I love the idea of generations together solves many social issues (child care/ elder care etc) Super small homes have grown in popularity	1
Konveio	Madelaine	35	I could be mistaken, but I seem to recall earlier iterations of this discussion that included mixed-use zoning (e.g. a single building with both residential and commercial uses, such as a corner store with a single-family apartment upstairs), in addition to the adjacent uses that are discussed here. Has that been struck from the updated plan? I would be disappointed to see it go, I found the idea very appealing.	1
Konveio	David V Gray	35	A better example of the complete lack of understanding of the built environment by the consultant/staff writing these policies. It is a two story building no taller than a single family home so it must have 4 foot high ceilings on each floor and is unlivable. In essence a 4 plex or denser building is going to be banned if it is larger than a single family home currently in a neighborhood. More density means larger more massive buildings and to densify and look inward the size of new buildings needs to be allowed to be larger. Substantially larger. This is going to affect single family neighborhoods the most and citizens need to be educated on that for Missoula to grow denser. Staff needs to stop selling the falsehood that more density can fit in or have a form compatible with a one story ranch style neighborhood. More Density is going to be a dramatic change but a needed change.	5
Konveio	Madelaine	35	David makes a great point about unrealistic expectations setting readers up for frustration and disappointment. If there is room in the budget to do so, I'd encourage the city to consider enlisting the services of a skilled concept artist to help the Missoula community imagine what the variety of potential development styles might realistically look like in situ.	5

Comments received directly through Konveio on the Public Review Draft Document

Konveio	David	35	Duplexes work. More density then that and now you have a real problem. Missoula needs to add 40% more dwelling units in the same land area in twenty years. We need a big step up in density if we want to make a difference in the housing shortage we are experiencing.	5
Konveio	John Wolverton	35	We'll need more diversity of housing sizes, especially choices for families. Four units constrained within the floor area of a single family home will result in a community of nothing except studio apartments (not good).	5
Konveio	David V Gray	35	A duplex, not stacked, and one story this make sense except the livable area of the homes in the duplex are 1/2 the size of the single family home. This leads to higher cost of living as there is less livable space yet twice the building cost of the single family building. This is a perfect example of City zoning inequity and unaffordable form based rules.	5
Konveio	John Wolverton	35	But maintaining the mass and splitting one house into a duplex means less space for attainable family oriented units. So we'd end up with a city of studios and one bedrooms.	5
Konveio	David	35	So you can turn a 800 s.f home into a duplex and sell each side for \$350k and that fixes our housing problem? My point is the diagram is showing a more massive building contrary to what is printed. I think the diagrams and text should align with one another for clarity purposes.	5
Konveio	Anonymous	35	[citation needed] I don't see how a duplex drives up the cost of living when each unit is likely cheaper than an equivalently-sized single-family house (all other things being equal).	6
Konveio	David	35	May I refer you to 1040 Kemp. It is a duplex in the backyard of an existing home. It is for sale for \$1.2 million that is not attainable for most of Missoula. They saved the house in the infill project or the cost would have increased by the sales price of the home that would have been torn down. This is why low density development is unaffordable to most Missoulians.	6

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anonymous	35	Your one example is not a citation. Besides, it feels more like an argument for price controls than against duplexes.	6
Konveio	David V Gray	35	Do you see that this portion of the diagram is contrary to what you are showing above with the three denser buildings. More density means bigger and more massive buildings than what may be in place prior to new development or infill.	6
Konveio	Anonymous	35	No, I don't see that.	6
Konveio	David V Gray	35	Do you see that more density in a building means bigger and more massive new structures? This does not maintain neighborhood character which is fine in my view but your drawings are deceptive to persons not familiar with what new construction really means in existing neighborhoods	6
Konveio	Anonymous	35	That is false. This is just one example. You could easily increase the density of a large, existing single-family home by making it a duplex. The size of the building would not change. Conversely, you can have one massive house that dwarfs the size of my multi-family dwelling unit. In fact, there are plenty of single-family homes that dwarf the size of multi-family unit that I would argue destroy the character of neighborhoods.	6
Konveio	Anonymous	35	Not necessarily. There are plenty of large houses in this town that could be comfortably divided into two homes. Besides, single people need studios and one bedroom apartments too.	6
Konveio	Anonymous	35	If everybody gets housed, then yeah, it would.	6
Konveio	David V Gray	35	This is a false statement and should be struck from the document.	6
Konveio	Anonymous	35	No, you are a false statement.	6
Konveio	David V Gray	35	Single Family home one story this makes sense.	6
Konveio	Anonymous	35	Yes, the concept of a one-story single-family house exists in reality. I am proud of you.	6

Comments received directly through Konveio on the Public Review Draft Document

Konveio	David	35	Hello Susan. Small can be nice but it is also really expensive. There is a small home for sale at 728 Rollins for \$465K or \$750 per square foot as it is only 600 s.f. in area. This is a good example of why small may be nice but out of reach of most Missoulians. The condo at 1559 11th Steet on the other hand is 850 s.f. and \$350k which is bigger and more affordable. It is three stories tall and very dense. I think this will provide more of the Missing Middle housing of the future.	6
Konveio	Madelaine	35	This comes up on page 55, my mistake!	6
Konveio	John Wolverton	35	Yes, small-scale retail capacity should also be mentioned here. It will be a very necessary component of vibrant and thriving residential 'hoods.	6
Konveio	Anon	36	This kind of matters less when school districts are not drawn equitably and when we allow private schools to exist and destroy our public education system.	4
Konveio	anonymous	38	bighorn sheep, not Big-Horned Sheep. Don't need to capitalize wildlife species. Also, Canada lynx, not Canadian lynx.	1
Konveio	Kari	39	What does the acronym WUI mean?	1
Konveio	Niles	39	The requirement to PAVE the alley when adding a ADU goes directly against this policy and needs to be revisited. Not only does it add \$30k or more to the cost, it makes future utility work harder and drives rainwater off rather than allowing it to soak. This document does not seem to specify specific existing policy that will hinder the implementation of the desired goal. Without the removal of the asphalt requirement, not only will ADU continue to be expensive but the natural environment will suffer.	4
Konveio	Anonymous	39	Wildland Urban Interface	6
Konveio	Anonymous	40	While I support this in theory, I worry about people abusing agricultural land designations 1) by taking advantage of state laws that loosely define agriculture and 2) continue patterns of exclusion (I'm looking at you, Target Range).	1
Konveio	Anonymous	40	Spacing.	6

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anon	41	2024 Grant Creek Fires RIP	6
Konveio	CJ	42	Housing density increases should only be considered in areas of "Low Annual Burn Probability". No zoning changes should be made in medium & high burn probability areas (wildland urban interface). The WUI areas will burn. It's only a matter of time. It is irresponsible to put additional lives/homes at risk in the wildland urban interface.	2
Konveio	Niles	43	<p>If the goal is to reduce construction waste, then the Policy should include language like</p> <p>"incentivize new construction to source materials from local used suppliers" (Home Resource, Restore, etc).</p> <p>There doesnt seem to be any effort to grant "grandfather" code requirements (allow the use of a much older and less strict code). Nor is there any TIF-type kick-back specifically designed for trash reduction and material reuse.</p> <p>Instead, everything must be "brought up", which has the opposite intended effect of this Policy -- mandating the use of new materials to meet code.</p>	3
Konveio	Anon	43	The city barely owns most of the streetlights. That's all NWE stuff. This is a useless statement.	5
Konveio	Anon	43	So, everybody?	6
Konveio	John Wolverton	46	This map is either an invalid / incomplete representation or a confusing abstract level expression of routes.	2
Konveio	Charlie Tillinghast	46	Many bike lanes are located on busy arterials with only paint separating motorists from bicyclists. Creating bicycle arterials on quieter streets would be safer and more enjoyable. Using actual bike paths to connect dead-end streets creates through bike routes without opening the routes to cars, such as the Central Ave connection through Rail Link Park.	2

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Niles	47	<p>There's a pretty obvious "Health corridor". The bike trail runs basically from community medical and right over the old rail bridge to St Pats.</p> <p>With a little effort this could be a much nicer and more walk-able and bike-able green space with each end anchored by a Hospital.</p> <p>Ideally, the bus plan would funnel people to this corridor and show it on the map as a sort of thick green artery.</p>	1
Konveio	Charlie Tillinghast	47	<p>Besides the obvious safety value, sidewalks have a direct positive impact on health compared to neighborhoods without them. https://bbi.umd.edu/news/story/neighborhood-features-impact-mental-health-for-better-and-worse</p> <p>Expanding sidewalks to all neighborhoods and streets should be a goal within the plan. It can be achieved incrementally, but annual targets should be set and measured.</p>	1
Konveio	Anonymous	47	<p>Talk about inequity! Look at the difference in the amount of red west of Russell versus east of Russell, and how it correlates to income level of the corresponding neighborhoods. We really need to prioritize the Franklin Park neighborhood. I lived there for 10 years and watched parents drive their kids 4 blocks! to Franklin school because there were no sidewalks. It's perhaps the most neglected neighborhood in town.</p>	1
Konveio	Anon	47	<p>Is... is Grant Creek really "missing" sidewalks when it's intended to be rural residential?</p>	1
Konveio	John Wolverton	47	<p>Yes .. where are the Bitterroot, Milwaukee and riverside trails?</p>	2
Konveio	Lucas	47	<p>This is not a bicycle map</p>	2
Konveio	John Wolverton	48	<p>"... address community needs" AND fiscal capacity into the future.</p>	1
Konveio	Gordy Hughes	48	<p>On Page 48 under current conditions, 3rd paragraph, there is only one ambulance service operating in the City limits.</p>	2

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Konveio	Anonymous	48	Speaking of safe infrastructure, maybe we should talk about anti-homeless, hostile architecture and design. Designs and policies that seek to exclude or punish those without homes should be dissuaded. Public benches, especially at bus stops, shouldn't be designed or redesigned to prevent people from sleeping there. It shouldn't be a crime to sleep in a park or in front of a building. Frankly, police should not respond to any call that effectively amounts to "a person without a house is existing in my presence - remove them."	4
Konveio	Cathy	50	Having tripped on relatively new piece of sidewalk that was slightly heaved up on Wyoming St (which I later reported to Streets and they marked sidewalk with red paint and I think later ground down the heaved up segment) we need to have sidewalks that are safe to walk on. We need programs to help finance the repair of these sidewalks as homeowners are not usually willing to take this on themselves.	4
Konveio	Niles	53	Define? How does high intensity housing differ from high density?	2
Konveio	Anonymous	54	Maybe we should have parking maximums as well. I'm looking at you, people with more than 3 vehicles.	4
Konveio	Niles	54	Policy suggestion: -- Require car inspections for vehicles registered in Missoula (incentivize the sale of older cars). -- Increase the cost of registration exponentially per address (1 car =1x, 2 cars = 2x) (incentivize the ownership of only one car).	4
Konveio	Niles	54	My neighbors all have 2-4 cars. If there was less parking they would get frustrated and sell one or more. If the land were used to build small affordable homes (with no requirement to leave space for a car), those residents could then park on the street which would take up a spot.	4

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Konveio	CJ	54	<p>Policy Objective #4 should be removed. 1) Removing parking before creating usable public transportation is putting the cart before the horse. If I were to use the Mountain Lion bus, my current 20-min commute to work would become 1.5 hours. Public transportation is currently unusable in any practical sense for most Missoulians. 2) Missoula is a geographic 'island'. Regardless as to whether an individual is able to walk/bus to work, etc, they will still need a car to drive across town to their kids soccer games, transport their cases of groceries from Costco, or have the ability to leave town to go on a hike, visit family/friends, etc. Unless you're living in a dorm, ALL Missoulians will still need a car to live in Montana and they will need a place to park it. 3) This proposal is also inequitable to citizens with mobility issues that are unable to walk to bus stops and carry groceries, etc. Seniors, the handicap, families, etc., will need parking both at their homes and the business' where they shop. We are already having parking wars in higher density neighborhoods that have little or no off street parking. Policy Objective #4 will only create 'parking rage' in the community and create an inequity hardship for many.</p>	5
Konveio	Niles	54	<p>You could still drive in for 20 minutes and then take a 5 minute bus, or pay to park in a garage and walk 10 minutes.</p> <p>Removing street level parking and making use of all lots in the downtown area for a building or park makes the most sense.</p> <p>Outside of downtown, no one can build on their lot because there is a requirement to give each resident 2 spots for each unit. So then there is no room for a yard.</p> <p>This issue is less about reserve street parking, and more about high density areas.</p>	5
Konveio	Anonymous	54	or really just people with more than one car	6

Comments received directly through Konveio on the Public Review Draft Document

Konveio	John Wolverton	54	Not having adequate housing is far more of a hardship than walking a block from a parking space to home. For many generations people in cities have used folding grocery carts to wheel stuff home - no problem. Handicapped spaces can be applied-for and created anywhere a localized need arises, i.e.: in front of a home.	6
Konveio	CJ	54	Respectfully, those folding carts work well when there's no snow, but we live in Montana. Also, most senior citizens are not considered "handicap" in the legal sense, so are not eligible for a handicap space. As we age, we lose muscle mass and, our balance, agility, sight, etc., decreases significantly. Forcing them to walk longer and longer distances with each added infill is a serious inequity that is not being addressed by this plan.	6
Konveio	Anonymous	54	Maybe the city needs to provide more for seniors then. Make it easier to qualify for a "handicap" space or shovel more sidewalks. We have people downtown who pick up litter, so why can't we have people shoveling sidewalks in residential areas?	6
Konveio	Anon	54	You should be removed.	6
Konveio	CJ	54	Trying to retrofit a walkable city in a community designed for cars, with the idea that people will suddenly sell their cars because they don't have a place to park them, ignores the fact that A). Missoula city planners long ago designed a city navigable primarily by car. Our main shopping district is the Reserve St corridor, which is navigable primarily by car. B) The Missoula bus is inadequate for 90% of Missoulians. It only services certain parts of town, is too infrequent, and most of us must walk long distances to get to/from a bus stop thereby rendering the bus unusable for commuting to work, child-care, kids sporting events, shopping, medical appointments, etc. C) We live within a state and a country navigable primarily by car and sometimes Missoulians want to leave Missoula. Even if millions were invested to create an adequate public transit, all Missoula residents would still want the ability to leave town and will always need a car and a place to park it.	6

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anonymous	54	Yeah, but maybe we could all learn to live with a maximum on one vehicle. There's no need for a requirement for 2 parking spaces per unit.	6
Konveio	CJ	54	This policy will also reduce our sense of community by creating hostility between neighbors who will be forced to compete against each other for limited parking. This situation is already happening in neighborhoods west of Higgins that have higher density housing, large numbers of short-term rentals with their many guests, and homes with less available off-street parking. Adding high density housing to existing neighborhoods already struggling with parking would only further increase neighbor hostility without creating any appreciable amount of available housing.	6
Konveio	Anon	54	So get rid of short term rentals	6
			Trying to retrofit a walkable city in a community designed for cars, with the idea that people will suddenly sell their cars because they don't have a place to park them, ignores the fact that A). Missoula city planners long ago designed a city navigable primarily by car. Our main shopping district is the Reserve St corridor, which is navigable primarily by car. B) The Missoula bus is inadequate for 90% of Missoulians. It only services certain parts of town, is too infrequent, and most of us must walk long distances to get to/from a bus stop thereby rendering the bus unusable for commuting to work, child-care, kids sporting events, shopping, medical appointments, etc. C) We live within a state and a country navigable primarily by car and sometimes Missoulians want to leave Missoula. Even if millions were invested to create an adequate public transit, all Missoula residents would still want the ability to leave town and will always need a car and a place to park it.	

Comments received directly through Konveio on the Public Review Draft Document

Konveio	CJ	54	<p>Missoula planners shifted the shopping district from downtown to the Reserve Street corridor which now houses most of our shopping areas but makes car ownership the only practical method of accessing these stores. No one is going to carry their Costco groceries on the bus. The only walkable section of Missoula (at least for university area residents) is the Higgins St corridor; however, those businesses have been gutted of any 'meat and potato' stores in favor of tourist boutiques. This is great for a fun night on the town, but everyone needs to get in a car and drive across town to Reserve St for any serious shopping for items necessary for living. The vast majority of Missoulians are not going to ride a bicycle around Missoula to do their shopping. Only a small percentage of young (students) and single people can ride a bike to go shopping and that isn't going to change because you reduce parking. Bicycle commuting is not practical for families and senior citizens and is not an option in the winter or at night when EVERYONE will need to use a car.</p>	6
Konveio	John Wolverton	54	<p>Parking mandates are one of the three primary reasons that new housing production has been wholly inadequate. (the other two reasons are excessive setback requirements and excessively restrictive building heights).</p>	6
Konveio	Anonymous	54	<p>You forgot capitalism.</p>	6
Konveio	pbh430	54	<p>Reducing parking requirements will not reduce the number of cars. While I support managing parking and automobile access to downtown (for example) and other congested areas, solutions need to be found for both people who commute into Missoula for work (by car, with no realistic alternatives) AND for people who live here. I do not drive to work; I walk for most of my errands. Yet, like most Missoulians, I hike and camp and enjoy the natural areas around Missoula and farther out. So, yes, I own a car. And when I am not using it to drive somewhere, I need to park it near my home. Adding more homes with adults and families within neighborhoods where parking is already tight means adding more cars, regardless of how much you wish that were not the case.</p>	6

Comments received directly through Konveio on the Public Review Draft Document

Konveio	John Wolverton	54	Parking is essentially private property storage and when there is scarcity opportunities will arise to pay to ensure your easy access parking spot. - People who own only one car or no car should not be forced to pay (through rent) for their neighbors 2nd, 3rd or 4th car storage).	6
Konveio	Ann	54	Many homes in Missoula have "high density" living situations in that multiple people are living under one roof, and hence, have multiple cars. My single family home has two working parents, older kids with cars/jobs, and until recently, a grandmother - all living in one house and all driving. In addition to families, many single family homes in Missoula have multiple unrelated people living in them, especially with students - and they all need cars to get to work, etc. Until we figure out a way to teleport, no one is going to get rid of their cars.	6
Konveio	David	55	Fantastic Change, well done planners. Missoula needs more of this in all residential areas.	1
Konveio	Anonymous	55	Yeah, I can definitely say the ability to walk to a grocery store that's 1/3 of a mile from my apartment has significantly improved my quality of life. I have never had that experience until I moved into my current apartment a few years ago, and it's something I absolutely will look for in the future.	1
Konveio	David	55	Encouraging commercial by parks, churches and schools would help create neighborhood centers.	1
Konveio	CJ	55	Moving forward, I think it's a great idea that any new housing development have walkable access to their own shopping - grocery store, hardware, coffee shop, etc. However, I am not in favor of retrofitting a store in every neighborhood (unless it's a small coffee shop with adequate parking that wouldn't impact the neighborhood). Missoula used to have more smaller grocery stores dotted throughout the city but they went out of business when the larger grocery stores came and offered cheaper goods/more selection. I feel the market forces that drive people to the larger, cheaper stores are much greater now than they were in the past. Why do the Missoula City planners think small corner stores would be more viable today?	4

Comments received directly through Konveio on the Public Review Draft Document

			<p>I am commenting to express some concerns regarding the Land Use Plan as it pertains to the capacity calculations and the projected housing needs outlined in the Community Profile Study.</p> <p>It appears that the data presented in the plan represents a hypothetical capacity based on the proposed Place Type designations. However, it does not accurately reflect the needs indicated by the Community Profile Study, which outlines a requirement of 10,616 (44%) Single Family Detached (SFD) homes, 6,223 (26%) Missing Middle (MM) units, and 6,611 (29%) Multi-Family (Multi-D) units to maintain an 8% vacancy rate by 2045. The estimated capacity of only 18% for SFD homes as shown in this table, juxtaposed with the Community Profile's indications, raises significant concerns about future housing supply and affordability. It is equally important for the policy to state vacancy rates do not always translate or are directly correlated to affordability rates.</p> <p>The current allocation of housing capacity fails to align with the Community's needs, potentially leading to the continued exclusion of our workforce and lower-income populations from the Single Family Detached home market. This scenario is likely to exacerbate the pressure on the value and demand for Missing Middle and Multi-Family rental rates, which is concerning for the community as a whole.</p>	
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Comments received directly through Konveio on the Public Review Draft Document

Konveio	IMEG	57	<p>Moreover, it is vital that this policy document acknowledges the significant role that regulatory codes play in housing creation. The entitlement processes for new Single Family Detached homes—such as Subdivisions and TEDs—have historically presented challenges to development. If the Community Profile Study's projections are correct, we need to recognize the importance of these processes in our policy discussions and address the historical limitations we face.</p> <p>Given that we would need to produce 530 SFD homes annually to meet the forecasted needs, and with only 100 new residential lots created since 2018, we must also consider the typical three-year lead time between final plat approvals and housing construction and occupancy. This timeline further emphasizes the urgency of addressing these discrepancies in our planning efforts.</p>	1
Konveio	Niles	57	<p>Hard to reconcile how one out of 3-4 units and 42k potential math out. Seems like this statement requires a plan out more than DOUBLE the current size of missoula in "theoretical capacity" in order to allow market forces to select which 25-33% they pick from to actually build.</p> <p>So would there need to be capacity for 200k to meet the demand or 42K?</p>	5

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Judd Curran	58	A well-designed safe bicycle path (separated bikeway) network that is contiguous and developed through neighborhoods provides the alternative to cars (along with transit) that is preferred, healthy, and when maintained well in the winter, a year-round commuting option that eliminates the need for more parking for many. Our climate goals depend on this too. Build the alternative transportation network and people will use it. Build more parking spaces and people will continue using their cars. But, your plan for increased density cannot accommodate more cars in our existing street network. Just think about how impacted Reserve St is already. Or, try pulling out into 3rd St in the afternoon between Reserve and Russell -- difficult! Are we taking into consideration the practical implications of increased density (and the fallout of negative quality of life impacts) when traffic (and idling cars and exhaust) clog our residential streets due to increased density without the corresponding redesign of our transportation networks that can accommodate such growth?	1
Konveio	Karen	58	Should decide on one consistent style for capitalizing "Place Types" and "Street Types", etc.	2
Konveio	Clint	58	I agree with this statement, but I'm curious to how the specifics might be played out. On S 14th St W for example, there has been a lot of apartment/multi dwelling units being put in, but the residents all have several cars that are now clogging the sides of the streets, and some using the sidewalk as parking. What policies could be put in place so that higher density units have an appropriate amount of parking availability? Walking and riding my bike around all these parked cars, especially the ones that block the sidewalk, are a huge safety concern for me.	4
Konveio	John Wolverton	58	When parking pressure bleeds out onto a street the next step is to create Parking Benefit Districts. Meaning management of on-street parking - pay to store cars on public property. The revenues from the parking permits or meters must be cycled back into that district for the benefit of the neighborhood based on neighbor identified public needs (street lighting, sidewalks, plazas, park amenities, whatever).	4

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anonymous	58	<p>There is another consideration here as well: most newer multi-unit developments don't have assigned parking, forcing tenants to 'rent' assigned spaces at an increased (and often uncounted) cost that gets tacked onto their rent. In addition, most complexes don't allocate enough open parking which forces people to either park on the street or pay a fee to park near their apartments. And don't suggest public transport: there is only one Mountain Line route that runs west of North Reserve and its scheduling does not allow for timely commuting if you work.</p>	4
Konveio	Charlie Tillinghast	59	<p>Industrial areas are very difficult to establish within urban areas, pushing industry to the outskirts and forcing workers to commute. The Roseburg site should be preserved as an industrial area to contribute to local jobs, reduce traffic, and build a stronger tax base. The relatively small footprint of the Bonner Mill site now supports 650 manufacturing jobs.</p>	3
Konveio	Niles	59	<p>Why not use this Lumber site (and nearby rock quarry) as the site for the construction of bulk affordable housing?</p> <p>The city could partner with a developer to define a few standard types and a resident could order a "pre-fab ADU" to their lot. Saving the architectural and permitting costs, as well as gaining the economies of scale in building a factory for buildings.</p> <p>Once the current housing deficit has been mitigated, the factory site could then be reused or developed. Or just made into another freeway exit with connections to russell.</p>	3

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anonymous	62	The typical parcel sizes spelled out in square feet and the typical parcel unit densities should be removed from each place type or more adequately defined. For example, the typical parcel size of 5,400 square feet as indicated in Urban Residential High is directly at odds with all of the comparable city zoning designations listed (RM 0.5, RM1, etc.) which have a minimum square footage of 3,000. Additionally, the typical parcel unit count of 6-8 units needs some context because with the information provided there are a number of ways for it to be interpreted. This is true for almost every place type.	2
Konveio	Anonymous	62	I'm not convinced we should consider parcel size. All sizes of parcels can provide different "feels." It depends entirely on what is built and what the parcel coverage is.	2
Konveio	David	63	I suggest using what you are showing a High in this category. What is being shown appears to be very low land use development.	6
Konveio	David	63	I would make this look like the large apartment block style of building that has actually density in it. This looks a bit like the suburbs. Think Mill district or area by Carmike 12 with all of the midrise apartments. (4000 Mullan Rd, Missoula, MT 59808)	6
Konveio	Anonymous	64	Why? We should eliminate these types of anti-development tools both by dissuading new such agreements and abrogating/destroying existing agreements.	4
Konveio	Anonymous	64	Property is theft. Use eminent domain if necessary to remove these capitalist scourges.	6
Konveio	John Wolverton	65	Completely eliminate the term "Suburban" from the lexicon of language in this plan. It is not just a mindset but an unsustainable and unaffordable (commercial and residential) pattern that has bankrupted communities culturally and financially. Cities are urban and should be planned as such. Outside of urban should be very low density rural.	2
Konveio	Anonymous	65	I agree. This plan seems to assume "suburban" is something desirable. Everything associated with "suburban" is antithetical to the purported values and goals of this plan.	2

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Bob Giordano, MIST	65	The place type 'suburban residential' is not appropriate for the Lower Rattlesnake (west side of the creek), nor for River road (Russell to Reserve). These two areas are hardly suburbs, and are very close to the city center. Yes, there are some cul de sacs, and sensitive lands, and Lower Rattlesnake has some steep hillsides and River road has flood plains. Thus, a better place type would be something like, 'Conservation' or 'Constrained' or something like that. The description for 'suburban residential' talks a lot about being 'car dependent' and the car is the 'primary mode'. That is not and should not be the aspirational vision for these two areas. Cul de sacs, while not ideal, do not have to mean 'driving dependent.' Connected foot and bike paths, with some transit, can work very well, for the future of these places.	2
Konveio	John Wolverton	65	Again: Completely eliminate the term "Suburban" from the lexicon of language in this plan. It is not just a mindset but an unsustainable and unaffordable (commercial and residential) pattern that has bankrupted communities culturally and financially. Cities are urban and should be planned as such. Outside of urban should be very low density rural.	2
Konveio	Anon	65	If the primary difference between the urban residentials is slightly larger apartments, then why not just combine them?	5
Konveio	Anonymous	65	I don't see why we can't eliminate the suburban residential category by moving areas to either rural or urban residential low. This category seems to serve no use except to placate NIMBYism and seems to attack housing affordability and availability.	5
Konveio	Anonymous	65	We have too many type designations. We should simplify this by combining multiple categories. Our primary constraints should always be geography and safety.	5
Konveio	Anonymous	65	We should just have a single urban mixed-use category and allow for a significant diversity of building types.	5
Konveio	John Wolverton	65	Simplify the maps and neighborhood capacities by eliminating Urban Mixed Use Low category and change to UM High.	5
Konveio	Anonymous	65	urban and low feels like a contradiction - incorporate urban low regions with urban high designations!	5

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anonymous	65	We should eliminate suburban mixed use entirely, just as we should eliminate the suburban residential category.	5
Konveio	Clint	66	I wouldn't describe Franklin to the Fort as one of the most walkable neighborhoods. The sidewalk connectivity is incredibly fractured and incomplete. Most residential roads aren't plowed making winter transportation difficult and the neighborhood is surrounded by busy, high traffic streets. I would like to see more dedicated infrastructure for walking/biking/rolling, and more public amenities like parks before building more apartment complexes.	1
Konveio	Niles	66	No mixed use (housing over commercial) as a core building type of this type?	2
Konveio	Judd Curran	66	<p>Franklin-To-The-Fort is designated as urban high density, but it is not walkable to amenities (like portions of the University District are with the nearby Hip Strip). Is there a plan to first build out those amenities before designating Franklin-To-The-Fort an urban high density neighborhood? It is also a neighborhood that has scant alternative transportation options. For example, there is no safe bicycle path commuting infrastructure that is N-S running, nor is there a way to safely cross the extremely busy streets that bound our neighborhood (14th St, 3rd St, Reserve St, Russell St).</p> <p>Franklin-to-the-Fort is historically underrepresented and lower income. From an equity standpoint, it has been the most taken advantage of, with the least amenities (greenspaces, sidewalks, roundabouts, substantial safe bicycle infrastructure, etc). To designate Franklin-to-the-Fort as urban high density without first addressing these inequities will most definitely exacerbate them.</p>	5
Konveio	David	66	I think this photo should be swapped out with 210 N California St, Missoula, MT 59801 or 775 Wyoming St, Missoula, MT 59801. These are actually large Multifamily apartment buildings. The photo shown is a small to medium apartment building.	5

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Konveio	Lisa Bao	66	The Lower Rattlesnake neighborhood is categorized as Urban Residential High, but it only fits half of the listed characteristics: in particular, it does NOT have good transit connectivity (the Rattlesnake bus line runs once an hour with low usage and no plans to increase service, which is a chicken and egg problem), and there are few mixed-use commercial buildings interspersed (I would love to see more, as far as I know the only one is Rattlesnake Market).	5
Konveio	Anonymous	67	What is "low" defined as? I understand this is policy and not regulatory (e.g. UDO), but a commercial intensity of "low" means Rattlesnake Market serving the entire lower Rattlesnake which is fundamentally different than "low" for the other neighborhood examples listed. Also, the swatch of comparable zoning here is misleading as B1 and B2 are defined by the neighborhood and community business uses. If regulating form and character, the intensity designation is quite important and quite difficult to apply ubiquitously across diverse neighborhoods.	1
Konveio	DAVID L	67	What is the size/sq.ft of a typical parcel?	2
Konveio	David	67	What is the size of the parcel with the 6-8 units? Dwelling unit per area of land give a person some scale to understand what is being presented.	2
Konveio	Anonymous	67	Parcel Size inconsistency with city comparable zoning designations and residential intensity designator as noted in parcel size comment above.	2
Konveio	Anonymous	67	Spacing.	2

Comments received directly through Konveio on the Public Review Draft Document

Konveio	suanmmm54@gmail.c	67	Common Good Members are excited to see street types, including greenways--That can easily become Neighborways We would like one of the illustrations to include a sketch of neighborways (I will bring sketch to meeting on 28th Neighborways will provide connectivity for Pedestrians wheelchairs and bikers....with Missoula's lack of sidewalks so extreme and a resolution so far out This is the best solution to our lack of access connectivity across our town...Harm to public safety and health is untenable . Common Good Leaders have worked with our members and ADA community and hundreds of citizens are in favor of this plan	2
Konveio	Anonymous	67	Should the commercial intensity not be one notch higher if we truly want the ability to walk to places like grocery stores and other necessities?	5
Konveio	Anon	67	If we want large apartment complexes, shouldn't the maximum height be... higher? 5-6 stories makes more sense.	5
Konveio	David	67	Small scale buildings cost a lot more per square foot than larger buildings per square foot. If only smaller scale buildings are required the cost to own or rent them will be higher taking away affordability and equity. The scale and mass of the buildings should be changed to increase affordable development for all Missoulians.	5
Konveio	David	67	If turning in and capturing the most of existing walkable neighborhoods is desired, the density and affordability of these areas should increased. That means larger buildings that cover more lot area to allow for more affordable density though out the neighborhood. The City will need to allow this on all land that becomes available. Small, older homes are the target for replacement allowing for more inward focused density. If they are not on a busy street that shouldn't stop the opportunity to add more affordable homes in the future.	5
Konveio	David	67	If this is truly urban residential high why shouldn't a new development cover an entire block to provide the most dwelling units to offset the current deficit and meet the housing goals the city has set? This would allow for more intensity in the most walkable locations in town.	5

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Konveio	Anonymous	67	I think the building scale might be something that should be nixed entirely from this plan because I don't think the concept accounts for this line of thinking.	5
Konveio	David	67	Street parking is high and higher amounts of street parking should be included to allow for more density and outdoor space for occupants. Move parking to the street, allow diagonal and perpendicular parking on these streets. It would also make the public sidewalks more conducive to community connection and amenities. Like the Mill district, Spruce street in the downtown residential areas.	5
Konveio	SusanCGM	67	Common Good Members are excited to see street types, including greenways--That can easily become Neighborways We would like one of the illustrations to include a sketch of neighborways (I will bring sketch to meeting on 28th Neighborways will provide connectivity for Pedestrians wheelchairs and bikers....with Missoula's lack of sidewalks so extreme and a resolution so far out This is the best solution to our lack of access connectivity across our town...Harm to public safety and health is untenable . Common Good Leaders have worked with our members and ADA community and hundreds of citizens are in favor of this plan	5
Konveio	Anonymous	67	i think there are some problems with the neighborways. 1) there is major speed gradient between bikes and pedestrians (even moreso than between bikes and cars, perhaps) and they should not necessarily be sharing the same pathway. (That's why its forbidden to bike on sidewalks in most places). You need some separation there. Secondly, with the exception of the Franklin Park area, a number of streets proposed for neighborways by Common Good already have sidewalks in place and are low traffic and generally safe for biking. I'd much rather see us prioritize high need streets for completion of sidewalk builds.	5
Konveio	Anonymous	67	The key constraint in the example neighborhoods described above is adequate non-motorized connectivity in neighborhoods that are characterized by connectivity on heavily trafficked collectors and fractured connectivity on the local streets.	7

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Konveio	David	69	I suggest the street types Neighborhood greenway and Neighborhood residential be added to this list so more of the available land can support more housing to increase affordability within these neighborhoods.	3
Konveio	Anonymous	69	We should strongly dissuade covenants	4
Konveio	Anonymous	69	Again, shouldn't there be slightly more commercial connectivity?	5
Konveio	Anonymous	69	Same note in the Urban Residential High category - there is a disconnect here between planned parcel sizes. This sets up developers to navigate the same zoning change challenges they are facing now. Stating typical parcel size in this plan doesn't seem as appropriate as it would be in the zoning	5
Konveio	Anonymous	69	Increase parcel coverage	5
Konveio	Anon	69	Make it 5 stories or higher. There's no reason to keep the height so low.	5
Konveio	Anonymous	69	Reduce setbacks a notch	5
Konveio	David	69	Most of this land is in the middle of the city and close to services and walkable neighborhoods. Why are buildings supposed to be small? These areas are very desirable for more intensive residential development which will bring more housing affordability to citizens. I suggest this paragraph be revised to state new development will be larger in scale and plan area to allow for more affordable residential development solutions.	5
Konveio	David	69	I suggest higher on street parking be added to as a goal to this Place Type. More on street parking preserves land for open space and yards in denser developments. It also reduced the Heat Island affect of additional parking lots.	5
Konveio	Anonymous	69	Increase connectivity a notch	5
Konveio	Anon	69	I think a parking structure with a green roof would go a long way to reducing the heat island effect than rows of shiny cars.	6

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Konveio	John Wolverton	70	Completely eliminate the term "Suburban" from the lexicon of language in this plan. It is not just a mindset but an unsustainable and unaffordable (commercial and residential) pattern that has bankrupted communities culturally and financially. Cities are urban and should be planned as such. Outside of urban should be very low density rural.	2
Konveio	Anonymous	70	I would like to see suburban residential and urban residential merged. These types of areas should only exist where the geography and access to utilities must constrain development. I see no reason why we need both categories. Just call it Non-urban residential.	5
Konveio	Anonymous	70	The potential of this designation for neighborhoods like the River Road example being obsolete or out of touch upon plan inception should be heavily considered when determining extent/location. River Road is lacking multi-modal infrastructure, but set up to be a bridging neighborhood between urban corridors.	5
Konveio	AK	70	Multi-dwelling apartments and manufactured homes should not be allowed in established suburban residential neighborhoods. This is not fair to the homeowners that have invested heavily in these areas. The infilling would make the neighborhood become an ugly hodgepodge. This would also lower the property value of the homes in proximity to the apartments, reduce available parking, and increase congestion. This would also increase greenhouse gas emissions since there are no plans to increase public transportation in the suburban residential areas, thereby necessitating the need for greater car commuting to town.	5
Konveio	Anon	70	What a garbage concept to include. Suburbs have no place in an equitable society.	6

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Konveio	CJ	70	Removing zoning is a 'band-aid' plan that sacrifices its citizens and mostly attractive city for the unobtainable goal of creating more affordable housing. Zoning was created to keep our neighborhoods attractive and to preserve property values for residents so they would be assured of not having a business or apartment built next to them. Removing zoning from our neighborhoods is 'pulling the rug out' from Missoulians that bought their house under the current zoning. We invested our life savings into our homes and neighborhoods. Allowing apartments to be jammed into established neighborhoods will lower property values for those forced to live adjacent to an apartment building and make Missoula look trashy by creating a hodge-podge of intermittent modern apartments jammed between older, established homes and force residents to use their front yards as parking lots.	6
Konveio	Anonymous	70	Unobtainable goal? We can easily house everybody in the world. We just choose not to because of selfish people. Setting your greed aside, one man's trash is another's treasure. You are not the arbiter of taste.	6
Konveio	Anonymous	70	Suburban neighborhoods are an abomination and should not exist. And you know what's really not fair? Not having shelter. We shouldn't care about these homeowners. They own a home!	6
Konveio	Anon	70	Who needs a yard this big?	6
Konveio	John Wolverton	71	Restated from above: Completely eliminate the term "Suburban" from the lexicon of language in this plan. It is not just a mindset but an unsustainable and unaffordable (commercial and residential) pattern that has bankrupted communities culturally and financially. Cities are urban and should be planned as such. Outside of urban should be very low density rural.	2
Konveio	Rachael Kropp	71	In order to increase the walkability, I would like to see all new suburban residential areas and any new subdivision plans in the city of Missoula be required to include an area of at least 4 commercial parcels designated for neighborhood restaurants, bodegas, and other commercial businesses a neighborhood might need.	3
Konveio	Anonymous	71	We should dissuade covenants within city limits.	4
Konveio	Anonymous	71	Residential intensity should be medium not between low and medium.	5

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Konveio	Anonymous	71	Why would we ever encourage parcel coverage smaller than medium in a residential area outside of geographic constraints? The sewer and water in these areas is ostensibly readily available.	5
Konveio	Anon	71	Make it 5 stories.	5
Konveio	Anonymous	71	Housing diversity should never fall below medium.	5
Konveio	Anonymous	71	Reduce setbacks. Why do we have these so high?	5
Konveio	Anonymous	71	Increase connectivity by a notch	5
Konveio	Anon	71	So it sounds like you really just don't want suburban zones. Which is something I support.	6
Konveio	Anonymous	72	Target Range should not be considered rural residential. It should be treated as at least suburban.	5
Konveio	Anonymous	72	Target Range and Orchard Homes should be primarily urban.	5
Konveio	Anonymous	73	Intensity should move up a notch.	5
Konveio	Anonymous	73	Housing diversity should increase 1 notch.	5
Konveio	Anon	73	Seems a bit restricting to require a maximum of 2 stories when you're least likely to affect your neighbors in this area....	5
Konveio	Anonymous	73	Reduce setbacks a notch. Why do we care about requiring larger setbacks in these areas?	5
Konveio	Bob Giordano, MIST	74	change 'any' to 'the'. While downtown maybe the heart of Missoula, downtowns in general are not always the heart of every community,	2
Konveio	Bob Giordano, MIST	74	change 'the regional hub' to 'a regional hub.' rationale: we should not strive to be _the_ regional hub for culture and commerce; we need other hubs to emerge, in the surrounding areas, counties and small towns. Striving to be a regional hub sounds a bit too self centered and likely results in too much car traffic.	2

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Niles	74	<p>Suggest: PED, a special zone that will match with DT and UMH/UML where the city has a plan in place to provide critical services (health, police, fire, sanitation, park maintenance) to streets that generally only allow foot traffic.</p> <p>Would be useful downtown, but also in new areas like described near the Wye.</p> <p>Basically have a more formal plan in place for pedestrians, but also make it a more prominent option (that developers see and the Economic development and commercial real estate offices push).</p> <p>Would be nice, for example, to redevelop the kettlehouse and nearby buildings into a new regional rail station. Or to have a commercial walking corridor along the rail path near the mall.</p> <p>In all cases a building would have two sides (car / ped) with a mandate that it should have curb appeal and function for both.</p>	5
Konveio	Anonymous	74	<p>Calling this Downtown seems like an oversight as the form and intensity designators as well as the modal balance are applicable to many of the transition areas adjacent to primary collectors outside of the local example areas provided. Perhaps the expansion of this place type to the areas slotted for Urban Mixed-Use High could be revisited to avoid intensity and modal balance conflicts that are sure to arise in neighborhoods on the periphery that should also prioritize the compact grid pattern. At the very least, it should be assumed that the average parcel sizes for this zone would bleed into the transitional place types on the edges of the Downtown area.</p>	5
Konveio	Anonymous	75	<p>Spacing.</p>	2
Konveio	David	75	<p>I recommend including text that "New construction should maximize height and density of development to create a vibrant urban city center. The built environment should contribute private and public amenities to accentuate a vibrant atmosphere."</p>	2

Comments received directly through Konveio on the Public Review Draft Document

Konveio	DAVID L	75	Removing/replacing street parking in the downtown area would be harmful to the property owners as well as their tenants. The reduced accessibility will have severe economic impact on businesses with reduced visits, tenant dissatisfaction, as well as property value decline. The inconvenience can deter both new and repeat visitors, impacting the overall vibrancy of the downtown area causing a displacement to other areas.	4
Konveio	David	75	I think referring to bikes is quite exclusive language. I would remove all reference to "bike(s)" and replace with "Multimodal." I have witnessed far more growth in multimodal transportation in the last decade than bike riders. Electric bikes, Electric assisted bikes, electric skateboards, electric monowheel, electric scooters.	5
Konveio	David	75	I suggest removing parking behind buildings as it would not be significant and would destroy the fabric of the urban center if huge parking lots were built behind buildings moving the actual front entrance to the rear of the building. The Downtown faces the street because the parking has always been off the street creating the pedestrian zone in front of the buildings.	5
Konveio	David	75	I suggest saying street parking is available on all streets. If street parking is removed on any street then the downtown atmosphere will be ruined and it will become a derelict portion of town such as West Broadway West of Orange street.	5
Konveio	Anonymous	75	I hate the street parking downtown and often find it to be a safety issue with people trying to park or with people moving in and out of traffic and bike lanes. I would go downtown more often if we didn't have on-street parking.	6
Konveio	David	76	I suggest all of Russell street, 3rd street and Midtown be included here.	5
Konveio	Anonymous	76	Needs more trees.	6
Konveio	Anonymous	77	Spacing.	2
Konveio	David	77	I recommend including text that "New construction should include taller height and density development to create a vibrant urban neighborhood. The built environment should contribute private and public amenities to accentuate a vibrant atmosphere."	2

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anon	77	Why not 10? That's a good round number	5
Konveio	David	77	I suggest adding neighborhood greenway as it is in the Midtown area.	5
Konveio	John Wolverton	78	Simplify the map and categories. Eliminate Urban Mixed Use Low and change it to Urban Mixed Use High so we can allow the potential number of homes and small-scale retail that Missoula will need.	5
Konveio	Anonymous	78	Simple is indeed better in this context. Frankly, we should just have "Urban Mixed-Use" as the category because "Urban Mixed-Use High" is just what an urban mixed-use area should be anyways. It's redundant.	5
Konveio	Anonymous	78	I think both urban mixed-use categories should be merged. I don't see why we need both of these, especially when we can just keep the diversity of buildings high.	5
Konveio	David	79	What is an appropriate street wall?	3
Konveio	Anonymous	79	Shouldn't all unit capacities be determined only be safety?	4
Konveio	David	79	What does "Form" have to do with anything in context to land use?	5
Konveio	John Wolverton	79	Reinforced form above: Simplify the map and categories. Eliminate Urban Mixed Use Low and change it to Urban Mixed Use High so we can allow the potential number of homes and small-scale retail that Missoula will need.	5
Konveio	Anon	79	Why not just have a single "Urban Mixed-Use" category?	5
Konveio	Anonymous	79	Increase a notch	5
Konveio	Anon	79	Why have we settled on six stories and not seven or eight?	5
Konveio	David	79	I recommend including text that "New construction should include taller height and dense development to create a vibrant urban neighborhood. The built environment should contribute private and public amenities to accentuate a vibrant atmosphere. "	5
Konveio	David	79	I suggest adding "Tower" to this list. Taller buildings will be needed to maximize density to meet dwelling unit construction goals.	5
Konveio	David	79	I suggest adding Neighborhood Greenway to the street list. When you look at the Street Types map these streets are in the heart of where this place types should be used.	5

Comments received directly through Konveio on the Public Review Draft Document

Konveio	David	79	I suggest high density street parking for this Place Type as it is moderate in intensity and more on street parking would allow for greenspace in these areas and keep cars in the vehicle zones and people inside the sidewalks and built zones.	5
Konveio	Anonymous	79	None	6
Konveio	John Wolverton	80	Completely eliminate the term "Suburban" from the lexicon of language in this plan. It is not just a mindset but an unsustainable and unaffordable (commercial and residential) pattern that has bankrupted communities culturally and financially. Cities are urban and should be planned as such. Outside of urban should be rural.	2
Konveio	Anon	80	Why do we want this in our city?	5
Konveio	Anonymous	80	You could put out notice or ask property owners to provide pictures for this plan of their business. Same with the major Manufacturing facilities/industrial site photos.	6
Konveio	SusanCGM	81	We appreciate and support the expansion of housing options across the city proposed in the draft plan. Background: The plan provides up to Quadplex (4 unit housing) in all placetype areas except rural residential. It also provides for apartment buildings in both urban residential areas. Likewise it increases permissible height to 3 stories everywhere but rural residential (we need to work in zoning to provide that...	1
Konveio	John Wolverton	81	Restated from above: Completely eliminate the term "Suburban" from the lexicon of language in this plan. It is not just a mindset but an unsustainable and unaffordable (commercial and residential) pattern that has bankrupted communities culturally and financially. Cities are urban and should be planned as such. Outside of urban should be rural.	2
Konveio	Anonymous	81	Spacing.	2
Konveio	David	81	I suggest adding large chain stores and grocery stores.	5
Konveio	Anonymous	81	This category should not exist.	5
Konveio	David	81	Suggestion: The lack of street parking has made these building face parking lots and not the streets.	5

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anon	81	Is space one of the constraints or do you just not like this use of white space?	6
Konveio	David	82	I suggest this last statement be revised. Large buffers are almost non-existent any more except for Bulk Fuel Storage which is dealt with in the Building Code and Not the Zoning Code.	5
Konveio	David	82	Mini storage does not need any setbacks as it has almost no hazard to the community.	5
Konveio	David	82	A brewery needs no setback from Residential or office buildings.	5
Konveio	David	82	Mass Fuel storage needs a setback in the building code but not in the zoning code. The yard and not hazardous buildings could be built to the property line.	5
Konveio	David	83	How about adding "Distribution Hubs" These may have railroad access and lots of semi and truck traffic.	3
Konveio	David	83	I suggest adding Community Mixed-use to this list. Warehouse space does not mean it is intensive so it can be off of a Mixed-use street of any kind.	3
Konveio	David	83	I suggest adding "Work Force Housing" This would not necessarily be single family homes but multifamily and Mixed use housing.	5
Konveio	David	83	Work force housing should be included in this zone. The building code will create the safe separation needed. Workers need to be able to take mass transit, company transit and multimodal transit to work and back. If the workers cannot live by their work, which has hundreds of people per shift, then you have massive roads for shift change community.	5
Konveio	David	83	I suggest you consider height potential in this description. Industrial buildings can be one story but hundreds of feet tall. They will have towers, stacks and other equipment that could be in the hundreds of feet in height.	5
Konveio	David	83	I suggest adding street parking to this. Using the street for car parking can save all kinds of heat island paving for huge parking lots and would lesson congestion during shift changes. You will need more setback with street parking from access points into sites due to semi turning space.	5

Comments received directly through Konveio on the Public Review Draft Document

Konveio	David	84	I suggest Civic land not include any private land unless there is a public easement over it where the public owns the development rights to the private land.	5
Konveio	David	84	Wouldn't public parks be Civil land? I can see a private parks owned by a subdivision and restricted from the public as not Civic Land.	5
Konveio	David	85	I suggest adding Historical Sites to this list. The federal building comes to mind and the Courthouse.	2
Konveio	David	85	Why should subsidized publicly owned housing not be allowed? I recommend amending this to allow publicly owned housing.	3
Konveio	David	85	I suggest adding Subsidized public housing. Not private subsidized housing but publicly owned subsidized housing only. Lets make these spaces serve the needs of the city.	3
Konveio	David	85	This doesn't seam to mirror what is Civic Land. The Fairgrounds is very developed with lots of paving, parking lots, large and small buildings not a great distance apart. I recommend adding dots up to medium.	5
Konveio	David	85	I suggest changing this to all setbacks. City hall is feet off of the property line. The federal building is at the property line. The Ice rink is 20 feet off of the property line. Let the use dictate the setback. Keep it broad and flexible.	5
Konveio	Anon	85	Maybe it should just be a big question mark.	6
Konveio	Anon	85	I agree, comrade.	6
Konveio	Anonymous	85	Absolutely!	6
Konveio	David	86	I suggest private land not be included in this unless a conservation easement that limits development is publicly owned on the parcel. Private property should not have property right taken from them by the city. The city should buy the rights.	5
Konveio	David	87	A chicken farm or cattle producer may need a 12 story agricultural building to operate more profitably. They may also need additive market production on the land so they are not selling grain commodities, they are selling packaged flour or processed chickens and butchered livestock. These can feel industrial in nature but could be what keeps the agricultural land viable.	3

Comments received directly through Konveio on the Public Review Draft Document

Konveio	David	87	An issue I see with having this designation on private land that is open such as a ranch or farm is they need multifamily and multiple single family structures on the property to make the Farm or Ranch work. This designation can hurt these uses making them unusable as a functioning farm or ranch. That makes the land more profitable to subdivide.	5
Konveio	David	87	I suggest adding, Boarding house, multifamily, duplex and cluster residential, mixed-use development needed for farming and ranching.	5
Konveio	David	87	Please include: Large farm equipment, semi traffic, heavy load equipment. This is what a farm and ranch needs.	6
Konveio	David	87	In twenty years are you saying farm labor will not need to be bussed to the area in harvest time or during calving season. You may want to consider that these lands may be adjacent to a small Mill district development with that dense development providing the housing for the ranch or farm.	6
Konveio	David	88	I agree with this statement well said. Kudos to staff.	1
Konveio	Anon	88	I suggest a different initialism or none at all, but I may just be a POS	2
Konveio	David	89	I suggest you do not include the Historic Resource of a privately owned building due to be torn down because the city wouldn't allow it to be restored economically. This is very disingenuous to have been included.	2
Konveio	DAVID L	89	This picture is of a property that is privately owned. Therefore, it should not be included in the Parks & Open space section.	2
Konveio	David	89	Thinking about this I suggest adding Food establishments, and vendor sales. Caras park had a street car food stand for a while, McCormick park has a food vendor stand, the Fort has an entire concession building. These should be added building types and uses. The parks downtown and at the Fort also have large concession events where vendors set up shop so I would include retail sales as well as most of the vendors are selling wares.	3

Comments received directly through Konveio on the Public Review Draft Document

Konveio	David	89	I suggest this sentence be brought into conformance with the 1st page by adding "Some private ownership may exist in areas but only in partnership between a public group and the private landowner."	5
Konveio	David	89	I suggest that residential not be barred. Subsidized publicly owned residential may be need on this land by the City. In the next 20 years the city may need staff housing for teachers, city staff, county staff and emergency service personnel.	5
Konveio	David	89	I suggest showing a picture of the Federal Building downtown or city hall.	5
Konveio	David	89	I suggest public transit be added to this list. In the next 20 years bussing to these area may be necessary or they will just become big parking lots for people wanting to access the public land.	5
Konveio	David	89	This appear contrary to Caras park which is mostly paved parking lots. Why wouldn't parking lots be allowed as a use?	5

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Bob Giordano	90	<p>For our arterials, there should be one street standard: one travel lane in each direction, with a landscaped turn lane where needed. Each arterial would have a protected bike way and protected walk way. Car parking can be included on each side of the street. The intersection would be the modern, single lane roundabout. The standard would take up 90': 8' sidewalk, 4' furniture zone, 7' protected bike lane, 3' buffer, 8' car parking, 10' travel lane, 10' center turn lane, 10' travel lane, 8' car parking, 3' buffer, 7' protected bike lane, 4' furniture zone, 8' sidewalk. This totals 90'.</p> <p>The standard can help the community identify appropriate trade-offs when less than 90' exists. For instance, if only 70' exists, due to, for example, a built-up environment, then perhaps car parking is not included on one side of the street, the sidewalks are 7' instead of 8', and the center turn lane goes away.</p> <p>Our tragic crashes, congestion and unlivable streets tend to be the arterials that are 4 lanes or 5 lanes. The congestion relief gained by going greater than 3 travel lanes is very small, and actually creates more congestion due to higher speeds and increased crashes. 3-lane arterials solve many issues and should become the default standard.</p>	4
Konveio	Bob Giordano	91	<p>Streets are public places and we would dispute that moving people and goods is 'first and foremost'.... critically important yes, of course- just not at the expense of being a public space for all. (1st column, 2nd paragraph)</p>	2
Konveio	Bob Giordano	91	<p>The street type 'Regional Mixed Use' woefully fails to 'refocus the design of streets on people.' Regional Mixed Use is about catering to regional car traffic, bringing in too much motor traffic to the heart of the City. That street type either needs to go away or be completely redefined. If it goes away, the arterials in that type can be folded into 'Community Mixed Use'.</p>	2

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Bob Giordano	92	Local becoming Neighborhood makes good sense. Arterial becoming Regional does not make good sense; what that is saying is that all our inner main streets will cater to regional car traffic. That will greatly harm our community. A better way is for both 'collector' and 'arterial' to become 'community'. The highways are the ways for surrounding counties/regions to drive to Missoula, and then the highways transition and connect to 'Community Mixed Use' streets. No street within the City limits of Missoula should be more than one lane in each direction- for safety, affordability and livability. All current existing ADT on arterials within Missoula can be safely moved on a 3-lane arterial.	3
Konveio	Anonymous	93	We lived in this area for six years in one of the many apartment complexes that are springing up. How do you envision balanced use in an area that lacks the kind of things that promote gathering?	1
Konveio	Bob Giordano	93	We agree that we must move away from concrete for sidewalks, as there are other ways to protect pedestrians from dangerous driving. These other ways include: bollards, trees, landscaping, natural materials like wood, cob and stone, and much more. Concrete is too expensive, too energy intensive to make, too costly to repair, and literally pulls the life out of a city. People develop negative health issues when standing on concrete for too long. We can do better.	2
Konveio	Anon	93	This should also include the health effects associated with noise.	3
Konveio	Bob Giordano	93	Regional Mixed Use streets do not belong in the City.	3
Konveio	Bob Giordano	93	If safety is an intent, then the Regional Mixed Use street type must be removed. 5-lane arterials with traffic signals in the heart of our city is a sure way to create injury, harm and tragic crashes. The Community Mixed Use street type, on the other hand, is a good example of creating health and vitality.	3
Konveio	Anon	93	Does this extend to an anti-idling ordinance?	4

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anonymous	93	Does this affect the large number of residential intersections without signage or traffic circles? They really are a pain, and I dislike dodging a car speeding through when I'm a pedestrian/biker. They're also not great to drive through. I'm as nervous as an antelope at a watering hole when I have to drive through them, and I never know if a car is going to hit me when I know they have yield sign.	4
Konveio	Bob Giordano	93	Uncontrolled n'hood intersections need to be transformed- NOW. Each week someone is injured at a crash in Missoula at such an intersection. Adding a traffic circle is one option- and the circle can be built in a few hours with green materials (let's get away from energy intensive concrete). Another option is to create n'hood greenways, gardens and small plazas that have the effect of ending cut thru n'hood traffic.	4
Konveio	Madelaine	93	Orange Street is currently a dangerous stretch of road for bikers in particular - I personally know multiple people who have been in traffic accidents or near misses on that street. In pursuit of Vision Zero, would the city consider converting one or more lanes on Orange Street into protected bike lanes?	4
Konveio	Madelaine	93	Orange Street is currently a dangerous stretch of road for bikers in particular - I personally know multiple people who have been in traffic accidents or near misses on that street. In pursuit of Vision Zero, would the city consider converting one or more lanes on Orange Street into protected bike lanes?	4

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Arthur Endsley	93	The City's preference for building new sidewalks is at odds with its goals on building climate resilience, as there are significant CO2 emissions associated with the production of cement for concrete sidewalks (almost 1 lb. of CO2 per 1 lb. of concrete, according to the Princeton Student Climate Initiative). Concrete is estimated to account for between 4% and 8% of global CO2 emissions, according to a 2018 Chatham House report. There are better alternatives both in the materials used and particularly in the design. Instead of sidewalks, let's have complete streets (or "living streets"), where the existing pavement is re-used to facilitate safe mobility for cyclists, pedestrians, and wheelchair users.	5
Konveio	Anon	93	So it sounds like you're saying it was a MISTake to incorporate them into this document? >_>	6
Konveio	Anonymous	93	Sidewalks are a beneficial use of cement, as they offer GRADE-SEPARATED pathways for pedestrians that are out of the bike lane. By your reasoning, we shouldn't build anything with concrete, including new housing.	6
Konveio	Bob Giordano	94	PLEASE move all the streets listed in Regional Mixed Use to Community Mixed Use- that would really help us meet mode shift goals, improve safety and make all people feel better connected.	3
Konveio	Anonymous	95	I've also read that street art reduces traffic fatalities because drivers tend to slow down over art. I'd like to see more local street art at intersections.	1
Konveio	David	95	Remove all reference to Bikes or bicycles and replace with "Multimodal"	1

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Bob Giordano	95	For Missoula to be a walkable city, street crossings should consist of crossing one 10' travel lane in each direction- not two travel lanes in each direction. Missoula has changed three main streets from wide/fast/dangerous to a much calmer street scape- Broadway (Toole to Orange), N. Higgins, and 5th and 6th (Russell to Reserve). Crashes on those three streets have gone way down and the walkability has gone way up. Do not implement any Regional Mixed Use streets within the city limits- all those should be communit mixed use. RMU is listed as being 5-lanes. CMU is listed as being 2 lane or 3 lane. CMU is the way to go for health and vitality.	2
Konveio	Karen	95	add the words "are a" between "present" and "greater"	2
Konveio	Karen	95	change the word "as" to "are", so it reads "and are a result"	2
Konveio	Lindsay	95	Enhanced stop amenities are very important for folks who rely on the bus— nobody wants to wait in the bitter cold or wind for a bus. I think it is especially important to have sheltered benches, especially for elderly and disabled Missoulians. This would help bus riders feel more prioritized and improve the transit experience.	4
Konveio	Lindsay	95	As someone who used to solely rely on the Mountain Line for transportation (and still frequently uses it today), I truly appreciate the dedication to increasing frequency and lengthening hours. Great stuff!	6
Konveio	Lindsay	96	Not a suggestion, just kudos for including the important of third spaces in improving our community! Same with the greening in the section just above on this page.	1
Konveio	Karen	96	In Figure 28, I think there is a fire station missing just west of Reserve on South Ave.	2
Konveio	Anon	97	You know what else creates a barrier to high-speed traffic, reduces traffic sound, and makes areas feel like neighborhoods? Lowering speed limits. We don't need double-sided street parking.	1

Comments received directly through Konveio on the Public Review Draft Document

Konveio	David	97	Remove all reference to Bikes or bicycles and replace with "Multimodal" Such as multimodal lanes. Multimodal parking, Bikes are just one aspect of multimodal transportation and not growing like all of the electrified transportation options such as e-skateboards, e-unicycles, e-bikes, e-assisted-bikes, e-scooters, hover boards, skates, traditional skateboards, in line skates. Stop focusing on just one. Look at the whole of non-gas burning vehicle transportation needs of the city.	1
Konveio	David	97	Street parking is so important to creating a pedestrian activity zoning as the city densifies. Cars parked on street create a barrier to higher speed traffic. Can help with sound deadening of street traffic for pedestrians. Adds more people moving to and from the street to buildings. Allows for a downtown or mill district feel in all neighborhoods and reduces the size and sometimes needs for parking lots. It also allows for more green space in place of blacktop.	1
Konveio	David	97	Remove all reference to Bikes or bicycles and replace with "Multimodal" Such as multimodal lanes. Multimodal parking, Bikes are just one aspect of multimodal transportation and not growing like all of the electrified transportation options such as e-skateboards, e-unicycles, e-bikes, e-assisted-bikes, e-scooters, hover boards, skates, traditional skateboards, in line skates. Stop focusing on just one. Look at the whole of non-gas burning vehicle transportation needs of the city.	1
Konveio	Anonymous	97	MORE TREES EVERYWHERE. Leaf no street untouched!	2
Konveio	Karen	97	clarify: change to read "...design speed and is implemented ..."	2
Konveio	Anonymous	97	Frankly, all the speed limits in town could be reduced by 5mph. And it'd be nice to have police actually enforcing speed limits, particularly in residential areas. I think that'd be a far better use of their time than using police to harass houseless people.	3

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Cathy	97	I agree with the comment about lowering speed limits as well as on enforcing. Enforcing that people stop at stop signs should be enforced too.	4
Konveio	Cathy	97	Regarding the comment made about changing bikes to multi modal, as the speed of the multi modal and non human powered devices can exceed the speed of bicycles and we may need speed limits for these devices. Also mixing these multi modal devices with pedestrians may lead to more accidents. Plus I have observed that some users of these devices are not experienced and this may lead to accidents. Helmet laws might need to be adopted too.	4
Konveio	Anon	98	Why not simplify the bars into low, medium, and high if you're only going to identify three points?	1
Konveio	Bob Giordano	99	As described, Regional Mixed Use is a terrible street type. We cannot bring regional traffic (read thousands more cars and trucks) into the city center via a network of 5-lane arterials. 5-lane arterials are out of scale with the human environment. Get rid of this street type and make the Community Mixed Use street type the main type for all arterials in the City.	3
Konveio	John Wolverton	99	Regional street types should be further constrained to a very select few corridors that already contain large/wide streets and big-box stores. Regional should not be proposed along corridors that have smaller streets and residential uses. Those streets should be classified as Community Mixed Use.	3
Konveio	John Wolverton	99	All proposed Community Residential streets should be changed to Community Mixed Use.	5
Konveio	Niles	99	Connector types are unsuitable for residential development. They should follow the format of 39th st with the back yards of the home (tall fence or sound barrier). Ideally a tree line or other vegetation for sound isolation. These roads should move traffic through an area. It does not make sense that elsewhere in this document high suitability for residential is contemplated on these roads (p31).	5

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anonymous	99	I truly don't understand why they would even add this to begin with? I agree with the commenter 100%	6
Konveio	David	100	Remove all reference to Bikes or bicycles and replace with "Multimodal"	1
Konveio	Anon	100	Needs more greenery	2
Konveio	Anon	100	It should be prominent in most places.	2
Konveio	Anon	100	We should remove all references to cars with multimodal.	6
Konveio	Anonymous	100	I would not be opposed to random signs throughout town with messages like "calm down" and "Gurl, do you really need to drive that fast?"	6
Konveio	John Engen	100	As long as those uses aren't for homeless people to sleep.	6
Konveio	David	101	Remove all reference to Bikes or bicycles and replace with "Multimodal"	1
Konveio	Arthur Endsley	101	This Street Type provides no protection for cyclists, pedestrians, or wheelchair users. While many cyclists are comfortable riding in the street with cars, this proposed cross section doesn't improve upon the current experience. Cyclists have been, and will be, harassed and threatened by drivers because the only safe option is to mix with traffic. In neighborhoods without sidewalks (Missoula is lacking 199 miles of sidewalks, according to this document), pedestrians and wheelchair users will also be mixed with traffic. According to Public Works' own estimate, it would take over 100 years to build all the missing sidewalks, growth notwithstanding. This just doesn't work! We need complete streets with on-pavement, separated lane(s) for cyclists, pedestrians, and wheelchair-users.	2
Konveio	David	102	Remove all reference to Bikes or bicycles and replace with "Multimodal"	1

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Susan Mason	102	These street types present tense language. But right now our neighborhood is missing 43% of sidewalks and at current rate that may be fixed for (100 yrs) ! I supplied a picture at the meeting yesterday showing the streets w/o sidewalks. Pedestrians and wheelchairs and kids on bikes ride down the middle of the road. An accurate picture should be part of the 'Street Types" No place for multi-modal travel is there, and we need accurate picture of problem to make future plans to fix...Not a safe or climate conscious long term solution. Your goals are great but solutions are needed. Our neighborhood group presented a low cost solution. Which needs to be made a priority.	2
Konveio	David	103	Remove all reference to Bikes or bicycles and replace with "Multimodal"	1
Konveio	David	104	Remove all reference to Bikes or bicycles and replace with "Multimodal"	1
Konveio	Bob Giordano	104	We do not entirely disagree or agree with the above comment. It seems like once you click one of the buttons, you cannot remove it and you have to stick with either 'agree' or 'disagree'. We more disagree, so we will stick with that. We disagree that a business needs parking on both sides of the street- that amounts to huge subsidy and cannot nor should not always be accommodated.	4
Konveio	David	104	You need vehicle parking on both sides for the street to be a beneficial commercial place. Take the Bike lanes off the streets and move them to greenways. Make the sidewalks wider so they can accommodate some multimodal traffic and not overwhelm the pedestrians. Possibly make the drive lanes wider for faster multimodal traffic to share the road more safely.	4
Konveio	Anonymous	104	I would prefer the complete absence of street parking to street parking on both sides. Street parking is a menace, especially with parallel parking and car doors swinging and people walking out into bikes (regardless of whichever side of the parked cars the bike lane runs). And in the winter, it gets even worse.	5
Konveio	Anon	105	I question why we need street parking on both sides of any two-lane street.	1

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Bob Giordano	105	If you suggest getting rid of 'bicycle' then we should probably get rid of 'pedestrian', 'vehicle', 'transit', 'freight'. We do agree that the transportation landscape is changing and evolving.	1
Konveio	David	105	I question if boulevards are needed as the intensity of the public pedestrian zone should be allowed to be more like the downtown and mill district.	2
Konveio	David	106	Remove all reference to Bikes or bicycles and replace with "Multimodal"	1
Konveio	Anon	106	If these roads go through areas of significant commercial and pedestrian activity, pedestrians should be much higher on the emphasis	2
Konveio	Anon	106	Why do we want to set a floor for vehicles? And why do we want a speed limit above 30mph?	3
Konveio	David	106	I would remove this street type as it creates walls around neighborhoods. Reserve needs a better solution and Brook (the Strip) is terrible, a death trap for multimodal and pedestrian traffic.	3
Konveio	John Wolverton	106	Restated from above: Regional street types should be further constrained to a very select few corridors that already contain large/wide streets and big-box stores. Regional should not be proposed along corridors that have smaller streets and residential uses. Those streets should be classified as Community Mixed Use.	3
Konveio	David	107	Remove all reference to Bikes or bicycles and replace with "Multimodal"	1
Konveio	Bob Giordano, MIST	107	Is this a typo? Why in the world would we prioritize driving over walking on all of our inner city arterials? These levers need changing. Our current priority is walking, cycling and transit over driving- we need to continue and strengthen this priority.	2

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Bob Giordano, MIST	107	5-lane cross sections are killing people, community and transportation in Missoula- we know this by tracking nearly 50,000 crashes over the last 30 years. The most sustainable cross section is the 3-lane- one travel lane in each direction with a center, landscaped turn lane. The 3-lane does really well, for all modes, when the intersection is not a signal and is a modern, single lane roundabout. We have yet to see a confirmed, reported injury crash at a Missoula roundabout while we see about 200 injury crashes at signals each year.	2
Konveio	David	107	Parking is mandatory on this street type or the pedestrian realm is dead and no business will face the street. Remove the Bike lane and create a multi modal lane or better yet sidewalk shared with multi modal slow traffic.	2
Konveio	David	107	Boulevards are not needed but trees are.	2
Konveio	Anon	107	It seems like these types of roads should stop at the city limits.	3
Konveio	Anonymous	107	Then I suggest we have speed minimums of 18mph. I don't want more people greeting me. I want to travel in public in peace. Partial jokes aside, I would like 15-25mph speed limits throughout the entire urban area, and I agree with this commenter on this on the virtually all of their other suggestions.	3
Konveio	Bob Giordano, MIST	107	This street type 'regional mixed use' is not appropriate. We should not be catering to regional car traffic within our community. If we do, our community is likely to die. We need to be very thoughtful about having car traffic arrive to Missoula from the wider region/ other communities. We cannot roll out a red carpet into the city center for all the possible auto and truck traffic. A livable Missoula that meets the community goals is centered on walking, cycling, and transit. Driving can of course be a part of our transportation system, yet not be the dominant factor.	3
Konveio	Bob Giordano, MIST	107	All streets within the City should have a target of 20, or 25mph, or less. 30mph is too high. We should consider the social speed limit of 17mph- it has been shown that two bodies passing each other at 17mph each can still recognize each other and say hello.	3

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Bob Giordano, MIST	107	We should not have any streets with targets of 'greater than' a certain volume of cars per day. All targets should be to lower car traffic, which is already city policy and needs to be continued and strengthened.	3
Konveio	Bob Giordano, MIST	107	All of these arterials need to be community mixed use, not regional mixed use.	3
Konveio	Anon	107	Combined bike/walk ways lead to the mess we have on the Bear Tracks Bridge with pedestrians blocking bikes and bikes hitting people.	4
Konveio	Bob Giordano, MIST	107	No, we cannot bring all the regional motor traffic into the heart of the City.	4
Konveio	Bob Giordano, MIST	107	Agree- and the best way is likely to change the outer travel lane into a car parking lane; the protected bike lane (aka cycle track) should stay, yet can also serve other forms of smaller, human powered mobility. Ebikes should probably be in the travel lane and cars/trucks should be slowed to about 17mph to 24mph (safety and efficiency sweet spot).	4
Konveio	John Engen	107	How else do you expect us to reduce the population without 5-lane roads? We have too many people!	6
Konveio	David	108	Remove all reference to Bikes or bicycles and replace with "Multimodal"	1
Konveio	David	108	Add parking on this street type to take advantage of the street and keeping lowering congestion during shift changes. Just allow for more room for semi turning into industrial sites.	2
Konveio	David	108	Dense parking like Spruce, and Main.	2
Konveio	Anon	108	25mph* Do we really want freight going that fast?	3
Konveio	Bob Giordano, MIST	108	Streets are public assets. The pedestrian is the priority. If the street is in the City, then the pedestrian priority needs to be 'high'- or one step below 'high' for an industrial street. Industry needs to conform to a walkable city.	5
Konveio	IMEG	111	It would be great to have a clearly defined paragraph/written description outlining direction for governing bodies/recommendatory boards in terms of policy compliance and staff support. Just want to make sure we are setting the public and private developers up for success when reconciling neighborhood character, place type designation, and applicable area plans.	3

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Karen	112	typo: should be "land use"	2
Konveio	Anonymous	112	"projected trends"	2
Konveio	Anonymous	112	Spacing(:	2
Konveio	Anonymous	112	Spacing	2
Konveio	Niles	113	<p>There does not seem to be a River Plan (so far) in this document to illustrate desired or planned development along the river. As it stands, only the map (with black / downtown).</p> <p>For example, there is no specific effort to create a walkway along the river, or to have the buildings face the river (and create a pedestrian oriented development).</p>	4
Konveio	Anonymous	115	Without an indication of how much more, I find this map rather lacking.	2
Konveio	Anon	115	Why is there no change here? This is bs	5
Konveio	John Wolverton	115	Not near enough expansion of (pink) mixed-use zoning.	5
Konveio	Anonymous	115	It would be nice to see this side-by-side with the proposed land-use map or with some kind of overlay.	6
Konveio	Niles	115	I suggest a second map to indicate NEW areas of mixed use so that people can quickly visualize where a corner shop might pop up.	6
Konveio	Niles	115	<p>Does this map intended to communicate that 67% of the city is under-zoned (purple) and that this plan will change that?</p> <p>Basically saying the airport and the mountains (and the county) are the only places not affected by this plan?</p>	6
Konveio	Niles	116	Suggest "empowerment annex" or Area E, where the city works with the federal and state government to cover the cost of infrastructure build out in order to have a more active say in where roads go and development styles.	4

Comments received directly through Konveio on the Public Review Draft Document

			<p>Suggest "Area C" for spaces like Marshall Mt that dont meet the requirements for extending sewer and water, but are very valuable and the city can proactively extend the city limits in order to have more control over development (adding deed rules), and create a new type of "preservation zone".</p> <p>Effectively, 10 lots on the way up Marshall Mt could generate enough tax revenue to fund 100 or even 1000 market rate homes elsewhere in the city. There could even be a mandated quid-pro-quo where if someone buys a lot there, they also must buy 10 lots in the city to convert them into a CLT or similar for the people property arrangement.</p> <p>In this case, the normal metrics do not apply. The land is hard to build on, there will never be the density to merit a full build out. But, it will make lots and lots of money. The reality is there needs to be a plan for somewhere in the city where rich out of state people can own a piece of paradise. Its better for everyone if the city is in the middle of that transaction, forcibly making the covenants of the property and district irreversibly positive to the environment and to the economic health of the city.</p>	
Konveio	Niles	116	Make extending the city limits proactively a part of the annexation plan.	4
Konveio	Niles	117	<p>Critical missed opportunity to not have a downtown river walk. Section 5 of the Downtown Master Plan does not have the teeth to make it happen, but a ZONING change would.</p> <p>Mandate that any building built along the river in the downtown zone MUST facilitate walking access and ground floor retail on the river side!</p> <p>This should be a special zone type that can be used elsewhere to good effect to create a more walkable city. Eg, a "car side" and a "people-only side"</p>	3
Konveio	Anon	118	They have no place in public-planning. These people are the problem.	6

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anonymous	119	Yeah, reading through the codes is a helluva chore.	1
Konveio	Anonymous	119	What is "vulnerable to gentrification?" what neighborhoods qualify for this designation? Why should the city seek to keep residents in or out of a neighborhood?	1
Konveio	Anonymous	119	How is "fair share" determined?	3
Konveio	Anonymous	119	We should also work on outlawing private agreements like HOAs that are barriers to development	4
Konveio	Anonymous	119	Then we should increase density in the areas bounded by the South Ave, Higgins, and SW Higgins in addition to opening up the university district to more mixed uses.	5
Konveio	Anonymous	119	I'm still skeptical about what form compatibility entails.	5
Konveio	Anonymous	119	We need to ban the practice of using residential units as short-term vacation rentals in all urban areas. If we are really in a housing crisis, every little bit counts. We have hotels for a reason.	5
Konveio	Anon	119	There is no such thing. We need public housing.	5
Konveio	Anonymous	119	Unless the geography, available utilities, and public safety dictate otherwise, the minimum housing development should be quadplexes.	5
Konveio	Anonymous	119	There already appear to be too many land-use designations in this proposed plan, so I'm skeptical we will be able to do this.	6
Konveio	Anon	119	Anywhere with single-family residential zoning.	6
Konveio	Anonymous	119	What about the impact to street parking? Does the city really believe that transit will replace vehicle ownership?	6
Konveio	John Wolverton	120	This needs clarity on breadth. Does it mean preserve historic buildings and historic resources? Or ...historic buildings and (other) resources such as natural and cultural?	3
Konveio	John Engen	120	We need to mandate glass recycling in this city too and de-emphasize plastic recycling because plastic can only be down-cycled. We need dual-stream or multi-stream recycling, and if Republic Services won't do it, the city should.	4
Konveio	Anonymous	120	And we should add protections for rooftop solar development in the code, like solar fences, that prevent new developments from rendering rooftop solar useless.	5

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anonymous	120	We need to REQUIRE these whenever possible. And if our requirements drive away business, the city should step in.	5
Konveio	Anon	120	Business need not be accommodated. Businesses are not people, Mitt Romney.	6
Konveio	Anonymous	120	Does this include the crimes against humanity perpetrated against Missoula's unhoused? Does this include the removal and prevention of hostile architecture and design standards?	6
Konveio	John Engen	120	You know it doesn't. This city has never cared about the homeless, only business.	6
Konveio	Anonymous	121	Yes!	1
Konveio	Anonymous	121	Yes!	2
Konveio	Anonymous	121	Yes!	2
Konveio	Anonymous	121	Yes! Also we need a preference for native species!	3
Konveio	Anonymous	121	Speaking of lighting, we should have a dark sky ordinance. Light pollution is real, and it is destructive to the environment. We should also do more to regulate noise in this city. Persistent levels of noise, like from roads, are linked to health problems like cardiovascular issues.	4
Konveio	Anonymous	121	Then why do we have oceans of urban residential high throughout the city without mixed use areas along major roadways or at least at intersections?	5
Konveio	Anonymous	121	People living near bus stops still need adequate parking even if they can use the bus for some trips. The city should not assume that people living near bus stops will own fewer vehicles	5
Konveio	Anonymous	121	Making parking more difficult in order to discourage car ownership is not a suitable goal for a city. Vehicle ownership is not a social ill that is to be discouraged	5
Konveio	Anonymous	121	Vehicle ownership is a social ill that should be discouraged.	6
Konveio	Anonymous	122	The city should just fully own and operate the bus system.	4
Konveio	Anonymous	122	This should include publicly-owned broadband. The private sector is incapable of doing this, and we should not pay for them to do it inefficiently.	4

Comments received directly through Konveio on the Public Review Draft Document

Konveio	Anonymous	122	The private sector has proven incapable of providing what people need. Missoula should take engage in the public construction and operation of housing.	6
Konveio	Anonymous	122	Exactly. The allure of manufactured scarcity means this is a fruitless endeavor. We need more public housing, not more subsidies for capitalist "developers."	6
Konveio	Anonymous	123	This should be a top priority!	1
Konveio	Anonymous	123	Housing is a human right and should be allowed, by right, in all zones.	1
Konveio	Anonymous	123	This should include massively reduced speed limits, street art, roundabouts, and the end of unsigned residential intersections	3
Konveio	Anonymous	123	We should also require it too. This city needs more urban tree cover. We also need green roofs.... and well... green surfaces everywhere.	3
Konveio	Anonymous	123	Does this mean infrastructure for city owned EVs? or is the city planning to build charging infrastructure for privately owned EVs?	3
Konveio	Anonymous	123	We should stop selling city-owned properties, and Missoula should take it upon itself to provide housing because the housing profiteers will not provide the services that we need.	4
Konveio	Anonymous	123	Public housing could solve this. We shouldn't have to bother with paying capitalist developers to give us scraps of affordable housing.	4
Konveio	Anonymous	123	The city could start by abandoning its lowest bidder policies and have additional requirements, e.g., deconstruction and reusable building materials.	4
Konveio	Anonymous	123	This is unfair. Neighborhoods without easy access to transit should not be taxed to fund it elsewhere.	5
Konveio	Anonymous	123	We should promote this model in other areas too, like all rental properties. Landlords are less than human.	5
Konveio	Anonymous	123	We need fewer incentives and more mandates. This city is obsessed with hoping carrots will solve our problems. We need more regulatory sticks.	5
Konveio	Anonymous	123	Emergency shelters are low/no barrier? Will there be any limits on how long the emergency lasts? or is this just a way to open more shelters without community approval	6
Konveio	Anonymous	123	Cry more about how you hate houseless people, bigot.	6

Place Type and Street Type Map Comments

Section 2:	Comments received that apply to the draft Place Type map and Street Type maps.		
Source	Location	Comment	Issue ID
Konveio	Orchard Homes, south of South Ave W, west of Clements Rd	Make this suburban residential	5
Konveio	Orchard Homes, west of Tower, south of South Ave W	Urban residential low*	5
Konveio	Orchard Homes, west of Tower, south of South Ave W	Make this suburban residential	5
Konveio	Orchard Homes, west of Tower, north of South Ave W	Urban residential low*	5
Konveio	Orchard Homes, west of Tower, north of South Ave W	Make this suburban residential	5
Konveio	Orchard Homes, east of Clements Rd, south of Spurgin Rd	Urban residential low*	5
Konveio	Orchard Homes, east of Clements Rd, south of Spurgin Rd	Make this suburban residential	5
Konveio	Orchard Homes, west of Tower, south of 7th St.	Urban residential low*	5
Konveio	Orchard Homes, west of Tower, south of 7th St.	Make this suburban residential	5
Konveio	Grant Creek Neighborhood, Missoula Development Park	Get rid of the development park overlay entirely. Change all of this to Urban Mixed-use High with lots of industrial uses allowed lime M1R. Maybe keep some industrial along the railroad tracks.	5
Konveio	Orchard Homes, west of Tower, north of South Ave W	Urban residential low*	5
Konveio	Orchard Homes, west of Tower, north of South Ave W	Make this suburban residential	5
Konveio	Orchard Homes, west of Tower, south of Spurgin	No, make it urban residential low. The suburban category is dumb. It is either urban or it is not.	5

Place Type and Street Type Map Comments

Konveio	Orchard Homes, west of Tower, south of Spurgin	Make this suburban residential	5
Konveio	Orchard Homes, east of Tower, south of 7th St	Make this urban residential low	5
Konveio	Grant Creek Neighborhood, Missoula Development Park	Get rid of the development park overlay entirely. Maximize the development density along Airway boulevard.	4
		<p>Missoula planning staff have done an admirable job here. Generally speaking, this is very well thought out.</p> <p>My single critique pertains to the city's plans for the Tech Development Park along Expressway and centered around Technology Ct. The land has previously been identified and developed for industrial use. I believe an argument could be made to remove the development overlay entirely. However, 3 of the lots in the Park are entirely inappropriate for industrial development. Specifically, I'm referring to lots 10, 11 and 12.</p> <p>Unlike the other lots in the Park which are accessed from Technology Ct., lots 10, 11 and 12 can only be accessed from Kendrick Place. On the opposite South/SE side of Kendrick is a sizable single-family home community. Proceeding with an industrial designation for this land will create undesirable commercial/industrial traffic through a residential area, negatively impacting the community and, likely, the tranquility and values of the residents' homes.</p>	

Place Type and Street Type Map Comments

Konveio	Grant Creek Neighborhood, Missoula Development Park	<p>A more suitable plan would create a transitional buffer between the existing low density residential community to the S/SE and the commercial area to the N/NW by designating lots 10, 11 and 12 for medium to high density apartment housing. Doing so would prevent an avoidable zoning clash of industrial development directly across the street from SF homes and avoid noisy/dirty truck traffic on what is currently a quiet residential street.</p> <p>Higher density MF zoning in this location would provide much-needed missing middle housing. More housing density in the area would have the added benefit of supporting the existing businesses, and stimulating future commercial development, in the MU-designated land to the N/NW of the Development Park.</p> <p>Thank you for your considerable effort and consideration of this suggestion.</p>	5
Konveio	Two Rivers Neighborhood, east of Tower, south of South Ave W	Make this urban residential low	5
Konveio	Miller Creek Neighborhood, north of Linda Vista Blvd	Areas such as Linda Vista and the South Hills should include more of the urban residential and urban mixed use categories. These areas have a lot of spending power, yet the lack of amenities there greatly increases vehicle travel on city streets as residents drive into town for virtually all needs.	5
Konveio	Miller Creek Neighborhood, north of Linda Vista Blvd	I agree that this area could use a bit more density if the utilities can handle it and safety allows.	5
Konveio	Miller Creek Neighborhood, between Upper and Lower Miller Creek Rds	This is an intensive family area with lots of kids. I suggest making a portion of available land commercial for a community center where a coffee shop, pub, eatery, day care, small retail and office space could be walking distance to your home.	1
Konveio	Grant Creek Neighborhood, Missoula Development Park	Get rid of the development park overlay entirely. Change all of this to Urban Mixed-use High with lots of industrial uses allowed in M1R. Maybe keep some industrial along the railroad tracks.	5

Place Type and Street Type Map Comments

Konveio	Missoula Country Club	There is private property in this area that is being shown as public land which is an error in the map. The land would be better suited to Urban Mixed Use Low like the adjoining privately owned golf course and hospital land. The private land is not in partnership for conservation as required by Place Types page 88.	1
Konveio	Grant Creek Neighborhood, Missoula Development Park	Make all of the Industrial in this area Urban Mixed-use High. Let it be developed with the most intense residential and commercial Neighborhood the 1st time it developed. Lots of M1R uses.	5
Konveio	Orchard Homes, east of Tower St., south of Spurgin Rd	Make this urban residential low	5
Konveio	Two Rivers Neighborhood, Fort Missoula Historic District	Fort Missoula Historic boundary. This is a failing and deteriorating historic site that isn't being allowed to have enough income generation to maintain the buildings, streets, boulevards or Historic Character. At least eight Historic Buildings are in significant decline or slated for demolition. This area needs to be changed to something similar to "The Presidio" in San Francisco where the history is preserved and the vibrancy of the historic neighborhood draws people from around the world. It has arts, culture, shopping, personal improvement services, housing, etc. Our Fort has homelessness, vandalism, decay, and economic decline. Please allow it to have a future. In twenty more years there may not be much left worth saving if not allowed to thrive.	2
Konveio	Orchard Homes, east of Tower, south of Spurgin Rd.	Make this urban residential low	5
Konveio	Miller Creek Neighborhood, west of Upper Miller Cr Rd (south of Michael Dr. ?)	Make this suburban residential	1
Konveio	Miller Creek Neighborhood, near the round about	Make this suburban residential	1
Konveio	Unclear	Make this urban residential low	5
Konveio	Miller Creek area	I suggest changing the intersection area to Urban Mixed Use Low so a community hub can be created.	1
Konveio		Make this urban residential low	5

Place Type and Street Type Map Comments

Konveio	Upper Miller Cr area, east of Upper Miller Cr Rd, north and west of Gharrett St. (inside the loop of Gharrett)	Make this suburban residential	5
Konveio	Miller Creek Area	Make it urban residential high. Why would we want low density next to an urban mixed use area?	5
Konveio	Miller Creek Area	Make this urban residential low	5
Konveio	Miller Creek Area	Make this urban residential low	5
Konveio	Upper Miller Cr area, east of Upper Miller Cr Rd, north and west of Gharrett St. (inside the loop of Gharrett)	Make this suburban residential	5
Konveio	Lower Miller Creek	There is an old school around this location that could be changed to Urban Mixed-use low allowing for a community center neighborhood. Keep the playground as parkland. add commercial on the main floors, day care, salons, coffee shops, offices, dental offices, future School on the second floor, two stories of residential above that.	1
Konveio	Grand Creek Neighborhood, Pleasant View Homes South of railroad	Shouldn't this be urban mixed use low since it's next to dense residential?	1
Konveio	Orchard Homes, west of Reserve St., South of Spurgin	Make this urban residential high	5
Konveio	Orchard Homes, west of Reserve St., North of South Ave	Make this urban residential high	5
Konveio	Orchard Homes area	Make this urban residential low	5
Konveio	Two Rivers Neighborhood, Larchmont Golf Course	This golf course is a waste of space. It should all be urban residential and mixed use.	5
Konveio	Two Rivers Neighborhood, Larchmont Golf Course	We should just get rid of golf courses entirely. Eminent domain the whole thing and just have publicly owned housing and whatnot there.	4

Place Type and Street Type Map Comments

Konveio	Two Rivers Neighborhood, Larchmont Golf Course	I suggest the Golf Course be moved across the river or downsized and much of the land along Reserve changed to Mixed-use - High. The triangle property Fort Missoula Rd and Post siding be changed to Mixed Use - High as it will be across the street from the new nursing school and could be developed in to more intimate public space, commercial uses and housing for staff, student and the elderly as it will be close to the hospital.	4
Konveio	Orchard Homes area	Make this urban residential high	5
Konveio	Two Rivers Neighborhood, west of Reserve St., north of 3rd St	No, make it urban residential high you fool!	6
Konveio	Two Rivers Neighborhood, west of Reserve St., north of 3rd St	Make this urban residential low instead of suburban	5
Konveio	Target Range Area	Make this urban residential low	5
Konveio	Target Range Area	Make this urban residential low	5
Konveio	South 39th St Neighborhood, west of Hillview Way, east of Gharrett St.	Make this urban residential low	5
Konveio	Hillview Way	Make this urban residential low	5
Konveio	Reserve St	There is no place for suburban mixed use, let alone this deep into town.	5
Konveio	North Reserve St	I would make this Urban Mixed-use High along N. Reserve.	5
Konveio	Franklin to the Fort Neighborhood, east of Reserve St, north of South Ave W	I would make this Urban Mixed-use High along N. Reserve.	5
Konveio	Reserve St	Make more of this urban mixed use, with a preference for the higher type	5
Konveio	Westside Neighborhood, North Reserve St	Much of the North Reserve Street corridor should be re-classified as urban mixed use, rather than suburban. This would help to ensure better land use and improve access for the growing number of residents nearby.	5
Konveio	North Reserve St	I would make this Urban Mixed-use High along N. Reserve.	5
Konveio	Franklin to the Fort Neighborhood, N Reserve and 3rd	I would make this Urban Mixed-use High along N. Reserve. and the intersection of 3rd. This is a major city intersection that would be best served by intense commercial and residential uses.	5

Place Type and Street Type Map Comments

Konveio	Southgate Triangle Neighborhood and South 39th Street Neighborhood	Really, everything just along S 39th should be urban residential high or low or mixed use.	5
Konveio	Westside Neighborhood, Reserve St. Mullan to American	Reserve from Mullan up to American should be urban mixed	2
Konveio	South 39th St Neighborhood, west of Hillview Way	Make this urban residential low	5
Konveio	Hillview Way	Make this urban residential high or urban mixed use	
Konveio	South 39th Street Neighborhood, west of Brooks St near 39th St	I suggest making everything along the tracks Urban Mixed use High. It is along the Bitterroot trail and a wide array of uses will really stimulate the area and provide quick multi modal transit to much of Missoula.	5
Konveio	Franklin to the Fort Area	Make this urban residential low	5
Konveio	Grant Creek Neighborhood, North Reserve St north of railroad	Or at least make it all urban mixed use low	5
Konveio	Grant Creek Neighborhood, North Reserve St north of railroad	This could be an extension of the downtown and I suggest changing it to Urban Mixed Use High. It would be a downtown for the homes just west by the airport.	5
Konveio	Franklin to the Fort Neighborhood, Franklin Park area	The Streets facing Franklin Park should be changed to Mixed Use Low so more commercial can provide more amenities, more dwelling density all with close access to a park. Day care center.	1
Konveio	Franklin to the Fort Neighborhood, intersection of Eaton St. and 14th St.	I would change the intersection of Eaton and 14th to Urban Mixed Use Low. It has some large land parcels that could be a nice mixed use neighborhood and small store uses at a busy intersection. Like the Grizzly grocery commercial area.	1

Place Type and Street Type Map Comments

		<p>There should be DARK-PINK next to RED, especially in areas of high residential suitability. It's really odd that it transitions so abruptly from box store to homes.</p> <p>Ideally, there would be a commercial building with offices on top, then commercial with homes, then two story apartments, then two story homes.</p> <p>If this is a plan for future possibilities, especially if there is a plan for large transportation infrastructure investment in Brooks, then the commercial only (red) should be opened up by at least one full block to mixed use (pink).</p>	
Konveio	Southgate Triangle Neighborhood, north of 39th St (?)	This is also where "corner stores" are likely to develop. A big box is not a corner cafe, market, shop where the owner can live upstairs.	5
Konveio	River Road Neighborhood	Make this urban residential low if the flood risk is low.	5
Konveio	Farviews/Pattee Canyon Neighborhood	I suggest making all residential one bock either side of SW Higgins Urban Residential High. It is not that tall, more residential would be along the major road. There are some large plats of land that could really make a dent in the housing deficit.	5
Konveio	Franklin to the Fort Area	Given the buildout of housing and retail space on S 3rd and in the Sawmill District, it seems sensible that more of the River Road and Orchard Homes neighborhoods should be classified as urban residential.	5
Konveio	Franklin to the Fort Area	Looks like a desert. Fitting that orange was used for the barren options this area has to look forward to. No possibility of a 4-corners mixed use zone?	1
Konveio	Franklin to the Fort Area	Make this urban residential low	

Place Type and Street Type Map Comments

Konveio	Franklin to the Fort Neighborhood, intersection of Mount/14th and Johnson	I would change the intersection of Mount 14th and Johnson to Urban Mixed Use low. One block in all directions of the intersection. This would be a good neighborhood hub location center of the F2F.	5
Konveio	River Road Neighborhood	Make this urban residential low	5
Konveio	Southgate Triangle Neighborhood, north of 39th St	Make this urban residential high instead of low	5
Konveio	Riverfront Neighborhood	Make this urban residential high instead of low	5
Konveio	Riverfront Neighborhood	And/or more mixed urban	5
Konveio	Farviews/Pattee Canyon Neighborhood, south of Hillview Way and SW Higgins	Make this urban residential low	5
Konveio	Riverfront Neighborhood	There are a significant amount of existing small warehouses that exist in this neighborhood that aren't in line with current zoning - would be great to see this classified more in line with the actual use.	2
Konveio	Westside Neighborhood, Broadway - Latimer/Raser	Make Broadway up to Latimer/Raser urban mixed use	2
Konveio	Westside Neighborhood	Some of this needs to be urban mixed use high. It's right by the downtown, yet there's suburban mixed use here?	2
Konveio	Franklin to the Fort, Catlin between 14th and 3rd	I believe Catlin is zoned commercial between 14th and 3rd. It would make a great Neighborhood mixed-use zone.	2
Konveio	Russell St.	I suggest you make the land on either side of Russell Urban Mixed-use High for one block or 1/2 a block. It is going to be a busy street in 20 years and the homes on it will not be very desirable in ten years. Then they can be replaced with a "city street" for the next 100 years.	2
Konveio	Riverfront Neighborhood, east of Russell, north of 3rd	I suggest all of this commercial land be changed to Urban Mixed Use High. It is ripe for development and central in the city. Maximize what is build to replace what is currently there to meet the city's housing goals.	5
Konveio	Farviews/Pattee Canyon Neighborhood, west of Whitaker Dr.	Make this urban residential low	5

Place Type and Street Type Map Comments

Konveio	Rose Park Neighborhood	I suggest making this area to Urban Mixed-use high. It is all commercial and mostly paved empty lots. It would be a great place for intensive Roam style development with high density residential and commercial uses. It is also ripe for redevelopment so why not pack as much as possible into the heart of the city center.	5
Konveio	Lewis & Clark Neighborhood	I suggest making this area Urban Mixed-use High to Bancroft. There are large lots in the area that could become centers for the SW Higgins corridor. That development would need to pay for the removal of old strip malls and loss of equity so they will need more intensive development.	5
Konveio	Lewis & Clark Neighborhood	Change this area to Urban Mixed use High for the greatest uses close to the downtown. Leave the fuel tank parcel as industrial and change everything else.	5
Konveio	Lewis & Clark Neighborhood	This area if prime for redevelopment so make it Urban Mixed-use High to maximize the community that will be developed.	5
Konveio	Riverfront Neighborhood, 3rd St. - 6th St.	I suggest making the Urban Mixed-use Low along 3-6th street blocks longer along the streets. This is another great location for central intensive residential / mixed use development on some large parcels.	5
Konveio	Farviews/Pattee Canyon Neighborhood, west of Whitaker Dr.	Make this urban residential high instead of low	5
Konveio	39th St Area	Make an urban residential low buffer here	5
Konveio	Riverfront Neighborhood (?), Mill District	Get rid of the single family lots in the Mill District and build it all out with the 4 story mixed use buildings. Maximize the potential on the land available in the middle of the city.	5
Konveio	Farviews/Pattee Canyon Neighborhood, east of Whitaker Dr.	Make this Make this urban residential low	5
Konveio	University District Neighborhood, south of South Ave, west of Bancroft St	Add some urban mixed use here	5
Konveio	Farviews/Pattee Canyon Neighborhood, west of Whitaker Dr.	Make this urban residential high instead of low	5
Konveio	Heart of Missoula Neighborhood, Toole Ave area	This should be urban mixed use high.	5

Place Type and Street Type Map Comments

Konveio	Lewis & Clark Neighborhood	Make this urban residential high	5
Konveio	Farviews/Pattee Canyon Neighborhood, east of Whitaker Dr, south of Dean Stone Dr.	I would change the commercial land in this area to Urban Mixed-use low.	5
Konveio	Lewis & Clark Neighborhood	Why not make this urban mixed use high instead of low?	5
Konveio	Farviews/Pattee Canyon Neighborhood, south of Pattee Canyon Rd	What happened to having more communities do their fair share to alleviate housing? None of this should be urban residential low. It should all be urban residential high or mixed use. Don't bow to these disgusting NIMBYs.	6
Konveio	Riverfront Neighborhood, Brooks and S Higgins area	Make this urban mixed use	5
Konveio	University District Neighborhood, south of South Ave	This should be urban mixed use high.	5
Konveio	University District Neighborhood, south of South Ave, along Higgins Ave	I suggest changing this area along Higgins to Urban Mixed-use High. Larger mixed-use and residential development could occur along the street.	5
Konveio	University District Neighborhood, south of Mount	More mixed urban	5
Konveio	Heart of Missoula Neighborhood, downtown	I suggest extending the downtown to the tracks through this area.	5
Konveio	Northside Neighborhood, between Rattlesnake and Grant Creek valleys, north of I-90	I suggest determining how many dwelling units as a new higher density residential neighborhood the North hills could hold then pick 3-4 locations at the edges of the open space, off larger roads and designate them as extremely high density residential zones. Then the density capacity of the North Hills would still exist in compact communities and the vast majority of the land would be left natural. It would also put hundreds of people within feet of parks and recreation areas. Underground parking with a 6 story midrise of residential above it. Support services within or adjacent to the tower. Mid to higher end residential filling the needs of the Missing Middle and enough density to support bus transit to each village. There is even room for some affordable housing on the lower levels.	5

Place Type and Street Type Map Comments

Konveio	Northside Neighborhood, between Rattlesnake and Grant Creek valleys, north of I-90	I suggest determining how many dwelling units as a new higher density residential neighborhood the North hills could hold then pick 3-4 locations at the edges of the open space, off larger roads and designate them as extremely high density residential zones. Then the density capacity of the North Hills would still exist in compact communities and the vast majority of the land would be left natural. It would also put hundreds of people within feet of parks and recreation areas. Underground parking with a 6 story midrise of residential above it. Support services within or adjacent to the tower. Mid to higher end residential filling the needs of the Missing Middle and enough density to support bus transit to each village. There is even room for some affordable housing on the lower levels.	5
Konveio	University District Neighborhood	Some of area adjacent to campus should include the urban mixed use category to better provide amenities to the large number of people in the vicinity.	5
Konveio	General comment noted on map between Grant Creek and Rattlesnake areas	This mapping looks a lot like existing conditions rather than aspirational.	5
Konveio	Rattlesnake area	Needs more mixed use urban designations	5
Konveio	University District Neighborhood, south of South Ave	Mixed use urban would be nice down here	5
Konveio	University District Neighborhood, Arthur Ave.	Most of Arthur should be urban mixed use. What are y'all thinking?	5
Konveio	University District Neighborhood, north of Mount Ave	I would show the commercial existing in the neighborhood as Commercial Mixed Use low so they are not non-conforming. Then they could be improved to serve the neighborhood better for the future.	5
Konveio	University District Neighborhood, south of Mount Ave along the base of Mount Jumbo	No higher density near the university? So if someone wanted to open another cafe, they would need to convert a home? Why not allow DARK PINK along this road since it is already Mixed Use? Has someone thought made an explanation why a ROAD is mixed use but the LOT on the road is NOT?	5

Place Type and Street Type Map Comments

Konveio	Rattlesnake Area	Absolutely, ostensibly one of the values is about neighborhoods doing their fair share to support more housing, but this designation runs counter to that idea.	5
Konveio	Lower Rattlesnake Neighborhood, low in the valley	I suggest making this Urban Residential High as it is just off the downtown. It shouldn't just be reserved for the most wealthy citizens.	5
Konveio	Lower Rattlesnake Neighborhood, low in the valley	No, make it urban residential high	5
Konveio	Lower Rattlesnake Neighborhood, low in the valley	Replace with urban residential low	5
Konveio	Lower Rattlesnake Neighborhood, mid valley	I suggest determining how many dwelling units as a new higher density residential neighborhood the North hills could hold then pick 3-4 locations at the edges of the open space, off larger roads and designate them as extremely high density residential zones. Then the density capacity of the North Hills would still exist in compact communities and the vast majority of the land would be left natural. It would also put hundreds of people within feet of parks and recreation areas. Underground parking with a 6 story midrise of residential above it. Support services within or adjacent to the tower. Mid to higher end residential filling the needs of the Missing Middle and enough density to support bus transit to each village. There is even room for some affordable housing on the lower levels.	5
Konveio	Lower Rattlesnake Neighborhood, upper valley	I suggest determining how many dwelling units as a new higher density residential neighborhood the North hills could hold then pick 3-4 locations at the edges of the open space, off larger roads and designate them as extremely high density residential zones. Then the density capacity of the North Hills would still exist in compact communities and the vast majority of the land would be left natural. It would also put hundreds of people within feet of parks and recreation areas. Underground parking with a 6 story midrise of residential above it. Support services within or adjacent to the tower. Mid to higher end residential filling the needs of the Missing Middle and enough density to support bus transit to each village. There is even room for some affordable housing on the lower levels.	5

Place Type and Street Type Map Comments

Konveio	Lower Rattlesnake Neighborhood, mid valley	No, make it high.	5
Konveio	Lower Rattlesnake Neighborhood, mid valley	Make this urban residential low	5
Konveio	Lower Rattlesnake Neighborhood, mid valley (?)	Make this urban residential low	5
Konveio	Lower Rattlesnake Neighborhood, mid valley	Make this urban residential high	5
Konveio	Lower Rattlesnake Neighborhood, upper valley	Make this urban residential low	5
Konveio	Lower Rattlesnake Neighborhood, mid valley	I agree. There definitely needs to be urban mixed use here.	5
Konveio	Lower Rattlesnake Neighborhood, mid valley	Show the commercial in this area as Urban Mixed-use low so it can more profitably serve the Rattlesnake. The neighborhood had several small grocery stores, and laundromats all along Rattlesnake drive in the past. I neighborhood gather spot would save 20 minutes of driving every time you need a 1/2 gallon of milk.	5
Konveio	Lower Rattlesnake Neighborhood, upper valley	Make this urban residential low	5
Konveio	Lower Rattlesnake Neighborhood, upper valley	Make this suburban residential instead of rural	5
Konveio	Lower Rattlesnake Neighborhood, mid valley	Make this urban residential low	5
Konveio	East Missoula	I suggest making this area urban mixed use instead	5
Konveio	East Missoula	Wait, I think I misread it as suburban mixed use. Feel free to disregard.	1
Konveio	East Missoula	Make this urban residential low	5
Konveio	Marshall Canyon Neighborhood, East Missoula	Make it all urban residential low	5
Konveio	Marshall Canyon Neighborhood, East Missoula	Make a small portion of this urban residential low	5
Konveio	Pinegrove	Make a small portion of this urban residential low	5
Konveio	West Riverside	Make this urban residential low	5

Place Type and Street Type Map Comments

Konveio	Milltown	I suggest changing this area to Urban Mixed-use High to maximize any new development in the heart of the community	5
Konveio	Bonner, west of Hwy 200, near railroad and Hwy 10	I suggest changing this to Urban Mixed-use High as it is already very dense and when it is replaced that character should be maintained but the height will probably increase to pay for the added cost of redevelopment.	5
Konveio		Completely eliminate the term "Suburban" from the lexicon of language in this plan. It is not just a mindset but an unsustainable and unaffordable (commercial and residential) pattern that has bankrupted communities culturally and financially. Cities are urban and should be planned as such. Outside of urban should be very low density rural.	2
Konveio		Completely eliminate the term "Suburban" from the lexicon of language in this plan. It is not just a mindset but an unsustainable and unaffordable (commercial and residential) pattern that has bankrupted communities culturally and financially. Cities are urban and should be planned as such. Outside of urban should be very low density rural.	2
Konveio	Bonner, north of Hwy 200, south of the river	Make the back of the Log yard Urban Mixed use low or high. Leave industry by the highway then change to more flexible uses as you go along the river and base of the mountain. Housing is a huge need out this way.	5
Konveio	Bonner, south of Hwy 200, north of the railroad	Make this Urban Residential High	5
Konveio	Reserve St	5-lane roads have no place in Missoula!	4
Konveio	General	Make "Regional" streets stop on outskirts, change to "Community Commercial" (mixed use)	3

Place Type and Street Type Map Comments

Konveio	Reserve St	We see Regional Connector as being the highways leading to town- mainly 93, and maybe 200- and those should not go into Missoula. We see Regional Mixed Use being folded into Community Mixed Use and would apply to all Missoula arterials, and would be a maximum of one travel lane in each direction, with protected bike lanes and modern single lane roundabouts. It would be good for you and I to meet and discuss if possible. My email is mist@strans.org -Bob	3
Konveio	Reserve St	5-lane Regional Mixed Use streets are not appropriate for Missoula. 3-lane Community Mixed Use streets are what Missoula needs.	3
Konveio	Ronan ST	This short section of Ronan should be closed and the land changed to Mixed-use development.	4
Konveio	Midtown	All Neighborhood Mixed Use street in this area should be changed to Community Mixed use. This is in the heart of the Midtown which the Midtown plan wants dense and Mixed-use.	3
Konveio	Midtown	Regional Connector should be extremely limited in their use. They are commercial / pedestrian deserts. They create walls around neighborhoods dividing the city and stopping effective crossings of pedestrian and vehicles. They hurt commerce except by car. I cannot think of any street that this Street type would be appropriate for. I recommend changing all of them to Regional Mixed-Use.	3
Konveio	Midtown	Regional street types should be further constrained to a very select few corridors that already contain large/wide streets and big-box stores. Regional should not be proposed along corridors that have smaller streets and residential uses. Those streets should be classified as Community Mixed Use.	3
Konveio	General	All Community Residential should be changed to Community Mixed Use.	5
Konveio	General	Yes! to street descriptions. Add "Neighborways" illustration	2
Street Types Map	N 4th St W and Wolf Ave	This neighborhood should be Urban Residential High instead of Urban Mixed Use Low. The neighborhood make up is no different than the section to the west that is residential, it is also residential not mixed use. What provisions are in place to preserve the historic character of the neighborhood?	5

Place Type and Street Type Map Comments

Street Types Map	Kemp Street and 8th St W	This section of Kemp St needs to be a neighborhood N-S running greenway to close the gap in a safe contiguous network for bicycle commuting to connect Franklin-to-the-Fort with the Milwaukee trail. There is a disconnected gap in safe bicycle infrastructure that is N-S running in the area West of Johnson St.	5
Online Portal	(Re: Franklin-to-the-Fort)	There is not enough parks and green space in Franklin-to-the-Fort to support high	5
Online Portal	(Re: Franklin-to-the-Fort)	There are not enough parks and green spaces in Franklin-to-the-Fort to support Urban Residential High place type in this neighborhood. 3-story developments also take away important sight-lines to mountains and forested/snow-covered hillsides that are an important component of our neighborhood identity. 3-story developments also take away important sunlight from adjacent food gardens in backyards, having a big negative impact on community health.	5
Online Portal	(Re: Westside)	I disagree that this part of the westside should be urban mixed use low. I would argue it should be residential low (yellow color)..	5
Online Portal	(Re: Along Rattlesnake Dr)	I disagree that this should be urban low. It should be suburban (green) like the area around it.	5

Section 3: Events and Online Comments

Section 3: Comments received directly through public in-person and online Public Review Draft engagement events and activities.

Source	Comment	Issue ID
Community Event	Generally in support	1
Community Event	Infill development is positive	1
Community Event	Focus on more housing supply in all the neighborhoods - spreading out	1
Community Event	Interest in the corner shops occur in the neighborhoods, could provide more options for use in	1
Community Event	Why is the lower rattlesnake suburban residential?	1
Community Event	Why didn't we pursue land back with the tribal community?	4
Community Event	Hard to support place/street types without design standards that will follow	3
Community Event	- Lower rattlesnake: suburban residential, too auto-centric	5
Community Event	- Urban residential low	5
Community Event	- Getting these labels, it's a stigma, too auto-dependent	2
Community Event	- Don't want to be stuck	
Community Event	- Suburban residential goes against community goals, need to be thoughtful about where	2
Community Event	- Linear process vs. being connected	
Community Event	- Standards of what's allowed or not will impact what placetypes certain areas should be.	1
Community Event	If streets are narrowed and more cars are parking on-street: is there a way we can ensure sidewalks remain for pedestrian and don't get blocked/partially used by cars?	3
Community Event	How are we tackling light pollution?	3
Community Event	How much do current sidewalks factor into this planning?	1
Community Event	Eliminate suburban placetypes	2
Community Event	What kind of yield?	6
Community Event	Will code actually carry out our goals?	3
Community Event	AirBnB: taxing AirBnBs to add to Affordable Housing Trust Fund; why aren't we controlling or banning	4
Community Event	Incentivizing ADUs at the local level	4
Community Event	What is the definition of workforce housing? HUD defines it as 120-140% of AMI; what's the need for	3
Community Event	Make sure place types don't preclude incentives for housing (affordable and accessible homes)	1
Community Event	Please protect our rivers and streams with no development buffers - they make great parks	3
Community Event	3-4 units per what size area? (in residential place types)	1
Community Event	Small-scale commercial in residential areas: should be restriction for noise and deisel fumes; what is small-scale commercial, and does that include dispensaries?	4

Section 3: Events and Online Comments

Community Event	Zero plan for how to make affordable housing	3
Community Event	Community & Quality of Life: in my neighborhood of one-story craftsman bungalow houses, huge 2-story mega houses have been permitted; so long-time residents now look out their window at a blank	5
Community Event	Environmental Quality & Climate Resilience: no more development in floodplains. Provide a meaningful buffer along rivers and creeks	3
Community Event	Housing Choice & Access: building zero-step entries; more attention to ADA universal design; 15% of population has some form of disability; no attention to disability in needs in plan	3
Community Event	The summary of the characteristics of the designations are readable and easy to compare.	1
Community Event	The document provides a good overview – not really enough to understand what’s likely to occur though.	3
Community Event	I feel like this plan has been pretty mindful of Missoula’s rapid growth, changing diversity, and need for mixed use and walkable neighborhoods.	1
Community Event	I want to the methodology for the assignment of future land use to be more transparent. There’s some rubric explained in the document but lines in the middle Rattlesnake, for instance, that seem more political than principled. Specifically, the Urban Low designation was applied to large areas without alleys even as alley-orientation is repeatedly called out as key to urban design.	5
Community Event	I’d like to see the area west of Scott Street above Broadway/North Reserve – zoning there change, as industry sells out – toward walk/live/residential	3
Community Event	Flex-zoning	3
Community Event	Commercial in residential – delivery trucks have to keep running?	3
Community Event	Certain neighborhoods/areas need businesses and transportation options to be more walkable or at least easier accessibility. I know that the code reform has goals for that by allowing more variability.	3
Community Event	One neighborhood I think of is the Mullan Road/Hellgate Elementary area, which doesn’t have much in the way of small business, is rapidly growing, and has limited throughway streets...mostly just Mullan Road	1
Community Event	Where is the case that these plans will have the impact that we assert we need? Absent specific standards for design, streetscape, etc. There’s not much to make the case for an attractive redevelopment patter. And the methodology for increasing supply seems simply to expect that private sector to deliver an optimal social outcome.	1
Community Event	I’m curious how this all ties in with transportation changes (i.e. the bus system, bike paths, shared use bike/walk paths, bike lanes on streets, etc.)	3
Community Event	Also how can code reform tie into accessible housing and sidewalks for people with physical disabilities?	3

Section 3: Events and Online Comments

Community Event	There's no evidence for the premise that making these changes will have the effects that would improve the existing conditions of scarcity. These regs will simply allow more construction of high-end homes in many places where the allowed uses are intensifying.	5
Community Event	Village Homes is the coolest subdivision in the country	1
Community Event	My Basic Philosophy is “every type of housing in every neighborhood”. It’s overly simplistic, but it cuts to many of the core issues. Having 1-3 acre rural/suburban lots to denser apartments and cottage courts, ADUs, mid-size family homes, etc. in every neighborhood (not on every street) would encourage equitable growth. I love neighborhoods with every income level and family type represented. I believe we’re set to become a pretty large city in the next few decades. Mixed housing would insulate us from the (often awful) income disparities of different sides of metro areas that split into rich & poor. Once we hit that point, it’s too late. The tax base of rich parts of town allow for better schools, service, etc. and the other side of town spirals. Dense, even tall buildings > urban sprawl. I advocate for a bit & tall downtown in order to preserve our surround open spaces. Bike infrastructure (of course). Ideally in quieter, protected corridors instead of a pointed lane on a busy street. Ove the Bitterroot Trail. Don’t loving biking down Brooks or even Higgins. I think y’all are doing a great job. My main concern is the Hip Strip. I spend most to f my free tie at Flippers, Le Peiti, Gild, Kettlehouse, and the Roxy. I’m pro-growth, but I’m worried the developments on the Hip Strip will kill the culture. It may be inevitable, so my proposed solution would be focusing on new, mini Hip Strips across town. The areas around Cambie, Drought Works, now FunKit Coffee all could work. Prioritizing local business growth in areas like these to attract the current people and cultures of the Hip Strip could end up being a net positive for Missoula.	1
Community Event	I can’t endorse this plan without knowing how it will be implemented through the unified development code. I have specific concerns about how the specifics of sites will be handled by regulations. How does the absence of an alley or presence of a steep grade get acknowledged and accounted for by the code, when the land use designation presumes flat-ish parcels with alleys and short blocks? Will humanizing elements of multi-dwelling building like outdoor areas, safe storage, and varied facades be discarded to get more housing of any quality? And what makes anyone writing this believe it will the intended effect? And What else will we discard in the hope it makes a difference? Dark Skies? Ok that’s enough. This needs a stronger case for the effect it will have and more specifics about how the attractive promised patterns of development will actually be extracted from developers who don’t care about the finer things this all dwells on?	3
Community Event	limited commercial use in residential—exciting!	1
Community Event	will there be a public review process, or a list of allowed uses?	3

Section 3: Events and Online Comments

Community Event	MMW – consistent with what was said in previous phases	1
Community Event	Graphics & readability	1
Community Event	Goals are great; Opening up neighborhoods to commercial will help to make neighborhoods more walkable; every day services in our neighborhoods that you walk to – can we dictate the type of uses as a neighborhood commercial	3
Community Event	Walkable, diverse neighborhoods, amenities, vision is great	1
Community Event	Likes mixed use development style, allowable	1
Community Event	Balance of green space to homes & built environment	1
Community Event	Climate & housing incentives! Love that.	1
Community Event	More dense living = affordability (2.89% housing capacity)	1
Community Event	Would agency comment still happen?	3
Community Event	voluntary incentives for affordable housing are tougher to discover; and example of this is with 0.5 parking spots required per unit, incentivizing through min. parking reductions becomes tougher—there is a worry this takes away affordability levers	3
Community Event	someone mentioned that they believe that Bozeman has a 7% vacancy rate; should we be tying vacancy rate to affordability?	3
Community Event	will land cost go up as a result of this?; will it lead to short-term unaffordability?; will land end up costing more because it is more desirable?	3
Community Event	general worry that there is a limited discussion of affordability; zoning may not provide affordability, so how is this being addressed?	3
Community Event	it is perceived that there was a limited consideration of infrastructure in place; e.g., in the rattlesnake, there is already traffic and this is tough to be addressed with just one way in and out	1
Community Event	Huge flaw with plan, needing to be compatible with existing, small, single-story houses – units turn out quite small (allowed)	5
Community Event	Design Excellence	6
Community Event	Change “Bike” lanes to multi-modal	3
Community Event	Multi-modal lanes on industrial roads	3
Community Event	Concern over 4 to 6 plex everywhere	3
Community Event	Concern over there not being incentives to make the goals with reality	3
Community Event	F2F neighborhood current streets not represented in the street type because it is missing sidewalks. What’s the reality of getting more sidewalks in place to go with the 4-6 plex and more development in general?	3
Community Event	We need to address this in existing neighborhoods	3

Section 3: Events and Online Comments

Community Event	Too much urban mixed use low – want get us to #'s we need for housing or market for businesses	1
Community Event	Won't get us what we want	6
Community Event	Issues with calling it "Community Plan"	6
Community Event	Characterizing as community's plan, issue will come up when these places said what they are, not everyone has had the opportunity to weigh in	3
Community Event	Under represented folks not represented here – skeptical this is representative of community values	5
Community Event	MAMP process integrated (county zoning)	1
Community Event	Most change = neighborhoods with entry-level prices	5
Community Event	Will this plan or zoning change impact covenants?	4
Community Event	inclusion of reduce parking minimums, etc. in areas that are closer to public transit / other modes	3
Community Event	ensuring that the most affordable houses (e.g., tiny homes, manufactured homes, etc.) are allowed on all properties	1
Community Event	how will additional growth be paid for (e.g., the cost of infrastructure)?	3
Community Event	More specific about incentives for infrastructure	3
Community Event	Lower Rattlesnake	3
Community Event	Is the City Going to release the layers used for hazards/protected areas?	1
Community Event	What outreach has been done with county residents?	3
Community Event	Have the schools been complicit	6
Community Event	Sidewalks are important	1
Community Event	Address what is missing of place & street in the language	1
Community Event	How to address storage units?	1
Community Event	Est. 36,000 people growth – will that be evenly distributed?	1
Community Event	Add % of land use type for FLUM	1
Community Event	# of place types? Higgins – Rose Park, then downtown; A plan that incorporates what exists right now; Predictability? Most change happening in areas that have already had a lot of change	1
Community Event	Concern that wildlife habitat and migration is not adequately addressed in the plan	3
Community Event	Parking – what's our approach – not to entirely eliminate	3
Community Event	- Reducing the requirement is key as in incentive for subsidizing housing	3
Community Event	- Share concern over how the land plan protects against gentrification. How can we ensure this doesn't relate to a bigger problem down the road?	3
Community Event	What influences the choice that someone makes to locate a small office in an adaptive reused house to the office? Is there an approach you can take this, for example: Our goals is to X% of certain housing & X% of certain commercial	3

Section 3: Events and Online Comments

Community Event	We need to watch for the supply-demand approach & let the market have the flexibility to react	1
Community Event	The plan is about guiding & not so much about restrictions	5
Community Event	Can we incentivize development of smaller units? ADU? The want for smaller units is there but it still doesn't pencil. Can we waive more fees?	3
Community Event	Re-zoning that only emphasizing housing; No landscaping , in apts; Parking; Cram it in & figure it out later	3
Community Event	There should be pictures of my neighborhood and many others. 43% have NO sidewalks and plans going as they are now will be 50-100 years from now till that is fixed. In the mean time what's the plan our neighborhood has 22 miles of missing sidewalk, other area 59 more are missing	2
Community Event	Goals are great. I applaud your goals and vision. But I see no plan or incentives to make it happen! Ensure safety and accessibility for people of all ages. Protect environmental quality. Embrace innovation. Boost mobility/public health	3
Community Event	With this picture with no sidewalks at all, people in wheel chairs go down the middle of the road in traffic, so do mom's with strollers and kid's on bikes and pedestrians walking down the middle of the street. No pictures showed that.	2
	PUT PICTURE HERE	2
Community Event	Make the point that we have to plan for growth – “why would I want growth?”	1
Community Event	Impacts of relationship with covenants	4
Community Event	What does infrastructure cost? Who pays for it? Will there be enough future residents to maintain it?	1
Community Event	Does it free up land use enough to achieve the vision?	1
Community Event	Will it meet our transit goals?	1
Community Event	Modular homes	1
Community Event	Streets – existing? – how close are they	1
Community Event	Vision for community – language reframing	1
Community Event	5-8%	1
Community Event	Not realistic to call this plan the community vision because people don't know until things are built	6
Community Event	Concern over the way road connectivity is factored in/or not into the place type designation for the Rattlesnake. Given concerns over being able to exit in cases of emergencies; Rattlesnake is very limited on exiting – one way in/out. Creates bottleneck.	2
Community Event	Concern over overloading streets with parking and traffic bottlenecks at the junction of Van Buren to the roundabout at I-90.	2
Community Event	Parcels vs. lots; it's confusing which is which or what each means.	2

Section 3: Events and Online Comments

Community Event	Emergency evacuation in Upper Rattlesnake.	2
Community Event	Activity area	3
Community Event	Cash in lieu seems like a way	3
Community Event	Maybe there's a way to provide things that still	3
Community Event	For areas that offer are more urban, maybe that's where	3
Community Event	Urban areas should push towards more creative/innovative green amenities like rooftop gardens	3
Community Event	Should we worry about over building?	3
Community Event	Have we considered closing down to growth?	6
Community Event	Yes to the expansion of housing options across the city proposed in the draft plan.	1
Community Event	Yes to development of affordable housing incentives but need to expand to include accessibility. Affordability should be permanent affordability to qualify.	3
Community Event	Put language in the plan making it clear that incentives for permanent affordability/accessibility can exceed limits set for the place type.	2
Community Event	Plan for housing affordable to 80-120% average median income.	3
Community Event	Accessibility doesn't mean anything if there is no accessible housing.	3
Community Event	Community members want investment in enhancing accessibility, both for new builds and improving existing structures.	3
Community Event	Yes to the street descriptions. Please include an illustration of neighborways.	2
Community Event	Has the City of Missoula explored all options for grants and government funds to help make truly low incoming housing possible?	3
Community Event	We are excited about low income housing.	1
Community Event	How will we incentivize builders/developers?	3
Community Event	Especially without putting additional burdens on eventual tenants?	3
Community Event	Connectivity for a protected walking, biking, wheel-chairing lane on the street pavement.	3
Community Event	Ideas: Call out for greenfields ie: when county setbacks from river could be applied	3
Community Event	Moving forward for areas that are annexed, develop needs to know setback to begin with	3
Community Event	Room for bolstering commitment to considering for mitigation: setbacks from rivers, wildlife habitats are protected.	3
Community Event	- We recognize where sensitive lands are and that's why we need to do X,Y,Z	3
Community Event	- Bird habitat is a scarce/valuable resource	3
Community Event	-All the creeks, not just the rivers	3
Community Event	Carry forward county setbacks along the river via annexation/subdivision policy	3

Section 3: Events and Online Comments

Community Event	It looks like there is some focus on climate change solutions, equity, and connectivity but no details have been decided or shared so it's hard to know what is being proposed.	3
Community Event	None is this is specific so how can we know what is being proposed?	3
Community Event	The key shifts are drastic. Already many parcels can add another house unless already have an ADU or duplex, but many don't. For instance, suburban residential place types mostly have one unit and now this plan is allowing 3-4 units. This will significantly change the character of neighborhoods. Also, if we are allowing such dense building let's ensure there is green space and everyone isn't shaded out so we can still garden and have food security.	3
Community Event	Yes! Let's just allow ADU or duplexes. AND—let's focus on affordable housing—and government build affordable housing—not public/private partnerships. We have the Missoula Housing Authority and they can build really nice affordable/public housing.	1
Community Event	I also feel concerned that we are going to overbuild in Missoula. How do we know Missoula is going to grow as much as you are predicting? What if we ruin our city and make it more blighted? Once we take away green space we don't get it back. Vacancy rates are already over 4% and over 6% for apartments.	3
Community Event	How to account for regional traffic in our streets? Why only two lanes?	6
Community Event	Yay density. Need affordable and accessible incentives to work for residents.	1
Community Event	Interface between downtown and river height restrictions along rivers? And height impacts to birds (bird-safe glass).	3
Community Event	Within River Road Neighborhood; designate on map Emma Dickinson area for future central park for that neighborhood	4
Community Event	Urban pockets; are they near services?	1
Community Event	Is there a plan to legalize non-conforming units that are found all over town, ie: basement apartments and ADUs on small lots?	3
Community Event	On Westside by Cooley where it turns it is Urban Mixed-Use Low then turns to Urban Residential High: Why this division right here? On WS. Breaks up cohesion of historic district.	2
Community Event	Econ. Health: need to revise to say "Transportation Options Action Plan"	2
Community Event	Safety of walkers; increase use of required parking in off-street slots especially for infill or multi-unit complexes (exception could be made if lot was directly on a bus line)	3
Community Event	Neighborhood greenways; how about a graphic of a neighborway!	2
Community Event	Neighborhood greenways yes! But make sure they extend across the city; east and west, north and south and they are not just sidewalks that don't exist are intermittent and won't be complete for decades!	1

Section 3: Events and Online Comments

Community Event	Concrete sidewalks shouldn't be the only option for safe ped. Mobility	1
Community Event	- 1 pound of concrete release almost 1 pound of CO2	4
Community Event	Incentives also for more accessible housing, esp. In locations in proximity to transit and neighborway routes that connect across the city.	3
Community Event	Affordable housing incentives – yes! Please expand and don't give away incentives, e.g. height limits relaxed as they result in more affordable units. Same for relaxation of parking and setbacks.	3
Community Event	I appreciate and support the expansion of housing options across the city in the proposed draft plan. Great work!	1
Community Event	Safety and walking access	1
Community Event	- There needs to be a much, much higher level of requirement for off-street parking especially in older neighborhoods with mature vegetation.	5
Community Event	Eliminating or reducing off-street parking for new construction will result in safety issues. It won't necessarily lead to increased use of mass transit.	5
Community Event	Urban forest (trees) is also health and community element (not just siloed in environment)	1
Community Event	Plan ahead for energy sharing	3
Community Event	- Shared solar	3
Community Event	- Community heat pumps	3
Community Event	- Wells/pipes along streets	3
Community Event	- Roads that store energy pumps	3
Community Event	- Technology is developing now	3
Community Event	- Save room for these under parks, parallel to water mains	3
Community Event	We need to incentives for universal design and visitability allowing friends and family with mobility issues to visit most Missoula homes. Allowing owners to age in place. This will only increase public health and safety.	3
Community Event	We need homes with level grade entrances, no steps so ADA, no ramp needed only \$600-\$1,200 more, what incentives can be put in place to encourage this	3
Community Event	Yes to affordable housing incentives	3
Community Event	- A. permanently affordable	3
Community Event	- B. Added incentives to housing of all types that build equity for rentals and residents, thus stability for neighborhoods and for families and schools	3
Community Event	Yes to accessible housing with incentives and if not successful then plan for public and trust land housing that helps them build equity and stability and for having regulations not just incentivizing for developers!	3

Section 3: Events and Online Comments

Community Event	Help people especially those who are too poor to benefit from tax incentives to improve existing structures	3
Community Event	Make housing affordable to 80-120% average median income + plan for less than 80% income with public + trust land housing that helps them build equity	3
Community Event	Yes to expanding housing options. Incentives: expedite + encourage homes that build equity for all types of housing- to give stability to neighborhoods as residents are invested in being neighbors + stability to families + children's in staying in their schools	1
Community Event	Density designations = remnant of existing zoning	5
Community Event	Particularly happy with more duplexes small units in my neighborhood so I can downsize in the city	1
Community Event	Neighborway so much less \$ less tax hikes	1
Community Event	Because 43% of our neighborhood has no sidewalks so we need neighborways for safety + climate	1
Community Event	Like small scale businesses in neighborhoods	1
Community Event	Planner – 180 degree from 50 years ago which was single family	1
Community Event	The community going to buy in? – It's so different	1
Community Event	Focus inward – agrees with	1
Community Event	Mother-in-law units? – when zoning allowed, yes	1
Community Event	Tiny homes – have to be hooked up to sewer and water and foundation	3
Community Event	Neighborways? – how does that fit in?	1
Community Event	Fort Missoula in open space whereas the hospital is mixed use. Want this to be able to be developed. Private land in open space proposal	2
Community Event	Street type does not equal zoning	1
Community Event	Not clear on what “neighborhood small businesses” really means. Want more pictures, clear idea on ability to have a business and on top have apartments	2
Community Event	Reduction in parking requirements causes concern about pedestrian safety	5
Community Event	Not a lot of/and to do development	6
Community Event	Neighborhood commercial building types may be better defined as neighborhood mixed-use (apartment over a coffee shop)	1
Community Event	Increased density and population with reduced parking will yield	6
Community Event	Lane-centric (lanes spit you out and have required turns) – lots of land changes	1
Community Event	East Missoula – apartments going into neighborhood	1
Community Event	Not sure density will impact affordability	1
Community Event	Leave some “grit”	1
Community Event	Walkability and how it can spur gentrification	1

Section 3: Events and Online Comments

Community Event	Reading columns is rough	6
Community Event	Everyone – this plan is a response to what people	1
Community Event	Can afford right now vs. what they want in the future	1
Community Event	If you’re going to be residential, you’ve got to be dense	1
Community Event	4-6 lane highways past airport if not annexed into the City?	4
Community Event	Force Sprawl – more \$ outside of the land use plan area	1
Community Event	Not going away – parking, forcing a lifestyle choice, people aren’t going to stop driving	3
Community Event	Need to provide transit – chicken or the egg, response to demand or build; they will come?	4
Community Event	SB382 PPP changes – the message isn’t out there that these changes are happening	1
Community Event	More diversity on picture on land draft	2
Community Event	Universal design – group homes	4
Community Event	Age in place	1
Community Event	Would be helpful to have site-specific examples of what a place currently is and what could be done/how it changes	3
Community Event	How to get developers to actually build affordable units	3
Community Event	Change the role of the planning board? Commission = recommending body -> City Council; Once zoning adopted, Planning Commission will be City-only, but will be appellant and recommending then	3
Community Event	People who are liberal are sometimes not liberal about who moves next to them	6
Community Event	Where language is vague, how open to interpretation or influence can special interests have? “ We think this is a good idea...” – how does that actually come to fruition?	5
Community Event	Worried the City has less leverage to influence affordable housing	3
Library Display	I live in the Rattlesnake. It should be higher density!	5
Library Display	Less parking! More housing!	1
Library Display	More density in the wealthy neighborhoods! Good start otherwise!	6
Library Display	Fair share is stupid. I pay \$8,300 taxes because it’s the Rattlesnake yet Scott Street houses get free lar	6
Library Display	Please increase the zoning around Rattlesnake ES and Lewis & Clark ES. People want to live near those schools! With Families.	1
Library Display	Please keep some trails and city paths gravel such as Playfair Park, or Silver Park! Please!	1

Section 3: Events and Online Comments

Engage Missoula	Thank you for this tentative plan. I am sure you are working with the transportation plan and the park plan that are happening at the same time. Planning trails and bike lanes in all areas that connect to services is crucial. I see the development west of Reserve and there are different types of housing. My concern is that the traffic situation is ridiculous on Mullan Road. Flynn Lane is dangerous as well as Mary Jane as there are not adequate stop signs, slow signs, traffic lights. Parks with amenities within walking distances from developments are a must.	3
Engage Missoula	I see little to no discussion about decreasing people instead of accommodating growth. We need a campaign to discourage people from moving here and helping people who want to leave do so. It will not solve all the problems but it seems unbalanced to just look at the supply side. How can we decrease the demand is a question that is not even asked. Shoving more people up our valleys, most with one egress road that is overtaxed is just crazy and dangerous. If Grant Creek or the Rattlesnake or Miller Creek or the like need to be quickly evacuated there will be deaths. If we want to accommodate more people we need more infrastructure first, more schools, more roads, more parks, more police etc.	6

Section 3: Events and Online Comments

<p>Engage Missoula</p>	<p>We can see your primary focus is how to cram more people into the same space. But there are realities we are going to run up against. One is that there is already not enough room for infrastructure. Adding bike lanes and buses may make the problem worse, but it certainly won't fix anything. The western United States is car centric, and much as the planners of a super-dense Missoula might like to fly in the face of that reality, they can't change it. Dense, congested neighborhoods become dirty, unhappy neighborhoods with more crime and road rage. People are already getting to sit through two cycles of some traffic lights, watching it tick over 3 times will improve no one's mood. You are going to make this worse when people sitting 50 cars back from the light gaze at nearly empty bike lanes that could have been used more effectively for the majority.</p> <p>Another reality I keep seeing ignored around Densetown is parking. You can't get rid of the cars. Go ahead and try. And people need a place to park them. I was recently driving down the newly paved Dakota St. just off Russell and you got rid of the parking that used to exist there. This is madness. We can hope the cars in Missoula go electric soon, but we cannot hope they disappear. Stop eliminating parking spots and lot requirements!</p> <p>Please try to remember that weather is not going away. In fact, a warmer atmosphere holds more moisture, not less. We don't know if Missoula will become more like Seattle, but cold, or more like Utah. When you get rid of all the space people used to put snow, what's your solution going to be? Everyone has to buy a vehicle to haul it away? Oh, wait, there's no parking, anymore. What's the solution? When heavy snows can't be plowed anywhere, what's the plan then? Maybe Missoula city planners should plan snow days for everyone while the city pours money down the drain scooping and hauling snow from every dense little alleyway and street.</p> <p>Making space that encourages people to move to a place with not enough space is just not practical. In exchange for your density, you are telling every Missoulian to forfeit their way of life and make way for newcomers.</p>	<p>5</p>
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Section 3: Events and Online Comments

Engage Missoula	<p>I have a specific concern regarding the land between Kendrick Place and Technology Court within the Development Park. Lots 10, 11, and 12 are only accessible via Kendrick Place, which the plan designates as a residential street type. This creates a potential conflict, as both industrial users and residents would be using the same street, which is not ideal for either group and could negatively affect the marketability of the industrial lots.</p> <p>First, I want to commend the planning staff for developing an overall thoughtful and well-designed land use plan that reflects a balanced vision for the area. To address the specific challenge with this section, I recommend exploring one of two potential solutions:</p> <p>Introduce Zoning Flexibility: Adjust the zoning to permit some multifamily residential development within the industrial place type, creating a more compatible land use mix.</p> <p>Change the Place Type Designation: Reclassify lots 10, 11, and 12 to allow for multifamily or "missing middle" housing. This would create a thoughtful transition zone between the single-family neighborhoods to the east and south, and the industrial operations (e.g., Peterbilt) to the west and north.</p> <p>These changes could help reduce conflicts, improve marketability, and enhance the long-term functionality of the area for both residents and industrial users.</p> <p>Thank you.</p>	5
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Section 3: Events and Online Comments

Engage Missoula	<p>This draft plan presents an optimistic vision for the future of our City. However, it doesn't adequately describe how safe, connected mobility will be achieved. While the Plan highlights the need for prioritizing walking and biking, there are few practical details about how to protect pedestrians, cyclists, and wheelchair users while also enabling them to travel between neighborhoods and to access amenities. The proposed Street Types don't include any plan for cyclist, pedestrian, or wheelchair infrastructure beyond sidewalks, which are missing from many Missoula neighborhoods. The Plan has no provision for how sidewalks that do exist would be maintained in the winter, which is crucial to making them functional for pedestrians and wheelchair users. There is no provision for safe bicycle infrastructure, because sidewalks aren't safe for cyclists and our "Greenways" have too many fast-moving cars. And the Street Types and the accompanying map do not envision how residents will travel farther than one block. There are more than 42,000 traffic fatalities in the U.S. each year and the number of pedestrians struck and killed by vehicles is higher now than anytime in the past 40 years (Smart Growth America, "Dangerous by Design 2022"). In Missoula alone, there were roughly two crashes involving cyclists or pedestrians every week between 2013 and 2018 (Montana Department of Transportation's Fatality Analysis Reporting System). We need to be more flexible and creative in thinking about how to provide infrastructure for pedestrians, cyclists, and wheelchair-users that will connect neighborhoods and connect neighbors.</p>	3
Engage Missoula	<p>page 95, column 3: "Current distances between destinations and existing infrastructure until the city becomes more urbanized, services are closer to homes, and density supports more frequent and reliable transit service." Problem: This is not a complete sentence, and doesn't actually say anything.</p>	2
Engage Missoula	<p>Obviously, a lot of thought and planning has been done to draft this plan to deal with the ever increasing population and housing deficit in the Missoula area. I am a resident of the upper Rattlesnake neighborhood and we had a general meeting of the neighborhood last spring, in which the Office of Emergency Management presented several emergency evacuation scenarios. Depending on the situation, it could take up to 6 hours to evacuate all residents of the Rattlesnake. Since the Butler Creek Fire or the Spring Gulch Fire from this summer could have resulted in evacuation protocols (thank goodness for quick response to both of these fires) for our neighborhood, I would ask that these factors be taken into consideration when looking at density of an area. There are only 2 roads out of the Rattlesnake neighborhood and getting residents out quickly and safely should be a consideration. Thank you for your work on this document.</p>	2

Section 3: Events and Online Comments

Engage Missoula	On page 69 of the Land Use Plan, which discusses Urban Residential Low, the comparable city zoning districts need to include R5.4 and RT5.4 given that 5400 sq ft is the "typical parcel size" found in the area of the city designated as Urban Residential Low and given that much of that area (specifically the Lewis and Clark neighborhood) is currently zoned R5.4.	5
Engage Missoula	Working toward greater housing density makes sense ... until you get to the parts about not accounting for parking. Even people who walk or bike to work (or are retired) own cars to go camping and hiking. I do not think that the most robust public transportation system imaginable in Missoula will convince many people to give up their cars. No one is going to take the bus to Costco to shop for a family, for example; nor will they take a bus, if one even existed, (along with tent and stove and kids and dogs...) to Rock Creek to camp for the weekend. People who live in Missoula need parking. And will continue to need parking for many, many years to come. Refusing to acknowledge that will lead to neighborhoods that are unlivable.	3
Engage Missoula	Thank you for all of your work on this. Missoula needs a user/sales tax to accommodate the wishes that the full community has. We can no longer put the bill on the backs of property owners alone. Everyone in the community; including home owners and renters need to take financial responsibility for Missoula improvements especially for changing roads, expanding/improving outdoor and recreational spaces. Please bring a sales tax to Missoula so that we can accommodate growth.	4

Section 3: Events and Online Comments

<p>Engage Missoula</p>	<p>Really excited for more housing options and mixed-use density inwards. I would love to see fewer spaces for cars in downtown, since even with the bike lane on Higgins, it can get pretty scary trying to turn left or go forward when a car wants to turn right.</p> <p>I'm hopeful that we can narrow the streets across town, especially in the U-district since cars go so fast down those blocks, even with the new-ish roundabouts that have been put in place. I really appreciate the recent bump-outs around Bernice's, and hope we can narrow more roads in that fashion, as well as increase the diameter of some roundabouts if road-narrowing (sidewalk-widening) isn't feasible. Additionally, I have to point out that there's a lot of missing curb cuts throughout the city, making it difficult for many members of our community to get around. While I would love to see continuous sidewalks, I would settle for consistent curb cuts.</p> <p>I'm also hoping that the Mountain Line will run with higher frequency and later into the night, especially on weekends. I love that it's free, but I would gladly pay for a monthly pass if that would get frequency up.</p> <p>I'm looking forward to the missing middle housing. I never want to see Missoula turn into high-rise buildings, but I would love more housing right around 4-stories or so. I love Missoula so much it hurts, and it's a city I want to stick around in and hope I can financially do that. The housing is one of the most challenging things about that, so I'm really appreciative and optimistic for the future.</p>	<p>1</p>
<p>Engage Missoula</p>	<p>Attended an event, and by far from the pins and comments left it was clear those participating wanted more density across the board. I appreciate the desire to build inwards, and the forethought put into creating an already bikeable city. Recognizing the issues brought with even more cars from more urban houses, I am hopeful that commuting possibilities outside of cars continue to be pushed for the benefit of relieving pressure to our car lanes, and creating healthy and sustainable transportation opportunities. Use these modifications to density to also include the completion of sidewalks as well as bike paths throughout the city. Not sure what to do with the enormous amount of cars brought into Missoula from outside the city and their use of our city services, perhaps raising a few more parking structures and parking fees would help them towards paying their fair share, while minimizing the sprawl of their SUV's.</p>	<p>1</p>

Section 3: Events and Online Comments

Engage Missoula	Place types “We need safe, multi-modal connectivity east-west and north-south across the Plan boundary; neither the Street Types nor the Street Types Map provide for protected corridors through all neighborhoods.” Background: The Street Types and the accompanying map do not envision how residents will travel farther than one block. If a cyclist needs to commute from a "Community Residential" street to a "Neighborhood Residential", what happens when the bike lane ends? While a "Community Residential" street might have some sidewalks, what happens when they disappear at alleyways or are blocked by snow and ice? We need to be more flexible and creative in thinking about how to provide infrastructure for pedestrians, cyclists, and wheelchair-users that will connect neighborhoods and connect neighbors.	1
Engage Missoula	The urban high density plan for Franklin-to-the-Fort does not work without a parallel plan to expand parks and green space within this community to accommodate the increased density. There is already a shortage of parks and greenspace in this neighborhood. Without first addressing that problem before encouraging greater density of people, we exacerbate inequities that currently exist in Missoula. In addition, a N-S running neighborhood greenway is essential on Kemp Street to close the gap in safe bicycle infrastructure west of Johnson St that is essential to creating a contiguous safe bicycle commuting network that can plug into the Milwaukee Trail.	3

Source	Comment	Issue ID
Engage Missoula	<p>I've got so many thoughts, but I have so little time. I've added a few below. 1) The urban residential low in the area bounded by SW Higgins/39th, Brooks, South, and Higgins should all be urban residential high. 2) The area south and directly adjacent to SW Higgins/39th should be residential low instead of suburban south as far as about Briggs, geography permitting. 3) The area between Wyoming, Reserve, Russell, and 3rd should be urban residential high. Between Wyoming and River Road should be urban residential low except where the flood risk is high. 4) Broadway up to Palmer should be Urban mixed use instead of suburban. 5) Target Range and Orchard Homes are not nearly dense enough. The triangle between Central, Reserve, and Spurgin should be urban residential high. The area between Spurgin, Hiberta, Reserve, and 3rd should also be urban residential high. There should be urban residential low from 3rd to Juneau in the same area. The area bounded by Hiberta, Spurgin, Tower, and 3rd should be urban residential low. And most of the rest of that area should be suburban or urban residential low. 6) I agree with the person commenting about Mullan being unsafe. There definitely needs to be some work done there and probably a reduction in speed limits. 7) The comments advocating for decreasing people and discouraging people from moving here are antithetical to Missoula's community values and from the values and policy goals of this draft plan (and literally every city planning document); are illiberal and against the spirit of Article IV, § 2 of the United States Constitution and the 14th Amendment; and violate rules 3 and 7 of this site's moderation policy. We can't stop people from coming here. Who hurt you? 8) I think we could benefit by consolidating some of the place types and increasing the flexibility of allowed uses. Suburban doesn't seem to need to exist except to decrease the efficacy of this plan. With some tinkering, we could also just have two high and low mixed uses and remove the suburban mixed use, especially if the goal is to increase density, walking, and biking throughout the city. The suburban mixed use along Reserve seems to preclude a viable pedestrian/biking/bus connection between two centers of growth in Missoula. 9) Would still really appreciate an ordinance outlawing the practice of using residential units as short-term vacation rentals. I get a previous document published by the city says it's a negligible effect, but if we're in a housing crisis, I assume every single additional unit helps. Or do I not understand how supply and demand works? 10) Everyone's freaking out about cars, but my read of the plan is that the city has no intention of completely removing parking minimums. I'm personally fine with .5 spaces, but for the sake of argument I'll concede that every household needs a car in Montana. 1 parking space per unit is plenty. How many cars do y'all need? One for each season? 11) Toward the end of the draft plan, it talks about lobbying the state legislature for some things that only the state government can do or that the state government has denied us. You might as well ask for a higher and more progressive income tax and a mansion tax so we can actually fund the services we need. To anyone who worries about snow on roads, sidewalks, and bike lanes, I suggest the city lobby the Republicans in this state to stop fiscally strangling us to pad the pockets of the rich so we can actually maintain our infrastructure.</p>	2
Engage Missoula	<p>This comment is somewhat out-of-scope for this particular plan, but I am interested in the intersection of this plan with the PROST plan, the transportation plan, the strategic plan for the City of Missoula as well as social factors outlined in the Community Health Assessment. Connectedness, both physically and socially, are drivers for social capital. Communities that invest in and promote opportunities to increase social capital are also proven to be economically sustainable. The land use plan does greatly increase the opportunity for mixed neighborhoods, which is a keystone to social capital, but it doesn't end there. We need "third places" for gathering face-to-face and the ability to get to those locations. Over the past couple of decades Missoula has lost a number of gathering spaces and competition for property has priced out new opportunities. Finally, those who are long time residents know that new growth does not pay for itself. Private property allows for development within guidelines, but that development doesn't pay for improving the water, waste, and transportation systems required to support a new development. That cost is born by us all. We need a more equitable model for paying for and improving infrastructure.</p>	1
Engage Missoula	<p>The place type 'suburban residential' is not appropriate for the Lower Rattlesnake (west side of the creek), nor for River road (Russell to Reserve). These two areas are hardly suburbs, and are very close to the city center. Yes, there are some cul de sacs, and sensitive lands, and Lower Rattlesnake has some steep hillsides and River road has flood plains. Thus, a better place type would be something like, 'Conservation' or 'Constrained' or something like that. The description for 'suburban residential' talks a lot about being 'car dependent' and the car is the 'primary mode'. That is not and should not be the aspirational vision for these two areas. Cul de sacs, while not ideal, do not have to mean 'driving dependent.' Connected foot and bike paths, with some transit, can work very well, for the future of these places.</p>	2

Engage Missoula	Thank you for the comprehensive plan and approach to all the pieces in our community. Is there an opportunity to condense all urban residential to HIGH? It makes more sense to concentrate use in the urban areas and allow more types and uses or buildings. Regional corridor, regional mixed use, community residential and community mixed use street types get confusing with many options, can these street types be simplified to just be commercial and allow for mixed uses without density limits? Thank you!	5
Engage Missoula	Re: The urban high-density plan (for Franklin-to-the-Fort and other neighborhoods): as more 4-story blocks of apartments go in, the character of these neighborhoods will change dramatically — which will result in community pushback. My suggestion is to include in that zoning package design standards with enough articulation ((second floor setbacks, and varied profiles) so that they fit into the neighborhoods so the community can accept them.	4
Engage Missoula	This looks like a great land use plan, however, I believe we need to see the background information to fully provide feedback on the land use designations as they are mapped. In particular, no information has been provided on the environment, cultural and historic resources, natural resources, hazards, infrastructure and economic conditions. I would assume the City has these map layers that could easily be shared. It would also be helpful to have the parcel layer turned on. The map is not intuitive and hard to comment on. I see that the annexation policy has been included in the draft plan. This appears to be the existing annexation policy with no updates made to the map. Overtime we have found areas that are mapped as Annexation Area 'A' only to later find out that the infrastructure isn't really there to support the development or the property is/will be in the floodplain and therefore the city does not want to annex the property. It would be helpful to see the annexation map as a layer so it can be compared to the infrastructure, hazards, etc. What outreach has been done to County residents and community councils? With 44% of the population in the urban area still residents of the county, the annexation policy and future land use map could effect them greatly. I see a situation in which a developer may request annexation for a subdivision (since the public process will be less with the subdivision) and surrounding neighbors are taken back by the intensity of the development only to find out that they should have commented now and no longer have the same ability to comment at the time of the development. To be inclusive, outreach must be done to county residents. Thank you	1
Engage Missoula	Overall, I think this land use plan is moving in the right direction. I do think we should give priority to housing in multiple ways: allowing for more density in all neighborhoods and along commercial corridors; eliminating the requirement for parking (we have plenty throughout the city and there will be no prohibition on developers from providing more parking with their developments if it pencils out for them); and devoting more street space to walking and biking which go hand-in-hand with more compact and people-friendly development. Please highlight the need for more greenways and neighbor ways in your street types, not just corridors devoted to motor vehicles. Also please maintain the emphasis on neighborhood commercial, which will also support more compact, walkable neighborhoods and reduce the need for motor vehicle trips (and just make Missoula a better place to live, work and travel). Thanks to staff and the community for getting us to this point and let's get code reform in place by early Spring!	1
Engage Missoula	Please make sure that the plan is realistic about the fact that sidewalks are incomplete in so many neighborhoods and that the city estimates it will take 100 years to complete our sidewalks. Be sure to prioritize short-term, quick-build alternatives in the meantime--such as Neighborways--to improve safety and connectivity across the city. Sometimes the Greenways plan isn't ideal. Not all cars are willing to share the road with cyclists. And it's tricky for pedestrians, wheelchair users and those pushing strollers to get around in neighborhoods where there are no ramps for the sidewalks at the end of each block. Neighborways could alleviate that problem. A pilot route reaching all the way across Missoula, either east-west or north-south, would be a great start. Thank you.	5

Engage Missoula	<p>Missoula planning staff have done an admirable job here. Generally speaking, this is very well thought out. My single critique pertains to the city's plans for the Tech Development Park along Expressway and centered around Technology Ct. The land has previously been identified and developed for industrial use. I believe an argument could be made to remove the development overlay entirely. However, 3 of the lots in the Park are entirely inappropriate for industrial development. Specifically, I'm referring to lots 10, 11 and 12. Unlike the other lots in the Park which are accessed from Technology Ct., lots 10, 11 and 12 can only be accessed from Kendrick Place. On the opposite South/SE side of Kendrick is a sizable single-family home community. Proceeding with an industrial designation for this land will create undesirable commercial/industrial traffic through a residential area, negatively impacting the community and, likely, the tranquility and values of the residents' homes. A more suitable plan would create a transitional buffer between the existing low density residential community to the S/SE and the commercial area to the N/NW by designating lots 10, 11 and 12 for medium to high density apartment housing. Doing so would prevent an avoidable zoning clash of industrial development directly across the street from SF homes and avoid noisy/dirty truck traffic on what is currently a quiet residential street. Higher density MF zoning in this location would provide much needed missing middle housing. More housing density in the area would have the added benefit of supporting the existing businesses, and stimulating future commercial development, in the MU-designated land to the N/NW of the Development Park. Thank you for your considerable effort and consideration of this suggestion.</p>	5
	<p>URBAN RESIDENTIAL HIGH • Suggest as 4-story apartment buildings spring up in Franklin-to-the-Fort and other URH areas, the character of these neighborhoods will change dramatically — which will result in community pushback. My suggestion is to include in the zoning a package of design standards with enough articulation ((second floor setbacks, and varied profiles) so that they fit into the neighborhoods and the community can accept them. The areas designated URH are the less affluent home owner areas —sensitive FBC zoning will protect them from a monoscape of block-shaped apartments • Suggest adding Vertical Mixed-Use to Building Types. • Suggest the City purchase some of the best multi-family building plans from local architects to offer to new developers — speeding the approval process and insuring that neighborhoods change in ways property owners feel good about. URBAN RESIDENTIAL LOW • Suggest adding Vertical Mixed-Use to Building Types. • Suggest eliminating new Strip Malls in Building Types (Mixed-Use Vertical will support our goal of housing density — Strip Malls will take us in the other direction). • Suggest including FBC design standards in zoning package. RURAL RESIDENTIAL Within this designation include zoning for community hubs (services/ groceries) so that as new subdivisions are developed, the neighborhoods are walkable (part of our sustainability commitment and traffic mitigation plan.) DOWNTOWN • Suggest 110' for Downtown. • Suggest shorter height for Hip Strip area and east of Washington and west of Orange (with building heights for those areas capped at 6 stories/ 75' because 10 story building in a residential adjacent neighborhood can stick out like the Space Needle. These shorter heights give the City the opportunity to negotiate with developers for higher density/more stories for the addition of more affordable units. Also building heights can increase as the City fills in. (See Rural to Urban Transect Planning https://www.cnu.org/publicsquare/2017/04/13/great-idea-rural-urban-transect)</p>	

Engage Missoula	<p>URBAN MIXED USE HIGH • Suggest 6 stories / 75’ feet (These shorter heights give the City the opportunity to negotiate with developers for higher density/more stories for the addition of more affordable units.) • Suggest extending this zoning area along Broadway to the airport and along the Reserve and Brooks corridors. • Suggest removing Strip mall inclusion. • Our zigzag building placement on corridor boulevards makes the streets unsafe and unwalkable. The new vertical mixed use zoning will go a long way to correct this issue, in order for that to work, we need to include zoning for building placement for new development (to sit parallel to the street —creating a consistent street wall and walkable / bike-able complete streets. • Zoning some intersections with a prescriptive (replace parking lot with a mixed-use vertical or liner building, pocket park, removal of short angled streets, etc.) will help us convert our corridors to vibrant, safe areas of town. • Suggest eliminate setbacks on corridor boulevards. URBAN MIXED USE LOW • Our zigzag building placement on corridor boulevards makes the streets unsafe and unwalkable. The new vertical mixed use zoning will go a long way to correct this issue, in order for that to work, we need to include zoning for building placement for new development (to sit parallel to the street —creating a consistent street wall and walkable / bike-able complete streets. • Zoning some intersections with a prescriptive (replace parking lot with a mixed-use vertical or liner building, pocket park, removal of short angled streets, etc.) will help us convert our corridors to vibrant, safe areas of town. • Suggest eliminate setbacks on corridor boulevards. • Suggest area between the railroad tracks and Toole be designated Urban Residential — the fabric of that neighborhood will be too greatly impacted if it becomes Mixed-Use Low.</p> <p>SUBURBAN MIXED USE • See suggestions for “Our zigzag building placement on corridor boulevards makes the streets unsafe” above.</p> <p>INDUSTRIAL AND EMPLOYMENT • Some areas like Roseburg Forest Products will be selling and there is potential for housing in those areas after clean-up (as they are fairly close to city center)— so suggest transitional zoning. • Suggest cottage industry/makers space zoning added to housing types. CIVIC * Suggest Building Types include eateries and marketplaces because some civic buildings could house restaurants with rental agreements that would bring the city income, and indoor farmers markets/food halls would support our sustainability goals. GENERAL: • Suggest Identifying neighborhoods with a lack of walkable services/ food options and zone small islands of Mixed-Us</p> <p>e plus pocket parks /plazas. (Did you know that one of the reasons Portland has so many charming, walkable neighborhoods is that much of the City originally had a grid of cable car stops across it? The stops were zoned mixed use — so eateries and shops grew up around them —even in residential neighborhoods, making much of Portland a short distance from something fun and/or convenient.) • Suggest the proviso “Incorporate appropriate street wall height” could be clarified by including specific triggers for height allowance — like “no more than two stories above existing street wall structures.” • Suggest changing our asphalt zoning directives to help mitigate rising temperatures in the summer — to slimmer residential street requirements (some municipalities use 26’ widths and soft shoulders for emergency vehicles), shorter driveway lengths required, permeable pavers allowed in some cases, and bioswales for rainwater.</p>	2
Email	<p>I also own 707 SW Higgins. I've noticed that our block is zoned urban mixed use low. I was surprised by this designation, because the zoning for our lot on that street is for very large downtown scale buildings. I would have expected urban mixed use high. We actually have a county approved project for that site for large high density building that I'm not sure if it would be consistent with this new policy. Do we have an opportunity to discuss this further before it's finalized? Thanks in advance.</p>	5

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INDIVIDUAL AND AGENCY COMMENTS

This material Responses to individual and agency comments are analyzed through the following framework:

Issue ID	Definition
1	Not Incorporated: Comment is Already Addressed or in Alignment with Plan)
2	Update Plan to Partially or Fully Incorporate Comment *NOTE: See Appendix F: Community Engagement Summary of the Plan for more detailed responses to issues raised by public commenters.
3	Not Incorporated at this Time: Further Work is Needed to address this comment, and/or it raises points that are identified to be Addressed in a Future Phase of work.
4	Not Incorporated: Comment raises issues that are not within plan authority or scope)
5	Not Incorporated: Comment is not aligned with community/project goals or project analysis) *NOTE: See Appendix F: Community Engagement Summary of the Plan for more detailed responses to issues raised by public commenters.
6	Not Incorporated: Comment is not applicable.

NOTE: *Unlike comments left directly in the Plan or on the Map that are listed in previous sections of this report, comments below often provide an array of recommendations. These were provided a coding response based on the area the majority of recommendations fell into. Many, if not most, of the submissions below resulted in at least some changes to the Plan.*

Public Comment from individuals (Received via Email):

- John DiBari
- J.W. Trull
- Adam Cook
- Kenneth Wolf (1)
- Bob Giordano (1)
- Nan Dunne Byington
- Kenneth Wolf (2)
- David V. Gray (1)
- David V. Gray (2)
- Reghan Brandt

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- John Wolverton
- Beverly Dupree
- Kate Smith
- Gwen Hoppe
- Barron Peper
- Karen Slobod
- Gretchen Dierken
- Marcy Allen
- Lisa Ronald
- Ken Lockwood
- Blake Nicolazzo
- Fred Spataro
- Lynn Davis
- Bob Giordano (2)
- Joyce Gibbs
- Kay Izlar
- Marc Moss
- Adam Graham
- Eva Dunn-Froebig
- Vicki Watson

Public Comment from Organizations (Received via Email):

1. Clark Fork Coalition
2. Center for Large Landscape Conservation
3. Rocky Mountain Elk Foundation
4. Climate Smart Missoula
5. Common Good Missoula
6. Montana Department of Transportation
7. DeSmet School District

From	Comment	Response
John DiBari October 16, 2024	Hi Ben,	5

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	<p>I hope you are doing well. Hey, I took a look at the draft land use plan and map and wanted to make a comment.</p> <p>On page 69 of the Land Use Plan, which discusses Urban Residential Low, the comparable city zoning districts need to include R5.4 and RT5.4 given that 5400 sq ft is the "typical parcel size" found in the area of the city designated as Urban Residential Low and given that much of that area (specifically the Lewis and Clark neighborhood) is currently zoned R5.4.</p> <p>Thanks, John</p>	<p>Zones referenced are incompatible with the mentioned Place Type.</p>
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<p>J.W. Trull October 16. 2024</p>	<p>Marc,</p> <p>Great to meet you yesterday and thanks for all the work your team put into the 2045 Draft Land Use Plan. The ProHousing Missoula folks are happy with what came out and we're working on formally securing support for the draft plan from our coalition of member orgs. Missoula is facing so much change and this plan goes a long way in prioritizing the people who live here over shape of the buildings. It's a much needed step in ensuring Missoulians can continue to afford to live here.</p> <p>Wanted to quickly follow up on two things we talked about.</p> <p>First, density bonuses should have appropriate market-gauged targets. I know this isn't a focus of the Land Use Plan, but I feel it's important to stay engaged on the tools being used to achieve the targets set out in the plan. I would hate to see density bonus (or parking waivers) deployed in a way that has a net negative effect on abundance and affordability, i.e. developers mostly opt-out and we're left with a worse development pattern than if the bonuses were available at baseline. Here's a great article from Daniel Herriges (5 Things You Should Know About Portland's New Housing Reform) discussing the work that went into getting the details right on the density bonus for Portland's Residential Infill Project. Daniel is formerly with Strong Towns and is now the Policy Director at</p>	<p>1</p>
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	<p>Parking Reform Network. We're in the works on an invitation for him to appear at LUP to discuss his work at PRN and look at Missoula-specific applications.</p> <p>Second, all new housing helps affordability and the abundance of housing should be the primary goal. There's a great short video on this from a group out of Vancouver, BC called About Here (The Problem with "Luxury Housing"). Personally, as someone who is very skeptical of the market, it took me a long time to come around to this idea. It feels wrong to see new expensive housing getting built around me. But, as you said, we have to work with the available tools. New housing construction is expensive, affordable housing requires scarce subsidy, and artificially constraining housing supply causes price speculation. All new units added to supply help alleviate competition for housing across the whole of price ranges. Restricting supply to new affordable units can actually decrease price segmentation (if a buyer can afford expensive housing and it's not available, then they'll start competing for the older, otherwise more affordable housing). This is exactly what we've seen happen in Missoula.</p> <p>Thanks, J.W. Trull</p>	
<p>Adam Cook October 21, 2024</p>	<p>Hi Emily, we spoke at last Wednesday's land use meeting at the library. I mentioned then that, while I am almost universally in favor of expanding housing supply through infill, I have seen research which suggests that the inclusionary zoning tools available to Missoula (i.e. relaxed zoning codes for projects meeting affordability criteria) are ineffective or counterproductive, and I wanted to forward some examples of this.</p>	<p>4</p> <p>Inclusionary Zoning is not permitted by the State of Montana.</p>

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	<p>I think the best illustration of this phenomenon is Shane Phillips' recent paper published by Berkeley's Turner Center (attached below). Other research- such as the attached paper by Emily Hamilton of George Mason University- has shown IZ to have mixed and modest effects on housing costs and construction relative to past trends, however Phillips' paper provides a forward-looking model which estimates the net impact of restricting zoning incentives to IZcompliant projects rather than simply extending those concessions to all new construction. While this model does not offer absolute certainty, its results are pretty decisive: as IZ requirements are ratcheted up, housing construction slows to such an extent that any increase in affordable units is more than offset by the diminished pace of new production. While this analysis concerns Los Angeles- a critically supply-constrained housing market- I think the implications are important for Missoula's upcoming code reforms. Thanks for hearing me out; I hope to come up with more comments and attend more events in the near future.</p> <p>-Adam Cook</p>	
<p>Kenneth Wolf October 23, 2024 (1)</p>	<p>TO WHOM IT MAY CONCERN</p> <p>I have been provided with the Missoula Montana Proposed Long Range Plan 2024. I am a principal of FAE Fort Missoula Hospital, LLC, In reviewing the “proposed” plan, our privately owned real estate, on which we pay real estate property taxes, is shown on:</p> <p>Page 89 The hospital building and associated land is referenced as “Parks and Open Space” and “Significant Historical and Cultural Resources “ and “Constraints”, including the land as being reserved as open space and development prohibited. THE</p>	<p>5</p> <p>An Urban Mixed-Use Place Type is not compatible with this area.</p>

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	<p>PRIVATELY OWNED HOSPITAL AND THE ASSOCIATED LAND SHOULD BE REMOVED and replaced with a PUBLICLY OWNED HISTORICAL AND CULTURAL RESOURCE.</p> <p>Page 109 The map is showing the hospital and associated land as “Parks and Open Space”. IT IS PRIVATE LAND AND SHOULD BE SHOWN AS PRIVATELY OWNED AS “URBAN MIXED USE LOW. SIMILAR TO THE ADJACENT MISSOULA COUNTRY CLUB. Both the Old Fort Hospital and the child development property which recently sold are shown on the map as publicly owned,</p> <p>It should be further noted, that FAE Fort Missoula Hospital, LLC has already given notice that it is submitting a demolition permit, had its pre-application meeting with the historical preservation committee, and submitted the demolition application on September 9, 2024. How can this Long Range Plan ignore that the demo application is in process, with the possibility that the hospital will be torn down and a proposed redevelopment under current zoning guidelines? With several other historic public owned lands, it makes no sense that the Old Post Hospital be used as an example for Long Range Planning</p> <p>Respectfully submitted Kenneth Wolf Operating Manager</p>	
<p>Bob Giordano October 24, 2024 (1)</p>	<p>Hello all,</p> <p>I'm looking forward to the discussion tomorrow,</p> <p>I've read thru most of the draft, talked to lots of folks around the community, thought deeply, and have two main comments for discussion:</p>	<p>2</p>

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	<p>-overall, the plan seems headed in a good direction... however:</p> <p>1) it seems the place type 'suburban residential' is not appropriate for the lower rattlesnake, west side of the creek; nor for River road, Russell to Reserve. These two areas are hardly suburbs, and very close to the city center. I understand there are some cul de sacs, and sensitive lands. Lower Rattlesnake has some steep hillsides (I live in this area). River road has flood plains. I think a better place type would be something like, 'Conservation' or 'Constrained' or something like that. The description for 'suburban residential' talks a lot about being 'car dependent' and the car is the 'primary mode'. That should not be the aspirational vision for these two areas. Cul de sacs, while not ideal, do not have to mean 'driving dependent.' Connected foot and bike paths, with some transit, can work very well, for the future of these places. I think some changes could also be made to Lower Miller Creek, and other areas, yet I am not as familiar...</p> <p>2) it seems the street type 'regional mixed use' is not appropriate for all the example streets given, which is most of our main arterials in town. We should not be making our inner city arterials to be set up to deliver many thousands of cars from outlying counties/area/regions. I'll suggest our community will die if we cater to regional car traffic. I'll suggest that all of the example streets in 'regional mixed use' would be a better fit with the street type, 'community mixed use'. Our arterials should be 3 lanes one lane in each direction with a center turn lane, and include protected bike lanes, along with modern_single_lane roundabouts where appropriate. This type of street is a million times better for community, than a 5-lane arterial with stop lights. At MIST, we track all crashes, and we are seeing most injuries and deaths on the big roads in town. We can do better. The</p>	
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	<p>'regional mixed use' street type example cross section shows 5 lanes. The 'community mixed use' street type example cross section shows 2 lanes (we can add a center turn lane in many cases, for better car flow). Any lanes above 3 only gets a small, marginal return on car carrying capacity; yet the down sides- more crashes, more death, more road rage/ speed/ pollution/ and congestion... is not worth it at all; not to mention the much higher construction and maintenance costs; and these bigger roads tend to destroy sense of place. The future of a livable Missoula depends on walk/bike/transit connections, smaller streets, more diverse housing, and place making, I believe. I look forward to tomorrow. Thank you very much,</p> <p>---</p> <p>Bob Giordano, Director, Free Cycles Missoula,</p>	
<p>Nan Dunne Byington October 27, 2024</p>	<p>Greetings Ms. Brittner Wells,</p> <p>I am writing to establish my congruence with the priorities described by Common Good Missoula, for consideration in the planning process for Missoula's Future Land Use Map. My spouse and I should be counted as home -owning Missoula residents of 48 years whose values are expressed here.</p> <p>We want to live in this kind of town:</p> <p>Yes to the expansion of housing options across the city proposed in the draft plan.</p> <p>Yes to the development of affordable housing incentives but need to expand to include accessibility.</p>	<p>3</p>

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	<p>Affordability should be permanent.affordability to qualify.</p> <p>Put language in the plan making it clear tat incentives for permanent affordability/accessibility can exceeds limitsnset for the place type.</p> <p>Plan for housing affordable to 80-120% average median income. Accessibility doesn't mean anything if there is no accessible housing.</p> <p>Community member want investment in enhancing accessibility, both for new builds and improving existing structures.</p> <p>Yes to the street descriptions. Please include an illustration of NEIGHBORWAYS.</p> <p>Thanks for the opportunity to be heard in this forum. Sincerely, Nan Dunne Byington</p>	
<p>Kenneth Wolf October 29, 2024 (2)</p>	<p>To Whom It May Concern</p> <p>Zoning for the Old Post Hospital land should be zoned as part of the Long Range Plan to "Urban Multi-Use Low.</p> <p>Ken Wolf</p>	<p>5</p> <p>An Urban Mixed-Use Place Type is not compatible with this area.</p>
<p>David V. Gray October 29, 2024 (1)</p>	<p>Ben,</p> <p>Just so you are aware the Fort's current zoning is causing the historic resources to be lost. There are 7 abandoned and falling down buildings which are all Historic Resources in that area which I can list off the top</p>	<p>2</p> <p>Place Type changed to Civic, which does not preclude housing as a use.</p>

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	<p>of my head. The status quo out there is almost guaranteed to be the demise of the Fort's Historic character.</p> <p>The city just decided to make the Old Post Hospital land OP3 as it was close to city owned land not because a lot of thought went into it when it was annexed. Community Hospital and both Golf Courses were originally Fort Missoula land and making them developable didn't harm the Fort it made it more relevant to the community. Development out there isn't a bad thing, it could be what preserves it.</p> <p>I strongly urge the city to allow new life to be breathed into the Fort Campus so it can be viable for the next 100 years. The Northern Rockies Heritage Center cannot make enough rental money right now to replace a roof on one of its largest buildings. They are trying to get a grant to pay for it. They own thousands of square feet of commercial property and they should have adequate funds available to upkeep their property but they don't. Some of that is zoning driven. If they do not get the \$500,000 grant and raise private funds there will be another building in jeopardy at the core of the Fort.</p> <p>If private offices, daycares, retail, and food services could be located at the Fort it could be a neighborhood and a destination location. Residential should be allowed there as all of Officer row and the Barracks were built as residential buildings. This also keeps vandals under control as the place would never be vacant which is what is occurring right now.</p> <p>Sincerely, David V. Gray LEED Green Associate</p>	
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David V. Gray
October 29, 2024
(2)

Ben,

These are some of the abandoned buildings that have been boarded up for decades.



Cost \$250,000 each to save in early 2000's

2

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This building was starting to collapse the last time I was at the Fort



The roof is failing on this building with no owner funds to fix it.

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These are abandoned in a weed filled lot. The doors are falling off as the rot progresses.



This building has not been maintained this century. I believe the windows were broken out of it the last time I was by it.

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This building is in far worse shape than the photo and is slated for demolition as it is a hazard.



The hospital has been boarded up as vandals have gutted the electrical wiring, kicked in all 1st floor windows, kicked in the exterior doors, fired firearms on the 3rd floor, fire damaged the roof, and the City will not allow it to be preserved with any economic return. It is slated for demolition now.

The area needs an economic life line or it will continue to crumble. Most citizens do not even know about this area of the Fort; they think the Fort is a park with playfields.

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	<p>The long range plan could be the life line as well as changing the zoning for economic viability and preservation.</p> <p>David V. Gray LEED Green Associate</p>	
<p>Reghan Brandt October 30, 2024</p>	<p>Dear City Planners,</p> <p>Thank you for your dedication to shaping Missoula's future through the updated growth plan and city zoning. Your work is instrumental in building a sustainable, thriving city, and we're truly grateful for the vision and effort you invest in our community.</p> <p>As you consider zoning updates, I urge you to re-evaluate the "downtown" zoning area, specifically with an eye toward expanding its boundaries. In our projects, 320 Clay Street and 310 Levasseur, the downtown zoning's flexibility played a crucial role, allowing us to build from lot line to lot line without parking requirements. This enabled us to offer a blend of 22 workforce housing units and five higher-end townhomes that have since flourished. With minimal vacancies, we've seen residents enjoying the convenience of walking to nearby jobs, the university, and local amenities—a clear indicator of successful urban density and sustainable transit reliance.</p> <p>Expanding the downtown zoning to key areas, such as the 5th/6th Street corridor near Hellgate High School, over Orange Street, and the area around Bernice's Bakery, could further your goals of fostering sustainable growth. With downtown zoning extended, these areas would be poised for development that encourages biking, walking, and bus use, thereby reducing reliance on cars and supporting a more eco-friendly city layout.</p>	<p>5</p> <p>Downtown and Urban Mixed-Use Place Types are calibrated for specific areas, providing more benefit than expanding the Downtown Place Type to other urban areas.</p>

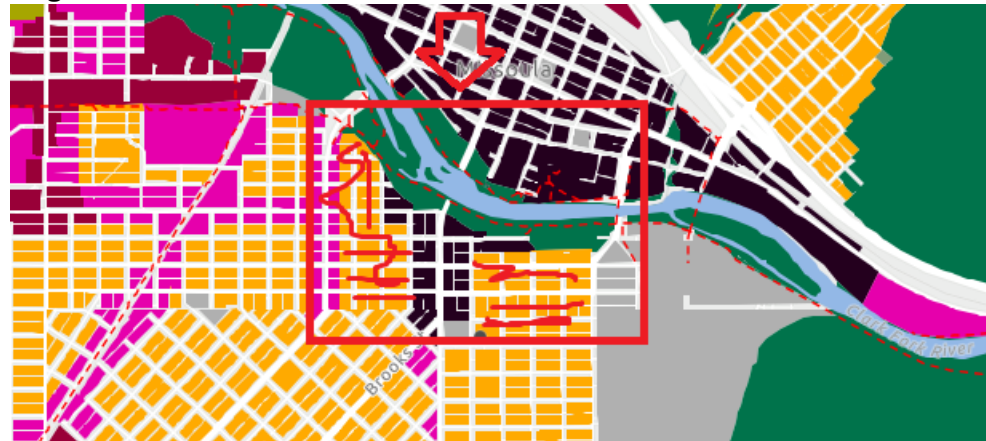
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This forward-thinking expansion would allow for creative, efficient building, encourage mixed-use spaces, and provide for a balance of affordable and higher-end housing—ideal for accommodating a growing population and diverse community needs. Without such zoning foresight, moving forward with projects that align with Missoula’s sustainability and density goals in these vibrant pockets will remain challenging.

Thank you again for your ongoing commitment. We appreciate your consideration of this proposed expansion and the positive, lasting impact it could bring to our city’s development.

I am happy to chat or share anything on our projects if you find that helpful as we have done another unique project at 508 S 3rd Street where we were able to utilize the adaptive reuse overlay and I truly believe these units (semi-furnished as low as \$725) are just what Missoula needs to thrive.

Thanks
Reghan Brandt



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<p>John Wolverson October 31, 2024</p>	<p>Hello Emily,</p> <p>Just before the comment deadline and ...</p> <p>As you requested, here is a more refined and bulleted version of the public comments I submitted at the recent OMCAG.</p> <p>Pasted below and attached.</p> <p>Regards, John Wolverson</p> <p>=====</p> <ul style="list-style-type: none">- The draft plan language is leading policy-makers and the public toward an unfortunate belief that triplex and fourplex housing is missing middle housing. This is a disingenuous - minimally true - characterization. Missing middle housing is much more, including cottage courts, row-houses and up to low-rise multiplex of about 30 - 40 units. Please see the attached graphic of the full spectrum of Missing Middle housing types.- In the “scenarios” sessions the community expressed resounding support for the legalization of corner grocery stores (and an implication that they be within walkable neighborhoods). In order for corner grocery stores - that will be dependent on superlocal and foot traffic - to actually be financially viable there must be intense housing density in the immediate vicinity. At minimum the plan should convey an understanding that the store’s viability requires more nearby customers, meaning at minimum missing middle housing up to low-rise multiplex.	<p>2</p>
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	<ul style="list-style-type: none">- In the “Values” section: Smart Growth Principles should also highlight that a new development’s property tax remittances should be able to cover its own share of its neighborhood’s long term infrastructure upkeep costs. In other words, should not require subsidy from other parts of the city or from commercial tax remittances. - Add into Policy Objectives: Allow corner grocery stores in all neighborhoods. This should extend beyond mere mention in “Quality of Life” section. - Page 23: Key Terms: Omit “Compatible Development” paragraph. - Page 23: Key Terms: Missing Middle Housing should not be expressed as “compatible in form” to single family homes. It is a distinct and broad set of types that extend well beyond single family capacity ... and that should be re-legalized across the city. - Simplify: In the place-types, on the future land use map (figure 29) section and throughout the document we should entirely eliminate the word “Suburban” as it is a mindset that conveys certain expectations which should not exist or be sanctioned in cities, which are an urban form. This is a city. - Further simplify map and place type categories by eliminating Urban Mixed Use Low and designate it as Urban Mixed Use High. - The draft future land use map (figure 29) looks a lot like existing conditions especially for mixed use *potential* as exemplified in figure 31. It should be far more aspirational at allowing expanded mixed-use zones and more potential for true missing middle housing. This has	
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	<p>direct impact on a broad swath of the citizenry and families being allowed to build wealth, to experiment with opportunities and pursue entrepreneurial endeavors. Nuisance regulations can be fortified to address future concerns rather than the city pre-empting people from possibilities.</p> <p>Thank you for your attention to my comments and all the work you've done on this plan.</p> <p>Regards, John Wolverton N Orange St / Ward 1</p>	
<p>Beverly Dupree October 31, 2024</p>	<p>Hello Ashley & Emily,</p> <p>I'm writing as a concerned resident of 639 N 4th Street, where I have lived and owned my house since 2003. Please include these comments as part of the public record of your growth policy update.</p> <p>Our small neighborhood (A Street to Worden, North 1st to North 4th) is distinct in Missoula because it contains historic-sized streets, many historic buildings, and a unique character.</p> <p>I'm writing today to ask that you consider creating a special district overlay in your code reform that takes the historic nature of this part of the Northside into consideration. Please don't classify the entire Northside as "UI."</p> <p>I understand that one of your objectives is "to identify and preserve historically and culturally significant places." This part of the Northside fits that description.</p>	<p>3</p>

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	<p>Please focus your growth policy on safe, walkable neighborhoods, and help facilitate that by creating a special district overlay that keeps large developments out of the Historic Northside District.</p> <p>Thank you for the opportunity to comment and please acknowledge receipt of this email.</p> <p>Thanks for all you do, Beverly Dupree</p>	
<p>Kate Smith October 31, 2024</p>	<p>Good afternoon - I am writing as a concerned northsider. My main concern is that establishing the "UI" classification through the entirety of the historic northside is continuing to allow our neighborhood to be crammed with infill density (we have huge issues with a new 3-story apartment complex on N 3rd). Our piece of the northside (A street to Worden, North 1st to North 4th) is a very small, unique section of the neighborhood with historic buildings and historic-sized streets. Our at capacity one-way streets are already a safety concern. And, a recent development just removed a 90 foot strip of parking in front of it on N 3rd St W for its 3-story building.</p> <p>Please consider creating a special district overlay code reform. Keeping large developments out of the Historic Northside District will keep our neighborhood safe. I believe you can do this through density maximums, height maximums, and encouraging owners to retain their historic homes. More 3-story developments will destroy homes, safety, and parking in our small neighborhood!</p> <p>Thanks so much for your consideration and understanding.</p>	<p>3</p>

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	Kate Smith	
<p>Gwen Hoppe October 31, 2024</p>	<p>Hi Ashley,</p> <p>Im not sure if I was successful on being able to comment on the map, so here are my suggestions and comments.</p> <p>I am in Urban residential High and it has a recommendation of 6-8 units and 8 is just too much for the character of the neighborhoods. Anything more than 6 units is too much. Also, commercial residential with a .5 parking space is not enough. When we don't have cars, we can use those spots for gardens, but until then, need a full space, maybe a small space, but a full space. It would be nice to see this map mixed with the parks map. We need more pocket parks, water features, archways to neighborhoods, and more trails. I think we should also have a few "preserved" areas that get no additional development such as the hip strip.</p> <p>Thank you for all the presentations and graphics to help us understand. I could not get that map to take comments or compare it to the old land use.</p> <p>Gwen Hoppe</p>	<p>3</p>
<p>Barron Peper October 31, 2024</p>	<p>Hi Ashley!</p> <p>Great to see you last night. Congratulations on this huge milestone My feedback on the draft land use plan comes as a citizen, an architect, and a member of PHM.</p> <p>Overall I think the plan is moving in a great direction. I'm very glad to see a more equitable distribution of housing intensity across more</p>	<p>5</p> <p>The High and Low Place Types distinctions that recognize a variety of development constraints, as outlined in each Place Types.</p>

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	<p>neighborhoods. That said, I'm very curious how this will all get implemented into code, and whether the historic overlays will prevent these goals from being achieved (I live in the University neighborhood, and hope we can achieve the 6-8 units per lot illustrated in the map.)</p> <p>With 37,000 people expected to join Missoula in the next two decades, I don't see any reason why we should have Urban Residential Low and would like to see everything considered "urban" to have high housing allowances; Urban Residential High. In addition, I'd love to see the street types simplified, and coordinated more tightly with housing opportunities. It would be great if we had a simple "Community Commercial" designation for relevant areas, which ideally would allow mixed use development and no limit on housing. I'm sure we'll still need Industrial and Regional Connector as long as there are few, and they don't pierce the City core. I would like to see a strong deprioritization of "Regional Mixed Use" five-lane roads lacing the City, and push towards greater density and mix of uses that are not auto-focused.</p> <p>This is a HUGE step in the right direction. Like you, I am just concerned about hitting our housing targets and would like to see Missoula become even more walkable, bikeable, and enjoyable as it grows. I hope we can continue towards a progressive path forward that embraces the inevitable change, and puts the effort in now that we can feel really proud of in the future.</p> <p>Thanks! Barron</p>	
<p>Karen Slobod October 31, 2024</p>	<p>URBAN RESIDENTIAL HIGH</p>	<p>3</p>

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	<ul style="list-style-type: none">• As 4-story apartment buildings spring up in Franklin-to-the-Fort and other URH areas, the character of these neighborhoods will change dramatically — which will result in community pushback. My suggestion is to include in the zoning a package of design standards with enough articulation ((second floor setbacks, and varied profiles) so that they fit into the neighborhoods and the community can accept them. The areas designated URH are the less affluent home owner areas — sensitive FBC zoning will protect them from a monoscape of block-shaped buildings and canyon effect.• Suggest adding Vertical Mixed-Use to Building Types.• Suggest the City purchase some of the best multi-family building plans from local architects to offer to new developers — speeding the approval process and insuring that neighborhoods change in ways property owners feel good about. <p>URBAN RESIDENTIAL LOW</p> <ul style="list-style-type: none">• Suggest adding Vertical Mixed-Use to Building Types.• Suggest eliminating new Strip Malls in Building Types (Mixed-Use Vertical will support our goal of housing density — Strip Malls will take us in the other direction).• Suggest including FBC design standards in zoning URL. <p>RURAL RESIDENTIAL</p> <p>Within this designation include zoning for community hubs (services/eateries/groceries) so that as new subdivisions are developed, the neighborhoods are walkable (part of our sustainability commitment and traffic mitigation plan.)</p> <p>DOWNTOWN</p> <ul style="list-style-type: none">• Suggest 110' for height Downtown.	
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	<ul style="list-style-type: none">• Suggest shorter height for Hip Strip area and east of Washington and west of Orange (with building heights for those areas capped at 6 stories / 75' because a 10 story building in a residential adjacent neighborhood can stick out like the Space Needle. These shorter heights give the City the opportunity to negotiate with developers for higher density/more stories for the addition of more affordable units. Also building heights can increase as the City fills in. (See Rural to Urban Transect Planning https://www.cnu.org/publicsquare/2017/04/13/greatidea-rural-urban-transect) <p>URBAN MIXED USE HIGH</p> <ul style="list-style-type: none">• Suggest 6 stories / 75' feet (These shorter heights give the City the opportunity to negotiate with developers for higher density/more stories for the addition of more affordable units.)• Suggest extending this zoning area along Broadway to the airport and along the Reserve and Brooks corridors.• Suggest removing Strip mall inclusion.• Our zigzag building placement on corridor boulevards makes the streets unsafe and unwalkable. The new vertical mixed use zoning will go a long way to correct this issue, in order for that to work, we need to include zoning for building placement for new development (to sit parallel to the street —creating a consistent street wall and walkable / bike-able complete streets. Here's an illustration of what that would look like on Brooks —that the city is welcome to use: https://www.articulturedesignfarm.com/copy-of-missoula-designstandards-3• Zoning some intersections with a prescriptive (replacing a parking lot with a mixed-use vertical or liner building, pocket parks, removal of short angled streets, etc.) will help us	
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	<ul style="list-style-type: none"> • convert our corridors to vibrant, safe areas of town. • Suggest eliminating setbacks on corridor boulevards. <p>URBAN MIXED USE LOW</p> <ul style="list-style-type: none"> • See suggestions for “Our zigzag building placement on corridor boulevards makes the streets unsafe” above. • Zoning some intersections with a prescriptive (replace parking lot with a mixed-use vertical or liner building, pocket park, removal of short angled streets, etc.) will help us convert our corridors to vibrant, safe areas of town. • Suggest eliminate setbacks on corridor boulevards. • Suggest area between the railroad tracks and Toole be designated Urban Residential — the fabric of that neighborhood will be too greatly impacted if it becomes Mixed-Use Low. <p>SUBURBAN MIXED USE</p> <ul style="list-style-type: none"> • See suggestions for “Our zigzag building placement on corridor boulevards makes the streets unsafe” above. <p>INDUSTRIAL AND EMPLOYMENT</p> <ul style="list-style-type: none"> • Some areas like Roseburg Forest Products are selling and there is potential for housing in those areas after clean-up (as they are fairly close to city center)— so suggest transitional zoning. • Suggest cottage industry/makers space zoning added to housing types. <p>CIVIC</p> <ul style="list-style-type: none"> • Suggest Building Types include eateries and marketplaces because some civic buildings could house restaurants with rental agreements that would bring the city income, and indoor 	
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	<p>farmers markets/food halls, winter greenhouses would support our sustainability goals.</p> <p>GENERAL:</p> <ul style="list-style-type: none"> • Suggest Identifying neighborhoods with a lack of walkable services/ food options and zone small islands of Mixed-Use plus pocket parks /plazas. (Did you know that one of the reasons Portland has so many charming, walkable neighborhoods is that much of the City originally had a grid of cable car stops across it? The stops were zoned mixed-use — so eateries and shops grew up around them —even in residential neighborhoods, making much of Portland a short distance from something fun and convenient.) • Suggest the proviso “Incorporate appropriate street wall height” could be clarified by including specific triggers for height allowance — like “no more than two stories above existing street wall structures.” • Suggest changing our asphalt zoning directives to help mitigate rising temperatures in the summer — to slimmer residential street requirements (some municipalities use 26’ widths and soft shoulders for emergency vehicles), shorter driveway length requirements, permeable pavers allowed in some cases, and bioswales for rainwater. <p>** Love the parking changes and mixed-use additions!</p> <p>Thanks, Karen Slobod</p>	
<p>Gretchen Dierken October 31, 2024</p>	<p>Dear Emily & Ashley,</p>	<p>3</p>

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	<p>Please find a copy of a letter from a group of northside neighbors who are concerned about infill in our small historic neighborhood. This letter reflects my thoughts and says it better than I can.</p> <p>Hello Ashley & Emily,</p> <p>Thanks so much for taking the time to engage our Missoula citizens about our neighborhood concerns. I have attached a copy of the 2009 ordinance which sought to create an historic district of our slant/one way/ skinny streets. I think the idea then was to focus more on the historic abundance in our neighborhood. As I said the other evening, our current focus is more on the knowledge that this small piece of Missoula has:</p> <ul style="list-style-type: none">• minimally-sized one way streets• infrequent off-street parking opportunities (zero to few driveways) blocks of missing sidewalks• low to medium income, working class home ownership <p>Our main concern is that establishing your "UI" classification through the entirety of the Northside neighborhood is encouraging and creating gross amounts of infill density, (threestory buildings, paving our alleys, adding many more cars to our streets & alleys, and removing parking possibilities for current residents). This small piece of the Northside neighborhood (A Street to Worden, North 1st to North 4th) is a small, unique section of the Northside neighborhood, with many historic buildings, and historic-sized streets. The safety of ourselves, our children, our pets, and our cars parked on the streets is challenged every day by encouraging more infill.</p> <p>I encourage you come take a tour of our neighborhood, and feel the density that already exists here.</p>	
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	<p>Please consider creating a special district overlay in your "Our Missoula" code reform. We understand & agree that our city is growing and needs opportunities and fair housing for all. We also desire that the growth policy is focused on safe, walkable, neighborhoods. Keeping large developments out of the Historic Northside District will keep our neighborhood safe. I believe you can do this through density maximums, height maximums, and encouraging owners to retain their historic homes.</p> <p>Please reach out with any questions and ideas you can share with us while you are creating the great, lasting changes to Our Missoula and Code Reform. If you'd like to address these concerns specifically with our neighborhood, I'm positive we can schedule a meeting through our Neighborhood Leadership team.</p> <p>Thanks so much for your consideration and understanding.</p> <p>respectfully, Gretchen Dierken</p>	
<p>Marcy Allen October 31, 2024</p>	<p>Hello Ashley & Emily,</p> <p>Thanks so much for taking the time to engage our Missoula citizens about our neighborhood concerns. Please reference the 2009 ordinance which sought to create an historic district of our slant/one way/ skinny streets. I think the idea then was to focus more on the historic abundance in our neighborhood. As I said the other evening, our current focus is more on the knowledge that this small piece of Missoula has:</p> <ul style="list-style-type: none"> • minimally-sized one way streets 	<p>3</p>

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	<ul style="list-style-type: none">• infrequent off-street parking opportunities (zero to few driveways) blocks of missing sidewalks• low to medium income, working class home ownership <p>Our main concern is that establishing your "UI" classification through the entirety of the Northside neighborhood is encouraging and creating gross amounts of infill density, (threestory buildings, paving our alleys, adding many more cars to our streets & alleys, and removing parking possibilities for current residents). This small piece of the Northside neighborhood (A Street to Worden, North 1st to North 4th) is a small, unique section of the Northside neighborhood, with many historic buildings, and historic-sized streets. The safety of ourselves, our children, our pets, and our cars parked on the streets is challenged every day by encouraging more infill.</p> <p>I encourage you come take a tour of our neighborhood, and feel the density that already exists here.</p> <p>Please consider creating a special district overlay in your "Our Missoula" code reform. We understand & agree that our city is growing and needs opportunities and fair housing for all. We also desire that the growth policy is focused on safe, walkable, neighborhoods. Keeping large developments out of the Historic Northside District will keep our neighborhood safe. I believe you can do this through density maximums, height maximums, and encouraging owners to retain their historic homes.</p> <p>Please reach out with any questions and ideas you can share with us while you are creating the great, lasting changes to Our Missoula and Code Reform. If you'd like to address these concerns specifically with</p>	
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	<p>our neighborhood, I'm positive we can schedule a meeting through our Neighborhood Leadership team. Thanks so much for your consideration and understanding.</p>	
<p>Lisa Ronald October 31, 2024</p>	<p>Establishing your "UI" classification through the entirety of the Northside neighborhood is encouraging and creating gross amounts of infill density, (three-story buildings, adding many more cars to our streets & alleys, and removing parking possibilities for current residents). This small piece of the Northside neighborhood (A Street to Worden, North 1st to North 4th) is a small, unique section of the Northside neighborhood, with many historic buildings, and historic-sized streets. The safety of home owners, our children, our pets, and our cars parked on the streets is challenged every day by encouraging more infill.</p> <p>This is acutely apparent following a new 3-story development on 3rd St., on the next block down from my house, which has now resulted in a significant reduction in parking along the street due to fire concerns created by the new development. There are no driveways in this neighborhood and few alley garages due to the already small lot sizes.</p> <p>Any reduction in onstreet parking as a result of the UI classification affects entire blocks by displacing parking to neighboring blocks and streets, creating unnecessary competition for parking between owners and renters of these new developments, and generally increasing traffic in a neighborhood with lots of kids and pets. The effects of this one development are being felt on my block.</p> <p>Please consider creating a special district overlay in your "Our Missoula" code reform. I understand & agree that our city is growing and needs opportunities and fair housing for all. But the city's growth policy needs to better focus on safe, walkable, neighborhoods. Keeping large</p>	<p>3</p>

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	<p>developments out of the Historic Northside District will keep my neighborhood safe. I believe you can do this through density maximums, height maximums, and encouraging owners to retain their historic homes.</p> <p>Lisa Ronald</p>	
<p>Ken Lockwood October 31, 2024</p>	<p>Hello Ashley & Emily,</p> <p>Thanks so much for taking the time to engage our Missoula citizens about our neighborhood concerns. I have attached a copy of the 2009 ordinance which sought to create an historic district of our slant/one way/ skinny streets. I think the idea then was to focus more on the historic abundance in our neighborhood. As I said the other evening, our current focus is more on the knowledge that this small piece of Missoula has:</p> <ul style="list-style-type: none"> • minimally-sized one way streets • infrequent off-street parking opportunities (zero to few driveways) • blocks of missing sidewalks • low to medium income, working class home ownership <p>Our main concern is that establishing your "UI" classification through the entirety of the Northside neighborhood is encouraging and creating gross amounts of infill density, (threestory buildings, paving our alleys, adding many more cars to our streets & alleys, and removing parking possibilities for current residents). This small piece of the Northside neighborhood (A Street to Worden, North 1st to North 4th) is a small, unique section of the Northside neighborhood, with many historic buildings, and historic-sized streets. The safety of ourselves, our children, our pets, and our cars parked on the streets is challenged every day by encouraging more infill.</p>	<p>3</p>

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	<p>I encourage you come take a tour of our neighborhood, and feel the density that already exists here.</p> <p>Please consider creating a special district overlay in your "Our Missoula" code reform. We understand & agree that our city is growing and needs opportunities and fair housing for all. We also desire that the growth policy is focused on safe, walkable, neighborhoods. Keeping large developments out of the Historic Northside District will keep our neighborhood safe. I believe you can do this through density maximums, height maximums, and encouraging owners to retain their historic homes.</p> <p>Please reach out with any questions and ideas you can share with us while you are creating the great, lasting changes to Our Missoula and Code Reform. If you'd like to address these concerns specifically with our neighborhood, I'm positive we can schedule a meeting through our Neighborhood Leadership team.</p> <p>Thanks so much for your consideration and understanding.</p> <p>Ken Lockwood Lockwood Graphic Design</p>	
<p>Blake Nicolazzo October 31, 2024</p>	<p>Hey there, I'm writing at about 9:30 pm on Halloween. I'm tired from a long day but feel this is important.</p> <p>I'm a long-time resident of the Northside and hope that you will hear the neighborhood's concern for the character of this place. I know that there is a UI designation on the Northside, which has led to a lot of infill which</p>	<p>3</p>

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	<p>I do support in general because I want people to have homes. However, this area with narrow streets and historic homes that has been brought to your attention by Joyce Gibbs, Marcy Allen, and others is of significant importance. I don't live within the blocks in question but over on Defoe Street, so close.</p> <p>The development that was put in on 3rd Street does NOT fit into our neighborhood at all, in any way. And when I drove by today, it was insult to injury seeing that my neighbors are losing even more of their available parking which is super limited already.</p> <p>We have to consider the long-term implications of oversized developments being plopped in a very sweet historic area. Please consider helping to raise standards and stop this unfettered development from wrecking the sweetness of the area.</p> <p>The Northside has been thrown to the dogs many times and I really hope that the area described in Joyce's letter to you is protected as historic because Missoula is rapidly losing its cool.</p> <p>Let's leave a legacy of not bulldozing old homes and wrecking neighborhoods. We, and these old homes with lovely history and significance, deserve better. We want to have a say in how our neighborhood feels to live here.</p> <p>Thanks for considering.</p> <p>Sincerely, Blake Nicolazzo</p>	
<p>Fred Spataro October 31, 2024</p>	<p>Hello Ashley & Emily,</p>	<p>3</p>

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	<p>Besides the concerns and comments that Joyce has provided you below, we are now learning that these 3 story buildings require special fire protection equipment and access which is requiring a complete ban of parking in front of the building. There are many of these new structures already in place and with many more seemingly being planned or going up on any vacant or split lot, the ban on parking in these areas is going to make parking in the neighborhood near impossible with the density you're talking about. Most of us moved to and live in Missoula for our experiences with the outdoors, not an urban city. Your planning does not seem to be taking into account most people have a truck or RV or trailer of some sort and it's becoming increasingly difficult in our neighborhood to simply find a spot to load a trailer on a weekend morning.</p> <p>I echo Joyce's ask that you consider the neighborhood parts individually based on their actual characteristics not lump the smaller, historic sections in with larger, newer and undeveloped areas of the northside that can handle these kinds of density developments</p> <p>Thanks Fred Spataro 3rd St Northside ----- Hello Ashley & Emily,</p> <p>Thanks so much for taking the time to engage our Missoula citizens about our neighborhood concerns. I have attached a copy of the 2009 ordinance which sought to create an historic district of our slant/one way/ skinny streets. I think the idea then was to focus more on the historic abundance in our neighborhood. As I said the other evening, our</p>	
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	<p>current focus is more on the knowledge that this small piece of Missoula has:</p> <ul style="list-style-type: none">• minimally-sized one way streets• infrequent off-street parking opportunities (zero to few driveways)blocks of missing sidewalks• low to medium income, working class home ownership <p>Our main concern is that establishing your "UI" classification through the entirety of the Northside neighborhood is encouraging and creating gross amounts of infill density, (threestory buildings, paving our alleys, adding many more cars to our streets & alleys, and removing parking possibilities for current residents). This small piece of the Northside neighborhood (A Street to Worden, North 1st to North 4th) is a small, unique section of the Northside neighborhood, with many historic buildings, and historic-sized streets. The safety of ourselves, our children, our pets, and our cars parked on the streets is challenged every day by encouraging more infill.</p> <p>I encourage you come take a tour of our neighborhood, and feel the density that already exists here.</p> <p>Please consider creating a special district overlay in your "Our Missoula" code reform. We understand & agree that our city is growing and needs opportunities and fair housing for all. We also desire that the growth policy is focused on safe, walkable, neighborhoods. Keeping large developments out of the Historic Northside District will keep our neighborhood safe. I believe you can do this through density maximums, height maximums, and encouraging owners to retain their historic homes.</p>	
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	<p>Please reach out with any questions and ideas you can share with us while you are creating the great, lasting changes to Our Missoula and Code Reform. If you'd like to address these concerns specifically with our neighborhood, I'm positive we can schedule a meeting through our Neighborhood Leadership team.</p> <p>Thanks so much for your consideration and understanding.</p>	
<p>Lynn Davis October 31, 2024</p>	<p>Hello Ashley & Emily,</p> <p>Thanks so much for taking the time to engage our Missoula citizens about our neighborhood concerns. I have attached a copy of the 2009 ordinance which sought to create an historic district of our slant/one way/ skinny streets. I think the idea then was to focus more on the historic abundance in our neighborhood. As I said the other evening, our current focus is more on the knowledge that this small piece of Missoula has:</p> <ul style="list-style-type: none"> • minimally-sized one way streets • infrequent off-street parking opportunities (zero to few driveways) blocks of missing sidewalks • low to medium income, working class home ownership <p>Our main concern is that establishing your "UI" classification through the entirety of the Northside neighborhood is encouraging and creating gross amounts of infill density, (three-story buildings, paving our alleys, adding many more cars to our streets & alleys, and removing parking possibilities for current residents). This small piece of the Northside neighborhood (A Street to Worden, North 1st to North 4th) is a small, unique section of the Northside neighborhood, with many historic buildings, and historic-sized streets. The safety of ourselves, our children, our pets, and our cars parked on the streets is challenged</p>	<p>3</p>

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	<p>every day by encouraging more infill.</p> <p>I encourage you come take a tour of our neighborhood, and feel the density that already exists here. Please consider creating a special district overlay in your "Our Missoula" code reform. We understand & agree that our city is growing and needs opportunities and fair housing for all. We also desire that the growth policy is focused on safe, walkable, neighborhoods. Keeping large developments out of the Historic Northside District will keep our neighborhood safe. I believe you can do this through density maximums, height maximums, and encouraging owners to retain their historic homes.</p> <p>Please reach out with any questions and ideas you can share with us while you are creating the great, lasting changes to Our Missoula and Code Reform. If you'd like to address these concerns specifically with our neighborhood, I'm positive we can schedule a meeting through our Neighborhood Leadership team.</p> <p>Thanks so much for your consideration and understanding. Regards, Lynn Davis</p>	
<p>Bob Giordano October 31, 2024</p>	<p>Hi Ben, all, I recently edited the descriptions for several of the place types. So I'm submitting these edits as a comment. Feel free to use what ever might be useful.</p> <p>Thank you, --- Bob Giordano, Director, Free Cycles Missoula, www.freecycles.org, 406.541.7284,</p>	<p>2</p>

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	<p>Missoula Institute for Sustainable Transportation, www.strans.org, mist@strans.org, 406.830.7676</p> <p>Downtown, original:</p> <p>Downtown is the heart of any community and the regional hub for culture and commerce, offering a vibrant, pedestrian-friendly environment. It is the place where people live, work, and play, supported by a high intensity of commercial uses, services, and public amenities. The Clark Fork River is a key feature that defines and is celebrated about this area.</p> <p>Downtown should accommodate a wide range of diverse housing types for different age groups and economic positions. Buildings and parks should blend harmoniously to create a distinct sense of place.</p> <p>As the focal point of the city, Downtown will house Missoula’s largest and tallest buildings, often occupying entire blocks with inviting storefronts that promote a walkable and vibrant atmosphere. While parking structures will provide access for vehicles, the area will prioritize multi-modal transportation, with walking, rolling, and biking as the primary means of getting around.</p> <p>Downtown, edited:</p> <p>Downtown is the heart of the community and a regional hub for culture and commerce, offering a vibrant, pedestrian-friendly environment. Downtown is a place where people live, work, and play, and is supported by a high intensity of commercial services and public amenities. The Clark Fork River is a key feature that defines and informs this area.</p>	
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	<p>Downtown should accommodate a wide range of diverse housing types for a more inclusive community. The built environment should blend harmoniously with parks, nature and green spaces to create a distinct sense of place.</p> <p>As the focal point of the city, Downtown will house Missoula’s largest and tallest buildings. Inviting storefronts promote a walkable and vibrant atmosphere. Parking structures should be strategically placed on the perimeter of downtown to minimize cut thru auto traffic. Walking, biking and transit provide the primary modes of transportation.</p> <p>Urban Mixed Use High, original:</p> <p>These mixed-use areas support a high number of residents and businesses, offering a range of transit options and robust pedestrian and green infrastructure.</p> <p>These areas provide a wide range of diverse housing and building types in which people can live, work and play. These centers and corridors are transitioning toward a downtown place type, with buildings generally ranging from 3 to 6 stories, often not occupying entire blocks.</p> <p>While many people travel to and through these areas, reserving space for parking is not a priority, as there are many examples of sites that already provide an overabundance of parking.</p> <p>Modes of transportation are well balanced, supported by higher densities, proximity to services, and dedicated infrastructure. Pedestrian activity is high, reflecting the core value of walkability in these evolving spaces.</p>	
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	<p>Urban Mixed Use High, edited:</p> <p>These mixed-use areas support a high number of residents and businesses, offering a range of transit options, robust pedestrian facilities and green infrastructure.</p> <p>Diverse housing and building types enable people to live, work and play. While these centers and corridors are similar to the downtown place type, building footprints are generally 3 to 6 stories, with multiple structures on a single block.</p> <p>Pedestrian activity is high, reflecting a core value of walkability in these evolving spaces.</p> <p>Urban Mixed-Use Low, original:</p> <p>These areas have an urban residential feel, interspersed with a mix of commercial and industrial uses. They are evolving into more substantial mixed-use neighborhoods with a strong sense of community. They offer a diversity in housing type, alongside moderate intensity commercial services. Buildings range from house-sized to partial block structures, with small to medium-sized commercial and multi-dwelling buildings.</p> <p>Walkability is a core value, supported by pedestrian and green infrastructure. Parking is a need but not a priority, especially where the area benefits from balanced transportation modes, higher densities, and proximity to services, making pedestrian activity high.</p> <p>Urban Mixed-Use Low, edited:</p>	
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	<p>These dynamic areas have an urban residential feel, provide for employment and facilitate a strong sense of neighborhood and community.</p> <p>Housing types are diverse and coexist alongside moderate intensity commercial services. Buildings range from small to medium to partial block structures, with small to medium sized commercial and multi-dwelling buildings.</p> <p>Walkability is a core value, supported by infrastructure that is safe, accessible and sustainable. Parking is a need yet not a priority, especially in areas that benefit from a diversity of transportation modes, higher densities, and proximity to services.</p> <p>Urban Residential High, original:</p> <p>These vibrant, energetic areas are designed for people to live, play, and connect closely with nearby amenities, whether by foot, bike, or car. They support a dense and compact population through a high diversity of housing and building types, offering both rental and homeownership opportunities. Small businesses provide neighborhood-scale commercial services to local residents and visitors, enhancing the area’s vibrancy.</p> <p>The neighborhoods prioritize compact development with diverse housing options, ranging from small-lot single dwellings to large-scale multistory, multi-dwelling structures, including new buildings up to 3 stories. Development near the street is preferred, and safety is prioritized over sight lines or uniform street edges.</p>	
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	<p>These areas are highly walkable, featuring a balanced mixture of transportation modes supported by dedicated infrastructure for walking and biking, traffic calming measures, and parking management. Residents benefit from an environment that prioritizes pedestrian and cyclist safety and convenience. With established local transit services and growth encouraged along corridors served by fixed and frequent transit routes, these neighborhoods reduce reliance on single-occupancy vehicles, classifying them as low vehicle miles traveled (VMT) areas.</p> <p>Urban Residential High, edited:</p> <p>These vibrant, energetic areas are designed for people to live, play, and connect closely with nearby amenities, whether by foot, bike, transit or car. They support a thriving population through a high diversity of housing and building types, offering both rental and homeownership opportunities. Small businesses provide neighborhood-scale commercial services to local residents and visitors, enhancing the area’s vibrancy.</p> <p>These neighborhoods prioritize compact development with diverse housing options, ranging from small-lot single dwellings to larger-scale structures, including new buildings up to 3 stories. Development should occur near the street.</p> <p>These areas are highly walkable, featuring a balanced mixture of transportation modes supported by dedicated infrastructure for walking and biking, traffic calming measures, and parking management. Residents benefit from an environment that prioritizes pedestrian and cyclist safety and convenience. With frequent transit services and compact growth, these neighborhoods reduce reliance on single-</p>	
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	<p>occupancy vehicles and are classified as low vehicle miles traveled (VMT) areas.</p> <p>Urban Residential Low, original:</p> <p>These neighborhoods offer a balanced mix of housing options on medium-sized parcels, where buildings are generally spaced further apart from each other and the street.</p> <p>With a medium high diversity of housing types, from single dwellings to missing middle multi-dwelling developments, these areas provide both rental and homeownership opportunities. Small businesses cater to local needs, enhancing the neighborhood’s sense of community. These neighborhoods prioritize walkability, with infrastructure that supports walking, biking, and a balanced mix of transportation modes. Development near the street is encouraged, though there is more space between buildings, which are compatible with the surrounding neighborhood. Residents live nearby to local transit services, and growth is focused most along corridors served by fixed transit routes ensuring easy access to nearby amenities.</p> <p>Urban Residential Low, edited:</p> <p>These neighborhoods offer a range of housing options on medium-sized parcels. Buildings and structures are often spaced apart and set back from the street. A goal of this place type is to increase density, have more clustered development and be closer to the street where possible.</p> <p>With a medium high diversity of housing types, from single dwellings to multi-dwelling developments, these areas provide both rental and</p>	
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	<p>homeownership opportunities. Small businesses cater to local needs, enhancing the neighborhood’s sense of community and place.</p> <p>These neighborhoods prioritize walkability, with infrastructure that supports walking, biking, and a balanced mix of transportation modes. Development near the street is encouraged, though there is more space between buildings, which are compatible with the surrounding neighborhood. Residents live nearby to local transit services, and growth is focused most along corridors served by fixed transit routes ensuring easy access to nearby amenities.</p>	
<p>Joyce Gibbs October 31, 2024</p>	<p>As I stated last week, requiring developers to pave alleys only creates more "streets" that do not & will not be maintained, and that take away from our safer places to walk. I don't think the city is looking toward the future when all these alleys will need to be plowed, repaved, or replumbed.</p> <p>If developers weren't buying liveable properties and razing them and creating vacant lots where houses used to stand, would we have more low-income housing? -- Joyce</p>	<p>3</p>
<p>Kay Izlar October 31, 2024</p>	<p>Hello Ashley & Emily,</p> <p>We have been trying to get the city to care about our neighborhood since this project was proposed. We are not like everyone else with wide streets. This type of reduction of parking is exactly the problem we most promoted to the city. We we never ever informed that this loss of parking would happen. In fact, the city came out and painted the curbs to determine how much parking we would have...and used that to justify this massive apartment building. So frustrating. And a betrayal of trust.</p>	<p>3</p>

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	<p>Thanks so much for taking the time to engage our Missoula citizens about our neighborhood concerns. I have attached a copy of the 2009 ordinance which sought to create an historic district of our slant/one way/ skinny streets. I think the idea then was to focus more on the historic abundance in our neighborhood. As I said the other evening, our current focus is more on the knowledge that this small piece of Missoula has:</p> <ul style="list-style-type: none">• minimally-sized one way streets• infrequent off-street parking opportunities (zero to few driveways) blocks of missing sidewalks• low to medium income, working class home ownership <p>Our main concern is that establishing your "UI" classification through the entirety of the Northside neighborhood is encouraging and creating gross amounts of infill density, (threestory buildings, paving our alleys, adding many more cars to our streets & alleys, and removing parking possibilities for current residents). This small piece of the Northside neighborhood (A Street to Worden, North 1st to North 4th) is a small, unique section of the Northside neighborhood, with many historic buildings, and historic-sized streets. The safety of ourselves, our children, our pets, and our cars parked on the streets is challenged every day by encouraging more infill.</p> <p>I encourage you come take a tour of our neighborhood, and feel the density that already exists here.</p> <p>Please consider creating a special district overlay in your "Our Missoula" code reform. We understand & agree that our city is growing and needs opportunities and fair housing for all. We also desire that the growth policy is focused on safe, walkable, neighborhoods. Keeping</p>	
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	<p>large developments out of the Historic Northside District will keep our neighborhood safe. I believe you can do this through density maximums, height maximums, and encouraging owners to retain their historic homes.</p> <p>Please reach out with any questions and ideas you can share with us while you are creating the great, lasting changes to Our Missoula and Code Reform. If you'd like to address these concerns specifically with our neighborhood, I'm positive we can schedule a meeting through our Neighborhood Leadership team.</p> <p>Thanks so much for your consideration and understanding.</p> <p>Kay Izlar</p>	
<p>Marc Moss October 31, 2024</p>	<p>Hello Ashley & Emily,</p> <p>Thank you both for taking the time to engage with Missoula citizens about neighborhood concerns. I've attached the 2009 ordinance that aimed to establish a historic district in our area of slant/one-way, narrow streets. Back then, the focus was on preserving the historic character, but today our priorities have shifted to address pressing issues that impact daily life in this unique part of Missoula, which includes:</p> <ul style="list-style-type: none"> • Minimally-sized, one-way streets • Limited off-street parking (zero to few driveways) • Missing sidewalk segments • Predominantly low- to medium-income, working-class homeowners <p>Our key concern is that the proposed "UI" classification across the Northside neighborhood is promoting excessive infill density, which</p>	<p>3</p>

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	<p>brings three-story buildings, paved alleys, and an influx of vehicles—all of which add considerable strain on our streets and alleys while reducing parking options for current residents. This area (from A Street to Worden, North 1st to North 4th) is a small but historically significant section of the Northside, filled with historic buildings and narrow, vintage streets. The added density threatens the safety of our residents, children, pets, and parked vehicles.</p> <p>I urge you to visit our neighborhood to experience firsthand the existing density. We believe a special district overlay within your “Our Missoula” code reform could provide a solution. While we understand and support the need for growth and fair housing, we believe this policy must also prioritize safe, walkable neighborhoods. Limiting large developments within the Historic Northside District will help preserve its safety and character. We recommend achieving this through density and height caps and by encouraging the retention of historic homes.</p> <p>Please feel free to reach out with any questions or ideas during this critical stage of the Code Reform. If you’d like to address these concerns directly with our neighborhood, I’m confident we can arrange a meeting with our Neighborhood Leadership team.</p> <p>Thank you for your consideration of these urgent issues. Marc Moss he/him/his Tell Us Something</p>	
<p>Adam Graham October 31, 2024</p>	<p>I would like my suggestion to be on record, hence why I'm emailing you directly. Here is my suggestion:</p> <p><i>Missoula planning staff have done an admirable job here. Generally speaking, this has been very well thought out.</i></p>	<p>5</p>

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	<p><i>My single critique pertains to the city’s plans for the Tech Development Park along Expressway and centered around Technology Ct. The land has previously been identified and developed for industrial use. I believe an argument could be made to remove the development overlay entirely. However, 3 of the lots in the Park are entirely inappropriate for industrial development. Specifically, I’m referring to lots 10, 11 and 12.</i></p> <p><i>Unlike the other lots in the Park which are accessed from Technology Ct., lots 10, 11 and 12 can only be accessed from Kendrick Place. On the opposite South/SE side of Kendrick is a sizable single-family home community. Proceeding with an industrial designation for this land will create undesirable commercial/industrial traffic through a residential area, negatively impacting the community and, likely, the tranquility and values of the residents’ homes.</i></p> <p><i>A more suitable plan would create a transitional buffer between the existing low density residential community to the S/SE and the commercial area to the N/NW by designating lots 10, 11 and 12 for medium to high density apartment housing. Doing so would prevent an avoidable zoning clash of industrial development directly across the street from SF homes and avoid noisy/dirty truck traffic on what is currently a quiet residential street.</i></p> <p><i>Higher density MF zoning in this location would provide much-needed missing middle housing. More housing density in the area would have the added benefit of supporting the existing businesses, and stimulating future commercial development, in the MU-designated land to the N/NW of the Development Park.</i></p> <p><i>Thank you for your considerable effort and consideration of this suggestion.</i></p>	
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	Adam Graham	
Eva Dunn-Froebig October 31, 2024	<p>Hi Ben,</p> <p>I attended one of the open houses last week at the Missoula Public Library and we talked about a variety of things. One was the vacancy rate. You said the vacancy rate has been 2% and a healthy vacancy rate is between 5 and 8%. According to the Missoula Organization of Realtors website, the vacancy rate was over 7% at one point last year and looks to be an average of high 4% in the last year. If we are already that close or in a healthy vacancy rate, why are we wanting to build so much, especially when ADUs and duplexes are allowed on every parcel?</p> <p>I also hope you'll consider my comments about parks, community gardens and other green spaces. If we are building to accommodate more people in the future we need to provide more open space. We also need to consider food security and provide places for people to grow food. Many neighborhoods are getting shaded out by tall buildings and cannot grow food in their own yards.</p> <p>Please also consider air quality. We already have poor air quality in Missoula and there is a limit to the number of people we can accommodate in our valley.</p> <p>Please balance quality of life with development. I am so depressed reading article after article of rezones the City Council approves, especially near rivers (example, city annexation that allows for reduced setbacks) and in the last remaining open space. City Council members constantly say their hands are tied because of state law, but the truth is they don't have to vote yes to all of these rezones. Now, the code reform</p>	3

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	<p>is proposing doubling or more the number of units allowed on most parcels. Already two units are allowed on every parcel in Missoula and even in suburban areas code reform is proposing 34 units when in most only 1 exists. This is a substantial change.</p> <p>It's also difficult to comment on this plan when a lot of specifics are not being provided.</p> <p>Finally, why not focus on public affordable housing in this plan? Please, no more partnerships with private developers which just make them more money. We have a fantastic affordable housing organization called the Missoula Housing Authority and we also have an agency (Missoula Redevelopment Agency) that can provide funds for really nice affordable housing instead of doling out money to private developers. "Growth does not pay for itself," is what I have heard from city staff and if that is the case why are we subsidizing development? Thank you and let me know if I should submit these comments elsewhere. Eva Dunn-Froebig</p>	
<p>Vicki Watson October 31, 2024</p>	<p>Hi Ben – I am told that you are the right person to share suggestions for updating zoning regulations.</p> <p>I think that Missoula needs to adopt more adequate stream buffer/setbacks in the city. More like the buffers used by county. In that way when the city annexes more of the watershed into the city, the streams do not lose the more adequate buffers that the county uses.</p> <p>If I understand correctly — Missoula <u>county setback/buffers</u> are:</p>	<p>3</p>

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	<p>Clark Fork in Msla County downstream of Reserve St Bridge & upstream of the Blackfoot = 500 on each side of river; Clark Fork upstream of Reserve St Br to the city limits = 175 feet both sides; Clark Fork upstream of city limits to the Blackfoot = 175 feet both sides ;</p> <p>Bitterroot River = 500 feet Blackfoot = 175 feet Grant Creek = 125 feet on each side for a total of 250 feet</p> <p> Chapter Seven - Environmental Design Standards.pdf</p> <p>Please let me know what the city's buffers are – and whether you think the new zoning will move in the direction of the county buffers. Vicki Watson, Missoula resident</p>	
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Public Comment from Organizations

From	Comment	Response
<p>Rocky Mountain Elk Foundation</p> <p>October 28, 2024</p>	<p>Dear Land Use Planning Team:</p> <p>The Rocky Mountain Elk Foundation ("RMEF") has noticed that the Missoula 2045 Draft Land Use Plan has identified the RMEF Headquaiiers Property located at 5705 Grant Creek Road ("RMEF Property") as "Open and Resource" and "Parks & Open Space" in the Future Land Use Map. RMEF believes that these Place Type designations are not appropriate for the RMEF Property.</p> <p>As you know, in 2022 the City of Missoula approved an application by KJA Development, LLC to rezone approximately 44 acres adjacent and to the west of the RMEF Property to RMI-45 Residential, which allowed a much higher density of development than could have occurred under the prior zoning. That area had previously operated as a gravel pit and was otherwise not developed. The Draft Land Use Plan classifies that property, as well as the Cottonwoods at Grant Creek housing development to the south, as "Urban Residential High".</p> <p>RMEF currently uses the RMEF Property for office space, shipping and receiving, light retail, meetings, special events, education and outreach, fundraising, member activities and interactive exhibits. RMEF may be adding additional structures to accommodate those types of uses in the future.</p> <p>The Draft Plan classifies the RMEF Property west of the berm as "Open & Resource" and the RMEF Prope1ty east of the berm as "Parks & Open Space". The "Open & Resource" classification states it is for areas that, "are designed to protect important resource lands and Missoula</p>	<p>2</p>

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	<p>Planning and Land Use areas with natural hazards" and "aims to limit development in areas with significant natural resources." With the level of development that the City of Missoula has allowed for lands adjacent to the RMEF Property, and is pushing for Urban Residential High on adjoining lands, we fail to see what "significant natural resources" are on the RMEF Property that need such protection. RMEF is in the business of protecting wildlife habitat and, other than the riparian area adjacent to Grant Creek, the property where RMEF has its Headquarters does not have those type of resources.</p> <p>The RMEF Property east of the berm is classified as "Parks & Open Space" which is for areas that, "are designated for larger parks that are in public ownership, larger common areas that are intended for use by a group of residents, or conservation lands that indicate a partnership between a public group and the private landowner. .. [and] is also applied to areas designated in the floodplain." Some of that land is likely outside the floodplain, and it does not seem to be a good fit under a Parks & Open Space designation.</p> <p>RMEF respectfully requests the City of Missoula to designate the RMEF Property lying west of the berm as "Urban Mixed-Use High" and the RMEF Property lying east of the berm as "Open & Resource". Land Uses allowed in the Urban Mixed-Use High designation include commercial services, residential housing, mixed use, retail, offices, etc. Building types include mixed-use, small shopfront and office buildings. These are consistent with RMEF's current buildings and potential future growth and are also consistent with the Urban Residential-High designations on adjacent lands.</p>	
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	<p>Thank you for your consideration. We are available to meet with Planning Staff to show you the RMEF Property and discuss RMEF's requested changes to the Draft Land Use Plan.</p> <p>Respectfully submitted, Rocky Mountain Elk Foundation</p>	
<p>Clark Fork Coalition</p> <p>October 31, 2024</p>	<p>Attn: City's 2045 Draft Land Use Plan</p> <p>Please accept the following comments on behalf of the Clark Fork Coalition (CFC). The CFC is a nonprofit organization that has worked to protect and restore the Clark Fork watershed since 1985. As part of its mission, the CFC has long advocated for state and local water policies that protect our most precious natural resource: water. Given the nexus between land use and water, it is vital that our state and local land use policies integrate proactive protections for both water quantity and water quality. With Missoula and much of western Montana facing unprecedented growth/development pressures, these water resource protections are more important than ever. We appreciate the opportunity to comment on the City's Draft 2045 Land Use Plan, and we offer the following specific comments:</p> <p><u>Guiding Values (Pg.5) – Climate Change</u></p> <p>The CFC fully supports and appreciates the recognition of climate concerns as a guiding value for the land use plan. CFC's most recent five-year strategic plan identified climate change as one of the major challenges facing our watershed, noting that climate change is accelerating and further aggravating the problem of flow-depletion and water quality concerns on over-appropriated water supplies in western Montana. The City's plan recognizes protections for water quality, but</p>	<p>3</p>

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	<p>the impacts from climate change on the timing and amount of available water supplies should also be at the forefront. We encourage the City to consider and incorporate water quantity protection strategies throughout the plan in addition to important regulations intended to protect water quality.</p> <p><u>Focus Inward</u></p> <p><u>Policy Objective #3 (Pg. 18)- Riparian Buffers</u></p> <p>The CFC supports the City’s objective to “restrict development in hazard-prone areas, mitigate development on sensitive lands [such as riparian areas], and focus growth towards safe, urbanized areas with existing infrastructure,” but the plan is light on details for how the City will accomplish this objective and we encourage more specifics throughout the plan. Like the threat of climate change, the CFC’s recent strategic plan identifies “Growth & Development” as a major threat to the health of our watershed. Growth and development in many parts of the Clark Fork Basin are skyrocketing with building concentrated along rivers and streams and encroaching on fragile and vital riparian corridors. The science is clear on this point: the rivers and streams flowing out of the heavily glaciated mountains of the Clark Fork watershed are among the most ecologically important habitats on the continent. Alter them, and we will see far-reaching effects, leading to long-term ecosystem decline.</p> <p>The draft plan correctly notes that “[r]iparian habitats and wetlands are particularly important due to their biodiversity and their roles in maintaining water quality. These ecosystems deliver critical services that become increasingly necessary as urbanization progresses, making the protection of existing wetlands and riparian areas a high</p>	
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	<p>priority for conservation efforts. Safeguarding groundwater resources from nutrient loading is also vital, as outward growth lacking adequate community sewer systems can exacerbate water quality issues.” Pg. 19. The plan then notes several protective measures employed to protect sensitive areas from development, such as conservation easements, seasonal closures, the use of significant resource designation and mapping of floodplains and floodways. The CFC fully supports efforts to update floodplain mapping to ensure accuracy and responsible growth. Missing, however, is the discussion of minimum, riparian buffers and setbacks needed to protect riparian corridors.</p> <p>As the City is aware, there is currently a disconnect between the City and Missoula County when it comes to the applicable riparian buffers. City zoning codes tout the importance of protecting “areas of riparian resource,” but lack a clear identification of these areas or standardized setbacks/buffers to protect these areas from development. Instead, buffers appear to be determined on a case-by-case basis and often rely on fuzzy “riparian resource protection” plans put forth by developers. On the contrary, Missoula County’s recently revised zoning regulations designate clear, measurable riparian buffers for all waterways (i.e. many of the same waterways that bisect the City of Missoula). The CFC believes that the City should adopt minimum riparian setbacks/buffers that are consistent with Missoula County’s, and that these regulations should be incorporated into the City’s revised plan.</p> <p><u>Policy Objective #4 (Pg. 19) – Utilities/Infrastructure</u></p> <p>The CFC supports the stated policy objective of prioritizing upgrades to existing infrastructure rather than extension of services, but the City’s plan should recognize the need for balance when expanding</p>	
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	<p>infrastructure or the utility service area. There are often clear water quality benefits to hooking additional developments to shared infrastructure, but available water resources (and the City’s water rights) are limited. The plan notes that the City may need to secure new water rights in the South Hills, Miller Creek, and Grant Creek to accommodate development. Before the City acquires water rights or contemplates development within these areas, it should be cognizant of potential changes to the existing hydrologic regime, including changes to surface and groundwater flows, that could result. The development of agricultural lands, for example, is likely to result in net depletions to aquifer recharge and return flows. Likewise, increases in the rate of water consumption may result if the City expands its existing water rights to new areas. As individual developments are vetted, the City should carefully, and perhaps systematically, weigh the water resource impacts of a given proposal. Likewise, as growth occurs, the City should consider alternative tools (such as seasonal restrictions on lawn & garden use) to protect water quantity, quality, and minimum streamflows in the Missoula Valley.</p> <p><u>Policy Objective #5 (Pg. 21) – Growth & Annexation</u></p> <p>This policy objective seeks to “ensure growth aligns with the City annexation policy.” CFC is unsure how the City can evaluate whether this objective is being met because the annexation policy lacks any binding criteria (see “Approach to Annexation, Pg. 116). For example, the annexation advises against the annexation and development of environmentally sensitive lands (such as riparian areas), but the policy also allows the City Council to waive policy principles whenever it is necessary. Without more guidance as to how many of the annexation criteria must be met in order to gain approval, the annexation policy is aspirational and subject to shifting development pressures. This is</p>	
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	<p>particularly problematic given the discrepancy (highlighted above) between City and County riparian buffers. The CFC encourages the City to eliminate this discrepancy and revise its annexation policy to establish minimum criteria that must be met for annexation.</p> <p><u>Environmental Quality & Climate Resilience</u></p> <p><u>Policy Objective #2 (Pg. 40) – Ag Lands.</u></p> <p>CFC supports the policy objective aimed at the preservation of agricultural areas. As noted above, the conversion of agricultural lands to housing has the potential to impact existing local hydrology and water quality. This conversion may also (depending on the circumstance) result in increases in net water consumption. The CFC encourages the City to use multiple land use tools to preserve local ag lands.</p> <p><u>Policy Objective #4 (Pg. 41) – Limit Development in High-Risk Areas</u></p> <p>CFC supports efforts to limit or prohibit development in areas of high risk due to environmental hazards such as flooding and fire. CFC supports efforts to remap floodplains surrounding the Clark Fork and Bitterroot Rivers to prepare for potential flooding and support long-term environmental resilience. These efforts are crucial both in terms of public safety and water quality, but also in terms of restoring and protecting fully-connected and functional floodplains.</p> <p>The draft plan notes that “risks associated with developing in flood- and fireprone areas are set to increase significantly as Missoula grapples with substantial climate change challenges, including rising temperatures, prolonged droughts, and heightened wildfire risks. These</p>	
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	<p>shifts are expected to diminish snowpack and alter stream flow, impacting essential water resources for agriculture and drinking. Projections suggest that average annual temperatures will rise by 4-5°F by mid-century and 5-8°F by the end of the century, with more hot days and fewer frost days. Precipitation may increase by up to 15% by the end of the century, though this will be uneven, leading to wetter winters and drier summers. Such changes are likely to increase severe rain-on-snow events and flooding...” Pg. 41.</p> <p>We believe the updated land use plan should adopt clear regulations (including updated floodplain development restrictions and revised riparian setbacks) aimed at mitigating these anticipated climate impacts. We also encourage the City to consider the latest climate science discussing climate scenarios in the Columbia Basin and to incorporate development restrictions that take into account high-flow events under multiple potential future climate scenarios. See e.g. Hydraulic Modeling, Flood Mapping and Breach Analysis Report prepared by River Design Group for the Smurfit Stone site (available at: https://cleansmurfitnow.org/resources/).</p> <p>In closing, CFC appreciates the opportunity to comment on this important revised Land Use Plan, and we look forward to a revised plan that incorporates this feedback. Thank you for your time and dedication to the sustainable future of Missoula.</p>	
<p>Center for Large Landscape Conservation October 31, 2024</p>	<p>Hello City of Missoula planning team,</p> <p>Thank you for your thoughtful work on the Growth Policy Update and Future Land Use Map. The Center for Large Landscape Conservation, based in Bozeman and with an office in Missoula, seeks to conserve biodiversity and improve community resilience by reconnecting</p>	<p>3</p>

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	<p>fragmented habitats and restoring functional ecological networks. We partner with a variety of government agencies, universities, and non-governmental organizations on ecological connectivity science, policy, and projects.</p> <p>Overall, we recommend the following approaches to conserving wildlife connectivity: Avoid creating impediments to wildlife movement and migration; minimize fragmentation and loss of habitat; limit fencing or encourage wildlife friendly fencing; maintain and develop key partnerships to identify important wildlife habitat, including areas important for wildlife movement and migration; monitor total acreage preserved of wildlife corridors, and establish a target to increase the amount of protected acreage.</p> <p>We looked within the document to find where we may strengthen ecological connectivity and wildlife movement. We've included comments here as bullet points:</p> <ul style="list-style-type: none">• Value 3 – (p.5) where it says “Mitigate growth impacts in areas of environmental hazards and sensitivity,” it would be even more preferable to have it say mitigate or avoid growth impacts.• In the Focus Inward section, the Policy Objective 3 (p.19) aims to “restrict development in hazard-prone areas, mitigate development on sensitive lands, and focus growth towards safe, urbanized areas with existing infrastructure” and this is great, but it would be improved with “mitigate or avoid development...”• In the Current Conditions (p.19) second paragraph discussing the importance of riparian habitats, this is great but begs the specific inclusion of a sentence noting that an essential role of riparian areas is in providing wildlife habitat and movement.• Further in this section, it notes “To minimize environmental impacts from development, Missoula employs a variety of	
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	<p>protective measures, including conservation easements and seasonal closures aimed at safeguarding critical habitats. Approximately 8% of the Land Use Plan area is designated to protect significant resource lands and natural hazard areas, thus limiting development in places such as river corridors, wetlands, and steep hillsides. While development can occasionally extend into constrained lands, opting for lower-intensity place types or clusterstyle development serves to mitigate adverse environmental effects.” This is great and we wonder if that 8% is the maximum preferred amount that we’ll ever see, or if there could be vision of expansion of those areas, if those riparian areas are connected and continuous, and so on. This may be beyond the scope of this document but worth mentioning here.</p> <p><u>Environmental Quality & Climate Resilience section</u></p> <ul style="list-style-type: none">• In the Environmental Quality & Climate Resilience section, the goal (p.37) is to “Balance urban development with environmental protection and resilience through sustainable practices and mitigation of impacts to sensitive lands” and we recommend including “or avoidance” after mitigation. This is supported by the statement on page 8 under ‘What Did We Hear” that people supported “Avoiding growth in environmentally sensitive or at-risk areas and preserving open space and agricultural lands.”• In the Introduction of this section (p.38) it notes “Today, efforts focus on protecting areas with significant natural, cultural, and historic resources, preserving wildlife corridors, and partnering with organizations that can help further these aims.” We support the inclusion of wildlife corridors and partnering with	
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	<p>organizations. We'd like to be one of those partner organizations. Further, it notes on p.38, "Within the Land Use Plan area, a rich variety of wildlife, diverse habitats, and important migration routes can be found," and as it would presumably help with planning decisions, we'd like to see wildlife corridors/wildlife connectivity better mapped. As an example, we include the link to the Sensitive Lands Modeling Tool available to the City of Bozeman, with the Gallatin Valley Sensitive Lands Protection Plan adopted by the city in 2023. The Center for Large Landscape Conservation would be interested in helping Missoula with such an endeavor.</p> <ul style="list-style-type: none">• There is no mention of the Bear Smart planning, which seems logical to include at least by reference, beyond just tangentially including the Bear Buffer Zone Map without much explanation.• This section explains the natural resource values, including wildlife, but no policy objective explicitly includes protection of sensitive lands or wildlife habitat. Policy Objective 3 (p.41) does infer sensitive natural areas, but the way that objective is written, all it is saying is that you'll consult with the CSKT and the Conservation District which is implied that they need to take responsibility for it rather than the City. Yet it's not their responsibility to do the work of promoting "the preservation and restoration of sensitive natural areas," particularly in the City's planning document. It is challenging to understand what 'environmental stewardship' is being referenced here, and what conservation efforts are included in this statement "Missoula faces challenges in environmental stewardship due to insufficient community engagement in conservation efforts." There are clear incentive-based, zoning-based, and living-with-wildlife requirement pathways the City could take, in part without requiring community volunteerism which seems to be	
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	<p>implied as required here, to avoid further fragmenting riparian areas, improving water quality, reducing human-wildlife conflicts, and so on. Perhaps these approaches are incorporated within other objectives, but it is important to take this opportunity within this vision document to ensure the City is clearly striving towards protecting sensitive lands like wildlife habitat and riparian areas. This objective seems to continually state that the community must do the work rather than the City, without indicating what kind of work is being referenced other than ‘protecting the environment.’ We recommend this objective be written as such or similar to avoid that insinuation and side-stepping of responsibility:</p> <ul style="list-style-type: none">○ “Promote the preservation and restoration of sensitive natural areas and the protection of culturally significant natural areas. To help ensure this, consult with the CSKT Culture and/or Tribal Councils, the Conservation District, and other conservation partners and agencies. Strive to limit disturbance to these areas.”● Policy Objective 4 only states to “limit or prohibit development in areas of high risk due to environmental hazards such as flooding and fire” should include Sensitive lands as well. It is noted that in the Focus Inward Policy Objective 3, it includes mitigating development on sensitive lands, but that only mitigates, not avoids that development.● The action language of Policy Objective 5 is great – protecting and strengthening the urban forest is an important implementation item. It would be even better if that urban forest was connected or strove towards canopy connectivity. A relevant document can be found here. Further, a higher goal than 30% tree canopy could be beneficial.	
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	<ul style="list-style-type: none">• This is a bit of a step away from this exact document, but in the City’s Natural Resources Community Profile section, the Wildlife Habitat map only seems to represent terrestrial mammals – the extremely productive Clark Fork River riparian corridor doesn’t show up whatsoever, despite its essential role for migratory birds. It is slightly/better represented within the wetland and riparian areas – but that Wildlife Habitat map would make sense to better include all the riparian areas because wildlife, from terrestrial mammals to birds to fish, heavily use riparian areas. <p><u>Place Types</u></p> <ul style="list-style-type: none">• The Open and Resources area description and approach is appreciated. It seems Primary Uses could include ‘Significant Cultural and Environmental Resources.’ This place type makes great sense to have large setbacks, low intensity, large parcel size, limited development, and so on.• The Parks and Open Space description and approach is appreciated. <p><u>Implementation Action Plan</u></p> <ul style="list-style-type: none">• Strategy A Action 32 “Accommodate development with consideration of environmental constraints where they exist and restrict development where environmental hazards are present” is great, but could it also include ‘sensitive lands’ rather than just environmental hazards? Perhaps those areas are essentially incorporated within those environmental hazards areas, thus the inclusion is not necessary in this action (rather than within the visioning components of the larger document).• Strategy A Action 33 is to “Clarify riparian resource protection regulations” - we recommend City take actions to strengthen	
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	<p>riparian resource protection regulations, including to support or incorporate the County’s riparian setbacks.</p> <ul style="list-style-type: none">• Strategy A Action 36 “Incentivize cluster development that preserves sensitive lands” is a great action, not only for agricultural lands but also wildlife habitat and riparian areas.• Strategy B Action 10 “Address opportunities to connect parks, schools and open space through trails and green space in various city plans” could perhaps include a detail regarding connectivity of the urban forest canopy.• Strategy B Action 17 “Work with stakeholders and the community to develop a comprehensive analysis and approach to mitigating the impacts of growth on sensitive lands” is great, and we wish to be involved, particularly related to wildlife habitat, connectivity, and riparian areas.• Strategy B Action 29 “Develop a river corridor plan to address land use, river access, open space, transportation, water quality, views and vistas and wildlife habitat” is another great action, and again we wish to be involved in this. It notes only G as having a role rather than orgs, and seems likely that some orgs should be involved, though perhaps they would be incorporated into conversations with Government entities.• Strategy C Action 17 is great and could include a connected urban canopy.• Strategy D Action 15 “Acquire, restore and protect river and stream corridors and floodplains as open space whenever possible including corridors outside urban service areas” is fantastic – it seems likely that mapping with specific layers indicating these high priority focal areas and indicating them as such would be valuable.	
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	<p>Thank you for your work, and we look forward to connecting further with you in the future.</p> <p>Sincerely, Kylie Paul Center for Large Landscape Conservation 225 1/2, W Broadway St, Missoula, MT 5980</p>	
<p>Climate Smart Missoula</p> <p>October 31, 2024</p>	<p>General Comments</p> <ol style="list-style-type: none"> 1. This is a huge step forward and we thank everyone involved for the dedicated efforts and hard work! Although we have a number of comments, we offer them in the spirit of collaboration and creating the best Land Use Plan possible. We believe our suggestions would likely be relatively easy to incorporate, and we're happy to explain or assist further. 2. Overall, we are very supportive of this plan and its goal of increasing housing density and focusing development in a way that balances priorities and supports community climate goals. 3. We are excited to see urban trees and green infrastructure highlighted in the Neighborhood Types and Street Types and appreciate that Implementation Actions #A37, A38, & A41 specify actions that should happen in the near term (p. 120). 4. We also appreciate that Implementation Actions A34, A38, A42 and A56 highlight the need to address barriers to renewable energy and electric vehicle infrastructure in the near term. 5. We are concerned that Implementation Actions A45 & A46 are identified as Medium Term. Given the City's climate goals and existing Electrify Missoula campaign, developing standards around green building practices and incentives should be Near-Term priorities for implementation within codes. With so many new buildings going up in the next decade, we need strategies to 	<p>3</p>

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	<p>ensure this new development makes it easier, not harder, to meet our community’s climate goals.</p> <ol style="list-style-type: none">6. Global document suggestion: biking/walking are referred to numerous times as “alternative” forms of transportation, for example P.49 Policy Object #4 under Health & Safety. We suggest using a more neutral term (e.g. “non-car”, “active”) as the word “alternative” positions driving as the normal/dominant mode. If our community’s goal is that “people walking and biking must be the priority when designing and constructing transportation facilities” (We agree! - p. 95), the language we use for these modes matters and should reflect our values and the changes we hope to inspire.7. Sustainability can be a helpful term, but it’s also somewhat vague. There could be opportunities to use “climate solutions”, “climate and energy goals”, “environmental sustainability”, or myriad other ways to paint a clearer picture.8. We believe the Climate Ready Missoula resiliency plan (adopted by both the City and County as an amendment to associated growth plans in 2020) could play a more prominent role and could be linked and referenced in this Land Use Plan. The City, County, and Climate Smart Missoula are currently assessing how best to update this plan, and there will be opportunities to cross-walk any updates with this Land Use plan. We offer our assistance, and don’t think it would change the plan orientation or findings. https://www.climatereadymissoula.org/9. One of our most substantive suggestions falls within the Env. Quality and Climate Resilience section (p. 29), particularly Policy Objective #6. We think it could more holistically address building principles and energy use. We note that waste is readily addressed here: it is ~5% of our emissions and the other 95% is	
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	<p>not adequately discussed. See below (page 3) for suggested additions to add clarity.</p> <p>10. Would it make sense to cite (and/or use) the Montana Climate Assessment or Missoula County’s Climate and Community Primer (developed to inform Climate Ready Missoula)?</p> <p>Specific recommended edits</p> <ul style="list-style-type: none">• P.14 – In the “looking ahead” section, there’s part of that paragraph that has the same text repeated (obviously just a typo and you likely found this already...)• P. 18 - Focus Inward is so crucially a climate solution. Consider adding to the second paragraph in introduction. This strategy, consistent with Smart Growth Principles, seeks to minimize urban sprawl, preserve sensitive lands throughout the urban area, enhance social equity by improving access to amenities and public services, <u>and reduce climate pollution from transportation and the built environment.</u> (We note that compact buildings in urban areas consistently use less energy per capita than single-family homes.)• P. 18 – Policy Objective #1. Current conditions. Para. 2 – consider « ... <u>fosters climate solutions...</u> vs sustainability.• P. 21 – As per #7 comment above, in Implementation Summary, consider adding: <u>Continued coordination between the Land Use Plan and Climate Ready Missoula resiliency plan,</u> especially as the CRM is updated.• P. 28. Policy Objective #5 is great. The MUTD strategic plan is currently being updated and the 2018 will be replaced. Is there a way to consider the new plan or ensure what is here reflects current MUTD planning? (This comes up later in the document also, e.g. p. 92.)	
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	<ul style="list-style-type: none">• P. 30. An example of the vagueness of “sustainability”. Third paragraph, ... Missoula must balance growth with sustainability... What does sustainability mean here? Is it environmental sustainability or community character or ?• P. 37. Goal: Balance implies a binary. Yet, we can multi-solve. What about: <u>Encourage urban development that also integrates (or offers?) environmental protection and resilience through...</u>• P. 38 – Key Terms<ul style="list-style-type: none">○ “Green Space” - are boulevards & street trees/urban forest considered part of “green space”? Should they be?• P. 39 – 2nd paragraph<ul style="list-style-type: none">○ The Climate Ready Missoula plan does not cover zero waste. These are two separate plans. This could be one place to describe: The Climate Ready Missoula resiliency plan (2020) was adopted as an amendment to the City’s 2018 Growth Plan. It assesses who and what is most vulnerable to climate impacts and outlines goals and strategies to address and adapt to these impacts. Missoula also has a plan aimed to be a Zero Waste community by 2050.• P. 41 - Policy Objective 4<ul style="list-style-type: none">○ “evolving technologies such as indoor climate-controlled facilities” - This phrase is used 3 times in this section. What is this referring to? Clean air respite/cooling centers? Suggest using more recognizable terminology (e.g. clean/cool air spaces, or even simply “standard and improving technologies” since recommended air filtration is not new.○ heat and wildfire smoke are not discussed within this section at all so this is confusing. Consider adding: “...for mitigating impacts of climate change like increasing wildfire smoke and extreme heat...” and specifically call out air filtration for	
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	<p>PM2.5 (again – could link to the Climate Ready Missoula Plan).</p> <ul style="list-style-type: none">• P. 41. Key issues. Add what is underlined: face heightened exposure to flooding, wildfires, <u>wildfire smoke and extreme heat</u>, (just a note that all Missoulians are exposed annually to the dangers of wildfire smoke; actual fires are obviously a risk but hopefully not everyone will experience these)• P. 41. Current Conditions, 2nd paragraph « Projections suggest that average annual temperatures will rise by 4-5°F by mid-century and 5-8°F by the end of the century, with more hot days, <u>warmer nights</u>, .. It would be good to cite this – is this from the Montana Climate Assessment?• P. 42 – Policy Objective 5, Current Conditions<ul style="list-style-type: none">○ The first paragraph speaks about trees and transportation together. Is that because there can be space constraints where it is difficult to prioritize both trees and transportation options? If so, it might be worth acknowledging that and suggesting solutions (suspended/permeable pavement, silva cells with tree planting, etc.)○ The second paragraph might better fit in Policy Obj. 6?• P. 43 – Policy Objective 6<ul style="list-style-type: none">○ Given the objective is “holistic approach to climate-resilient development” this section is lacking a discussion of building principles and energy use. The graph of Community Greenhouse Gas Emissions clearly shows the impact of buildings and transportation; Waste is only responsible for 5%. However, this section only discusses waste. Both "Key Issue” and “Current Conditions” should include an overview and discussion of energy use in buildings as it relates to emissions goals.	
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	<ul style="list-style-type: none">○ The Policy Objective might better read: “Adopt a holistic approach to climate-resilient development by enhancing resource management (not sure what that actually means, however), <u>promoting decarbonized construction practices, advancing renewable energy options, and appropriate waste management.</u>○ P. 44 – 1st Paragraph: This paragraph does not make sense. Emissions associated with residential and commercial energy use and transportation are unrelated to emissions associated with construction & demolition waste.○ What does “sustainable construction practices” mean? Is this referring to low-carbon intensity building materials? Energy efficient practices that reduce building energy use and operating costs? This should be specified. As currently written, it appears to be referring only to waste reduction.○ One idea to clarify is to add reference to Missoula’s Building(s) for the Future Program, joint with Climate Smart Missoula, the City and County. See: https://www.missoulaclimate.org/buildings-4-the-future.html○ We could assist in revamping #6! And offer that you could even briefly discuss these principles here: 4 of the 6 E’s:<ul style="list-style-type: none">▪ Electrify everything: all appliances, HVAC systems, water heaters, etc. and transition from methane gas. See collaborative initiative electrifymissoula.org.▪ Energy efficiency: the energy we don't use is the best resource. Build beyond code, right-size the size of buildings, retrofit with efficiency top of mind.▪ Energy on site: maximize on site renewable energy production via solar and/or ground source/geothermal.	
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	<ul style="list-style-type: none"> ▪ Embodied carbon: Consider the emissions from any of the materials that go into the building - from production to the point of usage to deconstruction/reuse. ▪ We note: the other 2 E’s are considered elsewhere: Environmental siting: focus inward to avoid sprawl, reduce transportation emissions, , green infrastructure, places for bikes, walkable, etc. EV charging or EV ready: any new buildings and development should consider that future drivers will want to plug in their EVs. • P. 44. The implementation Summary seems vague. Maybe: Programs that support gaining a broader understanding of the <u>physical environment, climate risks, community health, climate solutions</u> and result in potential strategies for action. • Neighborhood Types: <ul style="list-style-type: none"> ○ We appreciate that green infrastructure and street trees are mentioned as important ways to mitigate development impact in most neighborhood types (all residential, plus Downtown) • P. 75 & 77 - Downtown Neighborhood Type & Urban Mixed Use <ul style="list-style-type: none"> ○ Need for green infrastructure & trees is mentioned, but it also specifies “Very small to no setbacks”. How can we prioritize trees in areas where there is small/no setback AND no boulevard for trees? (E.g. - Stockman Bank on corner of Broadway/Orange St). We suggest mentioning the need for larger setbacks to accommodate trees in cases where no boulevard is present, and/or the use of suspended pavement, silva-cells, etc. • P. 100 – Street Types Typical Treatments 	
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	<ul style="list-style-type: none">○ Neighborhood Greenways – The images here should include an example showing something similar to the Neighborways concept, e.g., Trail Street or Missoula Ave, as “separated facilities” are one possible treatment of this street type.● P. 102 – Some Neighborhood Greenways don’t have boulevards OR sidewalks. Design should show an example of a <i>separated</i> facility for bikes/pedestrians in those cases (i.e., a Neighborway)● P. 118. Shouldn’t Urban Forestry/ Parks and Rec. be listed? And Missoula Urban Transportation Dept? <p>Referring to Common Good Missoula’s comments</p> <p>Climate Smart Missoula is a member institution of Common Good Missoula and supports the below comments developed through member input.</p> <ul style="list-style-type: none">● We appreciate and support the expansion of housing options across the city proposed in the draft plan.● We are excited to see development of affordable housing incentives as an action step but need to expand incentives to include accessibility. Affordability needs to be <i>permanent affordability</i> to qualify.<ul style="list-style-type: none">○ We also need to plan for housing affordable to 80-120% AMI (Area Median Income or roughly \$80,000/yr/household), including by growing the Affordable Housing Trust Fund and other sources of funding.● We need language in the draft land use plan that makes it clear that incentives for permanent affordability/accessibility can exceed limits set for the place type.	
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	<ul style="list-style-type: none"> • Community members want investment in enhancing accessibility, both for new builds and improving existing structures. • Community members are excited to see the street types in the land use map include greenways that can easily become Neighborways. We would like to see one of the illustrations of possible implementations be an example Neighborway (separated path on existing pavement, with barriers between vehicle traffic). <p>Thank you for your consideration and please let us know if we can clarify any of our comments or further assist.</p> <p>Sincerely,</p> <p>Abby Huseth Deputy Director, Climate Smart Missoula abby@climatesmartmissoula.org</p> <p>Amy Cilimburg Executive Director, Climate Smart Missoula amy@climatesmartmissoula.org</p>	
Common Good Missoula	Thank you for the opportunity to comment on the Draft Land Use Plan and PlaceType/Street Type maps. We do find, however, that the compressed time frame for review and comment has prevented a deeper analysis of the document and the concepts presented therein. In the future we would request at least 4 weeks to review and comment.	3

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	<p>These comments are made with the following understandings that were confirmed in conversation with CDPI staff. First, the Draft Land Use Plan is the replacement for the Growth Policy, at least insofar as land-use planning is concerned. We understand that recent changes to state law have driven this title change and the narrower focus of the draft plan. Second, the Place Type Map is what used to be termed the Future Land Use Map and will set guidance for housing density and type in places in the plan area. We find the Place Types useful and simplifying and hope that the final Zoning Code and Map follows this pattern.</p> <p>1. We appreciate and support the expansion of housing options across the city proposed in the draft plan.</p> <p>The draft Land Use Plan provides up to Quadplex (4 unit housing) in all Place Type areas except rural residential. We find this to be a useful expansion of housing types that will provide more diverse housing opportunities on the same land base, beginning to address issues of housing shortage in the city. It also provides for apartment buildings in both urban residential place types, which we find very appropriate and helpful. Likewise it increases permissible height to 3 stories everywhere but rural residential. This increase in height will also allow more units to be built on the same land area, helping to address housing availability. We do see the need to provide more market-rate housing. These changes can address that and perhaps at a wider range of costs than current market rate housing. Note that increased height needs to accommodate existing renewable energy installations and gardens to avoid shading and impacting investments and food production for current owners, which would be contrary to the goals of the plan. Setbacks, building stepbacks, or other tools can avoid this impact and can be addressed in the revised Zoning Code.</p>	
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	<p>Likewise we support most of the Implementation Action Items. We are especially supportive of A5 and A15-A27.</p> <p>We also support that these place type standards leave room for affordability incentives. Additional height, more units on a lot, relief from parking requirements, adjustments to landscaping requirements (keeping shading in place to mitigate urban heat island effects with climate change), diminished setbacks and other incentives can be crafted with the base building ability provided by the Place Type Map.</p> <p>2. We are excited to see development of affordable housing incentives as an action step but need to expand incentives to include accessibility. Also affordability needs to be permanent affordability to qualify.</p> <p>We strongly support Action Step A23 in the plan that commits the city to affordability incentive development. We suggest examining the experience of Bozeman with affordability incentives, as they are reported to have produced more than 350 affordable units in the pipeline (although we'd like to learn more about the range, and length of affordability offered). An innovation Bozeman has adopted is an affordable housing tracker that anyone can access on the web that promotes transparency and would allow us to readily track the success of the incentive plans. As we have shared with staff earlier, Washington DC adopted such a tracker by city council ward after the mayor set affordability targets for each ward. The advantage of such a system is that it is apparent whether all areas of the city are making an equitable contribution to affordable housing. We would advocate for the adoption of a publicly available affordable housing tracking system. We are also concerned about what changes may be made across the board to meet the mandate of SB 382 The Land Use Planning Act</p>	
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	<p>recently revived by the Montana Supreme Court. In general all of the housing encouragement provisions of the Act are positive steps to encourage construction of more housing units. There does need to be space that is attractive for incentives tied to affordability and accessibility that is not available to market rate housing in order for the incentives to be effective. We understand from reports that the parking requirements and height limits are 2 very effective incentive areas for attracting affordable development in Bozeman, Montana. We would suggest that we learn as much as possible from Bozeman's experience in crafting effective affordability incentives. The Draft Land Use Plan does make an additional story of height available across the board. This may have tradeoffs with incentivizing affordability (we would also note that it will require ladder fire trucks for all areas of the city with 3 stories permitted that may interfere with multi-modal transport options). Parking requirements are not specifically released by the Draft Plan so that is an area to carefully balance overall relief from requirements versus effective affordability incentives.</p> <p>We also ask that all affordability incentives be tied to permanent affordability. There are methods that allow the building of homeowner equity while also preventing gentrification. Limiting the percent equity increase per year as used in the community land trust system is one such method. Both deed or lease restrictions of this nature should be part of the affordability incentive plan.</p> <p>While the draft plan spends a good deal of attention to accessibility between buildings and to public spaces we are disappointed that within unit accessibility seems to have been largely ignored. In short, there is nothing that provides for accessibility to get into or be inside the buildings. This ignores the aging population of Missoula and the need to age in place, as well as those with mobility issues, either</p>	
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	<p>temporary (illness or injury) or permanent. In addition, young families need accommodation for strollers and other small child mobility assists. Costs of larger doorways, zero step entry and bathrooms large enough for a wheelchair to turn around are not significant enough to drive unaffordability and once builders become used to incorporating such design features the cost increase is negligible. Thus, accessibility incentives beyond the informal permit fast tracking are needed to bring the development community along and serve the needs of Missoula residents.</p> <p>Missoulians have made it clear that they desire to age in place or have accessibility addressed, as well as documented the shortfall of suitable housing. The Land Use Plan needs to recognize and address these issues and desires of Missoulians. Doing so is an investment that saves Missoulians money. It is much less expensive to have accessibility provided for initially than to retrofit a home to provide it. If the plan is to be equitable, we need visitable units as well as dwellings for those with differing mobility. It is not equitable that those with difficulty navigating steps, for instance, have to face ableist privilege simply to attend a social function. A community needs to make room for all its members and not confine a segment to a tiny fraction of the living and social space in the town. Again, while accessible public spaces are part of this picture, given the prevailing climate for half of the year at least, interior accessibility is required.</p> <p>3. We need language in the draft land use plan that makes it clear that incentives for permanent affordability/accessibility can exceed limits set for the place type.</p>	
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	<p>We need to be clear with the public that the place type area limits are subject to modification to provide permanent affordable/accessible housing. Other state’s laws make clear that incentives are not bound by land use plan level provisions.</p> <p>California Government Code Section 65915:</p> <p>(f)(5)... The granting of a density bonus shall not require, or be interpreted, in and of itself, to require a general plan amendment, ..., zoning change, or other discretionary approval.</p> <p>(j)(1)The granting of a concession or incentive shall not require or be interpreted, in and of itself, to require a general plan amendment, ..., zoning change, study, or other discretionary approval.</p> <p>Also:</p> <p>California’s Density Bonus Law (Gov. Code §§65915 - 65918) allows a developer to increase density on a property above the maximum set under a jurisdiction’s General Plan land use plan. density bonus law - what are incentives concessions and waivers.pdf</p> <p>The states of Washington, Oregon, Massachusetts and New Jersey have similar provisions. Montana state law does not expressly address incentives for affordability, leaving that up to local government. We need to be clear that under the Missoula Land Use Plan incentives can go outside the Plan boundaries for incentives. The public should be aware at this stage of the ability of incentives to go beyond the limits set by the land use plan.</p>	
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	<p>4. Plan for housing affordable to 80-120% AMI (Area Median Income or roughly \$80,000/yr/household).</p> <p>The draft land use plan projects a substantial amount of affordable housing resulting from its provisions (and likely zoning code changes). In questions to staff in public meetings they have responded that the affordable housing is based on 120% of AMI and above (annual household incomes of \$96,000 and above) which will leave a substantial segment of Missoulians unserved. Below 80% of AMI substantial if not complete subsidies by government will be needed to provide housing and are legitimately not as much a focus of this plan, despite the strong need for such housing. The affordability incentive provisions need to reach down to the 80-120% of AMI level. HUD subsidies for CDBG and HOME programs, as insufficient as they are, need added local subsidy and incentives to increase homes for that population. LIHTC subsidy, also competitively awarded and in limited supply, serves under 20% of population despite the heroic efforts of many non-profits and local governments. Local initiatives are desperately needed to increase housing supply for the 80-120% of AMI workforce population. “Workforce” needs to be defined to include this group and “missing middle” housing should be mainly targeted tot his population.</p> <p>We will work on mechanisms to fund the Affordable Housing Trust fund in the near future to make that level of housing feasible, but we encourage consideration of fees; either direct funding, like linkage fees, or indirect, such as development fee reduction/waiver, tied to affordability and accessibility in the Zoning Code reform process.</p>	
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	<p>5. While the Plan highlights the need for prioritizing walking and biking, the proposed Street Types don't include any plan for cyclist, pedestrian, or wheelchair infrastructure beyond sidewalks, which are missing from many Missoula neighborhoods.</p> <p>The Draft Land Use Plan illustrates various street configurations to accommodate bikes, wheel chairs and pedestrians. However, all the illustrations and designated street-types include sidewalks, and this is not the reality of much of Missoula. At best, many street corridors have intermittent sidewalks, often spaced blocks apart that have arisen with the haphazard placement of newer development. While we recognize that the document is primarily intended for new development and re-development, the Department of Public Works estimates it could be several decades before missing sidewalks are constructed in some neighborhoods. New development and re-development are also, by their nature, piece-meal, and this will result in piece-meal implementation of critical safe infrastructure for pedestrians and wheelchair users. The street-types need to include a diagram and designation that shows how to facilitate multi-modal transport in existing neighborhoods where sidewalks are absent or disconnected. As the Plan does showcase many traffic-calming treatments on Page 100, we'd like to see these depicted with the same degree of formalism as the Street Type cross-sections. Although we also want to avoid being too prescriptive, the reality of our visual culture is that the single cross-sections, with boulevard sidewalks, are interpreted by many as the sole and final outcome of a Street Type's design.</p> <p>6. Transportation by bike, wheelchair (or other assistive devices) and foot needs to be by connected routes traversing</p>	
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	<p>the entire plan area east to west and north to south at minimum.</p> <p>Current designated greenways or other routes are piecemeal and do not allow full east-west or north-south connectivity across the Land Use Plan area. While perhaps the goal of a pending transportation plan revision, failing to plan housing in anticipation of providing such connectivity is likely to present barriers to adoption and or use of such routes.</p> <p><u>Zoning Code Issues</u></p> <p>There are several points we would raise to consider in the impending Zoning Code reform. First, addressing the large number of non-conforming properties and the restriction on ADU development. Currently ADUs are not permitted at all on properties out of compliance with current zoning code. Either the new zoning code needs to take into account prevailing types of non-conformity in a place type and make the property conforming under the new zoning AND/OR the restriction on ADU development due to primary dwelling non-conformity needs to be eliminated as long as the ADU meets all ADU standards. At least narrow the scope of non-conformity that would prevent ADU construction (perhaps setback is a real, continuing issue on some non-conforming lots for example).</p> <p>We do have questions about which of the SB 382 Land Use Planning Act provisions the city will chose to meet. Some of the potential issues are raised above but there may be more as we balance overall market rate housing and incentivizing affordable/accessible housing construction.</p>	
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	<p>We thank the staff for the great effort put into this once in a generation project and thank you for this opportunity to share our thoughts. We look forward to meeting with City staff and officials to gain further understanding and assist in moving this process forward to a productive conclusion, addressing major needs in our community.</p> <p>Respectfully,</p> <p>Len Broberg Chair, Housing Equity Action Team Common Good Missoula</p>	
MDT	<p>Revise the phrase “updating” the federal functional classification system. Street types is augmenting/expanding/enhancing federal FC to fit the Missoula community’s planning goals and objectives. Additionally, “updating” seems to contradict the last paragraph of the Link to Functional Classification call-out on pdf page 92, Street Types section.</p> <p>Federal functional classification is based on current conditions and traffic volumes and does not consider projected traffic volumes. Please revise the first paragraph.</p> <p>CMU includes Orange, though Orange is also listed and mapped as Regional Mixed Use, and CMU likely not appropriate considering volumes.</p> <p>the street type 'regional mixed use' is not appropriate for all the example streets given, which is most of our main arterials in town. We should not be making our inner city arterials to be set up to deliver many thousands of cars from outlying counties/area/regions. I'll</p>	2

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	<p>suggest our community will die if we cater to regional car traffic. I'll suggest that all of the example streets in 'regional mixed use' would be a better fit with the street type, 'community mixed use'. Our arterials should be 3 lanes one lane in each direction with a center turn lane, and include protected bike lanes, along with modern _single_ lane roundabouts where appropriate. This type of street is a million times better for community, than a 5-lane arterial with stop lights. At MIST, we track all crashes, and we are seeing most injuries and deaths on the big roads in town. We can do better. The 'regional mixed use' street type example cross section shows 5 lanes. The 'community mixed use' street type example cross section shows 2 lanes (we can add a center turn lane in many cases, for better car flow). Any lanes above 3 only gets a small, marginal return on car carrying capacity; yet the downsides- more crashes, more death, more road rage/ speed/ pollution/ and congestion... is not worth it at all; not to mention the much higher construction and maintenance costs; and these bigger roads tend to destroy sense of place. The future of a livable Missoula depends on walk/bike/transit connections, smaller streets, more diverse housing, and place making, I believe.</p>	
<p>Matthew Driessen, DeSmet School District</p>	<p><i>Original Email:</i> As a way of introduction, I am the superintendent of DeSmet ISD#20, Heather Burgad is the board chair and Freyja Erksen is our clerk. Over the last several years we have tried to engage with the county on zoning issues in our school district. The zoning in our district is unacceptable from a health and safety aspect for our children and fails to meet the acceptable national standards for proper school zoning communities. Our last endeavor with trying to ameliorate these issues resulted in a frustrating no compromise and no considerations for our concerns. This was after several months of meetings through the same process you are proposing now. We spoke to a city commissioner</p>	<p>5 Changes would involved redesignating areas reserved for industrial use, which requires additional evaluation.</p>

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	<p>about our experience and their comment was "they lied", they were never going to change anything for you.</p> <p>So my question is, why should we go through this again? As a coequal branch of government our concerns should be addressed and a solution remedied. I would enjoy hearing your thoughts and solutions on how we can accomplish this. I understand you are not the same characters we dealt with previously, but we have the same problems.</p> <p>Sincerely, Matt Driessen, Superintendent</p> <p>...</p> <p><i>Staff Response, following conversation and correspondence and meetings (11/11/2024):</i></p> <p>On Wed, Nov 13, 2024 at 9:17 AM Benjamin Brewer <BrewerB@ci.missoula.mt.us> wrote: Mr. Driessen</p> <p>I'm following up on our conversation from the other day. I want to thank you for providing input on the DeSmet School district and for your recommendations for changes in our land use map. I've had a chance to relay your comments and the context you provided and discuss this internally within our department.</p> <p>You are correct in that the most immediate response would be to update to the proposed land use map to designate the school property itself, as well as the adjacent properties that the school already owns and the one across the street that school has an interest in purchasing, all as a designation that would allow for the type of residential and/or mixed use development that you hope to see in the area.</p>	
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	<p>We have decided not to make this recommended change to the land use map at this time for the below reasons.</p> <p>The area that DeSmet is located in is one of the few areas in the Planning area that are specifically designated for industrial use. You communicated a vision where the general industrial area to the south and east of the school would transition over time to a mixed-use community that would also include residences and commercial uses.</p> <p>While your vision for a mixed-use community has merit, it is one that bears more consideration than we have been able to give through this current planning process. Making this change will significantly reduce the available land area for industrial uses, as well as increase the potential for residential uses in and around existing industrial, which can be problematic without the right planning and protection.</p> <p>For these reasons, our response at this time is to not update the land use map from what is proposed in the public review draft. However, we recognize that school districts are not encumbered by local zoning regulations, and that ultimately the DeSmet district can proceed with those properties as planned without related adjustments to the land use map or the land use codes. We will continue to support Desmet moving forward with your proposed projects as able.</p> <p>As we discussed, the adoption process for the Plan starts soon, and you are encouraged to participate and voice your and the school district's input through the opportunities that are included in that process. The details for the upcoming public hearings are detailed on the project webpage.</p> <p>Regards, -Ben</p>	
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	<p>Ben Brewer He/Him Long Range Planning Supervisor Community Planning, Development & Innovation Community Planning Division 406-552-6086 BrewerB@ci.missoula.mt.us <i>Promoting equitable growth and a resilient, sustainable community.</i></p> <p>Email response from Mr. Driessen (11/13/2024): I must say I am disappointed, If I understand what you stated, we are correct in our immediate request, but you don't want to update the land use map around the school? A further frustration is that we never wanted to have our school district an industrial area, why the residents of this area are not listened to in this matter is frustrating. What we proposed is a viable compromise. I urge you and your staff to reconsider. Matt</p>	
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ATTACHMENT G: Public Comment Received After November 1, 2024, and Prior to Missoula Consolidated Planning Board Hearing

Note: each of the comments below on the adoption draft were added to the public record for consideration by the Missoula Consolidated Planning Board and Missoula City Council.

From	Comment
Derek Goldman November 1, 2024	<p data-bbox="516 508 852 537">Dear City Planning Staff,</p> <p data-bbox="516 583 1822 727">I'm writing to comment on the Future Land Use Plan for Missoula. Thank you for opportunity and for the work that went into it. My comments come from the perspective of someone who has secure housing at this stage of my life, but also spent half my adult life struggling to locate and secure affordable housing. I have a few points to make:</p> <p data-bbox="516 776 1829 1154">First and foremost, I don't believe that increasing density allowances in the urban core will make too much of a dent in creating affordable, market-rate housing. I think it's fine to try it, but my expectations are low. People aren't going to start tearing down their homes in U. District to build apartments, and there are very little undeveloped lots out there in the urban core. And ADU's are already a right—everywhere. Developers can and do ALREADY get variances from current zoning regs to build at higher densities—it happens all the time, and rarely do such requests get denied. Left to the free market, a good percentage of what may be built will be of the higher-end condo nature (eg: Cole Bergquist' 4th and Ronald project). We will still need to identify, incentivize or require below-market, deed-restricted housing construction to meet demand at the lowest income levels.</p> <p data-bbox="516 1203 1856 1382">Second, I'm concerned that allowing higher density development by-right across much of the city will give away much of the leverage the city currently holds over development— leverage that could be increasingly used to secure below-market, deed-restricted affordable housing for the lower income levels. (again, eg, 4th & Ronald, where the City— only after significant pressure from active citizens—required deed-restricted affordable unit in exchange for vacating a</p>

Right of Way to the developer.) There are other aspects of the permitting and development process that can allow pressure points for the city to secure long-term, below-market affordable housing (including density bonuses) but if we give it all away by-right, we'll have nothing left to offer developers. There are also ongoing efforts to repeal state law that bans inclusionary zoning, as another example.

Specific to the map, I think the Urban Residential High scenario of 6-8 units per lot, 4 stories high, is rather high for the residential neighborhoods where it is proposed. That's more of a downtown/mid-town style of density. I'd suggest the next lower scenario presented (option 2, I believe), and perhaps offer the higher level ONLY as a density bonus in exchange for below-market deed-restricted units as a percent of the total.

Streets and Roads—I think we are kinda schizo in Missoula, in that we promoted the hell out of the place for growth, but the reduce roadway capacity for cars. (eg: W. Broadway, 5th and

6th, S. Higgins project). Even though we have a great multi-modal split compared to other cities, it still means 750-800 more cars for every 1,000 more people. Seeing some major arterials (like Brooks) being designated as “neighborhood” makes little sense. We can have better bike-ped infrastructure, and for sure, but to think large numbers of people are going to start biking—esp, during the 6 months of foul weather—is a pipe dream. We have cold, snow and ice here October to March, and that will always be the limiting factor for bike-ped trips.

Additionally, I see some issues with proposed Neighborways, which are being promoted over sidewalks. 1) there is major speed gradient between bikes and pedestrians (even more so than between bikes and cars, perhaps) and they should not necessarily be sharing the same pathway. (That's why its forbidden to bike on sidewalks in most places). You need some separation between bikes and pedestrians, and that's why we have sidewalks. We are already seeing conflict on the new Beartracks Bridge, which is why new rules for cycling were recently posted—and that is WAY wider than proposed Neighborways. As a cyclist, I can tell you that I will probably end up riding in the traffic lanes instead of the neighborways to avoid pedestrians. Reduced off-street parking requirements in the Plan are going to increase use on on-street parking, further congesting streets.

	<p>So, this ends up being a downgrade for cyclists and pedestrians (in spite of the best intentions.) 2) with the exception of the Franklin Park area, a number of streets proposed for Neighborways by Common Good (see map on their website) already have sidewalks in place and are low traffic, and generally safe for biking as well. Instead of reconstructing Gerald or Park, I'd much rather see us prioritize high need streets for completion of long-planned sidewalk builds, and Neighborways could derail that effort.</p> <p>Finally, I think reference to Focus Inward should be struck from the Plan if there isn't a political will to actually follow that guidance. For years, we've been under a Focusing Inward guidance and community preference, yet we continue to see sprawl and annexation outside the urban area. To truly focusing inward requires saying "yes" to more infill and density in the urban area AND simultaneously saying "no" to sprawl. Otherwise, we're just "focusing everywhere," which is what we've been doing all along. I think this Plan continues that approach.</p> <p>Thank you for consideration of these comments. Derek Goldman</p>
<p>Lauren Ciampa November 1, 2024</p>	<p>Hello Ashley & Emily,</p> <p>Thanks so much for taking the time to engage our Missoula citizens about our neighborhood concerns. I have attached a copy of the 2009 ordinance which sought to create an historic district of our slant/one way/ skinny streets. I think the idea then was to focus more on the historic abundance in our neighborhood. As I said the other evening, our current focus is more on the knowledge that this small piece of Missoula has:</p> <ul style="list-style-type: none"> • minimally-sized one way streets • infrequent off-street parking opportunities (zero to few driveways) • blocks of missing sidewalks • low to medium income, working class home ownership

	<p>Our main concern is that establishing your "UI" classification through the entirety of the Northside neighborhood is encouraging and creating gross amounts of infill density, (three- story buildings, paving our alleys, adding many more cars to our streets & alleys, and removing parking possibilities for current residents). This small piece of the Northside neighborhood (A Street to Worden, North 1st to North 4th) is a small, unique section of the Northside neighborhood, with many historic buildings, and historic-sized streets. The safety of ourselves, our children, our pets, and our cars parked on the streets is challenged every day by encouraging more infill.</p> <p>I encourage you come take a tour of our neighborhood, and feel the density that already exists here.</p> <p>Please consider creating a special district overlay in your "Our Missoula" code reform. We understand & agree that our city is growing and needs opportunities and fair housing for all. We also desire that the growth policy is focused on safe, walkable, neighborhoods. Keeping large developments out of the Historic Northside District will keep our neighborhood safe. I believe you can do this through density maximums, height maximums, and encouraging owners to retain their historic homes.</p> <p>Please reach out with any questions and ideas you can share with us while you are creating the great, lasting changes to Our Missoula and Code Reform. If you'd like to address these concerns specifically with our neighborhood, I'm positive we can schedule a meeting through our Neighborhood Leadership team.</p> <p>Thanks so much for your consideration and understanding.</p> <p>-- Lauren Ciampa</p>
<p>Len Broberg (Common Good Missoula)</p> <p>November 8th, 2024</p>	<p>Hi All:</p> <p>You may have seen this already, but in case you haven't here's an example of inclusion of accessibility/aging in place in the incentive program in Austin TX, where inclusionary zoning is banned by state law (<u>underline added</u>):</p>

Type 1 (Entry-level) Requirements

Rental Units:

- Housing providers must agree to provide tenant protections including “just cause” eviction protections, the right of tenants to organize, and other protections as required in existing city/federal affordable housing agreements. Housing providers cannot discriminate against prospective renters because they have a voucher.
- 25 percent of the affordable units must include two or more bedrooms, or be used to provide supportive or elderly housing;
- 20 percent of all rental units must serve households up to 50 percent MFI;
- At least half of all rental units must be affordable, averaging up to 60 percent of the median family income (MFI). These units must be affordable for 40 years;

Ownership Units:

- At least half of the total units must be sold at prices affordable to households with incomes averaging up to 80% MFI. These units must be affordable for 99 years;
- 25 percent of the affordable units must include two or more bedrooms, or be used to provide supportive or elderly housing;

From <https://www.austintexas.gov/department/affordability-unlocked-development-bonus-program>

Also National Association of Home Builders suggests a "flexible approach to non-conforming uses" in their Housing Supply Accelerator Playbook:

Adding language that specifies scenarios for nonconforming uses, structures, lots and site elements can create more flexibility in dealing with older structures and lots to broaden the range of housing opportunities available for reuse and new construction. Options for new flexibility include expanding timeframes for resuming discontinued residential uses,

	<p>adjusting petition and review processes, easing regulations for improvements and rehabilitation and exempting housing uses from reconstruction limitations. Developing a second category of nonconforming use within a zoning code that supports the continued existence of some uses— including expansion, rehabilitation and the right to rebuild—can preserve neighborhood assets and increase housing options.</p> <p>Case Study: St. Paul, Minnesota (Population: 311,527) In St. Paul, increasingly restrictive zoning changes created a growing number of nonconforming uses in many of the city’s historic neighborhoods, and the restrictions on improving, rebuilding, resuming use of and rehabilitating these properties created significant barriers to preserving affordable housing and creating housing options. To tackle this challenge, the city removed neighbor petition requirements, streamlined the process for the reestablishment of residential nonconforming use and expanded use of a mixed-use traditional neighborhood zoning designation that made many existing structures conforming. This approach is aimed at increasing housing options and protecting historic neighborhoods.</p> <p>From https://www.nahb.org/-/media/NAHB/advocacy/docs/state-and-local/housing-accelerator-playbook.pdf page 76.</p> <p>Best, Len Broberg Housing Equity Action Team Chair Common Good Missoula</p>
Emily Richardson November 12, 2024	Hi Ben, My husband Chris and I own All In Holdings. We purchased 5065 Expressway in May of 2018 and spent about a year doing a major cleanup. Over the years we have worked on and invested in various plans for development, including most recently a mixed use, affordable housing neighborhood. While we have paused those development plans, WGM notified us there are some potential changes to the zoning in this area of town.

	<p>We understand that this is the time to comment and let you know that we most definitely want to keep the option for housing on this site. We would want the same development opportunities currently included with the M1R zoning. In looking at the new options that could go into effect, we would want to make sure that the Urban Mixed- Use Low is what would be assigned to our property, with the limited information we have.</p> <p>Can you let us know how we are supposed to know when and how zoning changes are being made to our property? WGM was kind enough to notify us of the city's land use planning meeting, but we would have never known changes were being considered. What are the next steps in the proces? We would appreciate any information.</p> <p>Thanks,</p>
<p>Angie Lipski November 14, 2024</p>	<p>Hi, Ashley,</p> <p>I don't really have time to look through the draft, but have had a couple thoughts over the last few years. Perhaps they're addressed in the draft...or not.</p> <p><u>ADU's:</u></p> <ul style="list-style-type: none"> • Ridge height: I wish the ridge height of the ADU was subservient to the primary residence on the parcel. With the height of the ADU allowed to be higher than the main home, the main home doesn't hold the same stature on a street front as it used to, especially in historic districts Perhaps this could be allowed in the non-University area; however, in the U District, the urban fabric is diluted when the ADU has a higher ridge. • Front door: When an ADU is on a corner of an alley where it intersects a street, I wish the entry to the ADU was required to be on the corner near this intersection. Having a "front door" on the main street, versus in the alley, would put more "eyes on the street," thus increasing community engagement and add to the liveliness of the street experience. <p><u>University District front yard setback:</u></p> <ol style="list-style-type: none"> 1. Feels intuitively wrong: I live on a block full of historic homes in the tree lined streets. I do not support the recent adoption of the front yard setback being allowed to be a certain dimension

	<p>off of centerline of street and NOT in line with the other homes on the block. One new home is like this on our block. It feels less gracious to a passersby, feels aggressive towards the street and clearly doesn't respect the urban patterning and fabric of this area. I feel like I'm walking right next to their porch and primary bedroom due to the allowable closeness to the street. All other porches on the block sit back further and allow a more comfortable interaction between being on a porch and walking on the sidewalk. Finally, when homes are two or more stories, they also start to feel like they're encroaching on the street trees, which also feels wrong.</p> <p>2. Reduced front yard setback plus ADU's: I love ADU's. What I'm about to write is not to squash incorporation of this housing type into any district. However, in the University District, the reduced front yard setback makes it so somewhat too large ADU's fit on the alley portion of a parcel, again creating an incongruity of urban fabric and patterning in the historic areas. It feels like the entire parcel is covered by building. People's backyards are the paving to access their garages. There's little relief from hardscape or greenery.</p>
<p>Greg D. Beach November 15, 2024</p>	<p>Dear Mr. Brewer,</p> <p>I am writing to provide comments on the draft Missoula Land Use Plan on behalf of my family, who owns a parcel of land located at 5015 Orchard Street in Missoula. The details of the parcel are as follows:</p> <p>Owner: Helen M. Beach Revocable Living Trust Legal Description: SOUTH SIDE HOMES, S01, T12 N, R20 W, Lot 47-49, ACRES 12.99, & PART OF VACATED ALLEY AND LESS R/W Taxpayer ID: 110708 Geocode: 04-2092-01-1-03-01-0000</p> <p>We respectfully request that the land use designation for this parcel be updated to Urban Mixed-Use Low, which aligns more closely with the existing county zoning. This designation not only enhances the property's value but also supports the City and County's goals calling for increased infill development and higher density.</p>

	<p>As a point of information, in collaboration with the City and County, my family contributed land and played an active role in addressing traffic concerns at the intersection of Upper and Lower Miller Creek Roads, including the installation of a new roundabout. In the process, we also added expanded sewer infrastructure along Miller Creek Road to support the future development of this parcel.</p>
<p>Catalina de Onís November 17, 2024</p>	<p>Dear Ashley, Ben, and Emily,</p> <p>My thanks to you and your other City of Missoula colleagues for your many efforts to solicit community responses during the drafting process. I also thank you for publishing this Missoula land use plan, with a focus on what priorities, perspectives, and actions must be taken, as we look toward 2045 and the imperative of creating a livable, equitable community for all people who live and spend time in Missoula.</p> <p>I'm a teacher-scholar of environmental and climate justice and communication studies. There are many parts of the plan that include phrasing and priorities that I am glad to read (e.g., affordable housing, reducing car culture and dependency, encouraging multimodal transportation and walkability, climate resilience, applying a JEDI framework). Building on some of these topics, I urge engagement with the following points:</p> <ol style="list-style-type: none">1. I walk 35 minutes to the closest bus stop from my home to get to work each day. This commute requires me to walk on what my family and I have termed "Killer Miller" (i.e., Lower and Upper Miller Creek). I use this concerning name because the speeds at which people travel and the volume of vehicles are very dangerous. I fear that when the ice arrives that someone could lose control and hit me on the sidewalk; or, that when my partner goes on a bike ride to run an errand, that he may be hit by a vehicle. These personal experiences serve as evidence for why any future land use plan must consider how to build a culture of care and understanding with the different modes of transportation people use. While multimodal infrastructure is crucial in Missoula, to discourage a deeply concerning car

dependency, how people choose (or not) to share these spaces is a vital topic of concern. I wonder what other cities have done to challenge logics of dominance, entitlement, disconnection, and superiority that often occur when someone is driving a vehicle and that often create serious hazards for and discourage walkers, bikers, and wheelchair users.

2. Current infrastructure in multiple parts of the city does not allow for safe and swift evacuations. With compounded crises linked to heightening environmental and climate risks, mass evacuations are very likely to be needed in the future. This summer's derecho posed numerous mobility problems and dangerous conditions for Missoulians, including in the Upper and Lower Miller Creek neighborhoods. Please keep mass evacuations in mind when implementing this plan.
3. An equity and justice framework must be applied to all future in/actions. I noticed that equity, JEDI, and climate resilience are mentioned throughout the report. A climate and environmental justice lens requires that power analyses be applied to examine how these plans function, according to whom, and for whom. Please consider issues of power and difference—including cultural and language differences—when communicating with different residents. For example, I'm curious how Spanish- dominant speakers and Latinos, who are a heterogeneous group, might understand and have access to this plan and be able to respond in culture-centered ways, while also acknowledging that being heard or "having a seat at the table" is not enough. This comment should be considered for all BIPOC community members. (I am of mixed- heritage, including Puerto Rican, and a bilingual English and Spanish speaker.) The plan also mentions that the document will be "updated periodically." In keeping with an environmental and climate justice commitment, I must ask by whom, how, and with whose consent and input.
4. Zoning: When I lived in Eugene, Oregon, the city was reviewing its Climate Action Plan, and one of the main concerns I had with that document is a concern that I also have when reviewing Missoula's 2045 land use plan: a lack of deep engagement with the imperative of buffer zones between industrial and residential areas. In the "Implementation Action Table," items 64 and 65 discuss "Develop[ing] regulations to allow for and mitigate the

	<p>impact of small-scale commercial uses in residential zones. Mitigating regulations could address operating hours, use types, noise, lighting, buffers, and similar issues” and “Allow[ing] certain small-scale neighborhood commercial developments to be allowed in more or all residential zones. Put limitations on these uses into code related to location, uses, and intensity. Other mitigating regulations could address operating hours, noise, lighting, buffers, and similar issues.” I would like to have more specific plans developed for creating buffer zones with a specific emphasis on protecting low-wealth neighborhoods that already face disproportionately high levels of environmental and climate injustices because of pollution exposures, urban heat island effects, and more.</p> <p>Thank you very much for considering these comments. I hope they can be engaged with as the plan takes shape. I’m happy to volunteer my time to consult on any of the items listed above.</p> <p>For a more livable, just Missoula, Catalina de Onís</p>
<p>Karen Slobod November 17, 2024</p>	<p>Hi. I work with architects and planners (mostly in California, although I live here in Missoula). Here are a few suggestions and heads-up for the Growth Plan that might be helpful.</p> <p>Thanks! Karen Slobod</p> <p>(Don't have much time? Just read the bolded type — 1 minute.) Missoula Growth Policy:</p> <p>URBAN RESIDENTIAL HIGH</p> <ul style="list-style-type: none"> • As 4-story apartment buildings spring up in Franklin-to-the-Fort and other URH areas, the character of these neighborhoods will change dramatically — which will result in community pushback. My suggestion is to include in the zoning a package of design standards with enough articulation ((second floor setbacks, and varied profiles) so that they fit into the neighborhoods and the community can accept them. The areas

designated URH are the less affluent homeowner areas — sensitive FBC zoning will protect them from a monoscape of block-shaped apartments

- Suggest **adding Vertical Mixed-Use to Building Types.**
- Suggest **the City purchase some of the best multi-family building plans** from local architects to offer to new developers — speeding the approval process and ensuring that neighborhoods change in ways property owners feel good about.

URBAN RESIDENTIAL LOW

- Suggest **adding Vertical Mixed-Use to Building Types.**
- Suggest **eliminating new Strip Malls in Building Types** (Mixed-Use Vertical will support our goal of housing density — Strip Malls will take us in the other direction).
- Suggest **including FBC design standards** in the zoning package.

RURAL RESIDENTIAL

Within this designation **include zoning for community hubs** (services/ groceries) so that as new subdivisions are developed, the neighborhoods are walkable (part of our sustainability commitment and traffic mitigation plan.)

DOWNTOWN

- Suggest **110' height for Downtown.**
- Suggest shorter **height for Hip Strip** area and east of Washington and west of Orange (with building heights for those areas capped at **6 stories / 75'** because 10 story buildings in a residential adjacent neighborhood can stick out like the Space Needle. These shorter heights give the City the opportunity to negotiate with developers for higher density/more stories for the addition of more affordable units. Also building heights can increase as the City fills in. (See Rural to Urban Transect Planning <https://www.cnu.org/publicsquare/2017/04/13/great-idea-rural-urban-transect>)

URBAN MIXED USE HIGH

- Suggest **6 stories / 75' feet** (These shorter heights give the City the opportunity to negotiate with developers for higher density/more stories for the addition of more affordable units.)
- Suggest **extending this zoning area along Broadway to the airport and along the Reserve and Brooks corridors**. Suggest removing Strip mall inclusion.
- Our zig zag building placement on corridor boulevards makes the streets unsafe and unwalkable. The new vertical mixed use zoning will go a long way to correct this issue, in order for that to work, we need to **include zoning for building placement for new development (to sit parallel to the street —creating a consistent street wall and walkable / bike-able complete streets**.
- **Zoning some intersections with a prescriptive (replace parking lot with a mixed-use vertical or liner building, pocket park, removal of short angled streets, etc.)** will help us convert our corridors to vibrant, safe areas of town.
- Suggest **including zoning for pocket parks and plazas**.
- Suggest **eliminate setbacks on corridor boulevards**.

URBAN MIXED USE LOW

- Our zig zag building placement on corridor boulevards makes the streets unsafe and unwalkable. The new vertical mixed use zoning will go a long way to correct this issue, in order for that to work, we need to **include zoning for building placement for new development (to sit parallel to the street —creating a consistent street wall and walkable / bike-able complete streets**.
- **Zoning some intersections with a prescriptive (replace parking lot with a mixed-use vertical or liner building, pocket park, removal of short angled streets, etc.)** will help us convert our corridors to vibrant, safe areas of town.
- Suggest including **zoning for pocket parks and plazas**.
- Suggest **eliminating setbacks on corridor boulevards**.
- Suggest **area between the railroad tracks and Toole be designated Urban Residential —** the fabric of that neighborhood will be too greatly impacted if it becomes Mixed-Use Low.

SUBURBAN MIXED USE

- See “*Our zig zag building placement on corridor boulevards makes the streets unsafe*” above.

INDUSTRIAL AND EMPLOYMENT

- Some areas like Roseburg Forest Products will be selling and there is potential for housing in those areas after clean-up (as they are fairly close to the city center)— so **suggest transitional zoning — triggered by sale.**
- Suggest **cottage industry/makerspace zoning added to housing types.**


CIVIC

* **Suggest Building Types include eateries and marketplaces** because some civic buildings could house restaurants with rental agreements that would bring the city income, and indoor farmers markets/food halls would support our sustainability goals.

GENERAL:

- **Suggest Identifying neighborhoods with a lack of walkable services/ food options and zone small islands of Mixed-Use plus pocket parks /plazas (small hubs).** (Did you know that one of the reasons Portland has so many charming, walkable neighborhoods is that much of the City originally had a grid of cable car stops across it? The stops were zoned mixed use — so eateries and shops grew up around them —even in residential neighborhoods, making much of Portland a short distance from something fun and/or convenient.)
- Suggest the proviso “**Incorporate appropriate street wall height**” **could be clarified by including specific triggers for height allowance** — like “no more than two stories above existing street wall structures.”
- Suggest **changing our asphalt zoning directives to help mitigate rising temperatures in the summer** — to slimmer residential street requirements (some municipalities use 26’ widths and soft shoulders for
- emergency vehicles), shorter driveway lengths required, permeable pavers allowed in some cases, and bioswales for rainwater.

	<ul style="list-style-type: none"> • Suggest zoning increasing commitment to tree planting and maintenance. We can cool our streets with an Urban Forestry Initiative. As summer heat is increasing, we have a rare opportunity to tap funds from the Inflation Reduction Act to add more trees to our shade canopy. Tree planting and cutting asphalt zoning requirements can reduce temperatures as much as 10° in the summer. Jamie Kirby heads Montana’s Urban Forestry Program and is coordinating the grants: 406 542-4288
<p>Rocky Mountain Elk Foundation</p> <p>November 18, 2024</p>	<p>Dear Missoula Consolidated Planning Board:</p> <p>The Rocky Mountain Elk Foundation ("RMEF") is providing these comments on the November Full Adoption Draft of the proposed Missoula 2045 Land Use Plan. RMEF thanks the Planning Staff for their good work and effective outreach on the Draft Plan, as well as their willingness to listen to RMEF regarding establishing a more appropriate Place Type designation for the RMEF Property than had been initially proposed.</p> <p>RMEF's Headquarters Property is located at 5705 Grant Creek Road and is largely designated as "Limited Urban Mixed-Use" in the Draft Plan. RMEF supports the Limited Urban Mixed-Use Place Type designation for the RMEF Property. This Place Type designation is appropriate in light of the high density residential and commercial development allowed by the City of Missoula on nearby and adjacent lands.</p> <p>RMEF currently uses the RMEF Property for office space, shipping and receiving, light retail, meetings, special events, education and outreach, fundraising, member activities and interactive exhibits. RMEF may be adding additional structures to accommodate office space, special events (such as an events center), warehousing, retail, member activities and education and outreach in the future. We believe that these uses and identified potential future uses are consistent with the Limited Urban Mixed-Use Place Type designation. If that is not the opinion of the City of Missoula, please let us know at your earliest convenience.</p> <p>Thank you for your work on updating the Missoula Land Use Plan, and for your consideration of RMEF's comments.</p>

	<p>Respectfully submitted,</p> <p>Rocky Mountain Elk Foundation</p>  <p>Grant Parker, General Counsel</p> <p>c: Benjamin Brewer, Long Range Planning Supervisor, brewerb@ci.missoula.mt.us Emily Gluckin, Senior Planner, gluckine@ci.missoula.mt.us Kyle Weaver, RMEF President and CEO Shane Cronk, RMEF Chief Financial Officer</p>
<p>Stephanie Lemberg</p> <p>November 19, 2024</p>	<p>Hi,</p> <p>I am trying to add in the second half of my comment on the growth plan, I had accidentally hit submit before it was complete. And I guess that you can only submit one comment?</p> <p>Anyway, this is the entire comment.. If you could switch it with the one that is already on the website that would be great. If not can you make sure the planning board sees this?</p> <p>I am a long time resident of East Missoula. I try to keep up with as much of the new development, zoning, rezoning as I can. I attend planning board meetings and commissioners meetings, I am a member of the community council and our neighborhood EMU group. This entire project caught me by surprise last week at the All Community Council meeting. To have never heard of this, leads me to believe that there was not a lot of outreach to the East Missoula Community. That being said, I do not believe our neighborhood has been accurately portrayed in this plan. We have been</p>

	<p>deemed "Urban Residential High". If anyone had asked us what we think we are, this would be one of the last designations we would have chosen. By the definition, the neighborhood would be walkable (we have no sidewalks), complete with near-by amenities (we, through no lack of trying, have very limited amenities)</p> <p>East Missoula is not ready for an "Urban Residential High" designation. However, once the plan is finalized, incoming developers can cite and use it as justification for what they want to build (this already happens with the existing growth plan and we have seen repeatedly that stating adherence to the growth plan gives new developments an advantage) Designation on a growth plan does not mean we have the infrastructure for the label. By prematurely assigning that label, the horse is before the cart. We are chronically in a state of trying to catch up to the growth plan as opposed to having a well thought out plan to begin with. Early in the document it is stated that this plan will be reviewed every five years. I believe it would be prudent to change our color from orange to almost any other color for now. Then at the five year mark or the ten year mark, re-evaluate again. For now, East Missoula is not annexed. We have no grocery store. We have no neighborhood center. We do not have a community center. Those types of things do not follow development. If they never materialize, we will never develop as you describe in your plan.</p> <p>Thank you, Stephanie Lemberg East Missoula Resident</p>
<p>Bob Giordano November 19, 2024</p>	<p>Greetings Planning Board,</p> <p>These comments are for the Missoula 2045 Land Use Plan. Overall, the plan seems headed in the right direction. However, we propose that a couple changes be made to the street type, Regional Mixed Use (RMU). The RMU street type is described in full on p.106 and includes major portions of Broadway, Russell, Orange, Stephens, Brooks and Madison- totalling a significant and important part of the circulation pattern in Missoula.</p>

For each of the eight street types, there is a 'mode emphasis', 'function' and 'target metric'. The RMU street type currently lists a target metric for vehicle volumes to be 'greater than 16,000 per day'. We believe this metric should be changed to 'less than 22,000 per day.'

Here is the rationale for this proposed change:

Arterial streets in Missoula play a critical role in both the feel and function of the community. With too many cars, congestion levels rise, crashes go up, and noise, pollution and costs increase to unlivable levels.

How many cars are too many? We assert that the community goal for average daily traffic on city arterials should be less than 22,000 cars a day.

Here is the reason:

A 3-lane arterial (one lane in each direction with a center turn lane) can easily accommodate 22,000 cars a day. When volumes climb higher, transportation models tend towards 5-lane arterials. We've tracked over 50,000 crashes in the Missoula Valley over the last few decades, and we know that the large 5-lane roads are where most of the injury, severe injury and fatal crashes tend to happen. These bigger roads are also difficult to cross- by foot, bike or car- and become barriers between neighborhoods, greatly reducing access and mobility in our community.

A 3-lane street, on the other hand, still serves the motoring public yet does so at a scale that is still human, still livable and still Missoula.

The draft RMU target metric of 'greater than 16,000' vehicles per day does not meet our community goals of livability, connectivity, climate nor housing. More housing in Missoula can only be sustainably achieved if we have the walk, bike and transit infrastructure to meet the daily needs of our increasing growth. In fact, our current policy in Missoula is to roughly triple the 'walk, bike and transit' mode share, while simultaneously cutting in half our 'drive alone' mode share.

	<p>With limited right of way space in Missoula, the 3-lane street design leaves enough room to implement quality walk, bike and transit infrastructure.</p> <p>The research is clear that with quality walk, bike and transit infrastructure, many more people then choose these modes to get around. Local transportation surveys continually bolster this notion.</p> <p>On p. 98, 'target metric' is defined as being 'aspirational'. We should aspire to have less traffic in Missoula, not more. Yet we can be thoughtful with these targets and thresholds. 22,000 cars a day on main streets within the City seems like an excellent upper threshold to aim for. People that need to drive can continue to do so. However, the negative effects of this level of auto traffic would be tempered by a 3-lane street design, a design that is affordable and still allows all Missoulians to get around safely and efficiently.</p> <p>In addition to the request to change the target traffic volume for the street type RMU, we also suggest that we change RMU's 'mode emphasis'. We should raise the pedestrian and bicycle modes from medium to high, which would then match the high emphasis for both transit and freight.</p> <p>Thank you for considering these comments.</p> <p>Sincerely, Bob Giordano, Director, Missoula Institute for Sustainable Transportation, Free Cycles Missoula, and member of the Citizen Advisory Committee for the Our Missoula planning project</p>
<p>David V. Gray</p> <p>November 19. 2024</p>	<p>Dear Planning Board Members:</p> <p>I am submitting the following comments as a long-time resident (45+ years), and design professional with 30 years' experience in Missoula. The 2045 Long-Range Plan should be the guiding visionary document of what our city wants for the next 20 years of growth. It will define our</p>

future zoning code and subdivision expansion over the remaining undeveloped land that surrounds the city. The plan will contribute to remaking existing neighborhoods as the homes and commercial buildings are reaching their useful life in the oldest portions of town. The past zoning policies have been those of exclusion taking away equity and affordability from our children and grandchildren as laid out in the Our Missoula Equity and Land Use Report. The lessons learned from the report are hard earned as our city's policies have enforced exclusion, over inclusion, of all economic classes or the needs of the residents to live sustainably.

The 2045 Land Use Plan should meet what is needed on a day-to-day basis, in ten years from its adoption, for development policy. It should exceed the needs of current development demands for more housing and sustainable development as it is our long-term vision for the future. It will start to be overly restrictive after much of its term has passed with no guarantees the City leaders will make updates to it, which has occurred under current planning. Citizens who participated in the public meetings and left comments on previous drafts wanted more density throughout the city and mixed-use development, so neighborhoods were not dependent on driving to work, stores, and other city services. The draft of this plan falls short of meeting those citizens' desired needs in several aspects. The draft does have many good concepts concerning annexation goals, habitat preservation and urban interface. I hope the considerable public input will allow the board to make the needed changes to this plan to ensure that future generations have an equitable and affordable place to call home.

1. **Terminology:** There is a new term for inequity, in zoning parlance, and it is called "Form". Form does not create good land use planning, it is a new trend in zoning policy, which is avoided by many municipalities due to development potential it takes away. Form rules are what will stop future affordability in city regulation, much like single-family-zoning policy did for the past 70 years. The term "Form" in this draft will be used to create tools for zoning codes to drive up the cost of future construction through overly restrictive and lengthy bureaucratic processes. It lowers density by taking away buildable volume on redeveloped land. Form policy will limit affordable housing by requiring more expensive construction to make increased density of housing fit in a small volume similar to a single-family home. For Commercial development it would drive up cost in a similar manner as the volume and

area will be limited by form policy but the need for more space, to serve a growing community, in the city core will be reduced on the land available for redevelopment. “Our Code Diagnostics” page 90 shows how Form removes volume in Form based codes lowering potential density from a development. This is a loss of volume that does not exist in the current codes. I suggest references to “Form” be struck from the plan and replaced with built environment or similar adjectives.

2. **Housing Choice and Access - Policy objective #1 and Residential Place Types:** This policy desires smaller dwelling units as the missing middle, regardless of what the market supports for residential development. It highlights the misunderstanding of development costs, construction costs and affordability of residential construction within the document. Small is not a viable solution in constructing affordable freestanding single-family homes. The land costs are similar for a small home as a large single-family home. Small single-family homes have as many trades involved as larger homes but with far less area to spread out costs per square foot. New 600 s.f. single-family homes are selling for \$750 per s.f.. Larger multifamily developments on the other hand could be built for far less cost per square foot, plus less land costs per unit. That savings is passed onto buyers as new small condominiums are selling for around \$407 per s.f. but the buildings are larger and taller than older single-family buildings. Promising a building’s scale for new development being compatible with existing-single-family homes scale is not possible as the new development needed, to meet the housing goals set by the city, are much denser per area of land. References to new construction being similar to single-family-home size and area should be removed from the draft.
3. **Industrial Place Types:** Historically Missoula’s industrial areas allowed residential housing and where known as “D” zoning districts. The 2045 Long Range Plan does not allow residential work force housing or support services in the Industrial Place Type. This will cause many employees to commute to their industrial jobs, increasing congestion and vehicle pollution. This should be changed back to the principles that Missoula was founded on and that is Mixed-use neighborhoods throughout. Industrial zones need housing for the employees that work in them. Proximity of housing to manufacturing allows for multi-modal

transportation to work and home. The building codes require separation of hazardous uses from less hazardous uses such as office, retail and dwelling units. It is not really a zoning safety issue, but a building codes and environmental law concern.

4. **Civil, Open and Resource, Parks and Conservation lands Place types:** These Place Types should remove Historical Sites from their building types. Historical sites exist across all Place types in Missoula with multiple historic districts and buildings. Historic homes, farms, ranches, community centers, educational institutions and commercial buildings occur all over the Land Use map. Civic and Public place types should only be placed on land that is publicly owned or has a publicly owned conservation easement upon them. No privately owned land should be included that has no public ownership included in its ownership title.
5. Street Type modifications should include public parking on both sides of the street for all street types. This parking is central to creating community streets for neighborhood business. Street parking acts as a protection barrier for pedestrians, psychologically and physically. The parking provides a lively interaction zone for the community to participate with the built environment in front of the building. Within the urban core no street should have on street parking removed for vehicle efficiency, automobile, bike or multimodal, as the street will become a pedestrian wall across the town such as The Strip on Brooks. If streets do not have on street parking commercial development will turn inwards away from streets towards parking lots as the streets will be devoid of pedestrian activity and the Parking lot is where customers will arrive to a building.

Sincerely
David V. Gray LEED Green Associate
Principal Architect / Owner
david@dvgaarchitects.com
<http://www.dvgaarchitects.com/>
cc:

Tim Damrow,
Missoula Montana
Airport

November 19, 2024

Dear Planning Board:

Please accept this letter as official agency comments for the City of Missoula's 2045 Land Use Plan (Land Use Plan) on behalf of the Missoula County Airport Authority ("Airport"). The Airport is obligated under the Federal Aviation Administration ("FAA") Grant and Sponsor Assurances to take appropriate action, to the extent reasonable, to ensure land use compatibility within the Airport Influence Area ("AIA"). That includes reserving the right to object to any development as it relates to the public safety of the users of the Airport and the occupants of land in this vicinity.

The FAA's land use planning objectives are to encourage land use within the AIA that are generally considered to be compatible with airports. These compatible uses can include industrial and commercial uses. Incompatible uses should be located away from airports, including residential (especially residential uses with higher than 1-2 houses per acre), schools, churches, nursing homes and hospitals.

The Land Use Plan identifies urban mixed-use development and urban residential development occurring directly east of Airport property which is within the AIA and is also located on the flight path of the primary commercial runway at the Airport. Pursuant to guidance from the Federal Aviation Administration ("FAA"), residential use is incompatible in this proximity to the Airport and specifically in the flight path of the existing runway. The issues that make the proposed Land Use Plan incompatible with the Airport are as follows:

- The impact of aircraft noise on the high-density residential units directly under a runway flight path;
- The potential safety issues involved with aircraft flying over the said residential units;
- The possibility of electronic interference with aviation navigation aids; and
- The potential for interaction between aircraft and wildlife.

The Airport would like to continue to be consulted on future land use planning actions, especially any zoning or development proposals that would allow high-density developments within the approach and departure areas of the runways. We believe planning documents, such as the Land Use Plan, the AIA, zoning, and building codes, are tools that can be used to take reasonable

actions to ensure land use compatibility in the Airport's vicinity. Thank you for the opportunity to comment on this and any future land use actions occurring in the AIA. We welcome the opportunity to continue to work collaboratively with the City and developers to ensure safety and compliance within the AIA.

Respectfully,
Tim Damrow
Deputy Director

Date posted	User name	Comment	Page	Agree	Disagree
11/15/2024 - 10:58am	David V. Gray	The County Golf course and lands at the Fort are very suitable for residential and mixed-use development in the next 20 years. The Nursing school is expanding to the Hospital campus and housing for that school and staff will be needed. As Missoula residents age it is also a great place for age in place housing for the elderly.	31	0	0
11/15/2024 - 11:01am	David V. Gray	This diagram is so inaccurate it should be struck from the plan. More density means large buildings to provide equity and affordability to Missoula residents and future generations. Do not post inaccurate diagrams to lead the public astray of that fact. I feel it would be better to show how densifying the city core will actually mean larger buildings in existing neighborhoods.	35	0	0
11/15/2024 - 11:13am	David V. Gray	I feel this statement is very inaccurate as it states the new development will match the existing neighborhood yet the new construction can be 4 stories. The F2F Neighborhood is one and two story small footprint homes with 3 story Multifamily apartments being built dwarfing existing small unaffordable homes. Ward 3 East of the F2F is similar for existing scale of buildings yet new buildings are proposed at 4 stories. I feel it would be more accurate to state that the needed new dwelling units and development in this place type will become larger to provided equitable and affordable development for the benefit of future generations.	67	0	0
11/15/2024 - 12:24pm	Bob Giordano, MIST	A Park Access street might be considered a Neighborhood Greenway in some instances. Sometimes a Greenway might connect to a park, and then the park connects to another Greenway. Alvina Drive is an example- it connects to Greenough Park, which then connects to other trails and greenways in the Lower Rattlesnake.	95	0	0

11/16/2024 - 2:01pm	Bob Giordano, MIST	Get rid of: 'Many Missoula streets do and will continue to carry high volumes of motor vehicles,' - it is not needed, likely false and only serves to strengthen a status quo that Missoula is moving beyond. The rest of the sentence can stay- change 'and' to 'any' though.	95	0	0
11/16/2024 - 11:46am	Bob Giordano, MIST	The Bike/Ped Alliance no longer exists.	117	0	0
11/16/2024 - 11:43am	Bob Giordano, MIST	For incorporating more sustainable building materials, we should move quicker than the proposed 5-9 year time line. 1-4 years would be much better and is feasible. Sustainable materials such as cob, clay, fiber, wood and stone can help Missoula become a healthier city, and save money. These materials can often replace concrete, asphalt, metals and petroleum plastics.	119	0	0