

Land Use and Planning Committee Recommended Amendments Memo

Our Missoula 2045 Land Use Plan

To City Council

From Madson Matthias, Associate Planner; Ben Brewer, Community Planning Supervisor.

Report Date December 13, 2024

This memo lists a set of amendments to the Our Missoula 2045 Land Use Plan that have been recommended by the Land Use and Planning Committee. These would be amendments to the draft of the Plan that was reviewed and approved by the Missoula Consolidated Planning Board on November 19, 2024. These amendments were voted on and passed by the Land Use and Planning Committee on December 11, 2024.

Proposed changes to the Plan document are shown in red underline. Deleted language from the Plan document are shown in ~~red strikethrough~~. Rationales for proposed changes are provided under each proposed amendment.

The Land Use and Planning Committee recommends the following amendments to the Plan:

1. Page 70: Remove and adjust summary language for the Limited Urban Residential (LUR).

These quieter neighborhoods are located on the outskirts of the city core that have more limited transit options ~~and rely heavily on cars for transportation~~. Sometimes these places are closer to the city core but include or are near environmental or topological constraints or hazards that influence how these areas can develop and grow.

These areas primarily offer homeownership opportunities, mainly through single-family homes and duplexes, with some medium to large-scale multi-dwelling developments along collector streets. Housing variety is moderate, spanning single family homes to limited “missing middle” housing options, with buildings that often feature medium to large setbacks that allow for driveways and on-site parking. It is less common for streets to be accompanied by alleys, which often means that on-site parking and garages are accessed directly from the street.

While amenities like parks and schools may be within walking distance, these areas ~~are primarily car-dependent to access services, with biking as a secondary mode of travel. also rely on driving and cycling to access services. There may be dedicated trails and routes that support biking and walking, but walkability is less emphasized than in more urban neighborhoods~~. Longer commuter trails connect these neighborhoods to more urbanized areas with commercial services and employment opportunities.

2. Page 108: On the Place Type Map, in the Rattlesnake Neighborhood, change the area currently designated

as Urban Residential Low (URL) to Urban Residential High (URH).

