

UDC Implementation of Our Missoula 2045 Land Use Plan

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Introduction

The purpose of this document is to outline the Policy Objectives and Implementation Actions of the *Our Missoula 2045 Land Use Plan* and provide a high-level overview of how the Unified Development Code (UDC) implements them. This explains how the UDC changes existing regulations, makes them easier to use, and better aligns zoning and development standards with adopted land use policy.

The UDC was written with the Land Use Plan as its foundation and is intended to result in development that reflects the Plan’s goals. The UDC establishes a new baseline for development regulations. It is an initial step in an ongoing process that will continue through future code updates, data collection, long-range planning, and evaluation through development review. This current code reform focuses on clarity, consistency, and predictability. Future phases will refine the code, address remaining actions, and consider incentives based on how the regulations perform in practice.

The Land Use Plan’s Policy Objectives are organized into six themes: Focus Inward; Housing Choice & Access; Community & Quality of Life; Environmental Quality & Climate Resilience; Health & Safety; and Economic Health. The Plan’s Implementation Actions are grouped into five categories: Code; Coordination; Infrastructure; Programs; and Funding. Every action includes a unique timeframe. Actions identified as near-term (intended to be addressed within one year of December 2024 Plan adoption) are marked with an asterisk (*). The UDC addresses many of these near-term actions, though not all have been completed, and some completed actions are even marked for the mid- or long-term.

Actions marked as accomplished reflect different levels of progress. Some are fully implemented, some are partially addressed, some have been started, and others were achieved through alternative approaches that made the original action unnecessary. Items shown in gray were determined by staff to be outside the scope of the UDC or its development. For each action identified as addressed, this document explains how the UDC advances the stated objective.

Part 1. Policy Objectives – Focus Inward

	Land Use Plan Policy	Relationship to Code
✓ 1.	Prioritize compact urban infill development, and also recognize the need for increased infill in our less urban places	Higher-density housing and mixed-use development are enabled in urban areas (places with existing infrastructure, transit, and services) through Place Type–based zoning, mixed-use districts with no density caps, and reduced parking requirements. In less urban areas, regulations allow a broader range of housing types, smaller lots, and flexible standards where infrastructure and services can support infill.
	2. Manage growth by monitoring key performance indicators and using data-driven practices.	
✓ 3.	Restrict development in hazard-prone areas, mitigate development on sensitive lands, and focus growth towards safe, urbanized areas with existing infrastructure.	The Airport Hazard Overlay, floodplain regulations, Wildland/Urban Interface standards, hillside protection, and open space zoning apply development constraints and lower densities in mapped areas. Subdivision and development regulations require hazard mitigation measures, including stormwater management, when building on constrained sites.
✓ 4.	Prioritize upgrades to existing infrastructure rather than extending services.	Development must meet current utility and service standards. Capital Improvement Program (CIP) and Tax Increment Financing (TIF) funds are used to upgrade existing infrastructure rather than extend it.
✓ 5.	Ensure growth aligns with the City’s Annexation Policy.	Per the UDC, annexation requests are to be evaluated for compliance with the City’s Annexation Policy. Zoning is applied as part of the annexation process based on service availability and City standards. Growth occurs only in areas that meet the policy’s annexation criteria.

Part 2. Policy Objectives – Housing Choice & Access

	Land Use Plan Policy	Relationship to Code
✓ 1.	Increase housing supply and provide more opportunities for affordable housing types throughout all neighborhoods, while addressing housing shortages with a variety of options that feature smaller dwelling units typically associated with missing-middle development.	Allowed building types across Residential, Mixed-Use, and Special Use districts include a broad range of smaller and diverse housing options, including missing-middle forms. Reduced lot sizes, setbacks, and the elimination of residential parking minimums lower development barriers, while Mixed-Use districts allow higher intensity near transit and services. Affordability incentives are not directly regulated but are supported through these regulatory efficiencies.
✓ 2.	Avoid concentrated upzoning in vulnerable neighborhoods, preserve naturally occurring affordable housing, and promote equitable ownership opportunities, to mitigate displacement and address historical inequities related to housing development.	Upzoning is applied based on proximity to high-frequency transit and other key amenities. Areas identified in the equity report as vulnerable to gentrification were reviewed when overlapping with these criteria and largely excluded from upzoning. A consistent methodology is used to determine eligibility for upzoning.
✓ 3.	Simplify zoning and land use regulations and the approval process to expedite the development of diverse and affordable housing projects.	Zoning and land use regulations are consolidated and clarified into a single code with standardized procedures, fewer discretionary reviews, and clearer decision authority, shortening approval timelines. Housing types are broadly allowed across districts and coordinated subdivision and development standards reduce barriers for infill and diverse housing projects while maintaining consistency.
✓ 4.	Meet the needs of a growing and diverse population by equitably distributing a variety of housing types throughout all neighborhoods in the city.	Housing types are broadly allowed across zoning districts, including smaller, multi-unit, and missing-middle forms. Building types and district standards regulate scale, form, and intensity to ensure neighborhood compatibility while enabling a wider range of housing options across the city.
5.	Build new housing near key transit and commuter corridors, to enhance accessibility and support transit-oriented development.	

Part 3. Policy Objectives – Community & Quality of Life

Land Use Plan Policy	Relationship to Code
<p>✓ 1. Ensure that zoning increases housing opportunities in residential areas that have sufficient access to services and amenities by walking, biking, and transit.</p>	<p>Zoning districts aligned with Place Types allow multi-unit and small-scale housing in areas planned for access to services, amenities, and transit. District standards and mapped mixed-use areas concentrate housing where walking, biking, and transit are viable, supporting consistent housing opportunities in well-served locations.</p>
<p>2. Implement affordable housing initiatives and meaningful incentives for income-restricted affordable housing, to alleviate high housing costs and reduce financial strain on residents.</p>	
<p>3. Design new, or adapt existing, facilities and spaces that promote equity, wellness, and social connection for all residents.</p>	
<p>4. Identify and preserve historically and culturally significant places and landscapes, including those of the Confederated Salish and Kootenai tribes (CKST).</p>	
<p>✓ 5. Focus development regulations in residential neighborhoods on form, ensuring that size and scale is compatible with existing homes and buildings.</p>	<p>Building types and district standards regulate height, setbacks, lot dimensions, and building placement to focus on form rather than use. Reduced and clarified form standards ensure new development fits neighborhood scale while allowing flexibility across housing types.</p>
<p>✓ 6. Balance the need to consider impacts on residential properties that are adjacent to development in commercial zones with the need to support high intensity residential development in mixed-use and commercial areas.</p>	<p>High-density housing is permitted in mixed-use and commercial districts, with setbacks and design standards used to buffer adjacent residential properties. Landscaping and site standards are simplified to reduce unnecessary barriers while maintaining compatibility. Mixed-use districts provide a framework to integrate residential and commercial uses, balancing neighborhood impacts with opportunities for higher-intensity development.</p>
<p>✓ 7. Ensure equitable access to parks and open space to support community well-being, access to recreation, and community cohesion.</p>	<p>Proximity to parks (¼ mi) is used to determine eligibility for higher-intensity zoning. Multi-dwelling developments are required to provide park or activity areas, and parkland dedication preserves open space. Street and site design standards ensure connections to parks and trails.</p>

Part 4. Policy Objectives – Environmental Quality & Climate Resilience

	Land Use Plan Policy	Relationship to Code
1.	Continue to integrate Land Use planning with Transportation and Transit Planning to support sustainability goals, such as reducing emissions, enhancing green infrastructure, and building climate resilient infrastructure.	
✓ 2.	Encourage the preservation of agricultural areas to support local food production by incentivizing clustered development to support small local producers.	Rural, Open Space, and lower-intensity zoning districts limit development intensity to help preserve agricultural lands. Agricultural crop uses are broadly permitted, and agricultural animal uses are allowed in Rural Residential, Open Space, and Aviation districts. While the formal clustering tool was removed, flexible density tools such as FAR can allow more compact development patterns, though they are not explicitly tied to supporting small local producers.
3.	Work with local and regional environmental stewardship organizations, including CSKT tribal leadership, local conservation district, federal and state agencies, higher education, land conservation groups, other City departments, Missoula County, and others to promote the preservation and restoration of sensitive natural areas and the protection of culturally significant natural areas.	
✓ 4.	<p>Limit or prohibit development in areas of high risk due to environmental hazards such as flooding and fire.</p> <p>Support the use of technologies that can clean indoor air and provide efficient heating and cooling and other strategies for mitigating impacts of climate change, especially for low-income residents who are disproportionately impacted.</p>	<p>Development is limited in floodplains, avalanche-prone slopes, wildfire areas, and other hazard zones through overlays, open space zoning, and comparable lower-intensity districts. Subdivision and development regulations apply constraints in these areas, and stormwater management is required.</p> <p>Energy efficiency is supported through reduced glazing requirements and landscaping standards.</p>
✓ 5.	Implement the most effective urban planning practices for mitigating climate change by protecting and strengthening the urban forest, using green infrastructure to reduce stormwater and prevent pollution from runoff, and promoting walking and biking to reduce vehicle trips that cause greenhouse gas emissions.	Urban forest protections and planting requirements maintain and expand tree canopy across public and private spaces. Green infrastructure and stormwater management standards reduce runoff and prevent pollution. Street and site design standards support walking and biking, promoting multimodal transportation to reduce vehicle trips and associated greenhouse gas emissions.

6. Adopt a holistic approach to climate resilient and environmentally sustainable development by promoting low-carbon and energy-efficient building practices, from design to deconstruction; advancing building electrification and clean energy development; and improving waste management through deconstruction, reuse, recycling, and composting.

Part 5. Policy Objectives – Health & Safety

	Land Use Plan Policy	Relationship to Code
✓ 1.	Develop a resilient and accessible multi-modal transportation network that supports safe routes and connectivity by clarifying Street Type characteristics and removing barriers to being able to safely walk and bike city-wide.	Street and trail types are defined to guide design and ensure safe walking and biking routes. Development standards promote connectivity across neighborhoods. Requirements include flexible street designs and bicycle storage to support multi-modal transportation.
✓ 2.	Balance City policies related to the provision of police, fire, and emergency medical services alongside City policies that direct infrastructure improvements, to ensure both efforts address community needs.	The City’s Design Review Team brings together planning staff with police, fire, and EMS representatives to coordinate early review, ensuring that development standards support multimodal streets with street trees while also meeting fire and life-safety requirements.
3.	Provide safe and efficient water supply, wastewater, and stormwater infrastructure.	No explicit mention of performance metrics or capacity thresholds beyond general adequacy
4.	Prioritize and improve the safety of those most dependent on alternative transportation and public transit in the design of the overall transportation network.	No explicit focus on prioritizing the most transit-dependent populations.

Part 6. Policy Objectives – Economic Health

	Land Use Plan Policy	Relationship to Code
✓ 1.	Encourage efficient and resilient commercial development in areas with existing critical infrastructure.	Zoning allows commercial uses in areas served by existing utilities and infrastructure. Development standards coordinate site design, stormwater management, and utility connections to ensure efficient use of services and long-term functionality.

✓ 2.	Prioritize high-intensity housing in commercial zones to boost economic development, transit ridership, walkability, and housing production. Encourage mixed-use districts but allow flexibility for buildings to focus solely on residential or commercial uses.	All Mixed-Use districts allow a full range of building types with no limits on the number of units in apartment, rowhouse, or mixed-use buildings. Building form and component standards support flexibility for residential or commercial uses. Zoning is aligned with comparable districts to maintain consistency.
✓ 3.	Prioritize housing and multi-modal transportation infrastructure near major employment centers to improve regional connectivity and reduce commute distances.	Zoning permits mixed-use and multi-unit development near existing commercial areas, with higher-density housing directed to districts that have good access to transit and employment centers.
✓ 4.	Reflective of the Transportation Options Report, the City should regulate parking in a manner that balances and integrates housing production and affordability goals as well as transportation, climate, and neighborhood compatibility, recognizing that parking is a critical policy choice that affects many other city policy goals.	Residential uses do not require parking. Parking requirements are reduced for commercial and industrial uses, and developers may provide additional parking if desired. These standards support multimodal travel and climate goals.
✓ 5.	Integrate certain small-scale neighborhood commercial services within residential areas to provide walkable access to daily needs and foster social connections between neighbors. Manage potential impacts through development regulations.	Small-scale commercial services are allowed in all residential zones through the neighborhood commercial building type and allowed uses table. Limits on floor area, maximum units, and building form standards control scale and placement. The allowed use table is guided by the intent to manage intensity and potential impacts while maintaining residential character.

Part 7. Implementation Actions – Code

	Land Use Plan Action	Relationship to Code
✓ *1.	Consolidate land development codes to avoid overlapping content; create a Unified Development Code with multi-departmental coordination.	Land use, zoning, and development standards from multiple codes are consolidated into a single Unified Development Code. The UDC coordinates standards, procedures, and uses across departments to provide a consistent and streamlined regulatory framework.
✓ *2.	Simplify and streamline standards for easier compliance.	The UDC consolidates standards across chapters. It clarifies requirements for development review.
✓ *3.	Clarify, resolve conflicts, and consolidate development permit review decision-making authority to increase predictability.	Review standards are centralized and responsible reviewers are identified to clarify authority. Most decisions are now administrative rather than requiring board hearings, while select actions remain under Planning Commission or City Council review.

- ✓ *4. Organize the codes with a clear and consistent structure that provides user-friendly navigation and uses plain language and clear graphics to make the codes accessible and understandable.

The code is organized into a clear and consistent structure with consolidated chapters for zoning, development standards, and subdivision procedures. Plain language, simplified formatting, and graphics are used throughout to improve accessibility and make the regulations easier to navigate and understand.
- ✓ *5. Map zoning districts in ways that support equity; sustainability and resilience; a vibrant public realm; and a walkable and healthy community.

Zoning districts are mapped consistently across the city, considering transit, services, and amenities. Mixed-Use and Residential districts support walkable streets and daily needs, while Open Space, Parks, and Conservation Lands protect sensitive and hazard-prone areas. The equity analysis guides zoning to avoid concentrating higher-intensity development in vulnerable neighborhoods.
- ✓ *6. Update zoning to focus regulations more on form compatibility rather than just density and use.

Density maximums are reduced or entirely eliminated, and a wider range of uses is permitted across districts. Building and development standards, including setbacks, heights, and FAR limits, ensure new housing is compatible in scale and form with existing single-family neighborhoods.
- ✓ *7. Update zoning districts to better match land use context and identified Place Types.

A new zoning map assigns districts citywide, setting allowed uses, building forms, and densities based on local conditions. Transitions between different districts are regulated to maintain compatibility, and overlays protect sensitive areas while supporting planned development patterns. All mapped zones correspond to their comparable Place Type.
- ✓ *8. Zone unzoned land to encourage appropriate development.

Previously unzoned land was assigned zoning districts based on environmental constraints. Zoning reflects site conditions and development limitations for each area.
- ✓ *9. Where possible, collapse overlays into equivalent base zones or develop unique base zones to capture the intent.

Several overlays were consolidated, and some areas were assigned unique base zones to capture their intent. The number of zoning districts was reduced, and form regulations replaced certain design overlays and eliminated PUD/SD requirements.
- ✓ *10. Revise zoning requirements for parking, density standards, setbacks, and landscaping/ activity area in each zoning district in order to improve opportunities for infill and housing production.

Parking requirements are reduced or eliminated, and setbacks are reduced to allow more compact development. Minimum lot sizes are removed or reduced to facilitate infill. Landscaping and activity area standards are revised for flexibility in multi-unit and infill projects, including a 150 sq. ft. per unit activity area requirement, with a maximum of 20% of the parcel area. Cash-in-lieu is allowed to support off-site recreational amenities.
- ✓ *11. Integrate Title 21 into the Unified Development Code

Title 21 standards, procedures, and uses are consolidated into the Unified Development Code. The code harmonizes content under a single regulatory framework, while the Sx^wtpqyen Master Plan remains in effect.

- ✓ 12. Simplify applications for smaller development and infill projects and improve the review process including clear guidance and communication techniques.

Infill and small development projects are subject to streamlined review standards. The UDC outlines clear procedures for applications and permitting. Simplified language and procedures facilitate effective communication.
- ✓ 13. Consolidate manuals into one Unified Development Manual.

The City combined development-related standards that were previously spread across multiple documents into a single, coordinated manual. Engineering standards, right-of-way and transportation design, street types, trail standards, stormwater, utilities, and park infrastructure requirements were brought together in one place and aligned with the new zoning code and Land Use Plan. This creates a single reference that explains how development requirements are met, reduces duplication between code and manuals, and improves coordination across Public Works, Parks, and Planning.
- ✓ *14. Revise and restructure the Parks and Recreation Design Manual to better align with other city manuals and the UDC.

Park and trail design standards were incorporated into the City of Missoula Standards and Specifications Manual (COMSSM), replacing the standalone Parks and Recreation Design Manual and aligning park infrastructure standards with the UDC and other city design requirements.
- 15. Explore additional opportunities for streamlining development review, including preapproved plans sets for certain types of projects, fast-tracking permit options, etc.
- ✓ *16. Provide for zoning that specifically allows or encourages the development of tiny houses.

Tiny houses are permitted as one-unit homes in all zoning districts, with up to two units allowed by right. No additional incentives or special regulatory provisions are included beyond this basic allowance.
- ✓ *17. Allow for single-room occupancy developments.

Single-room occupancy developments are permitted in all Residential and Mixed-Use zones (including CD-2).
- ✓ *18. Zone for higher density housing near transit stations, places of employment, higher education facilities, and other appropriate population centers.

UR3 and UR4 districts are mapped near transit facilities, employment areas, educational institutions, and other identified population centers. Quarter-mile buffers around public schools, grocery stores, parks, trails, local food options, and the University of Montana area are used to determine where UR3 and UR4 districts apply.
- ✓ *19. Allow, as a permitted use, for at least a duplex where a single dwelling unit is permitted in compliance with legislative mandate.

Two units are allowed in all residential and mixed-use zones while three units are allowed in all except R-R1.

- ✓ *20. Expand housing types including “missing middle” housing types and ADUs to be allowed in residential zoning districts.

Accessory dwelling units are no longer regulated as a separate building type and are incorporated into the broader set of allowed housing forms. Additional building types between one-unit homes and apartment buildings are permitted across residential zoning districts.
- ✓ *21. Calibrate code to allow greater affordability and housing types while fitting in with the existing form and character. Refine standards based on existing context and historic patterns.

A range of housing types, including duplexes, SROs, tiny houses, and other missing-middle forms, are permitted. Setbacks, lot sizes, building scale standards, and maximum units per building regulate compatibility with existing neighborhood form. Historic resource overlays and context-based zoning standards refine development based on established patterns.
- ✓ *22. Adopt zoning that allows higher density housing, consistent with the Place Types, and standards that promote smaller more affordable homes.

Zoning districts permit higher-density housing aligned with Place Types, including single-unit, multi-unit, and missing-middle forms. Development standards regulate building scale, setbacks, and lot sizes to allow compact, affordable housing while ensuring compatibility with existing neighborhoods.
- ✓ *23. Do not limit higher density housing to neighborhoods vulnerable to gentrification.

High-density zoning districts are applied across multiple areas of the city, particularly near transit and services. Areas identified as vulnerable to displacement were evaluated on a case-by-case basis, resulting in lower-intensity districts being applied in some locations, such as portions of F2F. Downtown zoning allows higher density, with additional requirements tied to URD-related processes that involve coordination with City staff.
- *24. Develop effective incentives for income restricted Affordable housing.
- ✓ *25. Distribute opportunities for affordable housing types broadly throughout the city.

Housing types, including smaller units and multi-unit forms, are permitted across all zoning districts. Development standards allow these types in a variety of neighborhoods, helping to ensure access to affordable housing throughout the city.
- ✓ *26. Neighborhoods that have historically not hosted their “fair share” of new housing development may be prioritized for policy or code reforms to encourage new housing development in those neighborhoods.

Zoning allows a range of housing types across all neighborhoods. Higher-intensity districts are applied using a consistent methodology based on access to services and amenities, rather than targeting specific neighborhoods based on past development patterns.
- ✓ *27. Through the Place Type Map and Zoning Map Update, increase housing opportunities in residential areas that have good access to services and amenities by walking, biking, and transit.

Quarter-mile buffers are applied around identified amenities to determine where higher-intensity residential zoning is mapped. These amenities include public schools, transit, commuter and community trails, grocery stores, developed parks, local food options, and areas along Arthur near the University of Montana.

- ✓ *28. Reduce barriers to new housing supply through land use incentives and improvements to general land use code. Consider zoning tools such as reduced minimum lot size, density minimums, height and density bonuses for affordable units, mobile homes, neighborhood PUDs, mixed-use developments, and cottage court, and recognize manufactured housing as a viable option

The code allows multi-unit, missing-middle, and manufactured homes across districts. Development standards reduce barriers by simplifying review, coordinating subdivision requirements, and allowing smaller lots and flexible building forms. Incentives for higher-density or affordable units are provided through building type allowances and zoning provisions, including mixed-use and cottage court options.
- ✓ *29. Design form-based regulations such as limits on overall floor area, building width, or building depth that will be used to achieve compatibility with existing homes and building in residential neighborhoods.

Form-based compatibility is achieved by limiting building size, width, and depth, scaling massing to surrounding homes, and reducing setbacks to maintain a consistent street edge. Smaller housing types like duplexes and tiny homes are allowed, and placement and orientation standards ensure alignment with neighborhood context, pedestrian connectivity, and streetscape compatibility.
- ✓ 30. Reinforce regulations that help to preserve historic buildings and resources.

Historic resources are preserved through overlays that identify significant buildings and areas. The HPO reviews proposed changes to ensure compatibility with existing scale, materials, and architectural character. Design standards and permitted uses guide alterations and infill, maintaining the character of historic neighborhoods while protecting key structures.
- 31. Integrate principles and develop incentives for Universal Design and visibility.
- ✓ 32. Establish land use regulations for the equitable and strategic distribution of social service uses including emergency housing and meal centers.

Land use regulations allow emergency shelters in all zoning districts and meal centers in most districts, with specific exclusions (R-1, LU-R1, LU-R2, I-2, OP1, OP2, and A). These regulations ensure social service uses are distributed across the city.
- ✓ *33. Accommodate development with consideration of environmental constraints where they exist and restrict development where environmental hazards are present.

Development is regulated to account for environmental constraints and hazards. Floodplains, floodways, wildland-urban interface areas, and steep slopes are mapped, with zoning and development standards limiting intensity, requiring mitigation, or restricting development in these areas to protect life, property, and sensitive resources.
- 34. Strengthen riparian resource protection regulations.

Anticipating a Sensitive Lands Analysis.
- ✓ *35. Remove barriers related to hillside density reductions.

Hillside standards, including density reductions, were removed from zoning. Hillside development is now regulated through building and public works standards rather than the zoning code.

- ✓ 36. In sensitive lands, incentivize cluster development that preserves these areas.

Clustered housing is encouraged in Open Space districts to preserve open space and natural features. Standards guide building placement and scale, though clustering is not specifically tied to agriculture or sensitive lands.
- ✓ 37. Incentivize the inclusion of garden space in new multi-dwelling development.

Activity areas in multi-dwelling developments may include garden space, with two types of gardens now defined. Standards for these garden areas have been revised and simplified.
- 38. Identify and remove regulatory barriers to local renewable energy generation.
- ✓ 39. Require the use of native (or regionally appropriate), climate adapted, and pollinator friendly vegetation.

Landscaping standards require native, climate-adapted, and pollinator-friendly vegetation. Developers may provide pollinator gardens or native prairie areas to partially satisfy landscaping requirements, with green roofs as an alternative. Each option has specific vegetation and coverage requirements to ensure ecological benefits, though reductions from multiple options cannot be combined.
- 40. Develop a construction and development ordinance to achieve significant waste reduction through deconstruction, reuse of materials, and incorporating three waste streams (trash, recycling, compost) in building design.
- ✓ 41. Update commercial landscaping requirements to emphasize provision of ecosystem function such as pollinator habitat, stormwater infiltration for water quality, and reduction of urban heat island effect

Commercial landscaping must include plantings and site design that provide ecological benefits. Developers are required or incentivized to use pollinator-friendly gardens, native vegetation, and prairie areas. Permeable surfaces and green stormwater infrastructure are emphasized to manage runoff and improve water quality. Boulevard and site landscaping standards also promote tree planting to reduce urban heat and support ecosystem function, while offering flexibility in design to fit different site contexts.
- ✓ 42. Update development codes to support electric vehicle infrastructure and emerging mobility hubs with consideration for such things as personal or public charging infrastructure and mitigation of potential impact of placing that infrastructure in the right-of-way.

Section 4.8.05-M defines Electric Vehicle Charging Hubs as parcels or businesses where charging stations are the principal use, typically featuring multiple stations. Charging stations accessory to another use, such as a dwelling or business, are permitted in all zoning districts.

- ✓ 43. Amend development regulations to allow for innovative development designs, renewable energy options.

The UDC provides flexibility in building and site design to support innovative development. Regulations allow renewable energy features, including solar panels and wind energy systems, with simplified standards to encourage their use. Development form standards are simplified to allow greater flexibility for creative and sustainable designs.
- 44. Amend regulations to include recycling along with trash receptacle locations.
- ✓ 45. Develop standards that encourage green site improvements, climate adaptive technologies, and sustainable building materials, including lifecycle costs and climate impacts.

The UDC includes standards for tree conservation, boulevard landscaping, pollinator gardens, and native plantings. Green stormwater infrastructure and urban forest protection are encouraged to support sustainable site improvements.
- ✓ 46. Incentivize green building infrastructure, energy conservation, recycling, renewable energy (solar/geothermal), zero waste, etc.

The UDC promotes green infrastructure, stormwater management, native and pollinator plantings, and energy-efficient design. Renewable energy features, such as solar and geothermal, are supported, though there are no explicit incentives for zero-waste or full recycling.
- 47. Refine the current adaptive reuse regulations to offer additional incentives.
- ✓ *48. Ensure equitable access to outdoor space in multi-dwelling developments through activity areas or proximity to parks. Retain but revise and simplify requirements for activity areas while adding flexibility for infill developments to help refine expectations and exceptions.

For developments with seven or more units, activity areas are required at 150 sq. ft. per unit. Options include playgrounds, gardens, courtyards, sports courts, trails, rooftop decks, or indoor spaces. Areas must be accessible, usable, and separated from vehicles. Cash-in-lieu may fund nearby parks, thereby providing equitable outdoor access while allowing flexibility for infill sites.
- ✓ *49. Require easements for transit infrastructure in new developments and redevelopments exceeding specific thresholds.

Section 6.2.01-B allows the City Engineer to require easements for transit infrastructure in new developments and redevelopments that meet certain thresholds.
- ✓ *50. Incorporate the recommendations related to Street Types into the Unified Development Code and the Public Works Manual to address standards related to right-of-way, including boulevard, thoroughfares, street trees, site triangles, fire, on-street parking and expanding the tree canopy

The Unified Development Code and the City of Missoula Standards and Specifications Manual establish clear standards for all right-of-way elements. Street Types define design dimensions for thoroughfares, boulevards, and sidewalks, including separate zones for pedestrian access, street trees, and amenities. Standards address site triangles, fire access, and on-street parking, while boulevard landscaping and tree planting requirements expand the urban canopy. Trail typologies are incorporated to connect parks, schools, and open space, supporting multimodal access and safe, walkable streets.

- ✓ *51. Develop street standards that prioritize safety, multi-modal level of service, and enhance placemaking.

Street standards define lane widths, pedestrian zones, and bicycle facilities to support safe travel for all users. Design treatments like landscaped medians, street trees, and traffic-calming features enhance the public realm and encourage walking, biking, and community interaction. Trail typologies further connect neighborhoods and open spaces, reinforcing safe and attractive streetscapes.
- ✓ *52. Define right-of-way standards (for both infill and greenfield development) based on Street Types.

Right-of-way standards specify widths for travel lanes, sidewalks, boulevards, and frontage zones based on Street Types, ensuring consistency for both infill and new development.
- ✓ *53. Delineate floodway (mapped as Parks and Conservation Lands) and floodplains to reduce peak flood flows, decrease risks to life/property and encourage groundwater infiltration to help sustain late summer flows.

Floodways and floodplains are delineated on the zoning map, with floodways mapped as Parks and Conservation Lands to manage peak flows, reduce risks to life and property, and support groundwater infiltration.
- ✓ *54. Encourage cluster development and lot coverage regulations to protect flood water storage capacity while still allowing for development in floodplains.

While formal cluster development has been removed from the code, Articles 4.2–4.4 allow a range of clustered housing types. This is not, however, specifically tied to floodplain protection. Open Space districts identify cluster development as the preferred form, and development is still permitted in floodplain areas.
- 55. Reference crime prevention through environmental design principles as a resource for establishing safety-based code requirements.
- ✓ 56. Develop standards for tree planting requirements and design standards to optimize tree health in urban areas.

Standards ensure trees have adequate soil, spacing, and planting methods to support strong roots and canopy growth. Species are selected for climate resilience and urban conditions. Placement considers sunlight, stormwater, and utilities to reduce stress, improve survival, and maintain a healthy urban forest.
- ✓ 57. Develop standards for tree protection, especially during construction activities, and maintenance of a healthy urban forest.

Construction near trees must use protective fencing and restrict soil disturbance. Planting standards require enough soil volume, proper spacing, and approved techniques. Ongoing care and maintenance practices are specified to keep trees healthy and support the urban forest.
- ✓ 58. Develop standards for mitigation techniques for Wildland Urban Interface (WUI) fireprone areas.

Standards for development in Wildland-Urban Interface (WUI) areas are established in Sections 5.2.01-B and 5.2.01-D, with additional requirements for application forms and preliminary plat submissions in Section 5.4.02.

- ✓ *59. Allow multi-dwelling development or mixed-use development as a permitted use on all lots where office, retail, or commercial are primary permitted uses.

UDC permits multi-dwelling or mixed-use where commercial, office, or retail uses exist.
- ✓ *60. Integrate the Design Excellence Overlay into the base zoning to ensure clear and consistent standards that support pedestrian-oriented development.

The Design Excellence Overlay has been repealed. Key form and design standards from the former Design Excellence Overlay, including building placement, massing, and streetscape expectations, are now incorporated directly into base zoning districts. This ensures consistent, pedestrian-oriented development without requiring a separate overlay.
- ✓ *61. Establish transitions between higher intensity development in commercial zones and adjacent residential neighborhoods.

Setbacks, building placement, and lot layout are used to buffer higher-intensity development from adjacent residential areas. Landscaping, scale limits, and design standards further reduce impacts, ensuring compatibility between commercial or mixed-use districts and neighboring homes.
- ✓ *62. Foster a mix of uses throughout commercial districts, however it is not necessary for every new building to include both residential and commercial uses to achieve this goal.

The allowed uses table for Mixed-Use districts permits a variety of commercial and residential uses without requiring each building to include both. All former commercial zones are now designated as Mixed-Use districts.
- ✓ *63. Establish supportive Place Types and regulations for mixed-use development within walking distance to grocery stores and other basic necessities, as well as close to existing infrastructure for use of non-motorized and public transportation.

Regulations allow mixed-use development near grocery stores and other basic amenities, as well as in areas with existing infrastructure that support walking, biking, and transit access. No new Place Types were established.
- *64. Where Neighborhood Plans establish a desire for active uses (non-residential uses) on ground floors along certain street frontages, code regulations may implement a requirement for active use on ground floors. However, this should be the exception to the general standard for single-use, high density residential buildings in commercial zones.
- ✓ *65. Develop regulations to allow for and mitigate the impact of small-scale commercial uses in residential zones. Mitigating regulations could address operating hours, use types, noise, lighting, buffers, and similar issues.

The UDC allows small-scale commercial uses in all residential zones, including offices, artisan manufacturing, eating and drinking establishments, and bed and breakfasts. Site design, access, easements, and hours are regulated within the UDC. Buffers and limits to hours of operation exist for some uses. Noise and lighting are regulated in other City ordinances. There is not use-specific mitigation explicitly for impacts of small-scale commercial uses in residential areas.

- ✓ *66. Allow 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.

Small-scale neighborhood commercial uses are permitted in all residential zones with specific limits on location, type, and intensity. Operating hours are regulated, and buffers are required for certain uses. Noise and lighting are managed outside the UDC, while other impacts are addressed on a case-by-case basis through applicable standards.
- ✓ *67. Reduce parking requirements for projects that include features and amenities which are likely to reduce the demand for parking as recommended in the Transportation Options Action Plan.

Vehicle parking minimums are eliminated for all residential uses, reducing reliance on single-occupancy vehicles. This approach supports Transportation Options Action Plan goals by encouraging multimodal travel, including biking, walking, transit, and ride-sharing.
- ✓ *68. Link parking regulations to the availability and quality of alternative transportation modes (especially transit proximity and level of service as primary factors and high-quality bike facilities as a secondary factor) in specific locations.

The UDC promotes multi-modal access and connectivity, providing safe walking, biking, and transit routes. Parking regulations are not explicitly linked to transit proximity, level of service, or the quality of bike facilities.
- ✓ *69. Simplify and streamline parking reduction and shared parking processes.

Residential developments require no vehicle parking, removing the need for reduction or shared parking processes. For non-residential uses, the UDC provides clear options for parking reductions, off-site agreements, and stacking of reductions. This simplifies approvals while accommodating transit, motorcycle, and historic-related exceptions.
- ✓ *70. Identify appropriate locations for a varied scale of industrial uses.

Zoning districts permit a range of industrial uses in areas with appropriate infrastructure and access. Districts are mapped to separate heavier industrial activities from sensitive uses while allowing lighter industrial and mixed-use activities in locations that support existing transportation and utility networks.
- ✓ *71. Plan and design for bike parking locations that encourage bicycle use and aligns with land uses.

Bicycle parking is integrated with land uses to encourage cycling. Short-term spaces are located near entrances for visitors, with signage if not visible. Long-term spaces are secure, weather-protected, and easily accessible without stairs or escalators. Standards for racks, lockers, and access ensure safe, convenient use for residents, employees, and customers, supporting bicycle use across residential, commercial, and mixed-use areas.

- ✓ *72. Amend code to include restaurants/theaters serving alcohol, taverns, brewery taprooms, micro-distillery taprooms as permitted uses in more zoning districts without conditional use review.

Conditional Use review has been eliminated.
- 73. Establish supportive land use regulations for home businesses and telework opportunities throughout the city.
- ✓ 74. Incorporate consideration of water quantity, not just quality, into future planning efforts

Water quantity considerations are reflected in zoning through the identification of areas lacking adequate water rights or infrastructure to support higher-intensity development. Districts in locations such as Miller Creek and the South Hills reflect lower-intensity zoning where upgrades would be required to support additional development.
- ✓ 75. Optimize transportation impact mitigation by reducing parking requirements and other recommendations in the Transportation Option Action Plan.

Residential parking minimums are eliminated, and all other uses have reduced parking requirements. Off-site parking is allowed if secured by ownership or agreement. Long-term bike parking supports alternatives to single-occupancy vehicles. These measures implement Transportation Options Action Plan recommendations and promote multi-modal circulation.
- ✓ 76. Support broader adoption of on-street parking management policies and strategies along with lower off-street parking in order to encourage lower vehicle trips and ownership.

Vehicle parking minimums are eliminated for residential uses, supporting lower vehicle ownership and trips. Road standards include on-street parking lanes where appropriate and feasible, reinforcing this strategy.
- ✓ *77. Reassess allowable zoning districts for Cannabis use.

Cannabis dispensaries are defined as a separate use and are permitted only in Mixed-Use and Industrial zoning districts.
- ✓ *78. Review and adjust buffers and other regulations to reduce the number cannabis dispensaries in the community

The buffer between cannabis dispensaries has been increased from 500 to 1,000 feet. Additional buffers have been established between dispensaries and youth-serving facilities, schools, parks and recreation facilities, and substance treatment centers.

Part 8. Implementation Actions – Coordination

Land Use Plan Action	Relationship to Code
1. Work with housing agencies and non-profits to assist displaced households when manufactured home parks or old motels are redeveloped.	
2. Update City utility plans for sewer and water infrastructure to accommodate growth and development supported by the Land Use Plan.	
3. Work with state, local, and federal agencies to redevelop brownfield sites to allow for residential development, where appropriate.	
4. Coordinate annexation and infrastructure extension policies in developing areas of the urban fringe.	
5. Work with State government on groundwater permitting to better protect the quality and quantity of Missoula’s groundwater resource.	
<p>✓ 6. Continue to have City agencies conduct outreach and workshops with the development community.</p>	<p>City agencies engaged the development community through workshops, meetings, and outreach during the creation of the UDC. This process collected input, addressed concerns, and incorporated feedback to ensure the code reflects development needs and perspectives.</p>
7. City and County staff should meet at least quarterly to coordinate annexation issues and should coordinate on compatible land development regulations within the Urban Service Area.	
8. Engage with and support the Downtown Master Plan Implementation Team.	
9. Engage with and support the Midtown Master Plan Implementation Team.	
<p>✓ 10. Address opportunities to connect parks, schools, and open space using trails, the urban forest, and green space in city planning.</p>	<p>The UDC reflects policies from the recently adopted Parks, Recreation, Open Space, and Trails plan.</p>
*11. Update the Parks Recreation Open Space and Trails Plan (PROST).	
*12. Through the PROST plan, define parks level of service based on national best practices, Place Type, climate and equity goals to ensure that parks meet the needs of a growing population.	
*13. Update the Long Range Transportation Plan.	

- *14. Support development of the Mountain Line Strategy Plan.
- 15. Continue to build public-government-private partnerships on a coordinated strategy to address houselessness.
- 16. Update the Annexation Policy to align with the Land Use Plan and Place Types Map.
- ✓ *17. **Work with stakeholders and the community to develop a comprehensive analysis and approach to mitigating the impacts of growth on sensitive lands.**
- 18. Develop an Implementation Team for the Sx^wtpqyen Master Plan and support the implementation actions from that planning effort.
- 19. Support implementation of the Missoula Parking Commission Expansion and Optimization Plan and consider ways that the Plan can help with transportation demand management.
- 20. Work with MRA, Missoula Economic Partnership, and area implementation teams to identify commercial areas that could be repurposed.
- 21. Conduct a fiscal growth analysis.
- 22. Support development of an update to the City/County Climate Ready Plan
- 23. Develop an updated North Reserve Scott Street Plan
- 24. Support an update to the Community Health Improvement Plan (CHIP).
- 25. Initiate consulting with the CSKT and the Conservation District to promote the preservation and restoration of sensitive natural areas and the protection of culturally significant natural areas.
- 26. Support Missoula Public Schools school facility planning to support adaptive reuse of existing facilities and development on school owned land to meet community needs.
- 27. Coordinate with the Historic Preservation Commission to explore incentives for preservation of historic resources, including applying for grants, pursuing historic survey updates, and assisting with obtaining tax-credits.
- 28. Develop a Bitterroot Trail Land Use Plan.
- 29. Develop a river corridor plan to address land use, river access, open space, transportation, water quality, views and vistas and wildlife habitat.
- 30. Develop a City Annexation Plan.

This has been started and will be a part of an ongoing Sensitive Lands Analysis in the next phase of work.

31. Develop a Neighborhood Planning Strategic Plan to establish conditions, criteria, and a process for developing future neighborhood plans in coordination with neighborhood councils.
32. Develop a city-wide Heritage Plan.
33. Develop a City Broadband Master Plan.
34. Revisit Complete Streets Resolution as it applies to Place Types.
35. Ensure Transit District continuity by soliciting inclusion into the transit district for developments within planning boundaries but not currently part of the district, triggered by criteria like redevelopment size, alley paving, or increased parking.
36. Work with the Office of Emergency Management for an update to the Comprehensive Wildfire Protection Plan.

Part 9. Implementation Actions – Infrastructure

Land Use Plan Action	Relationship to Code
1. Maintain impact fees to recover some of the cost of service for development.	
*2. Amend the Impact Fee structure to not assess impact fees on the construction of an Accessory Dwelling Unit in compliance with legislative mandates.	
3. Prioritize development within the utility service area before considering expansion of the utility service area.	
*4. Through implementation of Street Types, expand traffic impact assessments and street design standards to prioritize pedestrian, bicycle, and public transit infrastructure.	
*5. Monitor County planning at the Wye	
6. Conduct infrastructure evaluation and infrastructure planning for areas considered 'Annexation Area A' in the Annexation Policy Map.	
7. Create more special development tools by areas, including special impact fee districts and late-comer agreements.	
8. Create documentation for how the City CIP considers future growth, revenues, and needed infrastructure for the full CIP.	
✓ 9. Replace emphasis on vehicle level of service standards with targets for safety and multimodal transportation person mobility	This is accomplished through the Street Types requirements.
10. Prioritize and invest in transportation improvements that promote safety, reduce crashes, and reduce bicycle/car/pedestrian conflicts with a goal of zero fatalities and severe injuries.	

11. Implement recommendations included in the Transportation Options Action Plan to reduce automobile dependence and household transportation costs through improved access to multimodal options.
12. Improve pedestrian and bicycle crossings in high traffic areas and safe routes to schools and parks.
13. Recommend that the Electric Vehicle Infrastructure Plan identifies appropriate balance of funding and prioritization of emerging Electric Vehicle technology and infrastructure needs vs other sustainable modes in order to meet region's transportation goals.
14. Continue acquiring and developing parkland with a wide range from small parks to large open spaces to meet different functions within the park system, to be adaptable, to maintain standard levels of service.
15. Invest in parks that improve safety, accessibility and healthy lifestyles. Do this through features such as unstructured play areas for children, ADA compliant designs, etc.
- ✓ 16. Develop and implement trail typologies that guide the creation and expansion of commuter trails that allow for growth, are consistent with Street Types and are convenient, efficient, comfortable and safe.
- ✓ 17. Support a connected urban forest with expanded coverage, especially in the densest areas of the City.

Trail typologies are housed in the Manual, providing specifications for width, surface, slope, and crossings. They coordinate with street types and land use, guiding connections between neighborhoods, schools, parks, and other destinations. The system addresses safety, lighting, and accessibility, ensuring trails are consistent, expandable, and integrated into the city's transportation and public space network.

Requirements in the code establish planting zones along streets and within developments, set minimum soil volumes, and provide flexible spacing and species options to ensure healthy growth. Boulevard and private landscaping areas are coordinated to expand tree coverage, particularly in dense neighborhoods, while protecting existing trees during construction and encouraging new plantings to improve canopy continuity.

18. Amend stormwater regulations to incorporate green infrastructure.
19. Design parks and public facilities to include design features to accommodate people with disabilities and the senior population based on Universal Design principles.
20. Whenever possible, acquire and protect important parkland, trail corridors and open space properties based on the most currently adopted Open Space Plan
21. Increase dedicated transit infrastructure, such as bus lanes, pull-out stops, and jump queues.

Part 10. Implementation Actions – Programs

Land Use Plan Action	Relationship to Code
1. Continue to explore and support programs to incentivize income-restricted affordable housing.	
2. Continue to explore and support programs to incentivize green building.	
3. Support programs to integrate community gardens and urban farming throughout the community.	
4. Prioritize programmatic support for conversion of manufactured home parks to Resident Owned Communities	
5. Coordinate with statewide partners to protect and expand net metering opportunities to encourage local clean energy production.	
6. Support strategic redevelopment, renovation or rehabilitation of blighted, vacant, underdeveloped and obsolete areas and buildings around the community.	
<p>✓ 7. Establish supportive zoning for locating emergency shelter facilities equitably throughout the community.</p>	<p>Emergency shelters are allowed in all zoning districts, with size categories that permit smaller shelters in more locations. Definitions and standards remove location barriers, supporting equitable distribution throughout the community.</p>
8. Support programs that encourage preservation of historic buildings, cultural sites, and archaeological resources.	
9. Promote adaptive reuse of existing buildings	
10. Prepare an urban agriculture strategy that would identify, inventory, explore incentives for access to local agriculture and consider ways to support urban agriculture production.	

11. Support legislation that incentivizes local food production and develop incentives to support small local producers.
12. Secure 100% clean electricity by 2030 by advocating statewide to increase utility-scale development of clean energy, participating in clean energy programs, and encouraging small-scale clean energy development throughout our community.
13. Prioritize brownfield clean-up along railroad and in low- and moderate-income areas.
14. Explore redevelopment and building rehabilitation programs to provide affordable and accessible space for start-up businesses.
- ✓ 15. Acquire, restore and protect river and stream corridors and floodplains as open space whenever possible including corridors outside urban service areas.
16. Transition to a carbon-neutral community by 2050 through electrifying building operations and transportation with renewable energy and integrating highly efficient technologies.
17. Institute programs and projects to address sustainability and climate change within city operations, such as repair of aging water mains, water metering, etc.
18. Institute projects and systems to enable the city to achieve 90% waste reduction by 2050.

The UDC requires riparian buffers, setbacks, and natural area preservation to protect river and stream corridors and floodplains. Stormwater management and building placement standards help maintain open space and minimize impacts, supporting partial protection and restoration, though acquisition and management outside urban service areas are not addressed.

Part 11. Implementation Actions – Funding

Land Use Plan Action	Relationship to Code
1. Explore grants and financing tools to help support development of additional safe, affordable, and permanent housing	
2. Investigate revenue bonds, tax increment financing, and other funds for developing another downtown parking garage, and upgrade infrastructure in redevelopment areas	
3. Provide financial incentives to offset the cost of developing brownfields and redevelopment of older or underutilized commercial properties.	