

Our Missoula Project:

TO: Missoula City Council

DATE: 12/12/25

SUBJECT: Public Comment Received During Planning Commission Public Hearing (Nov 18th through December 9th)

Purpose of this Document

This document catalogues the written public comment submitted to the Missoula Planning Commission during the Public Hearing for the Our Missoula project. The Hearing opened on November 18th, 2025 and concluded on December 9th, 2025.

From: [Thomas J Bourguignon](#)
To: [Cassie Tripard](#); [Emily Gluckin \(she/her\)](#); [Benjamin Brewer](#)
Cc: [Peter vonDoersten](#)
Subject: Proposed zoning map: SEV Enterprises LLC
Date: Thursday, November 13, 2025 4:22:40 PM

Some people who received this message don't often get email from tom@bourguignonlawfirm.com. [Learn why this is important](#)

Dear City planning and land use personnel,

I'm writing to you on behalf of my client, Peter and Kristen Von Doersten, and their entity, SEV Enterprises LLC. SEV Enterprises is the owner of several parcels in the lower Grant Creek Road neighborhood (about a mile north of I-90), including a 15.09-acre parcel with tax assessment code 0003253207 (the "15-acre parcel"). There are no structures on the 15-acre parcel, although SEV Enterprises plans to construct structures on it.



On the draft zoning map (see image above—the 15 acre parcel is the one with the blue comment mark), the 15-acre parcel is shown as “OP-2” on the proposed new zoning. The residential parcels immediately to the north and west of it are shown as R-R1. I believe that the 15-acre parcel (and arguably the two parcels east of it, which are separately owned) should be coded as R-R1.

I made a comment to that effect, hence the blue comment mark, but I heard at one of the meetings that City staff would do their best to review all of the comments. I just wanted to email you to be sure that you see this comment. I would be happy to discuss this further.

Please confirm your receipt of this email.

Thanks!

Best,

Tom

Thomas J. Bourguignon
Attorney at Law
Bourguignon Law Firm, PLLC
701 Walnut Street

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(406) 552-7786
tom@bourguignonlawfirm.com

Note: As of May 19, 2025, my new email address is tom@bourguignonlawfirm.com.

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From: [Adam Cook](#)
To: [Emily Gluckin \(she/her\)](#)
Subject: HPC UDC presentation
Date: Thursday, November 13, 2025 1:32:18 PM

Hi Emily, I listened to the presentation of the UDC to the Historical Preservation Commission yesterday and I appreciated your defense of the changes to the code in response to the HPC's questions. After listening and viewing the HPC's 7 proposed code amendments, I wanted to email to push back strongly against their suggestions.

My objections arise primarily from their proposed changes to urban setbacks. Members commented that a reduction of setbacks could affect the character of historic neighborhoods, yet neglected to acknowledge that setback regulations did not exist at the time of those neighborhoods' construction. There is not only ample precedent for historic buildings with short or no setbacks, but there are abundant examples of parcels with alternating short/long setbacks in these same neighborhoods. Not only is this the case where I live on the Northside, it applies to my own house, which was built in 1920. My neighbors' houses are built close to the street while mine is set back about 40 feet, creating the "jack-o-lantern teeth" arrangement which so offended one of the HPC members. This arrangement works well, however: because the adjacent houses are built further forward and mine further back, overlap is minimized. My house and the one to its west are each built with side setbacks of under three feet (and thus illegal even under the new UDC), yet we each have clear views from our windows thanks to the staggered arrangement of the houses. In short, I think the claim that setbacks should be increased to protect neighborhood character is the opposite of the truth, and frankly I feel that it is a bad-faith attempt to derail infill housing construction.

I also want to state my objections to their request to disallow cottage courts in D-C areas. Due to high land costs, it is unlikely that a cottage court would be built downtown, but it's important to push back on the philosophy that a nebulous and subjective definition of "character" is sufficient to deny housing on parcels which aren't even listed in the NRHP. This gets at my broader qualm with the HPC's perspective: the ability to house people on a given parcel should be assumed. It should only be restricted on account of a compelling public interest. The HPC, however, tends to treat infill housing projects as "guilty until proven innocent," and their dialogue makes pretty clear that they view denial of housing as the default response. I hope that the code reform team will reject that approach.

Thanks for all of your work on this project!

Adam Cook
(801)410-3459

From: [Kate Dismore](#)
To: [Benjamin Brewer](#); [Emily Gluckin \(she/her\)](#); [Cassie Trippart](#)
Cc: [Janis Erbacher](#)
Subject: RE: Draft UDC Comments
Date: Friday, November 14, 2025 5:39:33 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

I have a few comments specific to Heron's Landing that I may not have caught in the PDF I sent to you. I also thought it would be helpful for you to have all the comments for the Heron's Landing Overlay all together.

1. Front setbacks are 11' for most of the development rather than the 15' in the proposed zoning. A lot of the lots in Heron's Landing aren't that deep, so the front setback was reduced to allow more flexibility in the size and placement of the building while allowing for a larger backyard by shifting the building to the front of the lot. There are some screenshots from google earth at the bottom that show how this is working thus far. I believe the rowhouses are setback 11'. I'm not sure about the single-family houses.
2. There are two sets of lots set up for a five-unit rowhouse. The proposed zoning only allows up to 4-unit rowhouses.
3. In the existing overlay zoning, there's a note that "attached units do not require a side-interior setback." This language would be useful to include in the new zoning to keep lots conforming as units are sold.
4. The minimum lot widths do not work for many of the lots including some of the single-family lots that have irregular shapes.
5. The cottage courts have more than the allowed number of uses. One of the cottage courts is planned to have 15 units.
6. There is one pinch point where the shared court width is less than 25' within a cottage court.
7. The FAR requirements work for the existing buildings in the development as long as the second story roof decks (in the photo below) don't count towards gross floor area. However, if you were to enclose these decks, these rowhouses and duplexes would not meet the FAR requirements. From what I can tell, a two-story rowhouse or duplex could be limited in size by the FAR and three-story unit won't work even though the building would allow for a three-story building.
8. For cottage courts, the front property line is not adjacent to the street. It's adjacent to the common area. I can't find where this is addressed. It's not addressed in the front property line definition, but I may have missed it in another section.

Thanks,
Kate





Kate Dinsmore, PLA, SITES AP
Landscape Architect • WGM Group

From: Kate Dinsmore <kdinsmore@wmggroup.com>
Sent: Monday, November 10, 2025 5:05 PM
To: Benjamin Brewer <BBrewer@ci.missoula.mt.us>; GluckinE@ci.missoula.mt.us; TripardC@ci.missoula.mt.us
Cc: Jamie Erbacher <jerbacher@wmggroup.com>
Subject: Draft UDC Comments

Hi Ben, Emily, and Cassie,

WGM Group reviewed the draft UDC and added comments directly to a PDF of the document. The document can be accessed through the link below. Let me know if you have any problems with the link. Jamie and I are available if you would like to discuss any of our comments with us.

[☐ WGM Group UDC Comments](#)

Thanks,
Kate

Kate Dinsmore, PLA, SITES AP
Landscape Architect

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1111 East Broadway
Missoula, Montana 59802
www.wmggroup.com



Date: 11/17/2025

To: Missoula Planning Board

From: Common Good Missoula

Re: Draft Unified Development Code (UDC)

Common Good Missoula continues to participate in the development of the UDC and as we learn more and exchange ideas our position evolves. The following is an update for Planning Board following the presentation and comment at the Land Use and Planning Subcommittee of City Council last week.

Remaining Issues

Issues that we raised earlier in our 11/7/25 comments include the following. Our current position is as stated here:

- *Floor Area Ratio (FAR)*: We await further information from staff about how this provision will apply and assist in developing more affordable housing suited to the neighborhood.
- *Conserving Solar and Food Production*: Providing that newly constructed housing cannot shade (even partial shading between 10 am and 4 pm from March 21 to September 21) existing solar panels or gardens (needs a definition by size and maintenance etc) given the increase in building height to 3 stories. Failing to provide such requirements risks negating a substantial investment by homeowners in renewable power systems that are entirely consistent with the City's stated goal of moving to greater renewable power sources. It also will create a barrier to homeowners accessing affordable, fresh, healthy, locally sourced food. Shading gardens will contradict the stated food security goals of the community. Applicable sections needing this restriction area Section 4.2.03-G for residential and 4.3.03-E for mixed use district building form.
- *ADUs under the UDC*: State law provides that all residential zones can have two dwelling units on any parcel (Montana Code 76-2-3040). We understand following review of the Staff responses to public comment that ADUs are now treated as one-unit construction. Our concern is that in reading the code the layperson may not understand this is so. If we wish to encourage second dwelling development (formerly ADUs) it should be clear to the reader that this is so.

The One-unit House building type is defined as:

A One-unit House is a standalone primary structure with no shared walls comprised of one dwelling unit. It has private front, side and rear yards and an entrance visible from the street.... A one-unit house building type is associated with ... tiny houses.....

There is no definition of primary in the definitions section, but would a second dwelling on a parcel be primary or secondary? Is the shared yard private? There is substantial ambiguity in this definition that confuses us and we suspect may very well confuse landowners. We urge that the definition be amended to specifically include a second,

separate dwelling. The definitions section of the code does not provide answers regarding primary or private used in this context.

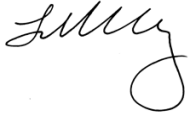
- *Non-conformity and New Units:* It is not clear that parcels with nonconforming structures can nonetheless build conforming additional housing units. Section 4.12.01-C Multiple Buildings on a site states that “the entire parcel must comply with all applicable zoning standards.” Article 4.13 deals with non-conformities but does not reference second dwellings when the first dwelling is somehow non-conforming. Nonconforming structures are not prevented from remodeling without remedying the underlying non-conformity, therefore there is no reason additional units (i.e., second dwelling units) can’t be built as long as the new construction conforms to code. Prior code barred construction of ADUs if there was any non-conformity posing an unnecessary restriction on new unit development.

While state law liberates property owners to build a second unit on their residential properties, it should be made clear that con-conformities of pre-existing structures or lots is not a bar to construction of that second unit. We note that development interests have pointed out that many lots in the residential zone of the city are 30 feet in width, less than the 40 foot minimum width of a parcel. Is it not possible to build a second dwelling on the 30 foot lot as its parcel could be determined to be non-conforming? It seems that section 4.12.01-C’s prohibition on multiple buildings unless the entire parcel is conforming would bar such a dwelling.

- *Caregiver parking:* We support the reduced requirement for parking but are concerned that caregivers may not have access to parking that will let them most efficiently serve their clients, thereby reducing the number of needs they can address. In larger developments more in the form of apartments dedicated service space could solve this issue
- *Landscaping and Activity Area:* We understand now that the landscaping area and activity area can overlap as long as the standards for both are met by the area designated as activity area. Thank you staff for this flexibility.
- *Visitable Unit Development Process:* Priority for applications including accessible units. Current policy is to advance applications with visitable units in the application queue. We request formalizing this practice in Section 4.15
- *Climate Smart Comments:* We support the approaches suggested by Climate Smart in their comments of November 7, 2025

We would again emphasize that we look forward to working with the City to craft deeper affordability and visitability incentives in Phase 2 of this planning process. The Land Use Plan identifies creation of affordability incentives as an immediate need and to work to create them. Likewise, staff has agreed that providing more visitability in new development will be addressed in Phase 2 and we are committed to developing those options to provide needed housing types in the community.

Signed,

A handwritten signature in black ink, appearing to read 'Len Broberg', with a large loop at the end of the last name.

Len Broberg
Chair
Housing Equity Action Team
Common Good Missoula

Public Comment: Opposition to UR-3 Zoning District for Aspire Subdivision Property

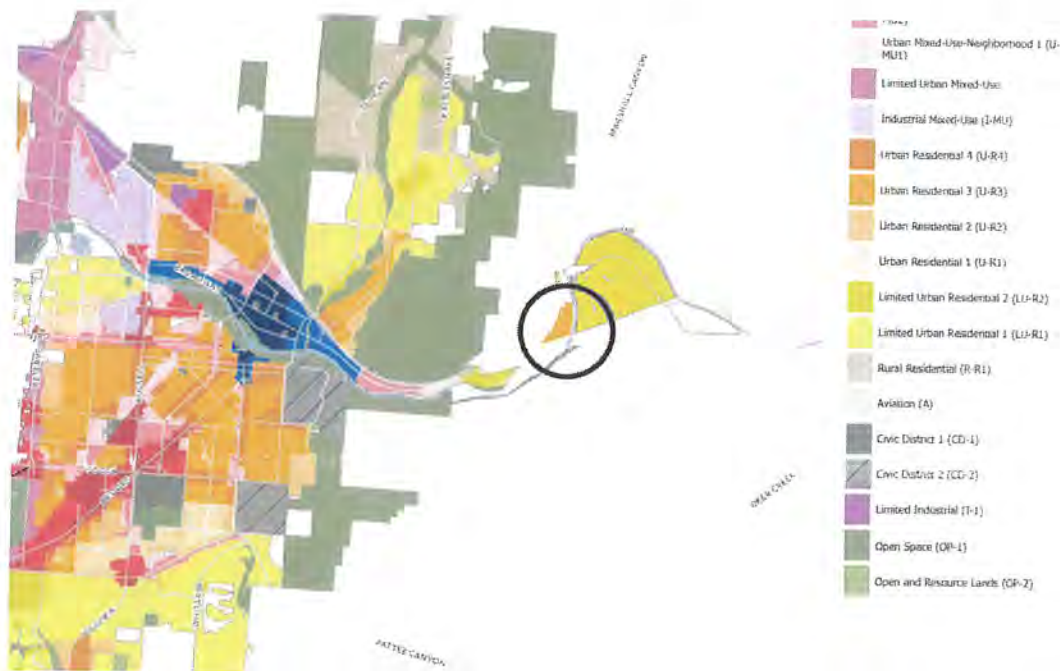
Dear Missoula City Council and Planning Staff,

As a concerned East Missoula community member, I write in strong opposition to the City's designation of UR-3 (Urban Residential 3) for the parcel that will house the Aspire Subdivision in East Missoula. The proposed U-R3 zoning is not only inappropriate and disconnected from its context, but it appears to be strategically designed to shield the City's prior illegal zoning actions from judicial review.

1. A Visual Contradiction of Planning Principles

Looking at the City's own zoning map—particularly the circled dark orange UR-3 district separated from the City core by Mount Jumbo and the Hellgate Clark Fork River corridor—one thing becomes abundantly clear:

The proposed Aspire Subdivision zoning is an island of high urban density, surrounded on three sides by low-density county neighborhoods and bordered on the fourth side by the Clark Fork River.



This is not an area of the city core. It is not well-served by transit, sidewalks, or multimodal connections. There are no alleys, no grid blocks, and there is no “service-rich” urban fabric in sight.

And yet, this UR-3 designation—the second-highest residential density in the City's new framework—has been placed here like a misplaced puzzle piece, far from where it belongs. The

bright yellow and light tan zones surrounding it (LU-R1 and LU-R2) reflect lower-density growth planning. To leapfrog Mount Jumbo and lower density zoning reflects poor planning and political maneuvering.

2. Designed to Shield an Illegal Zoning Decision from Review

The City designated the property with the UR-3 zoning district to retroactively legitimize the previously illegal RT5.4/NC-A zoning district approved by the City enabling approval of the preliminary plat for the Aspire Subdivision. That decision is currently under legal challenge, and this zoning reclassification is nothing more than a legal sleight of hand hoping to moot that appeal. Inappropriately upzoning the property to U-R3 thus violates the public's constitutional right to know and participate. The City's attempt to rezone the parcel in this manner is a transparent end-run around accountability, and a dangerous precedent for every resident who believes in fair, open governance.

3. Violates the City's Own Urban Residential Intent

According to the City's new zoning code, UR-3 districts are intended to:

- Support compact, walkable, and transit-connected neighborhoods
- Foster context-sensitive infill and redevelopment
- Exist in areas of high service accessibility and infrastructure capacity

None of this applies here. The Aspire Subdivision property is:

- Isolated on the edge of the City, far from the urban core
- Bordered by county residential lots with minimal infrastructure
- Dependent on substandard county roads like Sommers Street
- Lacking public transportation, sidewalk networks, or transit-supportive density

The City's own map shows it. The community has said it repeatedly. This area does not support high urban residential intensity—and the City's insistence otherwise undermines the entire zoning framework.

4. Violates § 76-2-304, MCA: Health, Safety, and Welfare

The UR-3 zoning district fails to meet the mandatory criteria of § 76-2-304, MCA. Among the many legal failures:

- It was not designed to secure safety from fire or other dangers
- It was not designed to promote public health or the general welfare
- It ignores transportation constraints, emergency service access, and evacuation needs

With 2,226 daily vehicle trips expected from development of the Aspire Subdivision and 90% funneled onto Sommers Street, this is a blueprint for congestion, not community. The road is

substandard, the infrastructure inadequate, and the impact on emergency services and resident safety is unacceptable and inappropriate.

5. The City's Failure to Protect the Clark Fork with Riparian Setbacks upon Annexation

Finally, I am deeply disappointed that the City has failed to adopt any riparian setbacks for residential properties abutting the Clark Fork River—including this one—and unfortunately fear that this oversight may be by design.

The Aspire Subdivision developer used annexation and the City's site-specific riparian zoning to sidestep any meaningful riparian protections that would have applied under County jurisdiction. That was a loophole—and instead of closing it, the City is now reinforcing it through this zoning decision.

The City of Missoula should and claims to be a leader in river protection. The City has the opportunity and the obligation to correct course. Respectfully, do not let this zoning map become a visual record of the City's illegitimate past zoning decisions with regard to this property.

Please reconsider the UR-3 zoning district designation for the Aspire Subdivision property.

Sincerely,

Christina Anabel
Donovan Lund

East Missoula, MT

From: [Emily Gluckin \(she/her\)](#)
To: [Emily Gluckin \(she/her\)](#)
Subject: FW: UDC is a failure
Date: Tuesday, November 18, 2025 2:12:58 PM
Attachments: [image001.png](#)
[image002.png](#)

----- Forwarded message -----

From: **Lucas Dupuis** <lucas@honearchitects.com>
Date: Tue, Nov 18, 2025 at 1:34 PM
Subject: UDC is a failure
To: CraskeB@ci.missoula.mt.us <CraskeB@ci.missoula.mt.us>, Eric Melson
<melsone@ci.missoula.mt.us>
CC: Jennifer Savage (she/her) <savagej@ci.missoula.mt.us>, Mike Nugent
<mike.nugent@bhhsmt.com>

Hello Alderpeople of Missoula.

I know most of you. Hello Betsy.

The following comments are my personal take. They do not reflect the consensus of the working group that provided feedback on the UDC over the past 3 weeks.

I'm writing to express my overwhelming disappointment with Planning's response to the development community's comments on the UDC. I won't mince words, the first draft was frankly a dumpster fire. This document was promised to us well over 6 months ago. We endured a shutdown of planning review services this fall so that planning staff could finish this thing which resulted in delays for projects in progress. The promise was a new development code that would address the archaic and encumbered title 20. The actual result is a document that fails to address the housing affordability crisis in Missoula, Does not provide adequate provisions for infill development for residential or commercial projects, layers even more bureaucratic encumbrances on new projects, arguably oversteps state law by imposing "design standards" on buildings, abuses code to guarantee funding for parks and rec, and fundamentally sends the message that Missoula does not welcome private investment in housing and commercial development. It feels like something that was slammed together from the wish lists of the inner circle of the city government and the academic proclivities of a few of the planners.

A group of us from the design and development community in Missoula submitted a concise and well considered letter outlining the many issues with the draft. The comments offered by the working group were limited to the "project killers". This was not hyperbole. These regulations kill projects. They create economically infeasible compliance requirements, and they create physically impossible scenarios for compliance. The "revised" UDC

language that came out last night fails to address these concerns. This leaves it to City Council and Planning Board to reign in these bad policies. As you know, once regulations are approved, they are much harder or impossible to amend. We need planning to be fixed in Missoula. This is not fixed. For your reference, I have listed my primary issues with the UDC below. Note that a colleague wrote these. I agree with that person 100% and so am passing the critique along verbatim. I am certain that the working group will come forward with an official response, and I encourage you to listen to us, and send the message back to the planning staff and the mayor's office that this code is unacceptable.

Thank you for your consideration.

-Lucas Dupuis

Building height was lowered in R3 and R4 zones taking away housing density, equity and affordability.

Lot width hasn't been improved from the initial proposal taking away equity and affordable housing solutions

Build to width and Build to zones have not been removed.

Transparency requirements still exist taking away equity, affordability and will contribute to higher utility bills in perpetuity.

The failures of design requirements from the past Design standards have not been removed. Street wall requirements and entrance rules still exist.

Front porches are still required on Apartment buildings

Accessory buildings are back to 3 foot setback from sideyard and 0 feet off of alley so that is a plus.

FAR still exists with minor improvements. At the MOR meeting yesterday developers mentioned that FAR still took away housing solutions and it supported efficiency and single bedroom dwellings over Missing Middle housing

solutions. I agree with that sentiment as it discourages 2-3 bedroom dwelling units that would take the place of what a single family home could provide but at a more affordable cost per unit.

Activity areas still exist and are required for 7+ dwelling units which is more restrictive than current code.

Max parking lot width to lot width proportions still exist without any acknowledgment that driving aisles and stall size dictates the width of a parking lot not the width of a lot.

Historic Preservation rules have expanded to all buildings, objects and sites in historic districts which is a massive increase in city taking of private property. No amendments were made to correct that.



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From: [Bob Giordano](#)
To: [Emily Gluckin \(she/her\)](#)
Cc: [Ross Mollenhauer](#); [Ben Weiss](#)
Subject: UDC, Manual comments, Driveways, Bob at MIST, Free Cycles
Date: Tuesday, November 18, 2025 2:13:10 PM

Hi Emily, Ross, Ben,

Here are some comments, focused on driveways:

-We need to reduce the minimum driveway width requirement down from 8.5 feet to 7 feet, or so. This will still allow easy access onto private property by motor vehicles, yet it will enhance the pedestrian walk system by narrowing the exposure of pedestrians to cars and trucks.

-The maximum driveway width should be 9 feet instead of 12 feet, for a single driveway.

-We should greatly discourage or prohibit double driveways, as that poses an increased danger to walkers, and also bikers.

-Reducing driveway widths also lowers the speed of motor vehicles when entering or exiting a driveway, and that really helps with pedestrian (and bike) safety.

-One of the leading causes of kids being hit by cars is when a child is riding a bike on a sidewalk and a driver going into or out of a driveway hits them. We can make sidewalks safer by reducing driveway widths and, thus, the speed of the vehicles using those driveways.

-Reducing driveway widths as much as possible also helps with reducing impervious surface which is good for our water system.

-We should encourage more 'ribbon' driveways, which have two tracks of firm surface, instead of one big 'slab'. There are many ribbon driveways throughout Missoula, especially in the University district. Two 'ribbons', each about 16" to 20" wide, is all that is needed for a more sustainable driveway.

-Reducing driveway widths- and thus lowering speeds- helps reduce speeds on streets in general, which increases safety for everybody, and also lowers traffic noise and dust.

-There are so many benefits to reducing driveway widths- the benefits include increased pedestrian (and bike) safety,

reduced impervious surface, more walking as it is safer and that means fewer drive trips and helps us meet mode shift goals, less heat island effect with less pavement, and reduced costs of driveway installation and maintenance which helps with affordability.

-The driveway widths should be shifted from the Code to the Manual.

Thank you very much!

Bob Giordano, Director,
Free Cycles Missoula, www.freecycles.org, 406.541.7284,
Missoula Institute for Sustainable Transportation,
www.strans.org, mist@strans.org

From: [Barbara Herndon](#)
To: [Emily Gluckin \(she/her\)](#)
Subject: Code reform for Lower Rattlesnake
Date: Tuesday, November 18, 2025 7:14:39 PM

You don't often get email from barbara.herndon@gmail.com. [Learn why this is important](#)

My neighborhood has been zoned for high density due to its approximate location to downtown. I am against this high density designation for many reasons.

We already have a crowded neighborhood with limited space between homes and lots of dogs barking, train and traffic noise. There is only two ways out in case of an emergency. Packing more people in will only increase the impact on mental health and increase the hazards of tight living. Van Buren will need to be widened causing removal of homes or yards. There is the impact to water resources and quality that high density dwelling will incur. Wild life should also be considered. It seems to me that there has to be a limit to uncontrolled city growth. Missoula has about maxed its limits to qualify as a nice place to live.

From: [Ryan Salisbury](#)
To: [Emily Cluckin \(she/her\)](#)
Cc: [Benjamin Brewer](#); [Eran Pahan](#); [Cassie Tripodi](#); [Jamie Erbacher](#); [Kate Dinemore](#); [Gary Schnell](#)
Subject: Our Missoula Code Reform Public Comment Regarding Heron's Landing Subdivision
Date: Tuesday, November 18, 2025 8:02:38 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
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[WGM_banner_d922236b-c768-40f1-b664-41d0c649805a.png](#)

Emily,

I am sending this comment on to you per the instructions on the Engage Missoula website. I don't know how the Planning Board meeting will go tonight and if it will be continued, but if it is appropriate can you please share this with the Planning Board members and eventually City Council?

On behalf of the Heron's Landing Development WGM is submitting these comments and concerns about the Our Missoula Code Reform and process and the direct impacts to the Heron's Landing development:

1. Lack of time to review the updated draft code after the design community has commented and made recommendations. There should be time to re-review the updated documents. So far, the time that has been allowed for review is not long enough and is concerning.
2. We believe, that in Heron's Landing's case, this process is essentially the removal of an existing entitlement (i.e. Special Zoning District)
 - a. Special zoning district entitlements require significant investment and time and the City is essentially taking away a previously approved entitlement
3. If you have existing entitlement approved under Title 20 you should be able to continue development as originally contemplated. We understand that there will be new zoning in place, but developers need some sort of assurance that an administrative approval or deviation would be granted for an existing development with an existing plan so projects can move forward as originally contemplated when the entitlements were originally granted. Specific examples are as follows:
 - a. Front setbacks are 11' for most of the development rather than the 15' in the proposed zoning. Most of the lots in Heron's Landing are not that deep, so the front setback was reduced to allow more flexibility in the size and placement of the building while allowing for a larger backyard by shifting the building to the front of the lot. There are some screenshots from google earth at the bottom that show how this is working thus far. I believe the rowhouses are setback 11'.
 - b. There are two sets of lots set up for a five-unit rowhouse. The proposed zoning only allows up to 4-unit rowhouses.
 - c. In the existing overlay zoning, there's a note that "attached units do not require a side-interior setback." This language would be useful to include in the new zoning to keep lots conforming as units are sold.
 - d. The minimum lot widths do not work for many of the lots including some of the single-family lots that have irregular shapes.
 - e. The cottage courts have more than the allowed number of uses. One of the cottage courts is planned to have 15 units.
 - f. There is one pinch point where the shared court width is less than 25' within a cottage court.
 - g. The FAR requirements work for the existing buildings in the development as long as the second story roof decks (in the photo below) don't count towards gross floor area. However, if you were to enclose these decks, these rowhouses and duplexes would not meet the FAR requirements. From what I can tell, a two-story rowhouse or duplex could be limited in size by the FAR and three-story unit won't work even though the building height limits would allow for a three-story building.
 - h. For cottage courts, the front property line is not adjacent to the street. It's adjacent to the common area. I can't find where this is addressed. It's not addressed in the front property line definition, but I may have missed it in another section.
4. The development community needs assurance that the street cross sections that were reviewed and approved with a preliminary plat will still be considered valid and acceptable in future phases (or extensions) of the project. The City of Missoula requires preliminary design of an entire development during preliminary plat and this is a significant effort and expense for a developer. Developer's are currently marketing and planning on the sale of units based on their original entitlements and preliminary plat.

Thank you.
Ryan





Ryan Salisbury, PE, LEED AP
Executive VP, Planning & Development
Principal Engineer

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Missoula, Montana 59802
www.wmggroup.com





Public Comment in Opposition to U-R3 Zoning for the Aspire Subdivision Property in East Missoula

To: Members of the Missoula Consolidated Planning Board

From: Kirsa Shelkey, Counsel for Ms. Lee Bridges

Date: November 18, 2025

Dear Members of the Missoula Consolidated Planning Board:

My name is Kirsa Shelkey—counsel for Ms. Lee Bridges. Ms. Bridges lives in the Aspire Subdivision neighborhood and brought the ongoing case against the City for its August 2024 approval of the Aspire Subdivision.

I know you have a packed agenda and an exhausting evening ahead of you. Tonight, you will hear from many East Missoula residents regarding their public health, safety, and welfare concerns with the development of the approved Aspire Subdivision. More than a year after the City's approval, East Missoula residents still fill the room at every opportunity. Their committed and consistent argument is that the preliminary plat for the Aspire Subdivision is a visual representation of poor planning and a bad product in the wrong place.

In terms of litigation, my client's case is currently stayed in District Court, pending the City's adoption of its new zoning framework and UDC. The City hopes that upzoning the property to U-R3 will moot my client's claims—that the City's use of an overlay zoning district to strip base zoning standards was illegal. My client feels that upzoning the property to U-R3 is an attempt by the City to shield its approval of the Aspire overlay zoning district from appeal and judicial scrutiny. The rest of my comment will outline why U-R3 is inappropriate for the property. However, I want to be clear that inappropriately upzoning a parcel removed from Missoula's City core to the second highest density allowed anywhere in the City to avoid litigation is not a good look. Such decision-making only increases the fears and anger that East Missoula residents have felt all along—that their public health and safety concerns with development of the Aspire Subdivision are not a City priority.

Tonight, on behalf of Ms. Bridges and her neighbors, I urge you to listen, to reconsider, and to recommend amendment of the U-R3 zoning district proposed by the City for the property at issue.

- I. **The preliminary plat for the Aspire Subdivision is not in compliance with: (a) the old growth policy and the property’s current base zoning (RT5.4), under which it was approved; or (b) with the new growth policy and proposed zoning (U-R3) for the property.**

Visually, the preliminary plat for the Aspire Subdivision is cramped. Lot sizes are exceptionally small. There are no alleys and no rear parking. The Developer sought 8 variances from City standards to increase density by developing large block sizes with limited parking. As a result, many driveways intersect each sidewalk limiting the walkability and pedestrian safety of the subdivision neighborhood.

Moreover, the City adopted the overlay zoning district to allow building setbacks, parking specifications, and housing types, not otherwise lawful per the parcel’s RT5.4 zoning.

My client has alleged in her complaint that the overlay is unlawful.

City Staff characterize an overlay zoning district as a flexibility tool. Applied, the “flexibility” City staff refers to is the ability to downgrade the base zoning of one specific parcel. This is an illegal use of overlay zoning pursuant to the City’s own regulations and statute.

Montana statute—§ 76-2-309, MCA—states that wherever zoning regulations enacted pursuant to the City’s zoning authority conflict, those imposing more restrictive standards govern. Both the base zoning and overlay were adopted pursuant to the City’s zoning authority. City code must comply with statute. A quick review of the City’s other overlay zoning districts indicates that the City has previously used the overlay to add restrictions to base zoning in unique neighborhoods, rather than to strip them.

Moreover, the overlay adopted is not consistent with the City’s intent for including overlay zoning districts in Missoula’s code. The purpose of an overlay, in general, is to add flexible protections for unique neighborhoods—like the Rattlesnake or Missoula’s historic downtown neighborhoods—not to allow otherwise illegitimate uses on one property. The /NC-A overlay allows housing types, building setbacks, and parking configurations that are illegal per the property’s RT5.4 base zoning.

In sum, the approved preliminary plat was previously denied by this planning board for the right reasons; the plat, given the variances granted and the illegal overlay, allow density and design that raises legitimate public safety concerns.

Upzoning the parcel to U-R3 does not make the preliminary plat for the Aspire Subdivision safe for residents. The design and density in the preliminary plat does

not meet the new standards in the proposed zoning for the property. For example, many lots within the development are less than 40-feet wide. New proposed zoning requires lot widths no less than 40 feet, unless they abut an alley. This new requirement protects pedestrian safety, consistent with the walkability goals of the new growth policy's urban residential neighborhoods. Again, the lots in the Aspire Subdivision are too narrow. There are no alleys and no rear parking. The block sizes are too big and the lot sizes are too small. The result is a sidewalk that residents and children cannot safely walk on. Each sidewalk is intersected over and over by the driveways for too tightly crammed lots. While exemptions in code will create exceptions for the Aspire Subdivision's non-conforming lot sizes, I ask the Planning Board, should they when public safety is at risk?

In sum, the preliminary plat required 8 variances and an illegal overlay zoning district to be approved. Now, the plat requires exemptions from new City standards directly related to public health and safety. The resounding conclusion is that this is a bad design. Rules should not be bent around a bad project. Instead, projects should comply with safety-related standards. The City should not grandfather in a bad project in an effort to avoid litigation, but should appropriately rezone this property and require the Aspire Subdivision to meet new applicable safety standards.

II. **The City's new growth policy and new zoning framework indicate that U-R3 is not an appropriate zoning district for the property.**

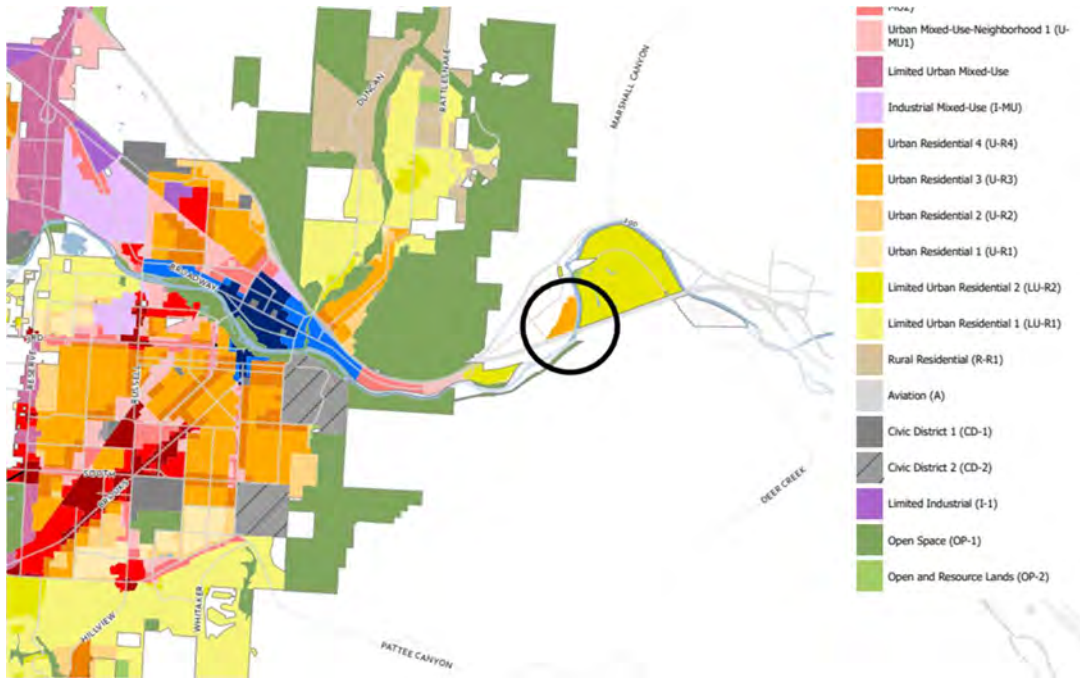
The City's new proposed zoning framework indicates that the purpose of the urban residential district (UR) designation is to: "support the City's goals for **context-sensitive development**, and **walkable**, transit-accessible, and complete neighborhoods **within or near the City core**. Moderate to high residential intensities are allowed to provide a full range of housing options in **well-connected, service-rich** environments . . ."

The City's proposed codified description of the urban residential district states that development patterns are: "multimodal in ways that are **walkable**, with development intensity supportive of public transit. Street and block patterns provide high connectivity in rectangular grids of **small to medium-sized blocks** comprised of small to medium-sized rectangular parcels. Blocks . . . **include alleys that provide rear access** to parking and garages."

The City's standards for urban residential zoning districts encourage "walkability" and: "enable context-sensitive infill and redevelopment. The U-R1, U-R2, districts support smaller scale infill and development while the U-R3 and U-R4 districts allow larger, yet still **context-sensitive** buildings." See Section 4.2.02-C. (1-3).

Looking at the City's proposed zoning map and the dark orange U-R3 zoning district (circled below) in East Missoula—separated from any other urban residential zoning by Mount Jumbo and the Hellgate Clark Fork River Corridor—one thing becomes

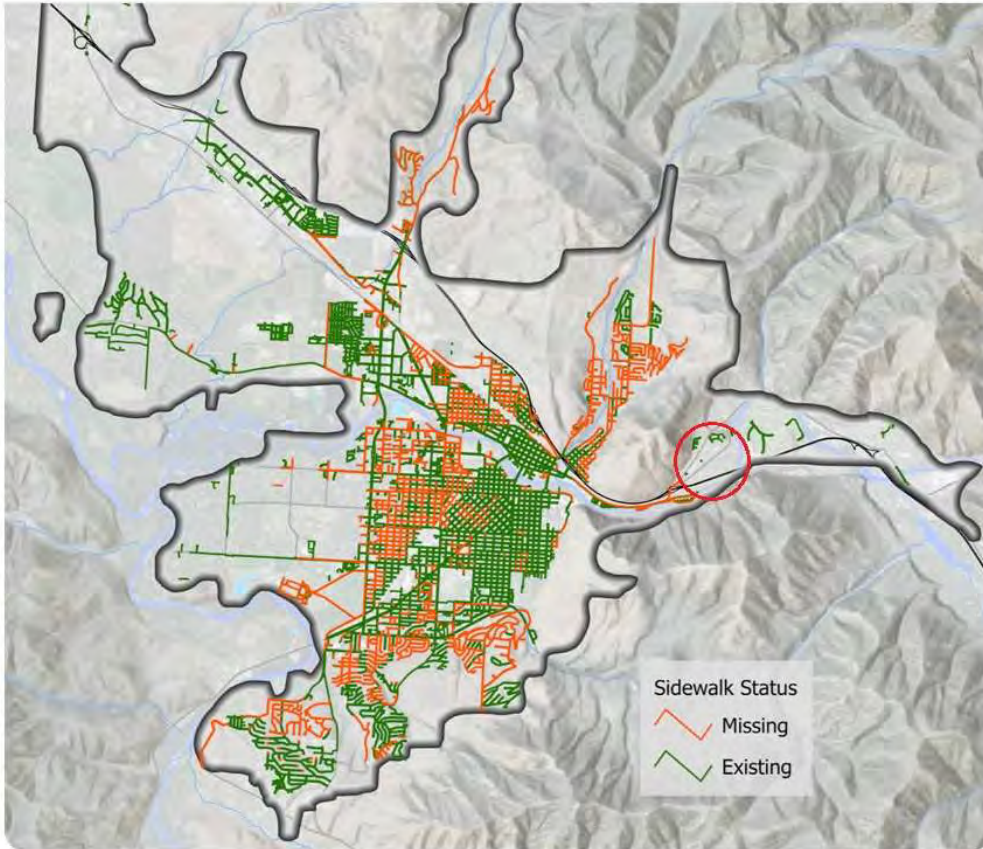
abundantly clear: the property is an island of high urban density zoning, surrounded on three sides by low-density residential county neighborhoods and bordered by the Clark Fork River.



This is not an area of the city core. It is not well-served by transit, sidewalks, or multimodal connections. There are no alleys, no grid blocks, and there is no “service-rich” urban fabric in sight.

In considering whether the City’s new urban residential district is appropriate for the property at issue, the only logical conclusion is that the City must have made a mistake; the U-R3 is clearly not appropriate for this property, based on the City’s own description of the purpose, description, and standards for a U-R3 zoning district.

The property is not within or anywhere near the City’s core. The property is located in an area with very limited infrastructure. It is surrounded by a low-density residential county neighborhood, sub-standard County roads, and significant barriers such as the Clark Fork River and the interstate. That the City considers high density U-R3 “context-sensitive” planning for this parcel is laughable. The public comment opposing this zoning district, and the former RT5.4/NC-A zoning district, evidence that this designation is not “context-sensitive.” **The entire community in which it sits opposes it.**



This interconnected approach addresses a key issue for land use planning: the need for an integrated, well-connected transportation network. By focusing on the interdependence of various transportation modes and their impact on urban design, Missoula can craft a more sustainable future. The proposed policy objective supports the creation of a cohesive framework that

Figure 22.
Map of Missing &
Existing Sidewalks

The property is not walkable, transit-accessible, or located in a service-rich, well-connected area of the City. Indeed, the developer of the Aspire Subdivision sought, and the City granted, density and variances from then-applicable code that make the Aspire Subdivision less safe from a pedestrian point-of-view. For instance, there are no alleys; large block sizes and frankly dangerous sidewalks are intersected by the many driveways that access the tightly packed subdivision lots and units.

And yet, the City has placed the U-R3 zoning district—the second densest urban residential designation for the entire City—here like a misplaced puzzle piece, far from where it belongs. Rather, the core of the City’s U-R3 zoning districts exist where one expects them—within the City’s core residential areas adjacent to downtown and the university.

3. Non-Compliance with § 76-2-304, MCA

The U-R3 zoning district, like the previous RT5.4/NC-A designation, fails to meet the criteria set forth in § 76-2-304, MCA, particularly with respect to public health, safety,

welfare, and transportation. Given revocation of \$24 million in federal funding for infrastructure improvements on HWY 200 and at its intersection with Sommers Street, and existing substandard County infrastructure connecting the property to the City of Missoula, the U-R3 district is at best inappropriate, and at worst illegal. The City's priorities with respect to this property's zoning directly contradict the standards set forth in § 76-2-304(1), MCA. Moreover, despite repeated public comments and litigation highlighting these exact concerns, the City has decided to silence opposition by legislating itself out of its previous errors and designating the property U-R3—the second highest residential density allowed in the entire City.

- III. **Comparable Zoning to RT5.4 (the Property's current base zoning) is LU-R1 and LU-R2. The property's proposed upzoning to U-R3** is comparable to RM0.5, RM1, RMH, RM1.5, B1, and B2, and not comparable to the property's current RT5.4 zoning. The bright yellow and light tan zones surrounding the property (LU-R1 and LU-R2) reflect lower-density growth planning. To leapfrog Mount Jumbo and lower density districts (more "context-sensitive" and perhaps applicable to the property) to zone the property U-R3 is not appropriate planning.

On behalf of my client, I urge the Consolidated Planning Board to reject the U-R3 zoning of the property.

Instead, the Planning Board might recommend amendment to a more appropriate and honest zoning proposal for the property—like LU-R1 and LU-R2. This property location meets the City's proposed purpose, description, and standards for a limited urban residential as outlined in the City's new proposed zoning framework. Moreover, Lu-R1 and LU-R2 are more in line with the context of the property.

Finally, there is still no riparian zoning setback for properties annexed from the County into City limits; the City did not close this loophole.

The proposed UDC nowhere includes an effort by City Staff or the City to close the loophole resulting in the fact that the preliminary plat for the Aspire Subdivision was approved with no established riparian zoning despite commitment in the new growth policy and by the City and County to protect the community asset that is the Clark Fork River.

In approving the preliminary plat for the Aspire Subdivision, the City allowed the Developer to voluntarily choose the distance development would occur from the river, resulting in development too close to the Clark Fork. This situation occurred because the developer requested the City to annex the property; the property had no site-specific City riparian zoning, because, before annexation, County riparian zoning applied—requiring a 175ft setback. By virtue of annexation, the City allowed the developer to circumvent riparian zoning setbacks that would otherwise apply.

The City should use this opportunity to close this loophole and ensure that riparian setbacks are required as part of any annexation process, especially for properties abutting the Clark Fork

River. It is imperative that the City protect our water resources and riparian ecosystems, rather than shielding the previous evasion of these essential environmental protections.

The Consolidated Planning Board should recommend an amendment to include adoption of applicable County riparian setbacks upon annexation into City limits.

Thank you for time and consideration tonight.

Sincerely,
Kirsia A. Shelkey

From: [Emily Gluckin \(she/her\)](#)
To: [Emily Gluckin \(she/her\)](#)
Subject: FW: [BoardEmail] Re: Hellgate Meadows Special District
Date: Tuesday, November 18, 2025 2:31:34 PM

From: Kathleen Snodgrass <kippie_snodgrass@hotmail.com>
Sent: Tuesday, November 18, 2025 1:53 PM
To: Benjamin Brewer <BrewerB@ci.missoula.mt.us>; Kathie Snodgrass <kathie.snodgrass@hmrna.org>; Lauren Stevens <StevensL@ci.missoula.mt.us>; Emily Gluckin (she/her) <GluckinE@ci.missoula.mt.us>
Cc: HMRNA Board <board@hmrna.org>; Cindy Thiel <ckthiel.bk@gmail.com>; Cassie Tripard <TripardC@ci.missoula.mt.us>
Subject: Re: [BoardEmail] Re: Hellgate Meadows Special District

Thanks for your response, Ben. We have postponed our HMRNA Board meeting until next week, so I will be able to attend online, and hopefully several other Board members will, as well.

We are very aware of and have read the components of the various land use plan place type designations in the plan, as presented on your website. I have commented on them using the online tool.

Our point is that there could be some very significant changes in the character of our neighborhood when Ordinance 3198 and our Hellgate Meadows design code are eliminated if our neighborhood remains in U-MU1. The conflict is not with building type or use, but with the **size** and **scale** of allowable development and buildings within the U-MU1 (urban mixed use) zoning district. U-MU1 allows much larger buildings than are currently allowed.

Our little neighborhood functions just as it was designed to 20+ years ago - a neighborly, pleasant, reasonably affordable place to live that includes single family homes, duplexes, townhomes, small apartment buildings, ADUs, and a few home-based businesses - with a small business district between us and Home Depot. Kids play, neighbors visit informally, people shovel each others' walks, and so on. We don't want to see our neighborhood disrupted in the future if a developer were to buy several lots and rip out the small-scale buildings for the purpose of constructing a large, profitable apartment or condo building. That couldn't happen under Ordinance 3198, but it certainly could under U-MU1.

We believe that our neighborhood (Hellgate Meadows), as well as the adjacent Hellgate Village neighborhood, would be better matched with the U-R2 zoning district.

U-MU1 makes sense for the larger scale apartment and condo complexes to the south and southwest of our neighborhood, but it doesn't match the scale of our neighborhood. I do wish you folks had actually visited our neighborhood before

lumping us in with those much larger scale developments. Hellgate Meadows embodies the purpose, description, and even standards overview contained within Section 4.2.02-C Urban Residential Districts, and ALREADY contains the building types, number of units per building, floor area ratio, lot size standards, building form/components, etc. of U-R2 zoning. In fact, as best I can tell, Hellgate Meadows meets these standards far better than does the Pleasant View neighborhood directly to the north of us, large parts of which are shown as U-R2 in the Draft Missoula Zoning Framework.

Please do take another look at Hellgate Meadows and let me know whether you would be willing to change the zoning district so our neighborhood will not be threatened by potential oversize development.

Kathie Snodgrass

2702 O'Shaughnessy Street

Missoula, MT 59808

406-541-8639

kippie_snodgrass@hotmail.com

November 19, 2026

Dear Members of the Missoula Planning Commission and City Council,

I am a resident of the Ben Hughes neighborhood, and I am requesting you consider the following factors and recommendations as you consider the Draft Unified Development Code.

1. Two of the stated purposes of the UDC is “(2) Protecting and promoting the public health, safety, and general welfare” and “(4) Consolidating and aligning development codes into on consistent and user-friendly structure” are not well supported by the designation of LU-R2 which allows significantly higher density zoning in relatively small areas around the city.
 - a. LU-R2 does not contribute significantly to increased housing opportunities in the city (not a stated purpose of the UDC, but is integrated into the “fair share” of additional growth concept of the zoning plan. LU-R2 creates public health, safety and welfare issues without significant consideration for evacuation analysis and necessary transportation improvements.
 - b. LU-R2 does not contribute to the purpose of item (4), rather it detracts and complicates zoning by adding an insignificant number of small areas that will complicate zoning officials work unnecessarily.

Recommendations:

Option A: Eliminate LU-R2 city-wide, including Ben Hughes and change it to LU-R1. This simplifies the code and is less impactful to the public health, safety and general welfare” while still allowing for additional housing.

Option B: Consider a new designation that maintains existing zoning in these areas. This is more consistent with “health and welfare” but does not contribute to “consistent, user-friendly” code.

2. For Ben Hughes specifically, increased density along the Clark Fork River corridor is in direct conflict with investments the city has made preserving the wildlife corridor from the University to East Missoula on both sides of the river. Additionally, the ingress and egress for the subdivision is very limited. No additional housing should be allowed in this subdivision under any zoning direction, unless and until the Highway 200 Project is approved and implemented.

Recommendations:

(A) Provide direction to prohibit additional housing in the Ben Hughes subdivision due to wildlife conservation measures and reducing human/wildlife conflicts. This is consistent with the “public health and welfare” purpose.

(B) No additional housing until the Highway 200 project is completed.

3. **Recommendation:** The UDC should directly address innovations that contribute to a more pedestrian, bike, bus friendly community. The UDC appears to constrain

parking and personal vehicle use without first providing a plan to improve the transportation infrastructure to support this shift. This is inconsistent with both Purpose (2) and (4).

Respectfully,

Jane Darnell
252 Jamie Court
Missoula, MT

308-430-2204
janed.darnell@gmail.com



5225 West Broadway | Missoula, MT 59808
www.flymissoula.com | 406-728-4381

November 19, 2025

City of Missoula
435 Ryman
Missoula, MT 59802

RE: Our Missoula 2025 Land Use Plan and City of Missoula Unified Development Code

To Whom it May Concern,

On Friday, November 14, City Planning staff provided the Missoula County Airport Authority (MCAA) with a copy of the Adoption Draft of the Airport Hazard Overlay, Division 4.5.02 of the Unified Development Code. This draft represents a significant departure from the protections established under the Wye Mullan West Comprehensive Area Plan (2005) and the Mullan Area Neighborhoods Master Plan (2020).

The timing of this release—just prior to scheduled public meetings for recommendations and approvals—leaves MCAA with limited opportunity to engage in further discussions with City Planning staff regarding safety concerns associated with residential development in the most critical air traffic hazard areas. Accordingly, MCAA is advocating for an amendment to the Adoption Draft of Division 4.5.02, as outlined in the attached materials. Our proposed language aligns with the land use restrictions and allowances currently in effect under the 2020 Mullan Area Form-Based Code. To be clear, MCAA is not seeking new restrictions or allowances; rather, we aim to maintain the existing standards for the most critical areas related to air traffic hazards.

The rationale for this request has been thoroughly documented in prior correspondence and in-person discussions with the City over many years, supported by federal regulatory guidance and research on air traffic crashes, aircraft noise, and related health impacts.¹

¹ See attached November 7, 2025 email from MCAA to City Planning staff regarding the Unified Development Code; the December 14, 2024 letter from MCAA regarding adoption of the City's 2045 Land Use Plan; and excerpts from the 2005 Wye Mullan West Comprehensive Area Plan and the 2020 Mullan Area Neighborhoods Master Plan.

Nothing has changed in the understanding of air traffic safety since the 2005 Wye Mullan and 2020 Mullan Area plans were adopted to justify reducing protections in 2025.

The significance of the City's proposal to reduce protections east of the Airport is underscored by recent airplane crashes on approach and departure at Ronald Reagan Washington National Airport and Louisville International Airport. In both cases—and in many similar incidents worldwide—mass casualties were significantly reduced because approach and departure zones were maintained as open space or light industrial areas. While ideally our community would prohibit incompatible uses such as residential development within these zones, MCAA's proposed language does not prohibit residential development. Instead, it continues the zoning framework established in the 2020 Mullan Area Neighborhoods Master Plan, which calls for slightly lower densities and clustering of development and open spaces to minimize the number of homes located in the highest-risk approach and departure areas.

Thank you for your time and attention,

A handwritten signature in blue ink that reads "Brian Ellestad". The signature is fluid and cursive, with the first name "Brian" and last name "Ellestad" clearly legible.

Brian Ellestad

Airport Director

MEMORANDUM

To: Missoula City Council and Missoula Consolidated Planning Board

From: Brian Ellestad, Airport Director, Missoula County Airport Authority

Date: November 19, 2025

RE: Our Missoula 2025 Land Use Plan and City of Missoula Unified Development Code

On behalf the Missoula County Airport Authority (MCAA), please accept the attached materials outlining proposed amendment language to the City of Missoula's Unified Development Code.

MCAA's proposed language aligns with the land use restrictions and allowances currently in effect under the 2020 Mullan Area Form-Based Code. To clarify, MCAA is not seeking new restrictions or allowances; rather, it aims to maintain what is currently in effect for the most critical areas related to air traffic hazards.

The only deviation from the existing zoning pertains to the configuration of the current shape of the EADA under the 2020 Mullan Area Form-Based Code. MCAA proposes a slight widening of the EADA to accommodate the second runway, coupled with a reduction in the length to accommodate current land uses. This current EADA will operate as the new Airport Hazard Overlay.

Proposed edits shown **in red** below correspond to changes in the Adoption Draft of the Airport Hazard Overlay, Division 4.5.02 of the Unified Development Code. The edits in Section 6 replicate, word for word, the provisions currently in effect under the 2020 Mullan Area Form-Based Code. Additionally, Figure 4.5.02-1 illustrates the proposed Airport Hazard Overlay boundary **in yellow**.

Division 4.5.02 Airport Hazard Overlay

1. Purpose

The Airport Hazard Overlay is intended to mitigate risks associated with developing near the airport runway and to mitigate the negative impact of noise from low flying aircraft on quality of life by restricting residential density and prohibiting uses that attract large groups of people.

2. Location

A map of the Airport Hazard Overlay follows: OVERLAY DISTRICTS

Figure 4.5.02-1 Airport Hazard Overlay



3. Applicability

All development within Airport Hazard Overlay shown in Figure 4.6.08-1 must comply with the requirements of this division. The Airport Hazard Overlay is not subject to the split-zoning provisions of 4.1.

4. Density Restriction

The maximum permitted residential density is four dwelling units per acre.

5. Prohibited Uses

- a. Schools;
- b. College/University;
- c. Hospitals;
- d. Health Care Facility;
- e. Day Care Center;
- f. Pre-School Center;
- g. Religious Assembly;
- h. Shelters;
- i. **Facilities for large** Entertainment and Spectator Sports **events**; and
- j. Other uses that attract large groups of people as determined by the Planning Administrator.

6. Additional Requirements

- a. Residential development (up to 4 DU/AC) within the Airport Hazard Overlay must be clustered so 50% of the Master Site Plan area within the Airport Hazard Overlay is open space or agriculture.
- b. If a Master Site Plan is partially within the Airport Hazard Overlay (more than 11%), the 4 DU/AC for the portion of the Master Plan within the Airport Hazard Overlay (minus the 11% open space) may be transferred to that portion of the Master Site Plan outside of the Airport Hazard Overlay. An additional 2 DU/AC bonus shall be granted for the amount of area transferred.
- c. If a Master Site plan is partially within the Airport Hazard Overlay (11% or more), the required Open Space shall be located on the portion of the Master Site Plan within the Airport Hazard Overlay.
- d. Open Space shall be concentrated in the western portion of the Airport Hazard Overlay closest to the runway.

ADDITIONAL REFERENCE MATERIALS

1. Excerpts from the 2005 Wye Mullan West Comprehensive Area Plan
2. Excerpts from the 2020 Mullan Area Neighborhoods Master Plan and Traditional Neighborhood Development Form-Based Code
3. December 14, 2024 letter from MCAA regarding adoption of the City's 2045 Land Use Plan
4. November 7, 2025 email from MCAA to City Planning staff regarding the Unified Development Code



WYE MULLAN WEST COMPREHENSIVE AREA PLAN

*Adopted November 16, 2005
by the Board of County Commissioners and
Missoula City Council*

A comparison of current zoning and proposed land uses helps to identify where community direction would suggest increases or decreases in commercial intensity or residential density. These “decreases” and “increases” are shown on Map 1-5: *Comparison of Current Zoning and Proposed Land Uses*. Areas where “no change” is recommended between zoning and land use are also shown. Areas where the changes between land use and current zoning can’t be compared because there is a recommended shift between commercial or industrial uses and residential uses are described as “different” on Map 1-5. The map highlights an overall goal of shifting development out of resource areas such as floodplains and into areas proximal to community facilities and services.

NEED FOR A PLAN

The need for a plan that encompasses the *Wye Mullan Plan* area is based on a number of reasons including the need to plan for future growth in the area, considering several factors: updating land use designations with an eventual goal of updating zoning to match land use; suitability and capability of the area to develop at certain intensities; land use relationships between the airport and adjacent properties; and extension of infrastructure including sewer into the area.

Planning for compatible land use around the airport is a significant element of this Plan. At the same time that comprehensive community planning occurred for the plan area the airport was engaged in its own internal master planning process. They evaluated airport operations, assessed the need for airport expansion, updated their noise study, considered operational impacts to lands outside the airport, and clarified development constraints within the Airport Influence Area. Further description of the airport planning process, the airport’s role within the development process and rationale for land uses adjacent to airport operations can be found in the Transportation section of this Plan.

PLANNING PROCESS

The community process of the *Wye Mullan Plan* began in April 1997 with a public meeting at Hellgate Elementary School. This was the first meeting in a series of three major workshops between 1997 and 1998. There were approximately 80 citizens in attendance.

A Citizens Advisory Committee (CAC) was formed by volunteers attending the April 1997 meeting. The CAC grew over time to include any interested persons. The early workshops helped to shape the primary elements of this Plan: Natural Environment, Economy, Housing, Neighborhoods and Infrastructure. The Office of Planning and Grants (OPG) worked with citizens and agencies to shape Plan vision and coordinate concepts. OPG also formed an Interagency Team (IAT) which met bi-monthly to coordinate agency involvement in the plan area. Agencies represented included, but were not limited to: Public Works, Schools, Airport, Transportation, Parks Department, Fire, Legal council, and Environmental Health.

The planning process was put on hold in 1999 and was re-started in the Fall of 2002. In September 2002 a meeting was coordinated between agencies involved in the plan area, and community meetings began again in October 2002. The first meeting introduced the community to the renewed planning effort and identified new planning issues in the plan area. A second meeting held in November 2002, focused on collecting information from the citizens regarding key planning issues and concerns as well as growth and development opportunities in the area. At this meeting, the community expressed the desire for a facilitated community workshop to look at and work more closely with staff on key elements of the Plan.

The airport's preferred alternative locates the second runway approximately 2,800 feet south and parallel to the main runway. However, location of the potential second runway and its construction is uncertain until an *Airspace Feasibility Study* and an *Environmental Assessment (EA)* are completed and aviation purpose and need are demonstrated. Consequently, predictions for when construction of the second runway would begin have varied greatly. Airport correspondence suggests construction could begin within 10 to 20 years. Airport comments on recent subdivisions state that "capacity forecasts do not indicate the construction of that runway within 20 years."¹⁰ The *2004 Draft EA* prepared by the Airport Authority acknowledges that forecasted aircraft activity does not support the need for extra capacity within the airport planning period of 20 years.

A response to the *Airport Study*, prepared by consultants for private neighboring landowners, analyzes the forecast data from the Airport's Environmental Assessment and points out that their data show that annual operational capacity is not reached within eighty to one hundred years. Need has not been fully established.

The *FAR Part 150 Study* and *Land Use Compatibility Update*, approved by the Airport Authority and the FAA, recommends land uses compatible with the airport use for land around the airport. Missoula County and City have not adopted the *Part 150 Noise Study*, but have been asked by the Airport Authority to review and adopt a revised *Airport Influence Area Resolution*. The recommendations are implemented through adoption of land use regulations and approval of development by local governing bodies consistent with the airport uses.

The airport restricts land uses within the Runway Protection Zone (RPZ) within Airport Ownership. Within the 65 dnl noise contour, which often extends outside the airport ownership, no residential development, churches, schools or similar development of noise sensitive uses should occur. Because the airport is a quasi-public agency, land use on airport property need not comply with zoning.

The airport has relied upon scatter diagrams based upon different theories for analysis of crash data. This analysis resulted in creation by the airport of areas designated as Extended Approach and Departure Areas (EADA). Models for the analysis typically draw an area off the centerline of the flight path of the runway with sub-areas of increasing safety and thus a wider range of uses, as the distance increases beyond the end of the runway. Uses that attract gatherings of large groups of people and places of public assembly are not recommended but existing development is recognized in the models of the EADA.

The area recommended by the airport as an EADA for Missoula's existing main runway is approximately 7,500 feet beyond the 2,500 feet reserved for the runway protection zone or flight path. General consideration has been given to proximity of areas to the airport ownership when making land use recommendations. Land uses closest to the east and west end of the existing main runway address expressed concern over safety and noise consistent with other models. The general recommended uses for the area to the east and west extending from the existing runway are public/quasi-public, commercial/industrial, community commercial, mixed use, and industrial. Consistent with other models, this Plan recommends uses that do not attract gatherings of large groups of people such as churches, schools, day care centers, hospitals, nursing homes, large office complexes, big box retail, and large entertainment facilities, within the EADA of the existing main runway. Existing residential development and areas zoned for residential development east of Flynn Lane are the furthest from the main runway, still within the EADA. Recommendations for land use within this area reflect the existing approved densities and should not be increased.

A decision to create an EADA for a future runway balances the need for keeping the area around the airport as free as possible for future expansion, the community need for developable land served by sewer and other urban services, the need for development to support the recent extension of those services, and the rights of private owners of neighboring lands to develop, restricted by land use regulations that protect the public health and safety from current hazards.

¹⁰ Airport comment letter for 44 Ranch Subdivision (March 29, 2005) and Chaparral Subdivision (March 31, 2005) proposals.

Land use restrictions are justified to protect the public health, safety, and welfare. While designating lands for appropriate uses in the vicinity of the airport, governing bodies considered whether land use can be restricted to protect residents against a threat to public safety 20 to 100 years in the future; whether individual land owners can be required to maintain land as a reserve for future public use; and whether the community is well served by reservation of otherwise developable land within the Urban Growth Area for a use planned far into the future. The land use recommendations adopted in this Plan recognize that the need for the future runway is speculative. Although the *Airport Environs Map* shows an EADA for a second runway consistent with the *Airport Layout Plan*, restrictions within the EADA are not recommended. Recommended land uses are for residential development at densities ranging from two to six dwelling units per acre with Parks and Open Space recommended on the east end and Cluster and Rural Residential at a density of one unit per five acres on the west end. Community Commercial and Mixed Use is recommended as well on the east end.

The south side of the airport has land in airport ownership that was purchased before the proposed second runway was moved one thousand feet to the north. The ownership of the property is important because the Airport Authority asserts that its land, if sold, may be restricted by deed to prevent land use incompatible with airport use. That land (and land to the south in private ownership) are long, narrow parcels currently zoned at a density of one dwelling unit per acre and as Light Industrial closer to the airport. Historically, this area had been recommended primarily for industrial use between the area for the existing runway and the Old Milwaukee and two dwelling units per acre for the portion to the southwest. While land owned by the airport is mostly designated as Public and Quasi-public uses, an analysis of the appropriate land uses requires a recommendation based, not upon ownership of the land, but land use capability.

Limitations to the development of that land include: part of it is outside but adjacent to the Sewer Service Area, varying topography throughout this area, limitations to further extension of a grid road system, and compatibility with adjacent land uses. Proximity to sewer lines, planned extension of England Boulevard through the property, and proximity to other land recommended for more dense development to the south and east all enhance its development capability. The proximity of property on Snowdrift Lane recommended at a density of one dwelling unit per five acres, the inability to provide north – south road connections because of having the airport on the north side and the Old Milwaukee Railroad bed on the south, establishing appropriate transitions between land uses, and preserving the rural character in this area, are all limitations to finding the land suitable for development at an urban density.

The analysis results in the land use recommendations of Residential at four dwelling units per acre directly south of the airport, and Cluster at two dwelling units per acre southwest of the airport, west of the clay hills. A potential Neighborhood Center Indicator is also shown in the area.

RAIL

The Montana Rail Link (MRL) main line is just north of Old Highway 10 West. The MRL was formed in 1987 when it assumed control of Montana's southern rail route from Burlington Northern Railroad. The MRL operates freight service on this major corridor, which connects rail traffic between Central and Southern states and the Pacific Northwest. About 18 trains per day use the main line. A branch line to the Smurfit-Stone Container Corp paper mill passes through the northwest corner of the plan area and carries one train per day.

URBAN TRANSPORTATION PLAN RECOMMENDATIONS

The *2004 Missoula Urban Transportation Plan Update* includes several transportation improvement projects or programs recommended for construction in the *Wye Mullan Plan* area through 2025. Not all of the recommended improvements will necessarily occur, due to funding limitations and urban area priorities. The *Transportation Plan Update* lists projects as "Committed," "Recommended" or "Unfunded or Illustrative" according to the following descriptions:

(Final Draft)

Missoula County & City of Missoula Mullan Area

MULLAN AREA NEIGHBORHOODS MASTER PLAN

December 10, 2020



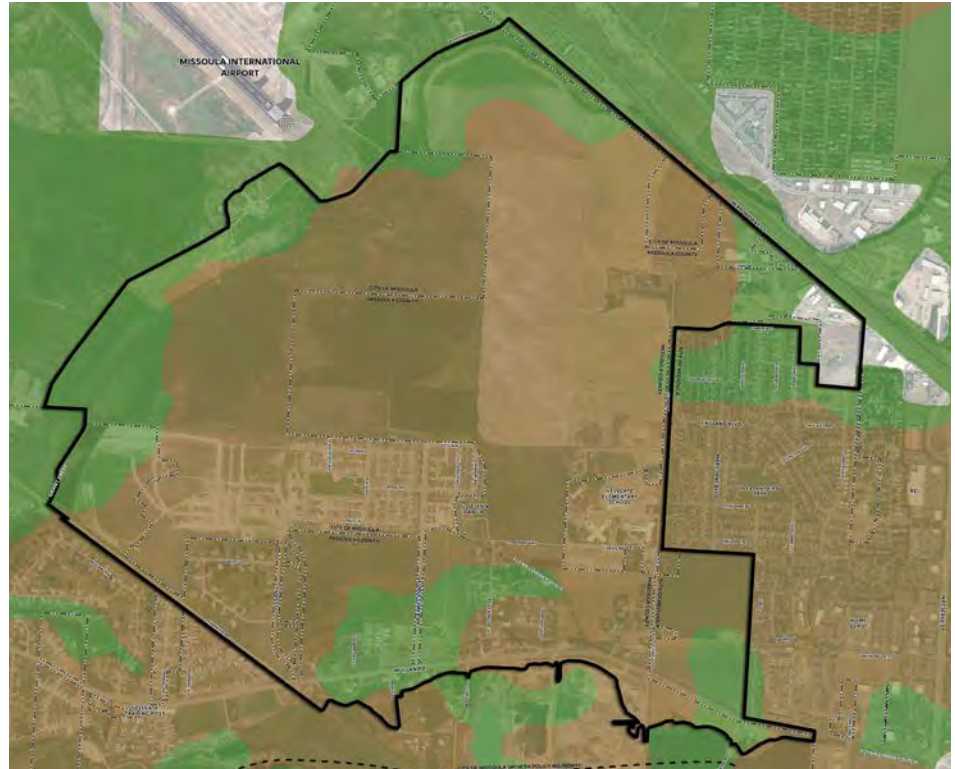
CONTEXT

SOILS OF IMPORTANCE

With irrigation, the Mullan Area can be prime farmland. Areas of working agriculture are to be maintained under the plan. Smaller community gardens and home gardening will also be permitted and promoted across the site.

LEGEND

-  City of Missoula Growth Policy Boundary
-  Focus Area
-  City of Missoula Boundary
- Land Use**
-  Farmland of Local Importance
-  Prime Farmland if Irrigated

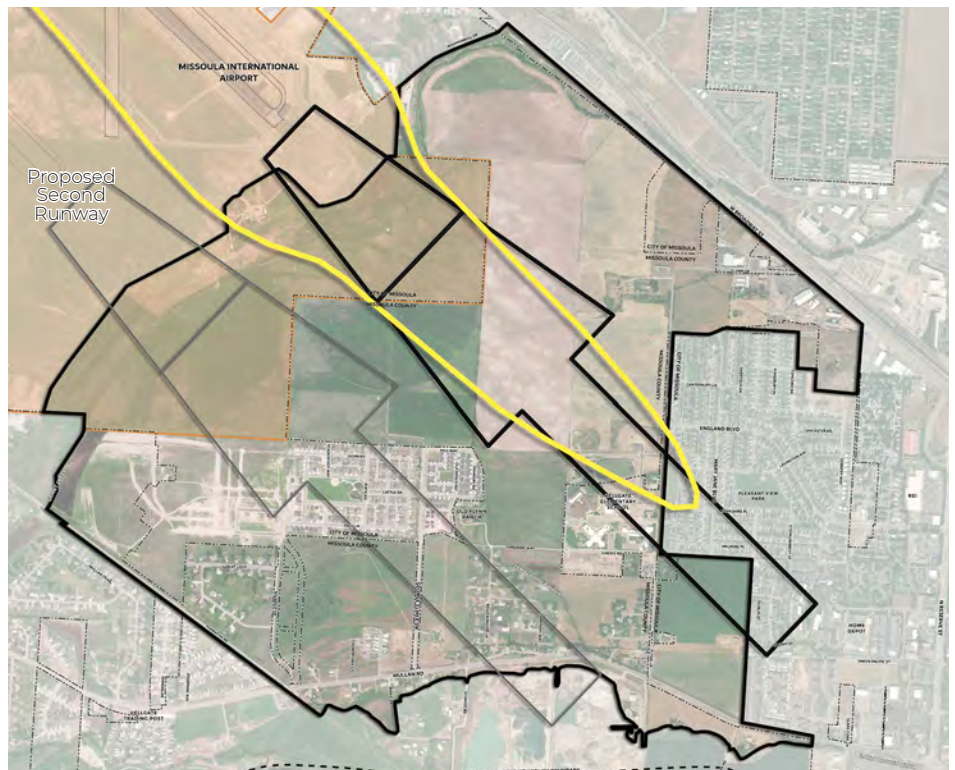


MISSOULA INTERNATIONAL AIRPORT

The Mullan Area is adjacent to the Missoula International Airport and the airport owns a large amount of land in the western portion of the site. Development and habitat creation and management within the Mullan Area should be done in coordination with the airport to mitigate negative impacts and promote safety.

LEGEND

-  City of Missoula Growth Policy Boundary
-  Focus Area
-  City of Missoula Boundary
- Airport**
-  Airport Property
-  65 dnl Contour (Existing Runway)
-  Airport Influence Area (Existing Runway)
-  Potential Airport Influence Area (Proposed Second Runway)



Missoula County & City of Missoula Mullan Area

TRADITIONAL NEIGHBORHOOD DEVELOPMENT FORM-BASED CODE

December 10, 2020

(Final Draft)



2. Suitable locations for Open Space, which may include parks, play grounds, and trails, shall be determined during the Master Site Plan process.
3. Giving due weight to the expressed preference of the applicant, the Approval Authority governing body may, in consultation with the Planning Board or the Park Board, determine whether the Open Space dedication must be a land donation, a cash donation, or a combination of both. When the Open Space requirement is satisfied using a combination of land dedication and cash donation, the amount of cash donated may not exceed the proportional amount of value in the land not covered by the land dedication.
4. Cash donation in-lieu of land dedication must be equal to the fair market value of the amount of land that would have been statutorily required to be dedicated. For the purpose of these regulations, the fair market value is the value of the land at the time of the Master Site Plan application. Fair market value must be determined by a Montana State certified general real estate appraiser
5. Unless the Approval Authority governing body determines otherwise, the following areas within a Master Site Plan will not count toward the Open Space dedication:
 - a. Hillsides over 25% slope;
 - b. Riparian resource areas associated with irrigation or roadside ditches;
 - c. Monument entry areas and central landscaped boulevards;
 - d. Stormwater retention or detention ponds that are designed to hold stormwater runoff from less than 100-year events; and
 - e. Parking areas for more than five cars and road rights-of-way that are located within the parkland, open space, or common area, unless the parking is provided for the utilization of the Open Space.

D. Agriculture Preservation Incentives

1. For the Crossroads Center Neighborhood Unit Type outside of the EADA Zone, for each percentage of the Master Site Plan area that is prime agricultural land if irrigated that is preserved (above the required Open Space), the maximum allowed allocation of T4-R shall be increased by one percent (minimum of 2 acres and maximum of 20 percent of Master Site Plan area).
2. For the Community Center Neighborhood Unit Type outside of the EADA Zone, for each percentage of the Master Site Plan area that is prime agricultural land if irrigated that is preserved (above the required Open Space), the maximum allowed allocation of T5 shall be increased by 0.5 percent (minimum of 2 acres and maximum of 20 percent of Master Site Plan area).

E. Missoula International Airport Extended Approach and Departure Area (EADA) Zone

1. The Missoula International Airport's designated Extended Approach and Departure Areas (EADA) for the existing main runway as identified at the time of this FBC's adoption is referenced on the official Neighborhood Unit Plan as the EADA Zone.
2. The following provisions apply to areas within the EADA Zone:
 - a. The minimum Residential Density does not apply and the maximum Residential Density shall be 4 DU/AC.
 - b. Residential development (up to 4 DU/AC) within the EADA Zone must be clustered so 50% of a Master Site Plan area within the EADA is open space or agriculture.
 - c. If a Master Site Plan is partially within the EADA Zone (more than 11%), the 4 DU/AC for the portion of the Master Plan within the EADA Zone (minus the 11% open space) may be transferred to that portion of the Master Site Plan outside of the EADA Zone. An additional 2 DU/AC bonus shall be granted for the amount of area transferred.

SECTION 2.2 GENERAL NEIGHBORHOOD STANDARDS

- d. If a Master Site Plan is partially within the EADA Zone (11% or more), the required Open Space shall be located on the portion of the Master Site Plan within the EADA Zone.
- e. New schools and hospitals are prohibited.
- 3. The following provisions are recommended within the EADA Zone:
 - a. Uses that attract large groups of people are discouraged.
 - b. Open Space should be concentrated in the western portion of the EADA closest to the runway, as illustrated in Figure 2-2.

- A. Figure 2.2 contains recommendations on how large, contiguous Open Spaces can be created across independently owned tracts of land.
- B. Property owners should work with adjacent property owners and the City to create the larger parks. One possibility is to require developers to build the park facilities and then be reimbursed for the construction costs, although not for the land dedication. The parks can then be dedicated to the City or maintained by an HOA.
- C. Figure 2.2 illustrates recommended locations for Civic buildings (fire station and school).
- D. Each Neighborhood Unit shall contain at least one Open Space (not a Playground) and that Open Space shall be within 800 feet of the geographic center of the Neighborhood.

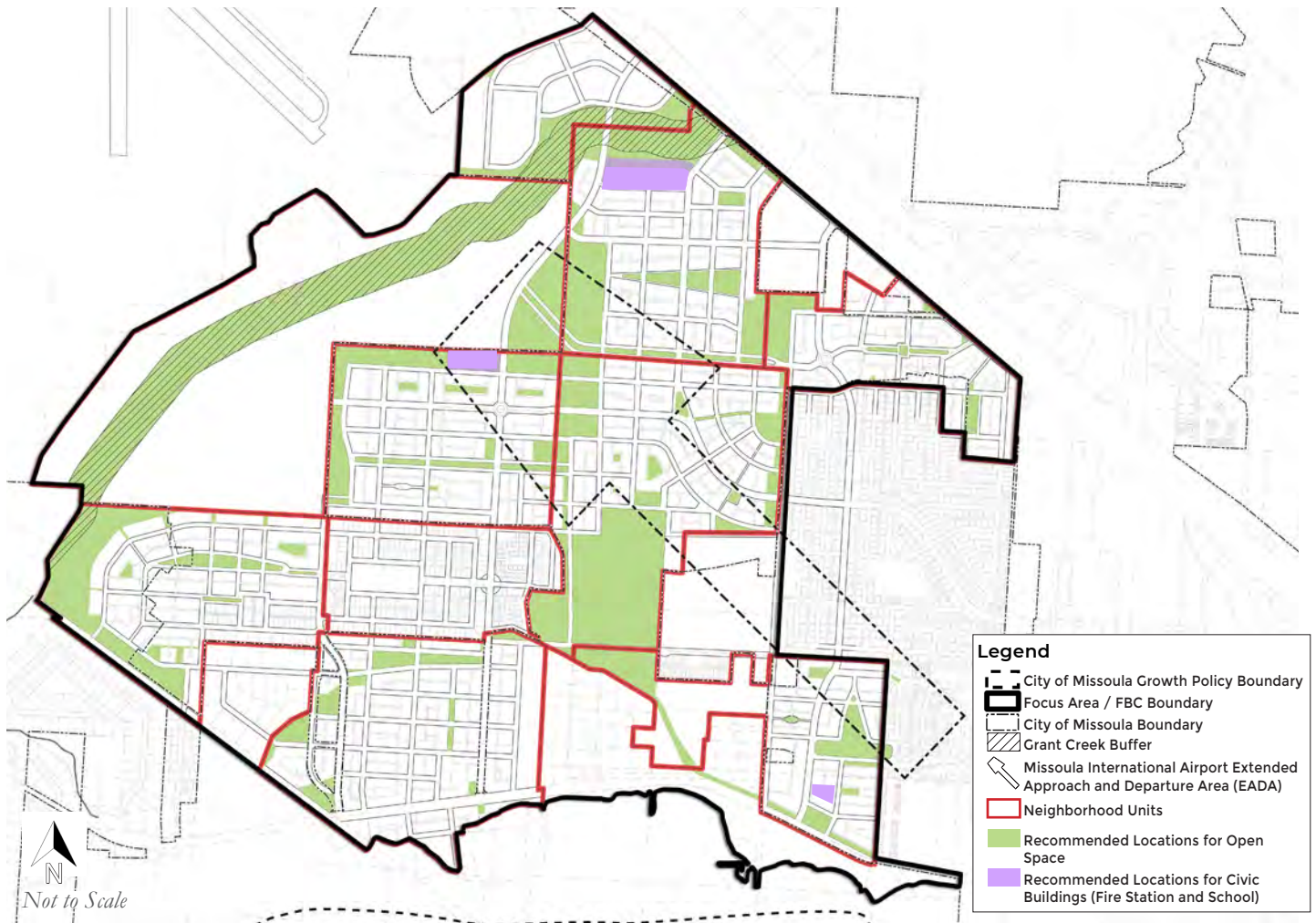



Figure 2-2: Recommended locations for Open Space and Civic buildings

Re: EXTERNAL:Agency Comment Request: Our Missoula Unified Development Code and Related Materials

From Juniper Davis <jdavis@flymissoula.com>
Date Fri 11/7/2025 4:46 PM
To Benjamin Brewer <brewerb@ci.missoula.mt.us>
Cc Brian Ellestad <bellestad@flymissoula.com>

 1 attachment (389 KB)

20241204 City Land Use Plan MCAA Comments.pdf;

Ben,

Please find attached the letter we sent regarding the land use plan adoption last year. We believe it remains relevant, as it outlines our concerns about land use compatibility adjacent to the airport—particularly regarding safety and noise impacts.

Based on our discussions with City staff and a review of the currently available materials, we would like to add the following comments to our original letter:

Airport Hazard Overlay

The Airport strongly supports the implementation of an Airport Hazard Overlay. However, the size and shape of the City's current proposal do not appear to correspond with any specific hazard boundaries we use. As such, it is difficult for us to endorse the proposed boundary as-is. We recommend adjusting the overlay to more fully incorporate the noise and crash impact areas for both the existing and future runways.

Land Use Types / Zoning Districts

The Airport supports reduced residential densities and required (not optional) clustering of residential development outside the Airport Hazard Overlay, with a focus on parks and open space within the overlay. That said, we continue to advocate for no residential development in close proximity to the Airport. Instead, we recommend industrial, commercial, open space, or park uses within the Airport Hazard Overlay.

Additional Considerations

As previously noted, we strongly encourage the City to adopt additional protective measures, including:

- Noise mitigation requirements in the building code
- Mandatory completion of FAA Notice 7460 as part of City processes
- Requirement for avigation easements with each development proposal
- Disclosure of the Airport Influence Area (AIA) and avigation easements on subdivision plats and CC&Rs
- Adoption of an Airport Affected Area pursuant to MCA 67-7-101 et seq.

We intend to continue working with City staff on these topics and will participate in all relevant public meetings to provide comment and answer questions.

Thank you for your time and consideration,

Juniper Davis



Juniper Davis

Legal Counsel
Missoula Montana Airport
5225 West Broadway, Missoula, MT 59808
406.532.8640

From: Brian Ellestad <bellestad@flymissoula.com>
Sent: Thursday, October 30, 2025 4:08 PM
To: Juniper Davis <jdavis@flymissoula.com>
Subject: FW: EXTERNAL:Agency Comment Request: Our Missoula Unified Development Code and Related Materials



Brian Ellestad, A.A.E.

Airport Director
Missoula Montana Airport
5225 West Broadway, Missoula, MT 59808
C – 406.203.6208 | P – 406.532.8652

From: Benjamin Brewer <BrewerB@ci.missoula.mt.us>
Sent: Thursday, October 30, 2025 12:55 PM
To: Benjamin Brewer <BrewerB@ci.missoula.mt.us>
Cc: Paul Filicetti <pfilicetti@ae.design>; John Newman <johnmnewman@gmail.com>; City Council (All) <ACouncil@ci.missoula.mt.us>; Eran Pehan <PehanE@ci.missoula.mt.us>; Paul Filicetti <pfilicetti@ae.design>; Andrea Davis <DavisA@ci.missoula.mt.us>; Dale Bickell <BickellD@ci.missoula.mt.us>; frankslittlefarm@gmail.com
Subject: EXTERNAL:Agency Comment Request: Our Missoula Unified Development Code and Related Materials

[THIS MESSAGE ORIGINATED FROM OUTSIDE OUR ORGANIZATION - DON'T CLICK LINKS OR ATTACHMENTS UNLESS YOU'RE SURE THE CONTENT IS SAFE]

Greetings local and regional agencies.

At the beginning of October, the City of Missoula contacted you seeking comment on the Zoning Framework that is a piece of the upcoming new code produced through the Our Missoula project. **We are now seeking comment on the full new Unified Development Code and supporting materials (Land Use Plan amendments and Standards and Specifications Manual).** The zoning framework is incorporated (without modification) into the new UDC, and still available for comment along with the rest of the new code.

For quick access, the public review draft materials for your review **are available here:**

- Unified Development Code: <https://www.engagemissoula.com/unified-development-code-udc>

- Zoning Map: <https://www.engagemissoula.com/zoning-framework>
- Standards and Specifications Manual: <https://www.engagemissoula.com/city-of-missoula-standards-and-specifications-manual-update>
- Land Use Plan Amendments: <https://www.engagemissoula.com/2025-amendments-to-the-our-missoula-2045-land-use-plan>

You are being contacted because of your agency's relationship to planning in the Missoula urban area. Please **review the attached memo** and request for comment. There are also multiple ways to learn more about the project that are listed on the [Our Missoula website](#). If you feel there is another person in your group that would be more appropriate to review these materials, please forward this message.

The full review period for this final phase of the Our Missoula project, including both the zoning framework and the new UDC and accompanying manual and related Land Use Plan amendments, will run until November 12th. **However, comments received by November 7th** are appreciated in order to be included and addressed in the staff report to the Planning Commission. Comments will continue to be received and considered by City Council throughout the adoption process starting with the November 18th Public Hearing with the Planning Commission.

Please do not hesitate to follow up with questions, comments or needed clarifications.
Many thanks, -The Our Missoula Team

Ben Brewer, Planning Supervisor
CPDI, Community Planning Division
406-552-6086 | BrewerB@ci.missoula.mt.us



5225 West Broadway | Missoula, MT 59808
www.flymissoula.com | 406-728-4381

December 4, 2024

City of Missoula
435 Ryman St.
Missoula, MT 59802

RE: City of Missoula 2045 Land Use Plan

Dear Mayor Davis and Council Chair Sherrill:

Please accept this letter as official agency comment for the City of Missoula's 2045 Land Use Plan (City's 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 restrict the use of land adjacent to or in the vicinity of the Airport to activities and purposes compatible with normal airport operations. Montana has also addressed this issue by enacting the Airport Affected Areas regulations, formerly referred to as the Airport Influence Area ("AIA"). Title 67, Chapter 7 Mont. Code Annotated. Missoula County enacted the AIA regulations in 1977, Missoula County Resolution 78-96. The Airport's obligations include reserving the right to object to land use actions as it relates to the public safety of the users of the Airport and within the AIA.

The City's Land Use Plan identifies the land use categories of "Urban Residential High" and "Urban Mixed-Use Low" directly east of Airport property, which is within the AIA, is located along the flight path of the primary commercial runway at the Airport and is within the 65 DNL sound contour established through the Federal Aviation Administration (FAA). Pursuant to guidance from the FAA, uses such as residences (especially residential uses with higher than 1-2 houses per acre), schools, hospitals, nursing homes and churches are incompatible in this proximity to the Airport.

The issues that make the land use categories in the City's Land Use Plan incompatible with the property in the vicinity of the Airport are as follows:

- The impact of aircraft noise on individuals residing directly under a runway flight path and within the 65 DNL noise contour;
- Safety issues involved with aircraft accidents along the Airport's flight path and in the runway protection zone;
- Electronic interference with aviation navigation aids within the AIA; and
- Physical and visual obstructions to safe aviation navigation within the AIA.

YOUR PASSPORT TO ANYWHERE

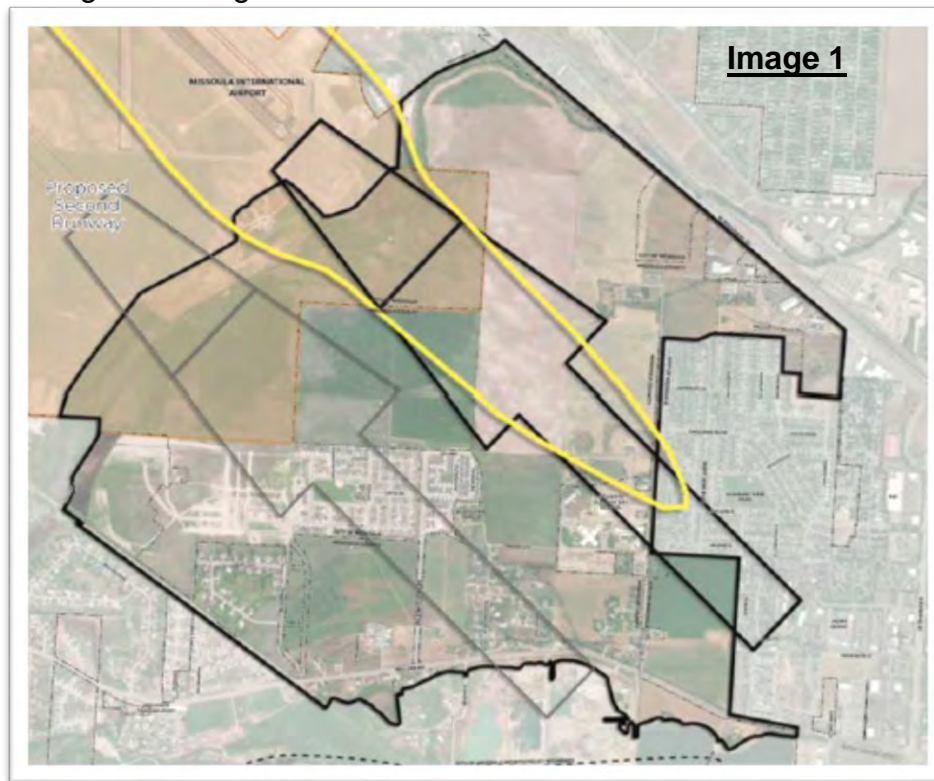
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Aircraft Noise

The FAA has adopted 65 DNL¹ as the threshold of significant noise exposure, below which residential land uses are compatible. The yellow boundary depicted on the map included below as Image 1 shows this 65 DNL contour line; this contour line extends into land use categories identified in the City's Land Use Plan as "Urban Residential High" and "Urban Mixed-Use Low", both of which envision dense residential development.

Aircraft noise significantly impacts individuals residing near airports, exposing them to higher levels of noise pollution which can lead to health issues like sleep disruption, stress, cardiovascular problems, and reduced cognitive function. Those impacts usually fall disproportionately on low-income communities and communities of color. See [Aviation Noise Impacts: State of the Science - PMC](#) for citations to studies that show these health and socio-economic impacts.

FAA funding for noise mitigation near airports is extremely limited and no funds are available for mitigation efforts to residences built within an existing 65 DNL noise contour. Permitting residences in the areas of the greatest noise impacts, particularly without zoning and building restrictions that require noise mitigation in the design/construction process, opens local governments and the development community up to public criticism and potential legal challenges.

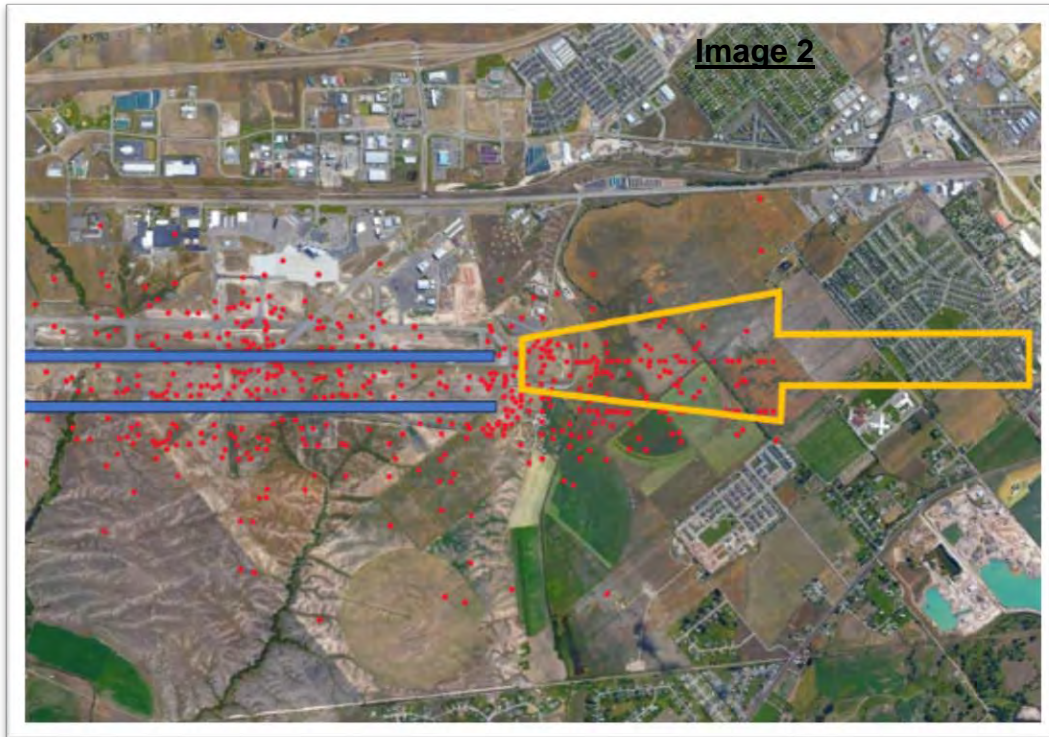


¹ The DNL65 does not refer to decibels. It is a formula that attempts to combine all the flights someone might experience over their head every day and night into one number.

Safety

The number of people concentrated in an area near an airport is the land use characteristic tied most closely to the consequences of aircraft accidents. The most direct method of reducing the potential severity of an aircraft accident to the people and property in proximity to an airport is to limit the maximum number of structures and/or people in areas close to an airport. Limiting the number of structures around the airport may also reduce the severity of an aircraft accident to passengers on board the aircraft.

Concentrated populations increase the risk of severe consequences in the event of an uncontrolled accident. The risk is even greater when the land use includes occupants with limited mobility or who need supervision or assistance in evacuating, such as hospital patients or schoolchildren. The red dots on the map included below as Image 2 depict the modeling data that was derived from 15 years of worldwide airport accident data.



Interference and Obstructions

Another important airport land use compatibility concern is the need to maintain unobstructed space for aircraft to maneuver above ground, protect navigational facilities, and protect existing and future airport capacity. Airspace can be physically obstructed by



tall structures and vegetation and visually obstructed by glare, light emissions, dust, and smoke. Additionally, land uses that can produce electronic interference should be

carefully considered. Electronic interference can affect navigational aids used by pilots during takeoff and landing.

The FAA has a system of standards and notification procedures to protect national airspace from physical obstructions. See 14 CFR Part 77. These standards are encompassed in the Airport Affected Area regulations set out in Montana Code Annotated Title 67, Chapter 7. The City of Missoula has a statutory responsibility to adopt an Airport Affected Area, and doing so would ensure the City's compliance with 14 CFR Part 77.

Summary

The current version of the City's Land Use Plan identifies the land use categories directly east of Airport property which are not compatible with the Airport. Uses such as high density residential, schools, hospitals, nursing homes and churches are incompatible in this proximity to the Airport. The Missoula County Airport Authority respectfully requests that the land use categories within the Airport Influence Area be amended to exclude such uses.

There are a variety of tools that are available to local governmental entities to influence the outcome of development on areas adjacent to airports, including but not limited to:

- Adopting zoning and land use policies that prevent incompatible uses within the AIA, in the flight path, and within the 65 DNL noise contour;
- Adopting building codes and zoning ordinances that require noise abatement measures in the building process, height restrictions, and other related restrictions; and
- Executing aviation easements for all property within the Airport Affected Area ("AAA") under local regulations implementing Title 67 Chapter 7, MCA.

We believe that the strong and consistent use of these tools must be used to ensure land use compatibility in the Airport's vicinity. The City's Land Use Plan is an important part of our community's land use policies and should reflect the very real realities of the existence of the Airport in an ever-growing valley. We remain a committed partner in planning for our community's growth and we welcome the opportunity to work collaboratively with the City to implement solutions to the concerns addressed in this letter.

We would like to continue this conversation in-person by way of additional stakeholder meetings or by providing comments during a public session. Please let us know the best

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way to ensure our concerns are addressed within the City's Land Use Plan. Thank you for the opportunity to comment on this and any future land use actions occurring adjacent to or in the vicinity of the Airport.

Respectfully,

Brian E. Ellestad

Brian Ellestad, Airport Director

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From: [Christine Everett](#)
To: [Emily Gluckin \(she/her\)](#)
Cc: [Betsy Craske](#); [Eric Melson](#)
Subject: Fwd: Comment - Unified Development Code
Date: Thursday, November 20, 2025 3:20:04 PM
Attachments: [11-11-25 Ben Hughes Association Comment Letter .docx.pdf](#)

You don't often get email from christine.reck.everett@gmail.com. [Learn why this is important](#)

----- Forwarded message -----

From: **Christine Everett** <christine.reck.everett@gmail.com>
Date: Thu, Nov 20, 2025 at 3:12 PM
Subject: Comment - Unified Development Code
To: <gluckine@c.i.missoula.mt.us>
Cc: <CraskeB@c.i.missoula.mt.us>, <melsone@c.i.missoula.mt.us>

Dear Planning Board Members:

I am a homeowner within the Ben Hughes subdivision and a member of the Ben Hughes Association Board of Directors. I am writing these comments in my personal capacity. I support the comments made by the Ben Hughes Homeowners Association Board President Larry Chase during the November 18, 2025 Public Hearing. The Board President's comments expressed that, under the current proposed zoning districts, the entire Ben Hughes neighborhood should be designated as LU-R1.

I find the designation of 86 lots as LU-R2 does not fit our subdivision. The Ben Hughes area is not similar to other areas in the City proposed as LU-R2, rather, it is much like other residential areas proposed as LU-R1. Previously, I commented requesting information as to how our neighborhood, specifically, was assessed as LU-R2. See Attachment E, List of Public Comments, comment 3200 p. 58. The written response to this comment was "Not incorporated: this comment is already addressed or in alignment with proposed materials, no change." However, I know of no place where my comment was already addressed.

Along with this letter, I am attaching and incorporating the full November 11, 2025 comment letter of the Ben Hughes Association Board of Directors. Only a portion of this letter appears to be included in the appendices provided to this Board. See Attachment E, List of Public Comments, comment 3460 p. 62. The Ben Hughes Board of Director's letter should be considered in full and I incorporate it in full with my comments.

Thank you for the opportunity to comment.

Christine Reck Everett
325 N. Easy Street
Missoula, MT 59802

cc: Ward 1 City Council Members

November 11, 2025

Ben Hughes Homeowners Association
P.O. Box 8723
Missoula, Montana 59807
benhughesassociation@gmail.com

City of Missoula
Mayor Davis
City Council Ward 1, Eric Melson, Betsy Chaske
Eran Pehan, Community Planning, Development and Innovation
435 Ryman
Missoula, Montana 59802

SENT VIA POST and EMAIL

Re: Ben Hughes Homeowners Association Comments on Draft Unified Development Code

We, the Ben Hughes Board of Directors, on behalf of the Ben Hughes Addition Homeowners Association, are writing this letter to express our views regarding the proposed rezoning of the Ben Hughes Addition. The City is proposing to rezone our neighborhood from R8 to LU-R1 (10 lots) and LU-R2 (86 lots). We find the proposed zoning not compatible with the character of our existing single-family neighborhood due to the extraordinary increase in density and the increased height of buildings.

The "Our Missoula 2045 Land Use Plan" (Appendix C Our Missoula Code Diagnostic December 16, 2024 p.41) defines compatible infill as "Buildings that are added to an existing neighborhood that fit within the established context in terms of building size, shape, and location, the relationship between the building and the street, and how people and cars access the property." The proposed zoning for the Ben Hughes Addition conflicts with the City's Land Use Plan.

The Ben Hughes Addition was approved by the Missoula Planning Board in December 1979 as a single-family subdivision with 96 lots. Most of the single-family homes in the subdivision were built in the mid to late 1980s. All lots consist of only single-family homes of no more than 2-stories in height with no mixed-use and no non-conforming uses¹. Our neighborhood is

¹ All lots are subject to Covenants recorded at Vol. 164, Page 1195-1205. These Covenants restrict structures erected upon any lot to single family dwellings for residential purposes. And no commercial or industrial use is allowed. This letter is not intended nor should it be construed, in any manner, to hinder the Ben Hughes Homeowners Association from fully enforcing these Covenants.

currently zoned R-8 which, as we understand, requires a minimum of 8,000 sq.ft. per dwelling unit and a height limitation of 30 feet. However, ADUs could be constructed as a conditional use.

If new structures are built under the proposed zoning changes, it will create a dramatic change in our neighborhood in terms of the density and character. Proposed zoning would allow for a density increase from the current 96 dwelling units to approx. 306 dwelling units and heights up to 35 ft. for LU-R1 to 40 ft. for LU-R2. Furthermore, we find the 86 lots of the Ben Hughes Addition proposed for LU-R2 to be inconsistent in character with other areas of the City which are proposed as LU-R2. Rather, the single-family residential character of the 86 lots appears similar to the single-family residential areas of the Upper Rattlesnake, Farviews and the South Hills, which are proposed for LU-R1. While visiting the areas in the City proposed as LU-R2, we found these areas to be quite different from our neighborhood as most have existing multi-unit dwellings (townhouses, duplexes, apartments, etc.), a mixture of existing uses and/or multiple ingress and egress routes.

Not only do we question the proposed zoning, but we also further find that the substantial increase in zoning density raises serious issues for our neighborhood in terms of safety (ingress and egress) access, parking and adverse effects on the unique wildland nature of our neighborhood.

Transportation Safety and Access: Access to the Ben Hughes neighborhood has only one route into the homes which are configured in a loop pattern. Based on its location between I-90 and the railroad tracks, and the Clark Fork River, this neighborhood is constrained only to the existing access route. The increased traffic from increased density would result in ingress and egress safety and congestion issues from and onto E. Broadway and would be a problem for emergency response vehicles accessing the area. In the event of wildfire, the single access point presents a potential problem, should even more residents need to evacuate quickly. Many of our neighbors have provided comments on the "Interactive Zoning Map" in relation to safety and access. They discuss, from their experience, how the current traffic, with the limited ingress and egress, is already a safety and evacuation issue which will only worsen with the proposed zoning. We incorporate their comments in this letter.

As the recent booming growth in East Missoula continues, E. Broadway has seen an increase in traffic. Due to Highway 200 Corridor funding being cancelled, the dangerous approach to the underpass near the entrance to Easy Street, the underpass itself, and on/off ramps will not be reconfigured in the near future. This is a current issue that needs to be addressed.

Parking: We have three areas of concern related to parking. First, with increased density, especially in the five cul-de-sacs within our subdivision, there would be insufficient parking.

Second, because the neighborhood is on several school bus routes, North and South Easy streets are currently plowed after snowfall. However, the cul-de-sac areas are inconsistently plowed. More intense densification and a resulting increase in parked cars would make all the streets more complicated for snow removal efforts. And, finally, public use parking due to the use of the Ben Hughes Park in the summer currently creates congestion for residents and emergency responders and this congestion would be exacerbated with increased density. Our neighbors have also expressed their views on the “Interactive Zoning Map” in terms of the current parking congestion which will also only worsen with the proposed zoning. We incorporate their comments in this letter.

Wildland Setting: The Ben Hughes subdivision is adjacent to Clark Fork River, a significant riparian zone and wildlife migration corridor with a variety of wildlife living nearby and passing through it and the Ben Hughes Park. The Park, itself, is a Conservation Land intended to preserve and enhance the natural environment. The City also recognized the need to protect riparian and wildlife corridors in this area with its recent acquisition of lands directly across the river from the Ben Hughes subdivision. Increased housing density in wildlife areas such as this one coincides with increased human/wildlife conflicts and would not be consistent with this area’s ecosystem values.

Ours is a quiet, somewhat secluded neighborhood with a variety of residents—retired folks (many of whom have lived here for several decades), young families, and individuals who value and have bought homes based on the single-family nature of the subdivision. Pride of ownership is evident throughout the area. The zoning changes would greatly change the special character of this neighborhood and fundamentally change the look and feel of the Ben Hughes subdivision.

For the reasons above, the Ben Hughes Board of Directors does not support the increased density as proposed for our neighborhood. We appreciate the opportunity to provide feedback. We invite you to come and visit our neighborhood.

Ben Hughes Homeowners Association Board of Directors:

Larry Chase, President, ph. 515-450-7853
Ann Andre, Vice-President
Adam Carroll, Secretary
Christine Everett, Treasurer
David Spildie, Member
Brittany Wiseman, Member
Julia Johnson, Member

From: [Ann Andre](#)
To: [Emily Gluckin \(she/her\)](#)
Subject: Unified Development Code & Zoning
Date: Friday, November 21, 2025 1:34:00 PM

[You don't often get email from ajandre116@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I urge the Planning Board to please strongly consider amending the Unified Development Code & Zoning Map with regard to the Ben Hughes Addition, comprised of North and South Easy streets and five cul-de-sacs within the loop. The current proposed LU-R2 designation for all but 10 of the properties does not reflect the character of this area. If adopted, it would result in significant safety, parking and environmental impacts. The designation of the 10 other properties, LU-R1, should be applied to all 96 lots in this subdivision for consistently within the neighborhood, and to be in synch with other similar Missoula areas with our unique locations.

Respectfully,
Ann Andre
227 S. Easy St.
Vice President, Ben Hughes Homeowners Association

Sent from my iPhone

From: [BenHughesHOA](#)
To: [Emily Gluckin \(she/her\)](#); [Betsy Craske](#); [Eric Melson](#)
Cc: [Dave Spildie](#); [Adam Carroll](#); [Julia Johnson](#); [Brittany Wiseman](#); [Ann Andre](#); [Chris Everett](#); [Larry Chase](#)
Subject: Request to Zone Ben Hughes Subdivision as LU-R1
Date: Friday, November 21, 2025 2:42:25 PM

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Greetings Emily, Betsy, & Eric ~

The Ben Hughes HOA Board requests that all 96 lots in the Ben Hughes subdivision be zoned under the new LU-R1 designation.

The discussion of an HOA's ability to enforce covenants to influence future development under new zoning designations must not be seen as a remedy to zoning designations that are not compatible with existing neighborhoods.

Under these conditions HOA's can attempt to enforce covenants. Of course the financial burden is borne by Homeowners to resolve conflicts created by the city's zoning designation. This is a burden shift to be avoided.

Specifically, we recommend the zoning proposed by the Planning Board and the City for the Ben Hughes subdivision be LU-R1 for all 96 lots. It's important to consider the issues related to our neighborhood in terms traffic ingress and egress along Hwy 200, parking, and our wildland nature. Additionally, the proposed zoning should be consistent with proposed zoning for other single-family residential areas in the City.

In case you decide to not change all 96 lots to LU-R1, would you please provide us with a written response that provides your reasoning for the current zoning designation of 10 lots in LU-R1 and 86 lots in LU-R2?

Sincerely,

Larry Chase – President

Ann Andre – Vice President

Chris Everett – Treasurer

Adam Carroll – Secretary

Dave Spildie

Julia Johnson

Brit Wiseman

From: [Kyle Pease](#)
 To: [Emily Cluckin \(she/her\)](#)
 Subject: Re: Residential to Industrial Rezoning?
 Date: Saturday, November 22, 2025 2:01:34 PM
 Attachments: [image.png](#)
[image.png](#)
[image.png](#)

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Hi Emily,

I'm reaching out to you as I'm troubled by the latest update from the planning board meeting regarding our area and I'm not sure how best to proceed.

This is worse than an empty gesture as it implies our neighborhood currently has industrial zoning already, which is a falsehood (we are RM2/RM2.7, image below). Additionally, it veils the reality that this rezoning would strip the residential zoning from our neighborhood, and replaces it with a zoning designed to support industrial investment.

Our neighborhood needs your help.

In the latest planning board meeting the decision was made to rename the zoning of I-MU to T-MU as a response to concerns myself and many others have.

This is worse than an empty gesture as it implies our neighborhood currently has industrial zoning already, which is a falsehood (we are RM2/RM2.7, image below).

Additionally, it veils the reality that this rezoning would strip the residential zoning from our neighborhood, and replaces it with a zoning designed to support industrial investment.

For reference, the T-MU zoning is also applied to the west Broadway industrial corridor, which includes Rangitsch Brothers, Tire-Rama, Les Schwab, etc.

Meanwhile, other RM2.7 zones such as much of the southern Franklin to Fort neighborhood are proposed to be rezoned as Urban Residential 3/4 as well as urban mixed use neighborhood. (image below)

I cannot find another instance of an RM2/2.7 neighborhood being rezoned to T-MU, such as ours.

This update directly flies in the face of the Appendix B. Our Missoula Equity in Land Use Report which details our neighborhood as "Very Suitable" under the residential suitability index, while also having a lower than median income, higher than average percent of American Indian or Alaskan Native, moderate to low educational and economic index, as well as high walkability and multi-modal access factors, these are the type of residential areas that need our city's support the most to improve equity in housing condition. (Meanwhile it seems most of the attention on revisions is being diverted to the rattlesnake...)

As already clearly identified in the Equity in Land Use Report, we need zoning here with better vision for our neighborhood (which includes the Missoula Food Bank, Empower place, many mobile home courts, as well as LIHTC housing, high density residential apartments, a school, and many multifamily buildings -with 3 more being constructed right now).

Our neighborhood already has no greenspace and traffic management issues, the currently proposed zoning would be yet another blow to the many families living here.

Copying directly from Appendix B. Our Missoula Equity in Land Use Report:

"Research shows that housing is directly linked to health and that many housing types outside of single-dwelling homes are located near high pollution commercial and industrial uses. Those excluded from high quality neighborhoods are more prone to negative health impacts." (23)

"An equitable zoning map and regulations would be supportive of providing opportunities for all households, regardless of their income, race/ethnicity, or other life circumstances, to live within walking distance of these amenities."

"Tier 4: "Very Suitable" hexagons are within a quarter mile of a commercial service area, a grocery store, a commuter trail, and a transit stop. These strict criteria show the top tier of suitability inside the core."

- **The urban mixed use neighborhood designation seems more suitable for our neighborhood, similar to the West Side neighborhoods and some of Franklin to the Fort. Maybe further splitting of the zone areas are needed for the parcels that wouldn't fit this, rather than throwing us all under T-MU.**

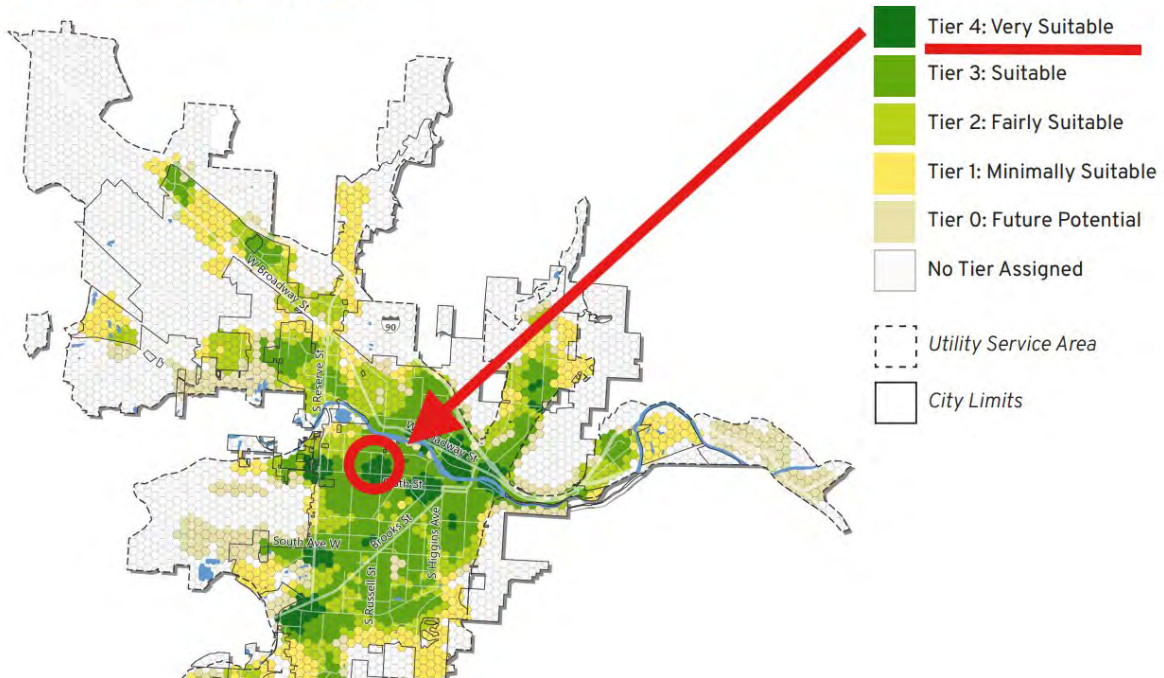
SECTION D. Summary of Updates

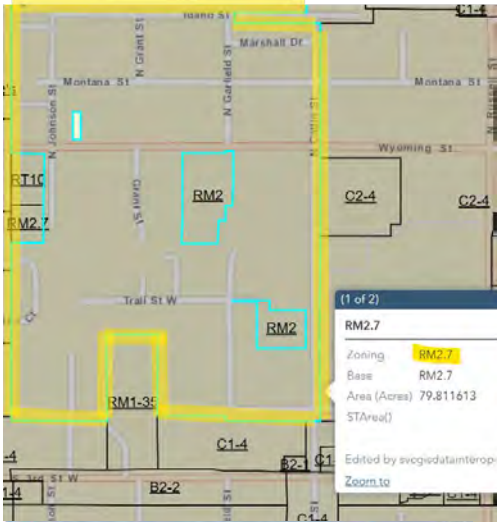
The following is a summary of the amendments to the Land Use Plan and Place Types Map:

Several updates improve clarity and consistency:

1. Comparable zoning districts are updated to align with the new UDC (Title 22). This includes the **renaming of Title 22's Industrial Mixed Use (I-MU) zoning district to Transitional Mixed Use (T-MU)** in order to clearly show its purpose in **guiding industrial areas** toward urban mixed-use development.

FIGURE 16. RESIDENTIAL SUITABILITY INDEX





From: [Emily Gluckin \(she/her\)](#)
To: [Emily Gluckin \(she/her\)](#)
Subject: FW: Proposed Zoning Chanes
Date: Monday, November 24, 2025 11:14:52 AM

From: Ann Cook <amfc167@gmail.com>
Sent: Sunday, November 23, 2025 8:13:16 AM (UTC-07:00) Mountain Time (US & Canada)
To: Mayor Staff <StaffM@ci.missoula.mt.us>
Subject: Proposed Zoning Chanes

You don't often get email from amfc167@gmail.com. [Learn why this is important](#)

Greetings Mayor Davis:

I am writing to encourage you to move with less speed toward the final approval of the new zoning plan. This plan does not have to be finalized by Dec 22, 2025. As my previous correspondence has suggested, the ability of the public to truly understand the extent of the proposed changes is subject to questions. I understand that the “engage Missoula” campaign has tried to encourage participation. But in my conversations with neighbors throughout the Lower Rattlesnake, most seem to have virtually no idea what is proposed or what it could mean. Reduced setbacks, 35-40’ building heights, multi-family dwellings could all change the character of neighborhoods in countless ways. Your earlier correspondence to me noted that the zoning will provide more certainty....the certainty will be provided to realtors and developers. But residents will live under a veil of potential hazards to which they will have no ability to respond. A recent article in the *Washington Post* underscores the challenges that could confront neighborhoods. The article involves the construction of a home and neighborhood disputes that have become acrimonious. I have included a picture of the home under discussion. It is 30’ high and 60’ long. There is nothing in the regulations proposed for our city that would prevent the construction of a home exactly like this one, a home that would undermine neighbors’ abilities to access sunlight for solar panels, reduce the value of neighboring homes, and compromise quality of life. In fact, a home exactly like this would meet proposed codes.

I do not believe that those in the planning office who have worked on the proposed zoning plan have the level of experience and the knowledge to fully understand what they are proposing. They think they are just going to increase the availability of homes. Any “progress” they achieve might well be undone by all the damage and grief that will follow.

Regards,
Ann Cook

From: [Lucas Dupuis](#)
To: [Emily Gluckin \(she/her\)](#)
Cc: pds@missoulacounty.us
Subject: Feedback on UDC Revisions
Date: Monday, November 24, 2025 11:24:55 AM
Attachments: [image001.png](#)
[image002.png](#)

The following comments are in response to the revised UDC that was put before Planning board on November 18th and November 20th. They are specifically with consideration to the coordinated comments offered to Planning by the development community. The comments were limited to the “project killers”. This was not hyperbole. These regulations kill projects. They create economically infeasible compliance requirements, and they create physically impossible scenarios for compliance. The “revised” UDC language fails to address these concerns and as passed to Planning Board/ Council for approval, fails to address the housing affordability crisis in Missoula, does not provide adequate provisions for infill development for residential or commercial projects, layers even more bureaucratic encumbrances on new projects, arguably oversteps state law by imposing “design standards” on buildings, abuses code to guarantee funding for parks and rec, and fundamentally sends the message that Missoula does not welcome private investment in housing and commercial development. Others from that working group have offered the same, or more detailed feedback. In short, I support, as others have suggested, that a stripped-down version of the UDC be adopted as it is much easier to add regulations than remove them. This will allow time for additional feedback from the development community and public to introduce well considered revisions that address the major issues with the UDC.

Building height was lowered in R3 and R4 zones taking away housing density, equity and affordability.

Lot widths still exist in suburban zones. This does not encourage the development of a variety of housing types in greenfield development.

Build to width and Build to zones have not been removed.

Generally, landscaping requirements are excessive, ranging from activity areas to street frontage. There is considerable pushback on this issue from the development community.

Transparency requirements still exist. These regulations are questionably legal per state law. They also blindingly increase expense for construction and operations for new buildings and conflict with energy conservation practices. Planning should not dictate design.

The failures of design requirements from the past Design standards have not been removed. Street wall requirements and entrance rules still exist. These are questionably legal per state law.

FAR still exists with minor improvements. It discourages 2-3 bedroom dwelling units that would take the place of what a single family home could provide but at a more affordable cost per unit.

Activity areas still exist and are required for 7+ dwelling units which is more restrictive than current code. Activity areas and Landscaping requirements, particularly in the high density areas, seem to ignore the pattern where public spaces serve these purposes.

Max parking lot width to lot width proportions still exist without any acknowledgment that driving aisles and stall size dictates the width of a parking lot not the width of a lot.

Historic Preservation rules have expanded to all buildings, objects and sites in historic districts which is a massive

increase in city taking of private property. No amendments were made to correct that. The C1 district should be eliminated from the UDC.



LUCAS DUPUIS

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Web. WWW.HONEARCHITECTS.COM



November 23, 2025

Missoula Mayor's Office
Missoula City Council
435 Ryman Street
Missoula, MT 59802

Dear Mayor Davis, Missoula City Council Members and CPDI Director Pehan,

It is with deep concern that I am writing to each of you about the 2045 Our Missoula Plan and the accompanying 2025 zoning map and code reform under consideration now. Please view this photo and ask yourselves is this the type of construction that we want to encourage in our beloved Missoula neighborhoods? I am a long-time resident of the Lower Rattlesnake neighborhood and the scenario presented in this photo could be a reality for our neighborhood under the proposed City of Missoula zoning and code reform. PLEASE LET'S NOT MAKE THIS THE REALITY OF THE FUTURE for this iconic historic neighborhood nestled in the beautiful wildland urban interface of the Rattlesnake Valley. My comments here speak to the Lower Rattlesnake neighborhood because this is the area I know and love.



Photo from Washington Post Article 11/22/25

Although I understand the need for the City of Missoula to come up with a thoughtful and reasonable growth plan, to me the existing planning effort does not meet this mark. Instead, the adopted approach is one that Missoula has to accommodate growth at all cost. And this cost is big. The 2045 Our Missoula plan emphasis on 'housing equity' in all neighborhoods ensures that we will significantly modify the character and livability of our beloved neighborhoods. Many people have been drawn to Missoula for the natural environment that our city is embedded within and the accompanying quality of living and recreational opportunities. The Rattlesnake is unique when compared with other neighborhoods in Missoula with a mountain stream running its length, the narrow valley with wall to wall tree cover and wildlife corridors connecting to adjacent wildland areas on the edges. It is an area characterized by its wildland urban character. And now through the wisdom of City of Missoula elected officials and paid staff we are going to forever shift the Lower Rattlesnake Neighborhood to be an urban high density residential area – really?!? This doesn't make sense on so many levels. We

are destroying the very qualities that has made Missoula such a great place to live. I realize that this is viewed through my lens and one that values a balance between human impacts and natural values of the earth that sustains us.

First and foremost, the transportation system in the valley is clearly inadequate to handle the proposed increase in housing density and accompanying increase in traffic. Impacts to daily traffic flow and public safety in case of evacuation is of grave concern. It is well known that there are only two routes in and out of the Rattlesnake, one often blocked by the numerous trains going through Missoula every day. Under current circumstances traffic is routinely backed up on both Van Buren and Duncan with significant wait times to just get out on to Van Buren from neighborhood side streets. Prior to implementation of any zoning change for the Lower Rattlesnake the city needs to conduct a detailed traffic impact study (with data collection) for the entire Rattlesnake and make this information available for public review BEFORE decisions are made. I understand that city officials have signed off on the 2045 plan and that the city's apparent view is that traffic increases associated with the proposed zoning density increases are not a concern in the Rattlesnake. Easily observed current traffic patterns in the neighborhood and the significant existing traffic bottleneck in the Lower Rattlesnake do not support this call. Of utmost concern is the safety of all Rattlesnake residents should a valley wide evacuation be required at some point in the future.

The plan's emphasis on walkability, using public transportation and bicycles, and getting people out of cars, although laudable, is flawed for the Lower Rattlesnake Neighborhood. We live in a winter climate from November to April, in a neighborhood with minimal plowing on side streets resulting in treacherous conditions for walking and riding bikes, especially for an aging population. The limited public transportation options in the Rattlesnake make it difficult for residents to routinely consider this an option for getting to and from work, school, daycare, medical appointments and grocery shopping.

It is important for the City to evaluate, acknowledge and communicate the costs up front for the necessary infrastructure and impacts to existing infrastructure in order to implement the zoning change (city water, sewer, streets, sidewalks, parking and so on). It is clear that the developers will not pay the full cost of needed infrastructure at a neighborhood level. It is not fair to burden the tax payer further to make these improvements happen, especially after the exponential increase in property taxes over the past few years. Missoula is quickly becoming unaffordable to almost EVERYONE!

In hindsight, the City of Missoula could have conducted a much more inclusive and robust planning process at the onset. The public engagement report for the 2045 land use plan shows that public participation in terms of numbers of individuals and substantive comments received was very limited (in terms of the overall population of Missoula). There was a heavy reliance on using the Engage Missoula website and neighborhood councils to get the word out, yet at least in our neighborhood there was very little communication between the council and the neighborhood itself. For myself I have only learned more recently about the website and the important role of neighborhood councils. It appears that most residents in the Lower Rattlesnake did not know about the 2045 Land Use Plan until after it was approved by the City Council in late 2024 or even more recently with the Oct 1 zoning framework postcard mailed to every household. The entire engagement process would have benefited from more transparency and more effective ways of communicating with the residents of

Missoula, especially given the gravity of what is proposed. A postcard to every household at the beginning of the process would have gone a long way to setting things up for a more open process.

Unfortunately like many things in our country our local land use planning and zoning has become a polarized issue, really no different from what is playing out on a larger scale. It seems that a small group of individuals in city government supported by a small percentage of residents has crafted a plan and proposal that they think is the best and most equitable way to address the challenge of growth in Missoula. When others of us learn about this effort, late in the process, we are deemed the 'bad guys' for not wanting so much change in our neighborhood. In reaching out to a city elected official with my concerns earlier this fall, I encountered a situation where my view point was challenged and not welcomed. In this conversation, I was informed that the land use plan and the proposed zoning are going to happen and that this is a very good thing for Missoula - implying that I should get on board. This whole situation has me deeply disappointed in the governance of Missoula, a place that I have called home for nearly forty years. Honestly, I would have expected much more from City leaders in terms of a comprehensive, balanced and inclusive planning effort that honors and addresses all viewpoints, not just those of a few.

There is no doubt that we are at a challenging crux point in our world and in our Missoula Community. It is sad that as humans it just seems that we need to develop and utilize every last little piece of land to the maximum in service to humanity instead of living in harmony with the natural world that sustains us. I am pretty convinced that the proposed zoning and code reform about to be adopted in Missoula will result in a dramatic decrease in the quality of life here – more noise, more traffic, more people living on top of each other, more parked cars on city streets, less connection with nature and the earth, less ease of getting around, less connection with neighbors and much more. Perhaps this is just late-stage humanity on earth – where we are systematically destroying what we have been given. I would have hoped that Missoula would have had a much more balanced and creative vision for solving the challenges facing our world and community rather than a focus on *more*.

As a final request, please keep the character of the entire Lower Rattlesnake Neighborhood intact, at least for now. Presently the portion of our neighborhood west of Rattlesnake Creek has proposed zoning of Limited Urban and the east side of the creek as High Density Urban. PLEASE make the entire Lower Rattlesnake neighborhood Limited Urban to keep the continuity and character of the wildland-urban interface environment in the Rattlesnake Valley. And until such time that adequate impact studies can be conducted and completed for traffic and safety in the valley and additional infrastructure needs.

In closing, I would like to point out that the Lower Rattlesnake neighborhood has already contributed significantly to increased housing density via the addition of ADUs throughout much of the neighborhood. To further increase the building footprints and heights as the new zoning proposes would forever alter the very character and livable nature of this beloved neighborhood.

Please choose and lead wisely on this delicate issue. It is feeling like 'power of a few' over the masses. Thank you for consideration of my input.

Angie Evenden

From: [Emily Gluckin \(she/her\)](#)
To: [Emily Gluckin \(she/her\)](#)
Subject: FW: Public Comment
Date: Monday, November 24, 2025 4:45:00 PM

From: Paul Gazzo <pvgdvg@yahoo.com>
Sent: Monday, November 24, 2025 3:40 PM
To: Emily Gluckin (she/her) <GluckinE@ci.missoula.mt.us>
Subject: Re: Public Comment

Hi Emily,
I'll try to summarize my comments below. Thanks, Paul Gazzo

To the Planning Board and City Council of Missoula.
As a resident of Missoula for almost 40 years I am saddened by the changes I am seeing take place that is changing the personality of Missoula. I know that times change and Missoula and Montana are growing rapidly. I also am very aware of the fact that the cost of living has increased to the point of unaffordability for many in Missoula. With this in mind I am writing to ask that you make some changes to the proposed new zoning plan.

I live in a working class neighborhood of one story, small, homes. Within the last year there has been 1 remodel, 3 knock down/rebuilds, and as of this fall I am now looking at a large two story ADU behind me that totally destroyed my view of the Rattlesnake Mountains.

As I understand it you are proposing to rezone my neighborhood to U-R3. That would let a contractor build a 3 story apartment building in my neighborhood. This totally does not fit my neighborhood and will just create tension in my neighborhood. The way the new zoning is proposed I could wake up to a 3 story wall next to my house at any time if this goes thru.

I realize this is a hard decision for all and do not want to be a NIMBY that refuses any change but I think 3 story buildings in my neighborhood is wrong. I can accept infill that is appropriate for a neighborhoods character but not a wholesale change of a neighborhood. I have a feeling you are receiving a lot of comments that are similar to mine. I know this is a very hard decision for all of you but please make this a measured change that we all might not be happy with but can accept.

Thank You, Paul Gazzo 330 West Central Ave. Missoula, MT 59801

From: [Kyle Pease](#)
 To: [Benjamin Brewer](#); [Marc Hendrickson](#); [Cassie Tripard](#); [Emily Gluckin \(she/her\)](#)
 Subject: Re: Questions in Proposed Zoning Map
 Date: Monday, November 24, 2025 4:18:14 PM
 Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[Residential Suitability Index.png](#)
[Zoning Comparison SE River Road RM2.7.png](#)
[Summary of Updates.png](#)

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Hi Ben,

I see the I-MU zone was renamed to T-MU, however its still effectively the same zoning just a different name, which doesn't help residential here.

This neighborhood was distinctly listed as the highest tier on the residential suitability index, while also having below median income, as well as numerous other supporting factors under [Appendix B, Our Missoula Equity in Land Use Report](#) as a key residential area in the city.

I took a close look at other RM2/2.7 areas and see that they are either moving to Urban Residential or Urban Residential Mixed Use, which seems much more appropriate.

Maybe further splitting of the zone areas are needed for the parcels that wouldn't fit this, rather than throwing us all under T-MU.

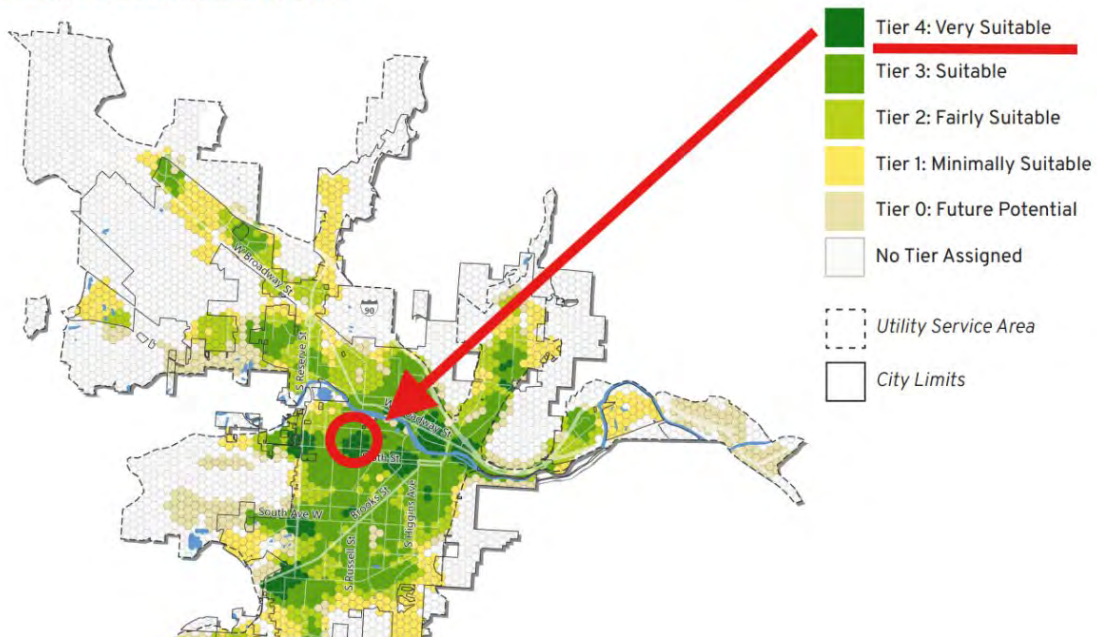
The only other area that has T-MU is the West Broadway industrial corridor, which includes Rangitsch Brothers, Tire-Rama, Les Schwab, etc, its not at all comparable as a residential area to the SE quadrant of River Road.

Here have commuter trails, Missoula Food Bank, Empower place, many mobile home courts, LIHTC housing, high density residential apartments, a school, and many multifamily buildings -with 3 more being constructed right now.

Our neighborhood really needs your attention, consideration, and vision for the future the way the Equity in Land Use Report outlined.

Sorry to be a pain, but it does affect the future of many families living here, mine included. We are trying to get a park in our zone as well as traffic calming, these kinds of things will be harder if the zoning doesn't directly support residential and we end up with more warehouses blighting the area.

FIGURE 16. RESIDENTIAL SUITABILITY INDEX

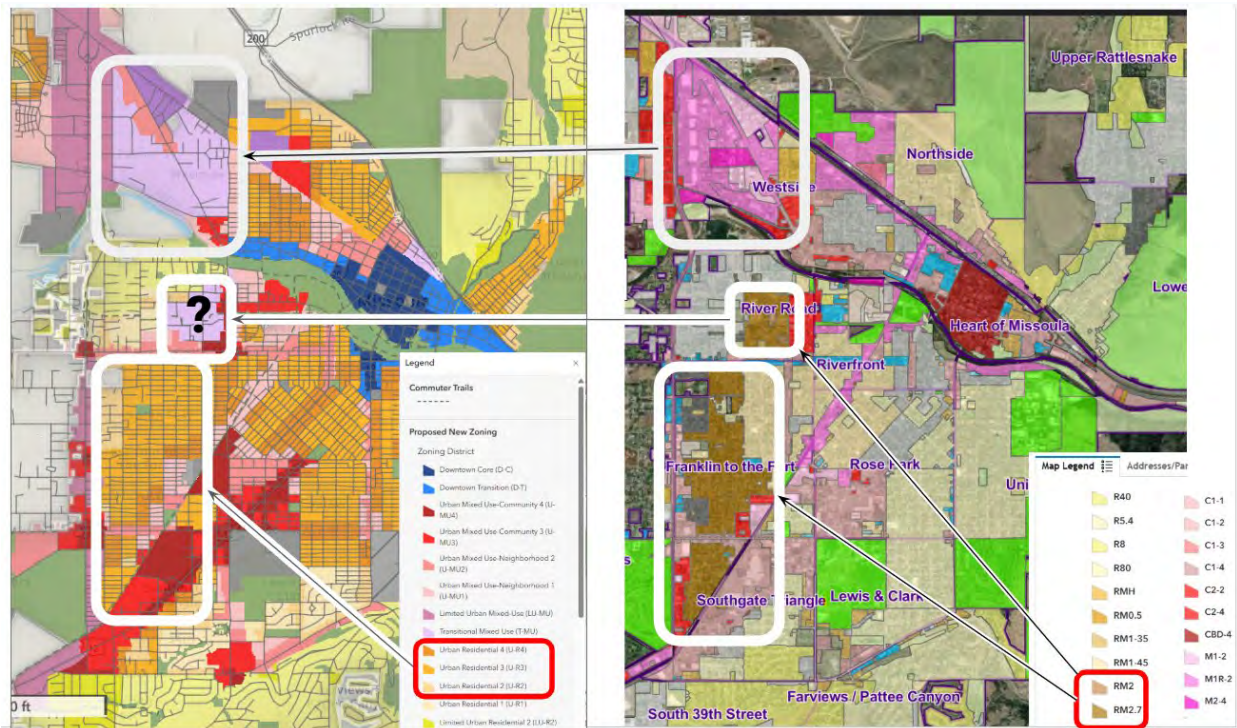


SECTION D. Summary of Updates

The following is a summary of the amendments to the Land Use Plan and Place Types Map:

Several updates improve clarity and consistency:

1. Comparable zoning districts are updated to align with the new UDC (Title 22). This includes the **renaming of Title 22's Industrial Mixed Use (I-MU) zoning district to Transitional Mixed Use (T-MU)** in order to clearly show its purpose in **guiding industrial areas** toward urban mixed-use development.



On Mon, Oct 27, 2025 at 1:12 PM Kyle Pease <kp837@nau.edu> wrote:
 Are there proponents of the residential to industrial zoning, or was this proposal simply an idea due to parcel geometry as Marc pointed out?
 Is there a timeframe for finalizing?
 Thanks for your consideration Ben.

On Fri, Oct 24, 2025, 2:41 PM Benjamin Brewer <BrewerB@ci.missoula.mt.us> wrote:

Hi Kyle

Thank you for sharing your concerns, we will consider your comments as we finalize the zoning map.

Regards, -Ben

Ben Brewer, Planning Supervisor

CPDI, Community Planning Division

406-552-6086 | BrewerB@ci.missoula.mt.us

From: Kyle Pease <kp837@nau.edu>

Sent: Friday, October 24, 2025 11:13 AM

To: Marc Hendrickson <HendricksonM@ci.missoula.mt.us>

Cc: Benjamin Brewer <BrewerB@ci.missoula.mt.us>; Cassie Tripard <TripardC@ci.missoula.mt.us>; Emily Gluckin (she/her) <GluckinE@ci.missoula.mt.us>

Subject: Re: Questions in Proposed Zoning Map

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Thanks for clarifying that Marc.

As I understand, the proposed I-MU in this area specifically was a nod towards the existing businesses here.

However that proposed designation doesn't take into consideration that this is an area predominated by a high density of primarily lower income residents.

I estimate there to be ~2,000 residents living in this boundary, as it encompasses Wolf Glen Apartments, Catlin Mobile Home Courts, Garden District MHA/LIHTC Apartments, Silver Crest Senior Living, Corso Apartments, Trail Street Apartments, among many others.

Is there a more equitable zoning that can be applied?

On Thu, Oct 23, 2025 at 9:36 AM Marc Hendrickson <HendricksonM@ci.missoula.mt.us> wrote:

Morning Kyle,

All MIR areas are not being proposed to being updated to I-MU zoning. The new proposed zoning is based on the adopted Place Types in the [Our Missoula 2045 Land Use Plan](#).

We applied I-MU to areas with adopted Place Types of Urban Mixed-Use High and Urban Mixed-Use Low that are currently transitioning to a more urban environment but do not currently have existing compact grid block patterns or infrastructure to support full mixed-use development.

If you have other questions regarding this, please reach out to the project team. I have included Cassie Tripard and Benjamin Brewer in this email.

Thanks,

Marc Hendrickson [He/Him] Associate Planner with GIS Focus
Community Planning, Development & Innovation
Community Planning Division
(406)552-6051 | HendricksonM@ci.missoula.mt.us

From: Kyle Pease <kp837@nau.edu>
Sent: Wednesday, October 22, 2025 12:38 PM
To: Marc Hendrickson <HendricksonM@ci.missoula.mt.us>
Cc: Emily Gluckin (she/her) <GluckinE@ci.missoula.mt.us>
Subject: Re: Questions in Proposed Zoning Map

Hi Marc,

As I understand MIR is being updated to I-MU as a general rule, however our neighborhood is R2/R2.7 currently, so this would be an exception to that general rule.

Is there a reason for this exception?

On Tue, Oct 21, 2025, 9:32 AM Marc Hendrickson <HendricksonM@ci.missoula.mt.us> wrote:

Morning Kyle,

I am reaching out to answer some questions regarding the [Proposed Zoning Map](#) for the City of Missoula. Below is a question you asked us to clarify:

- *Will this zoning limit opportunities or negatively impact the residents who live here? (this area's proposed zoning is I-MU)*
 - The Industrial Mixed-Use designation is not intended to be a classic industrial only designation. The intention behind mimics what is currently the MIR district, which allows small scale, limited industrial alongside mixed-use residential development. For more information on what this district allows please visit the Use Table at the end of the Zoning Framework and more detail and information will be available with the release of the full Unified Development Code at the end of this month.

Thank you for your interest in the zoning code, all your comments will be passed on to City Leadership and your elected officials for consideration.

Please feel free to contact me or the project team for more information or leave more public comments.

Marc Hendrickson [He/Him] Associate Planner with GIS Focus
Community Planning, Development & Innovation
Community Planning Division
(406)552-6051 | HendricksonM@ci.missoula.mt.us

From: [David Gray](#)
To: [Planning, Development and Sustainability](#)
Subject: Uniform Development Code - Comments
Date: Thursday, November 20, 2025 4:29:24 PM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[Design Community Letter.pdf](#)

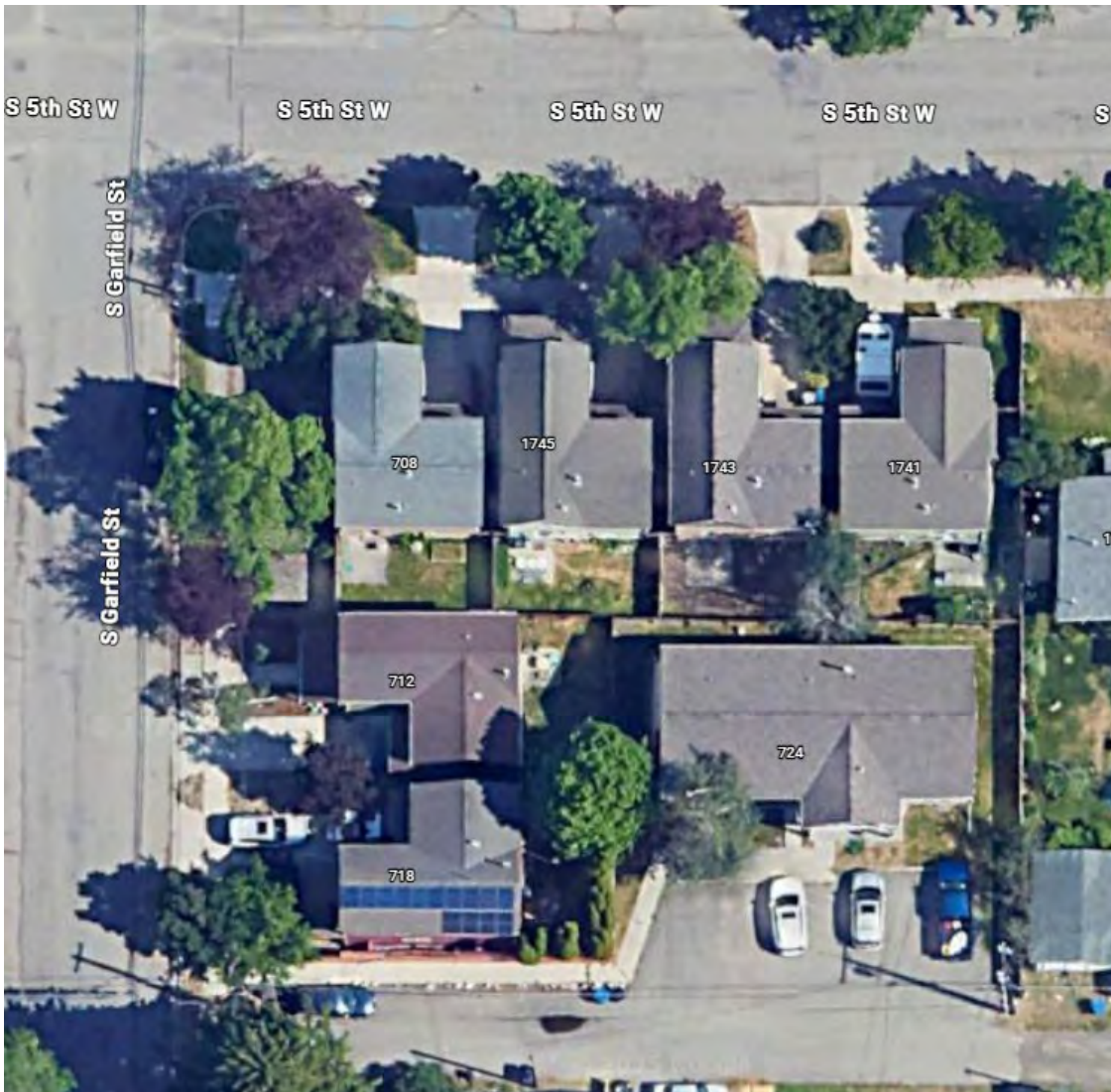
Good Afternoon Planning Board Members,

I have attached a letter from Design Professionals in Missoula which include Architectural and Civil Engineering Firms. I did not see it in the public comments so I felt it was relevant for you to see what the professional community is most concerned about.

I am also asking that you delete the Minimum Lot Width section from the UDC. It does not work as shown in the subdivision below where lots are in a cul de sac or if a landowner was trying to provide some affordable and equitable infill to densify the Urban Core. The infill developments below would all be stopped under the UDC.



Franklin to the Fort Neighborhood (Lots would be made non-conforming under the UCD)



Franklin to the Fort Neighborhood infill (The lots along S 5th are narrower than the Minimum of 40ft)
25 feet is the typical lot in the F2F Neighborhood



Slant Street Infill on narrower lots narrower than 40 feet. These would become non-conforming even though the neighborhood has 30 foot legal lots.

7 square miles of the city core has 25 foot - 30 foot lots. All of that Legally subdivided land would become non-conforming and more costly to meet the Missing Middle housing the city needs.

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[Residential Brochure "Inspired Modern Living"](#)

From: [Emily Gluckin \(she/her\)](#)
To: [Emily Gluckin \(she/her\)](#)
Subject: FW: Input on code reform
Date: Thursday, November 20, 2025 3:03:59 PM

----- Forwarded message -----

From: **Rosalie. sheehy.cates** <rosalie.sheehy.cates@gmail.com>
Date: Tue, Nov 18, 2025 at 2:58 PM
Subject: Input on code reform
To: Mike Nugent <mikenugentmsla@gmail.com>, Gwen Jones <gwenejones@yahoo.com>

Hi Mike and Gwen,

Thanks in advance for listening!!

I strongly support the goals of adding density to all Missoula neighborhoods. I think however the new code needs a little more work before it is adopted. Just take a little time to get it right - it will be years before anyone is realistically interested in tweaking it, after all this work.

Adding density w/no parking controls feels like a huge mistake. I just can't see why unlimited rental units can be built and not be required to provide off-site parking. (I understand this is due to state law for the smallest units). Or even a second dwelling unit added to an existing home lot. Do we really want to tie our hands w/no ability to control parking, which is a known finite resource? I do NOT believe that private developers or "the market" will magically keep density within the capacity of on-street parking spaces in residential neighborhoods. So let's take a little time to dial up some degree of control on parking.

I think the massing and density proposed is a little too high. Why can't we add density incrementally? The big multi-family apartment buildings allowed in UR3 and UR4 are just too big and the FAR and set backs make things a little too crowded. Why don't we start out allowing 4-8 unit multi-family buildings of no more than two stories? You can always go bigger as we become more urban 10 years out. But you can't tear down buildings that turn out to be ugly monstrosities that don't fit in.

Finally, a great step would be to fix the row home rules in the proposed code. Attached row homes would be one the best and most easily accepted methods to increase density in all the Urban Residential zones. But row homes need a narrower lot than allowed in the new code. (Rowhome owners actually own the land under the home, unlike a condo.) Let's spend some time fixing the rowhome rules and really encourage this very productive path

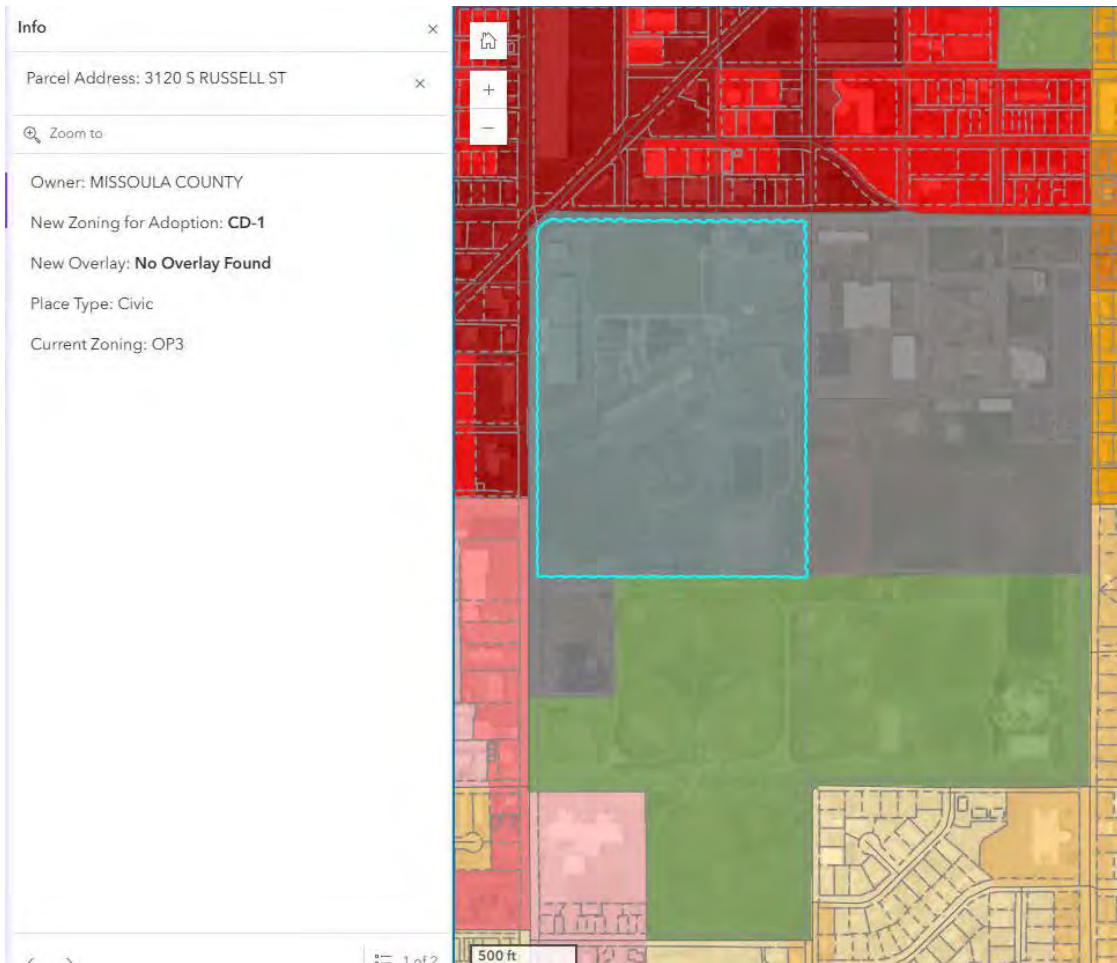
toward density.

Thanks for your attention to these comments.
Rosalie

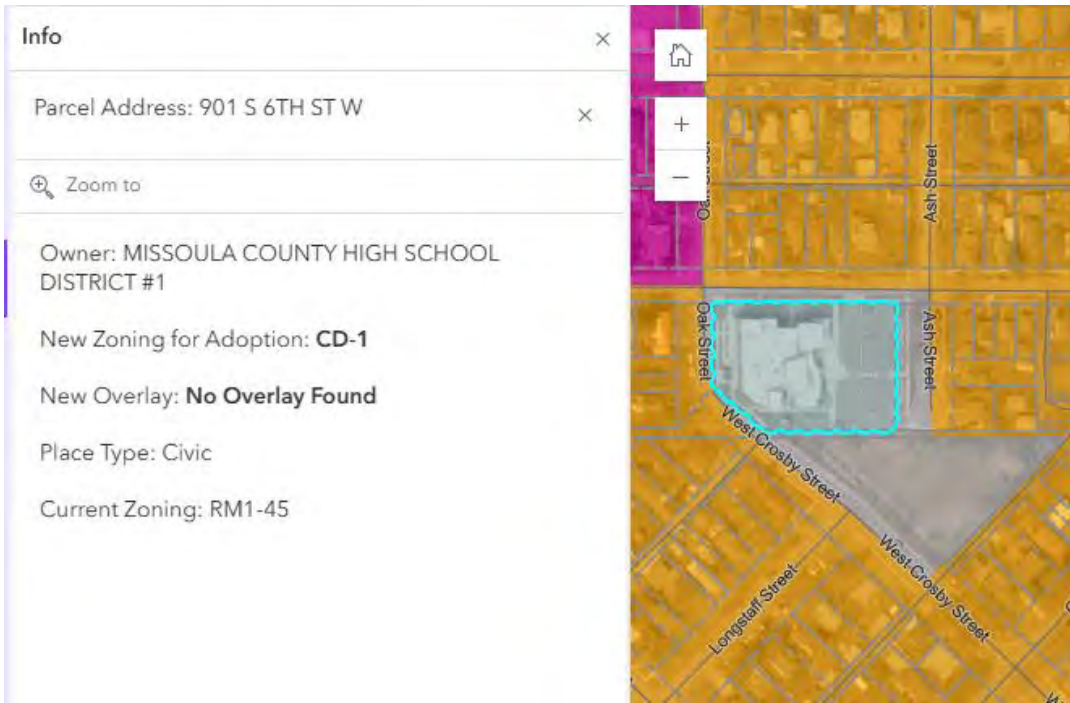
Email from David Gray

From: David Gray <david@dvgarchitects.com>
Sent: Wednesday, November 26, 2025 4:35 PM
To: Planning, Development and Sustainability <pds@missoulacounty.us>
Subject: Uniform Development Code – Comments

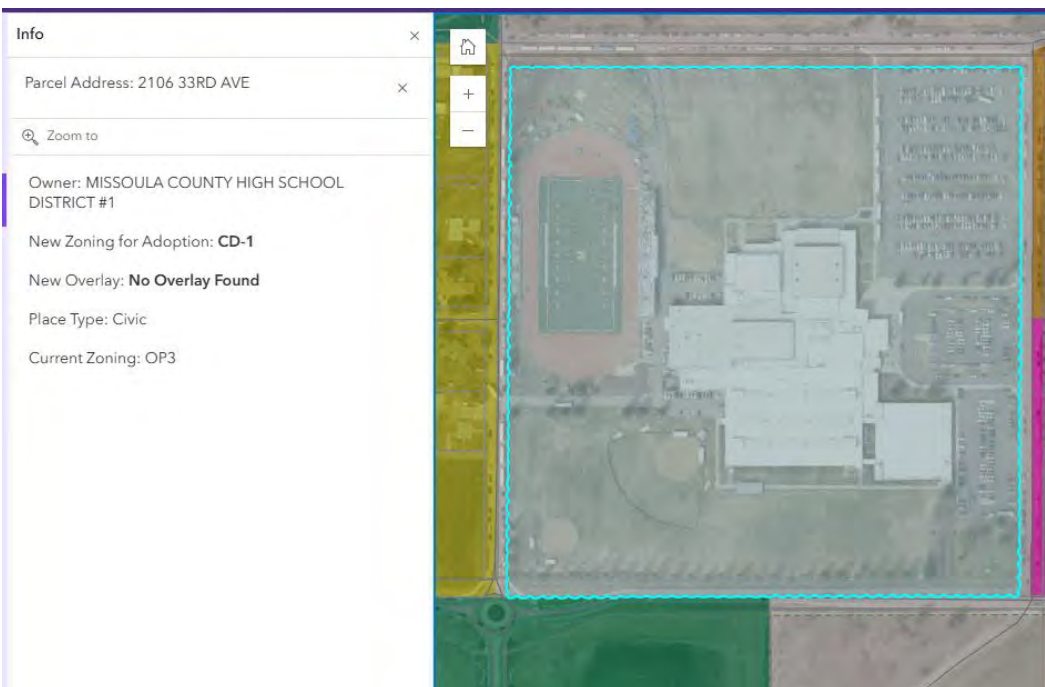
I would like to give the board a better understanding why CD-1 is not appropriate and CD-2 is far better for our Cities future:



The Cyan line is the Fairground, filled with Historic buildings, beer gardens, commercial food courts, gambling, horse racing and School use just East of it, This is proposed to be CD-1 but none of the current uses are allowed in CD-1 but they are allowed in CD-2.



This is Willard School and the adjoining park. If there was a need to provide student / family housing on school property this is one of the best examples of where the need could be the highest. These students live outside of their family, may be homeless and couch surfing, or live in difficult family environments. Just think if they could live on the same property as the school they are attending it could be life changing. I have noticed some of these students have much more in common with college age students than their highschool classmates. They appear to have more mature traits possibly due to their life experiences. Could the school pay for a housing project? Probably not but a public/private partnership could.



This is Big Sky High school and it is CD-1. It has a vast amount of land that could provide staff housing or affordable housing opportunities for the school district. As Missoula gets more expensive this is going to be a real issue for Government employees and municipal budgets. Allowing for publicly and/or privately funded housing on publicly owned land could be a necessary solution in the near future. That solution would be off the Table in CD-1 zones.

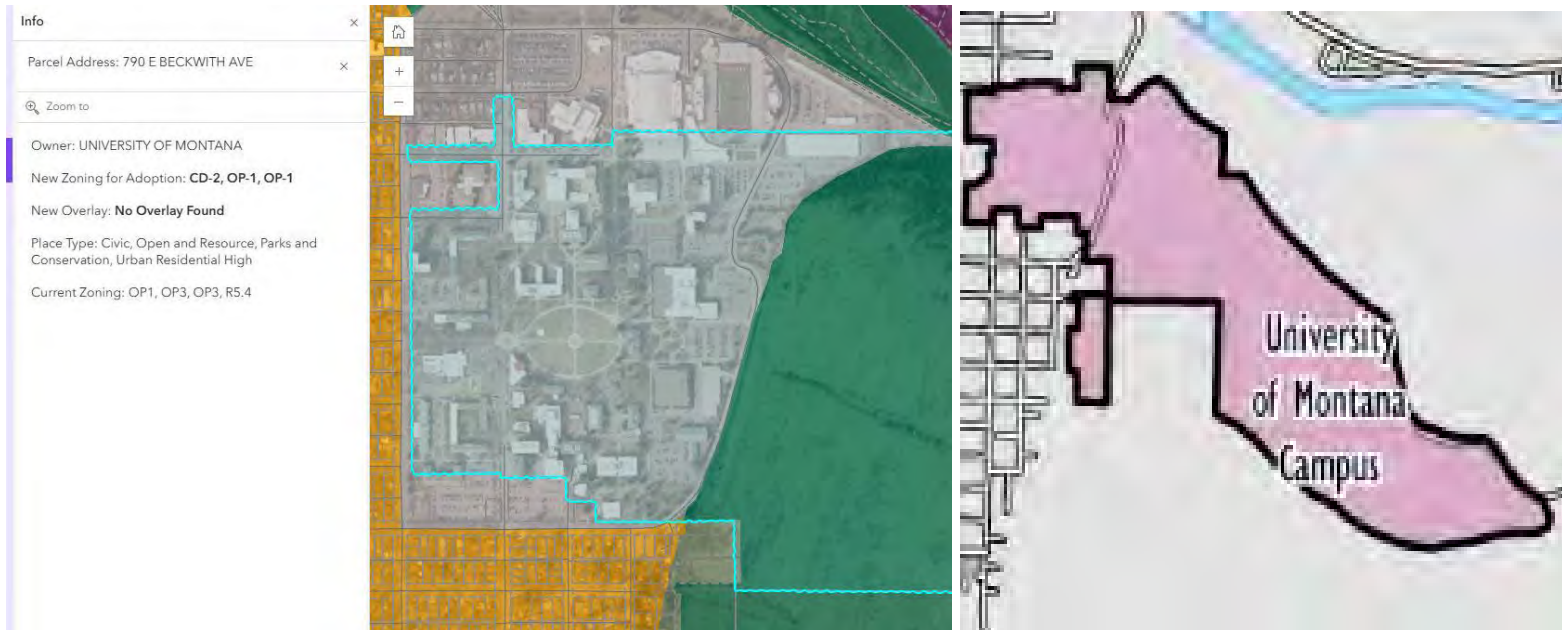


Fort Missoula Historic Gym being torn down by the federal government inside the World War II Internment Camp boundary.

This is Fort Missoula with 35 acres of Privately Owned Land and additional public land designated as CD-1. It is falling apart, is a historic district but no Individually listed historic buildings in the NRHP. It has 10 buildings which are historic and probably past the point of being saved due to decades of abandonment, lack of maintenance and little ability to create positive cash flow to pay to preserve them. The Fort was built primarily as residential development with Officer Row being Multifamily and two large

barracks which are also residential uses (They even housed college students in the 1970's). It had retail, food services, limited industrial use (Blacksmiths, and shops) and office space. It now has some private offices, museums, governmental offices and assembly space. It has no nightlife and faces vandalism due to being empty a great deal of the time. Two historic structures listed in the Historic District have been torn down, on Federal land, in the last two years. It has two private structures scheduled to be demolished in the coming year. A new nursing college is opening within feet of the Historic District boundary with no opportunity for student housing or services on University owned land adjacent to the school due to the CD-1 zone. The Region 1 offices that are in the Barracks may be closing in the next couple of years with little ability to have adoptive uses that could generate income to maintain them or revert them back to historic uses. All other private land that was in a public use zone in the area were changed to Mixed-use to allow them to thrive in the Long Range Plan and UDC. 35 acres of private land in the Historic District were not given that same ability to thrive and to preserve their property under CD-1 even though City Council unanimously approved residential and commercial uses for them in the Long Range Plan. When large events occur over several days at the County Museum RV parking is in demand but is now BANNED under CD-1/Historic Resource overlay

Alternately look at CD-2 below:



This is the U of M main campus which is CD-2. It is a historic district with Individually listed historic buildings on the NRHP and a full lineup of residential and commercial uses making it a vibrant place for students, and the city as a whole. It provides housing for staff, and students. Services for the community and students, they serve alcohol at events and can host food trucks. No historic buildings are falling down due to lack of use and funds. Vandalism is far less than what is at Fort Missoula. It is a thriving portion of town and a model of how to provide a mix of uses that benefit the public, community at large, bring money into the city, preserve open space and history. It is not located near a commercial center as a river separates it from local commercial uses.



This is the U of M golf course and student housing which is CD-2. It has retail, restaurants, serves alcohol, has recreational space and preserves open space. It has some history but is not a historic district. It is not located near a commercial center. It provides an active community open space and restaurant establishment for the adjoining residential neighborhoods.

To me CD-2 is a great zone that is designed to serve the community in all manners in which the community has a need. CD-1 does not really address any needs the community may have. It is limited in uses, doesn't allow the community to take advantage of the public land to meet needs now or over the next 20 years. It should be deleted and replaced with CD-2 in all locations to better serve our community.

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Email from Kate Dinsmore

From: Kate Dinsmore

Sent: Wednesday, November 26, 2025 10:33 AM

To: Eran Pehan <PehanE@ci.missoula.mt.us>; Benjamin Brewer <BrewerB@ci.missoula.mt.us>; Cassie Tripard <TripardC@ci.missoula.mt.us>

Subject: UDC Landscaping Amendment

Good morning, Eran, Ben, and Cassie,

Several of Missoula's design professionals have worked together to request changes to the landscaping division. The attached amendment is supported by WGM Group, MMW Architects, IMEG, Hoffman Morgan Associates, DVG Architects, and Cushing Terrell. The amendment allows flexibility for smaller infill projects, creates solutions for urban mixed-use development, and provides clarity and predictability in the development process. While the proposed landscape standards require generous suburban green space, our amendment supports the option to create dense, walkable, urban developments as well. This approach allows growth to focus inward, where street trees, parks, trails, and other green infrastructure provide a high quality of life with lower costs. We are committed to sustainability and resilience as a design community and recognize the landscape standards work in coordination with other standards, such as FAR, throughout the code to meet sustainability and resiliency goals. We value trees, landscaping, and gathering spaces. They are an integral part of providing quality housing and building great communities, and they belong in our code in a way that supports Missoula's excellent Land Use Plan.

We are requesting that this email and the attached revised landscaping division be sent to the Planning Board as soon as possible and included in the public record.

Thanks,

Kate

Division 4.9.02 Landscaping

Section 4.9.02-A. General

1. Purpose

Landscaping is a fundamental part of site development that improves comfort and livability, and supports community goals related to sustainability, climate resilience, and environmental health. These standards are intended to:

- (a) Reduce visual and noise impacts from streets, parking lots, and adjacent uses.
- (b) Provide shade, reduce heat island effects, improve air quality, and manage and filter stormwater.
- (c) Mitigate the impacts from additional impervious surface and increased motorized transportation resulting from development.
- (d) Support healthy vegetation in Missoula's challenging climate conditions through proper selection, installation, spacing, and maintenance.

2. Applicability

(a) The landscaping requirements of this division apply to all land. The applicability of specific landscaping requirements varies and is addressed in each section of this division.

(b) The landscaping standards of this division do not apply to the D-C Downtown Core & D-T Transition districts.

Commented [A1]: Align with the code's purpose to provide higher density development in the D-T district.

© Unless otherwise expressly stated, there is no requirement to address existing lawful landscaping deficits. Modifications to existing sites are not permitted to increase the degree of deficit or nonconformity with the requirements of this division.

3. General Standards

- (a) All areas of a parcel that are not covered by structures, driveways, parking areas, or other paved surfaces shall be landscaped.
- (b) When five or more trees are planted on a parcel to meet the requirements of this division, a mix of species shall be provided so that no one species may comprise more than 20% of the total trees.
- (c) All landscaping requirements shall be met on-site. Landscaped areas, fences, trees, and shrubs located on abutting properties and rights-of-way do not meet the requirements of this division.
- (d) When a calculation results in a fractional number of trees or shrubs:
 - 1. any fraction of less than 0.5 is rounded down to the next lower whole number, and;

- 2. any fraction of 0.5 or more is rounded up the next higher whole number.
- (e) Boulevard Landscaping and street trees are required in addition to any requirements in this section. Landscaping in the right-of-way shall comply with the standards in Chapter 6 and the Manual.

Section 4.9.02-B. General Site Landscaping

1. Applicability

The general site landscaping requirements of this section apply to the following:

- (a) New ~~mixed-use and~~ non-residential buildings;
- (b) New residential development ~~in apartment buildings and mixed-use buildings~~ with seven or more dwelling units ~~in a single building~~;
- ~~(c) Townhome Exemption Developments of seven or more dwelling units (based on a single declaration);~~
- (d) Existing residential development ~~in apartment buildings and mixed-use buildings~~ that is expanded to seven or more ~~new~~ dwelling units ~~in a single building~~;
- (e) Building additions on parcels with seven or more dwelling units ~~in a single building, mixed use development with any number of residential units,~~ or non-residential development;

1. Applications must demonstrate compliance with the applicable percentage of general site landscaping specified in Articles 4.2, 4.3, and 4.4.

2. Building additions smaller than ~~45~~³⁰% of the gross floor area of the existing building are exempt from coming into full compliance with general site landscaping tree and shrub requirements. In other words, the parcel is not required to be brought into full compliance with this section but cannot create or increase a landscaping deficit.

- (f) The construction or expansion of parking lots or vehicular use areas.

1. Applications must demonstrate compliance with the applicable percentage of general site landscaping specified in Articles 4.2, 4.3, and 4.4.

2. Expansions of existing parking lots and vehicular use areas that equal less than 25% of the gross paved area are exempt coming into full compliance with general site landscaping tree and shrub requirements. In other words, the parcel is not required to be brought into full compliance with this section but cannot create or increase a landscaping deficit.

- ~~(g) There is no requirement for general site landscaping for apartment and mixed-use buildings in the U-MU4 zoning district.~~

Commented [A2]: Removes mixed-use building and adds them to (b) so there are a minimum number of units before general site landscaping is required.

Commented [A3]: Clarifies that regulations apply to certain building types only.

Commented [A4]: Clarifies general site landscaping requirement for Townhome Exemption Developments because only single units, duplexes, and rowhouses are allowed in a TED.

Commented [A5]: Clarifies that regulations apply to certain building types only and makes smaller infill projects viable.

Commented [A6]: Building additions should be encouraged to support infill. This could help avoid storm drainage, irrigation, and landscaping improvements that could be expensive for some properties.

Commented [A7]: Provides alignment with build-to requirements and code purpose to support flexibility in providing residential density in U-MU4 district

2. Standards

a) General site landscaping shall meet the minimum area required in each zoning district per Tables 4.9.02- 1, 4.9.02-2, and 4.9.02-3. General site landscaping must be calculated for the entire parcel.

(b) General site landscaping must consist of one ~~Class 2~~ tree per ~~1,000~~800 square feet of required general site landscaping area. Tree classes are described in Section 4.09.02-1.

- ~~1. Class 1 trees may be substituted at a ratio of two Class 1 trees to one Class 2 tree.~~
- ~~2. Class 3 trees may be substituted at a ratio of one Class 3 tree to two Class 2 trees.~~

(c) General site landscaping must consist of six shrubs per 1,000 square feet of required general site landscaping area.

1. Trees may be substituted for shrubs at a ratio of one tree to six shrubs.
2. Perennials, bunchgrasses, and groundcovers may be substituted for shrubs at a ratio of three perennials to one shrub.

(d) All landscape areas and plant material provided to meet any requirement in the Landscaping Division count toward satisfying the general site landscaping requirements of this section.

(e) Existing healthy trees and shrubs count toward meeting the general site landscaping requirements of this section if they comply with the plant height and size requirements of Section 4.9.02-1.

~~(f) General site landscaping on TEDs shall be calculated based on the parent tract, not individual TED Ownership Units (TOUs).~~

- ~~1. Landscaping in common areas shall be installed prior to filing of the TED declaration.~~
- ~~2. Landscaping located on individual TOUs shall be installed per the approved Zoning Compliance Permit with the construction of each associated dwelling unit.~~

Commented [A8]: This is consistent with Title 20 requirements. Tree sizes have been removed to allow more flexibility for infill projects where larger trees may not fit on the site.

Commented [A9]: Adds flexibility and clarification on allowed plant types.

Commented [A10]: Removes general landscape requirements for TEDs based on the allowed building types (single-unit, duplexes, rowhouses) in TEDS. Installing landscaping prior to a TED declaration does not align with sequencing needs for other city processes such as Stage 4 plans.

Table 4.9.02-1 General Landscaping Requirements in Residential

General Landscaping	RURAL	LIMITED URBAN		URBAN			
	R-R1	LU-R1	LU-R2	U-R1	U-R2	U-R3	U-R4
Minimum Required Landscaping							
Percent of parcel (min)	n / a	25%	25%	20%	20%	20%	20%

15% 10%

Commented [A11]: Modify U-R3 to 15%.
 Modify U-R4 to 10%
 Modify U-MU zones to 10%
 Modify D-T to NA
 Increases flexibility for infill and to meet density goals.

Table 4.9.02-2 General Landscaping Requirement in Mixed Use Districts

Site Development	URBAN				DOWNTOWN		LIMITED URBAN
	U-MU1	U-MU2	U-MU3	U-MU4	D-T	D-C	LU-MU
Minimum Required Landscaping							
Percent of parcel (min)	A	15%			10%	NA	20%

10% 0%

Figure 4.9.02-1 General Landscaping in Mixed-Use Districts

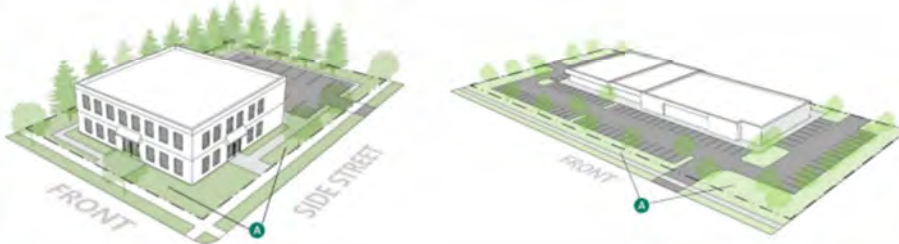


Table 4.9.01-3 General Landscaping Requirement in Special Use Districts

Site Development	TRANSITIONAL	INDUSTRIAL		OPEN SPACE		PUBLIC		
	T-MU	I-1	I-2	OP-1	OP-2	CD-1	CD-2	A
Minimum Required Landscaping								
Percent of parcel (min)	15%	-	-	-	15%	15%	15%	-

3. General Site Landscaping Reductions

(a) The required general site landscaping area may be reduced by a maximum of 30% when at least one of the following planting systems is provided:

1. Pollinator gardens incorporating native shrubs and native flowering plants meeting the following:

- a. A minimum of six different native species must be provided.
- b. Selected species must provide nectar and pollen across three seasons.
- c. A minimum six-inch topsoil depth is required.

2. Native prairie area with a minimum width and length of eight feet.

- a. The prairie area must incorporate native shrubs, forbs and grasses typical of western Montana Palouse Prairie grasslands/bunchgrass grassland.
- b. A minimum of six different native species must be provided.
- c. Plant species must be selected to provide 70% vegetation coverage within two years of planting.
- d. Grass varieties shall not include invasive rhizomatous species.
- e. A minimum six-inch topsoil depth is required.

~~(b) The required general site landscaping area may be reduced by a maximum of 50% when a green roof is provided. Green roofs must incorporate herbaceous plants and shrubs. Green roofs shall have at least a four-inch soil depth and 70% vegetation coverage.~~

(c) The reductions in 3.a and 3.b cannot be combined.

~~(d) The landscaping reductions in this section do not reduce the required number of general site landscaping trees and shrubs. Required vegetation may and should be integrated into the above planting systems.~~

Commented [A12]: Recommend future improvements to this section to address area requirements and metrics.

Commented [A13]: Remove this section until improvements can be made. This includes defining a green roof, determining how much of a roof has to be vegetated to meet this requirement, intensive vs. extensive green roof requirements, access requirements, plant type requirements, and coverage requirements.

Commented [A14]: Concern that all the required plants will not fit on the site, particularly if a extensive green roof is an option that does not support shrubs and larger plants.

Section 4.9.02-C. Tree Conservation

1. Established trees with a diameter breast height (DBH) of six inch or greater should be retained and protected whenever possible. These retained trees count towards the general site landscaping tree requirements, and shall be protected during construction by establishing a tree protection zone that does not allow for any disturbance within the inner 1/2 of the drip line of the retained tree.

~~2. Unless otherwise approved by the Urban Forester, the removal of desirable trees in good condition with a diameter breast height (DBH) of six inches or greater, single stem, must be mitigated by providing one or more replacement trees with a total combined DBH that is at least equal to the total DBH of trees that are removed.~~

~~(a) A minimum of 1 replacement tree and maximum of 6 replacement trees are required per removed tree Table 4.9.01-3 General Landscaping Requirement in Special Use Districts~~

~~(b) When landscaping is required, the total replacement trees required for the project shall not exceed 200% of the number of trees required by this article.~~

Commented [A15]: This is limiting for infill projects smaller properties. Remove section until improvements can be made.

~~(c) For projects that do not require general site landscaping, 1 replacement tree shall be required per tree removed.~~

~~(d) Replacement trees shall count towards the tree planting requirements of this article.~~

3. When it is determined that the removed trees are hazardous, diseased or of an undesirable species, the Urban Forester may waive the tree replacement requirement. Undesirable species include: Blue Spruce, Siberian Elm, Autumn Blaze Maple, non-native Willows, hybrid Poplars (including Siouland poplar), and Junipers.

4. The Urban Forester is authorized to collect a mitigation fee, not to exceed \$1,000 per replacement tree, to fund off-site tree planting when inadequate area exists on the project site for the healthy growth of replacement trees.

Section 4.9.02-D. Activity Area

1. Purpose

The purpose of activity areas is to ensure opportunities for “close to home” outdoor recreation, relaxation, and community gathering are provided with new residential developments. Activity areas address quality of life and health of residents through the installation of usable outdoor space. The activity area standards are intended to:

- (a) Ensure activity areas are appropriately sized and accessible;
- (b) Ensure activity areas include amenities that support the desired activity, whether that be outdoor recreation and relaxation spaces or indoor community spaces.

2. Applicability

(a) Activity area is required for the following:

~~1. New residential apartment buildings and mixed-use developments of seven-thirteen or more dwelling units;~~

~~2. Townhome Exemption Developments of seven or more dwelling units;~~

3. Existing residential development that is expanded to seven-thirteen or more dwelling units on a parcel.

(b) The activity area requirements of this section do not apply to the following:

~~1. Development on parcels in subdivisions approved after January 1, 1995 that were with subject to the parkland dedication requirements in effect on or after the effective date of this UDC (Article 1.1).~~

~~2. Development on parcels in the D-C Downtown Core district and D-T Downtown Transitional district.~~

Commented [A16]: Aligning units so activity area only applies for zoning districts with no maximum number of units per apartment building.

Commented [A17]: TEDs should not be required to provide activity area because only single-unit, duplex, and rowhouse building types are allowed within a TED.

Commented [A18]: Subdivisions that have already dedicated parkland should not be required to provide activity area.

Commented [A19]: Align with date when parkland dedication requirements became state law.

Commented [A20]: Aligning activity area requirements with planned development pattern in the D-T district.

3. Development on parcels within 0.5 mile of City of Missoula parkland, City of Missoula trails, City of Missoula conservation lands, Missoula County public lands, or publicly accessible open space and playgrounds. The distance is measured from a building entrance to the park along a pedestrian route or 1,000 feet measured in a straight line from the parcel edge.

Commented [A21]: The PROST plan states you should be within 10 minutes of a park which is roughly 1/2 mile.

Commented [A22]: Clarify the types of parkland and open space that can be used to meet this requirement.

3. General Standards

(a) Activity area must be provided at a rate of 150-100 square feet per dwelling unit, up to a maximum square footage equal to 20% of the parcel area.

Commented [A23]: Reduce activity area requirement per dwelling unit to meet density goals. This is consistent with Bozeman's code.

(b) All activity areas must have a minimum dimension of 15-10 feet unless otherwise stated.

Commented [A24]: Reduction in dimension to accommodate a reasonable size for balconies.

(c) Activity areas may be dispersed across multiple locations but shall be located as to be accessible and convenient to the residential units the activity area serves.

(d) Outdoor activity areas must be separated from buildings, vehicular use areas, and rights-of-way using one of the following options:

Commented [A25]: This limits good design with a 5' buffer along a building not being enough width for trees.

1. A minimum 5-foot wide landscaped buffer containing at least one tree for every 30 linear feet of buffer length. Shrub beds or other planting systems may be used but are not required;

2. On-site sidewalks;

3. Fencing complying with the requirements of Article 6.4 Fences.

(e) Activity areas cannot be used for snow storage.

Commented [A26]: This is unlikely to be enforced and activity areas are generally used during the warmer months.

(f) The required recreational space shall be usable for recreation by the residents and shall not be occupied by at-grade stormwater features, above ground utilities, stairways, or other facilities that would diminish its utility for recreation purposes.

(g) Activity area and general landscaping areas may overlap. The same area may be counted toward meeting the activity area and general landscaping requirements.

Commented [A27]: Clarification

4. Types of Activity Areas

The activity area requirements must be satisfied using one or more of the following activity area types:

(a) **Fruit and/or Vegetable Garden.** Gardens installed to meet the requirements of this section shall:

1. Provide tool storage areas for common use by residents;
2. Be enclosed with a six-foot-tall fence to exclude deer and pets. The fence may be four feet tall when required by Article 6.4 Fences. The fence must be high transparency, such as wood-framed hog panel;
3. Provide access to water, such as a hose bib, in a location accessible to all garden beds;
4. Provide topsoil at a minimum depth of one foot or raised bed gardens boxes;

5. Be located to receive adequate sunlight throughout growing season. Gardens located south, west, or southwest of the building(s) are preferred. Gardens located to the southeast of the building(s) are acceptable.

(b) **Playground.** Playgrounds installed to meet the requirements of this section shall:

1. Be a minimum area of 550 square feet. On-site sidewalks are not counted towards the minimum area;

2. Contain elements to support active play for children ages two to ~~five or five to~~ twelve such as slides, balance features, swings, and climbing features. Natural elements such as logs and boulders meet this requirement if arranged in such a manner as to create a play space for enjoyment by children. Equipment shall meet Consumer Product Safety Commission (CPSC) Public Playground and ASTM standards for playground safety and fall zone surfacing requirements.

Commented [A28]: Clarification on requirements.

(c) **Common Area Courtyard.** Courtyards installed to meet the requirements of this section shall:

1. Be surfaced with ~~ADA-A~~ accessible hardscape;

~~2. Have seasonal shade on at least 30% of the courtyard provided by trees or by structure (e.g. pergolas, shade sails);~~

Commented [A29]: This should be left to the developer to determine shade needs. The building may provide plenty of shade.

3. Include seating. Areas containing grills, tables, outdoor games, and additional landscaping count towards the courtyard space.

(d) **Active Recreation Lawn.** Active recreation lawns installed to meet the requirements of this section shall:

1. Have a minimum length and width of 40 feet;

~~2. Have a slope of 25% or less;~~

Commented [A30]: Allow more flexibility.

3. Be irrigated and planted with turf grass;

4. Have topsoil with a minimum six-inch depth;

5. Not contain above ground utilities and sidewalks other than Accessible routes.

(e) **Sports Court.** Sport courts installed to meet the requirements of this section shall:

1. Be paved with asphalt or concrete to support the proposed activity. Alternative surfaces may be approved by Parks and Recreation;

2. Be sized to support the proposed activity. For example, a basketball court must be at least half of a court;

3. Provide features required to support the proposed activity (e.g. pickleball net, basketball hoop, etc.);

4. Be physically separated from vehicles. Sports courts may be used as an emergency access or fire turn around if approved by the Fire Department. Bollards or a gate preventing regular vehicle uses must be provided.

(f) **Ornamental Garden.** Gardens installed to meet the requirements of this section shall:

1. Contain internal pathways;

~~2. Contain automated irrigation;~~

3. Have a minimum topsoil depth of one foot; or raised planters

4. Include ornamental plantings, trees, and other amenities such as benches, hammocks, and gazebos to support resident use of the space;

~~5. Provide a plan for continuous maintenance at the time of permitting;~~

Commented [A31]: This is already required for all landscaping in this chapter.

Commented [A32]: Maintenance is required as part of 4.9.02-1.

(g) **Trail Corridor.** Trail corridors installed to meet the requirements of this section shall support active transportation or recreation.

1. If supporting recreation, the trail shall be located within a natural or park-like area, create a loop and/or have a destination amenity.

2. If supporting active commuting, the trail shall connect with the broader active transportation network, be approved by Parks and Recreation, and must meet standards found in the Manual.

(h) **Shared Rooftop Deck.** Rooftop decks installed to meet the requirements of this section shall:

~~1. Be accessible to all residents;~~

2. Contain seating;

~~3. Incorporate landscaping elements such as planters or green roof areas. A minimum of 40% of the deck area shall be occupied by planters or green roof planting areas. Planters shall include 24 in. soil depth and may be grouped to allow design flexibility.~~

~~4. Provide lighting.~~

~~5. Rooftop deck area counts as 2.5x activity area.~~

Commented [A33]: This is a building code requirement.

Commented [A34]: Remove to allow design flexibility.

Commented [A35]: This is a building code requirement.

Commented [A36]: Provide additional credit for rooftop decks because of their additional expense.

(i) **Indoor Activity Area.** Indoor activity areas installed to meet the requirements of this section shall be designed for active recreation and include supporting amenities. The following may be counted as indoor activity area:

1. Community rooms with seating, tables, televisions, games, and other amenities;

2. Exercise spaces with workout equipment.

3. Office or coworking spaces do not count as indoor activity area.

(i) Patios, Plazas and Balconies. Outdoor hardscaped areas of any size that include seating and may include shading and plantings.

Commented [A37]: This provides flexibility in meeting activity area requirements. This is an important option for smaller projects that don't have the area to include options such as sports courts and activity lawns.

5. Cash-In-Lieu

(a) The activity area requirements may be met through cash-in-lieu. A combination of on-site activity area and cash-in-lieu is permitted.

Commented [A38]: Many of the activity area changes are intended to make requirements attainable, particularly for smaller projects, so that cash-in-lieu is an option rather than a requirement.

(b) Cash-in-lieu for activity areas shall be provided at an amount of 0.01 acres ~~100 square feet of land~~ per dwelling unit. City Council determines the cash value of 0.01 acres of land for activity area by resolution.

Commented [A39]: Align with activity area requirement.

(c) Cash-in-lieu shall be dedicated to the Parks and Recreation Department to support improvements to nearby public parks that serve the residents of the development.

Commented [A40]: Recommend future changes that provide more predictability for developers or allow developers to install equipment or amenities in a nearby park in place of cash-in-lieu.

Section 4.9.02-E. Interior Parking Lot Landscaping

Commented [A41]: Match to least Title 20 standards

1. Purpose

The purpose of interior parking lot landscaping is to provide landscaped areas within parking lots that are designed to facilitate movement of traffic, break-up large areas of impervious surfaces, reduce heat island effects, and filter stormwater.

2. Applicability

The interior parking lot landscaping standards apply to the following:

(a) Any new parking lot or vehicular use area containing ten or more parking spaces or more than 3,000 ~~3,300~~ square feet of paved area;

Commented [A42]: Match area to Title 20 standards and allow more flexibility for incremental improvement.

(b) The expansion of any existing parking lot or vehicular use if the expansion would create ten or more new parking spaces or more than 3,000 ~~3,300~~ square feet of additional paved area. The requirements of this section apply only to the expanded area;

(c) The excavation and reconstruction of existing parking lots or vehicular use areas containing ten or more parking spaces or more than 3,000 ~~3,300~~ square feet of paved area if such excavation and reconstruction involve the removal of more than 25 ~~50~~% of the paved surface. The requirements of this section apply only to the portion of the parking lot or vehicular use area that is excavated and reconstructed.

(d) Interior parking lot landscaping does not apply to parking structures or drive-throughs.

3. Standards

(a) Minimum Area

1. At least 10% of the total parking lot or vehicular use area must be devoted to interior parking lot landscaping.

2. Vehicular use areas that are covered by carports, canopies or similar structures must be included when calculating the minimum 10% interior parking lot landscaping requirement, but installation of landscaping is not required beneath carports, canopies or other structures that block sunlight and rainfall.

3. At least one Class 2 deciduous tree is required per 150 square feet of required interior parking lot landscaping area.

Commented [A43]: Match to Title 20. Concern that these trees are too large for the min. required landscape island size.

(b) Location and Design

1. Parking lot landscaped islands are required. No linear grouping of parking spaces shall exceed 40-15 spaces in a row without a landscaped island.

Commented [A44]: Match to Title 20

2. Required landscaped islands must have a minimum width of eight feet, not including the width of curbs, and extend the depth of the adjacent parking space(s).

~~3. Required landscaped islands must have a minimum soil depth of three feet.~~

Commented [A45]: This is inconsistent with the soil requirements for street trees of this size.

4. Required landscaped islands must contain at least one Class 2 or Class 3 tree. Class 1 trees shall only be allowed where a larger class of tree would create conflicts with overhead utility lines or fire apparatus access.

Commented [A46]: This is inconsistent with the soil requirements for street trees of this size. Concern that these trees are too large for the min. required landscape island size.

5. For parking lots with more than 10 stall, Any parking row that ends adjacent to a paved driving surface, regardless of the aisle's length, must have a landscaped island at that end of the parking row.

Commented [A47]: Provides flexibility for small projects.

6. If the minimum ten percent interior parking lot landscaping requirement is not met by providing interior landscaped islands, then landscaping bordering paved parking and vehicular use areas may be counted to meet interior parking lot landscaping requirements. In order to be counted, the border landscaping must have a minimum depth of six feet and a maximum depth of fifteen feet from the edge of the vehicular use area or adjacent on-site sidewalk.

Section 4.9.02-F. Perimeter Parking Lot Landscaping

1. Purpose

The purpose of perimeter parking lot landscaping is to minimize the impact of automobile-dominated areas on the public right-of-way and to promote a comfortable, safe, engaging, and attractive streetscape.

2. Applicability

The perimeter parking lot landscaping requirements apply to the following:

- (a) Installation or expansion of surface parking lots, drive-throughs, or vehicular use areas within 30 feet of a street or trail.

(b) The excavation and reconstruction of existing surface parking lots, drive-throughs, or vehicular use areas if such excavation and reconstruction involves more than 25% of the paved surface or ~~3,000~~3,300 square feet of paving, whichever is less.

Commented [A48]: Match to Title 20

c) The requirements of this section do not apply to driveways.

3. Standards

(a) A minimum ten-foot-wide perimeter parking lot landscape area is required between the vehicular use area and any street or trail.

Commented [A49]: Recommend a future discussion on the depth of perimeter parking lot landscape and parking setbacks from the street. Bozeman requires 4'.

(b) Perimeter parking lot landscaping requirements shall be satisfied by providing at least one of the following options between the parking lot and street or trail:

1. Landscape Bed:

a. One Class 2 tree is required for every 30 linear feet of perimeter parking lot landscape area. The tree substitution allowance in General Site Landscaping applies.

b. Shrubs selected to reach a minimum height of three feet within three years of planting are required at a maximum spacing of three feet on center, for the length of the perimeter parking lot landscape area. Figure 4.9.02-2 Interior Parking Lot Landscaping Diagram

c. Pollinator gardens may be utilized in lieu of the shrub requirement above when planted with at least six different species, spanning the length of the parking lot. Selected species must provide nectar and pollen across three seasons.

2. Landscape Wall or Fence:

a. One Class 2 tree is required for every 30 linear feet of perimeter parking lot landscape area. The tree substitution allowance in General Site Landscaping applies.

b. A minimum three-foot-tall fence or wall is required for the length of the perimeter parking lot landscape area.

c. When the fence or wall has a transparency of 25% or greater, perennials must be planted along the fence on the street side at a spacing of three feet on center for the length of the required fence.

3. Landscape Berm:

a. A landscape berm with a height between three and four feet shall be installed for the length of the perimeter parking lot landscape area.

b. The berm shall have a maximum slope of 3:1.

c. Landscape berms are only allowed to meet the requirements of this section in Rural Residential, Limited Urban Residential, Limited Urban Mixed Use, and Special Use zoning districts.

d. Landscape berms are only allowed to meet the requirements of this section in Limited Urban Mixed-Use districts when the abutting right-of-way contains a landscape boulevard.

4. The building itself.

Commented [A50]: Clarification

(c) The City Engineer is authorized to approve reductions in height to perimeter parking lot landscaping features when necessary to improve visibility at intersections. All fences must comply with the requirements of Chapter 6 Infrastructure Improvements. Figure 4.9.02-3 Perimeter Parking Lot Landscaping Diagram

Section 4.9.02-G. Buffers

1. Purpose

Buffers are intended to mitigate adverse impact of vehicular use areas, drive-throughs, and industrial uses on abutting property. Adverse impacts include but are not limited to noise, exhaust from idling cars, and lighting associated with vehicle headlights and industrial uses.

2. Applicability

a) A buffer must be provided between new or expanded vehicular use areas and abutting Residential zoned parcels, parcels used for single purpose residential, and public parks.

1. The buffer must extend the length of the vehicular use area.
2. The buffer requirement does not apply to driveways.

(b) A buffer must be provided between new or modified drive through facilities and abutting parcels zoned Residential, Mixed-Use, or T-MU.

1. The buffer must extend the length of the drive through facilities, including the service area and stacking lanes.

(c) A buffer must be provided when a new or expanded industrial use abuts a parcel zoned Mixed-Use, Residential, or T-MU.

1. The buffer shall extend the full length of the property line abutting the applicable zoning districts.
2. This buffer requirement does not apply to the following industrial uses: winery, cidery, and Microbrewery/Microdistillery. Buffering of vehicular use areas per 2.a. are still required.

(d) The requirements of this section do not apply to parking lots with less than 20 spaces.

Commented [A51]: Accounts for smaller parking lots that are less impactful allowing for more flexibility on infill projects.

3. Standards

(a) Minimum buffer widths are based on the zoning district. Buffers shall be a minimum width of ~~six feet.~~

Commented [A52]: Simplification

- ~~Six feet in D-T, UR-4, and Urban Mixed-Use zoning districts;~~
- ~~Eight feet in T-MU, CD-2, U-R1, U-R2, U-R3, Rural Residential, and Limited Urban Residential zoning districts; and~~
- ~~Ten feet in LU-MU, I-1, I-2, OP-1, OP-2, and CD-1 zoning districts; —~~

(b) Landscape buffers shall provide a landscaped area with a minimum ~~six~~four-foot-tall opaque fence. The fence may be four feet tall where a six-foot fence is prohibited by Article 6.4 Fences. One tree and six shrubs are required per 30 linear feet of fence or wall.

Commented [A53]: A 4' fence blocks car lights.

- In Limited Urban Mixed Use and Special Use zoning districts, the buffer requirement may be met with a landscape berm instead of a landscape area with fence. The height of the berm must be between 4 and 6 feet. The berm shall have a maximum slope of 3:1.

Section 4.9.02-H. Screening

1. Purpose

Screening is intended to minimize the adverse impacts of mechanical equipment, utilities, and service spaces, such as trash and outdoor storage, from the street and abutting residential zoning districts and uses, while also providing protection and shelter for these elements.

2. Applicability

(a) Screening applies when any of the features to be screen, identified in Section 4.9.02-H.3, are installed or expanded.

(b) Screening does not apply to solar energy conversion systems (solar panels).

3. Features to be screened

(a) Ground-mounted Mechanical Equipment

~~1. Ground-mounted mechanical equipment may not be located within 5 feet of the property line of a parcel used or zoned for residential purposes.~~

Commented [A54]: Move to more appropriate section.

2. Ground mounted mechanical equipment within 15 feet of an interior side property line must be screened from view of abutting residential uses and abutting residential zoning districts by a dense hedge, solid wall or solid fence.

3. Ground mounted mechanical equipment shall be screened from streets by a dense hedge, solid wall, or solid fence.

(b) Structure-mounted Mechanical Equipment

When exterior mechanical equipment must be located on a building elevation it must be screened from view of streets, abutting residential uses, and abutting residential zoning districts by a dense hedge, solid wall, or solid fence.

(c) Trash Receptacles

Trash receptacle serving commercial uses, industrial uses, or three or more units must be contained and screened from streets, trails, and all abutting parcels with a solid wall or fence. Trash receptacles may not be located in the front or street side setback area.

~~(d) Utility Cabinets~~

~~Above ground utility cabinets that are 30 or more inches in height and located within 25 feet of a street and visible from the street must be screened along the street by a solid fence, solid wall, or dense hedge.~~

Commented [A55]: The screening is often more unsightly than the utility cabinet. Screening transformers can be a challenge because NWE has requirements for access and distances combustible materials need to be from transformers.

(e) Materials, Supplies and Equipment

All stored materials, supplies, merchandise, equipment, storage or shipping containers, or other similar matter not on display for direct sale, rental or lease to the ultimate consumer or user must be screened from streets, trails, parks, and parcels used or zoned for residential purposes by a fence, wall, dense hedge, or combination of such features

(f) For screening purposes, walls and fences must be tall enough to screen the applicable feature, up to the maximum height permitted in Article 6.4 Fences. Plant material used for screening must reach a minimum height of three feet within three years of planting.

Section 4.9.02-I. Landscaping Materials, Plantings, Installation, and Maintenance

1. Purpose

This section ensures that all required landscaping is functional, resilient, and contributes to Missoula's broader climate, habitat, and urban forestry goals.

2. Applicability

Landscaping installed to meet the requirements of this article shall comply with the provisions of this section.

3. Wildland-Urban Interface

For developments located in the wildland-urban interface area, as shown on the Missoula County Wildfire Risk Assessment and Wildland-Urban Interface map, landscaping must be designed and maintained according to best management practices to create a defensible space:

- (a) Landscaping shall be designed to create defensible space around buildings and structures by ensuring trees and shrubs are not located within 5 feet of a building;
- (b) Plants shall be fire-resistant;
- (c) Plants shall have low fuel volume or high moisture content; and;
- (d) Not be species that tend to accumulate excessive dead wood or debris.

4. Plant Selection

- (a) Plant materials must be adapted to Missoula's climate and site conditions.
- (b) Preference should be given to native, drought-tolerant, pollinator friendly, and climate-resilient species.
- (c) Invasive species are prohibited.
- (d) Shrubs must be at least five-gallon size at the time of planting.
- (e) Perennials shall be at least one-gallon size at the time of planting.
- (f) Native plant species grown in other industry standard container sizes than those required by Section 4.9.02-1.4.d and e are permitted.
- (g) Some incentives require native plant species. Appropriate native plant species can be found in the Montana State University Extensions Publication "Native Plants for Montana's Home Gardens".

5. Trees

All trees planted pursuant to this Section shall comply with the following standards:

- (a) Evergreen trees shall be a minimum height of 6 feet at the time of planting.
- (b) Deciduous trees must be 1.75 to 2.25-inch caliper at the time of planting.
- ~~(c) Class 1 trees are defined as trees with a mature height of less than 30 feet.~~
- ~~(d) Class 2 trees are defined as trees with a mature height between 30 and 60 feet.~~
- ~~(e) Class 3 trees are defined as trees with a mature height over 60 feet.~~

(f) Street trees required by Chapter 6 Infrastructure Improvements shall be selected from the City of Missoula Approved Tree List and comply with requirements of the Manual.

6. Mulch

When the landscaping requirements of this division are applicable to a parcel, all mulch shall meet the following requirements:

Commented [A56]: Tree class requirements have been removed. Mature tree height varies by source and depends on where the tree is planted so this is a difficult standard to determine.

(a) Mulch shall be applied at a minimum depth of three inches.

(b) Weed barrier material shall not be visible in mulched areas.

(c) All mulch within two feet of trees and 6" for shrubs, perennials, groundcovers, and bunchgrasses shall be organic, such as bark, shredded wood, wood chips, or other organic matter.

(d) At least 50% of the total mulch area on a parcel must be comprised of organic mulch such as bark, shredded wood, wood chips, or other organic matter. The remaining mulch area may be comprised of mineral mulch such as decorative stone, river stone, or decomposed granite.

Commented [A57]: This is a lot for shrubs. 6-12" is more appropriate. Clarification on plant types.

Commented [A58]: Clients often have a preference for all rock mulch which doesn't need to be replaced as often as wood mulch. Better maintained sites are desirable for the aesthetic quality of the community.

7. Fences and Walls

Chain link fences may not be used to satisfy any of the requirements of this article.

8. Installation

(a) Landscaping must be installed according to approved plans.

(b) All required landscaping and irrigation must be installed prior to issuance of a certificate of occupancy or final zoning inspection.

(c) If planting is not feasible due to weather or seasonal constraints, the Planning Administrator may grant a temporary certificate of occupancy with the requirement that full installation occur during the next planting season.

9. Irrigation

(a) All landscaping shall be served with an automatic underground irrigation system.

(b) Areas of landscaping that will not require supplemental watering after initial establishment are not required to have permanent irrigation. Examples include landscaped areas containing dryland grass and other xeric native landscaping, but does not include landscaped areas containing trees. Temporary irrigation is required to establish these plantings. A plan for providing regular irrigation during establishment must be provided with permit applications.

(c) Irrigation systems shall be designed and maintained to prevent watering of adjacent hardscaped areas and follow best practices for water conservation and efficiency.

10. Maintenance

(a) All required landscaping must be maintained in a healthy and orderly condition.

(b) Dead or dying plant materials must be replaced within the next growing season

From: [Emily Gluckin \(she/her\)](#)
To: [Emily Gluckin \(she/her\)](#)
Subject: FW: UDC - Residential Zoning Districts Yield spreadsheet
Date: Monday, December 1, 2025 3:32:08 PM
Attachments: [image005.png](#)
[UDC - UR zoning yield spreadsheet 11.26.25 with du per sf max.xlsx](#)

From: Don MacArthur
Sent: Friday, November 28, 2025 10:34 AM
To: Eran Pehan <pehane@ci.missoula.mt.us>
Cc: Mike Morgan <mike@hm-assoc.com>; Vince Gavin <vince@gavin-hanks.com>; Tony Moretti <tony@square1arch.com>; David Gray <david@dygarchitects.com>
Subject: UDC - Residential Zoning Districts Yield spreadsheet

Hi Eran,

Please include the following in the public record. Thanks.

Dear Development Services,

The architectural community has been reviewing the residential zoning districts in the UDC. The signatories of this letter agree on the following comments and proposed amendments:

- **The mapping of the residential districts needs to be amended.**
 - Zone boundaries should occur at the center line of alleys where they exist
 - Make streets consistently zoned on both sides.
 - Map RMI-45 zones, and other Title 20 zones with 45' height limit, to UR4 rather than UR3.
 - Continue to allow existing heights in Urban High Land Use Areas.
 - Map all R5.4 single-family neighborhoods to UR3 rather than UR4 in Urban High Land use areas.
 - LUP calls for 6-8 dwellings where one dwelling exists in Urban Residential High areas. UR3 is more consistent with that.

The text and rule amendments proposed below assume appropriate remapping.

- **FAR table amendment and calculation rubric:**
 - FAR table should be modified as shown in the snip below.

Proposed Table	FAR	RR1	LU-R1	LU-R2	U-R1	U-R2	U-R3	U-R4
	0.5		1 to 2	1 to 2				
	0.6		3+	3+	1 to 2	1 to 2		
	0.8				3+	3+	1 to 2	
	0.9							
	1						3+	1 to 2
	1.2							3+
Max Density 1 du/		15000	3500	2600	2100	1500	900	600

- This table compresses FAR ranges, lowers ultimate intensity in UR4, and adds a minimum land area required per dwelling unit in all zones
 - Max FAR for a zone is received with fewer units to support/promote the scenario where an existing house is preserved and new units added on the lot.
 - See attached spreadsheet for yield implications on lots in all districts.
- FAR square footage rubric does not exempt Neighborhood Commercial space or Indoor Activity Area.
 - FAR is for the purpose of controlling overall bulk of the building on the site - these indoor areas should be counted.
- **Lot area per dwelling unit:**
 - The table above shows adding a minimum lot sf/dwelling unit for UR1, UR2, UR3 and UR4.
 - UR1: 2100, UR2: 1500, UR3: 900 and UR4 600 sf/dwelling unit.
 - Match Land Use Plan limits for density better.
- **Number of dwelling units per building**
 - Remove limits to number of dwelling units per building in all UR zones
 - Control the overall size of building through FAR and other total unit controls.
 - Lessen construction cost and make more building types practical.
- **Height:**
 - No adjustment assuming that the map is revised (for example to get 45' height limits where appropriate by using UR4)
- **Setbacks:**
 - All UR districts: Primary Street front yard setback 15', Secondary Street Front yard setback 10' (no exceptions for NC uses).
 - Maintain public realm, more friendly to existing fabric and still allows densities sought.
- **Neighborhood Commercial**
 - Allow 3500 SF in all residential zones.
 - More flexibility for slightly larger uses.
 - NC square footage counted in FAR calculation.
 - There should be some predictable limit to building scale..
- **Specific Text Amendments:**
 - Table 4.7.02-10 Apartment Building Standards="One Shared Building Entrance must be provided on façade adjacent to street": Remove this requirement.
 - Many apartment buildings do not have shared building entrances.

- 4.9.02-G. Buffers 2. Applicability. When adjacent to a single dwelling property, require a fence only along property line and remove all other landscape buffering requirements where at end of a parking aisle along an alley.
 - Buffering along alleys defeats the functional purpose of alleys and forces more cars onto the streets.
- 4.9.03-B.4 Driveways; (a) All garage doors and carport entrances must be set back a minimum of 20 feet from the abutting sidewalk. When no sidewalk exists, the setback is measured from back of curb or edge of asphalt. This requirement does not apply to parking structures or garage doors facing alleys. (Add underlined text)

Thank you for your consideration.

Sincerely,

Don MacArthur, MMW Architects
Vince Gavin, Gavin Hanks Architects
David V. Gray, DVG Architecture
Tony Moretti, Square1Architects
Mike Morgan, Hoffman Morgan Associates Architects
Lucas Dupuis, Hone Architecture
Matt Mellott, CRE Sterling
Garrett Pence, Blacksheep Architecture

DON MacARTHUR AIA, LEED AP
Principal Architect

 **MMW ARCHITECTS**

406.543.5800
125 West Alder Street
Missoula, Montana 59802

| | | | | | | | | |



Missoula County Public Schools
909 South Ave. West
Missoula, MT 59801
(406) 728-2400

Forward Thinking, High Achieving.

December 1, 2025

Eran Pehan, Director
Community Planning, Development & Innovation
435 Ryman
Missoula, MT 59802

Dear Eran,

Missoula County Public Schools has reviewed the proposed zoning for MCPS-owned properties and is requesting a change to one property and clarification on two properties. MCPS has been working on the MCPS Properties Plan to determine how vacant land and underutilized properties can best further the core purpose of MCPS. These three properties are all included in the plan and may be sold for non-MCPS uses. With that in mind, providing flexibility for future use of the properties will help ensure that these properties contribute to the city's long-term goals rather than remaining vacant or underutilized properties.

The three properties of concern are listed below.

Rimel Road Property

Legal Description: S05, T12 N, R19 W, C.O.S. PLAT P6, EXEMPT-W2SE4 20AC



Administration Building

215 S. 6th Street

Legal Description: KNOWLES ADDITION # 2, S21, T13 N, R19 W, BLOCK 83, SOUTH MISSOULA-ALL OF BLK 3 (OFFICES) & SOUTH MISSOULA, S28, T13 N, R19 W, BLOCK 3



Prescott School

1100 Harrison Street

PARKSIDE ADDITION, S23, T13 N, R19 W, BLOCK 139, EXEMPT-PARKSIDE-LOT 9, W 23' OF LOT 10 BLK 138**273' X 300' AND PART LOTS 1-4 IN BLOCK 139 (PRESCOTT SCHOOL) & PARKSIDE ADDITION, S23, T13 N, R19 W, BLOCK 139, N PT LOTS 1 THRU 4



For the Rimel Road property, MCPS is requesting that the Place Type and proposed zoning be changed to align with the Place Type and proposed zoning bordering the property on the west, north, and east. This property has a Place Type of Open and Resource. This Place Type indicates that the property may have natural hazards that would limit development. There are no natural hazards on this property. The current zoning is R5.4 while the proposed zoning is O-2 which would greatly limit future uses on the site. MCPS requests the Place Type be changed to Limited Urban Residential and the zoning be changed to LU-R1. This will be consistent with the adjacent properties.

The old Administration Building and former Prescott School are in UR-3 and UR-2 zones, respectively. The concern for these properties is ensuring there is opportunity for adaptive reuse of the buildings. If these buildings were to be renovated as residential units, in order for a project to pencil, the building would need to include more residential units per building than allowed in the zoning district. MCPS is requesting a clarification on the number of residential units allowed in adaptive reuse of an existing building. If there is a limit in the number of residential units, MCPS is requesting the zoning be changed to allow for more flexibility.

Prescott is currently vacant and in poor condition and finding a suitable use for this property will likely be challenging without flexible zoning to allow for creative solutions. More information on these properties is available on the project website: <https://engage.wgmgroup.com/mcps-properties-plan>.

Please feel free to contact me at mhill@mcpsmt.org or 406-728-2400 ext. 1022 should you have any questions or need further information.

Thank you for your consideration.

Sincerely,



Micah Hill
Superintendent, Missoula County Public Schools

From: [Bob Giordano](#)
To: [Emily Gluckin \(she/her\)](#)
Cc: [Ross Mollenhauer](#); [Ben Weiss](#); [Benjamin Brewer](#); [Cassie Tripard](#); [Eran Pehan](#)
Subject: Yes! Driveway standards, moved from Code to Manual, MIST comments
Date: Tuesday, December 2, 2025 11:59:12 AM

Hi all,

I just looked at the staff memo for changes;

Thank you very much for all the work and the immense balancing act of being responsive to all the interests in our community.

I see that driveway standards are going to the Manual; I think that is good, and I'll continue to think, discuss, measure and advocate for:

the best driveway standards possible.

Overall, I continue to think about how critical driveway design is- for a healthy community- and how it affects the pedestrian system, housing costs, air and water quality, and more.

I've measured hundreds of driveways over the years, esp. in the central part of town and near UM; Many driveways are 7' in width, and many are 'ribbon' driveways, with an 18" strip (clay brick, gravel, asphalt, concrete), a 3' middle space of native soil, and then another 18" strip.

Cars fit on these.

We should allow and encourage this type of driveway.

Moving driveway design requirements from Code to Manual makes sense, as outlined in the 12/1 memo.

Thank you,

Bob Giordano, Director,
Free Cycles Missoula, www.freecycles.org, 406.541.7284,
Missoula Institute for Sustainable Transportation, www.strans.org,
mist@strans.org, 406.830.7676

----- Original Message -----

Subject: UDC, Manual comments, Driveways, Bob at MIST, Free Cycles
Date: 2025-11-18 2:13 pm

From: Bob Giordano <mist@strans.org>
To: "Emily Gluckin (she/her)" <GluckinE@ci.missoula.mt.us>

Hi Emily, Ross, Ben,

Here are some comments, focused on driveways:

-We need to reduce the minimum driveway width requirement down from 8.5 feet to 7 feet, or so. This will still allow easy access onto private property by motor vehicles, yet it will enhance the pedestrian walk system by narrowing the exposure of pedestrians to cars and trucks.

-The maximum driveway width should be 9 feet instead of 12 feet, for a single driveway.

-We should greatly discourage or prohibit double driveways, as that poses an increased danger to walkers, and also bikers.

-Reducing driveway widths also lowers the speed of motor vehicles when entering or exiting a driveway, and that really helps with pedestrian (and bike) safety.

-One of the leading causes of kids being hit by cars is when a child is riding a bike on a sidewalk and a driver going into or out of a driveway hits them. We can make sidewalks safer by reducing driveway widths and, thus, the speed of the vehicles using those driveway.

-Reducing driveway widths as much as possible also helps with reducing impervious surface which is good for our water system.

-We should encourage more 'ribbon' driveways, which have two tracks of firm surface, instead of one big 'slab'. There are many ribbon driveways throughout Missoula, especially in the University district. Two 'ribbons', each about 16" to 20" wide, is all that is needed for a more sustainable driveway.

-Reducing driveway widths- and thus lowering speeds- helps reduce speeds on streets in general, which increases safety for everybody, and also lowers traffic noise and dust.

-There are so many benefits to reducing driveway widths- the benefits include increased pedestrian (and bike) safety, reduced impervious surface, more walking as it is safer and that means fewer drive trips and helps us meet mode shift goals, less heat island effect with less pavement, and reduced costs of driveway installation and maintenance which helps with affordability.

-The driveway widths should be shifted from the Code to the Manual.

Thank you very much!

Bob Giordano, Director,
Free Cycles Missoula, www.freecycles.org, 406.541.7284,
Missoula Institute for Sustainable Transportation,
www.strans.org, mist@strans.org



December 2, 2025

To: Missoula Consolidated Planning Board Advisory members
(Danny Oberweiser, Rick Hall, Sean McCoy, Josh Schroeder, Lynn Davis, Tung Pham,
Derek Kanwicher, and Shane Morrissey)

On behalf of the Missoula Organization of REALTORS® (MOR), we respectfully and strongly encourage the Planning Board to accept the full set of staff recommendations as presented and move the Uniform Development Code (UDC) forward to the Missoula City Council for adoption without delay.

Over the past year, MOR members, affiliates, and industry stakeholders have participated in workshops, listening sessions, and direct conversations with city staff. The recommendations before you today reflect substantial responsiveness to those concerns and demonstrate the City's commitment to a modernized development framework. While staff may continue refining minor technical details prior to Council adoption, the draft before you meaningfully addresses the major issues that have historically impeded housing supply, predictability, and development efficiency in Missoula.

In addition to MOR's extensive engagement, the Missoula Chamber of Commerce and the Missoula Midtown Association jointly hired a third-party consultant to evaluate the draft UDC. Their conclusion aligns with ours: while the code will undoubtedly evolve over time—as all effective regulatory tools do—it is ready for adoption, implementation, and practical use now. The perfect should not become the enemy of the good, especially when Missoula faces urgent housing and economic challenges.

We also acknowledge that additional public comment is likely. However, we strongly encourage the Planning Board to limit further debate to **new, substantive ideas only**, rather than reopening issues that have been thoroughly discussed through the extensive public process already undertaken. Missoula has invested significant time, resources, and professional expertise into this update. At this stage, the most productive path forward is to finalize your recommendation and allow the City Council to complete the adoption process.



Any postponement at this critical moment will delay needed regulatory clarity, hinder our community's ability to respond to housing demand, and constrain growth as we enter planning for the 2026 construction season. Missoula families, employers, builders, and housing partners all benefit from timely action and a predictable regulatory environment.

For these reasons, we urge the Planning Board to advance the City of Missoula Zoning Map and the UDC with staff recommendations to City Council for consideration and adoption. Missoula cannot afford further delay, and the work before you represents a meaningful and necessary step toward a more functional, fair, and future-ready development system.

Thank you for your service, your commitment to public engagement, and your thoughtful consideration of this critical update.

Sincerely,

Jim Bachand,
CEO of Missoula Organization of REALTORS®
Former Consolidated Planning Board member (county appointed)

From: [BenHughesHOA](#)
To: [Emily Gluckin \(she/her\)](#); [Betsy Craske](#); [Eric Melson](#)
Cc: [Chris Everett](#); [Ann Andre](#); [Adam Carroll](#); [Brittany Wiseman](#); [Julia Johnson](#); [Dave Spildie](#); [Larry Chase](#)
Subject: Designating the Ben Hughes Neighborhood LU-R1 Fits with the Land Use Plan Criteria
Date: Thursday, December 4, 2025 5:53:08 AM

You don't often get email from benhugheshoa@gmail.com. [Learn why this is important](#)

Greetings Emily, Betsy, Eric & Missoula Consolidated Planning Board Members ~

Thank you for the opportunity to continue to express our concerns about the LU-R2 zoning for our Ben Hughes neighborhood.

A consistent LU-R1 designation across our homogeneous neighborhood makes sense for our neighborhood because it fits the Land Use Plan objectives.

At the Land Use Planning Committee meeting on Wednesday, Dec. 3, 2025, we received an explanation of the methodology for proposed zoning designations and we appreciate the information. The LU-R2 designation, as we understand, was made on the basis that our neighborhood has two proximate amenities – public transit and a developed park. 10 of the 96 lots were then downgraded to LU-R1 due to floodplain encroachment.

While it remains unclear to us what proximity or walkability metric – distance or time – is being used, we question whether transit or a developed park are really amenities that support the increased density of LU-R2 for our neighborhood.

First, the bus transit "amenity" is actually 1/2 mile from the east end of the neighborhood. The westbound bus stop is a safety hazard because you must effectively cross 3 lanes of Hwy 200/E Broadway St near a dangerous curve/underpass to access the bus stop into town. Second, the park in our neighborhood is managed as a "Conservation Land," not as a developed park due to its ecological value.

We also note that the LU-R2 designation appears, to us, to be inconsistent with the 2045 Land Use Plan (LUP).

- Page 33 LUP – the majority of the Ben Hughes neighborhood is classified as Tier 1-Minimally Suitable for increased development because it is without 2 or more services within 1/4 mile.
- Page 38 LUP – the Ben Hughes neighborhood is shown as lacking a developed park or school within 1/4 mile.
- Page 43 LUP – the Ben Hughes neighborhood is identified as "very constrained" in terms of density increase in order to safeguard vital ecosystems.
- Page 44 LUP – the Ben Hughes neighborhood is identified as very high for "annual burn probability." This, as we have previously expressed, is a major safety factor for our neighborhood due to the single ingress/egress.

Our neighborhood is currently zoned R8. As such, the LU-R1 designation applied to our entire neighborhood would, in fact, allow more than a doubling of our existing density.

A consistent LU-R1 designation across our homogeneous neighborhood makes sense for the Ben Hughes neighborhood in terms of the Land Use Plan objectives.

Sincerely,

Larry Chase – President

Ben Hughes HOA

From: [Emily Gluckin \(she/her\)](#)
To: [Emily Gluckin \(she/her\)](#)
Subject: FW: Comments on code reform amendments to date
Date: Monday, December 8, 2025 3:21:42 PM

----- Forwarded message -----

From: **Rosalie. sheehy.cates** <rosalie.sheehy.cates@gmail.com>
Date: Thu, Dec 4, 2025 at 1:26 PM
Subject: Comments on code reform amendments to date
To: <shane@mmwarchitects.com>, <don@mmwarchitects.com>
CC: Mike Nugent <mikenugentmsla@gmail.com>, Gwen Jones <gwenejones@yahoo.com>

Hello Shane

I spoke at the Dec 2 planning meeting, and wanted to thank you for the amendments you moved forward.

Many public comments are made in the spirit of "our neighborhood is just so cool, it must not change." But realistically, our neighborhoods WILL change. I think Missoula has a good Land Use Plan to be thoughtful about change.

On the planning board, you have the huge job of fact-checking whether the new code will actually effect our Land Use Plan's goals. I am so glad that you and Don and others took out your excel charts, to model it out. The exercise revealed the utility of adding density caps, as a way to prevent egregious, unintended consequences of using FAR alone. As you point out, the densities under FAR alone could be completely at odds with the Land Use Plan. And they can cause a lot of single home scraping.

(I tend to disagree with assumptions that the code has to "overshoot" in order to get the new densities our City Planners are seeking. What if I have to live next to the property owner who takes the dare? The purpose of the code is to say what's allowed, not to incent an overall outcome, an inexact science at best given all the financial dynamics we cannot control.)

Other than thanking you, and the whole Planning Board, who are obviously good-spirited and generous in this effort, I suggest further attention to:

- the "zig zag" UR3 and UR4 boundary lines that divide neighborhoods in what appears a capricious fashion. Each line needs a very close look, maybe with boots on the ground? In general I feel like UR4 got a little overused.
- Making the UR3/UR4 boundaries alleys, not streets as Don's memo suggests
- Be careful of allowing ADUs, rowhomes and cottage courts built right out to the alleys without providing off-street parking. Our alleys could turn into a parking mess, and I think these forms of infill are the most likely to gain steam over the next 5-10 years.

I support softening the new extreme setbacks somewhat. I think they overshoot.

- Let's have some minimal parking requirements! I love the private sector, but really.

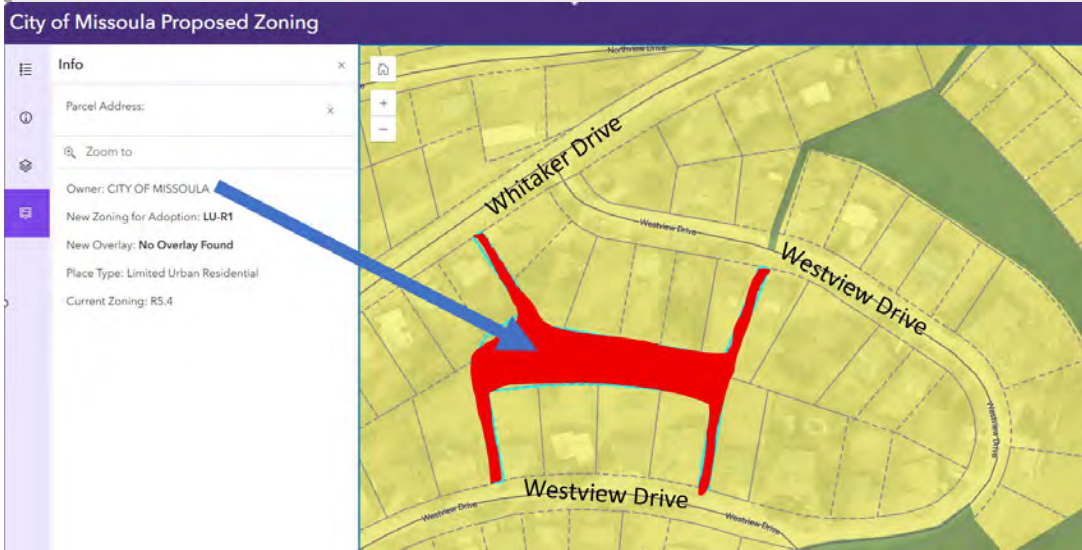
Thanks so much Shane, you are welcome to share this and I am copying City Council members with whom I am in contact.

Peace
Rosalie Cates

Rosalie Sheehy Cates 406/370-
5590

From: [Lisa McFarlane](#)
To: [Benjamin Brewer](#); [Emily Gluckin \(she/her\)](#); [Cassie Tripard](#)
Cc: [Mike Nugent](#)
Subject: Zoning of parcel in Farviews neighborhood owned by the City
Date: Thursday, December 4, 2025 1:20:22 AM
Attachments: [image.png](#)

You don't often get email from lisa@granitepeakengr.com. [Learn why this is important](#)



Ben Brewer, Emily Gluckin and Cassie Tripard,

The City of Missoula owns a parcel in the Farviews neighborhood with three (3) separate access alleys from Westview Drive and one from Whitaker Drive. The "New Zoning for Adoption is LU-R1". Please consider changing the new zoning for adoption to OP-1.

Thank you,
Lisa McFarlane

From: [Kirstin Miller](#)
To: [Emily Gluckin \(she/her\)](#)
Subject: Subject: Public Comment on Fort Missoula Historic Resource Overlay District (HRO-FM)
Date: Thursday, December 4, 2025 12:15:56 PM

12/4/25

Dear City of Missoula Planning and Development Officials,

Thank you for the opportunity to provide public comment on the proposed Fort Missoula Historic Resource Overlay District (HRO-FM). We appreciate the thoughtful intent behind these provisions to protect and reinforce the historic character of Fort Missoula. The focus on preserving the Mission Revival architectural style, pedestrian-oriented design, and significant landscaping patterns provides a strong foundation for the area's future.

To further enhance the district's historical integrity and create a vibrant, living tribute to its past, we offer two key suggestions for consideration.

1. Expand Residential Uses to Align with Historical Context

Fort Missoula has a rich and layered history as a place where people lived. To better honor this legacy, we recommend expanding the permitted residential uses. The fort has served numerous residential functions throughout its history, including:

- Housing for military officers and troops
- Lodging for the Civilian Conservation Corps (CCC)
- Temporary housing for internees

By embracing this history, the overlay can support a more authentic and dynamic environment. We encourage allowing a mix of residential options, such as dormitory-style housing, temporary lodging, and permanent residences. This approach would not only reflect the fort's past but also create new opportunities for community-building and activation of the space.

2. Permit Alcohol Sales in Restaurants to Ensure Viability

The current draft prohibits establishments that sell or serve liquor, beer, or wine. We believe this restriction would unintentionally limit the potential for high-quality restaurants to succeed and contribute to the district's vitality. The architectural period being preserved (1910-1912) predates national Prohibition. Allowing patrons to enjoy an adult beverage with a meal is consistent with modern dining expectations and crucial for the economic viability of a successful restaurant. Permitting alcohol sales would attract excellent culinary partners, enhancing the visitor experience and ensuring the long-term success of commercial ventures within the fort.

We believe these adjustments will strengthen the overlay's purpose by creating a framework that is both historically reverent and economically sustainable. We are inspired by the vision for this cherished community asset and look forward to seeing how the Fort Missoula area evolves into the future.

Thank you for your consideration.

Sincerely,

Kirstin Miller, AICP
Executive Director, Ecocity Builders
kirstin@ecocitybuilders.org
113 W Sussex Ave. #200
Missoula, MT 59801

Subject: Request to Reconsider T-MU Zoning for Southeast River Road Neighborhood

Dear Missoula Planning Staff, Planning Board Members and Council,

I am writing as a resident of the SE portion of the River Road neighborhood to request that the City reconsider the proposed T-MU (Transitional Mixed Use) zoning here. Currently this area is zoned primarily as RM2/2.7 similar to much of the Franklin to Fort neighborhood. The T-MU designation “guiding industrial areas” (previously called I-MU, Industrial Mixed Use) is typically applied to M1R zones as a general pattern, however our RM2.7 neighborhood is an exception to this. For reference, the only other sizeable area proposed as T-MU is the West Broadway industrial corridor (previously zoned primarily as M1-2/M1R), which includes numerous car and RV sales lots (Rangitsch Bros., Deals on Wheels), automotive services (Les Schwab, Tire-Rama) and a contiguous grid of industrial supply warehouses.

At a quick glance from our busiest intersection many are familiar with (Wyoming and Catlin), the bowling alley and warehouse visible there may seem to warrant a T-MU designation for our entire area. However, for those living here the residential character of our neighborhood is abundantly clear. Take a moment to walk or ride down the Milwaukee trail, one of Missoula's non-motorized commuter arteries bisecting the heart of our neighborhood, and you too will understand. Going a little slower, you will find Corso, Trail Street, Wolf Glen, and Garden District LIHTC apartments, as well as Silver Crest Senior Living Center, Catlin and several other mobile home courts, numerous multi-family buildings -with several more currently under construction, and single family homes of every shape and vintage in between. Here is also home to the Missoula food bank, EmPower place, Sussex School, and the police station. With Sussex school, the lifelong learning center, MUD, HomeResource and the Good Food Store all within walking distance, our neighborhood is one of the best examples of what residential mixed use can be. It's no surprise our neighborhood has been uniquely identified in the Residential Suitability Index as “Tier 4: Very Suitable” despite also being ranked with below median income, lower economic and educational opportunity, and numerous other equity and vulnerability indicators within the Our Missoula Equity in Land Use analyses.

Our community is growing rapidly and a plan is imperative to guide future development in a positive direction for the residents here. We wish for traffic calming, 3rd spaces, and parks for our neighborhood while we still have the opportunity. Being recognized by planning as a residential mixed use zone is an important step in this process which will have long lasting and far reaching impacts on the character of our neighborhood. T-MU is a significant step backwards for us in this process.

We recognize that planners are citing challenges with block pattern and connectivity incongruencies in our zone, as well as a lack of analysis. However this does not validate the prematurely proposed T-MU zoning here. Frankly, for our neighborhood to be systematically precluded from residentially aligned zoning categories due to the limitations of the new zoning framework is the antithesis of the [Our Missoula Equity in Land Use Report](#), Appendix B of Our Missoula 2045 Land Use Plan.

State law requires that the UDC and zoning map must align with Our Missoula 2045 Land Use Plan.

Here are a list of areas where the LUP Vision and zoning applied to our neighborhood do not align:

“Enable housing affordability, supply, and diversity; aid people experiencing houselessness.”

(Value 1: Housing)

T-MU does not prioritize residential use and reduces long-term housing capacity in a centrally located, transit-served neighborhood where expanding diverse and attainable housing would directly advance this value.

“Ensure equitable access to opportunities; reduce disproportionate impacts on disadvantaged communities.”

(Value 2: Equity)

Applying a flexible mixed-industrial zoning category to a neighborhood with multiple vulnerability indicators introduces new land-use burdens which do not support equitable housing and stability for existing residents.

“Reduce local carbon emissions; promote compact, walkable, mixed-use development; ensure healthy air and water quality...”

(Value 3: Climate)

The SE River Road neighborhood is already a compact, walkable residential area built around the Milwaukee Trail. T-MU introduces uses such as contractor yards or warehousing that are typically auto-oriented and inconsistent with walkable neighborhood form, increasing vehicle traffic and undermining climate goals.

“Strengthen neighborhoods; improve quality of life; prioritize safety, compatible building form, and sufficient infrastructure; ensure access to parks, trails, and open space.”

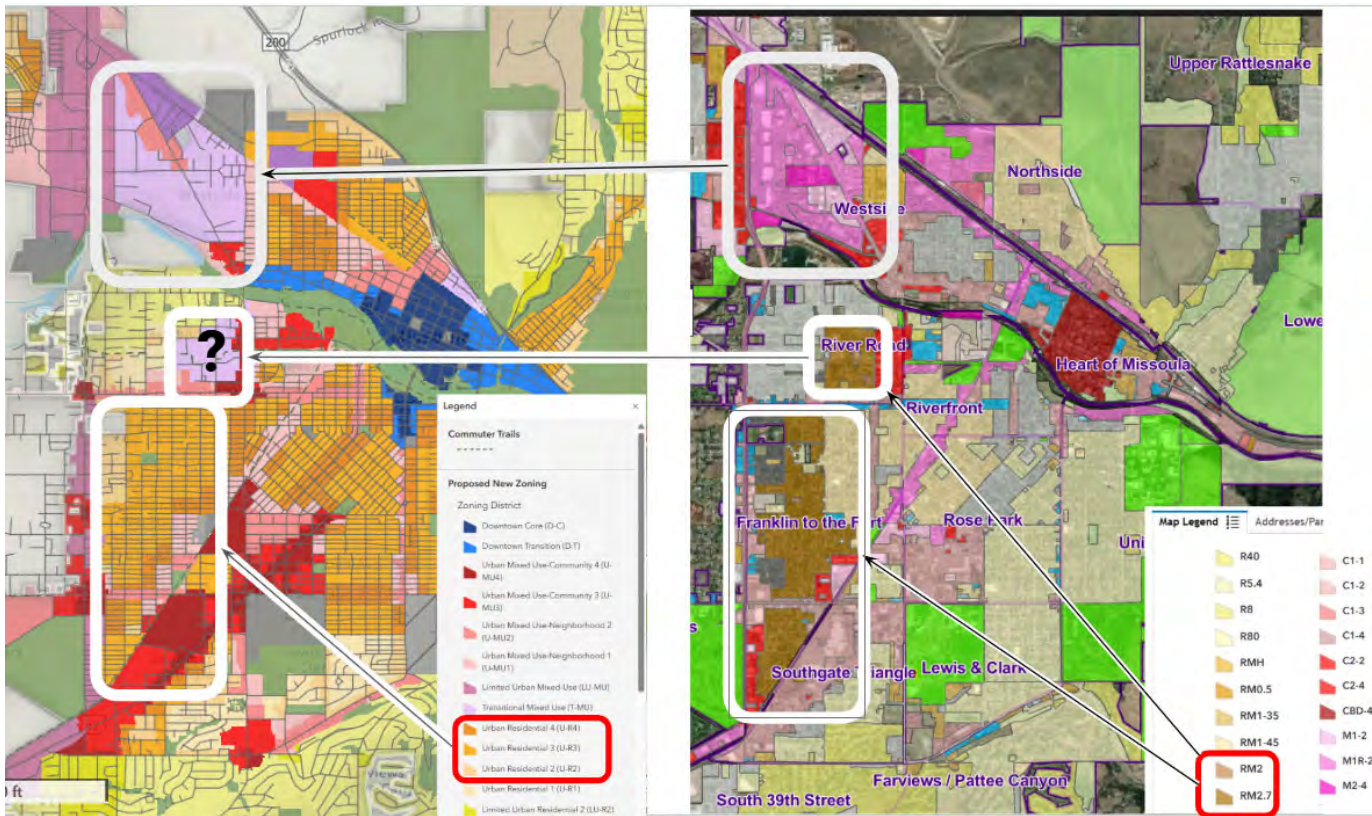
(Value 4: Connectivity)

Broad T-MU allowances — designed for industrial areas — are not compatible with the established residential form surrounding the Milwaukee Trail, Missoula Food Bank, senior living, LIHTC housing, and the area’s schools and services.

We are not planning experts, however to address this issue, perhaps a more granular zoning approach (similar to the U-MU1/3 commercial parcels adjacent to the UR3/4 in the West side neighborhood along the railroad tracks) is appropriate for carving out the few existing contractor yards and warehouses here. With these obstacles constrained, planning should be able to find suitable residential and mixed use designations for our neighborhood which reflect its majority residential character and the visions of the LUP.

Thank you for your time and for your work on this important project. Residents here care deeply about the future of our neighborhood, and we hope you will take these concerns into account when finalizing the zoning map.

Sincerely,
Concerned Citizens and Residents of SE River Road Neighborhood



SECTION D. Summary of Updates

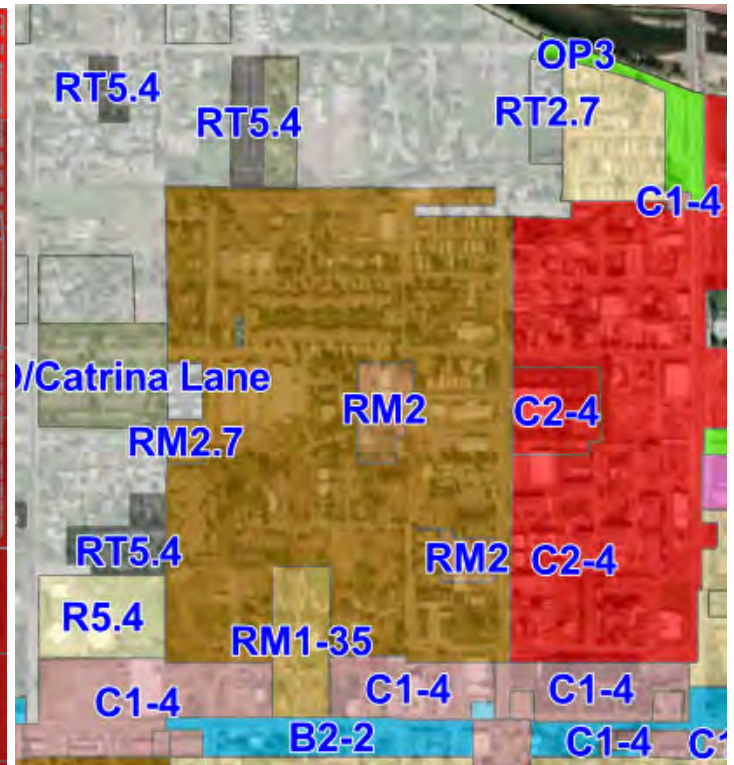
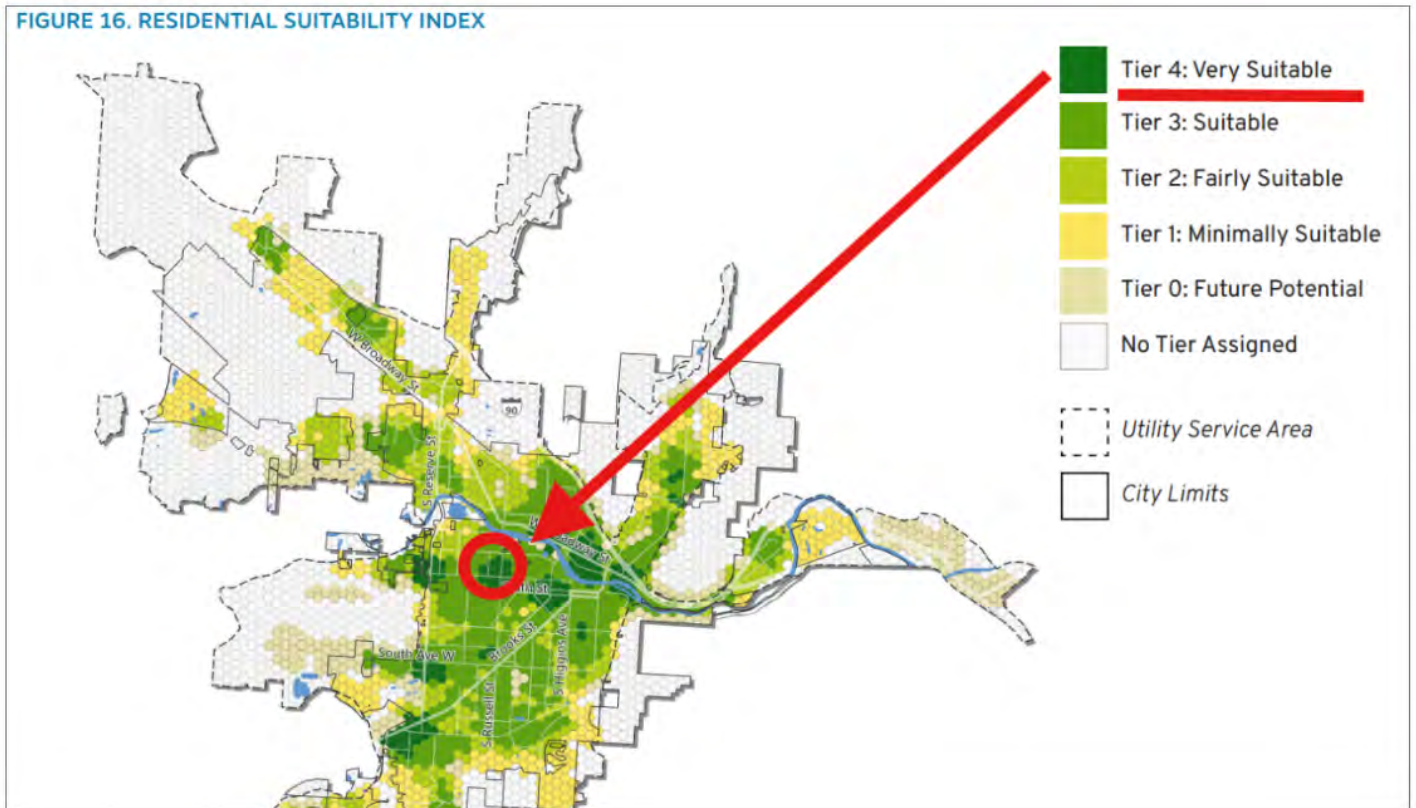
The following is a summary of the amendments to the Land Use Plan and Place Types Map:

Several updates improve clarity and consistency:























1. Comparable zoning districts are updated to align with the new UDC (Title 22). This includes the renaming of Title 22's Industrial Mixed Use (I-MU) zoning district to Transitional Mixed Use (T-MU) in order to clearly show its purpose in guiding industrial areas toward urban mixed-use development.

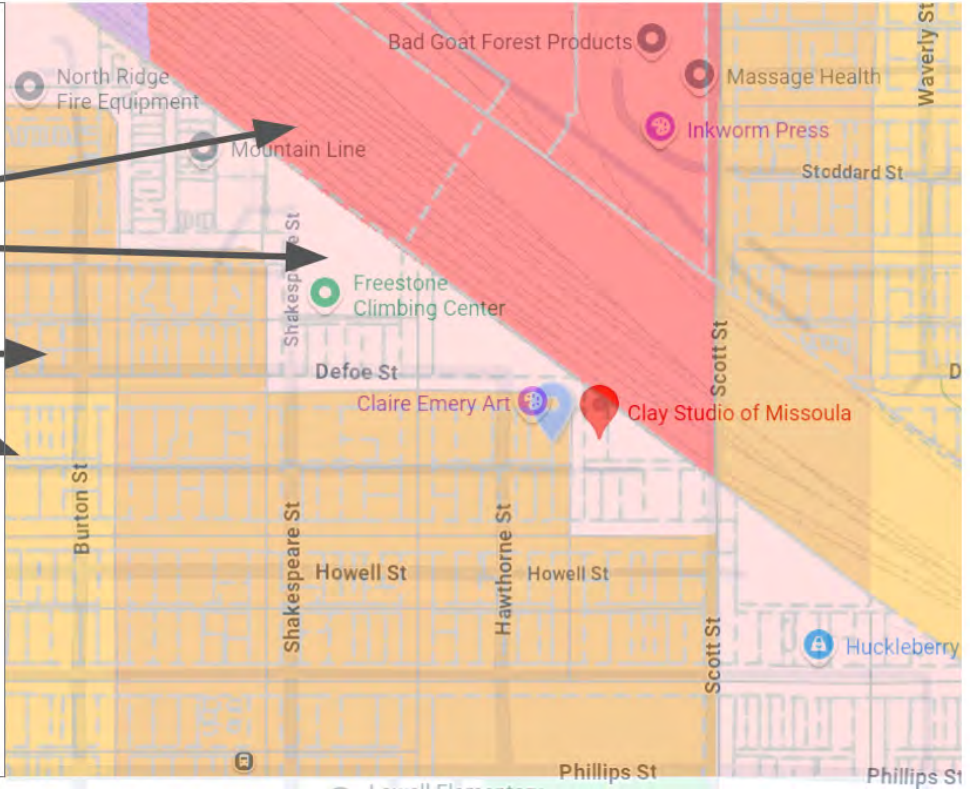
Our Missoula Equity in Land Use Report

FIGURE 16. RESIDENTIAL SUITABILITY INDEX



Map Legend:

-  Zoning Overlays
-  Downtown Core (D-C)
-  Downtown Transition (D-T)
-  Urban Mixed-Use-Community 4 (U-MU4)
-  Urban Mixed-Use-Community 3 (U-MU3)
-  Urban Mixed-Use-Neighborhood 2 (U-MU2)
-  Urban Mixed-Use-Neighborhood 1 (U-MU1)
-  Limited Urban Mixed-Use
-  Industrial Mixed-Use (I-MU)
-  Urban Residential 4 (U-R4)
-  Urban Residential 3 (U-R3)
-  Urban Residential 2 (U-R2)
-  Urban Residential 1 (U-R1)
-  Limited Urban Residential 2 (LU-R2)
-  Limited Urban Residential 1 (LU-R1)
-  Rural Residential (R-R1)
-  Aviation (A)
-  Civic District 1 (CD-1)
-  Civic District 2 (CD-2)
-  Limited Industrial (I-1)
-  Open Space (OP-1)
-  Open and Resource Lands (OP-2)





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KIRSA A. SHELKEY | 406.599.2087 | SHELKEY@WESTROOTSLAW.COM

December 4, 2025

Dear Members of the Missoula Planning Board:

Thank you so much for the time and effort you have put into reviewing and receiving public comment, and for making necessary amendments and valuable recommendations to the City Council. My name is Kirsa Shelkey. I represent Ms. Lee Bridges, who you have heard testimony from throughout this process.

Tonight, I want to direct your attention away from the zoning map and to the actual text of the Draft UDC. Although, the Board initially received a lot of public comment about riparian protections, we haven't heard or thought much more about riparian setbacks—energy has been focused on Land Use Plan and Zone Map Amendments.

Article 4.11 of the Draft UDC deals with Natural Resource Protection. Division 4.11.02 specifically deals with Riparian Resource Protection.

Having just read through this section, I am surprised and disappointed that riparian resource protection appears as an afterthought in the Draft UDC. I've attached the relevant pages of the Draft UDC—where the Draft UDC references riparian protections—for convenience, as well as "The Watercourse Commons Report," A Gallatin Water Collaborative document synthesizing science-driven riparian setback recommendations from MT DEQ and MT FWP for Montana.

As a water resource professional, my conclusion is that:

The Draft UDC's riparian buffer for development adjacent to the Clark Fork and Bitterroot Rivers goes against agency recommendations and readily available science for protecting riparian resources: a 50ft setback from the Clark Fork is too small.

My comments follow, but I am left with the following questions, which I hope the Board will ask Staff tonight:

Questions for the Planning Board to Ask Staff:

- How and why was the 50foot buffer selected for the Clark Fork and Bitterroot Rivers?
- What methodology did the City employ to include these setbacks in the Draft UDC?

- Did Staff consult with TU, CFC, MT FWP, MT DEQ, the conservation district, in putting forward the setbacks listed in Table 4.11.02-1 for adoption? Why/why not?

Riparian zoning in the Draft UDC appears as follows:

Section 4.11.02-D. Riparian Buffers

1. All development, regardless of permit or process, within 100 feet of a riparian resource area requires the designation of a riparian buffer. The buffer shall be delineated on the vegetation map in the riparian resource management plan. The buffer width, measured from the edge of the riparian resource, shall comply with Table 4.11.02-1.

Table 4.11.02-1: Riparian Buffer Widths

Water Body	Buffer Width (Feet)
Bitterroot River	50
Clark Fork River	50
Butler Creek	10
Grant Creek	30
LaValle Creek	10
Miller Creek	10
Pattee Creek	10
Rattlesnake Creek	30
All others	10

The Draft UDC’s Riparian Buffer Width for the Clark Fork and Bitterroot Rivers is too small, and does not achieve the purposes stated by the Draft UDC:

Division 5.2.11 Riparian Resource Areas

Section 5.2.11-A. Purpose

1. The riparian resource protection regulations of this division are intended to promote resource conservation when a parcel containing or near a riparian resource is subdivided.
2. Protecting areas of riparian resource promotes the public health, safety, and welfare of residents. More specifically, it is the purpose of these regulations to ensure that:
 - (a) Areas of riparian resource remain available to support diverse and productive aquatic and terrestrial riparian systems and habitats;
 - (b) Stream channels and banks are protected;
 - (c) Areas of riparian resource are preserved to act as an effective sediment filter to maintain water quality and quantity;
 - (d) Areas of riparian resource are protected to preserve large, woody debris that is eventually recruited into a stream to maintain riffles, pools and other elements of channel structure and provide shade to regulate stream temperature;
 - (e) Areas of riparian resource are protected to preserve connectivity corridors for wildlife;
 - (f) Areas of riparian resource are preserved to promote floodplain and channel stability;
 - (g) Any allowed disturbance within the riparian buffer area protects and maintains the integrity and function of riparian resource areas; and
 - (h) The area of riparian resource is preserved to promote the high quality of life in the city, for a healthy natural environment.

The Gallatin Water Collaborative recently produced the attached Watercourse Commons Report. The report indicates the following science-driven development setbacks from riparian areas:

Montana Fish Wildlife and Parks Recommendation for Subdivision Development in Montana:

- **Rivers:** A minimum of 250 feet of vegetated buffer plus 50 additional feet of building setback. Total building setback equals at least 300 feet from each side of a river.
- **Perennial Streams:** A minimum of 150 feet of vegetated buffer plus 50 additional feet of building setback. Total building setback equals at least 200 feet from each side of a perennial stream.
- **Other waterbodies:** intermittent, wetlands, lakes, reservoirs. Minimum 100 + 30 additional feet of building setback.

Montana Department of Environmental Quality Scientific Recommendations on the Size of Stream Vegetated Buffers [Part 1](#), [Part 2](#), and [Part 3](#):

- **Water Quality:** 100 ft setback. For significant removal of nitrates, sediments, and pathogenic bacteria, at least 100 feet is recommended.
- **Fish and Aquatic Life:** 100 ft setback. In order to maintain fish and aquatic habitat, scientific studies recommend that a minimum of a 100 ft riparian vegetated buffer should be maintained.
- **Wildlife and Wildlife Habitat:** 300 ft setback. In order to protect wildlife and wildlife habitat, 300-foot stream vegetated buffers should be maintained. Certain wildlife species need a larger vegetated buffer.

The 50ft riparian setback in the Draft UDC is at odds with the science-driven information found in these State Agency reports. **The City should increase the City’s riparian zoning setbacks consistent with agency recommendations.**

The City has provided no report or evidence explaining why it has chosen a 50-ft setback. Given the agency recommendations and body of science supporting a greater riparian setback to protect riparian resources, this distance appears wholly arbitrary. Furthermore, there is little to no positive impact in terms of protecting a creek and riparian vegetation where there is only a 10-ft riparian setback as designated for Butler, Pattee, LaValle, and Miller Creeks.

At very least, the City should commission a study group, and include well-known community partners, like TU or the CFC, to help establish riparian setbacks that will positively impact the City’s riparian resources. Missoula is a river town.

The new Land Use Plan spends ample time discussing the importance of the Clark Fork, and yet the City in the Draft UDC has set forth an arbitrary, un-scientific riparian setback that is too small to protect riparian resources from the harms of development. Protecting sensitive lands, including the riparian resource, from development and sprawl is at the center of the Land Use Plan’s major Policy Themes (excerpted below).

Focus Inward

The Goal: Focus development and infill within the Plan area to minimize strain on infrastructure and prevent sprawl into sensitive and constrained lands.

Policy Objective #3

Restrict development in hazard-prone areas, mitigate development on sensitive lands, and focus growth towards safe, urbanized areas with existing infrastructure.

grow. Limiting development in hazard-prone areas is essential for public safety and environmental protection. This includes wetlands, locations with steep slopes, floodplains, or areas at high risk for wildfires. Additionally, other development-restricted areas such as open spaces, conservation lands, riparian areas, forests, and parks enhance quality of life by providing recreational opportunities and preserving ecological health. Key features, like tree canopies and waterways, contribute to both community well-being and environmental stability. Safeguarding all of these sensitive lands is crucial not only for environmental resilience but also for promoting social equity and improving overall community health.

Riparian 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 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.

Environmental Quality & Climate Resilience

The Goal: Balance urban development with environmental protection and resilience through sustainable practices and mitigation of impacts to sensitive lands.


Theme Goal

Balance urban development with environmental protection and resilience through sustainable practices and mitigation of impacts to sensitive lands.

The County has adopted riparian zoning along the Clark Fork based on scientific recommendations from these agencies. Where the City annexes new formerly county property, it should apply the County's zoning.

Thank you, as always, for your time and service,

Sincerely,



Article 4.11

ARTICLE TITLE

Division 4.11.01 *Reserved*

Division 4.11.02 Riparian Resource Protection

Section 4.11.02-A. Purpose

1. The riparian resource protection regulations of this division are intended to promote resource conservation when any construction, or disturbance, is proposed in, through, or near an area of riparian resource.
2. Protecting areas of riparian resource promotes the public health, safety, and welfare of residents. More specifically, it is the purpose of these regulations to ensure that:
 - (a) Areas of riparian resource remain available to support diverse and productive aquatic and terrestrial riparian systems and habitats;
 - (b) Stream channels and banks are protected;
 - (c) Areas of riparian resource are preserved to act as an effective sediment filter to maintain water quality and quantity;
 - (d) Areas of riparian resource are protected to preserve large, woody debris that is eventually recruited into a stream to maintain riffles, pools and other elements of channel structure and provide shade to regulate stream temperature;
 - (e) Areas of riparian resource are protected to preserve connectivity corridors for wildlife;
 - (f) Areas of riparian resource are preserved to promote floodplain and channel stability;
 - (g) Any allowed disturbance within the riparian buffer area protects and maintains the integrity and function of riparian resource areas; and
 - (h) The area of riparian resource is preserved to promote the high quality of life in the city, for a healthy natural environment.

Section 4.11.02-B. Applicability

1. The requirements of this division, including submission of a Riparian Resource Management Plan, applies when development is proposed within 100 feet of a riparian resource area.
 - (a) If a parcel or associated subdivision already has a riparian resource management plan on file with the City, and said plan was approved in or after 2009, submission of a new Riparian Resource Management Plan is not required.
 - (b) The Planning Administrator may waive the requirement for a riparian resource management plan when the riparian area and buffer are not located on the parcel subject to development, and the development will not cause adverse impact to the riparian resource area or buffer.

- (c) A riparian resource management plan is not required for installation of fences when the fence is located outside of the riparian area, required buffer, and the floodplain.
- 2. Areas of riparian resource are typed by site-specific soil, habitat and community types. To determine whether vegetation qualifies as a riparian resource area, consultation with a qualified professional, the Missoula Conservation District, or the Planning Administrator is recommended prior to submitting for a building permit or zoning compliance permit.
- 3. When controversy arises concerning the presence or absence of a riparian resource, the Planning Administrator may require a report from a professional biologist, ecologist, botanist, or similarly qualified professional, documenting the vegetation community types to determine whether these rules apply.
- 4. Applications for subdivision must comply with the Riparian Resource Area requirements in Chapter 5 in lieu of this division.

Section 4.11.02-C. Development Prohibition

Except as otherwise expressly allowed by this UDC, disturbance of riparian resource areas and riparian buffers is prohibited. Bank stabilization, flood control, habitat restoration, and similar projects are allowed within the riparian resource area and/or buffer if approved by the Floodplain Administrator.

Section 4.11.02-D. Riparian Buffers

- 1. All development, regardless of permit or process, within 100 feet of a riparian resource area requires the designation of a riparian buffer. The buffer shall be delineated on the vegetation map in the riparian resource management plan. The buffer width, measured from the edge of the riparian resource, shall comply with Table 4.11.02-1.

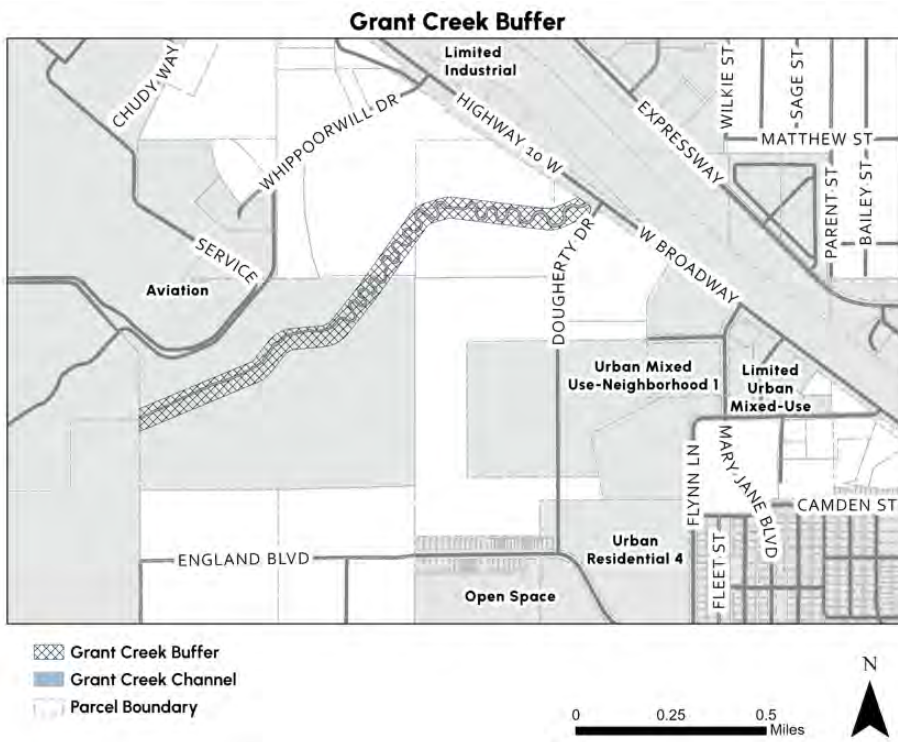
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Bitterroot River	50
Clark Fork River	50
Butler Creek	10
Grant Creek	30
LaValle Creek	10
Miller Creek	10
Pattee Creek	10
Rattlesnake Creek	30
All others	10

2. Special Grant Creek Buffer

Any development adjacent to the stretch of Grant Creek depicted in Figure 4.11.02-1 must maintain a 200-foot buffer measured from the centerline of the floodway of relocated Grant Creek. Development within this buffer shall be limited to trails, bridges, irrigation infrastructure, and those improvements necessary for life safety or emergency purposes, or improvements for airport operations.

Figure 4.11.02-1: Special Grant Creek Buffer

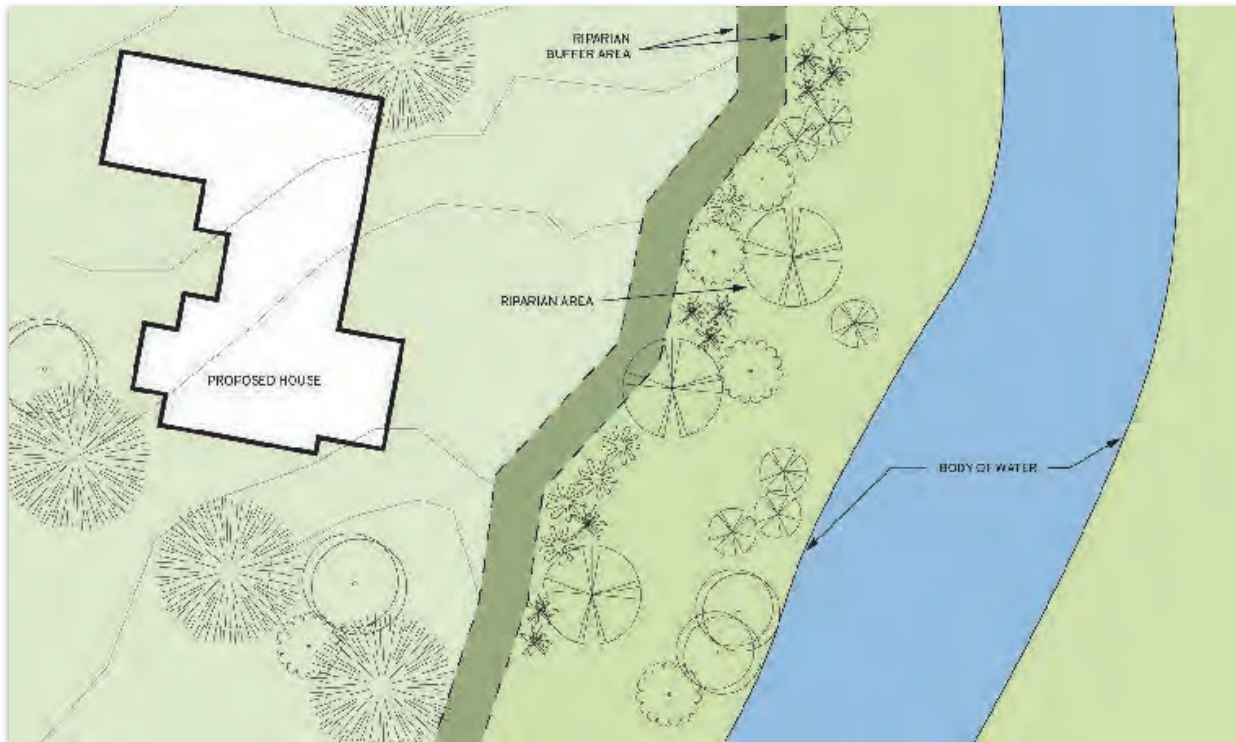


Section 4.11.02-E. Riparian Resource Management Plan

1. A riparian resource management plan must be submitted to the Planning Administrator for approval, approval with conditions, or denial.
2. The management plan must be prepared by a qualified professional.
3. The plan must include:
 - (a) A vegetation map showing the location of vegetation associated with riparian areas, delineation of the riparian resource area, and the riparian buffer area.
 - (b) A description of the following:
 1. The vegetation types associated with riparian areas that are present;
 2. Contribution of the vegetation to stream bank stabilization;
 3. Contribution of the vegetation in preventing erosion; and
 4. Contribution of the vegetation to fish and wildlife habitat, including big game species, bird species, fisheries, and threatened or endangered species.
 - (c) A description of how the area of riparian resource will be maintained, restored or enhanced. The description must include at least the following information:
 1. Proposed disturbance of the area of riparian resource, including access to or through the area, if proposed;
 2. Alteration, enhancement, and restoration plan including planned restoration of the area with native species;
 3. Planned mitigation of impacts from all proposed disturbance;
 4. Planting plan when applicable; and

5. Streambank stabilization plan when applicable.
6. A maintenance and monitoring plan outlining how the area of riparian resource will be cared for after occupancy. The approved management plan must be carried out and enforced. It may not be altered without express approval of the Planning Administrator.

Figure 4.11.02-2: Example Vegetation Map



Section 4.11.02-F. Street Construction

1. Street construction is prohibited within riparian resource areas except in cases when there is no other practical route to access all or a portion of the parcel or when a street is necessary to provide emergency vehicle access to adjacent property. Street construction for any other reason is prohibited in riparian resource areas and buffers unless the street or crossing is depicted in adopted City Plans, or a variance is approved.
2. If street construction is allowed in accordance with this section, the following regulations apply and must be addressed in the riparian resource management plan:
 - (a) All crossings of riparian resources must occur at a perpendicular angle and in such a manner as to minimize the number of crossings and minimize disturbance of the riparian resource area;
 - (b) The intentional side casting of street material into a riparian resource during street construction or maintenance is prohibited;
 - (c) Routes must be chosen based on the avoidance of negative impact to riparian vegetation and sensitive environmental conditions;
 - (d) Effective erosion and sedimentation control practices must be conducted during all clearing, construction or reconstruction operations in compliance with the Manual;
 - (e) Street fill material may not be deposited in the area of riparian resource or in a location or manner such that adverse impacts will result to the riparian resource area; and
 - (f) A floodplain permit, 310 permit, or other permits may be required.

Section 4.11.02-G. Trail Construction

1. Trails shall meet the requirements of this UDC, the Manual, and the Street and Trail Typologies.
2. Public and private trails located within or adjacent to sensitive natural resource and riparian resource areas or buffers must be designed and located to mitigate adverse impacts on those resources and may require a 310 permit per The Natural Streambed and Land Preservation Act and/or a floodplain permit.
3. Trails require approval of the Planning Administrator and shall meet the following standards:
 - (a) Opportunities for public or private access must be consolidated to protect areas of riparian resource from excessive disturbance;
 - (b) The function of the proposed trail, the level of use, the potential impacts and the management strategy to mitigate any adverse effects on the area of riparian resource must be defined;
 - (c) To serve safety and security, construction, landscaping, and signage must clearly define the trail and mark the transition from public to private space;
 - (d) A mechanism must be provided assuring continued maintenance of the trail;
 - (e) Removal or disturbance of riparian resources must be minimized. To the greatest extent possible, existing landforms must be preserved, including following natural contours and minimizing grading;
 - (f) No motorized vehicle is allowed within the area of riparian resource, except as necessary for maintenance, agricultural management or safety;
 - (g) A buffer must be established between the trail and any adjacent water bodies; and
 - (h) Trails may not be located on steep banks.

Division 5.2.11 Riparian Resource Areas

Section 5.2.11-A. Purpose

1. The riparian resource protection regulations of this division are intended to promote resource conservation when a parcel containing or near a riparian resource is subdivided.
2. Protecting areas of riparian resource promotes the public health, safety, and welfare of residents. More specifically, it is the purpose of these regulations to ensure that:
 - (a) Areas of riparian resource remain available to support diverse and productive aquatic and terrestrial riparian systems and habitats;
 - (b) Stream channels and banks are protected;
 - (c) Areas of riparian resource are preserved to act as an effective sediment filter to maintain water quality and quantity;
 - (d) Areas of riparian resource are protected to preserve large, woody debris that is eventually recruited into a stream to maintain riffles, pools and other elements of channel structure and provide shade to regulate stream temperature;
 - (e) Areas of riparian resource are protected to preserve connectivity corridors for wildlife;
 - (f) Areas of riparian resource are preserved to promote floodplain and channel stability;
 - (g) Any allowed disturbance within the riparian buffer area protects and maintains the integrity and function of riparian resource areas; and
 - (h) The area of riparian resource is preserved to promote the high quality of life in the city, for a healthy natural environment.

Section 5.2.11-B. Applicability

1. The requirements of this Division apply when a subdivision is proposed on property containing or abutting a riparian resource.
2. Areas of riparian resource are typed by site-specific soil, habitat and community types. To determine whether vegetation qualifies as a riparian resource area, consultation with a qualified professional, the Missoula Conservation District, or the Planning Administrator is recommended prior to submitting a subdivision application.
3. When controversy arises concerning the presence or absence of a riparian resource, the Planning Administrator may require the subdivider to provide a report from a professional biologist, ecologist, botanist, or similarly qualified professional, documenting the vegetation community types to determine whether these rules apply.

Section 5.2.11-C. Requirements

1. A riparian management plan for riparian resource areas must be submitted with the preliminary plat application. The plan must meet the requirements of Section 5.4.02-B.13.k 5 and include a vegetation map.
2. Except as otherwise expressly allowed by this UDC, disturbance of riparian resource areas and riparian buffers is prohibited. Bank stabilization, flood control, habitat restoration, and similar projects are allowed within the riparian resource area and/or buffer if approved by the Floodplain Administrator.

Section 5.2.11-D. Riparian Buffer Width

1. The riparian buffer extends landward or upland from the edge of the delineated riparian resource. The riparian buffer widths specified in Table 5.2.11-1 shall be delineated on the vegetation map in riparian resource management plan.

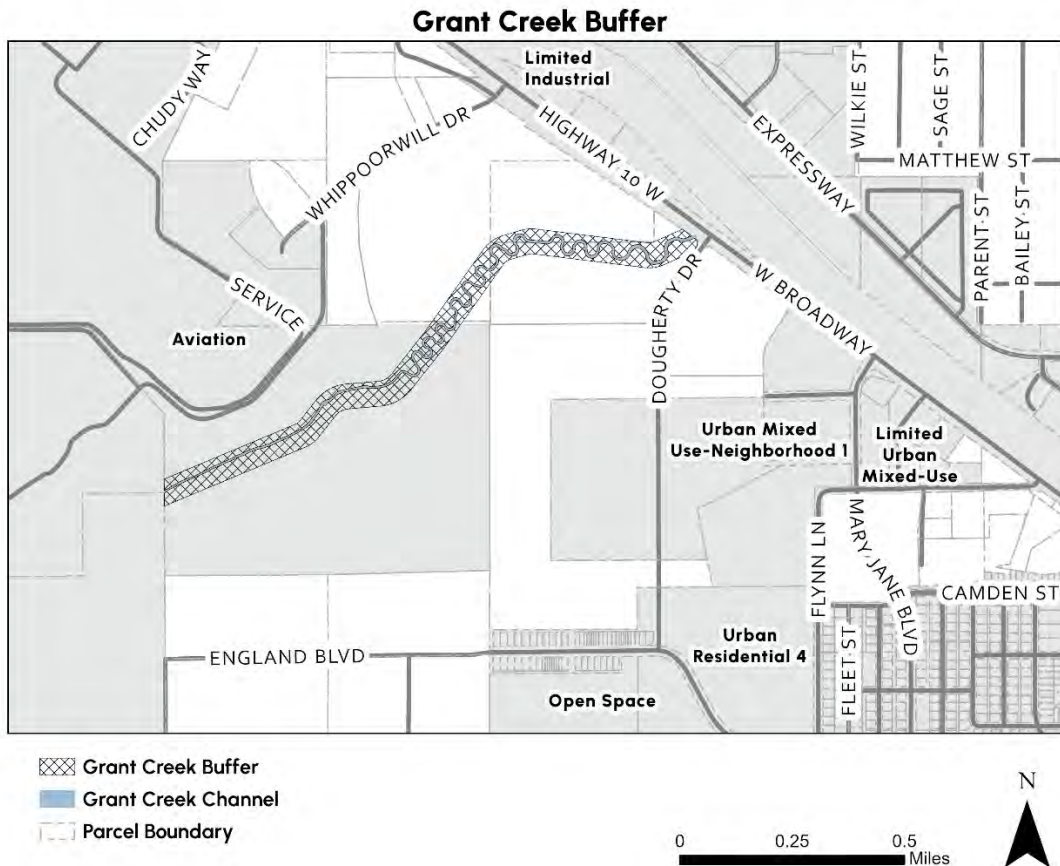
Table 5.2.11-1: Riparian Buffer Widths

Water Body	Buffer Width (Feet)
Bitterroot River	50
Clark Fork River	50
Butler Creek	10
Grant Creek	30
LaValle Creek	10
Miller Creek	10
Pattee Creek	10
Rattlesnake Creek	30
All others	10

2. Special Grant Creek Buffer

The stretch of Grant Creek depicted in Figure 5.2.11-1 must maintain a 200-foot buffer measured from the centerline of the floodway of relocated Grant Creek. Development within this buffer shall be limited to trails, bridges, irrigation infrastructure, and those improvements necessary for life safety or emergency purposes, or improvements for airport operations.

Figure 5.2.11-1: Special Grant Creek Buffer



Section 5.2.11-E. Street Construction

1. Street construction is prohibited within riparian resource areas except in cases when there is no other practical route to access all or a portion of the subdivision or when a street is necessary to provide emergency vehicle access to adjacent property. Street construction for any other reason is prohibited in riparian resource areas and buffers unless the street or crossing is depicted in adopted City Plans, or a variance is approved.
2. If street construction is allowed in accordance with this section, the following regulations apply and must be addressed in the riparian resource management plan:
 - (a) All crossings of riparian resources must occur at a perpendicular angle and in such a manner as to minimize the number of crossings and minimize disturbance of the riparian resource area;
 - (b) The intentional side casting of street material into a riparian resource during street construction or maintenance is prohibited;
 - (c) Routes must be chosen based on the avoidance of negative impact to riparian vegetation and sensitive environmental conditions;
 - (d) Effective erosion and sedimentation control practices must be conducted during all clearing, construction or reconstruction operations in compliance with the Manual;
 - (e) Street fill material may not be deposited in the riparian resource area in such a location or manner as to cause adverse impacts to the riparian resource area; and
 - (f) A floodplain permit, 310 permit, or other permits may be required.

Section 5.2.11-F. Trail Construction

1. Trails shall meet this UDC, the Manual, and the Street and Trail Typologies.
2. Public and private trails located within or adjacent to sensitive natural resource and riparian resource areas or buffers must be designed and located to mitigate adverse impacts on those resources and may require a 310 permit per The Natural Streambed and Land Preservation Act and/or a floodplain permit.
3. Trails require approval of the Planning Administrator and shall meet the following standards:
 - (a) Opportunities for public or private access must be consolidated to protect riparian resource areas from excessive disturbance;
 - (b) The function of the proposed trail, the level of use, the potential impacts and the management strategy to mitigate any adverse effects on the riparian resource area must be defined;
 - (c) To serve safety and security, construction, landscaping, and signage must clearly define the trail and mark the transition from public to private space;
 - (d) A mechanism must be provided assuring continued maintenance of the trail;
 - (e) Removal or disturbance of riparian vegetation must be minimized. Existing landforms must be preserved, to the maximum extent possible, including following natural contours and minimizing grading;
 - (f) No motorized vehicles are allowed within riparian resource areas, except as necessary for maintenance, agricultural management, or safety;
 - (g) A buffer must be established between the trail and any adjacent water bodies; and
 - (h) Trails may not be located on steep stream banks.

- (g) Conditions of adjacent land showing the following:
1. The names of platted subdivisions and numbers of Certificates of Survey previously recorded;
 2. The ownership of lands adjacent to the exterior boundaries of the subdivision and to any access road leading from a present public right-of-way to the boundary of the proposed subdivision;
 3. Location of any buildings, railroads, powerlines, towers, roads, and other land uses;
 4. Any existing or proposed zoning; and
 5. Lands separated from the exterior boundary of the subdivision by public or private rights-of-way are deemed to be adjacent for the purpose of this requirement.
- (h) Landscaping and maintenance plans for common areas, parkland, and landscape buffer strips and screening, may be required.
- (i) When covenants and restrictions are proposed, drafts of covenants and restrictions must be provided.
- (j) If common property is to be deeded to a property owners' association, the subdivider must file a draft of the covenants and restrictions that will govern the association. These covenants and restrictions must, at a minimum, provide that:
1. Membership is mandatory for each property buyer and any subsequent buyer;
 2. The open-space restrictions must be perpetual;
 3. The association is responsible for liability insurance, local taxes, and the maintenance of recreational and other facilities;
 4. Property owners must pay their pro rata share of association costs and that the assessment charged by the association can become a lien on the property;
 5. The association may adjust the assessment to meet changed needs;
 6. Prior to final plat approval, the property owners' association articles of incorporation, bylaws, covenants, and restrictions must be prepared or reviewed by an attorney licensed to practice law in the State of Montana in order that applicable property owners' association requirements are met;
 7. There are means of enforcement and means of receiving and processing complaints;
 8. The permission of the City is required before the association can be dissolved or the restrictions required by the City modified; and
 9. There is a regular maintenance program for private roads, parks, buildings, drainage facilities, and other mutually controlled facilities.
- (k) When riparian or wetland areas are within or adjacent to the proposed subdivision, show the riparian resource area, and riparian buffer on the plat or supplemental data sheet and provide a Riparian Management Plan that must include, but not be limited to the following:
1. vegetation map showing the location of vegetation associated with riparian areas, delineation of the riparian resource area, and the riparian buffer area;
 2. A description of the following:
 - a. vegetation types present;
 - b. contribution of the vegetation type to stream bank stabilization;
 - c. contribution of the vegetation to preventing erosion; and
 - d. contribution of the vegetation to fish and wildlife habitat, including big game species, bird species, fisheries, and threatened or endangered species.

3. A description of how the area of riparian resource will be maintained, restored, or enhanced. The description must include at least the following information:
 - a. Proposed disturbance of the area of riparian resource, including access to or through the area, if proposed;
 - b. Alteration, enhancement, and restoration plan including planned restoration of the area with native species;
 - c. Planned mitigation of impacts from all proposed disturbance;
 - d. Planting plan when applicable; and
 - e. Streambank stabilization plan when applicable.
 - f. A maintenance and monitoring plan must be submitted outlining how the riparian resource area will be cared for.
 4. The riparian management plan must include a provision stating that all owners are subject to and must abide by the riparian resource management plan.
 5. The approved riparian management plan shall be appended to the development covenants or recorded with the final plat.
 6. Approved riparian resource management plans must be implemented in perpetuity and may not be altered without City Council approval.
- (l) If the City Engineer requires a traffic study, it must be submitted as described in the Manual.
- (m) Provide information regarding compliance with the parkland requirements of Division 5.2.08, as described in the subdivision application.

Division 5.4.03 Submittal Requirements for Mobile Home Communities

Section 5.4.03-A. Applicability

This division applies to amendments to existing mobile home communities that add or subtract mobile home lots. New mobile home communities are prohibited. See Chapter 4 Zoning for information regarding manufactured housing parks.

Section 5.4.03-B. Preparation

The subdivider must provide the plan and accompanying documents. If the data include engineering plans and specifications, certification of a professional engineer licensed to practice in the State of Montana must also be included.

Section 5.4.03-C. Application

The subdivider shall provide information required by the City necessary to perform an adequate review pursuant to the *Montana Land Use and Planning Act* that includes specific information demonstrating compliance with this UDC and the Manual, and addressing the applicable criteria noted in Division 5.2.09.

Section 5.4.03-D. Preliminary Plans for Amendments to a Mobile Home Community

Applicable information in Divisions 5.4.01 and 5.4.02.

Riparian Buffer

An area of varying width extending from the edge of a delineated riparian resource, where development may have a negative impact on wildlife habitat, water quality and quantity, fish, or other aquatic resources.

Riparian Resource

Vegetation and habitat associated with a stream, creek, river, pond, wet meadow, woody draw, wetland, or other body of water.

Riparian Resource Area

An area containing a riparian resource.

Roadway

That portion of a street or highway improved, designed, or ordinarily used for vehicular travel or parking, exclusive of the berm or shoulder.

Roof-Mounted Solar Energy System

A solar photovoltaic system mounted on a rack that is ballasted on, or is attached to, the roof of a building or structure. Roof-mount systems are accessory to the primary use.

Runoff

That part of precipitation that flows off the land without filtering into the soil or being absorbed by plant material.

S**Satellite Dish Antenna**

A device designed or used for the reception or the transmission of television or other electric communication signal broadcast or, relayed from a satellite. It may be a solid, open mesh, or bar configured structure, in the shape of a shallow dish or parabola.

Sediment

Solid material, both mineral and organic, that is in suspension, is being transported, or has been moved from its site of origin by air, water, or gravity as a product of erosion.

Sedimentation

The process of depositing materials from a liquid, especially in bodies of water.

Setback

An open, unobstructed area that is required by zoning to be provided from the furthestmost projection of a structure to the property line of the parcel on which the building is located. See Article 4.10 for additional regulations regarding measurement of setbacks and exceptions to setback rules.

THE WATERCOURSE COMMONS REPORT

~ Scientific guidance for streamside buffers in the Gallatin Watershed that support the common good. ~

This guide was developed by a team of local water resource professionals as part of the [Gallatin Water Collaborative](#). The need for enhanced protection of streamside was derived with input from a diverse group of stakeholders. The Collaborative identifies shared goals and actions that will result in long-term water security, and the Watercourse Commons Initiative supports all three objectives of The Collaborative:

- **Water Availability:** Groundwater and surface water supply is managed collaboratively and efficiently to support all water uses.
- **Water Quality:** The water quality of groundwater and surface water within the watershed supports all designated beneficial uses.
- **Resilient Landscapes:** The ecosystem services of critical natural features are maintained within the watershed.

Working group members include the Gallatin Watershed Council, Trout Unlimited, Greater Yellowstone Coalition, Gallatin Conservation District, WGM Group, and members of the Gallatin County Planning Staff. Each year, the working group reviews the basis and findings of the Watercourse Commons Report and makes updates as needed to adapt to emerging science, stakeholder input, and the most up-to-date geospatial data.

Introduction

In the Gallatin Watershed, our economy, identity, health, and safety are closely tied to our rivers and streams. The work a river does to serve our community extends beyond the banks of its channel. Rivers function as an interconnected system, including their channel, floodplain, and riparian area. When a river has the space to flood, erode, and grow native streamside vegetation, it is able to safely convey high flows with limited damage to property and infrastructure, slow and store water, support a healthy fishery, provide critical wildlife habitat, and maintain clean water.

We need streams to do their job well. Flooding and drought are a reality in an arid headwaters watershed with a water supply driven by snowpack. As our climate changes it is predicted that our floods will get flashier and the droughts longer. We live in a “closed basin” where surface water supply has been over-allocated. While riparian areas only make up about 5% of Montana’s land cover, most of our wildlife depend on these limited slivers of land, and our prized trout fishery depends on especially cold, clean, and connected water.

Of the over 1,000 miles of streams in the Lower Gallatin Watershed, 40% lack any woody riparian vegetation, and the system is straining. The Montana Department of Environmental Quality reports that 15 of the streams in the Lower Gallatin Watershed are impaired and unable to sustain a cold water fishery. Most summers, water rights holders make sacrifices to keep water flowing in our streams, and “hoot owl” restrictions limit angling days. Each year, we invest millions of private and taxpayer dollars to secure channels in place in order to protect threatened homes, roads, bridges, and irrigation diversions and pivots, and each year we invest millions more in restoration projects to restore degraded stream reaches.

We developed this guide to inspire a more unified approach to streamside management. The way we manage streamside varies across the watershed as rivers make their way through the federal, state, and local government lands and thousands of private parcels. Regulatory protection is inconsistent and incomplete, and in many cases, regulations do not align with scientific recommendations. We have synthesized scientific literature to create a shared playbook for our work as landowners, natural resource professionals, consultants, policymakers, educators, and city and county planners. This guide includes scientific recommendations for the space streams need to effectively provide the following benefits to our community:

1. flood with minimal risk to infrastructure and property,
2. naturally recharge groundwater,
3. provide fish and wildlife habitat, and
4. treat and filter pollution to maintain clean water.

Why does a stream need space?

Flooding and Erosion: Flooding and erosion are important ecological processes for streams in the Gallatin Watershed. Over time, the shape and location of a stream channel “migrates.” This can look like erosion, where the river eats away at stream banks, and avulsion, where the river changes course all at once and forms a new channel. The floodplain is the low-lying land that surrounds a stream channel that is inundated during a flood, but floodplains are not fixed: they change over time as the channel migrates, the climate changes, and with upstream impacts. The East Gallatin River, for example, according to the East Gallatin Channel Migration Mapping Study, is “very dynamic” with documented migration distances during a 50-year period “typically between 50-100 feet, but in some areas migration measurements between 250 and 400 feet are common.” Infrastructure within a mapped floodplain is at higher risk, and the closer a house or road is to a stream channel, the greater the threat of erosion, avulsions, and flooding.

Channels with the space to access their floodplain and support the growth of native riparian vegetation can slow and dissipate energy. Species like willows, cottonwoods, and alders are deeply rooted and stabilize banks. Rivers that have the space to be dynamic have a more stable channel form. The removal of riparian vegetation, installation of rip-rap, and restrictions in the floodplain all cause more destructive

flooding and faster rates of channel migration on downstream properties. Low-sloping alluvium streams, characteristic of the Gallatin Valley, are particularly susceptible to change.

Groundwater Recharge: Stream systems that slow and store water help stave off drought. When a stream channel floods, water is slowed and stored in the floodplain. Beaver dams and log jams back up water in the stream channel and raise the groundwater table. Conversely, stream channels that are incised draw down the groundwater table and siphon water out of the watershed more quickly. Rivers need space to flood, allow for beavers to do their thing, and be surrounded by a high groundwater table. Beavers also need lots of woody material, so plenty of riparian vegetation is key.

Water Quality: Clean water is important for our rivers to be a safe place to recreate and to support a healthy trout population. In the Gallatin Watershed, *E.coli* is the main concern for recreational streams. Excess nutrients, sediment, temperature, and algae impact the health of the trout population. Trout require gravel beds to spawn, clear water to see their food, high levels of dissolved oxygen, and cold temperatures for their metabolism and development. Native riparian vegetation removes pollution from shallow groundwater, surface runoff, and flood waters, and the more time water has to interact with the plants and soils in a healthy riparian area, the more pollution is removed. A canopy of trees and shrubs shades out the hot sun, and their roots stabilize stream channels and prevent sediment loading from bank erosion.

Fish and Aquatic Life: The Gallatin Watershed is a cold-water fishery, home to trout and whitefish. Riparian vegetation keeps water cold and clean and also provides a regular supply of leaf litter and woody debris that are critical sources of food and shelter. Natural rates of flooding and erosion help renew habitat and nutrients, but the aquatic ecosystem is in a sensitive balance: too many nutrients, too much sediment, floods that are too destructive too often, and the fishery degrades. Buffers that support water quality and natural rates of flooding and erosion are also good for the fish.

Wildlife and Wildlife Habitat: Wildlife in the Gallatin Watershed are especially dependent on riparian areas because, in our arid climate, streamside ecosystems support more plant and animal diversity than any other ecosystem in the state (Montana's Comprehensive Fish and Wildlife Conservation Strategy). Streams need space to grow native riparian vegetation and space to support conditions where riparian vegetation will thrive, including regular flooding and a shallow groundwater table. Habitat connectivity along stream corridors is important because wildlife need to move and migrate. They also need to be left undisturbed by humans, including our fences, dogs, lawns, trash, exhaust, and noise. Buffers for wildlife habitat should be at least as wide as those that support natural rates of flooding, erosion, and water quality, but due to wildlife's sensitivity to human activity, wider buffers are recommended.

What does the science say?

The recommendations for a Watercourse Commons is a synthesis of the guidance provided in the following reports, each of which represents a wide body of research.

[Montana Fish Wildlife and Parks Recommendation for Subdivision Development in Montana:](#)

- **Rivers:** A minimum of 250 feet of vegetated buffer plus 50 additional feet of building setback. Total building setback equals at least 300 feet from each side of a river.
- **Perennial Streams:** A minimum of 150 feet of vegetated buffer plus 50 additional feet of building setback. Total building setback equals at least 200 feet from each side of a perennial stream.
- **Other waterbodies:** intermittent, wetlands, lakes, reservoirs. Minimum 100 + 30 additional feet of building setback.

Montana Department of Environmental Quality Scientific Recommendations on the Size of Stream Vegetated Buffers [Part 1](#), [Part 2](#), and [Part 3](#):

- **Water Quality:** 100 ft setback. For significant removal of nitrates, sediments, and pathogenic bacteria, at least 100 feet is recommended.
- **Fish and Aquatic Life:** 100 ft setback. In order to maintain fish and aquatic habitat, scientific studies recommend that a minimum of a 100 ft riparian vegetated buffer should be maintained.
- **Wildlife and Wildlife Habitat:** 300 ft setback. In order to protect wildlife and wildlife habitat, 300-foot stream vegetated buffers should be maintained. Certain wildlife species need a larger vegetated buffer.

Recommendations

The Water Course Commons

The Watercourse Commons is a vegetated buffer on either side of a watercourse, based on stream size and/or ecological significance, and measured from the ordinary highwater mark. Where the floodplain, channel migration zone, or established riparian areas extend past the buffer, the Watercourse Commons shall be inclusive of the greatest extent.

Large	Medium and Ecologically Significant	Small
300'	150'	100'

Table 1. Recommended minimum vegetated buffer on either side of a watercourse, based on stream size and/or ecological significance, and measured from the ordinary highwater mark.

And where a Watercourse is defined as: Any stream, river, creek, drainage, waterway, gully, ravine or wash in which water flows either continuously or intermittently and has a defined channel, bed and banks, and includes any area adjacent thereto subject to inundation by reason of overflow. The term Watercourse shall not be construed to mean any facility created exclusively for the conveyance of irrigation water.

And where Established Riparian Areas are, as defined by the [US Fish and Wildlife Service](#), “plant communities contiguous to and affected by surface and subsurface hydrologic features of perennial or intermittent [watercourses]. Riparian areas are usually transitional between wetland and upland. Riparian areas have one or both of the following characteristics: distinctly different vegetative species than adjacent areas; species similar to adjacent areas but exhibiting more vigorous or robust growth forms.”

For the purposes of mapping the Watercourse Commons for the whole of Gallatin County, [the Montana Wetland and Riparian Framework](#) has been used to visualize Established Riparian Areas and is a reference for non-regulatory purposes only. Given that naturally dynamic river processes form a shifting mosaic of riparian areas along river corridors, proposed activities should be evaluated on the ground during the initial phases of project planning to understand actual in-situ conditions and any changes on the landscape that may have occurred since Montana Wetland and Riparian Framework mapping efforts were completed.

For general guidance in Gallatin County, riparian vegetation will vary from cottonwood galleries on large rivers, to willow communities on low-gradient, intermontane streams, to alders and conifers in high-gradient mountain streams, to sedges and rushes in prairie streams and high-mountain meadows. Use this list of [common native riparian species](#) as a reference.

And where Large, Medium/Ecologically Significant, and Small streams are defined according to the list provided in [Attachment B](#). **Ecologically Significant Streams**, regardless of their size, possess unique characteristics that play an outsized role in watershed health and are critical to the long-term viability of fish and wildlife species. An example of ecologically significant streams are spring creeks, which are often small, first-order streams with a minimal catchment basin area, but which provide critical trout spawning habitat.

And where an Agricultural Water Use Facility is “Those facilities which provide water for irrigation or stock watering to agricultural lands for the production of agricultural products. These facilities include, but are not limited to, ditches, head gates, pipes, and other water conveying facilities.” ([Gallatin County Subdivision Regulations](#))

Best Management Practices

Activities within the Watercourse Commons should promote or have no negative impact on a stream's ability to safely convey floodwaters, naturally recharge groundwater, provide fish and wildlife habitat, and improve water quality. In general, activities should allow for:

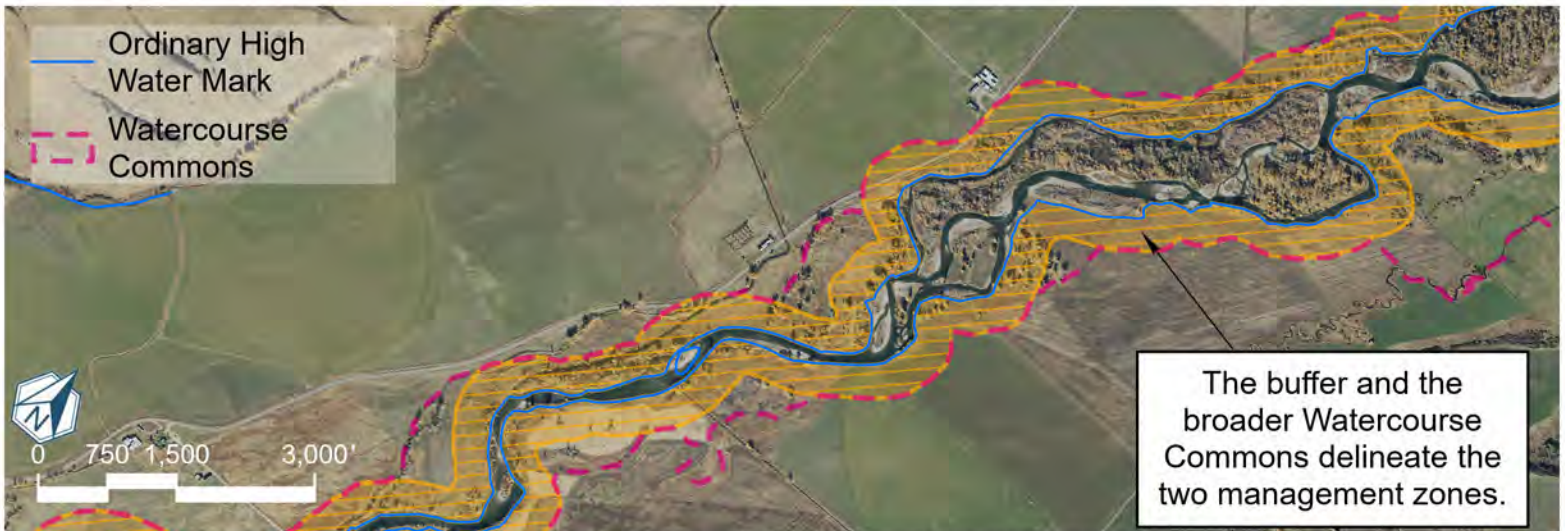
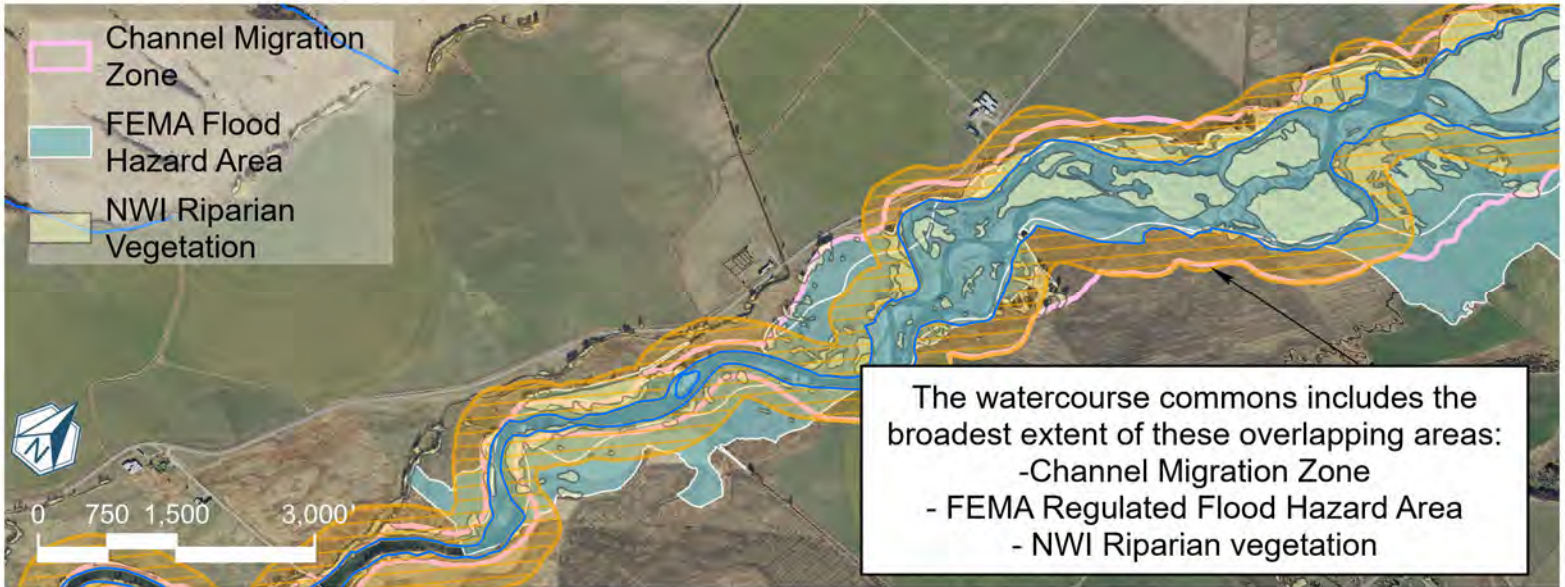
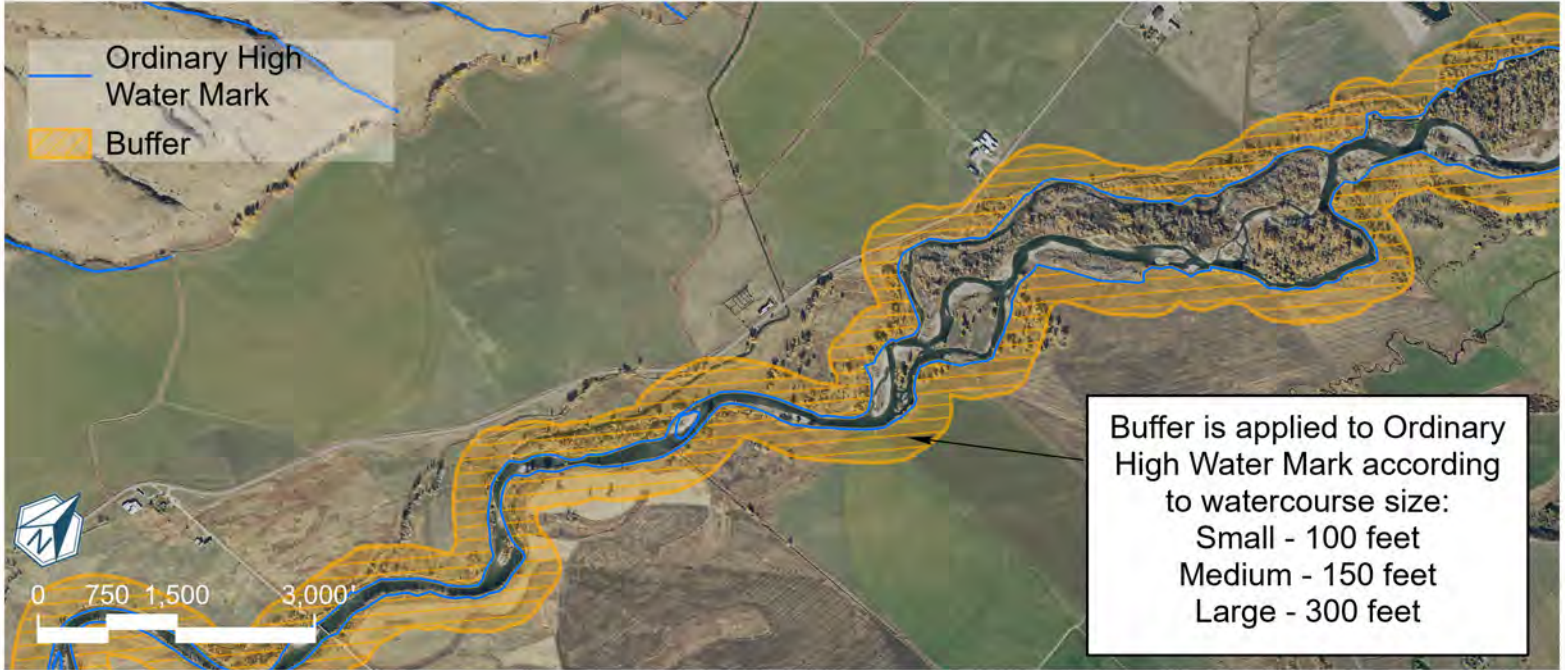
1. the establishment and long-term survival of complex, native riparian plant communities,
2. healthy soils,
3. unimpeded flood flows, and
4. undisturbed spaces for wildlife to shelter, forage, and migrate.

This is not to say that all impacts are negative. Riparian areas have evolved to thrive with certain types of disturbance, such as browsing, beaver activity, and flooding. Some activities in the Watercourse Commons also provide necessary public benefits, such as irrigation diversion, habitat restoration, and periodic road crossings. Here are some examples of Best Management Practices to consider when using the Watercourse Commons:

	Areas within the Minimum Watercourse Buffer	Areas within the Watercourse Commons which extend beyond the Minimum Buffer	Outside the Watercourse Commons
Irrigation infrastructure and maintenance			
Periodic managed grazing, mowing, and timber harvest			
Wildlife friendly fencing for livestock and to protect riparian vegetation			
Low impact recreation activities: hunting, fishing, hiking, horseback riding, dispersed camping			
Designated stream recreation access			
Habitat restoration			
Weed management, including herbicides			
Essential road and trail crossings with minimal impact to the floodplain and riparian vegetation			
Removal of deadfall and other natural detritus			
Medium to high impact recreation activities: biking, motorized sports, established campgrounds, paved trails			
Lawns and golf courses			
Tilling and harvesting agricultural crops			
Use of pesticides and fertilizers			
Construction of residential or commercial structures and roads			
Septic tanks and leach fields			

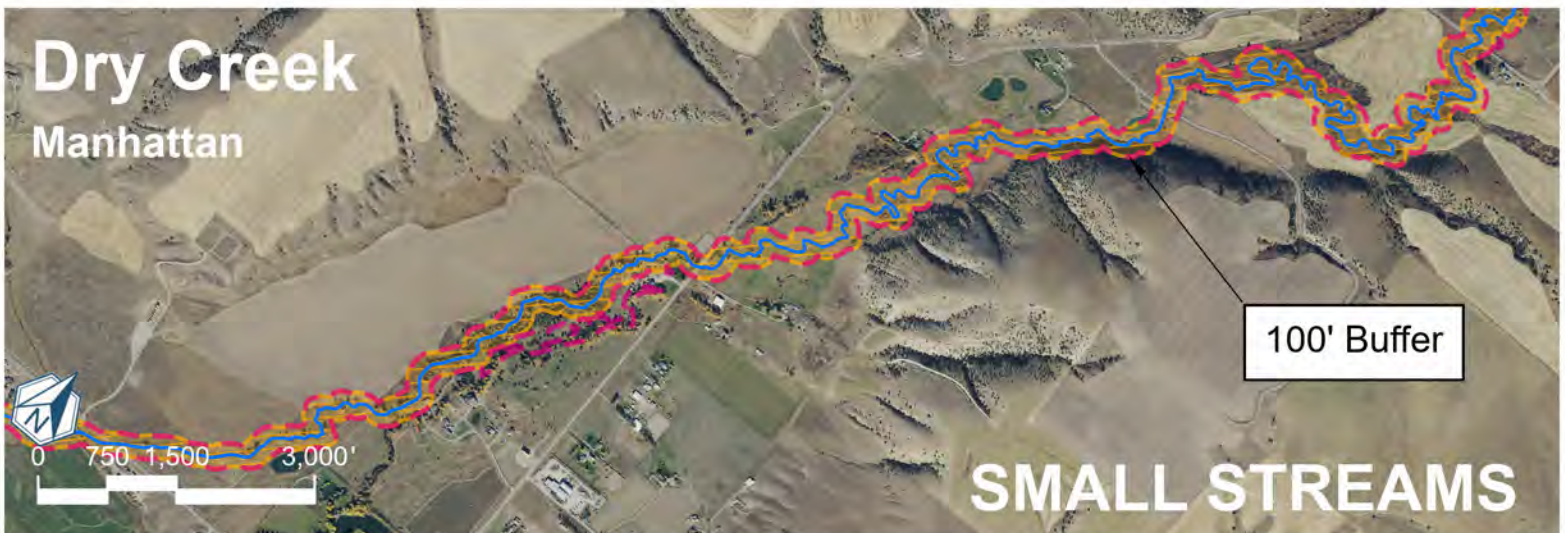
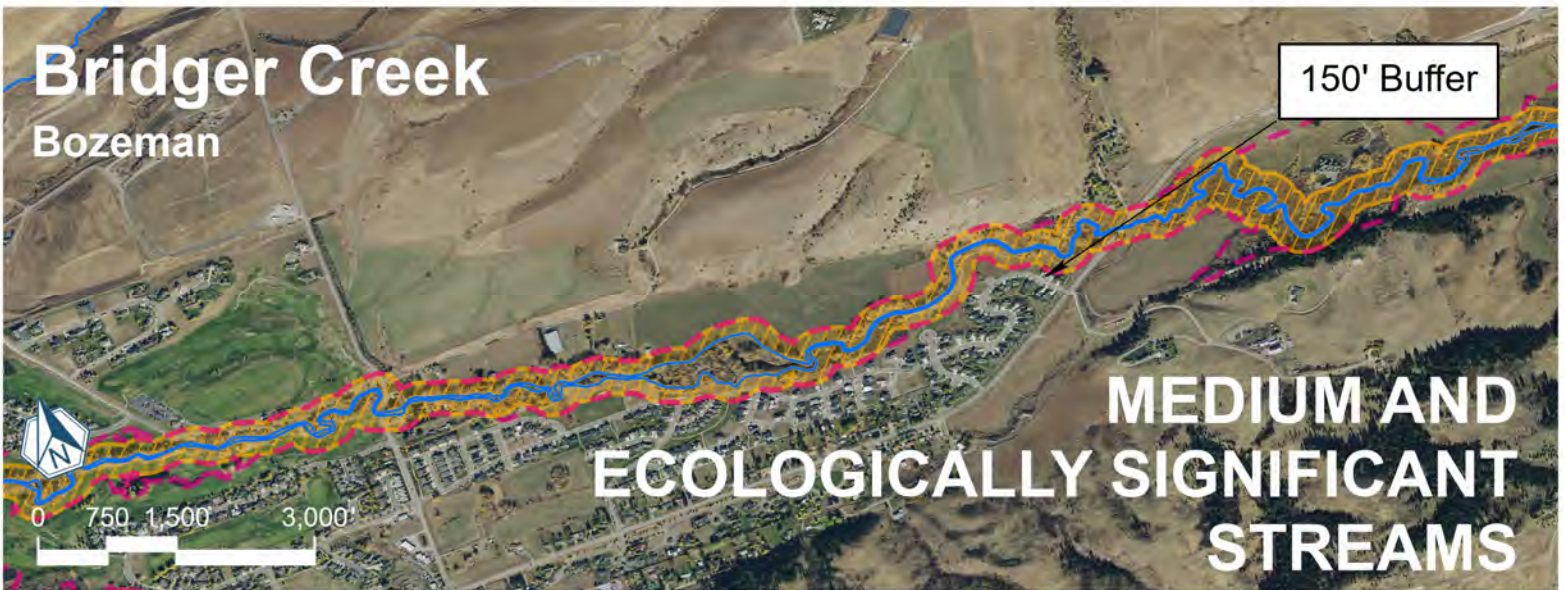
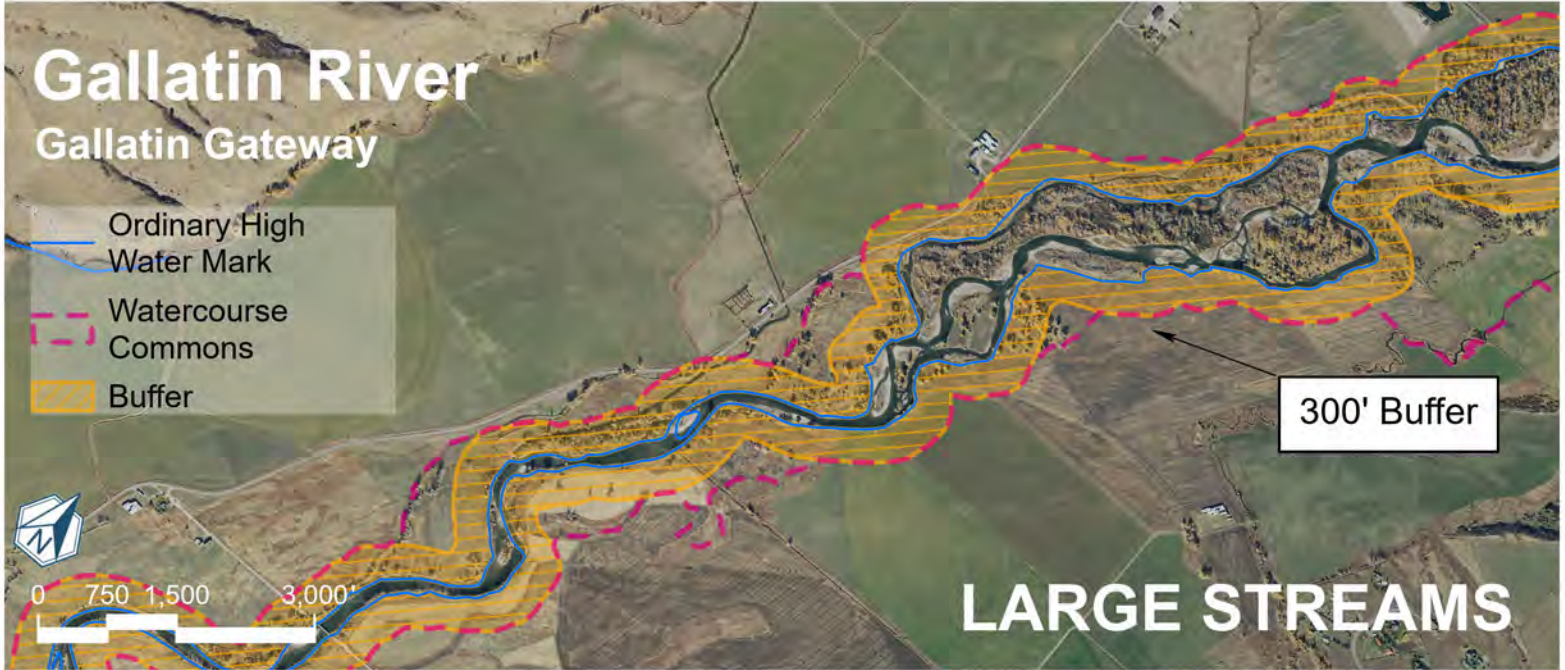
WATERCOURSE COMMONS

Explanation



WATERCOURSE COMMONS

Examples



Attachement B

WATERCOURSE LISTS

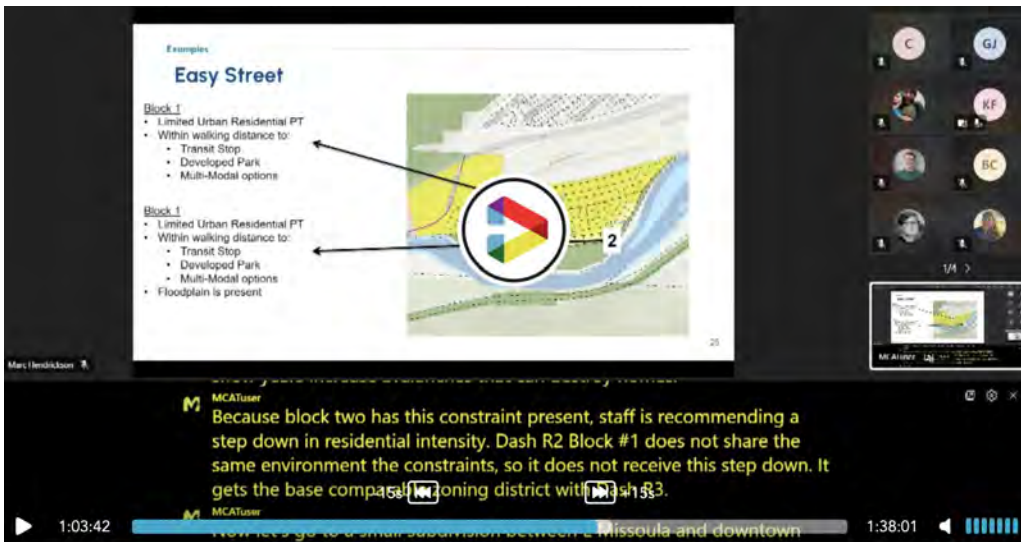
Recommended minimum buffer on either side of a watercourse measured from the ordinary highwater mark.

300'	150'	100'
LARGE	MEDIUM AND ECOLOGICALLY SIGNIFICANT	SMALL
East Gallatin River	Baker Creek	All the rest
Gallatin River	Bear Creek	
Jefferson River	Beehive Creek	
Madison River	Ben Hart Creek	
Missouri River	Black Sands Creek	
West Gallatin River	Bozeman Creek	
	Bridger Creek	
	Camp Creek	
	Cugar Creek	
	Darlington Ditch	
	Denny Creek	
	Dry Creek	
	Duck Creek	
	East Gallatin River	
	Godfrey Creek	
	Hyalite / Middle Creek	
	Jackson Creek	
	Leverich Creek	
	Lyman Creek	
	Middle Fork West Fork Gallatin River	
	North Fork West Fork West Gallatin River	
	Rae Creek	
	Randall Creek	
	Reese Creek	
	Rocky Creek	
	Ross Creek	
	Sixteen Mile Creek	
	Smith Creek	
	South Cottonwood Creek	
	South Fork Madison River	
	South Fork of the West Fork Gallatin River	
	Taylor Fork	
	Thompson Creek	
	West Fork Gallatin River	
	West Fork West Gallatin River	
	Willow Creek	

From: [Jane Darnell](#)
To: melsone@ci.missoula.mt.us; CraskeB@ci.missoula.mt.us; [Planning, Development and Sustainability](#)
Cc: [Larry Chase](#)
Subject: Zoning Map Change re: Ben Hughes Subdivision
Date: Friday, December 5, 2025 3:02:07 PM
Attachments: [Screenshot 2025-12-05 at 12.37.45 PM.png](#)

I'm Jane Darnell, a resident of the Ben Hughes Subdivision. I'm reaching out to our city council representatives specifically and the Planning Commission in full as the UDC and Zoning work process nears the decision point later this month.

I was heartened to see the Ben Hughes neighborhood included in the planning staff's presentation to the City's Land Use Committee on 12/3, but was puzzled when it was not included in the presentation to the planning commission on 12/4. That portion of the presentation is found on the [video of the meeting](#) at the 1 hour 3 minute mark.



During the public hearings, the planning commission chair, Sean McCoy, encouraged the public to provide input with specific details from the proposed UDC and Zoning map to support their recommendations. I believe the Ben Hughes Homeowners Association President, Larry Chase presented those details along with the request to change the zoning designation to LU-R1 for the entire subdivision.

My request is to have the planning commission discuss this request at their 12/9 meeting and explore why or why not to make this change. At the conclusion of the meeting last night, only the Airport and Westside areas were identified for further discussion at the next meeting.

Thank you all for providing the public with the opportunity to participate. I look forward to the upcoming discussions. Please let me know if you have any questions you think I can help with.

--

Jane D. Darnell
252 Jamie Court, Missoula MT
308.430.2204 (cell)

From: [Jay Getz](#)
To: [Analeshia Rodriguez](#); [Benjamin Brewer](#); means@ci.missoula.mt.us
Subject: River Road and Reserve Street Zoning
Date: Friday, December 5, 2025 4:10:20 PM
Attachments: [Outlook-40bczsqy](#)

Thank you for your time at the Missoula County Courthouse public hearing. I want to clarify a critical point that was misrepresented last night. The floodplain maps referenced in the presentation were *recommended* by FEMA and DNRC in 2023, but **the City of Missoula has not adopted these maps** (see attached email). If these maps are not formally adopted, why are they being used as the basis for a major zoning change that impacts eight properties along Reserve Street?

It was also stated that this area is "mostly residential." That is simply inaccurate. Below are the properties currently zoned **B3-2** at this intersection:

- 615 N. Davis
- 605 Davis Street
- 2426 River Road
- 2410 River Road
- 2403 River Road
- 2400 River Road
- 2412 River Road
- 2431 River Road

The financial impact of a rezoning decision here is significant and measurable. A certified appraisal of 2400 River Road conducted last year valued the property at **\$600,000**. Using the same methodology, our lot would appraise at approximately **\$1,150,000** under the existing B3-2 zoning. If these parcels are down-zoned to residential-only, values would drop by **at least 30%**.

Collectively, these eight parcels represent **nearly \$10 million** in value, value that would be directly and unnecessarily compromised based on unadopted maps and incorrect assumptions about land use.

I strongly urge the County and City to reconsider the basis for this zoning proposal and ensure decisions are grounded in accurate data, adopted resources, and a full understanding of economic impact.

Thanks,

Jay H. Getz

Hello Jay,

The link provided has both the draft maps which have yet to be adopted, and the maps which are currently effective.

Let us know if you have any additional questions.

Best,

Charlie Ream | Zoning Desk
Community Planning, Development & Innovation



www.jayHgetz.com

JAY H. GETZ

Broker/Owner
REALTOR



406.214.4016



jay.getz@outlook.com



2204 River Road
Missoula, Montana 59803



From: [Joel Getz](#)
To: [Analeshia Rodriguez](#)
Subject: Follow-Up on Reserve Street Zoning Discussion
Date: Friday, December 5, 2025 11:45:47 AM

Hello,

Thanks again for last night's meeting and for the opportunity to speak. I wanted to follow up directly regarding the Getz property and the broader zoning approach along Reserve Street.

My name is Joel Getz. I've watched my father go through every requirement placed on him over the years, always with professionalism, respect, and a commitment to doing things the right way. What we're asking for now is simple: **consistent, logical zoning along the Reserve corridor.**

Danny Oberweiser's question to the GIS team, why one side of Reserve is mapped as multi-use while the other is being pushed toward residential, is exactly the issue we've been raising. There seems to be no practical or planning-based reason for that split. Both sides of Reserve function the same, carry the same traffic volumes, and face the same impacts. They should be zoned the same, just as we see on River Road and Russell.

Reserve Street is a major regional arterial. It is not a residential environment. High speeds, congestion, noise, and commercial activity define this corridor. Expecting residential to succeed here is unrealistic and unsafe. The corridor has already transitioned into a commercial/mixed-use area, zoning needs to catch up with reality.

Commercial or mixed-use zoning is the responsible choice. The infrastructure is already built for it. It supports economic activity where traffic is designed to go. And it still allows housing, but the appropriate kind, such as apartments or upper-floor units that can handle an arterial corridor. What doesn't work here is forcing single-family residential into a place where it can't safely or logically function.

In short: **mixed-use zoning on both sides of Reserve is the only approach that aligns with how this corridor actually operates, protects interior neighborhoods, and supports Missoula's long-term land-use goals.**

I appreciate your engagement on this and welcome any continued discussion.

Best,
Joel

Joel Getz | Director of Strategic Accounts - Energy and Utilities
Tel: +1.406.239.1056 | www.urbint.com

Aligned with Utility concepts for System Continuity, Workforce & Process Resilience, All-Hazards Scope, Customer Focus & Adaptability

From: [Jane Darnell](#)
To: [Planning, Development and Sustainability](#); melsone@ci.missoula.mt.us; CraskeB@ci.missoula.mt.us
Cc: [Larry Chase](#)
Subject: Re: Zoning Map Change re: Ben Hughes Subdivision
Date: Saturday, December 6, 2025 3:18:24 PM
Attachments: [image001.png](#)
[image002.png](#)

I am Jane Darnell, a resident of the Ben Hughes subdivision. I am submitting this letter to clarify the letter I sent on 12/5.

With this letter, I am clarifying my request, which is to amend the zoning map to LU-R1 for all 96 lots in the Ben Hughes subdivision. LU-R1 allows for more than double the existing density, appropriately contributing "our fair share" to the growing needs of housing for Missoula. I fully support the facts presented in the letter and comments submitted by the Ben Hughes Homeowners Association President, Larry Chase, attending virtually, at the 12/4 Planning Commission hearing.

LU-R2 is not an appropriate zoning designation for the Ben Hughes subdivision, as the 12/4 letter from Larry Chase shows with reference to the Land Use Plan provisions. The conditions of the Ben Hughes area do not support the greater than triple density increase of the LU-R2 designation for our neighborhood.

At the conclusion of the Planning Commission meeting on 12/4, only the Airport and Westside areas were mentioned for further discussion at the 12/9 meeting. My request is to have the planning commission discuss the Ben Hughes Homeowners' request to set the zoning designation to LU-R1 for all lots in the Ben Hughes subdivision at their 12/9 meeting.

I request they address the environmental/physical conditions of our neighborhood and potential hazards:

- Environmental/physical conditions:
 - Clark Fork River corridor
 - Conservation Land status of Ben Hughes Park
 - Species of concern
- Potential Hazards posed by:
 - Hwy 200 with no pedestrian cross walk or waiting area at bus stops
 - I-90/Hwy 200 overpass
 - Railroad and Hwy 200 underpass
 - Fire probability

Thank you for accepting this clarification of my previously submitted comments. Please let me know if you have any questions.

--jane

From: [BenHughesHOA](#)
To: pds@missoulacounty.us; [Emily Gluckin \(she/her\)](#); [Eric Melson](#); [Betsy Craske](#)
Cc: [Chris Everett](#); [Dave Spildie](#); [Adam Carroll](#); [Ann Andre](#); [Brittany Wiseman](#); [Julia Johnson](#); janed.darnell@gmail.com
Subject: Request to Zone Ben Hughes Neighborhood LU-R1
Date: Monday, December 8, 2025 3:31:45 PM

You don't often get email from benhugheshoa@gmail.com. [Learn why this is important](#)

Greetings ~

I am Larry Chase, President of the Ben Hughes Homeowners Association, representing the 96 homeowners within our community.

You're receiving additional comments showing why our neighborhood fits LU-R1 instead of 10 lots being zoned LU-R1 and 86 lots zoned LU-R2. Our previous four letters are dated November 11, 18, 21 and December 4.

Request

We ask the Planning Board to make a motion to zone the Ben Hughes neighborhood as LU-R1 so that you can discuss the issues highlighted below. As City staff shared in their presentation they must be as objective as possible. This request follows that objectivity because, 1) it's in line with the 2045 Land Use Plan findings and mapping specific to our neighborhood; and 2) the neighborhood has at most only 1 of the 6 amenities used to identify zoning designations.

Land Use Plan

In our December 4 letter we noted that the LU-R2 designation appears to be inconsistent with the 2045 Land Use Plan. Specifically, the 2045 Land Use Plan maps the Ben Hughes area as Tier 1 - Minimally Suited for increased developments without 2 or more services within ¼-mile, with significant environmental constraints, and as having a high fire hazard (see 2045 Land Use Plan, pages 33-44).

LU-R1 for the Ben Hughes neighborhood is more consistent with the Land Use Plan.

Amenity Based Zoning

On December 3 at the **City Council Land Use and Planning Committee Pre-Public Hearing Meeting**, City staff outlined the methodology used for zoning recommendations within Zoning Place Types. They shared that "Amenity Based Zoning" considers the number of amenities existing within 15-min walking/¼-mile distance to determine whether to recommend up-zoning. The City listed six amenities: Transit Service, Developed Park, Grocery Store, Public School, Commuter Trail, and Local Food Options. See presentations by the City staff at the December 3 **City Council Land Use and Planning Committee Pre-Public Hearing Meeting** - 53:11 of the video recording; and at the December 4 Planning Board Meeting - 10:06 of the video recording.

During the December 3, City staff discussed how the Ben Hughes neighborhood was up-zoned to LU-R2 specifically due to 3 amenities: Transit Stop, Developed Park and Multi-Modal options. (See Jane Darnell's December 5 letter showing the slide presented at the December 3 meeting.) Ten lots were subsequently down-zoned to LU-R1 due to floodplain encroachment. This up-zoning of 86 lots would allow for more than triple the density of homes in our neighborhood with heights up to 40 feet.

In applying the six amenities of Amenity Based Zoning, only *three possible* amenities could apply to the Ben Hughes area in considering up-zoning from LU-R1 to LU-R2. These are: Transit Service, Developed Park and Commuter Trail.

Let's address each one specifically in terms of the Ben Hughes area.

Transit Stop: There is a transit stop near the intersection of Easy Street and Hwy 200. However, to reach the inbound bus people must cross Hwy 200 at an uncontrolled intersection (no signal or crosswalk) in a 45-mph transition to 35-mph speed zone. It's also near a blind curve under the railroad tracks. This is a public safety concern that would only increase with increased housing density. This transit stop is also a ½-mile from the east end of our subdivision.

Developed Park: There is not a developed park within ¼-mile/15 minutes from the Ben Hughes neighborhood. Ben Hughes Park is not a developed park. Rather, it is managed under the City's Conservation Lands Program as a conservation land. (See Missoula Parks, Recreation, Open Space, and Trails (PROST) 2040 Master Plan, Map Figures 15, 16 and 20). This designation recognizes the ecological value of the area and is consistent with the 2045 Land Use Plan.

Commuter Trail: There is not a commuter trail within ¼ mile/15 minutes from the Ben Hughes neighborhood. City maps show only two trails in or near the Ben Hughes neighborhood. (See Missoula PROST Map Figure 16 "Missoula's Existing Trails" and Missoula PROST pages 3.31 to 3.35). First, there is a short, native surface "Recreation" trail along the river in Ben Hughes Park itself. This trail does not leave the Park nor does it connect to any other trail. Second, there is a trail beginning just west of the Ben Hughes subdivision entrance and running west from Easy Street. This trail is shown in red and identified as a "Community Trail" in the "Regional and Community (Commuter) Trail" section of Missoula PROST. (Id.) This trail, however, travels only a short distance along the riverside of the Cobblestone development and stops in Hellgate Park (less than ½-mile from Easy Street). This trail does not connect to any other trails and does not enable commuting.

One, Not Three

At most, only 1 amenity – a Transit Stop – of the 3 shown by the City exist within ¼-mile/15-min of the Ben Hughes neighborhood. This leads to a conclusion that the Ben Hughes neighborhood be zoned LU-R1.

What does Multi-Modal Mean?

We have not addressed the "Multi-Modal Options" shown on slide 25 that City staff presented at the December 3 meeting because *multi-modal is not one of the 6 identified data layer amenities*. That raises questions. How do multi-modal options fit in the context of the 6 amenities? Does it encompass Transit Stops and Commuter Trails? You've already seen a Commuter Trail is not near the neighborhood and the transit stop location is a safety hazard.

Does "Multi-Modal Options" refer to the sidewalk located along E. Broadway? The bike lanes on E. Broadway? Something else? If so, then is the City designating all sidewalks and bike lanes as a "Commuter Trail" amenity? This would appear to necessitate a new review of most, if not all, zoning designations.

What's possible for the City to clarify the meaning of "multi-modal" in the context of the Ben Hughes Subdivision location specifically?

Conclusion

Your attention to making a motion and discussing the proper zoning designation for Ben Hughes neighborhood is important. Thank you for your diligence and attention.

Gratefully,

Larry Chase
President, Ben Hughes Homeowners Association

From: [Hope Fisher](#)
To: [Benjamin Brewer](#); [Emily Gluckin \(she/her\)](#); [Cassie Tripard](#); [Mary McCrea](#)
Cc: [Aaron Hanks](#); [Vince Gavin](#); [Walter Banziger](#); [Eran Pehan](#)
Subject: UDC - Long Term Bike Storage Requirements
Date: Monday, December 8, 2025 9:50:12 AM
Attachments: [image002.png](#)
[4.9.04 Bike Storage.pdf](#)
[Residential Bike Storage .pdf](#)

Good Morning!

I have some concerns regarding the long-term bicycle storage requirements in the new Unified Development Code (UDC), specifically Section 4.9.04-F(c), which appears to prohibit long-term bike storage from being accessed on other floors.

My concern is that on many smaller sites, it becomes extremely difficult—if not impossible—to accommodate the required number of long-term bicycle parking spaces while also meeting landscaping, setback, and other site requirements. This is especially challenging if the spaces must be provided at a minimum size of 2' x 6' x 7' and are not allowed to be hung on walls as seen below:



Over the past several years, we have completed multiple projects that rely on carport structures due to limited site area and increasing development requirements. We are also seeing developers lean more heavily toward this building type. Under the current interpretation of the UDC, if a site consists entirely of carports at the main level with no dwelling units on that floor, it could become infeasible to provide compliant long-term bicycle storage.

Many of our recent projects have successfully located long-term bike storage in basement levels and second floors due to both site and square footage constraints. This is consistent with how long-term bicycle storage is commonly utilized in many downtown buildings as well. I wanted to raise this concern ahead of the December deadline to see if there is any opportunity for adjustment or clarification that could help maintain project feasibility on constrained sites. I did not see this issue mentioned in the previous comments I was copied on, so I apologize if this is a duplicate concern.

Thank you!



Hope Fisher, Project Manager

1605 Stephens Ave. Missoula, MT 59801

406.543.1477 www.gavin-hanks.com

	Motor Vehicle Parking	Short-Term Bicycle Storage	Long-Term Bicycle Storage	Residential Zoning Districts						Mixed-Use Zoning Districts						Special Zoning Districts										
ZONE				R-1	LU-R1	LU-R2	U-R1	U-R2	U-R3	U-R4	U-MU1	U-MU2	U-MU3	U-MU4	D-T	D-C	LU-MU	T-MU	I-1	I-2	OP1	OP2	CD-1	CD-2	A	
RESIDENTIAL																										
Household Living	none	none	1 space per DU, unless garage provided	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	-	-	-	■	-	■	-	
Group Living	see below	see below	see below																							
Group Living, Other	none	1 space per 20 beds, Minimum is 4 spaces	1 space per 2 beds	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	-	-	-	■	-	■	-	
Community Res. Facility (8 or fewer)	none	1 space per 20 beds, Minimum is 4 spaces	1 space per 2 beds	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	-	-	-	■	-	■	-	
Community Res. Facility (9+)	none	1 space per 20 beds, Minimum is 4 spaces	1 space per 2 beds	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	-	-	-	■	-	■	-	
Fraternity/Sorority	none	1 space per 20 beds, Minimum is 4 spaces	1 space per 2 beds	-	-	-	-	-	■	■	■	■	■	■	■	■	-	■	-	-	-	-	-	■	-	
Convent/Monastery	none	1 space per 20 beds, Minimum is 4 spaces	1 space per 2 beds	■	■	■	■	■	■	■	■	■	■	■	■	■	-	■	-	-	-	-	-	■	-	
Single-Room Occupancy Developments	none	1 space per 8 DU, minimum is 2 spaces	1 space for studio or first bedroom, 0.5 spaces per additional bedroom	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	-	-	-	-	-	■	-	
Day Care: Residential Day Care	none	none	none	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	-	-	-	■	-	■	-	
Home Digital Asset Mining	none	none	none	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	-	-	-	-	-	■	-	
PUBLIC / CIVIC																										

Figure 4.9.03-2: Example Drive Through

Division 4.9.04 Bicycle Storage

Section 4.9.04-A. Purpose

The purpose of this division is to support development that encourages sustainable transportation options by providing secure, accessible bicycle storage. Long-term bicycle storage offers residents and employees a safe and weather-protected place to store their bicycles, promoting regular bicycle use for commuting and daily activities. Short-term bicycle storage is intended to accommodate customers, patrons, and visitors, making bicycling a convenient option for short trips and errands.

Section 4.9.04-B. Applicability

1. The requirements of this division apply to all new construction and to additions to existing buildings for any use that has required long-term or short-term bicycle parking.
2. For additions, the requirements apply only to the area of the addition; there is no obligation to remedy any existing legal deficits related to bicycle storage. However, if any existing required bicycle storage spaces are removed, displaced, or damaged, they must be replaced in compliance with the standards of this division.

Section 4.9.04-C. Bicycle Storage Spaces Required

1. Short-term and long-term bicycle storage must be provided in the amount identified for each use in the Use Tables of Article 4.8.
2. Residential dwelling units with a private garage are exempt from both short-term and long-term bicycle storage requirements.

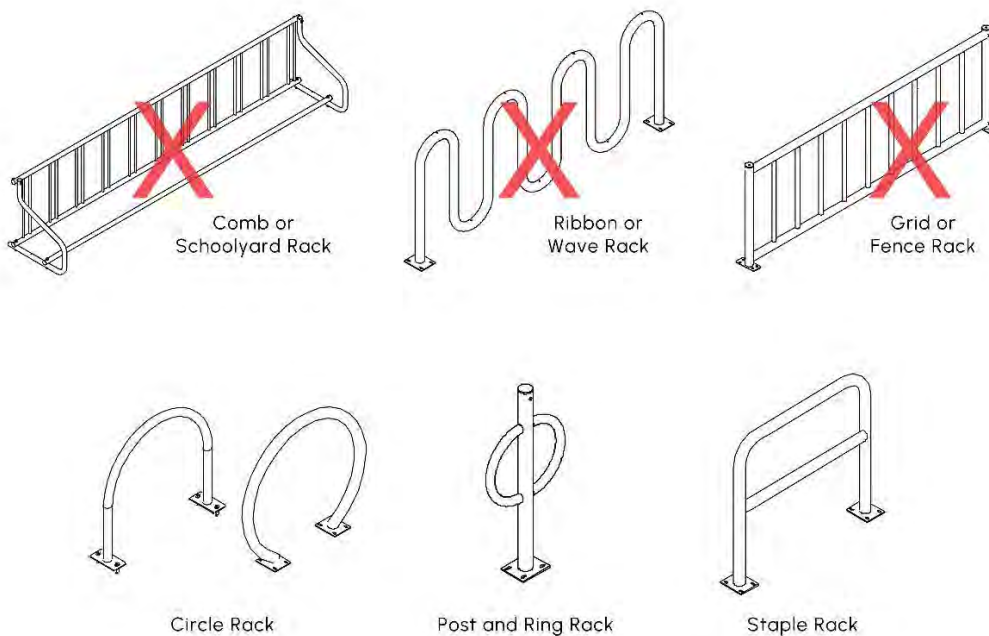
Section 4.9.04-D. Bicycle Storage Design

All bicycle storage spaces must:

1. Consist of bike racks or lockers that are anchored so that they cannot be easily removed;

2. Be of solid construction, resistant to rust, corrosion, hammers and saws;
3. Be designed so as not to cause damage to the bicycle as shown in Figure 4.9.04-1;
4. Facilitate easy locking without interference from or to adjacent bicycles as shown in Figure 4.9.04-1;
5. Have minimum dimensions of two feet in width by six feet in length, with a minimum overhead vertical clearance of seven feet. Bicycle lockers provided for long-term bicycle storage are exempt from overhead clearance requirements; and
6. Be accessed from the outside of the individual dwelling unit.

Figure 4.9.04-1 Approved Bicycle Racks



Section 4.9.04-E. Short-Term Bicycle Storage

1. Purpose

Short-term bicycle storage is generally intended to serve the needs of people who store their bicycles for short time periods, including customers, clients, students and other short-term visitors.

2. Design and Location

- (a) Required short-term bicycle storage spaces must allow both the bicycle frame and the wheels to be locked with the bicycle in an upright position using a standard U-lock;
- (b) At least 50% of required bicycle storage spaces must be located within 50 feet of a customer or tenant entrance, and the remainder must be located within 100 feet of any entrance.
- (c) If required short-term bicycle storage spaces are not visible from the abutting street or the main customer entrance, signs must be posted indicating their location.
- (d) Required bicycle storage must be located on site. However, short-term bicycle spaces may be located in right-of-way in U-MU3, U-MU4, and Downtown zoning districts if approved by the City Engineer.

Section 4.9.04-F. Long-Term Bicycle Storage**1. Purpose**

Long-term bicycle storage is generally intended to serve the needs of people who store their bicycles for long time periods, including employees and residents.

2. Design and Location

(a) Required long-term bicycle storage spaces must be protected from weather and access by unauthorized persons.

(b) The following locations meet the requirements of long-term bicycle storage spaces:

1. In covered stationary racks or lockers that comply with the short-term bicycle storage location of Section 4.9.04-E.2.b;
2. In a designated locked room;
3. In a covered, locked area that is enclosed by a fence or wall with a minimum height of seven feet;
4. In a private storage room that serves an individual dwelling unit and is accessed from outside of the dwelling unit. Bike racks are not required for long-term bicycle storage spaces in private storage rooms;
5. In a covered area within clear view of an attendant or security personnel;
6. In a covered area continuously monitored by security cameras; or
7. In a covered area that is visible from employee work areas.

(c) Access to bicycle storage space shall not require the use stairs or escalators.

Division 4.9.05 Retaining Walls**Section 4.9.05-A. Purpose**

Retaining walls can be used to support steep slopes, can help reduce the steepness of man-made slopes, and can provide planting pockets conducive to re-vegetation.

Section 4.9.05-B. Requirements

Retaining walls must comply with the following requirements:

1. Retaining walls four feet or less in height from finished grade and detached from a building must comply with all City Engineer requirements for grading and drainage.
2. Retaining walls attached to a building, regardless of height, require a building permit. Retaining walls exceeding four feet in height from finished grade require a building permit and must be designed by a qualified engineer.
3. Retaining walls shall not exceed four feet in height from finished grade in front or side street yards (between the building and the street). Retaining walls may be terraced with planting pockets, so that each individual wall does not exceed four feet in height.
4. Retaining walls, including those in a front or side street yard, that are used to accommodate vehicle or pedestrian access to a building may be up to eight feet in height from finished grade.

From: [Doug2](#)
To: [Emily Gluckin \(she/her\)](#)
Subject: Lower Rattlesnake Code Reform Feedback
Date: Monday, December 8, 2025 9:28:14 AM
Attachments: [IMG_2574.heic](#)

You don't often get email from ccbaxter51west67th@gmail.com. [Learn why this is important](#)

Hello:

This letter is feedback on the “re-zoning” proposal for the Lower Rattlesnake in Missoula and the legacy it will leave.

I am a longtime resident of the Rattlesnake.

Despite attending many public meetings on this re-zoning, it seems that actual residents have no vote in this decision. However, developers and those with financial interests clearly have. The idea that “Missoula needs housing” is a flimsy excuse for destroying an historic neighborhood and not planning for the consequences.

A long view approach concerning the Historic District of the Lower Rattlesnake cannot have success without the acknowledgement of traffic and congestion mitigation. There seems to be a lack of understanding of fire mitigation and the issues of increasing density in my home neighborhood. This is an area in the 98th percentile of wildland fire risk in the United States. Most of the people trying to sell this plan at meetings have little or no knowledge regarding fire and traffic projections that will result from this poorly planned development scheme.

I love my home in the Rattlesnake, and I welcome change that is well thought out and not primarily about making money at the expense of our future well-being.

Doug Hemphill

From: [Emily Gluckin \(she/her\)](#)
To: [Emily Gluckin \(she/her\)](#)
Subject: FW: Question on 17acre Larchmont Adjacent Parcel
Date: Monday, December 8, 2025 3:15:56 PM
Attachments: [17 acre city land OP zoning.png](#)
[17 acre city land.png](#)
[17 acre city land Historic Overlay.png](#)

From: John Wolverton <yodelingdog@hotmail.com>
Sent: Monday, December 8, 2025 1:40:49 PM
To: Mike Nugent <NugentM@ci.missoula.mt.us>
Subject: Question on 17acre Larchmont Adjacent Parcel

Hi Mike,

As requested here's a reminder note to check on the feasibility of removing the historic overlay from the 17 acre city property (knapweed field) immediately west of Larchmont. It's not hard to imagine how this parcel could be valuable via sale or swap for inner-city land for (or for funds to support) capital A affordable housing.

I've included a few digital images of the hard-copies I handed you.

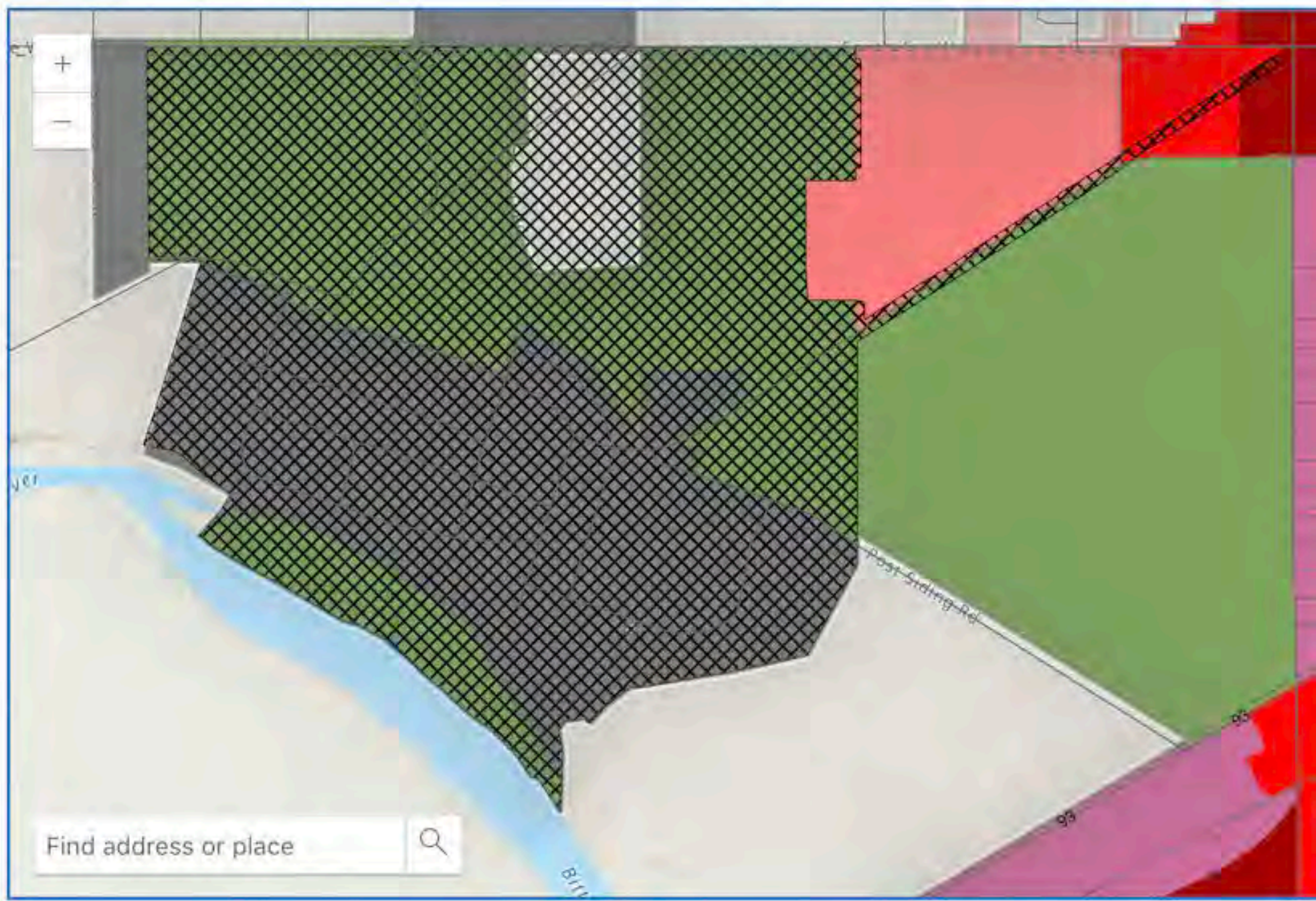
And fyi: ProHousing Missoula has received the info that the forthcoming UDC adoption process has been lengthened into January.

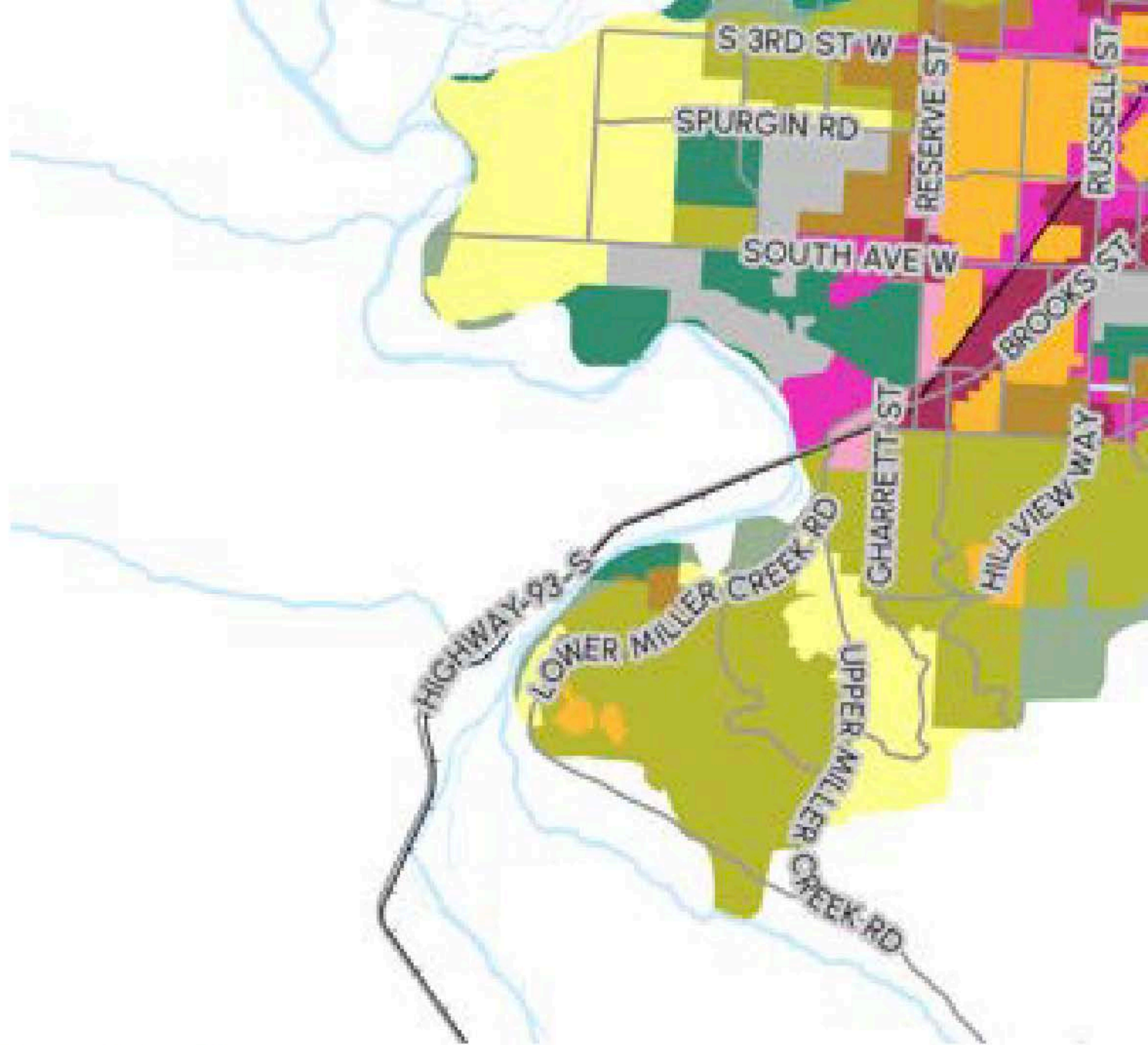
Thank you so much for your dedication to the city UDC project.

Regards,
John Wolverton

- Civic District 1 (CD-1)
- Civic District 2 (CD-2)
- Limited Industrial (I-1)
- Open Space (OP-1)
- Open and Resource Lands (OP-2)

Draft Zoning Oct 2025





Our Missoula 2045 Land Use Plan



Current

Tax ID: **3232705** Tax Year: **2025**
PLSS: **T13NR19W-31** Levy: **04-0593-23-1**
Geocode: **04-2200-31-3-30-02-0000**
[Copy Link](#)

Legal:
S31, T13 N, R19 W, C.O.S. 4825,
PARCEL A, IN E2 W2 SOUTH OF FORT
MISSOULA RD

Owner(s):
CITY OF MISSOULA

Mail:
435 RYMAN ST MISSOULA, MT 5980
Prop:

Physical Address(es):(Click address to zoom)
No Physical Address

Survey Info: (Based on Cadastral)
[Report Issue](#)
COS 4825

Property Type:	Exempt Property
DOR Ac:	17.34 / ~755330.40
GIS Ac:	16.59 / ~722719.42
Res/Com/	0/0/0
Liv. Unit:	

City of Missoula Planning Board & City Council

c/o Development Services
435 Ryman Street
Missoula, MT 59802



December 9th, 2025

RE: Comments on Riparian Resource Protection Provisions in the Draft Unified Development Code (UDC)

Dear Members of the Missoula City Council and Planning Board:

On behalf of the Missoula Conservation District (MCD), thank you for the opportunity to comment on the riparian-resource protection provisions included in the draft Missoula Unified Development Code (UDC). We appreciate the City's efforts to recognize and protect the ecological, hydrologic, and community values provided by riparian corridors within Missoula.

We are concerned that the UDC as written will weaken riparian-area protections for lands that are currently outside of City limits, but within the zoned portion of Missoula County, when they are annexed by the City of Missoula. Currently, the Missoula County Zoning Regulations Chapter 7, Environmental Design Standards, 7.4 Riparian Resource Protection, protect a larger riparian corridor, with buffers extending from 50 to 450 feet. We ask that you consider keeping these protections for future annexed lands.

As the local entity charged with administering the Montana Natural Streambed and Land Preservation Act (310 Law), MCD has a statutory responsibility to review and permit work that may affect the beds and banks of perennial streams, including areas where City regulations intersect with state law and Conservation District jurisdiction. Consistency between City codes and 310 requirements is essential to avoid conflicting direction to applicants and to ensure protection of water quality, public safety, and riparian function.

After reviewing Article 4.11 and Article 5.2 of the draft UDC, MCD respectfully requests the following amendments to strengthen coordination with state law and clarify requirements for properties located in areas where both City authority and 310 jurisdiction apply.

Requested Amendment to Section 4.11.02-B. Applicability

Proposed revision to subsection (B)(2):

“Areas of riparian resource are typed by site-specific soil, habitat, and community types. To determine whether vegetation qualifies as a riparian resource area, consultation with a qualified professional or the Planning Administrator is recommended prior to submitting for a building permit or zoning compliance permit.

For any vegetation clearing, construction of structures, or other development occurring outside the City of Missoula's 1946 boundary and within 50 feet of a riparian resource, a Natural Streambed and Land Preservation Act (310) permit application must be submitted to the Missoula Conservation District prior to commencement of any development activity. For areas inside the City of Missoula's 1946 boundary, a 310 permit application must be submitted to Missoula County Planning, Development, and Sustainability."

Rationale:

This amendment provides clarity regarding where 310 Law applies within and adjacent to the City and ensures that applicants receive consistent guidance. The proposed language protects landowners from inadvertently violating state law and strengthens interagency coordination on riparian protection.

Requested Amendment to Section 4.11.02-D. Riparian Buffers

Proposed revision to subsection (D)(1):

"All development, regardless of permit or process, within 100 feet of a riparian resource area requires the designation of a riparian buffer. The buffer shall be delineated on the vegetation map in the Riparian Resource Management Plan.

For properties located outside the City of Missoula's 1946 boundary, the required buffer width shall be determined through submission of a 310 permit application to the Missoula Conservation District. For areas inside the City of Missoula's 1946 boundary, a 310 permit application must be submitted to Missoula County Planning, Development, and Sustainability. In no case may the buffer be less than the minimum widths listed in Table 4.11.02-1."

Rationale:

This amendment preserves the City's minimum protective buffer standards while ensuring that projects in areas of overlapping jurisdiction receive site-specific 310 review. This reduces regulatory conflicts, improves compliance with state law, and enhances protection of stream stability, flood resilience, and habitat.

The Missoula Conservation District supports the City's commitment to riparian protection, which aligns with community goals for water quality, flood mitigation, wildlife habitat, and resilient watersheds. MCD recommends that the UDC Riparian Resource Protection provisions include language that preserves Missoula County's Environmental Design Standards regarding Riparian Resource Protection for future annexed land. The requested amendments will help ensure that City regulations and 310 Law work together, providing clarity for applicants while maintaining high standards of riparian stewardship.

We appreciate your consideration of these recommendations and welcome the opportunity to continue working collaboratively with City staff to refine riparian-resource protections. Please feel free to contact the District if further discussion or clarification would be helpful.

Sincerely,

Tim Hall
Tim Hall, Chairman

From: [Kurt McGrane](#)
To: [Analeshia Rodriguez](#); [Benjamin Brewer](#); [Cassandra Tripard](#); [Eran Pehan](#)
Subject: Wireless Communication Facility Regulations in UDC
Date: Tuesday, December 2, 2025 2:28:41 PM

Dear Members of the Planning Staff and Missoula Planning Commission

I am writing to express concern regarding the current draft of the proposed Unified Development Code (UDC), specifically the provisions in Table 4.8.09-1 that would allow **radio towers up to 100 feet in height in all residential districts**, with a minimum setback of only 20 feet.

As drafted, these standards are incompatible with the character, scale, and safety expectations of residential neighborhoods. A 100-foot tower placed only 20 feet from residential property boundaries presents clear issues related to visual impact, structural risk, property values, and neighborhood livability.

Radio towers should match the UDC height standards for "Building Mounted Support Structures" or "Ground-Mounted Support Structures" under Table 4.8.09-1. This would require ground mounted radio towers to adhere to "the maximum height of the base zoning district" within residential zones. This is a reasonable, context-sensitive standard that maintains consistency with neighborhood form and protects adjacent properties.

Radio towers—particularly at heights up to 100 feet—are essentially tall ground-mounted structures. There is no compelling justification for treating them differently or granting them dramatically expanded height and setback allowances in residential areas.

I respectfully request that the Planning Board revise the draft UDC to apply the same standard to radio towers as used for other ground-mounted support structures: In residential zoning districts, the maximum allowable height should be limited to the maximum height permitted by the base zoning district.

This change would ensure a fair, predictable, and community-oriented regulatory framework that does not privilege a narrow use at the expense of neighborhood integrity.

Thank you for your consideration of this important issue. I appreciate the Board's work in developing a modernized and functional code for the City of Missoula, and I urge you to revise this section to better protect our residential neighborhoods.

Analeshia, could you please post this to the public comments and forward to the Commission Members, thank you.

Sincerely,
Kurt McGrane



December 2025

Dear Mayor Davis, Missoula City Council and CPDI staff,

Since the start of the “Our Missoula” project three years ago, ProHousing Missoula has shown up and supported the city’s efforts to work with the community to update Missoula's vision for future growth and modernize our rules for development.

We appreciate the standards set forth in the Our Missoula 2045 Land Use Plan (LUP) and encourage the city to follow through with its planned adoption of the draft Unified Development Code (UDC) on Mon., Dec. 22. The urgency of housing availability and affordability remains high, and Missoula needs 1,100-1,400 homes added each year for the next decade to reverse the trend of rising housing costs.

The Land Use Plan adopted last year lays a strong foundation. Missoulians now deserve a new zoning code that ensures timely and tangible increases in housing supply, mitigates sprawl and displacement, and encourages more climate-friendly, walkable neighborhoods.

What We Support

We agree with the city’s timeline for UDC passage. The public process has been robust and we prefer an active code be adopted now and further amended as needs arise. The following amendments to the current draft will result in a code that better leads to housing for all and walkable, connected neighborhoods:

1. Allow more sizes and types of housing

- a. Remove activity area requirements to allow for more affordable, smaller homes and smaller lots in urban zones.
- b. Reduce all landscaping requirements by 5% across the board.
- c. Increase building heights in Urban Residential zones to accommodate varied roof lines and allow for four-story buildings, which make elevators feasible and enhance accessibility on each floor.

2. Improve Missoula’s neighborhoods

- a. Add exemptions to mandatory parking construction in the Downtown Transition and mixed-use zones, just like the Downtown Core, to lower costs for small businesses and improve walkability.
- b. Exempt food and beverage retail up to 6,000 square feet from parking and landscaping requirements to allow for neighborhood grocery stores and coffee shops.



Results from our November 2025 Survey

In collaboration with Front Step Community Land Trust, we fielded a scientific public opinion survey in mid-November which showed broad agreement with key aspects of the UDC. Across incomes and housing status, Missoulians agree that we have a shortage of accessible housing and need to act.

- Nearly half (47%) of residents have been personally affected by the housing shortage, and another 38% know a friend or family member who has been impacted.
- Nearly six in ten Missoulians (58%) report that this lack of affordable homes has made it difficult to imagine a long-term future for themselves in our community.
- Two-thirds (66%) of voters including a majority of homeowners (54%) believe the city should prioritize creating more homes to reduce costs, while one-third (34%) prefer the city try to protect neighborhoods from change.
- Voters favor giving businesses near downtown flexibility to set their own parking needs (66% in support).
- Respondents support permitting small neighborhood businesses on mid-block sites (64%) as well as corner lots.
- After an extensive three-year process, **nearly two-thirds (63%) of voters think the UDC has been reviewed long enough and should be brought to a vote**, compared to the 37% who prefer additional time and review.

You can view additional information and methodology [here](#).

We are grateful for your ongoing dedication to this work and look forward to collaborating on the new UDC through its passage and into the future. **Thank you for your commitment to a more inclusive and vibrant Missoula.**

Sincerely,
ProHousing Missoula

From: [Lee Bridges](#)
To: [Planning, Development and Sustainability](#)
Subject: Email #1: Attention Rick Hall and fellow board members; re: Aspire Subdivision
Date: Tuesday, December 2, 2025 10:28:34 AM
Attachments: [#10. Attention, County Residents can Disregard.png](#)
[#7. MslaCountyCommissioners, Aug 8, 2024.pdf](#)
[#6 Planning Board Summary and Recommendation.pdf](#)
[#5. DraftProposedLandUseAmendments, p.7.png](#)
[#3. MissoulaCountyZoningCode, 9-14-23, p 47.png](#)
[#2. MissoulaAreaLandUseElement, p 39.png](#)
[#1. RES 8788 - signed.pdf](#)

I only made the discovery 2 weeks ago of the “Our Missoula 2045 Land Use Plan” being passed by the City Council last year in Dec of 2024 that included zoning of East Missoula (COUNTY PROPERTY) in that plan. Our East Missoula Community has been left out of this City process; nor were we informed of the impact it could and would have on us.

The “Light came on” for me at the MCPB meeting on Thursday, Nov 20, 2025, when the presentation given by Mark Hendrickson, the associate planner, discussing the zoning map revealed the decisions the City made on zoning our County community of East Missoula as “Urban Residential High”, which our neighborhood areas are not.

We refute any claims the City may make to have involved us in this 3 year process creating the City’s Land Use Plan and formulating a City zoning designation for our community. (Please review <https://www.engagemissoula.com/the-new-montana-land-use-planning-act-sb382> and see attachment; #1, Resolution 8788)

With the exception of East Missoula’s “Neighborhood Center” designation along Hwy 200 in East Missoula (specifically aligned with the Hwy 200 Corridor Project we’d been simultaneously working on), the area surrounding the Aspire Subdivision is County zoned “Residential”. See Attached:

#2, MissoulaLandUseElement, p 39, shows the County residential areas consistent with that “Residential” zoning, which includes East Missoula.

#3, MissoulaCountyZoningCode, 9-14-23, p 47, provides a description of the County’s “Residential” zoning district.

We now have a developer who has purchased a 35+ acre property tucked deep within our community, 1/3 of which is bordered by the Clark Fork River, a much smaller portion bordered by the I-90 interstate, and the larger portion bordering the lowland base of a long standing East Missoula community neighborhood. (See #4, Ratio of lots, city vs county; you’ll then understand the comment that was said referring to, in essence, a 20# sack being stuffed into a 5# box! You can essentially cut out 3 adjacent Aspire Subdivision lots and stick all 3 within one of our adjacent county lots.)

At the Missoula City Council meeting on Aug 26, 2024, the City Council annexed this property, known as Aspire Subdivision, into the City; zoned it RT5.4 (City zoning RT5.4 designation equates to the proposed LU-R2 zoning designation, see attachment: #5, DraftProposedLandUseAmendments, p. 7), rejected the Consolidated Planning Boards opposition to the requested variances voted on at their Aug 6, 2024 meeting (see #6, Planning Board Summary and Recommendation), RE-zoned it based on a Neighborhood Overlay, and approved the Aspire Subdivision’s Preliminary Plat; all voted on in that Aug 26, 2024 City Council meeting, even after a full room of East Missoula neighbors and environmental agencies voiced opposition over the impact this would have on the safety and well-being of our surrounding

community and fragile riparian areas. Even our own County Commissioners' advice was ignored! (See #7, MslaCountyCommissioners, Aug 8, 2024.) It was a domino effect; each vote needing approved to approve the next, from beginning to end; each one contingent upon the previous one being passed. Boom Boom Boom. All stacked and ready to go, regardless of the public discussion.

As you may be aware, our East Missoula Community gathered together and filed an appeal against the Missoula City Council's decisions with the 4th District Court, having learned in the final week before the deadline of Sept 25, 2024, that we could do so. Although we were too late to secure attorney and had to file our appeal pro se, we were able to retain an attorney afterward to amend our complaint. Enter Kirsia Shelkey.

Which brings us to Friday, Oct 3rd of this year, when I find a mailer in my mailbox from the city alerting me to Important Information About the Zoning of my Property! (See #8 & #9 Mailer) I thought that was curious to only be learning of this Now, so late in the game. On Monday, Oct 6, I reached out to one of our County Commissioners to learn what this was all about and why was I being told of something that sounded like it was already in final review. I know we're not eligible for annexation into the city until 2034, and I was concerned about our "Live/Make" zoning designation. The Commissioner assured me that zoning changes happen every 5-10 years, so I could be involved in preserving our Live/Make designation well before we're ever annexed out here in East Missoula.

The Commissioner called me back later in the afternoon to let me know he'd sent a staff member over to the City office to find out why I'd received this mailer and learned they'd used a public mailer to mail it out citywide. Since we have the same zip code as many city residents, we got the same mailer out here in East Missoula. Having gone to that engagemissoula.com website listed on the card, I discovered this had been in the process of enacting for years and I didn't think much of it at the time; but did notice on Oct 7, this showed up on the engagemissoula.com site: "Attention: Important clarification about the zoning mailer. If you received a mailer titled Important Information about the zoning of your property, but do not live within Missoula city limits, please note; if your property is outside city limits (in the county), you can disregard the mailer. The proposed zoning changes will not affect you or your property." (See #10, Attention, County Residents Can Disregard)

That caught my attention, as well as Kirsia Shelkey's, our attorney. Right about that same time I got the mailer, Kirsia learned of the "Stay" the city had asked for on our appeal, based on this zoning process coming to an end before Jan 30, 2026, at which time they felt it would moot our case.

I've since been paying attention, to learn that this mailer DOES pertain to us out here and it DOES impact us and our property!! As I've come to learn, like I said, that "the cake was baked" last Dec 16, 2024, unbeknownst to us, and now I'd like to share Further details with you, Rick, to support your motion to change the Aspire Subdivision UR-3 designation to a more appropriate LU-R1 or 2 designation.

I'm going to have to start another email so I don't load this one up with too many attachments and not be able to send it to you. That said, I'll conclude this Email #1 and start Email #2 with what I've recently discovered and want on record.

Thank you for your time and consideration on this Important matter,

Lee Bridges
203 Clyde St

East Missoula
leebridges@montana.com



OUR
Missoula
Growth Policy Update
& Code Reform

The City of Missoula is updating its zoning map and development codes.

A draft of a new zoning framework is now available for public review. There are many ways to provide input. The best place to start is to visit <https://www.engagemissoula.com/our-missoula>, where you can:

- Learn about **upcoming events**, including public meetings and drop-in opportunities.
- View the **draft map and development regulations** for the proposed zoning districts.

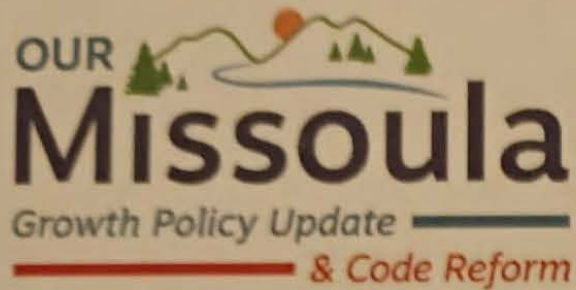
- View the **full draft Unified Development Code** when available later this year.
- **Submit your feedback** directly to the city on all draft information.

Scan here to learn more:



Copies of the draft materials will also be available to view in the Community Planning, Development & Innovation office in City Hall at 435 Ryman Street.





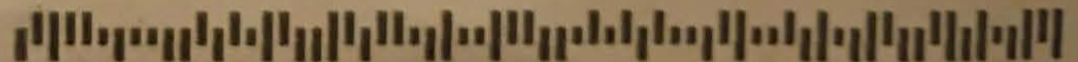
Community Planning,
Development & Innovation
435 Ryman St.
Missoula, MT 59802
406-552-6630

ECR
PRSRT STD
US POSTAGE
PAID
PERMIT#536
MISSOULA MT
59801

Important Information About the Zoning of Your Property:

28093*****ECRWSS**R 005
POSTAL CUSTOMER or:
203 Clyde St
Missoula MT 59802-5406

The City of Missoula is updating its zoning map and development codes to better reflect community needs. The regulations that apply to your property are likely to change as a result of this process.



Missoula County Commissioners

Mailing Address: 200 West Broadway
Physical Address: 199 W. Pine
Missoula, MT 59802

P: 406.258.4877 | F: 406.258.3943
E: bcc@missoulacounty.us



BCC 2024-151
Aug. 8, 2024

Missoula City Council
435 Ryman St.
Missoula, MT 59802

Dear Missoula City Council:

Thank you for consideration of our comments regarding the Aspire subdivision, especially given that this is a city development review project, and the county has an extremely limited role when development is proposed for annexation.

We generally support the need for housing and recognize infill development such as this proposal, which takes advantage of existing infrastructure, is preferable to development on the fringe. However, we also recognize infill development can be especially challenging when it's nestled in an existing neighborhood or community that has some existing infrastructure challenges and is experiencing a lot of change. This scenario is playing out in East Missoula and many communities and neighborhoods in the greater Missoula urban area. To that end, we respectfully request that you consider the following in your review:

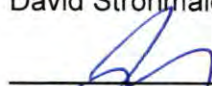
1. We recognize county staff have provided written comments that we hope you will seriously consider in your review. We also appreciate the development team's efforts to work with county staff on connecting this subdivision with county infrastructure in East Missoula. We hope these efforts continue.
2. Please keep in mind the County completed a planning process in this area that involved extensive engagement with the East Missoula community and resulted in a plan (2019) and zoning (2022) that received widespread community support. Please consider incorporating core elements of that work, including the land use designation, zoning district and the riparian resource protections standards. The riparian standards are intended to protect water quality and wildlife along the river corridor, which is especially important in this location because of the bridge crossings north and south of this property. Key stakeholders, including Montana Fish, Wildlife and Parks, Five Valleys Audubon, the Clark Fork Coalition, the Water Quality District and the Missoula Conservation District, collaborated to develop these standards.

Finally, we hope you will take seriously the concerns residents of the East Missoula community and other commenters raised about this development proposal as you assess the impacts of the subdivision and need for mitigation.


Regards,



David Strohmaier, Chair



Josh Slotnick, Commissioner



Juanita Vero, Commissioner

BCC/ac

Cc: East Missoula Community Council
Karen Hughes, Missoula County Planning, Development and Sustainability
Shane Stack, Missoula County Public Works
Nick Zanetos, Missoula County Parks, Trails and Open Lands
Dave DeGrandpre, Missoula Community Planning, Development and Innovation

Planning Board Summary and Recommendations Aspire Rezoning and Subdivision

Planning Board Recommendation:

Following a public hearing on Tuesday July 16 that was continued on August 6, 2024, with 5 members present on August 6 when the votes were cast, the Missoula Consolidated Planning Board voted unanimously to recommend that City Council **disapprove** the Aspire Subdivision preliminary plat application.

Planning Board's Recommended Motions:

1. Recommend City Council approve the adoption of an ordinance to rezone the subject property as shown and legally described in Exhibits A and B from RT5.4 Residential to RT5.4 Residential / NC-A, Aspire Neighborhood Character Overlay.

This motion failed by a vote of 3 - 2. Reasons given by board members include feeling pushed to increase density in this area; the overlay resulting in the need for variances, wanting more of a transition between the 'rural' East Missoula area and more urban development proposed with this subdivision; the riverfront park being too narrow; validity to wildlife habitat concerns expressed by representatives of Audubon and Missoula County, and not enough compromise by the subdivider.

2. Recommend City Council approve a variance from City Subdivision Regulations Article 3, Section 3-020.2 Table .2A to allow Aspire Loop, Heartwood Place, Jumbo Drive, Crosscut Way, Sommers Street (onsite), and a portion of Waterside Drive (onsite) to have a 62-foot right-of-way easement instead of 70 feet for the Low Density Urban Local Street type.

This motion failed by a vote of 3 - 2. Reasons given by board members for opposing the variance include the importance of following adopted standards; not supporting the neighborhood character overlay district leads to not supporting the variance requests, and the alleged hardship was created by the applicant. Members supporting the variance stated the proposed right-of-way can fit all elements of a standard city street.

3. Recommend City Council approve a variance from City Subdivision Regulations Article 3, Section 3-020.2 Table .2A and 3-020.4.N to allow the northernmost approximately 415 feet of Waterside Drive to have a 54-foot right-of-way easement and one parking lane instead of two.

This motion failed by a vote of 4 - 1. Board members stated the right-of-way should be wider in case future improvements have to be made, although they did indicate it makes sense to match the alignment of the offsite portion of Waterside Drive.

4. Recommend City Council approve a variance from City Subdivision Regulations Article 3, Section 3-020.2 Table .2A to allow a sidewalk on only one side of the street for approximately 460 feet along the northwest corner of Aspire Loop.

This motion passed by a vote of 3 - 2. Board members indicated this seems to make sense given the topography and lack of lots that would be impacted, but perhaps the plat could be redesigned to negate the need for the variance.

5. Recommend City Council approve a variance from City Subdivision Regulations Article 3, Section 3-030.2.A(2) to allow the block serving Lots 1-18 and 103-113 to exceed the maximum 480-foot block length requirement.

This motion passed by a vote of 3 - 2. Board members indicated this seems to make sense given the context, such as the lack of potential street or pedestrian connections to the west.

6. Recommend City Council approve a variance from City Subdivision Regulations Article 3, Section 3-030.2.A(2) to allow the block serving Lots 19-31, 114-123, and 47 - 48 to exceed the maximum 480-foot block length requirement.

This motion failed by a vote of 3 - 2. One board member stated the hardship is being created by the applicant because a north-south street (Heartwood Place) could be extended through this block. Another member stated each of the lots on this block would have reasonable access as proposed and the mid-block pedestrian easement is beneficial. Another member stated that when property boundaries are irregular (i.e., not square), variances are often necessary.

7. Recommend City Council approve a variance from City Subdivision Regulations Article 3, Section 3-030.2.A(2) to allow the block serving Lots 32-46 and 68-87 to exceed the maximum 480-foot block length requirement.

This motion failed by a vote of 3 - 2. The majority did not indicate reasons for voting against. The board members supporting the variance stated he would defer to City staff (Parks & Recreation) regarding access to the river.

8. Recommend City Council approve a variance from City Subdivision Regulations Article 3, Section 3-030.1.C(3) to allow Lots 62, 65, and 66 to abut and have access to an alley instead of a public or private street or road.

This motion failed by a vote of 3 - 2. One member stated she voted against because she does not support the overlay district. The two members who supported the variance stated not every lot really needs to abut a street and cottage court – type development is appropriate here.

9. Recommend City Council approve a variance from City Subdivision Regulations Article 3, Section 3-030.2.A(2) to allow the block serving Lots 58 - 67 to exceed the maximum 480-foot block length requirement.

This motion failed by a vote of 3 - 2. The only comment voiced was from a member who supported the request who reiterated that not every lots really needs to abut a street and cottage court – type development is appropriate here.

10. Recommend City Council approve the Aspire Phased Subdivision preliminary plat application, subject to the recommended conditions of approval, based on the findings of fact and conclusions of law in the staff report.

This motion failed by a vote of 5 - 0. One board member stated he was disappointed with staff and the developer for not working harder with the county, citizens, and interested parties to find better solutions. Others stated the proposal is too dense, which causes the need for variances. Members also stated they did not support the proposed riparian setback. One member stated he thought this development did not fit with the established community. Another stated a better design was needed that meets the established requirements. Another stated this proposal goes a little too far beyond the development pattern of the surrounding neighborhood.

Public Comment:

Public comment was extensive and focused on the following issues:

- Additional traffic on Sommers Street, Waterside Drive, and throughout the community impacting existing residents
- Threat to public safety and general welfare
- The desire to build under the existing zoning and within the County, not the City, due to the recent efforts to plan and zone the area and lesser density allowed in the County
- The lack of political representation of County residents within the City
- Reduced property values resulting from development
- Too many variances needed to achieve this density
- Impacts on schools
- Impacts to wildlife with regard to losing important habitat, especially along the river, with the need for greater setbacks
- Impacts to emergency services
- Impacts to neighboring residents
- General incompatibility with neighboring development

4. Section 3. Place Types.

Amend all Place Types' Comparable Zoning Districts to relate to Title 22 Zoning Districts (the Unified Development Code and related Zoning Map).

Urban Residential High		Urban Residential Low	
City Comparable Zoning	Page 69	City Comparable Zoning	Page 71
RM0.5 <u>U-R2</u> RM1 <u>U-R3</u> RMH <u>U-R4</u> RM1.5 B1 B2		RM2.7 <u>U-R1</u> RM2 <u>U-R2</u> RT2.7 R3 RMH	
Limited Urban Residential		Rural Residential	
City Comparable Zoning	Page 73	City Comparable Zoning	Page 75
R5.4 <u>LU-R1</u> RT5.4 <u>LU-R2</u> R8 RMH		RT10 <u>R-R1</u> R20 R40 R80 R215 RMH	
Downtown		Urban Mixed-Use High	
City Comparable Zoning	Page 77	City Comparable Zoning	Page 79
CBD <u>D-T</u> <u>D-C</u>		RMH <u>U-MU3</u> C2 <u>U-MU4</u> C1 <u>I-MU</u> B3 M1R	
Urban Mixed-Use Low		Limited Urban Mixed-Use	
City Comparable Zoning	Page 81	City Comparable Zoning	Page 83
RMH <u>U-MU1</u> B1 <u>U-MU2</u> B2 <u>I-MU</u> B3 C1 M1R		RMH <u>LU-MU</u> C2 M1R	
Industrial and Employment		Civic	
City Comparable Zoning	Page 85	City Comparable Zoning	Page 87
M1 <u>I-1</u> M2 <u>I-2</u>		A CD-1 CD-2	
Open and Resource		Parks and Conservation Lands	
City Comparable Zoning	Page 89	City Comparable Zoning	Page 91
OP-2		OP-1 OP3	

Explanation

Policy language is being updated to align with the zoning districts identified in the Unified Development Code, replacing outdated Title 20 districts with new Title 22 districts.

CHAPTER 2 ZONING DISTRICTS

RESIDENTIAL (R)

SECTION 2.3.F RESIDENTIAL (R)

1. PURPOSE

The purpose of this district is to provide a range of small-scale housing options that reflect the traditional character of existing residential neighborhoods. The intent is to promote compatible infill opportunities while supporting countywide housing diversity. While the character of the district is predominantly residential, limited neighborhood-scale commercial services may be appropriate where suitable infrastructure is available. Development is designed to encourage walking, biking and transit use and protect riparian resources and fish and wildlife habitat existing within the district. Mobility and access in this district are characterized by a "Complete Street" network with non-motorized facilities that include protected or buffered bike lanes, sidewalks, and enhanced crossings in areas with increased vehicle speeds and volumes. Connectivity through and between neighborhoods, as well as to recreational amenities, is a requirement of development.

2. BUILDING TYPES

Permitted building types for principal and accessory uses allowed in the Residential (R) district are found in Section 3.2. "Building Type Allowed by District."

3. PERMITTED USES

Uses permitted in the Residential (R) district are found in Table 5, Section 2.4.G. "Table of Uses."

Only one principal use is permitted per lot in this district; multiple principal uses per lot may be permitted if approved as a special exception. This does not include agriculture, open space, parks, passive recreation, and minor utilities.

Accessory uses shall meet the requirements found in Section 5.3. "Accessory Uses and Structures."

FIGURE LEGEND		Key
GENERAL TERMS	Lot Line (Front)	A
	Lot Line (Side - Interior)	B
	Lot Line (Side - Street)	C
	Lot Line (Rear)	D
	Right-of-Way	E

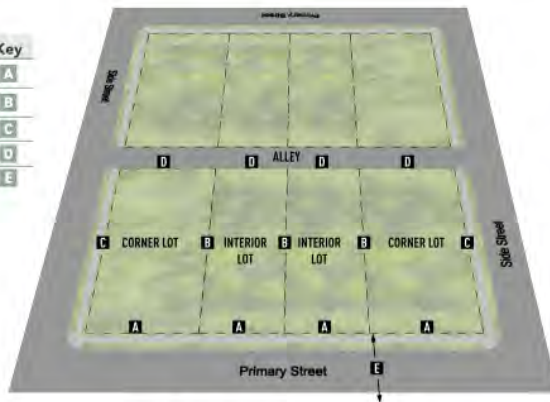
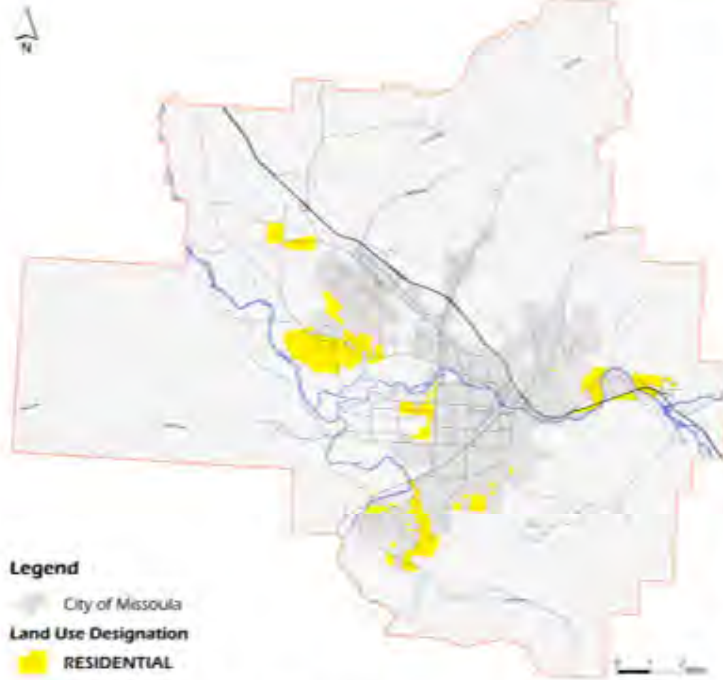


Fig. F-1 General Lot Components

RESIDENTIAL

GOALS

- Accommodate a range of housing options that contribute to countywide housing diversity.
- Preserve and enhance the residential character of existing neighborhoods.
- Provide for compatible in-fill housing where land uses are in transition.



Residential is 5,038 acres, 3.3% of the planning area.



Photo Credits:
CAPS
CAPS
By Robert D. Huddle - Own work, CC BY-SA 4.0, <https://commons.wikimedia.org/w/index.php?curid=5122438>

LAND USES

Land use is predominately residential. Secondary uses may include small-scale commercial in limited locations.

CHARACTER

This designation is characterized by a uniform pattern having one principal residential building per lot.

Buildings are predominately single-family dwellings with some two-family dwellings.

Multi-family dwellings may be appropriate when applied through clustering to protect a resource or provide a public benefit, or through density bonuses to create permanently affordable housing.

Commercial buildings should be sited along arterial or collector roads providing clusters of limited commercial activity with a compatible intensity level, scale, and form to the adjacent neighborhood.

Buildings are sited with a minimum distance from streets and lot lines.

INTENSITY

Residential density ranges between three units per acre and 11 units per acre requiring connections to public sewer and water.

Density bonuses may be available if development creates permanently affordable housing, or if development is clustered according to conservation design principals to protect important natural landscapes and waterways, agricultural lands, fish and wildlife habitat and movement corridors, or if public facilities such as public access or trails are provided.

MOBILITY AND ACCESS

A mix of land uses and access to nearby destinations and amenities encourages walking, biking, and transit use.

All roads should provide non-motorized facilities. Additional separation for non-motorized facilities, such as protected or buffered bike lanes, boulevard sidewalks, and enhanced crossings, are needed when vehicle speeds and traffic volume increase.

Arterial and collector roads are in a traditional grid pattern, or irregular pattern depending on topography.

The local street network disperses traffic through a well-connected grid system, or an irregular system depending on topography, with short block lengths.

From: [Lee Bridges](#)
To: [Planning, Development and Sustainability](#)
Subject: Email #3, ...in Conclusion...re: Aspire Subdivision
Date: Tuesday, December 2, 2025 10:43:58 AM
Attachments: [#7. Limited Urban Residential.png](#)
[#6. Limited Urban Residential.png](#)
[#5. Limited Urban Residential.png](#)
[#4. Limited Urban Residential.png](#)
[#3. Limited Urban Residential.png](#)
[#2.203 Clyde St. Whats My Zoning.png](#)
[#1. Whats My Zoning. in color distinctions.png](#)

To Rick Hall and fellow Board members;

Thank you for combing through all this with me...this will be my final email, concluding the points I want to make for this Dec 2 meeting.

This will be brief. Please look at #1, Whats My Zoning, in color distinctions. This shows all the green-ish areas in all the adjacent northern borders/neighborhoods, all at the same elevation to the river or even higher than the Aspire Subdivision property. Drive out there for yourself and take a look. You can see it from across the river on the Canyon River walking trail along the Clark Fork. The Ben Hughes Subdivision on Easy Street is the same green along the river and just to the other side of I-90.

If you go back to Email #1, and look over the attachment #4, Ratio of lots city vs county, you can see how all the adjacent East Missoula neighborhoods to the Aspire Subdivision, currently county-zoned as "Residential", should ALL be city-zoned as Limited Urban Residential, NOT Urban Residential High.

Imagine this: Pull up #2, 203 Clyde St, Whats My Zoning. That's a 1.1 acre property in the Live/Make county-zoned area. Imagine if the owner sold that property and a developer got hold of it and annexed it into the city under an "Urban Residential High" zoning designation so he or she could build hi-rise apartments. Now imagine the neighboring residents, the East Missoulians out here that are being told, Nah, pay no attention...nothing to see here, this doesn't pertain to you, move along, move along.... When in fact, now that the city of Missoula has this plan in place that you weren't invited to be a part of, there's nothing you can do about it and you won't be a part of any of what the City and the developer decide. You. Are. Mute.

Think about it. We should never have been left out of this process, NONE of the county residents that are being impacted should have been left out! We should have ALL had a seat at the table from the very beginning...

The remaining attachments are all properties that I pulled up on What's My Zoning to see what they'd say. All of them are have the same or similar attributes as the Aspire Subdivision Property. Everyone of them is city-zoned as Limited Urban Residential. Can you make any sense of that discrepancy?

Moreover, please consider that the Aspire Subdivision is currently an open field. Incremental project-by-project high density infill, like what will occur in other already built-out core urban areas, is not what will occur in East Missoula. Add development like that to the physical constraints, aging infrastructure, and revoked funding for HWY 200 improvements (there's no traffic calming measure at Sommers and HWY 200). Urban residential high is not only improper for East Missoula but creates major and unresolved safety considerations for our East Missoula neighborhoods. Based on the City's own qualitative discussions regarding place type designations in the new growth policy and in its new zoning framework, the appropriate place type designation

for East Missoula is Limited Urban Residential.

Consistent with the City's own comparable zoning districts for RT5.4, LU-R1 and LU-R2 are the appropriate comparable zoning districts for the Aspire parcel and East Missoula county residential properties (U-R3 is not appropriate by the City's own comparable zoning districts diagram for RT5.4). We are NOT well-connected to the City center. Indeed, the Aspire Subdivision creates safety hazards—with its many sidewalk-intersecting driveways—that reduce the walkability of the area.

However, the City cannot amend the zoning for the Aspire parcel to LU-R1 or LU-R2 for East Missoula, unless it first amends the Our Missoula 2045 Land Use Plan (LU-R1 and LU-R2 are not available zoning districts in the Urban Residential High zoning district).

Therefore, our asks are twofold. Please include 2 motions tonight:

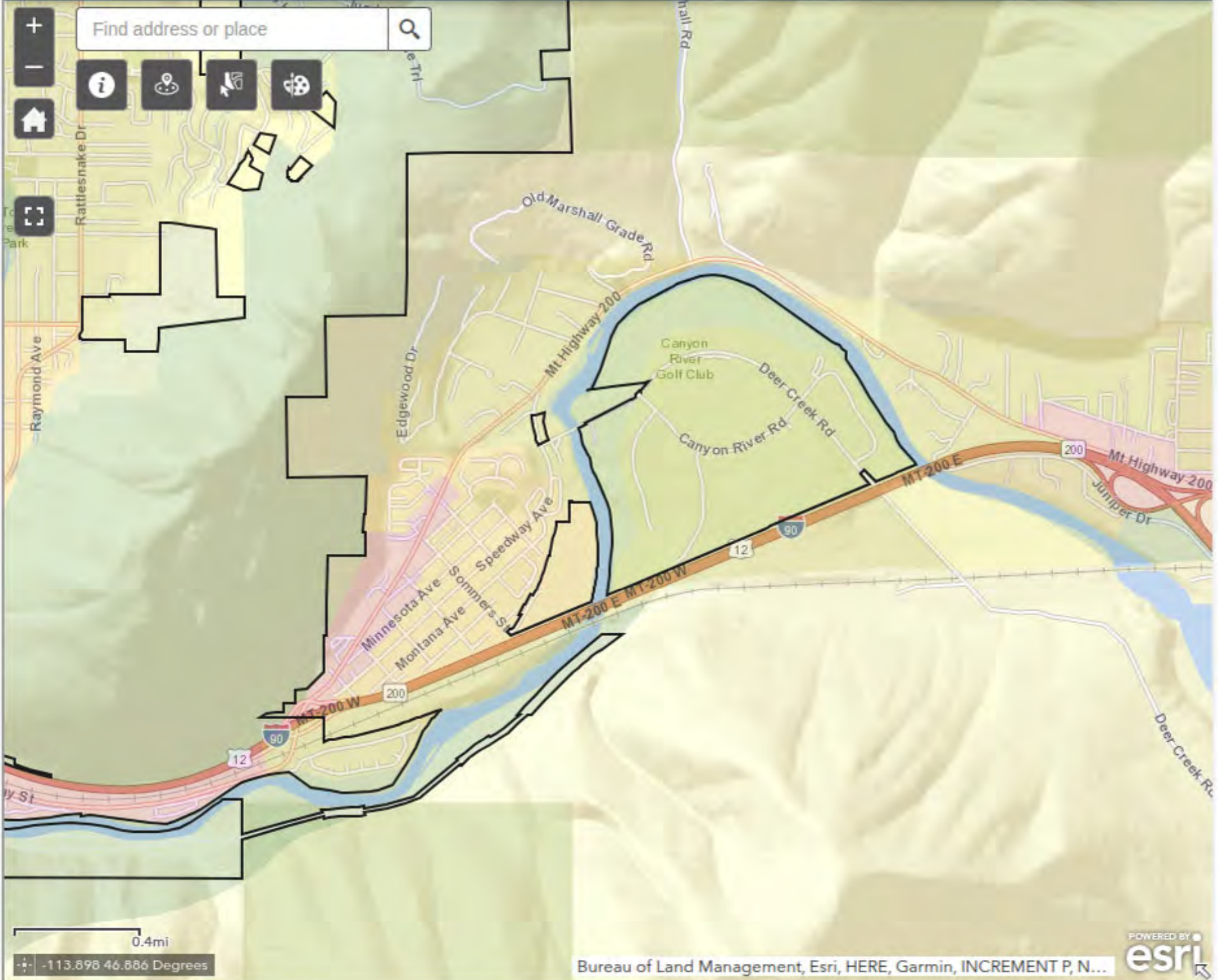
(1) (1) To amend the Our Missoula 2045 Land Use Plan and reduce the Urban Residential High place-type for East Missoula to Limited Urban Residential; and

(2) (2) To amend the U-R3 zoning district for the Aspire Subdivision parcel from U-R3 to LU-R1 or LU-R2, consistent with appropriate zoning districts in the Limited Urban Residential Place Type and comparable zoning districts for the parcel's current RT5.4 zoning.

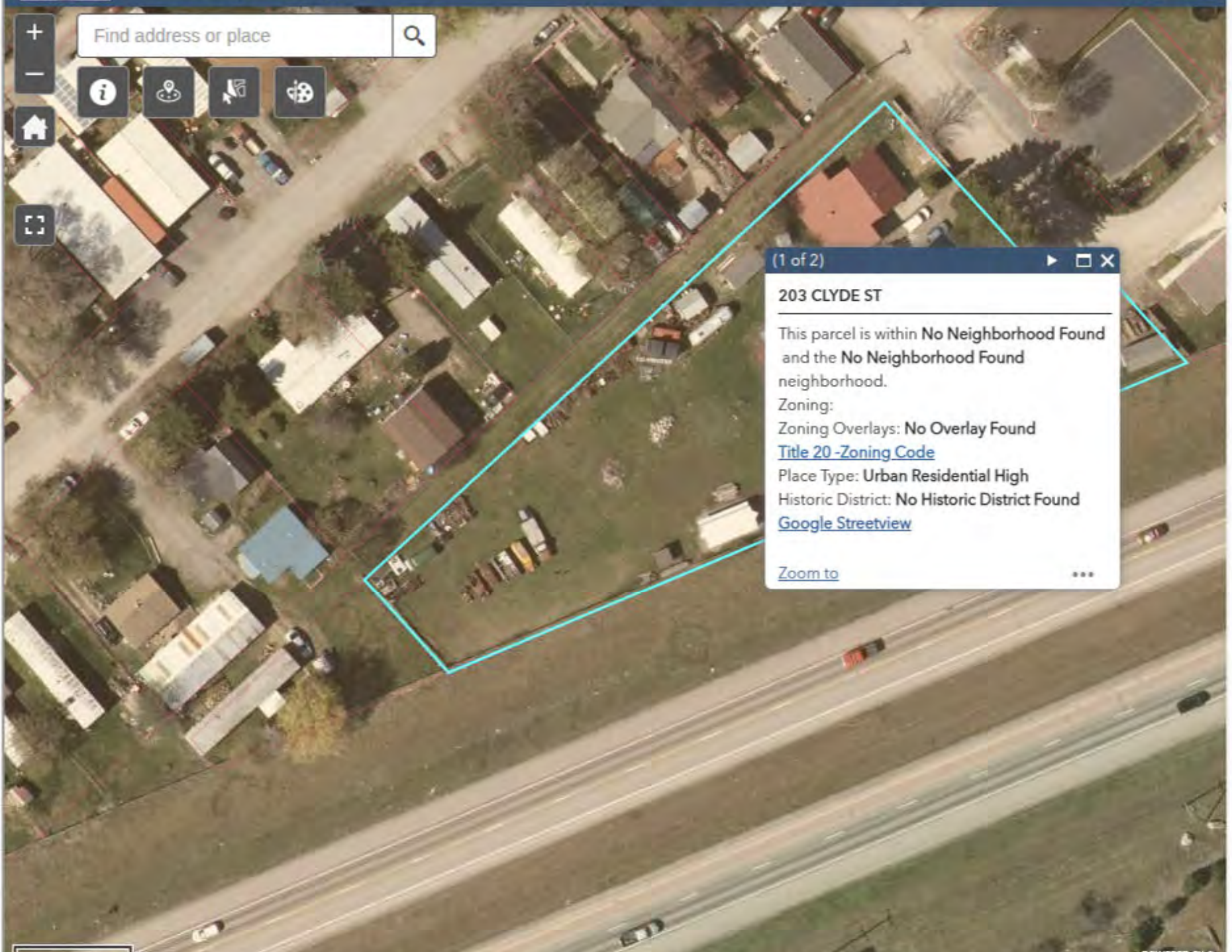
Thank you for your time and I hope this helps you to correct a massive error in the foundation of this document we were not included in. If you have any further questions, don't hesitate to ask. As I dig deeper and deeper into this trench, I'm astonished by the Glaring Errors. Let's get them corrected so it doesn't cause any more residents, planners, and developers any further hardship than what it's already caused our community here. We appreciate the work you're doing and the willingness you have to make things right for a cohesive community environment where everyone feels they belong.

Sincerely,

Lee Bridges
203 Clyde St
East Missoula
leebridges@montana.com



Find address or place



(1 of 2)

203 CLYDE ST

This parcel is within **No Neighborhood Found** and the **No Neighborhood Found** neighborhood.

Zoning:

Zoning Overlays: **No Overlay Found**

[Title 20 -Zoning Code](#)

Place Type: **Urban Residential High**

Historic District: **No Historic District Found**

[Google Streetview](#)

[Zoom to](#)

Find address or place

This parcel is within **No Neighborhood Found** and the **No Neighborhood Found** neighborhood.
Zoning:
Zoning Overlays: **No Overlay Found**
[Title 20 -Zoning Code](#)
Place Type: **Limited Urban Residential**
Historic District: **No Historic District Found**
[Google Streetview](#)
[Zoom to](#)

Find address or place



(1 of 3)

1245 SPEEDWAY AVE

This parcel is within **No Neighborhood Found** and the **No Neighborhood Found** neighborhood.

Zoning:
Zoning Overlays: **No Overlay Found**
[Title 20 -Zoning Code](#)

Place Type: **Limited Urban Residential**
Historic District: **No Historic District Found**
[Google Streetview](#)

[Zoom to](#)

Map navigation controls including zoom in (+), zoom out (-), home, search (Find address or place), and various map tools like info, location, and layers.

945 MONTANA AVE

This parcel is within **No Neighborhood Found** and the **No Neighborhood Found** neighborhood.

Zoning:
Zoning Overlays: **No Overlay Found**
[Title 20 -Zoning Code](#)
Place Type: **Limited Urban Residential**
Historic District: **No Historic District Found**
[Google Streetview](#)

[Zoom to](#) ...

Find address or place

(1 of 3) ▶ □ ✕

113 DEER CREEK RD

This parcel is within and the Marshall Canyon, Marshall Canyon, Marshall Canyon, Marshall Canyon neighborhood.

Zoning: RT10

Zoning Overlays: No Overlay Found

[Title 20 -Zoning Code](#)

Place Type: Limited Urban Residential

Historic District: No Historic District Found

[Google Streetview](#)

[Zoom to](#) ⋮

Close

RT10

OP1/CANYON R

Find address or place

4450 BUTTERCUP LN

This parcel is within **No Neighborhood Found** and the **No Neighborhood Found** neighborhood.

Zoning:
Zoning Overlays: **No Overlay Found**

[Title 20 -Zoning Code](#)

Place Type: **Limited Urban Residential**

Historic District: **No Historic District Found**

[Google Streetview](#)

[Zoom to](#)

From: [Lee Bridges](#)
To: [Planning, Development and Sustainability](#)
Subject: Email #2, Pages from the Our Missoula 2045 Land Use Plan
Date: Tuesday, December 2, 2025 10:40:13 AM
Attachments: [#7. City of Missoula, Whats My Zoning.png](#)
[#6. LUR Land Use and Constraints. p 73.png](#)
[#5. Limited Urban Residential definition. p 72.png](#)
[#4. Environmentally Constrained Lands. p 66.png](#)
[#3. URH, Land Use and Constraints. p 69.png](#)
[#2. Urban Residential High Definition. p 68.png](#)
[#1. Place Type Designations. p 67.png](#)

I know you all have a copy of the City's *Our Missoula 2045 Land Use Plan*; I'll be sharing specific pages on here. In a lot of ways, what's written makes a lot of sense, it's just that when they get to the Aspire Subdivision area, it's a complete contradiction from what they've been saying and leading the reader to believe.

Please see #1, Place Type Designations, p 67, showing exactly that; great comparison for how vastly different Urban Residential High is compared to Limited Urban Residential!! There's no graceful transition between the 2 that I can see. Our EXISTING surrounding neighborhoods to the Aspire Subdivision are definitely Limited Urban Residential.

I'm attaching #2, Urban Residential High Definition, p 68 just as a precursor to #3, URH, Land Use and Constraints, p 69. If you read that description on page 68, describing Urban Residential High, you can't realistically think that's a suitable description of the Aspire property...it is Nothing like that in reality. For one, in the entire existence of our community, past, present, and future, we will Never be part of Missoula proper...that's on the other side of the mountain, separated by a tight Hellgate Canyon. We will Never be physically attached to the City of Missoula. For another, that last sentence is particularly contradictory: "These areas are well served by transit and feature a balanced mixture of transportation modes supported by dedicated infrastructure for walking and biking and prioritize safety and convenience"...how can they say that about our aging infrastructure, our substandard roadways, no bike lanes, no sidewalks, no amenities close by to speak of. Add that to the design of the development itself that has no alleys and has front off-street parking of 2 vehicles per household, leaving a minimum of actual sidewalk for people to safely walk on! But I digress...

What I want to discuss is #3, URH, Land Use and Constraints, p 69 (attached). Glaringly False Info added to dress up the City's error and it doesn't tie in to any other description they use to reference the high density areas. On the left side of that page, there are "topic" boxes titled "Land Use"; the other is "Constraints". Lets look at that Land Use box, first. None of that "City Comparable Zoning" applies. There is no RT5.4 listed. That was an eye opener for me. And then you go down in that same box and see County Comparable Land Use. They LITERALLY copied East Missoula's 3 zonings...Residential, Neighborhood Center on Hwy 200 (in expectation of our East Missoula Hwy 200 Project being funded to handle the load), and Live/Make!!! That is US!!! That is not those other neighborhoods used for "Local Examples" on P. 68; that is Literally out of the East Missoula playbook, word for word. Now let's move over to the Constraints box on that same page; first heading; Environmental Constraints: "Little or no environmental constraints present". Seriously!?!?! With literally a Third of that subdivision's border being riparian area and wildlife habitat, and the adjacent neighborhood border being at the bottom of a steep decline causing wetlands created by the run off from the upper properties...Have you actually Looked at that property? Just the foliage will show you that much! I've included #4, Environmentally Constrained Lands, p 66. That is the accurate data to use in marking it "Very Environmentally Constrained".

Okay, so lets go to attachment #4, Limited Urban Residential definition, p 72, the precursor to #5, LUR Land Use and Constraints, p 73 (see attached). There you go...that's a FAR more accurate description of East Missoula neighborhoods...! Now lets look at #5, LUR Land Use and Constraints, p 73...(see attached). Silence. I don't need to say a word, do I. That's our description right there, the full page. In the Land Use box on p.73, "City Comparable Zoning" shows RT5.4, which matches the current zoning that exists there. See attachment #6, City of Missoula, Whats My Zoning, showing the RT5.4 for the Aspire Subdivision property. Limited Urban Residential is the proper designation for the Aspire Subdivision, thus supporting your motion to zone it as LU-R2, instead of UR-3.

In addition, I'm supplying a 3rd email (again, because I can't fit all the attachments on this Email #2...)

Thank you for your understanding the errors set forth on these pages to hide an obvious error made by the city. Please correct them so this is not an on-going problem with future developments. If this Land Use Plan is to represent the next 20 years of development, at least have it be Accurate.

Sincerely,

Lee Bridges
203 Clyde St
East Missoula
leebridges@montana.com

Place Type Designations



Urban Residential High



Urban Residential Low



Limited Urban Residential



Rural Residential



Downtown



Urban Mixed-Use High



Urban Mixed-Use Low



Limited Urban Mixed-Use



Industrial and Employment



Civic



Open and Resource



Parks and Conservation Lands

Urban Residential High (URH)

These are Missoula's most complete, compact, walkable neighborhoods. They are designed for people to live, play, and connect closely with nearby amenities, whether by foot, bike, or car.

These areas provide a wide range of building type options for people to live in, either through ownership or rental. Small businesses provide neighborhood-scale commercial services to local residents and visitors.

Properties range from small lots with single homes to larger parcels that allow for larger multi-dwelling structures that are compatible with their surroundings. Streets are typical gridded blocks and usually include alleyways for additional access.

Structures span a wide range of residential building types, from single dwelling homes, accessory dwelling units, and a wide range of "missing middle" (p. 25) building types.

These areas are well served by transit and feature a balanced mixture of transportation modes supported by dedicated infrastructure for walking and biking and prioritize safety and convenience.



LOCAL EXAMPLES

- Northside Neighborhood
- Franklin to the Fort Neighborhood
- Rose Park Neighborhood
- Southgate Triangle Neighborhood
- Portions of Lewis and Clark Neighborhood
- Lower Rattlesnake Neighborhood
- University District

BUILDING TYPES

SINGLE-DWELLING HOUSE



ROWHOUSE



DUPLEX



MULTI-DWELLING APARTMENT



LARGE APARTMENT



SMALL STOREFRONT



BLOCK PATTERNS

COMPACT GRID



SHIFTED GRID



Urban Residential High

COMMUNITY FORM

BLOCK PATTERN

- Compact Grid
- Shifted Grid



ALLEYS

- Common in existing neighborhoods.
- Preferred in new development.

PARCEL SIZE



PARCEL COVERAGE



PUBLIC PARKS & OPEN SPACE

- Parks within walking distance of residents as defined by the PROST plan.
- Designed for high level of use with amenities for a variety of activities and demographics.
- Other Green Spaces include:
 - Playgrounds
 - Public School Grounds
 - Commuter Trails & Shared-Use Paths
 - Community Gardens
 - Street Tree Boulevards
 - Private Activity Areas

LAND USE

PRIMARY USES

- Residential Housing
- Small-Scale Neighborhood Commercial Services
- Elementary & Middle Schools
- Parks

CITY COMPARABLE ZONING

- RMO.5
- RMI
- RMH
- RM1.5
- BI
- B2

COUNTY COMPARABLE LAND USE

- Neighborhood Residential
- Neighborhood Center
- Live/Make Neighborhood

COMMERCIAL INTENSITY

-
- Low Medium High
- Small-Scale Neighborhood Commercial Services that support the surrounding neighborhood such as businesses under 20 employees.

RESIDENTIAL INTENSITY

-
- Low Medium High
- Typical parcel would allow up to 6-8 units.



Pink buildings represent infill opportunities in an already established neighborhood.

CONSTRAINTS

ENVIRONMENTAL CONSTRAINTS

- Little to no environmental constraints present.
- New development on constrained land should be designed to reduce impacts. Strategies include limiting lot coverage and clustering development outside of sensitive environmental areas and hazard areas.

ENVIRONMENTAL IMPACTS

- Encourage green infrastructure to manage stormwater runoff from increased urbanization.
- Street Trees are needed to mitigate heat island effect.

SEWER AND WATER

- Primarily with existing connections or within 500ft of municipal services.

OWNERSHIP

- Primarily private ownership, with the exception of open space/parks.
- Little to no covenants restricting residential development.

BUILT FORM

- Building scale is compatible with existing houses and buildings and smaller units are encouraged for developments at higher intensities, and will be achieved through limits on overall building height, floor area, depth or width.
- Adaptive reuse of existing structures is preferred.

HOUSING DIVERSITY



BUILDING TYPES

- Single-Dwelling House
- Accessory Dwelling Unit
- Duplex, Triplex, Quadplex
- Townhouse
- Historic Home
- Multi-Dwelling Apartment
- Large Apartment Complex
- Small Storefront (standalone or mixed-use)

BUILDING SCALE



BUILDING HEIGHT

- Up to 4 stories.

SETBACKS



- Structures on the alley are common.

MOBILITY

PEDESTRIAN CONNECTIVITY



- Short block lengths.
- Frequent crossing opportunities.
- Highest Residential priority for infrastructure.



MODAL BALANCE

- Modes are well balanced as a result of higher densities and closer proximities to services, dedicated infrastructure, and traffic calming/management.
- Walkability is a core value and pedestrian activity is high.

TRANSIT SERVICES

- Anticipated density supports transit with nodes and corridors supportive of frequent transit service.

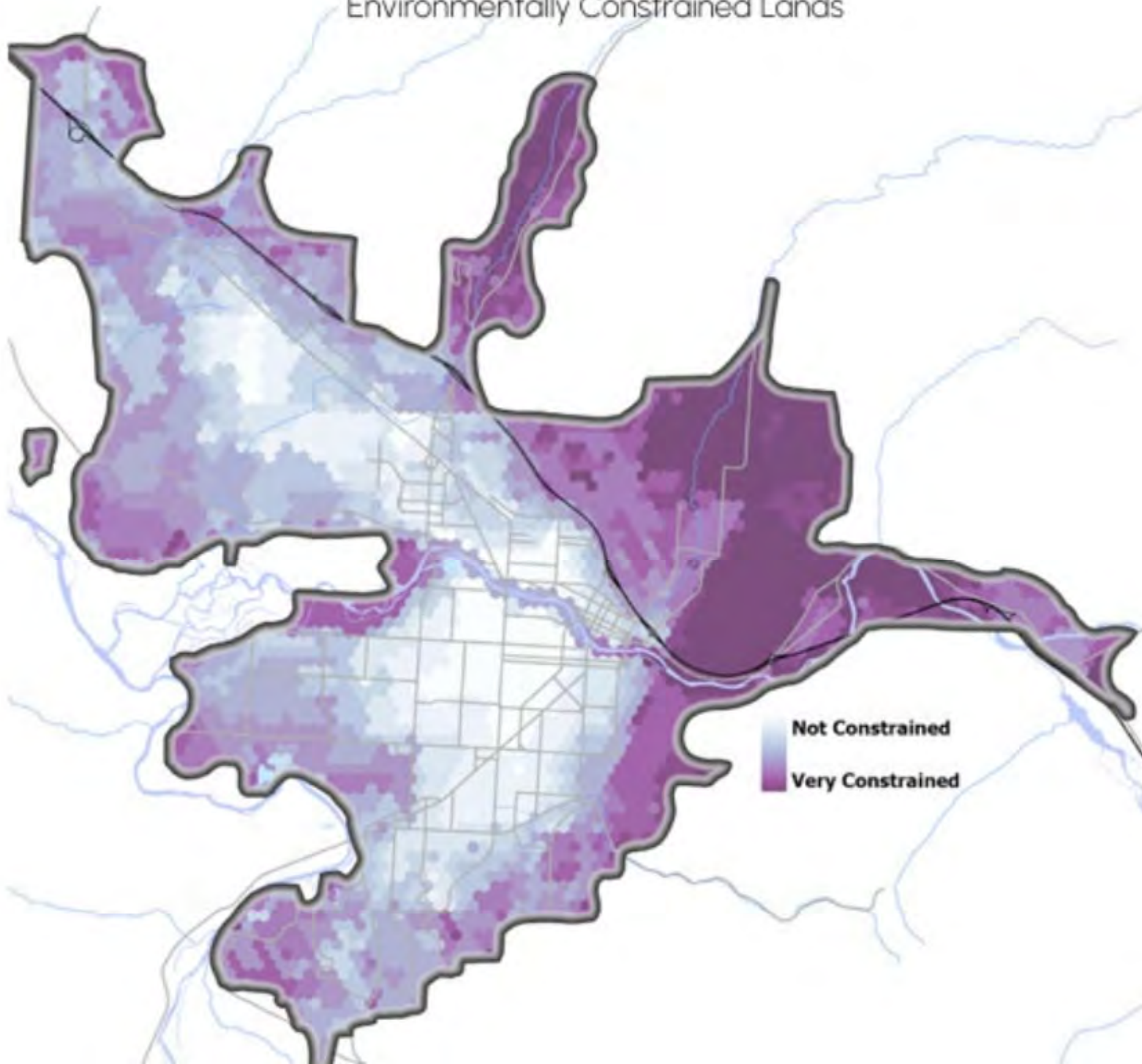
STREET TYPES

- Neighborhood Residential
- Neighborhood Greenway
- Community Residential
- Regional Mixed-Use
- Community Mixed-Use

PARKING/ACCESS

- Street parking available, demand is high.
- Focus on-site access primarily towards alleys and side streets when necessary.

Environmentally Constrained Lands



Limited Urban Residential (LUR)

These quieter neighborhoods are located on the outskirts of the city core that have more limited transit options. 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 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 also rely on driving and cycling to access services. Longer commuter trails connect these neighborhoods to more urbanized areas with commercial services and employment opportunities.



LOCAL EXAMPLES

- South Hills, south of 39th St.
- Pattee Canyon/Farviews Neighborhoods
- Some parts of River Road Neighborhood

BUILDING TYPES

SINGLE-DWELLING HOUSE



QUADPLEX



DUPLEX



SMALL STOREFRONT



BLOCK PATTERNS

LARGE GRID



CURVILINEAR



CUL-DE-SAC



Limited Urban Residential

COMMUNITY FORM

BLOCK PATTERN

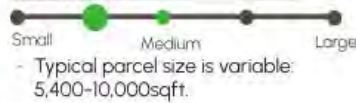
- Irregular Grid
- Large Grid
- Curvilinear



ALLEYS

- Uncommon in existing developments
- Not preferred in new development

PARCEL SIZE



PARCEL COVERAGE



PUBLIC PARKS & OPEN SPACE

- Parks within walking distance of residents as defined by the PROST plan
- Parks and open space blend environmental conservation and developed recreation amenities.

Other Green Spaces include:

- Private yards/HOA Common Areas
- Public School Grounds
- Shared-Use Paths
- Riparian Natural Areas
- Community Gardens
- Agricultural Land
- Natural Surface Trail Corridors

LAND USE

PRIMARY USES

- Residential Housing
- Small Neighborhood Commercial Services
- Elementary & Middle Schools
- Parks
- Small-Scale Agriculture

CITY COMPARABLE ZONING

- R5.4
- RT5.4
- R8
- RMH

COUNTY COMPARABLE LAND USE

- Planned Neighborhood
- Residential

RESIDENTIAL INTENSITY



- Typical parcel would allow up to 3-4 units.

COMMERCIAL INTENSITY



- Small-Scale Neighborhood Commercial Services that support the surrounding neighborhood such as businesses under 20 employees.



Pink buildings represent infill opportunities in an already established neighborhood

CONSTRAINTS

ENVIRONMENTAL CONSTRAINTS

- Potential of large areas with high degree of topographical and/or environmental constraints.
- Wildlife Habitat present.
- New development on constrained land should be designed to reduce impacts. Strategies include limiting lot coverage and clustering development outside of sensitive environmental areas and hazard areas.

ENVIRONMENTAL IMPACTS

- When new development occurs in land with prime agricultural soils consider cluster style development to preserve land that is available for agricultural uses.

SEWER AND WATER

- Primarily with existing connections or within 500ft of municipal services.

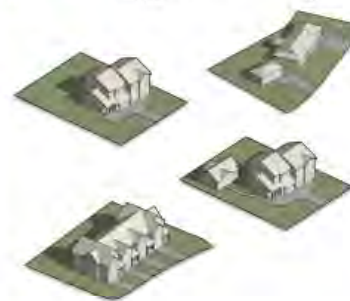
OWNERSHIP

- Covenants exist within portions of this category and may constrain types of housing larger than single-dwelling or presence of ADUs.

BUILT FORM

- Building scale is compatible with existing houses and buildings. Smaller units are encouraged for developments at higher intensities, and will be achieved through limits on overall building height, floor area, depth or width.
- Adaptive reuse of existing structures is preferred.

HOUSING DIVERSITY



BUILDING TYPES

- Single-Dwelling House
- Accessory Dwelling Unit
- Duplex, Triplex, Quadplex
- Townhouse
- Small Storefront (standalone or mixed-use)

BUILDING SCALE



BUILDING HEIGHT

- Up to 3 stories.

SETBACKS



MOBILITY

PEDESTRIAN CONNECTIVITY



- Longer block lengths.
- Trail connections at ends of Cul-De-Sacs.
- Safe routes to schools priority for infrastructure.



Irregular Block Patterns

MODAL BALANCE

- Comprehensive transportation options are not as available/accessible.
- Driving is likely the preferred choice for most residents along with biking along commuter routes.

TRANSIT SERVICES

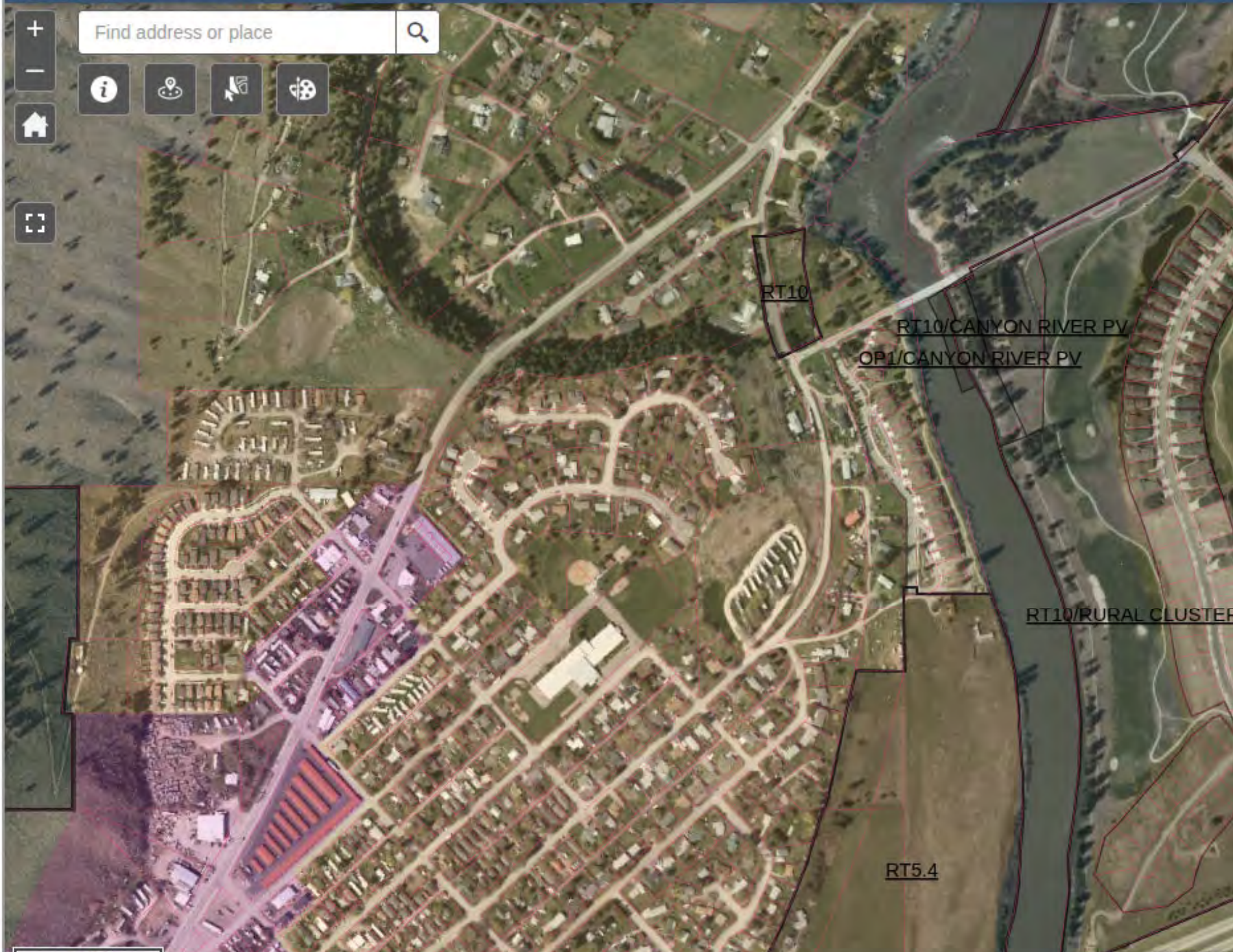
- Nodes and corridors densities may be supportive of transit services.
- Other options could include on-demand transit or park and ride locations.

STREET TYPES

- Neighborhood Residential
- Community Residential
- Neighborhood Greenway
- Community Mixed-Use

PARKING/ACCESS

- Street parking available, demand is low.
- Garage accessed via Street.
- If alley is present then focus access on alley.



Find address or place



RT10

RT10/CANYON RIVER PV
OP1/CANYON RIVER PV

RT10/RURAL CLUSTER

RT5.4

600ft

-113.939 46.879 Degrees

Email from Colin Lane

From: Colin Lane <colin@mmwarchitects.com>
Sent: Wednesday, November 26, 2025 3:02 PM
To: Eran Pehan <PehanE@ci.missoula.mt.us>; Benjamin Brewer <BrewerB@ci.missoula.mt.us>; Cassie Tripard <TripardC@ci.missoula.mt.us>
Subject: UDC amendments


Eran, Ben, and Cassie,

As you know, we've worked closely together over the past several weeks to explore significant concerns with the new UDC. As currently written, these areas of concern will limit development and increase costs, especially for affordable housing, mixed use projects, and small businesses. I understand the City's goal is to ensure that good projects can move forward without these negative impacts, while preserving a regulatory framework that allows design excellence standards to be increased in the future if needed. I also understand that the City plans to propose changes soon, although most of the specifics have not yet been shared. While I trust the City's proposed changes will be meaningful, I have also prepared a collection of amendments designed to assist in achieving the City's goals. These amendments are based on the letter from Missoula's design professionals from Nov 11. I anticipate that next week will include a period of time for the Planning Commission to evaluate proposed amendments from both from the City and the community. I look forward to supporting City staff, Planning Commission, and City Council to further effective solutions, regardless of their source.

Eran, I would like to make sure that these proposed amendments get to the Planning Commission as soon as possible. Please let me know if you would like me to do that directly. I would also like to make sure these proposed amendments, and this email, are entered into the public record.

Thanks to you and all city staff for your hard work to make our community better. We share so many of the same values and goals, and I'm deeply appreciative of the opportunity to have real conversations about how to reach those goals.

COLIN LANE (he/him/his)
AIA, LEED AP BD+C
Principal Architect

 **MMW** ARCHITECTS
406.543.5800
125 West Alder Street
Missoula, Montana 59802

Attachment to Colin Lane's email

1. Modify 4.3.03-D.2.(b).2 Build-to Zone and Build-to Width to clarify residential uses should proceed without being forced into a main-street retail form:

The build-to-zone and build-to-width requirements do not apply to ~~one-unit house;~~ duplex single-purpose residential building types.

2. Modify 4.3.03-3-D.2.(b).5 and .7 Build-to Zone and Build-to Width to allow flexibility to locate buildings on corner lots on either street front, which is particularly difficult for narrow and irregular lots:

5. On corner lots, the building ~~must~~ may be sited so that the build-to zone and width requirements for ~~both~~ comply with either the front ~~and~~ or side street property lines ~~are met.~~

7. ~~On parcels with three or more street frontages, (such as a "half-block" or "full-block" parcel), the build-to-zone and width requirements are only applied to two frontages that create a corner.~~

3. Modify 4.3.03-3-D.2.(c) Build-to Zone and Build-to Width to allow flexibility for adaptive reuse of existing buildings.

~~1. Front additions are allowed outside of the build-to-zone. Additions and changes of use to non-conforming buildings are exempt from build-to zone and build-to width requirements.~~

~~2. Side additions no greater than 20% cumulatively of the existing building footprint are allowed outside of the build-to-zone. Once the required build-to-width percentage for the parcel has been met, side additions of any size are allowed.~~

~~3. Rear additions no greater than 20% cumulatively of the existing building footprint are allowed outside of the build-to-zone. Once the required build-to-width percentage for the parcel has been met, rear additions of any size are allowed.~~

4. Strike 4.3.03-D.2.(d).2.a in 4.3.03-D.2.Build-to Zone and Build-to Width to clarify that overall building shape must remain flexible for many reasons, including safety, circulation needs, and building code:

~~a. The depth of the building shall not be greater than the width of the building;~~

5. Add 4.3.03-D.2.(d).3 in 4.3.03-D.2.Build-to Zone and Build-to Width to allow flexibility to allow the City's street design goals to be met:

3. By request of the property owner, the City Engineer may waive or provide relief from the build-to zone to accommodate goals described in the Long Range Transportation Plan.

6. Add 4.3.03-D.2.(d).4 in 4.3.03-D.2.Build-to Zone and Build-to Width to allow flexibility and clarity for irregularly shaped lots

4. For irregularly shaped lots or narrow lots, the Planning Administrator may waive or relocate the build-to zone.

7. Add 4.3.03-D.2.(d).5 in 4.3.03-D.2.Build-to Zone and Build-to Width to allow flexibility from build-to requirements for uses that have specific requirements for privacy, health, safety, or are necessarily accessed by automobiles for loading/unloading, fueling, and similar activities.

5. The following uses are exempt from build-to zone and width requirements:

- a. All Public/Civic uses in Table 4.8.02-1
- b. The following Commercial Uses in Table 4.8.02-1
 - i. Animal Services
 - ii. Business Equipment Sales and Service
 - iii. Cannabis Dispensary
 - iv. Construction Sales and Service
 - v. Eating and Drinking Establishments: Mobile Food Vending
 - vi. Eating and Drinking Establishments: Food Truck Park
 - vii. Entertainment and Spectator Sports: Medium – Large Venue
 - viii. Food and Beverage Retail Sales
 - ix. Funeral and Internment Services

- x. Gasoline and Fuel Sales
- xi. Lodging
- xii. Retail Sales
- xiii. Vehicle Sales and Service
- c. All Industrial uses in Table 4.8.02-1
- d. All Aviation uses in Table 4.8.02-1
- e. All Other uses in Table 4.8.02-1

8. Modify Table 4.3.03-3 in 4.3.03-D.2. Build-to Zone and Build-to Width to allow flexibility for corner lots and to limit build-to zones to areas that support dense development on walkable streets that are pedestrian-oriented or planned to be pedestrian-oriented in the near future.

- Delete Build-to zone requirements for U-MU1, U-MU2, and U-MU3.
- Delete Build-to width: Side Street requirements for all zones.

9. Recommend staff modify Table 4.3.03-4 Building Form to allow for full-block development patterns, including mixed use buildings, healthcare facilities, schools, and housing developments.

10. Modify Table 4.3.03-5 in 4.3.03-E.3. Standards Related to Transparency to allow flexibility from transparency requirements for uses that have specific requirements for privacy, health, safety, or are necessarily accessed by automobiles for loading/unloading, fueling, and similar activities. Add the following:

The following uses are exempt from transparency requirements:

- a. All Public/Civic uses in Table 4.8.02-1
- b. The following Commercial Uses in Table 4.8.02-1
 - i. Animal Services
 - ii. Business Equipment Sales and Service
 - iii. Cannabis Dispensary
 - iv. Construction Sales and Service
 - v. Eating and Drinking Establishments: Mobile Food Vending
 - vi. Eating and Drinking Establishments: Food Truck Park
 - vii. Entertainment and Spectator Sports: Medium – Large Venue

- viii. Food and Beverage Retail Sales
- ix. Funeral and Internment Services
- x. Gasoline and Fuel Sales
- xi. Lodging
- xii. Retail Sales
- xiii. Vehicle Sales and Service
- c. All Industrial uses in Table 4.8.02-1
- d. All Aviation uses in Table 4.8.02-1
- e. All Other uses in Table 4.8.02-1

11. Modify Table 4.3.03-5 in 4.3.03-E.3. Standards Related to Transparency to allow flexibility from Street Adjacent Entrance requirements for uses that have specific requirements for privacy, health, safety, or are necessarily accessed by automobiles for loading/unloading, fueling, and similar activities. Add the following:

The following uses are exempt from Street Adjacent Entrance requirements:

- a. All Public/Civic uses in Table 4.8.02-1
- b. The following Commercial Uses in Table 4.8.02-1
 - i. Animal Services
 - ii. Business Equipment Sales and Service
 - iii. Cannabis Dispensary
 - iv. Construction Sales and Service
 - v. Eating and Drinking Establishments: Mobile Food Vending
 - vi. Eating and Drinking Establishments: Food Truck Park
 - vii. Entertainment and Spectator Sports: Medium – Large Venue
 - viii. Food and Beverage Retail Sales
 - ix. Funeral and Internment Services
 - x. Gasoline and Fuel Sales
 - xi. Lodging
 - xii. Retail Sales
 - xiii. Vehicle Sales and Service
- c. All Industrial uses in Table 4.8.02-1
- d. All Aviation uses in Table 4.8.02-1
- e. All Other uses in Table 4.8.02-1

12. Modify Table 4.3.03-5 in 4.3.03-E.3. Standards Related to Transparency to limit Street Adjacent Entrances requirements to areas that support dense development on walkable streets that are pedestrian-oriented or planned to be pedestrian-oriented in the near future.

Zoning District: Required in all ~~Urban~~ U-MU4 and Downtown Mixed-Use Districts

13. Modify Table 4.3.03-5 in 4.3.03-E.3. Standards Related to Transparency to clarify requirements and allow Street Adjacent Entrances to comply with building code requirements and allow flexibility for privacy, health, and safety.

At least one entrance qualifying as a street-facing entrance must meet the following standards:

Provide both ingress and egress access to the first floor of a building (~~not the basement~~).

Must be intended to allow access for residents or customers.

Must be facing the public sidewalk.

~~May not be used to provide access to parking, utility areas, or fire stairs.~~

Must connect to the public sidewalk with a direct pedestrian connection ~~that is physically separated from vehicular use areas at least five feet wide.~~

14. Modify Table 4.8.02-1 Allowed Uses to clarify Urban districts:

Replace all references to “urban districts” with “U-MU and D districts”. (see for example Eating and Drinking Establishments)

15. Modify Table 4.8.02-1 Allowed Uses to permit certain uses in areas that are not pedestrian-oriented or planned to be pedestrian-oriented in the near future:

- Permit Gasoline and Fuel Sales in all U-MU and D districts.
- Permit Car Wash/Cleaning Service (part of Vehicle Sales and Service) in U-MU1, U-MU2, and U-MU3 districts.
- Permit Motor Vehicle Repair, General (part of Vehicle Sales and Service) in U-MU1, U-MU2, and U-MU3 districts.

16. Modify Table 4.8.02-1 Allowed Uses to disallow certain uses in areas that are not compatible with desired growth patterns.

- Disallow Residential Storage Warehouse use in T-MU districts.
- Disallow Compost Service Limited in U-R1, U-R2, U-R3, U-R4, U-MU1, U-MU2, U-MU3, U-MU4, D-T, and D-C districts.

17. Modify 4.9.03-B.5.(c).1 Parking and Drive-Through Location to allow parking flexibility for corner lots:

1. Parking may be located between one of the adjacent streets and the building on corner parcels, through parcels, and parcels with three or more street frontages.

18. Add 4.9.03-B. 5.(e) Parking and Drive-Through Location to allow parking flexibility for certain uses:

5. The following uses are exempt from requirements for placement of surface parking facilities:
 - a. All Public/Civic uses in Table 4.8.02-1
 - b. The following Commercial Uses in Table 4.8.02-1
 - i. Animal Services
 - ii. Business Equipment Sales and Service
 - iii. Cannabis Dispensary
 - iv. Construction Sales and Service
 - v. Eating and Drinking Establishments: Mobile Food Vending
 - vi. Eating and Drinking Establishments: Food Truck Park
 - vii. Entertainment and Spectator Sports: Medium – Large Venue
 - viii. Food and Beverage Retail Sales
 - ix. Funeral and Internment Services
 - x. Gasoline and Fuel Sales
 - xi. Lodging
 - xii. Retail Sales
 - xiii. Vehicle Sales and Service
 - c. All Industrial uses in Table 4.8.02-1
 - d. All Aviation uses in Table 4.8.02-1
 - e. All Other uses in Table 4.8.02-1

19. Modify Table 4.9.03-1 Parking Lot Placement in Residential Districts to allow parking flexibility for corner lots:

- Modify Side Street requirements to have a “No Max” Percentage of Street Frontage for all zone districts.

20. Modify Table 4.9.03-2 Parking Lot Placement in Mixed-Use Districts to allow parking flexibility for corner lots, and to limit Parking Lot Placement requirements to areas that support dense development on walkable streets that are pedestrian-oriented or planned to be pedestrian-oriented in the near future:

- Modify Side Street requirements to have a “No Max” Percentage of Street Frontage for all zone districts.
- Modify Front street requirements to have a “No Max” Percentage of Street Frontage for U-MU1, U-MU2, U-MU3.

21. Modify Table 4.9.03-3 Parking Lot Placement in Special Use Districts to allow parking flexibility for corner lots, and to limit Parking Lot Placement requirements to areas that support dense development on walkable streets that are pedestrian-oriented or planned to be pedestrian-oriented in the near future:

- Modify Side Street requirements to have a “No Max” Percentage of Street Frontage for all zone districts.
- Modify Front street requirements to have a “No Max” Percentage of Street Frontage for all zone districts.

22. Modify 4.9.03-7 Drive-Through Facilities to permit drive-throughs in mixed use areas that are not pedestrian-oriented or planned to be pedestrian-oriented in the near future:

- (a) New drive-through facilities are prohibited in D-C, D-T, U-MU1, U-MU2, OP1, OP2, and all Residential zoning districts.

Proposed UDC amendments

2025.11.26

Shane Morrissey

1. Modify **1.1.01-B Effective Date** to allow more time for staff and the development industry to adapt to new regulations:

The provisions of this UDC became effective and must be complied with beginning [effective date], except as otherwise expressly stated in Division 1.1.04.

Development review applications submitted on or before [~~60~~ 120 days from effective date] may be reviewed under either this UDC or under the applicable zoning, subdivision, engineering, and any other City standards and regulations in effect immediately prior to adoption of this UDC. All development review applications submitted after [~~60~~ 120 days from effective date] are subject to the provisions of this UDC, except as otherwise expressly stated in a prior development review application approval.

2. Modify **4.2.03-D.1.(b) Floor Area Ratio (FAR) and Density** to clarify that density requirements are applicable to all residential zoning districts.

(b) Maximum Density

The purpose of maximum density is to limit the number of dwelling units in areas that have environmental or other constraints, such as limited roach connectivity and flood hazards. Maximum density controls the number of units constructed on parcels in ~~rural and limited urban~~ residential zoning districts while allowing for construction of missing middle housing.

3. Modify **4.2.03-D.4 Floor Area Ratio (FAR) and Density** to clarify FAR requirements, make measurement and enforcement easier, and better align the intent of form-based code with neighborhood impact.

4. Exceptions to FAR

The following are exempt from maximum allowed gross floor area when calculating Floor Area Ratio:

- (a) Accessory structures;

- (b) Basements, unless the basement contains dwelling units;
- (c) Vertical circulation including stairwells and elevators;
- (d) Garages and parking structures;
- (e) Indoor activity area within principal buildings (See Article 4.9);
- (f) (e) Storage units intended to serve individual dwelling units. In order to be exempt from Floor Area Ratio, the storage unit cannot be accessed from within the dwelling unit; and
- (g) Floor area containing non-residential use(s) in a Neighborhood Commercial building.

4. Modify **Table 4.2.03-3** in 4.2.03-D **Floor Area Ratio (FAR) and Density** to allow more flexibility in developing small infill projects while maintaining growth described in the Land Use Plan.

Table 4.2.03-3 FAR and Density

FAR & Density	RURAL	LIMITED URBAN		URBAN			
	R-R1	LU-R1	LU-R2	U-R1	U-R2	U-R3	U-R4
Maximum FAR	Number of Dwelling Units						
.5	-	1-2	1-2	1	1	1	1
.6	-	3+	3	2	2	2	2
.8	-	-	4+	3	3-5	3 1-2	3
.9	-	-	-	4+	6+	4-6	-
1.0	-	-	-	-	-	7+ 3+	1-2-4-6
2.0 1.2	-	-	-	-	-	-	3+ 7+
Density							
Maximum Density (Any parcel is permitted two dwelling units by right, regardless of parcel area)	1 du / 15,000 sf	1 du / 3,500 sf	1 du / 2,600 sf	1 du / 2100 sf	1 du / 1500 sf	1 du / 900 sf	1 du / 600 sf

'+' indicates 'or more'.

5. Modify **4.2.03-E.3 Lot Standards** to create similar requirements for Cottage Court developments as Duplex/Rowhouse Development:

3. Exception for Lots Intended for Duplex/Rowhouse/Cottage Court Development

Duplexes, cottage courts, and rowhouses may be sited with all dwelling units under common ownership or sited with each dwelling unit on a separate lot. When lots are created with the intent of constructing a cottage court, duplex, or rowhouse with each dwelling unit on a separate lot, the following exceptions to minimum lot width apply:

(a) Duplex;

1. Lots must be platted as a series of two abutting lots.
2. Lots are permitted a minimum lot width of 23 feet.

(b) Rowhouse;

1. Lots must be platted as a series of three or more abutting lots.
2. Lots intended to contain rowhouse dwelling units attached to other units on both sides are permitted a minimum lot width of 18 feet.
3. Lots intended to contain rowhouse dwelling units at the ends of the building (i.e. attached to another unit on one side) are permitted a minimum lot width of 23 feet.

(c) Cottage Court

1. Cottage Courts have no minimum lot width.

6. **Table 4.2.03-F** Building placement- amend table so that front yard setback in U-R2, U-R3, U-R4 is 15 ft and U-R4 Side Street Setback is 10'

7. Modify **4.2.03-F.1 Building Placement Applicability** to clarify that rowhouses, duplexes, and cottage courts must be exempt from side yard setbacks interior to the planned development.

Add "Rowhouses, Duplexes, and Cottage Courts are exempt from sideyard setbacks interior to the planned development."

8. Modify **Table 4.7.02-3** in 4.7.02-D.**Cottage Court** to ensure cottage court design is flexible and adaptable to neighborhoods and lot conditions.

Separation between dwelling units (min)	5 ft n/a
Shared Court Width A (min)	25 ft n/a
Shared Court Depth B (min)	30 ft n/a

9. Modify **Table 4.7.02-5 Apartment Building Standards** to allow flexible, missing middle housing (such as fourplexes) that do not contain a shared building entrance.

~~Delete Entrances requirement: "At least one shared building entrance must be provided on the façade adjacent to the street or right-of-way (other than an alley). The entrance must be covered and at least six (6) feet deep. Parcels with less than 10 feet of frontage on a street are exempt from the entrance requirement below."~~

10. Modify **Table 4.7.02-6 Neighborhood Commercial Building Standards** to allow flexible sizes of neighborhood commercial, while including still limiting neighborhood commercial sizes through FAR calculations per 4.2.03-D.4.

~~Urban Residential Zoning Districts are limited to 2,000-sf may be of any size within the ground floor and within other requirements of this code, such as setbacks and landscaping.~~

11. Modify **Table 4.7.02-8 Accessory Structure Building Standards** to allow more flexible accessory uses.

~~Strike Building Coverage requirement: Building Coverage (Max) 50% of rear yard for all combined detached accessory structures~~

12. Modify **Table 4.8.02-1 Allowed Uses** to permit certain uses that fit neighborhood character:

- Permit Microbrewery/Microdistillery in U-R2, U-R3, and U-R4 districts.

13. 4.9.03-B.4 Driveways

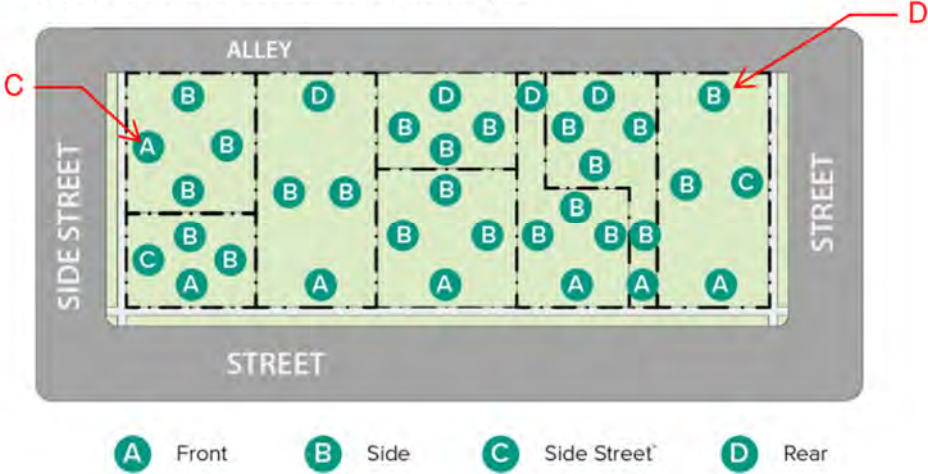
(a) All garage doors and carport entrances must be set back a minimum of 20 feet from the abutting sidewalk. When no sidewalk exists, the setback is measured from back of curb or edge of asphalt. This requirement does not apply to parking structures or garage doors facing alleys.

14. Add a provision to **4.9.04-E.2 Short-Term Bicycle Storage** to create an option to support dense urban growth patterns that can rely on the right-of-way to provide bike parking. Add the following:

(e) Where the Land Use Plan envisions dense, urban growth, the City Engineer may allow short term bicycle storage to be in the public right-of-way.

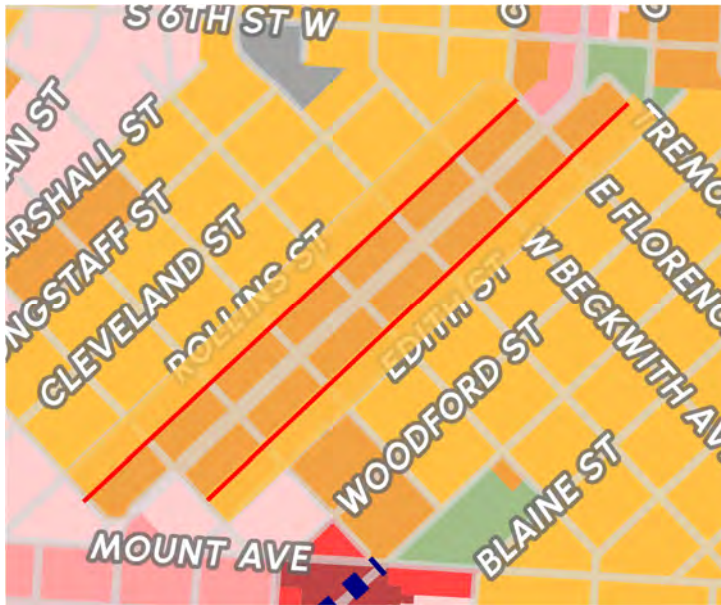
15. Modify **4.10.01-1 Setback Determination Diagram** to create consistent street patterns, encourage infill development, and create consistent building types and conditions in rear yards and alleys.

Figure 4.10.01-1 Setback Determination Diagram

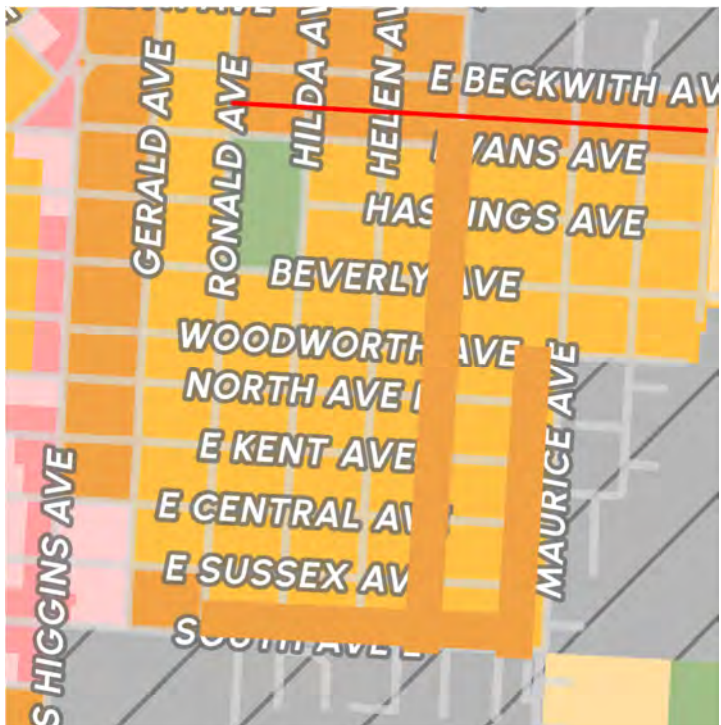


MAP and LUP

16. At locations where whole blocks are mapped as UR4 transitioning to UR3, map the change to break district boundaries at the alley. Including: Rollins Street, Edith Street, Connell Ave, Evans Ave, Sussex, 13th street. Reason: Context sensitive infill, adjacency to street types. These streets are merely close to busier streets. Example:



17. Change UR3 districts on Arthur, Maurice across from CD-2, Johnson and Catlin to UR4.
Reason: Primary transportation routes and thru streets.



18. Locations under title 20 that have a residential 45' height limit should be mapped to UR4, including RM1-45, M1R-45.

Proposed UDC amendments submitted by Danny Tenenbaum, Planning Board 11/29/2025

1. Update Section 4.8.02-A 'Use Table' to eliminate parking requirements for Preschools.

This is a Staff-requested amendment. From Attachment G1 (Adoption Draft Updates):

Description: The motor vehicle parking requirements were eliminated from two uses: Preschool (1-12) and Religious Assembly. ***Note, there was an oversight in the adoption draft edits. Staff intended to remove parking requirements from Preschool Center (13+) but failed to do so in error. Staff recommend Planning Board make an amendment.**

Explanation: State Law prohibits zoning parking minimums for day cares. Planning Commission stated preschools are functionally daycares. Public comment and Planning Commission comment recommended exempting religious assemblies from parking requirements.

2. Update Section 4.9.03-A to expand zones exempted from parking requirements.

Division 4.9.03 Vehicle Parking and Drive-Throughs

Section 4.9.03-A. Required Vehicle Parking

1. Purpose

The purpose of this section is to ensure the minimum provision of on-site vehicle parking in rough proportion to the parking demands of different land uses, while also acknowledging parking as a barrier to housing development. This section provides optional parking reductions intended to promote alternative methods of transportation and to reduce impervious surfaces, promoting Missoula's Environmental Quality and Resilience Goals.

2. Applicability

- (a) Parking is required for development of new non-residential buildings and uses.
- (b) Parking must be provided for non-residential building additions as well as expansions of non-residential uses;
 1. Additional parking spaces are only required for the area of the addition or use expansion.
 2. Additional parking spaces are not required for expansions of use within existing buildings.
 3. There is no requirement to address existing legal parking deficits.
- (c) Parking is not required in the D-C Downtown Core, **D-T Downtown Transition, and all U-MU Urban Mixed-Use** zoning districts.
- (d) Parking is not required for residential uses. See the Use Tables in Article 4.8.
- (e) The parking requirements of this section do not apply to changes of use in existing buildings.
- (f) Accessible parking may be required for any use or development, as determined by Building Code, regardless of applicability statements in this section.

Under the current draft, only parcels zoned D-C (Downtown Core) are exempted from commercial parking requirements. Amending the table to exempt parcels in D-T (Downtown Transition) and all U-MU zones furthers the City's goal of growing inward, giving residents more employment, shopping, and dining options within Missoula's urban core. It also fulfills the mandate City Council gave to staff in May 2023, when it unanimously passed a resolution directing staff to make "substantive changes to the current parking mandates to provide maximum flexibility for creative project development."

3. Amend Section 4.9.03-A to strengthen parking bonus for Transit-Served Development:

Division 4.9.03 Vehicle Parking and Drive-Throughs

Section 4.9.03-A. Required Vehicle Parking

...

5. Parking Reductions and Exemptions

(a) Maximum Reduction

1. The maximum parking reduction is applied to the total number of required parking spaces on a parcel.
2. Parking reductions may be combined. In other words, the maximum parking reduction for each type of reduction may be stacked.

(b) Transit-Served Location

1. ~~The transit-served location parking reduction applies to~~ Parking requirements do not apply to parcels within ~~500~~1000 feet of a transit stop served at intervals of 30 minutes or less on weekdays between 7:00 a.m. and 6:00 p.m.
2. ~~The maximum parking reduction is 25%. The required number of parking spaces is reduced by 50% for parcels within 1000 feet of a transit stop served at intervals of 60 minutes or less on weekdays between 7:00 a.m. and 6:00 p.m.~~

(c) Motorcycle Parking

1. Two motorcycle parking spaces may be substituted for one required vehicle parking space.
2. The maximum parking reduction is 5% or five parking spaces, whichever is less.

Under the current draft, the parking bonus for Transit-Served Development only allows a 25% reduction in required parking. Furthermore, this limited bonus is only available to parcels located within 500 feet of stops of Mountain Line's three highest-frequency routes. This amendment strengthens the Transit-Served Development bonus by allowing full exemption for parcels located within 1000 feet of these high frequency bus lines, and a 50% reduction along the lines offering hourly service. The amendment also clarifies that the frequency of *weekday* service determines the available bonus.

4. Map amendment - Apply UR3 to Lower Rattlesnake parcels that do not abut Mt. Jumbo



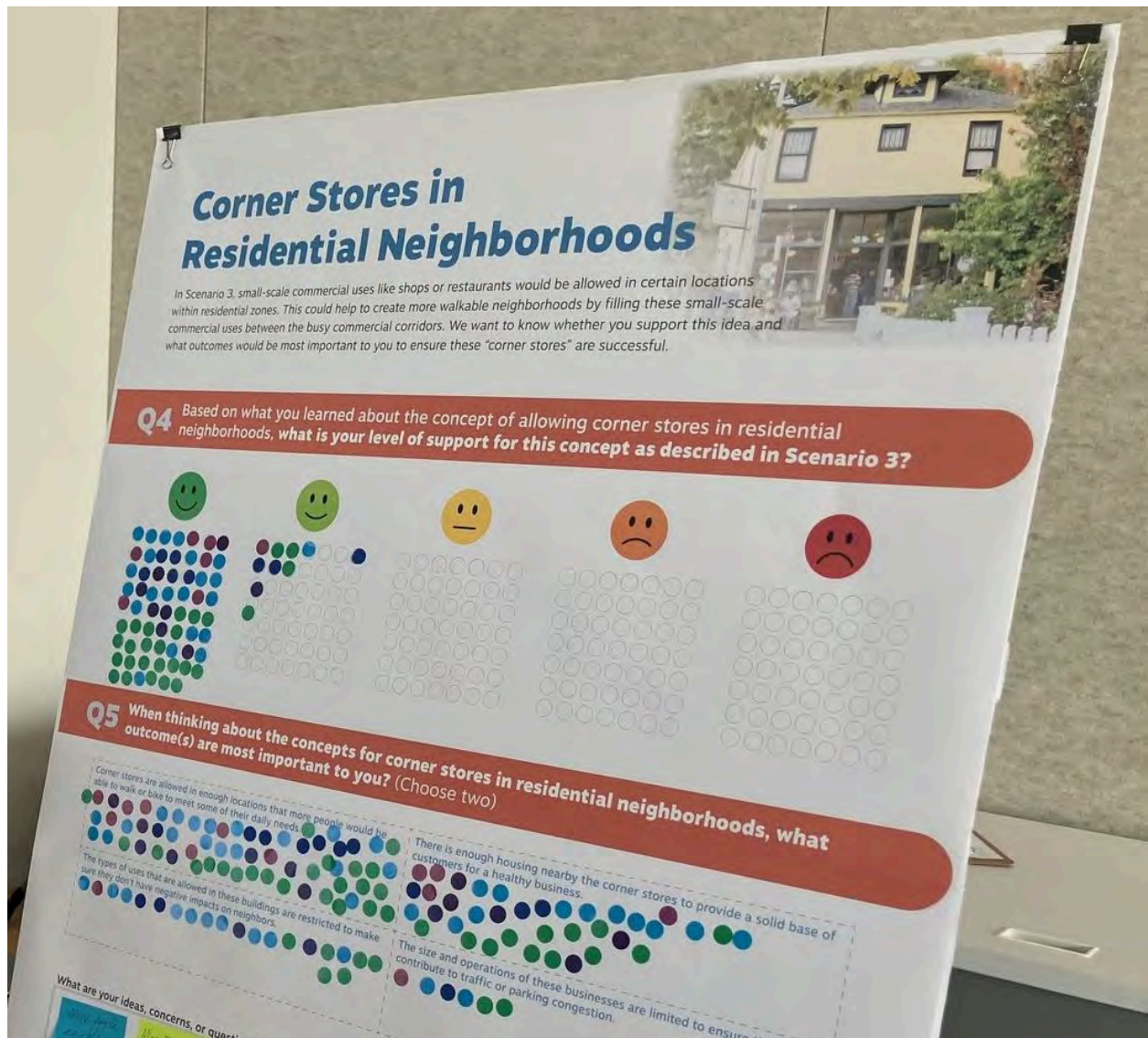
Amend zoning map to upzone the parcels encompassed by Taylor Street, Cherry Street, Harrison Street, and Briar Street from Urban Residential 2 to Urban Residential 3. Amended parcels will better match the zoning of the Lower Rattlesnake, and give more opportunity to expand housing options in this amenity-rich, walkable, downtown-adjacent neighborhood. Lower-density UR2 zoning is preserved on parcels that abut Mt. Jumbo, where the Office of Emergency Management projects elevated avalanche risk.

5. Rezone CD-1 zones to CD-2. Make CD-2 the sole Civic District.

Make CD-2 the sole Civic district and rezone all CD-1 parcels to CD-2. Numerous public comments highlighted clear problems that would result as a result of CD-1's unusual restrictions. CD-2 better encompasses the wider range of uses Missoulians expect from the Civic land use type.

6. Eliminate square footage maximum for Neighborhood Commercial.

The draft restricts Neighborhood commercial uses to 2,000 square feet. Only a very small number of restaurants, coffee shops, corner stores could comply with this restriction. Notably, it would render many well-loved existing neighborhood businesses nonconforming. Given the near-unanimous support for neighborhood commercial in community engagement (when no square footage maximum was proposed), this limit should be eliminated.



Engage Missoula Comments: November 13th - December 1st
Project Page: Code Reform

Contribution	Posted at
<p>I strongly support the goals of our land use plan and code reform, and I support adding density to all Missoula neighborhoods. I think however the new code needs a little more work before it is adopted. Let's take a little time to get it right because it will be years before anyone is realistically interested in tweaking it, after all this work.</p> <p>Adding density w/no parking controls feels like a huge mistake. It is simply not imaginable that unlimited rental units can be built and not be required to provide off-site parking. (I understand this is due to state law for the smallest units). Or even a second dwelling unit added to an existing home lot. Do we really want to tie our hands w/no ability to control parking, which is a finite resource? I do NOT buy that private developers or "the market" will magically keep density within the capacity of on-street parking spaces in residential neighborhoods. Let's take a little time to dial up some degree of control on parking.</p> <p>I think the massing and density is a little too high. The big multi-family apartment buildings allowed in UR3 and UR4, they are just too big and the FAR and setbacks are too crowded. Why don't you take an incremental approach allowing 4-6 unit buildings of no more than two stories? You can always go bigger as we become more urban 10 years out. But you can't tear down buildings that turn out to be ugly monstrosities that don't fit in.</p> <p>A great step would be to fix the row home rules in the proposed code. Rowhomes would be one of the best and most easily accepted methods to increase in densities in all the Urban Residential zones. But row homes need a narrower lot than allowed in the new code. (The owner actually owns the land a rowhome, unlike a condo.) Let's spend some time fixing the rowhome rules that don't work right now, because that is a very productive path toward density.</p> <p>Thanks for your attention to these comments.</p>	18 Nov 2025, 02:58 PM

I'd like to comment on the plan to allow 3 story tall 12 unit apartment buildings in neighborhoods that are dominated by smaller houses with many small ADUs. Like the lower Rattlesnake where I live. I would ask you to consider whether you would want 3 story 12 unit apartment/condo blocks built on either side of where you live, blocking the light and towering over your home and yard? Let's find a way to balance making Missoula more affordable AND making it the place where we want to continue to live. A couple things to consider: a) limit apartment/condo blocks to 2 stories; b) limit apartment/condo blocks to 8 units or a smaller exterior size that prevents massive buildings from hulking over existing, more modest homes in established neighborhoods; c) allow only one such apartment/condo block on each block; d) require the apartment/condo blocks to actually provide affordable units- otherwise we're just building more places that those who live and work here cannot afford, but which reaps massive profits to larger developers. I'm no expert, but can we come up with more creative solutions and opportunities to build truly affordable housing that is responsive to the needs of this community, that addresses/responds to the climate crisis, and is not primarily a boon to large developers? I also ask you to think carefully about whether this proposal is a response to the unprecedented, but seemingly short-lived pandemic boom. Indicators seem to point to the boom being over and the market beginning to normalize. Is this a development code that responds to a blip boom of the past or one that truly is about building a better future for Missoula. I know my version of a better Missoula is not block after block filled with 3 story tall 12 unit apartment/condo blocks. We see what is happening in Bozeman, what happened in Denver, and that is not my idea of a better Missoula. I don't have the answers, and appreciate that you have expertise and have been thinking about and working on this for a good long while. But in an effort to develop more housing (it seems like without requirement to make housing affordable for Missoulians?), and in response to a now-historical boom, we may risk losing the sense of what Missoula is, what makes Missoula where so many of us want to live.

19 Nov 2025, 08:00 AM

Please keep in mind the average Missoulian is not going to read or understand all the material. In the big picture what everyone wants is not just growth, but "smart" growth. It is well proven you can not build your way out of a lack of affordable housing. The #1 reason is is (unless heavily subsidized) builders can not build below a certain point due to the cost of construction. If high density and low cost construction is overly utilized it will ultimately just become a run down area. What any community wants and needs are neighborhoods, not just maximum amount of housing.

20 Nov 2025, 08:39 AM

The Ben Hughes HOA Board requests that all 96 lots in the Ben Hughes subdivision be zoned under the new LU-R1 designation.

The discussion of an HOA's ability to enforce covenants to influence future development under new zoning designations must not be seen as a remedy to zoning designations that are not compatible with existing neighborhoods.

Under these conditions HOA's can attempt to enforce covenants with the financial burden borne by Homeowners to resolve conflicts created by the city's zoning designation. This is a burden shift to be avoided.

Specifically, we recommend the zoning proposed by the Planning Board and the City for the Ben Hughes subdivision be LU-R1 for all 96 lots. It's important to consider the issues related to our neighborhood in terms traffic ingress and egress along Hwy 200, parking, and our wildland nature.

Additionally, the proposed zoning should be consistent with proposed zoning for other single-family residential areas in the City.

In case you decide to not change all 96 lots to LU-R1, would you please provide us with a written response that provides your reasoning for the current zoning designation of 10 lots in LU-R1 and 86 lots in LU-R2?

Sincerely,
Larry Chase – President
Ann Andre – Vice President
Chris Everett – Treasurer
Adam Carroll – Secretary
Dave Spildie
Julia Johnson
Brit Wiseman

21 Nov 2025, 02:35 PM

As a long time lower Rattlesnake resident I am joining the many people asking to please, please do not change the code in the lower rattlesnake! We have a mixed income beautiful neighborhood and the impact on noise, parking, and the very real fire evacuation issues with our narrow streets and basically one exit are concerning.

21 Nov 2025, 07:16 PM

The zoning changes that are proposed will permanently alter the character of this town. I understand that the city council wants to make a final decision by Dec 22nd and does not want to continue discussions. But opportunities for community dialogue have not been sufficient. The process has been largely influenced by those with power, control, and vested interests – developers, realtors, advocates and politicians. Residents have had far fewer opportunities to have their perspectives considered. Moreover, offering feedback to this zoning process is challenging for many residents and for many reasons. Reliance on technology and using forums like “engage Missoula” pose one constraint. The politics of this proposed zoning pose another. In our neighborhood, persons who have questioned the proposed zoning have been characterized as “anti-neighbor”, and “anti-housing” and discriminatory. Proponents insist that the new and more housing will be “affordable”. When asked to clarify “affordability”, there is a sense they expect housing costs to be very much reduced, resembling rates more common in the early 2000s. When considering the costs of land, building materials, and wages, housing costs are not going to be dramatically reduced. Given the housing sales in the Lower Rattlesnake in recent years, sale prices would have to be reduced by 40-50% to be really “affordable” for average Missoulians. The new houses that are built will be purchased by those who can afford to move into the community and buy them. Creating more houses via this “high density zoning” will only continue to exacerbate the development of structures too expensive for most of those who comprise this community.

The proposed high density zoning for the Lower Rattlesnake also undermines the character and designation of the neighborhood as “historic”. It would significantly increase traffic on narrow streets that are already suffering from congestion. And there are safety issues. Limited access in and out of the neighborhood already creates unique challenges to safety and wellbeing, especially if evacuation is needed. Currently, it can be difficult to access Van Buren due to traffic flows. When meeting with the Ward 1 representative, Eric Melton, he claimed that access was not limited, that in case of evacuation residents could exit via Lincoln Hills and enter Marshall Canyon or could somehow may their way over the hills into Grant Creek. It was hard to imagine either route as suitable for mass evacuation, especially since the threats could come from forested areas. Moreover, if “access” is indeed so “readily

22 Nov 2025, 07:17 AM

available”, it undermines the claims that the Upper Rattlesnake should be “exempt” from the high density zoning while the Lower Rattlesnake should bear the burden. Giving an exemption to the Upper Rattlesnake, an area that is home to both ward 1 representatives, does not offer good optics. The Rattlesnake is one neighborhood and should share the same zoning designation.

The overall infrastructure throughout the Lower Rattlesnake, including compromised water and sewer mains, the lack of sidewalks, and narrow streets all pose issues that will be further stressed with increased density. Enacting regulations that would allow for 4-story multi-unit buildings (with no requirements for parking) would absolutely forever change the character, safety, and the livability of the neighborhood. The changes will be dramatic and irreversible. It is a lateral issue but short term rentals (Air B&B, etc) have increased in the Lower Rattlesnake in recent years. If the intent of the housing advocates was truly to bolster the “wellbeing of local residents who need housing”, there would be an encouragement to transition such places to the traditional rental market. And there would be a further encouragement to consider initiatives like rent stabilization. Currently the rental agencies are extracting “what the market will bear”. They are working arm-in-arm with the realtors and developers to get the highest prices possible for housing.

The proposed zoning has been promoted as a way to provide more “predictability” and to reflect “community values”. The predictability is for the builders and developers who have large and profitable projects in mind. It poses many uncertainties for local residents who wonder how and when their neighborhood could dramatically change, how their wellbeing will be compromised, and the little they will be able to do in response. It is harder to assess whose “values” are truly being reflected and how those values were selected. It feels like true representation has been very limited.

I encourage you to slow the process of finalization. This zoning work does not have to be completed by Dec. 22nd. The community needs more time to engage and reflect. More ideas need to be placed on the table. The decisions that you make will have consequences and those consequences could change much of what it means to live in Missoula.

I want to add my concern about adding more residents to the lower Rattlesnake. I live in the Upper and worry about evacuation speeds in case of a quickly moving wildfire, especially if we add more possible evacuees at the point of the bottleneck.

24 Nov 2025, 10:50 AM

<p>With the rapid growth of the Wye area (neighborhoods along 93 N) - is there future plans to incorporate this area to within city limits? The increased housing could greatly benefit the tax base and simplify the school boundary lines.</p>	<p>24 Nov 2025, 11:22 AM</p>
<p>Thank you for your work on code reform. It's a daunting task to plan for Missoula's growth. I have a couple of concerns. The proposed building height for 2 story residential buildings is too high. Allowing for 10 foot ceilings, the homes shouldn't have to be more than 30 feet high. I am concerned that if people build tall houses, it will ruin the view of the surrounding area for the smaller homes. We live in Missoula, in part, because of the beauty of the area. If people can't see anything but other buildings, they could be living anywhere. I did not review the plan well enough but I hope that some of the river areas remain undeveloped to protect birdlife and other wildlife that call this place home. I do not support development in the Fort Missoula area for this reason. We need to protect migratory pathways. We share this great place with other inhabitants of the natural environment.</p>	<p>26 Nov 2025, 09:48 AM</p>
<p>My name is Bruce Allen. My wife, Rhanda Johnson, and I have lived in the Westside for 17 years. Our current address is 1538 Cooper St. We prefer option UR3. I would hate to see the Westside turn into an apartment neighborhood. I ask you to consider what kind of infill you'd like to see on the block where you live. Thank you.</p>	<p>30 Nov 2025, 11:05 AM</p>

END OF REPORT

Engage Missoula Coments: November 13th - Dec 1st, 2025
Project Page: Draft Unified Development Code (UDC)

Contribution	Posted at
<p>As a resident of the Rattlesnake, I support higher density housing. We need to grow up and not out to preserve our open space.</p> <p>Also as a parent, I would like to see more families able to live in the rattlesnake. The rattlesnake is pricing out families. Providing a variety of types of housing should help with this.</p> <p>I do agree with concerns expressed in other comments about parking and traffic on the already narrow lower rattlesnake streets. It is difficult to turn left onto and from Van Buren to side streets during rush hour. Consideration needs to be given for how to safely manage additional traffic. Additionally pedestrian and bike safety for traveling along Van Buren needs to be considered like better bike lanes and crosswalks.</p>	<p>13 Nov 2025, 12:44 PM</p>
<p>The lower Rattlesnake's proximity to downtown and to UM support the entire area from Lolo Street south to I-90 being designated U-R3 and U-R4. The area from Lolo Street to Mountain View from Gilbert to Rattlesnake Drive, and the adjacent est side of Rattlesnake Drive should be designated mixed use to support a future village center character.</p>	<p>13 Nov 2025, 03:13 PM</p>
<p>Is this not for public viewing? I am getting a message stating I'm not authorized to view. It's pretty hard to comment on something that's not accessible.</p>	<p>25 Nov 2025, 10:15 AM</p>

END OF REPORT

Engage Missoula Comments: November 14th - December 1st, 2025
Project Page: Zoning Map

Contribution	Posted at
<p>To Members of the Planning Commission and City Council,</p> <p>I would not want your job navigating this volatile and complicated issue in the lower Rattlesnake.</p> <p>I have been a homeowner in the lower Rattlesnake for 33 years. The entrance to my home is through an alley. There is no parking on this block of Van Buren. We have struggled over the past years with the increased parking in the alley and the increased rental properties. Several homes including rentals have 3 vehicles and boats. It's become very difficult to manage. Recycling and garbage service vehicles struggle with this as well. Adding high density zoning to the historic lower Rattlesnake would only increase traffic in the narrow streets, alleys and on Van Buren.</p> <p>We have many treasures in the lower Rattlesnake including proximity to Greenough Park and the Gateway to Rattlesnake Wilderness. It's designated a National Historic District with burial land. How can we in good conscious desecrate this sacred land with condos and apartments.</p> <p>I am an advocate for more reasonable affordable housing only in areas that have the resources and space to build three story buildings perhaps closer to commercial businesses. To permit cutting down old growth trees to build these units is heartbreaking. It will severely compromise the "old" feeling of the neighborhood.</p> <p>Prescott has been empty for several years now and is getting vandalized. Perhaps this building could be used as apartments. Why does it stand empty for so long? Realize the potential of the building and not the shortsightedness of using a neighborhood playground for three story high density housing. What about sacrificing a high water use golf course?</p>	<p>16 Nov 2025, 02:18 PM</p>

I've noticed that there are many out of state developers who have submitted projects or are currently under review. Are they invested in providing "affordable" housing? Who benefits from affordable housing?

I believe it would be prohibitive for a Missoula resident who lives paycheck to paycheck. Housing costs need to decline, building supplies need to be reduced and wages need to increase.

Missoula has soul. The lower Rattlesnake is a special neighborhood. Please do not move forward on rezoning the lower Rattlesnake. I believe if we were allowed to vote on the rezoning of this neighborhood; it would be clear just how special it is.

Thanks for listening.

Rattlesnake33

Hello,

I think much of the proposed zoning for the lower Rattlesnake is too dense as suggested. The UR-4 designation would significantly change the character of the neighborhood, add too much traffic, and add significantly to the evacuation times for the entire valley.

The entire Rattlesnake is in the wildland urban interface. There are two roads out of the area. I went to an open house last year showed how long it would take to evacuate the entire Rattlesnake. As an upper Rattlesnake resident, the idea of putting much high density in the valley is concerning. I already stay in town the entire month of August due to fire danger. A friend of mine, who is a fire specialist, won't stay in the upper Rattlesnake July - September. I think a large increase in density is asking for fatalities and irresponsible.

I agree that there should be some increase in density, but do not zone past UR-2 in the Rattlesnake.

Thank you,

Anne Iverson

20 Nov 2025, 10:43 AM

I am a homeowner in the Lower Rattlesnake with young kids. Like others have eloquently stated, re-zoning to increase density would severely tax our two access roads, Van Buren and Greenough. We have young kids and already find it very difficult to safely cross Rattlesnake drive with constant traffic. It lacks crosswalks and cars are often going 35+ around blind corners. If we further increase density it will only exacerbate the problem. I would want to see significant changes to our infrastructure in order to support this - we'd need a lower speed limit enforced higher up Van Buren, more lighted crosswalks to support kids going to school or parks, an overpass built over the train crossing that is often blocked on Greenough/Spruce, and considerable upgrades to our aging sewer, water and disaster response capabilities.

I would like to see more affordable housing, but just re-zoning is not the full solution.

22 Nov 2025, 06:26 AM

I recognize that we will need to create zoning that allows for infill in the Lower Rattlesnake, because our city is growing, and affordable housing is a priority. Nonetheless, I am extremely concerned that we are making such a significant leap (e.g., from single-family homes to 4-story apartment buildings), a change that would fundamentally alter the character and safety of our neighborhoods. I live relatively close to the highway, and on football game days, the narrow streets are so thick with parked cars that they are barely passable, and local residents have a hard time securing parking in front of their own homes. (This is an even bigger problem if there is any snow, because our streets are usually among the last to be plowed in the winter.) I imagine that that could become our daily experience if apartment buildings without designated parking are added to our neighborhoods, creating conflict between neighbors and reducing quality of life. In addition, I would echo the concerns shared by others about safety: the railroad crossing at Monroe Street already makes efforts to leave the Lower Rattlesnake a gamble (particularly when the trains remain stationary, blocking the street, for long periods of time), and significantly more cars in the Lower Rattlesnake would make rapid evacuation via Van Buren far more difficult and dangerous in the event of a wildfire or chemical spill. I am saddened by the idea that we could cut down even more trees to make room for buildings. Lastly, I would like to point out that sewer improvements last year resulted in over 6 months of inconvenience, noise, and road blockages. I can only imagine the disruption that would be caused by the construction of 4-story apartment buildings (and the necessary infrastructure to support them) in those neighborhoods. Please consider RU-2 zoning and limits on short-term rentals as alternative solutions to boost the number of affordable housing units in the Lower Rattlesnake. Thank you for your time.

23 Nov 2025, 07:45 AM

END OF REPORT

Engage Missoula Comments: December 1st - December 9th
Project: Code Reform

Contribution	Posted at
My name is Bruce Allen. My wife, Rhanda Johnson, and I have lived in the Westside for 17 years. Our current address is 1538 Cooper St. We prefer option UR3. I would hate to see the Westside turn into an apartment neighborhood. I ask you to consider what kind of infill you'd like to see on the block where you live. Thank you.	30 Nov 2025, 11:05 AM
There's too much UR-4 planned for the historic Westside. Make it UR-3.	01 Dec 2025, 08:18 PM
I am a long time westside resident and home owner and have watched over the years as my neighborhood has been filled with high rise, multi family buildings. I know our community needs more affordable housing and wonder why the north and west side are so heavily impacted by this type of development? If these neighborhoods are destined for this type of infill PLEASE consider only allowing 3 stories as a maximum height for building. Thank you!	02 Dec 2025, 01:00 PM

Hello Planning Team.

I asked 2 questions at last night's Planning Board hearing, and they did not get answered in the meeting, so I am asking staff as well. They are:

1) Why isn't the Westside Park designated as Open Space on the Zoning Map? (This was a question I also asked about a year ago at one of your open houses in the Library.) Even at current density, many families use and depend on this Park. As density increases -- more and more families living in apartments and townhouses -- this Park becomes absolutely essential to quality of life. Other neighborhoods that are proposed to be a mix of UR3 and UR4 have their existing parks designated Open Space on the proposed Zoning Map. Why not the Westside? I have the same question/concern about Little McCormick Park.

2) The Westside and other neighborhoods have an "Historic Neighborhood" designation in Missoula. Why isn't that incorporated into the proposed zoning changes, i.e. as an overlay district? I served on my town Planning Board (out of state) for many years. I know that overlay districts, and similar mechanisms that honor neighborhood character, can be essential. They can greatly reduce the number of unintended consequences of zoning changes.

I'm asking these questions because I would like to understand your reasoning.

Thank you,

Suzie Fowle
Howell St.

03 Dec 2025, 11:57 AM

Designating the Ben Hughes Neighborhood LU-R1 Fits with the Land Use Plan Criteria.

Thank you for the opportunity to continue to express our concerns about the LU-R2 zoning for our Ben Hughes neighborhood.

A consistent LU-R1 designation across our homogeneous neighborhood makes sense for our neighborhood because it fits the Land Use Plan objectives.

At the Land Use Planning Committee meeting on Wednesday, Dec. 3, 2025, we received an explanation of the methodology for proposed zoning designations and we appreciate the information. The LU-R2 designation, as we understand, was made on the basis that our neighborhood has two proximate amenities – public transit and a developed park. 10 of the 96 lots were then downgraded to LU-R1 due to floodplain encroachment.

While it remains unclear to us what proximity or walkability metric – distance or time – is being used, we question whether transit or a developed park are really amenities that support the increased density of LU-R2 for our neighborhood.

First, the bus transit "amenity" is actually 1/2 mile from the east end of the neighborhood. The westbound bus stop is a safety hazard because you must effectively cross 3 lanes of Hwy 200/E Broadway St near a dangerous curve/underpass to access the bus stop into town. Second, the park in our neighborhood is managed as a "Conservation Land," not as a developed park due to its ecological value.

We also note that the LU-R2 designation appears, to us, to be inconsistent with the 2045 Land Use Plan (LUP).

Page 33 LUP – the majority of the Ben Hughes neighborhood is classified as Tier 1-Minimally Suitable for increased development because it is without 2 or more services within 1/4 mile.

04 Dec 2025, 05:58 AM

Page 38 LUP – the Ben Hughes neighborhood is shown as lacking a developed park or school within 1/4 mile.

Page 43 LUP – the Ben Hughes neighborhood is identified as "very constrained" in terms of density increase in order to safeguard vital ecosystems.

Page 44 LUP – the Ben Hughes neighborhood is identified as very high for "annual burn probability." This, as we have previously expressed, is a major safety factor for our neighborhood due to the single ingress/egress.

Our neighborhood is currently zoned R8. As such, the LU-R1 designation applied to our entire neighborhood would, in fact, allow more than a doubling of our existing density.

A consistent LU-R1 designation across our homogeneous neighborhood makes sense for the Ben Hughes neighborhood in terms of the Land Use Plan objectives.

Sincerely,
Larry Chase – President
Ben Hughes HOA

I'm concerned about the dispersal of UR-3 and UR-4 zoning on Missoula's Westside, where I own a home. From the corner of Defoe & Bulwer now, I can only see a few dwellings that are two stories tall. The redistricting proposal would allow UR-4, with no maximum number of units in structures, to tower over existing housing. There must be some way to stair-step the heights of buildings to retain and sense of proportion as the neighborhood grows. I'm also mystified by the no maximum unit allowance in UR-4. There must be some calculus for increased density based on the current and adapting infrastructure of the neighborhood.

04 Dec 2025, 05:18 PM

I've commented earlier only in oral form at open houses etc, mostly due to the rapid pace of new information on this coming out. I appreciate the good intentions and detailed, quantitatively rigorous work that went into the Code Reform (and foundational Land Use Plan 2025 update). Over this past several years, I've attended a number of city hosted open-houses and events on land use and zoning; I've also carefully reviewed the Land Use Plan 2025, Appendices A-H, Attachments A-E, COMSSM, and key related documents ("SB382", "Equity-in-Land-Use-Audit_Final_080423", "A Place to Call Home: Meeting Missoula's Housing Needs" and a number of related others). I agree with the goal of seeking more city wide consistency in how Zoning is applied; we'll see how this plays out.

It's clear this Land Use Plan 2025, Code Reform and Zoning approach attempts to leave no advocacy stone un-turned. Despite that, I think the underlying Zoning specifics (city wide) may benefit both in efficacy and in public acceptance if the mapped areas between (DT, UR-3 vs the UR-2 zones) were eased up somewhat, especially as so burdened from the perception(?) or reality(?) that we're trying to redress every 'Sin Of the Father's Past', all at once. In the Plan, related docs, and now Zoning maps, there seems to be a unique combination of exuberant zeal, victimization from external forces, the SB382 mandate/buttruss, alongside the plan's beleaguered resignation/proof that we are behind, that all swirl around this decade's effort. From this, I end up concerned that the combined curative powers of Zoning and Density/ Infill's effect on affordability may not yield exactly the rich pallet of outcomes envisioned. We can all hope they will.

06 Dec 2025, 12:55 PM

END OF REPORT