

Additional Staff Recommended Amendments to the *Our Missoula 2045 Land Use Plan*

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1. Section 2. Land Use Policy Themes, Focus Inward. Page 21.

Explicitly include a potential second runway among the considerations guiding the understanding of airport-related hazards.

Policy Objective #3

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

Key Issue

Missoula's growth is limited by environmental and safety factors that limit where and how development can occur. ~~natural features like steep hillsides, rivers, riparian areas, floodplains, wildlife habitats, and natural areas providing essential ecosystem functions~~ (see Figure 17, Environmentally Constrained Lands) restrict expansion due to ecological sensitivity and. ~~Developing in these areas can be risky, challenging, or against the community's values of preserving open spaces and sensitive lands for overall quality of life and well-being.~~ In addition, areas immediately southeast of the Missoula Montana Airport's existing runway and potential second runway face restrictions due to safety and noise hazards identified through crash risk analysis and the Missoula Montana Airport (MSO) Master Plan, discouraging residential and high-occupancy land uses. Together, these natural and safety constraints significantly shape the city's future growth potential.

Explanation

The Missoula Montana Airport includes a potential second runway in its long-range plans. Policy language is being updated to clarify that a potential second runway has been and will continue to guide the understanding of this constraint. This is an amendment to *Text Amendment #1* within the

2025 Amendments to the Our Missoula 2045 Land Use Plan that are currently proposed for City Council review and adoption.

2. Section 3. Place Types, Introduction, Key Terms. Page 66.

Explicitly include a potential second runway among the considerations guiding Airport Constraints.



Place Type Introduction

Constraints

This refers to the presence of environmental hazards, ownership, or limits to infrastructure that exist in an area that may inhibit or outright prohibit residential, commercial, or industrial development. The constraints within an area may also limit the amount of dwelling units or building types that may be developed on a parcel.

Environmental Constraints....

Ownership Constraints....

Airport Constraints exist within the Plan area. These are present within the Airport Hazard Area, as referenced in the Focus Inward Land Use Policy Theme. The boundaries are based on an analysis of crash data and noise contours for the Missoula Montana Airport's existing runway and potential second runway, where there is an increased concern over safety and noise. Uses that attract gatherings of large groups of people and places of public assembly are not recommended. and residential uses should be limited in such areas.

Explanation

The Missoula Montana Airport includes a potential second runway in its long-range plans. Policy language is being updated to clarify that a potential second runway has been and will continue to guide the extent of this constraint. This is an amendment to *Text Amendment #2* within the 2025

Amendments to the Our Missoula 2045 Land Use Plan that are currently proposed for City Council review and adoption.

3. Section 3. Place Types, Urban Residential Low. Page 71.

Add “Large Apartment Complex” to the lists of Building Types applicable to the Urban Residential Low Place Type.

Urban Residential Low (URL)

BUILT FORM

BUILDING TYPES

- Single-Dwelling House
- Accessory Dwelling Unit
- Townhouse
- Duplex, Triplex, Quadplex
- Historic Home
- Multi-Dwelling Apartment
- Large Apartment Complex
- Manufactured House
- Small Storefront (standalone or mixed-use)

Explanation

The City Council passed a motion to amend the Unified Development Code which removes limits on the number of units allowed in an apartment building in the UR1, UR2, and UR3 zoning districts. The UR1 and UR2 zoning districts relate directly to the Urban Residential Low Place Type. The amendment to units per building limits enables for a larger scale of apartment-type development than was initially anticipated and planned for the Urban Residential Low Place Type. As a result,

“Large Apartment Complex” is being added as an applicable building type for the Urban Residential Low Place Type

4. Section 3. Place Types, Urban Mixed-Use High. Page 78.

Amend introduction language describing typical building heights to consistently reference “3 to 8” stories.

Urban Mixed-Use High (UMH)

These mixed-use areas support a high number of residents and types of businesses, from office buildings to cottage industrial spaces. They also offer a range of transit options and robust pedestrian and green infrastructure.

These areas provide a wide range of diverse housing and building types in which people can live, work and play. These centers and corridors are transitioning toward a downtown Place Type, with buildings generally ranging from ~~3 to 6~~ three to eight stories, often not occupying entire blocks.

While many people travel to and through these areas, reserving space for parking is not a priority, as there are many examples of sites that already provide an overabundance of parking.

Modes of transportation are well balanced, supported by higher densities, proximity to services, and dedicated infrastructure. Pedestrian activity is high, reflecting the core value of walkability in these evolving spaces

Explanation

This typo was discovered as an inconsistency in language while reviewing for the other staff-recommended amendments. This Place Type identifies elsewhere an anticipated intensity of “up to 8 stories” and this introductory language is being corrected to match.

5. Section 3. Place Types, Urban Mixed-Use Low, Land Use. Page 81.

Remove a description around commercial intensity within the Urban Mixed-Use Low Place Type.

Urban Mixed-Use Low (UML)



~~• Promote street level interest and active uses and enhance street edge character.~~

Explanation

City Council approved amendments to the Unified Development Code that limit design-excellence form standards to the U-MU4, D-T, and D-C zoning districts and exempt the T-MU, U-MU1, U-MU2, U-MU3, and LU-MU districts. These standards include build-to requirements, ground-floor

transparency minimums, street-facing entrances, and restrictions on parking between buildings and streets. Because U-MU1, U-MU2, and T-MU align with the Urban Mixed-Use Low Place Type, these changes require corresponding updates to guiding policy, including repeal of the “street-level interest” language describing commercial intensity.

6. Section 3. Place Types, Urban Mixed-Use Low, Parking/Access. Page 81.

Remove a description around parking and access within the Urban Mixed-Use Low Place Type.

**Urban Mixed-Use Low
(UML)**

MOBILITY

PARKING/ACCESS

- ~~Mixture of Street Parking, parking structures or behind buildings to promote a highly walkable and appealing facades. Parking locations vary depending on development.~~
- Street parking is available along side streets; demand is very high.

Explanation

City Council approved amendments to the Unified Development Code that limit design-excellence form standards to the U-MU4, D-T, and D-C zoning districts and exempt the T-MU, U-MU1, U-MU2, U-MU3, and LU-MU districts. These standards include restrictions on parking between buildings and streets. Because U-MU1, U-MU2, and T-MU align with the Urban Mixed-Use Low Place Type, these changes require corresponding updates to guiding policy, including amending language describing parking and access.