

<p>I am an owner of one of the Cottonwoods condos. My biggest concern is traffic on Stonebridge. With just the proposed Phase I and II portions of the development, it will add a total of 1458 /new vehicle trips/ per day, penciling out to 61 vehicles PER HOUR for 24 hours (or 93 trips/hour for 16 hours) split between Stonebridge and Expo Parkway. That substantially increases the amount of traffic that would be through a mostly residential and recreation corridor with a nature trail, not to mention the amount of vehicles that could be backed up on these side streets. If built out fully as proposed, it is estimated that there will be 104 vehicles PER HOUR for 24 hours (or 323 cars/hour for 16 hours). That seems very unreasonable! That will drastically change the neighborhood in which I have invested in.</p> <p>While I feel the traffic problem already experienced at the interstate interchange light would be greatly remedied by a second lane on the south bound portion of Grant Ck road, having more traffic in each direction will not improve the left hand turns (to head south on Grant Ck) from the C-store and other service business in the most lower end of Grant Creek Rd. Also, when the traffic study was done, I do not think it captures the length of vehicles (towed units) which can be heavy in this area with the C-store accommodating them. Also, the traffic study reflects 'rush hour' numbers in the mornings and evenings, but this interchange is busy from 7:30 am to 6pm w/o much of a break during the day which diminishes the quality of life, possible air quality, etc.</p> <p>The current zoning (even though would still impact Cottonwoods Condos neighborhood) appears to be more consistent with the neighborhood plan, and the overall growth plan for Missoula. I will let others speak to the impact on the local elementary school and fire/EMS response.</p> <p>Thank you for your consideration. Karen Wilson</p>	<p>Karen</p>	<p>Wilson</p>
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<p>MY name is Russ Lodge. My wife and I live at 2705 Old Quarry Rd. Our property borders the 2920 Parkway Rezone Request.</p> <p>The current neighborhood zoning plan makes sense. Currently the section entitled R5.4 is listed for residential zoning. This makes sense because it borders existing homes (including ours) and blends into the existing neighborhood. The section entitled RM1.35 is currently listed as Multi- Dwelling. Again this makes sense because it is further away from the existing neighborhood homes but would provide much needed multi-dwelling units.</p> <p>As you get closer to the interstate the parcels of land become Community Business and Commercial Neighborhood. Again this makes sense because these tracts border existing businesses.</p> <p>The developers want to maximize their development by making all parcels eligible for multi- dwelling. These will be large four story units that will represent disregard for the existing neighborhoods. I assume this maximizes the profits and provides for more units. My wife and I are in agreement that Msla needs more housing. We support the current zoning regulations. To change the zoning favors the developer and their financial reward. The developers know they can make a successful business transaction with the current zoning - because a change was not guaranteed when they prepared their original documents -- or they would not have proceeded to this point.</p> <p>Our concerns relate directly to Review Criteria Number 7 promotion of compatible urban growth. Large four story multi-dwelling units next to current residential homes is not compatible urban growth.</p> <p>Criteria number 8 - consider the character of the district and its peculiar suitability for particular uses -- again a number of four story units does not fit with the character of the existing neighborhood - especially residential homes. Criteria number 9 -- appropriate use of land throughout the jurisdictional area - the current zoning allows for different types of dwellings which we argue is the most appropriate use of land is this jurisdictional area.</p> <p>The change of zoning requests will allow for more units and more people. Impact on transportation and access to Grant Creek Rd are a concern.</p> <p>In summary - current zoning makes common sense. It allows for different types of units - residential and multi-dwelling - to fit appropriately with existing structures and increases housing in Missoula. Changing the zoning to multi-dwelling favors the developer and `maximizes profits and disregards the concerns of existing residential neighborhoods. Please stay with current zoning.</p> <p>Thank you for this opportunity to present our views.</p>	<p>Russ</p>	<p>Lodge</p>
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Russ and Micki Lodge		
<p>Dear City of Missoula,</p> <p>There are many reasons why the proposed rezoning at 2920 Expo Parkway is a bad idea, including several of the criteria listed in Missoula's own growth plan. The number of housing units added is NOT the most important factor here.</p> <p>Potentially almost tripling the number of vehicles using Grant Creek Road and North Reserve is just not good planning.</p> <p>What comes to my mind is an image of a large boulder being dropped into the top end of a culvert. Water - or in this case traffic - slows to a trickle.</p> <p>But in the case of a blocked stream culvert, the water can flow up over the road to get around the obstruction and continue its way downstream. For vehicles blocked by an overburdened I-90 underpass, THERE IS NO ALTERNATE ROUTE! None. Zero, zip, nada.</p> <p>And northbound traffic will also be impacted, as the (up to) 2500 additional vehicles try to make their way home.</p> <p>Add in the need for reasonably quick emergency response times to prevent a small fire from becoming a major Wildland Urban Interface disaster, and the likely need to evacuate a major portion of Grant Creek in an increasingly-likely wildfire scenario, and you have written a prescription for pandemonium.</p> <p>Just Say No to rezoning. Don't drop the boulder in the culvert.</p> <p>Thank you, Kim Birck 34 year resident of Grant Creek</p>	Kim	Birck
<p>This would be a disaster should it pass! The traffic alone is enough reason to deny the application. There is only 1 way out of Grant Creek and surrounding neighborhoods should we have a fire or natural disaster! I sometimes don't feel like we are heard by the people who make the decisions in Missoula. If this project is approved, the developer should be required to provide some way for the 900 + people to evacuate in case of an emergency. How will the current residences escape? This development would put the same population as say Seeley Lake or Thompson Falls into an already congested traffic area! We, Grant Creek residences already have to wait through the traffic light at I-90 and Grant Creek Rd sometimes two or three times! I have not heard of anyone in our neighborhood (Grant Creek Hills) that is "for" this development. I would appreciate your consideration of this project and think of the present residences of Grant Creek and what we would have to endure. Thank you</p>	Chip /Nancy	Gray/Niemi

<p>This plan lacks thoughtfulness. It will be devastating to our traffic patterns, community safety, educational system, and water quality. Please reconsider this rezoning.</p>	<p>Alison</p>	<p>Boone</p>
<p>Please reject this rezoning application. It is not in the best interest of those who might live in the proposed apartment project nor is it in the best interest of the other property owners and businesses adjacent to it. The 2 streets that would provide ingress and agree to Grant Creek Road are not able to absorb the additional traffic safely , nor is Grant Creek Road . The Quarry can and should be developed for housing, and Grant Creek residents are willing to absorb more residential housing to help with the need for housing in Missoula, but this rezoning is not the best way to get there. To rezone as requested, the City would be abdicating its responsibilities under the Growth Plan, the Zoning Ordinances and its newly adopted housing plan. Voting no will give the City the ability to assure a sustainable and livable development that does not add an undue burden and create safety problems for both residents of the development and the other numerous users of Grant Creek Road, some of which are not in the City and many of whom are visitors to our community.</p> <p>Mae Nan Ellingson, 47 years a resident of Grant Creek.</p>	<p>Mae Nan</p>	<p>Ellingson</p>
<p>I was not able to be connected to give my comments orally. so have abbreviated them and sent electronically.</p>	<p>Mae Nan</p>	<p>Ellingson</p>

<p>'I write in support of this development and strongly encourage the Land Use & Planning Committee and the full City Council to approve the rezone request while stipulating certain conditions detailed in the Staff Report.</p> <p>The primary reasons the City Council must support this rezone request are as follows:</p> <ul style="list-style-type: none"> - This rezone request conforms with the City's Growth Policy. The Growth Policy stipulates that 87% of the parcel is designated for high-density residential use. Further, this conforms with the Growth Policy's Focus Inward approach of increasing density of future development in already-established urban areas. The proposed site is a gravel lot surrounded by urban uses. Given it's already-established urban use, this site is more preferable for dense development as than other areas that would require destruction or alteration of wildlife habitat. - This rezone request is aligned with "A Place to Call Home: Meeting Missoula's Housing Needs", Missoula's Housing Policy that was adopted by the Missoula City Council on June 24, 2019. Not only does the Housing Policy clearly advocate for increased development of dense rental housing it also clearly stipulates that all Missoula neighborhoods must play a role in increasing housing affordability. The City Council-approved Housing Plan states: "To provide a diversity of housing options at prices Missoulians can afford, and to avoid socioeconomic segregation, every neighborhood should participate in addressing Missoula's housing issues." It is worth noting that a similar - although not identical - dense housing development in the Northside/Westside neighborhoods was recently approved. Applying different standards to different neighborhoods has the potential to result in the precise "socioeconomic segregation" that our Housing Policy is designed to prevent. <p>Additional Conditions to Consider:</p> <ul style="list-style-type: none"> - Multi-modal transportation options: The Staff Report seems to indicate that the area surrounding the proposed development site lacks sufficient access to complete bicycle/pedestrian trails as well as bus service. Density alone in service of affordable housing goals won't be enough. Future residents of this development deserve access to the same benefits that other Missoulians enjoy. The City should work closely with the Developer to address the inadequate trail connections identified in the Staff Report. Further, the City and Developer should collaborate on how best to connect Mountain Line bus service to the site while also focusing on infrastructure that can be developed on the site itself to encourage multi-modal transportation. Further, all of this would help ameliorate traffic impacts that would likely result from this development. <p>Thank you, in advance, for your consideration of my comments. No</p>	<p>Will</p>	<p>Sebern</p>
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<p>development will ever be perfect. The question we should ask ourselves with any development is "To what extent will this development advance the goals of the City of Missoula's Growth and Housing policies?" In this case, the Grant Creek Village development - on the whole - aligns with the critical objectives of increasing the supply of housing that will positively impact affordability while doing so in a way that does not encroach on wildlife habitat.</p>		
<p>Please reconsider rezoning this area to support higher housing density. This is a true test of living your values. This development advance the goals of the City of Missoula's Growth and Housing policies.</p> <p>It's worth noting that a similar development was just approved in the Northside/Westside neighborhoods. We simply cannot apply different standards to different neighborhoods. The result will be an increase in socioeconomic and racial segregation. If we are to live in a strong, resilient, inclusive and affordable city, each neighborhood must participate in solving our housing challenges.</p> <p>Travis D</p>	<p>Travis</p>	<p>Doria</p>
<p>I support this development as I believe it provides much needed affordable, high density housing and it is important to evenly distribute development across our community. A robust, equitable, and affordable Missoula is one in which each neighborhood participates in solving our housing challenges. -Kaetlyn C.</p>	<p>Kaetlyn</p>	<p>Cordingley</p>
<p>Thank goodness for Missoula's Growth Plan, which encourages our city to focus our growth inward. That's to allow us to grow the most where services are already in place for the new residents. Doing otherwise would squander the investment we've already made to put services in place and would obligate the city of Missoula to continue expanding services to catch up with population growth on the city's fringes. The property at 2920 Expo Parkway is bounded by Missoula County on its west side. It has no access to transit. Schools, shopping, churches, jobs--all require driving. The property is at the mouth of a drainage where black bears, mountain lions, and wildfire evacuation are neighborhood concerns. The existing zoning would allow 502 dwelling units, nearly doubling the population of Grant Creek. The proposed rezoning would allow 1,195 dwelling units, placing the population of Ronan (1,800) on 28.5 acres of developable land with few services. Please support the existing zoning by denying the proposed rezoning.</p>	<p>Bert</p>	<p>Lindler</p>

<p>As a resident who moved from South Hills to Prospect just after the 1994 Grant Creek fire, when the Missoula County Sheriff urgently knocked on doors & ordered residents to evacuate immediately because of the fire farther up the drainage, we hear of the panic & congestion that occurred in an area that had exponentially fewer homes than we have currently. People had to leave with just the clothes on their back in the urgent rush. There were just over 120 homes in Prospect then. Now there are double. Farther up Grant Creek Road has also experienced similar growth since 1994.</p> <p>More recent examples of the serious issues of having so many people trying to enter & leave a constricted area with only one road played out when a semi got stuck in the entrance to Prospect about a decade ago & when the bridge almost washed more recently. The traffic congestion just trying to leave or enter Prospect in a normal manner was impossible for several days until the bridge could be shored up. If a fire had happened then, people could have died. And that only impacted Prospect, not the entire drainage.</p> <p>RMEF, Come on Inn, Cracker Barrel, MacKenzie River Pizza, Starbucks, the Best Western & the newer hotels brought exponentially more traffic to Grant Creek Rd & the area. Now it is a matter of waiting 4-5 minutes through at least two & often three or four light changes to proceed south onto Reserve any time of day, on a normal day. An additional southbound & I90 turn lane would have only an incremental impact in an emergency situation, since currently only 12-15 southbound cars make it through each turn of the light. And emergency services & firefighting personnel would be rushing north, needing the light to allow their passage.</p> <p>During the summer, with massive numbers of visitors unfamiliar with the area trying to enter & leave these businesses, it is exponentially more congested & accidents are frequent, including a surprising number of rollovers. With the exponential growth of visitorship at Glacier Park in the past several years, there are an additional 10,000 cars passing through Missoula each day, with the majority stopping along North Reserve & the Grant Creek area for shelter, food & fuel.</p> <p>A forest fire would happen during the peak visitor season, further compounding traffic bottlenecks, making the drainage a potential death trap for everyone caught north of the interstate. In addition to forest fires, there are typically 4-5 grass fires along the interstate due to various causes each summer. They head northeast quickly. There is little time to escape. They are fast moving & fortunately so far have been caught. We are concerned all summer, knowing grass fires are more deadly than forest fires. With the hillsides now covered with explosive cheatgrass, it is even more dangerous.</p>	<p>Hayley</p>	<p>Kota</p>
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2016 & 2018 articles in the Missoulian & Missoula Currents reference the Grant Creek fires from those years in the following terms: “It would be catastrophic”, “Frightening”, “A huge wake-up call for Missoula” & “The silver lining is that there were no injuries.” In discussing the new Community Wildfire Protection Plan council members discussed creating regulations that cover building in the wildland-urban interface, including zoning regulations & subdivision approval.

“Just as the city and county regulate building in the floodplain, so too should they consider “fireplains” when making future decisions.” City Council member David Strohmaier said. Council member John DiBari similarly said: “The decision-making calculus that goes into where we approve subdivisions and where we approve building permits, I’m hopeful we’ll have serious conversations in that regard.”

In May 2018, following a year-long process of stakeholder engagement and public outreach, Missoula County, Montana adopted a new Community Wildfire Protection Plan & created a Missoula County Wildfire Hazard Risk Assessment Map.

The plan states that: “Our homes and communities are threatened every year by wildfire events such as Lolo Peak and Rice Ridge in 2017. Fire is a natural part of our landscape, and every year fires big and small occur in Missoula County, affecting our favorite trails, fishing holes, hunting spots, our friends and neighbors, our health, and even our own homes.

Grant Creek is considered in the Wildland Urban Interface, which is defined as: “Any area where the combination of human development and vegetation have a potential to result in negative impacts from wildfire on the community.”

“When mapped on a national scale for burn probability, most of the county is in the moderate to high range. The average of annual burn probability for the county is quite high compared to many other areas of the US.” According to the map, Grant Creek ranges from low probability at the entrance of the canyon, to high probability of a fire occurring & fire intensity being high, a fire to occur as you proceed up Grant Creek Road. The planning for & development of the area was done prior to the knowledge that entire neighborhoods & developments now burn regularly outside of California.

Please reconsider putting so many people at even higher risk. As we saw in Colorado in 2002, 2012 & 2018, & in Canada in the early spring of 2016, developments like Prospect & entire communities DO indeed burn & not only in California. One day a development in Missoula will have this happen, it is only a matter of time. Missoula has several dangerous drainages because of overbuilding, Grant Creek is one of them. Please don’t make it exponentially worse.

<p>My husband and I have been residents of Upper Grant Creek since 1987. We have witnessed the increased traffic on Grant Creek Rd. over the past 20 years. Traffic has increased exponentially with the addition of Starbucks, McKenzie River Pizza, RMEF, and several hotels. The current wait time to get out of Grant Creek is between 1 and 3 light changes. All these cars idling is not consistent with Missoula Growth Plan or Climate Ready Missoula. To just have density in mind without the accompanying infrastructure in place, to dismiss the concerns and fears of an evacuation in the event of a probably forest fire is not responsible planning.</p>	<p>Dodie</p>	<p>Moquin</p>
<p>My name is Brian Walter. Grew up small town SW Montana. Born 1934. Earned my way through MSU. Degree Civil Engineering. Managed industrial projects in several countries. Retired in 1995 and built home in Grant Creek Hills.</p> <p>Community service: Formed GC Neighborhood Council and GC Trail Assoc. Pres Grantland HO Assoc., coordinated purchase and modernization of GC water system, served on city committees including fire department comprehensive plan, transportation planning, non-motorized transportation committee, fire wise committees, etc. Reserve Street was single lane both directions in 1995. Widened to four lanes later on. Yesterday it was solid cars in each direction and barely moving from I - 90 to 3rd Street. _ We must face the facts, no additional high density housing should be placed close to Reserve Street which will feed more cars from the West into this overloaded thoroughfare. The City should investigate acquiring vacant or under utilized property south of I-90 between Reserve and Scott Street. Also study availability of R/W for a future major N/S thoroughfare West of Reserve.</p>	<p>Frederick</p>	<p>Walter</p>
<p>I support the existing zoning. To change the zoning and allow for greater homes and apartments to be built without taking steps to significantly improve the Grant Creek/Reserve/I-90 interchange will exasperate congestion and increase danger to residents in the case of wildfire or other emergency access needs. While I recognize that Missoula is in dire need of more housing options and especially, affordable housing, the services and infrastructure to support the development must be properly addressed as well. Once the north reserve corridor and grant creek interchange are properly and meaningfully addressed, I would happily support re-zoning.</p>	<p>Ian</p>	<p>Rufe</p>

<p>Our neighborhood recognized the need for additional housing twenty years ago. We established a zoning plan that would enable home ownership and rentals. It also provided neighborhood business opportunities. Preserving our neighborhood character would be accomplished through a smooth transition of affordable homes to well planned rental units. Such is the nature of our zoning.</p> <p>Changing this well reasoned plan is nothing more than a greedy developer's attempt to line his own pockets at the city's expense for infrastructure, and our neighborhood's cost in increased school bond expenses for 300-500 more students.</p> <p>Traffic flows are already at crippling levels exiting through the dangerous bottleneck at Interstate 90. Doubling or tripling our population will inhibit emergency access and evacuation, contributing to life and death consequences for our residents.</p> <p>It is time for our city to place the lives of our residents ahead of those Planners and Developers whose interests are purely monetary.</p> <p>Affordable housing plays no part in this rezoning request, and public safety and infrastructure have no bearing in the city's consideration.</p>	<p>John</p>	<p>Lantgstaff</p>
<p>I am writing to ask you to please consider the following points and vote against the rezoning proposal at 2920 Expo Parkway that would allow an extraordinary increase in housing density. Maintaining the existing zoning requirements will still allow for development that provides for housing that is compatible with goals established in the city planning effort.</p> <p>1) The existing zoning designation allows for a significant level of multi family housing. This density was was instituted in city's planning effort and vetted to the public during that process. If appropriate "due diligence" was performed, the developer would be fully aware of the housing density requirement when the property was purchased for development. The proposal to rezone and drastically increase housing unit density beyond the existing level is an infringement and "taking" of the public will.</p> <p>2) Existing infrastructure in Grant Creek and North Reserve is insufficient to support significant impacts associated with this proposal. The intersection at Grant Creek Road - North Reserve- I90 is struggling to handle current traffic levels. An intersection upgrade (which is in the construction phase) was not designed to handle the increased traffic from the newly proposed development. Public transportation is over a mile away and can not be relied upon to reduce traffic volume. If the developer is allowed to proceed how will the city mitigate the increased traffic flow and who will pay for it? Have studies been conducted to consider impacts to water, sewer, fire, and electrical?</p> <p>I appreciate you time in considering these points.</p>	<p>Richard</p>	<p>Lasko</p>

<p>My family and I currently reside in the Old Quarry neighborhood immediately adjacent to this parcel of land. I do NOT support the rezoning of 2920 Expo Parkway to increase the maximum number of dwelling units from 502 dwelling units to 1,185 dwelling units. I support the existing zoning which provides for responsible well-planned development that is in accordance with the Missoula Growth plan and the wishes of existing Grant Creek residents.</p> <p>The proposed rezoning should be rejected for the following reasons:</p> <p>1) The proposed rezoning does not comply with Missoula’s Growth Plan. Missoula’s Growth Plan specifically states that high density growth should be focused inward towards the urban core. This parcel is located on the far outskirts of the city limits up against the wildland interface. This stretches the definition of “urban core” to an absurd extent. The usual amenities that are available in an “urban core” location (public transportation, bike paths, access to local jobs & businesses) are not present at this location. They will not be available in the foreseeable future. Planning board members involved in creating the Missoula Growth Plan have stated this fact during the planning board public comment meeting in early August.</p> <p>2) The proposed rezoning will vastly increase Missoula’s carbon footprint by encouraging non-compatible urban core growth on the far outskirts of town, all while at the same time making it vastly more difficult for existing residents to evacuate the Grant Creek area during wildfires. This not only is contrary to Missoula’s climate change objectives, but it also disproportionately affects the existing residents of Grant Creek who will suffer from the effects of climate change induced wild fires much sooner than other areas of Missoula. It is irresponsible to both accelerate Missoula’s contribution to global warming while also drastically impeding the only escape path for those residents most affected by climate change induced wildfires. Relying solely on a traffic study financed by a developer to support their rezoning case is not a prudent decision overall and fails to acknowledge the obvious conflict of interest when it comes to developer funded traffic studies.</p> <p>3) The existing zoning already allows for dense residential growth that is a thoughtful mix of rentals, affordable starter homes, and neighborhood businesses. How does it make any sense to void an existing zoning structure that balances all of the competing objectives of the Missoula Growth Plan. The existing zoning FULLY meets the Missoula Growth Plan. The proposed rezoning does not and therefore should be rejected.</p> <p>I support the existing zoning and look forward to the parcels being responsibly developed. A shortage of housing in Missoula is not a</p>	<p>Matt</p>	<p>Johnson</p>
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<p>green light for irresponsible development or disregarding the Missoula Growth plan. Please reject this rezoning request.</p>		
<p>I live in the Cottonwood Condominiums on Grant Creek. I oppose the rezoning application because we don't have the infrastructure to support it. I realize planned construction on the interstate interchange will help with the current traffic backup we experience, but there is still only one way out of here, and there are a lot of people living along the length of Grant Creek road. The closest city bus stop is a mile from here, and biking to get out of the area is challenging to say the least. I agree with others that the zoning as it is currently would aid Missoula with its need for additional housing.</p>	<p>Kathy</p>	<p>Lundman</p>
<p>Out of care for our community and consistency with Our Missoula Growth Plan 2035, I ask that you oppose the rezone of 2920 Expo Parkway. The Missoula City Growth Policy 2035 states that it "will guide growth and development in the City of Missoula over the next 20 years." As I read the Growth Policy, the application for rezone of Expo Parkway and the Development Services Staff Report, I do not see how one could validate that the proposed rezone aligns with the document that is to guide growth and development in our city.</p>	<p>Andrea</p>	<p>Felton</p>
<p>I have lived in Grant Creek since 1986 and have seen effects of growth particularly at the intersection of I90 and Grant Creek road. We have heard for years that the road will be widened to two lanes, but we have yet to see that happen. I waited at the light on Saturday for 3 light cycles with cars backed up as far behind me as I could see and at least 15 cars waiting to enter from Cottonwood as well as cars backed up at Starbucks and the Conoco station waiting to enter. All I could think of was what if there was a wildfire? I have been evacuated out of GrantCreek twice during a wildfire and the threat is real! The other main concern I have is the impact on the already crowded Hellgate Elementary School. If the planned rezoning goes through and 1185 new dwelling units were added that could potentially add thousands of new school aged children to a district that could not handle them. I ask that you a vote against the rezoning.</p>	<p>Kathleen</p>	<p>Hayes</p>

<p>I think a more recent study needs to be done regarding the amount of traffic on the Grant Creek Road/I-90 .</p> <p>If the rezoning happens it will be very scary if an emergency, such as a fire or other natural disaster, there is only one way out of Grant Creek. The additional traffic would be a bottleneck and many residence would not be able to evacuate.</p> <p>Another problem could be the school district accepting the amount of new students at Hellgate Elementary and higher education schools.</p> <p>The businesses are so busy with traffic at that intersection is already so bad that there are cars stopped in the street!</p> <p>There will also be environmental issues with our clean air etc. etc.</p> <p>We enjoy our privacy here in Grant Creek Hills. Adding this project and all the people that will live in it would make Grant Creek a city within the city of Missoula! That's not what we bought into.</p> <p>We are totally against the rezoning of this property.</p>	<p>Chip /Nancy</p>	<p>Gray/Niemi</p>
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<p>I have lived in the Prospect Neighborhood since 2004 and respectfully request you deny the application for rezoning 2920 Expo Parkway. Traffic has markedly increased in the 16 years I've lived in the area. However, the fact remains there is one way in/out of Grant Creek, a two lane road with sloping shoulders in some places.</p> <p>US Forest Service personnel advised local residents that not every resident would get out if the Black Cat fire spread to the Grant Creek Drainage during a public meeting at the Grant Creek Inn in August of 2007. Rather staging areas with fire tenders would be established that would allow people to escape the flames but would lack sleeping accommodations, storage or places for pets and livestock. The FS further advised that it was just a matter of time until there was a major fire in the immediate area.</p> <p>I was raised on a ranch north of Yellowstone Park and in 2006 the Derby Fire, at one time the largest conflagration in the US, "ran" at us for eight weeks. No one understands the terror of evacuating while flames are raging, a fire can burn 30 miles in a day and destroy 25 homes in a matter of areas. Fortunately that area is less populated and has more alternatives for ingress/egress than Grant Creek.</p> <p>Proponents of the rezoning would have you believe that the Montana Department of Transportation's construction of roadway improvements at the intersection of Grant Creek Road and I-90 interchange(s) will solve all of the problems associated with the additional 683 units, if the rezone is granted, when in fact the proposed modifications are necessitated by increased commercial and residential building over a period of years as opposed to proposed development. The upgrade was designed to address problems associated with increased development and traffic in Grant Creek over a period of years as opposed to proposed development that has not been approved.</p> <p>The Traffic Impact Study conducted by abelin traffic services is woefully inadequate in light of the fact that the "Traffic Data" see (Appendix A) was collected over a two day period on October 23 & 24 of 2019 and fails to account for the huge increase in traffic during the summer and/or traffic at Snow Bowl during ski season.</p> <p>Sadly, this matter has devolved into a debate about affordable housing with those who oppose the rezone being cast as "rich people" who don't care about others when in fact the majority of residents have no objection to construction of 158 single-dwelling and duplex homes and 344 multi-dwelling homes a total of 502 units.</p> <p>Rather the rezone goes to the very issue of the health, welfare and safety of Grant Creek residents. Thank you for your consideration.</p>	<p>Torian</p>	<p>Donohoe</p>
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Torian Donohoe		
<p>It's concerning to me that Development Services made a recommendation to approve the Expo Parkway rezone without comment from several Community agencies.</p> <p>Health Department Missoula County Emergency Management City Attorney Missoula Redevelopment Agency City Wastewater City Water Division Neighborhood Council</p> <p>The agencies that did comment were not entirely supportive. Public Works stated that "the traffic impact study appears to significantly underestimate the number of trips that the rezone would allow...this does not allow full consideration of public health and safety impacts of the zoning request".</p> <p>Metropolitan Planning Organization commented that "we in transportation think there needs to be a conversation about how this rezone fits into our broader Growth Policy and Long Range Transportation goals. Without access to transit and non-motorized facilities, and with no significant destinations nearby, high density development will create traffic impacts but none of the benefits of density".</p> <p>City Parks & Recreation notes insufficiency in commuter trails, open space and Parkland Level of Service.</p> <p>I find it difficult to understand why without the support of these services development services can recommend approval of the rezone.</p>	Andrea	Felton

<p>Thank You for the opportunity to comment on the Grant Creek 2920 Expo Parkway rezoning issue. Our position outright is that we are totally opposed to any development of this property whatsoever. This valley and its' access is congested as it is. The I90 intersection is inadequate as it is and this summers' interchange improvements will not adequately address the increased population resulting from this development. It seems a breach of faith to allow such changes in a zoning ordinance after so many people have moved into an area with the knowledge of the existing zoning to be in place. Some people might not have chosen to move into the area had they known that such changes to the zoning would later be allowed. We are altogether opposed to the development of the proposed area. That said, we understand that the existing zoning is what it is. We understand that the current zoning satisfies the requirements of the City planning offices so would endorse the existing zoning and the subsequent development if any is to occur at all. The proposed changes would be out of character with the area and overburden any likely or foreseeable infrastructure upgrades.</p> <p>Thank You for your consideration Rick and Carla Rister</p>	<p>Richard and Carla</p>	<p>Rister</p>
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<p>As a resident of Grant Creek/Prospect since 2007, I oppose the rezoning of 2920 Expo Parkway. There are many reasons, which include the traffic congestion, which is already problematic on any given day during the summer tourist season (during which I routinely sit through 3 traffic signals before passing south of I90), or even during the winter months when Snowbowl traffic is heading back home. Not only the congestion because it is frustrating to live in a "small town", but deal with big city style congestion, but also due to hazards associated with not being to evacuate during a fire, or emergency crews not being able to get out during a medical emergency. In addition, our Missoula roads leave a lot to be desired, and indeed for the past 2 -3 years little was done except to apply "black licorice" to fix our pavement. With double the number of cars on Grant Creek, I cannot even imagine the state of disrepair we will experience. This project in various forums has been touted as "affordable housing", but my understanding from the August 18 meeting with the Grant Creek Neighborhood is that this is not the case at all. What Missoula DOES need is affordable housing. That said, the Grant Creek neighbors I've spoken with are ALL opposed to having such a large complex at the base of our drainage, and there are significant concerns about decreasing property values for those of us who already live here. Additionally, we enjoy (within Prospect) several hiking trails that are NOT public (they belong to our HOA), yet I increasingly see outsiders driving into our neighborhood, parking, and using our trails. This will only increase, along with the increase in folks with dogs who are disrespectful and do not clean up after themselves. Ken Ault wants to say that this is good for our community, but deny that there are any adverse consequences whatsoever - who gets the money in the end?</p>	Suzanne	Klise
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<p>I am on the record as being opposed to the rezoning proposal. I support the current zoning. I have three issues that I would like to address. In particular, my first comments are in regard to wildland-urban interface firefighting and evacuations based on my personal experience in this field, including the past 21 years serving on command staffs of Incident Management Teams in the Northern Rockies.</p> <p>WILDLAND FIRE IN THE CITY/COUNTY INTERFACE</p> <p>Two years ago Grant Creek residents, at the request of Missoula County, were asked to participate in developing a fire-adapted community throughout the Grant Creek area north of I-90, both within the city limits and in the county. The objective was to help all homeowners in preparing for, and protecting their homes from the next wildfire. Part of the final product from this effort would be a Wildfire Protection Plan specific to Grant Creek and designation as a Firewise USA Community which would allow residents to qualify for grants to continue working on fire preparedness projects. This effort has been in collaboration with DNRC and the Lolo National Forest. While some homeowners have participated in this effort through home assessments and/or fuel reduction projects, the effort is still in its' infancy and no overall plan has been completed. The project is coordinated by the Missoula County Wildfire Preparedness Coordinator, Max Rebholz and is specific to improving public safety in the event of a fire.</p> <p>During the city planning process for the rezoning proposal, I do not believe there was any examination of the cumulative effects specific to wildland fire in the wildland urban interface. Specifically, this proposed increase in the number of residents and vehicles compared to the existing, approved zoning, would not only affect residents within the city limits in Grant Creek, but Missoula County residents and businesses up Grant Creek in regard to wildfire evacuations. If access is restricted at the mouth of Grant Creek canyon due to a significant increase in traffic as a result of rezoning this property, public safety will become seriously compromised in the event of a wildfire in Grant Creek.</p> <p>The current traffic improvements near the I-90 intersection, which have been 20 years in the making, will not even handle the existing traffic including the currently approved zoning at 2920 Expo Parkway.</p> <p>In regard to wildfire emergency evacuations, the planning department has not talked to all the players involved. They did ask for input from the city fire department and city police departments. However, there is a big difference between city and wildland fire response, including who has jurisdiction. The city fire department</p>	<p>Michael</p>	<p>Cole</p>
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focused mostly on the developer meeting code requirements.

City planners also asked for a response on the rezoning proposal from the Missoula County Office of Emergency Management but, according to their documentation, no one from that department responded. I know for a fact that personnel from that office show up to meet with our Incident Management Teams on multiple occasions during any ongoing wildfires in Missoula County. I find it very concerning that their office did not respond to issues regarding wildland fire evacuations on the Grant Creek road or that no follow up was done to assure their input on that subject was obtained. This is a major public safety issue that needs to be addressed in regard to traffic issues, especially when the proposed rezoning would significantly increase traffic in the lower end of an evacuation route that is a one-way in, one-way out route. You cannot stop planning at the city boundary when your proposed rezoning affects the adjoining county residents on a single access route for emergency response.

The following agencies should be involved in any planning when changes in vehicle traffic patterns may affect ingress/egress between County and City jurisdictions in the Missoula Wildland Urban Interface in order to address any safety issues involving wildland fire evacuations:

Missoula County Office of Emergency Management
County Sheriff – responsible for evacuations
Missoula County Rural Fire Department
State – DNRC fire-Southwestern Land Office
Federal - USFS-Fire Management -Missoula RD

These agencies all have extensive experience dealing with wildfire evacuations in the wildland urban interface in Missoula County, especially traffic problems that have created bottlenecks during major evacuations on routes that are one-way in, one-way out like Grant Creek.

This past Saturday, on two separate occasions between 12pm and 1:30pm, I sat in or observed traffic backed from I-90 up to the Elk Foundation Road. It took three traffic light changes at the I-90 intersection before traffic at the end of the line could proceed south of I-90 on Reserve Street. Traffic on the east side of the road that stops at restaurants, groceries or gas, uses the Town Pump and Snowbowl parking lots to make their way to the top of the traffic line near Stonebridge Road. It is a virtual traffic circus to observe! This is happening with the current traffic flow before any already approved zoning development has taken place along Expo Parkway. Under the proposed rezoning, imagine a wildfire evacuation taking place on a Saturday in August from upper Grant Creek and finding this

bottleneck when people evacuating are frantic and trying to escape from the area.

There is a READY-SET-GO process involved in a wildfire evacuation. This would apply when a wildfire is located in a narrow canyon like Grant Creek. A similar process also applies when firefighters identify their escape routes and safety zones when any fire has reached a trigger point where their safety will be compromised. Firefighters know when it's time to leave. If we're lucky, the Sheriff's office has adequate time to notify people to be prepared to evacuate. However, in worst case scenarios which happen all too often, the order that goes out from the Sheriff's Office is to GO immediately – there is not time to spare before the fire will be on your front door step.

People don't think clearly when their property and lives are at risk, they are confronted with a wall of fire bearing down on them and their only recourse is to escape in their vehicle down a single road. They are often distracted and drive too fast on the same road firefighters are using as their own escape route. As a result, vehicle accidents happen, further complicating everyone's safety. It also delays firefighting resources getting to the area initially or when re-entering the fire area. This is the possible scenario of a one-way out evacuation on Grant Creek Road, which would only become more complicated by approval of higher density traffic due to the proposed rezoning at 2920 Expo Parkway.

In regard to cumulative effects of this rezoning proposal, Snowbowl has summer business activities – chairlift rides, mountain biking, ziplines, weddings, restaurant/bar, 18-hole disc golf, etc. In regard to public safety in using Grant Creek road as an evacuation route, did the city consider how many people might be coming from that location during a wildfire evacuation and adding to the traffic congestion at the I-90 intersection if the rezoning proposal was approved?

PEDESTRIANS CROSSING GRANT CREEK ROAD BETWEEN STONEBRIDGE ROAD AND I-90

There is significant foot traffic crossing the road back and forth in order to access commercial facilities on the east side of Grant Creek Road. I believe most of it at this time is hotel foot traffic from Expo Parkway. Few people use the traffic light crosswalk at the I-90 intersection. The majority simply wait for traffic to slow or stop, then take their chances crossing three lanes of traffic. There are not identified pedestrian crossing locations or signs between Stonebridge Road and I-90. The rezoning proposal will add additional foot traffic

to this already dangerous crossing on a 45-mph road. Any attempt to improve safety for this situation will probably require additional stoplights/pedestrian crossings of Grant Creek at Expo Parkway and/or Stonebridge Road, especially in lieu of the increased numbers of people that would be living in the rezoning proposal. Additional traffic lights to accommodate pedestrians will only increase traffic congestion at the I-90 intersection.

CHEMICALS USED ON GRANT CREEK ROAD DURING WINTER TRAVEL

It is not clear whether the proposal addressed the effect of chemicals used to melt snow and ice on the Grant Creek Road as a result of increased traffic associated with the proposed rezoning. Grant Creek is an impaired stream and more traffic means more chemical is splashed off the road surface where it can eventually enter Grant Creek. This does not help improve the existing riparian habitat or water quality in the area of Grant Creek that is exposed between Expo Parkway and the culvert under I-90.

Thank you for the opportunity to comment.

<p>I'm Kim Birck, a Grant Creek resident for 34 years, and I've seen a lot of changes. This would be by far the biggest, IF approved.</p> <p>They say that "When you're a Hammer, everything looks like a Nail."</p> <p>Well, when you're a Housing Director, every "empty" plot of land looks like "Maximum Density" – even if it already HAS zoning that would allow 500 units to be built on it.</p> <p>When you're a Developer, every parcel of land looks like "Maximized Profits".</p> <p>When you're a Northside "Urban Core" resident, you see a neighborhood that "isn't doing its share," even though existing zoning that already allows a 79% INCREASE in dwelling units is widely supported by that neighborhood's residents.</p> <p>BTW, a 79% increase in the population of the Northside would add over 2500 people! (2018 Office of Neighborhoods population estimate) This proposed re-zone allows a 188% INCREASE to Grant Creek. That would be like adding 6000 new residents to the Northside!</p> <p>When you're a Development Services staffer assigned to this project, you look at a Growth Plan Document and see ONE MAP and decide that THAT MAP takes precedence over 340+ pages of policy goals, and declare that a rezone request "substantially complies" with the city's growth plan. When it clearly DOES NOT, in many important ways.</p> <p>When you're a valley resident who has lived through SIX fires, three of them big enough to require air tanker support – and one close enough to have to hold it off with 225' of garden hose till the fire trucks arrived – you look at a big apartment complex at the mouth of your ONE WAY IN, ONE WAY OUT valley and see a disaster waiting to happen. A small fire not responded to quickly, quickly becomes a big fire. No other neighborhood has only one way out. Grant Creek is, unfortunately, unique in that regard.</p> <p>When you're a City Councilor, you – hopefully – look at a developer's pretty plans for 28.5 developable acres and see NOT what he SAYS, but what the requested zoning would ALLOW – 1195 units and almost 12,000 additional vehicle trips per day – and you VOTE NO on the rezoning request.</p> <p>Let the developer come back with a PUD request which would add clarity and enforceability to development at 2920 Expo Parkway.</p>	<p>Kim</p>	<p>Birck</p>
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<p>Make sure the Transportation Infrastructure is up to the task BEFORE adding over 10,000 extra vehicle trips per day to an already overloaded intersection of a US Highway and an Interstate Highway (another way in which Grant Creek is unique.)</p> <p>Do some actual Transportation Planning that would remove the haphazard commercial traffic re-entering Grant Creek Road from the area of the I-90 intersection.</p> <p>Signalize Expo Parkway and have ALL the hotel, restaurant and gas station traffic enter at that light, along with the vehicles from whatever is eventually built at 2920 Expo Parkway.</p> <p>I support the existing Title 20 zoning, NOT Mr. Ault's optimistic interpretation of what is allowed by existing zoning, nor his request for rezoning. Thank you.</p> <p>Kim Birck</p>		
<p>I can't believe what I heard last night. "Putting traffic aside..." WHAT?!</p> <p>The concerns regarding evacuation, increased pollution, increased congestion, and total lack of public transit can not be put aside because the developer doesn't want to deal with it. We, the home owners, don't get that option.</p> <p>I won't reiterate the well-considered objections outlined in the comments below--I just want to plead with the City Council to listen to their community. Please: we support growth, we welcome new neighbors, but maximizing profits at the expense of our safety and community is a breach in trust and counter to the spirit of Missoula.</p>	Katherine	Fischer
<p>This comment is in regard to the population in Grant Creek above the I-90 interchange and address points in Grant Creek, a question brought up during the staff presentation at the City Council's Land Use and Planning Committee meeting this morning.</p> <p>I believe that there are 635 residential addresses with homes on them in Grant Creek north of the I-90 interchange. There are about 100 addresses on the hillside above the existing homes in Glen Eagle. These addresses are lots now owned largely by the county of Missoula after a developer's bankruptcy and subsequent lawsuits. No homes are on these lots. They do not reflect population.</p> <p>The population of Grant Creek above I-90 is probably best estimated by 635 residential addresses--I can provide those addresses on request.</p>	Bert	Lindler

<p>As a recently retired pulmonologist I have concerns about increased air pollution with the worsening traffic backup at Grant Creek Road at the interstate, This will worsen further with another several thousand automobiles idling at the interchange with any further rezoning. I also have concerns about emergency vehicle traffic getting into and out of Grant Creek. Water quality in the Clark Fork river is already of concern and would be expected to worsen with further rezoning. I hope that the requested rezoning beyond what is already approved will be denied.</p>	<p>WILLIAM</p>	<p>BEKEMEYER</p>
<p>According to the 2020 Missoula Housing Report (MHR), rental and home prices have only increased despite increasing supply. A vacancy rate of 5.1% for multi-family units (apartments) shows that Missoula actually has a good supply of this type of rental.</p> <ul style="list-style-type: none"> • “Rent prices increased in every single category in 2019 ...it appears the new inventory of rental housing coming onto the market have a base rental price above Missoula’s historic prices.” (MHR p.13) • “Likely thanks to the recent additions of newly constructed multi-family units, the vacancy rates did increase for all multiplex rental types in 2019, with an annual vacancy rate of 5.1 percent, which is considered a good rental supply. • Houses and duplexes had much lower vacancy rates of 2 percent or less. There is little new construction of homes and duplexes for the rental market.” (MHR p.12) 	<p>Bert</p>	<p>Lindler</p>

<p>Thank you for providing this forum and encouraging comments. I have been a resident in Grant Creek (Colorado Gulch specifically) for 22 years. In general, I am in favor of the growth policy for Missoula and in providing housing of all types for all sections of town. I do not have any issues with the current zoning and multi-family housing on Expo Parkway and if done right in the spirit the developer describes – i.e. with enough livable outdoor green space, walkways and other amenities to encourage a neighborhood feel – I think this could be a successful development area.</p> <p>After a rough couple of traffic years and a VERY! rough summer this year with traffic congestion at the I-90 interchange, I am very hopeful and excited that the new lanes and traffic signal timing will help with the current traffic congestion and position us well for the additional development I know will come with the **current zoning** of this area.</p> <p>The issues I have with the rezoning request are:</p> <ol style="list-style-type: none"> 1. Concerns about the increase in density and the resulting pressures that could put on traffic and surrounding natural resources. The **current zoning** seems to fit well with the growth plan’s designation as a high-density area. 2. Although admittedly not well versed on the technicalities of the Grant Creek watershed, I care deeply about our watershed, not only in Grant Creek but for all aspects of the Clark Fork watershed. I am very concerned about potential impacts of the additional density resulting from this rezoning on the already impaired status of our watershed and potential impacts to the restoration efforts that I hope will be coming in the future. If the rezoning were to move ahead, I would really like to see a contingency and more information about the mitigation strategies for protecting our watershed. 3. Doubts about whether the new improvements at the I-90 interchange are enough to handle *more* than what the current zoning allows for. 4. While I know that emergency personal would help with the evacuation of Grant Creek in the event of wildfire and appreciate everything they’ve done in the past few years to make us a Priority 1 response when wild fires do occur, I do have concerns about only having one way in and out of our valley and how that impacts emergency services who may be trying to get someone to the hospital quickly or get to someone having a medical emergency or house fire. I’m just not sure yet how the new I-90 interchange is going to look with regards to having space for emergency services to maneuver. If there is little room outside the lanes for traffic to pull aside and the traffic congestion we are experiencing now continues as the high-density area is developed, I’m concerned about the safety of all residents if emergency services are not able to get to our area within an adequate response time. 	<p>Julie</p>	<p>Cannon</p>
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<p>Thank you again for allowing us to comment on this new development application. Julie Cannon 680 Colorado Gulch Rd</p>		
<p>As residents of the Prospect Neighborhood, we fully SUPPORT THE EXISTING ZONING for 2920 Expo Parkway. We OPPOSE THE REZONING proposal for all the reasons so eloquently expressed by many of our neighbors.</p> <p>We'd like to comment on one issue: EMERGENCY EGRESS. We've studied local maps and note that Old Indian Trail begins at the west end of Expo Parkway and continues west as a dirt road. On an uphill slant to the right, Alpine Canine is located at 3548 Old Indian Trail West. However, if one continues on the left fork of Old Indian Trail, the dirt road continues west, parallel to I-90. The road keeps getting smaller, but is a passable dirt road. A map shows that it eventually bends south, goes under I-90 and emerges on Wilke Street, south of I-90.</p> <p>We followed this road until confronted by a "private property" sign, indicating that the homesite and the road were private. We doubt that the owner has the authority to declare -- what we assume is actually a county road -- to be a private road. Not wishing any kind of confrontation, we did not continue.</p> <p>This road could prove to be a good route of emergency egress when a big wildfire confronts us - as it will, eventually. With or without any development at all on the Expo Parkway site, we urge our county officials to immediately clarify that Old Indian Trail is a county road, grade it to necessary standards, keep it properly graded, and erect signage indicating the way out in an emergency. We are reminded of the tsunami signs along the ocean highways of the Pacific Northwest. How much better to be prepared than to lament about something we should have done that could save lives.</p> <p>This emergency egress route would NOT solve the problem of daily ingress and egress for Grant Creek, but it would help in an emergency.</p> <p>Frank and Maggie Allen</p>	<p>Maggie</p>	<p>Allen</p>

<p>As a resident of Grant Creek I disagree with and completely oppose any rezoning of the area in question. The lack of sufficient egress out of the neighborhood in its current state makes further population growth in the area dangerous. The current state of traffic at the grant creek and I90 interchange is already unbearable with routine traffic. Should an evacuation be required due to natural disaster I do not believe that the current residents could safely and efficiently make their way out of the area. With the proposed addition of over 1100 units, that would in essence double the population of the neighborhood, emergency egress would be even more strained. A large development such as the one proposed would taint the beauty, peace, and calm that attracted most of us to the neighborhood to begin with.</p>	Ryan	Nahapetian
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<p>Dear Missoula City Council and Planning Board,</p> <p>I am writing to oppose expansion of the proposed Grant Creek housing, on the basis of traffic and inadequate road infrastructure, although my perspective is one that you may not have heard already.</p> <p>I want to be clear that I fully support more housing, especially affordable housing that also includes accessible and visitable units of all sizes.</p> <p>That said, I can not overemphasize the need for sufficient points of entrance and exit, and enough lanes for vehicular traffic.</p> <p>One year ago, my wonderful husband Bob, who used a wheelchair for nearly 50 years since he was 16, passed away from bladder cancer. During the last 3 years of his life, between a heart attack, bizarre and dangerous reactions to chemo and immuno therapy, and infections that became life threatening due to the effects of chemo, he required multiple trips to the ER via ambulance at all hours.</p> <p>Because of how quickly he would become septic once his temperature reached 99 degrees, every second counted in getting him to Saint Pat's. We live on Saint Vrain Way, 3 miles Up Grant Creek Rd. Traffic down to the highway is light enough that it was always easy for the ambulance to get down to I90, and the two lanes can be easily utilized for pulling over and/or passing.</p> <p>At the bottleneck intersection with I90, however, everything changes. Even in non-tourist seasons, certain times of day see long lines waiting at the light, with no place to pull over or pass. People needing to go to work, people returning home from work, school buses, people trying to get to SnowBowl or the commuter lot, people coming down the mountain after a day of skiing- all of these things exacerbate the bottleneck. And all of those things slow down the ambulance, eating precious seconds that can make the difference between life and death. I know this firsthand.</p> <p>To add potentially hundreds more vehicles to this equation horrifies me for the times when other people in the Grant Creek area need to rely on the same ambulance trips to save their lives. The idea that, were my husband still alive, he could have died in a time devouring bottleneck instead of getting to the hospital quickly, just makes my heart stop. While I have personally been relieved of that fear, my neighbors have not, nor have the potential residents who will move into the new housing.</p> <p>I beg you to please, please do not put lives at risk by approving a development larger than what the zoning currently provides for. And</p>	<p>Marsha</p>	<p>Katz</p>
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<p>find ways to provide alternate/additional routes of entrance and exit. Thank you</p>		
<p>Dear Missoula City Council and Planning Board,</p> <p>As a resident of Missoula and the Grant Creek neighborhood, I urge you to support the current zoning of 2920 Expo Parkway and to OPPOSE the rezoning of said location. I agree with the comments of my neighbors and the reasoning for their opposition. I echo the concerns for emergency egress, traffic buildup, as well as two other concerns. One is the environmental impact. Missoula has a reputation of pushing forward development without a thorough look at environmental impact, and allowing developers to have too much power to override any environmental concerns. It confuses me as to why, since Missoula as a community and an economy is built upon the health of our environment. Specifically the health of our rivers. This additional amount of impermeable surfaces that would be created with the rezoning development, will be significant, increasing the amount of toxic, polluted runoff into our waterways. This significant amount of impermeable surface will also prevent a great deal of the replenishment to the aquifers so greatly depended upon. My other concern is for the Hellgate Elementary and Middle School. This school is already full or beyond capacity. Even with current zoning, the developer should be responsible for payment per unit that goes directly to the Hellgate Elementary and Middle School. This is standard in other locations when new developments go forward, and we should demand the same.</p> <p>Thank you very much for your time and listening to our comments. I do hope you listen to the voices and urgency of your constituents in these comments.</p>	<p>Lara</p>	<p>Tomov</p>

<p>I'm a long time Missoula native. I learned to drive when Malfunction Junction was still a massive malfunction. I rode the school bus when Reserve Street Bridge was finally expanded. Even in high school I knew a four-lane bridge would not serve Missoula's growing traffic issues for long.</p> <p>I had hoped Missoula learned our traffic flow lesson and would invest more effort and forward thinking into traffic planning. However, I am discouraged that we have not learned this valuable lesson, especially as I have seen the rapid growth of North Reserve businesses and now a need for much more housing.</p> <p>I have spent 12 years living in the Flathead, where I was a homeowner, and now returned to Missoula. I am saddened I can't afford a simple three-bedroom apartment here to raise my kids in. I am frustrated it took Missoula this long to expand and replace the Russell Street bridge. Other than the BUILD grant, I have seen very little forward thinking on behalf of the residents of our city. So much development has been focused on business growth. Now we have plenty of great businesses, however, nowhere affordable for employees of those businesses to live.</p> <p>Over the last few months I've been invited to participate in several conversations regarding affordable housing. First, we need to distinguish between "attainable" and "affordable" housing. I recognize saturating the market with thousands of new units may potentially drive down market rates, but that will be years into the future, if at all. In the meantime, we have developers eager to make a quick buck from building in Missoula. Such as the proposed Grant Creek complex with no concern for traffic flow, emergency access, or impact on the Reserve St corridor. Additionally, none of those units are set aside for low-income, they will all be "market rate."</p> <p>As a community we need all parties to address housing disparity needs and working together to formulate a plan where residents profit from a well-designed city. I have talked with Friends of Grant Creek and agree the city needs to consider traffic safety and neighborhood design prior to approving rezoning or large complexes. Especially, if these new buildings still don't help our lower-income or marginalized populations. We aren't ready to just begin building multiplexes without first considering future transportation safety, inclusionary zoning, green space, school districts, and our working community.</p>	Loni	Conley
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<p>Approving this plan will be disastrous for those of us who live in Grant Creek. With the addition of this number of apartments (and the vehicles those new residents would bring to the neighborhood), traffic congestion would be a nightmare. Even now, without the development, traffic exiting the neighborhood backs up at the intersection of Grant Creek Road and I-90. This past Friday and Saturday, I had to wait through three traffic light cycles before I could get onto Reserve Street or I-90. Even with the widening of the southbound lanes at this intersection, with the addition of more than 1,000 residences would be catastrophic, especially if fires or other natural disasters occur anywhere in Grant Creek because there is only one way out for residents and only one way in for emergency responders. While I am completely in favor of the growth of Missoula, there are other areas of the city and county where a project of this size could be better accommodated. I urge you to reject this rezoning request.</p>	James	Gray
<p>I am in opposition to the proposed rezoning at 2920 Expo Parkway.</p> <p>It is important to remind everyone that the developer has stated that these apartments will be Market Rate Housing NOT Affordable Housing.</p> <p>His proposed solutions are only treating the symptoms of the problems created and exacerbated by his project.</p> <p>Amenities at the project will not eliminate nor reduce the pressure on Grant Creek as these renters will still need to drive to and from work. Will these amenities support up to 1,000 dogs? The developer said they will be pet friendly. That is planning for only one dog per apartment</p> <p>Have the marginal costs for safety (police) and fire support been identified? Other areas of the city can be readily accessed for police and fire within their current routes and locations.</p> <p>The major problems are traffic safety, congestion, emergency access, traffic flow and infrastructure. These items cannot be set aside!</p> <p>IMPORTANT: This is a matter of Lives vs. Livelihood. By supporting this rezone you are placing the Livelihood of one individual (the developer) ahead of the Lives of the residents of Grant Creek. Their safety is at risk.</p> <p>Thank you.</p>	Greg	Olson

<p>Hello,</p> <p>I oppose the planned rezoning, primarily for the fact that I feel that Missoula struggles to handle the traffic it has now. If the city/county built out the roads to match the increase in traffic, fine, and although the current zoning will add more people to this area, that's also fine, as I'm not blind to the city's housing needs, Missoula has a lot to offer, and this is a nice area (with a traffic problem), but 500 or people is easier to deal with than potentially ~2000.</p> <p>I understand that the city wants to add housing, but for every time the city adds a subdivision or block of flats, it needs to reassess the increase in traffic that brings. Do A, then B, then A, but not A, and then more A, and 10-20 years later, B..</p> <p>I've lived at the Cottonwoods for ~6 months, and before that move, I never realized how bad traffic is at the I90/Reserve interchange, and it's not even a normal year, due to COVID 19 impacting travel.</p> <p>Either expand the roads, or do more to get cars off of them, ie buses. We have no public transit in Grant Creek, and that requires driving everywhere, which a large apartment project with a rezoning will just add more of that. It could end up with a backup of cars at Expo, Stonebridge, and Grant Creek/Reserve/I90. And that traffic is meeting traffic trying to go to/from Hamilton, the people from the west of Reserve expansion, Mullan, the rest of Missoula.</p> <p>The current zoning still helps the area add housing, which is good, but will also allow the city/county to add in more ideas to alleviate traffic woes in the meantime. Do that, then consider adding more housing, to that, and then look at traffic again.</p>	Eric	Miller
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