



HOFFMANN MORGAN & ASSOCIATES

265 West Front Street • Missoula, MT 59802

Summary of 2920 Expo Parkway and Proposed RM1-45 zoning

2920 Expo Parkway is a previous gravel quarry, scarred from mining activity. Two lots covering 44 acres in area, encompass 23 acres of developable land area and 21 acres non-developable land area due to hillside restrictions and public utility easements.

86% of the 44 acre parcel is currently “split” zoned with a mix of three different zones, which do match Growth Policy Residential High density guidelines (C1-4, B-2, RM1-35). Height limits for these zones vary from 35’ to 110’. 14% of the parcel has a split R5.4 low density residential zone which does not meet Growth Policy Residential High guidelines.

Current split zoning errors exacerbate only single-family residential uses to be allowed over the entire North parcel, totaling 200 single-family units over 80% of the total developable land area. This is in conflict with Growth Policy Land-Use standards and causes under-utilization of land designated for high density residential use. An over saturation of 300 units over 20% of the developable land area is allowed over the South parcel, which can only be obtainable with Commercial zoning and 8 story buildings with a sprawling parking lot. 90% of the South lot is zoned C1-4 making this a viable option but is not suitable to the area due to overshadowing.

The proposed re-zone is a side-step solution to correct a Title 20 split zoning error that would also enable in parallel compliance with Growth Policy high density residential Land-Use designations. Current zoning would allow 500 total units. A RM1-45 rezone would realistically increase density from current zoning by about 300 units to about 800 total units. This is because other zoning regulations (Hillside Density Reduction, Activity Area, Landscape Area, Vehicle and Bicycle Parking, Public Utility easements, Yellowstone Pipeline non-buildable easement) further reduces maximum allowed residential density to about 950 units on this two lot development parcel. Site design work with a mix of 1, 2, and 3 bedroom units reaches a maximum build-out of under 800 units. This equates to medium density at 18 units per acre. This is an unusual circumstance driven by 21 acres of undevelopable land area. The submitted site design represents less than 800 total units. To achieve more density would require more 1 bedroom units and less parking, but this would be a risky investment to imbalance a proper mix of unit types. Any other density increases would require below ground development or additional stories. Shallow groundwater levels prevent underground possibilities, and an RM1-45 zone would restrict additional stories above ground.

Although unlikely and impractical, 950 total units may be possible, and was therefore referenced in the rezone application for total achievable density and traffic impact studies. 950 units equates to medium density 21 units per acre. This is why an abundance of open space and trees with expansive grass areas is possible for this unique land-use opportunity.

ZONING AMENDMENT COMPLIANCE SUMMARY
WITH GOVERNING AGENCY DOCUMENTED SUPPORT

20.85.040.G: Zoning Amendment Review Criteria

In reviewing and making decisions on zoning amendments, the zoning officer, Planning Board and City Council must consider the following criteria:

1. Whether the proposed zoning amendment is consistent with MCA § 76-2-304 (*):

a. Whether the zoning is made in accordance with a Growth Policy;

The Growth Policy specifically designates the property as High Density Residential and Regional Commercial and Services. High Density Residential is also a compatible use for all zoning districts that meet Regional Commercial and Service Land-Use.

Compliant: 2920 Expo Parkway is the only area that the Growth Policy designates for High Density Residential growth in the Grant Creek area. RM1-45 zoning best meets the high density residential guidelines planned for this location.

b. Whether the zoning is designed to secure safety from fire and other dangers;

Compliant: This property is located adjacent to I-90 and should have no issues with fire and other dangers. See staff report comments and attached letters from City Police, City Fire, and MDT.

Wildfire: Grant Creek residents voiced concerns if an increase in population at Expo Parkway would prevent them from safely evacuating in the event of a wildfire. We understood these concerns and contacted Adriane Beck, director of The Office of Missoula County Emergency Management. Adriane stated that each emergency has its own set of dynamics. She said that an incident commander is assigned during a wildfire event and traffic in Grant Creek would not be an issue because law enforcement would block access from I-90 if necessary and Grant Creek residents would be able to freely evacuate the drainage with traffic light signal controls replaced with law enforcement overrides. See attached correspondence between Adriane and Woith Engineering. We also reached out to Adam Sebastien, Assistant Fire Marshal for the City of Missoula, and he stated the City Fire Department would have no problem fighting fires at the Expo location with three points of access available, and he would address any potential concerns during the Building Permit review process. He also stated that traffic control light signals would be overridden by law enforcement when necessary for emergency evacuation. See correspondence between Adam and Mike Morgan of Hoffmann Morgan Associates.

c. Whether the zoning is designed to promote public health, public safety, and the general welfare

Compliant: RM1-45 zoning will provide affordable, diverse choices for housing for the Grant Creek area. Currently, only single-family ownership is available in the Grant Creek/Expo area with home purchase prices being one of the most expensive in Missoula and offers no other housing choices are available.

Four Story Buildings: RM1-45 allows for 4 story buildings. The four story model for this development requires elevators by building code. Elevators offer fair accessible housing to all ages and physical abilities throughout all four stories. This is only available on the ground levels of buildings without elevators, as seen in RM1-35 zoning districts. The elevator also creates opportunity for additional security within each building. A vast majority of multi-family projects have stairways located on the exterior causing unsecured access to units. Four story buildings with elevators enable interior protected stairways and corridors with secure controls at limited points of entry.

d. Whether the zoning is designed to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements

Compliant: RM1-45 zoning facilitates the adequate provisions of all of these items. All public utilities are in place with no additional infrastructure necessary.

Transportation: Traffic at full build-out of the proposed development will be far better with MDT improvements at the intersection of Grant Creek Road and I-90 than the current traffic conditions under current traffic impact conditions. See Traffic Impact Study by Abelin Traffic Services, comment in the Staff Report by City Engineering, and comment from City Traffic Engineering Consultant (Stephen McDaniel) Public Works director Jeremy Keene.

Water: Mr. Ault has worked with the city to provide an additional booster pump to ensure that fire flows can be met at the hydrant. He has agreed to cost sharing for a new backup generator for the booster pump station which will improve the redundancy and reliability of the entire system benefiting the public as a whole.

Sewerage: There is capacity for the entire development and adjacent properties to be served by City Sewer.

Schools: See attached comments from Hellgate Schools. Capacity for student enrollment from families of this development is available and there is additional room for expansion.

Storm Water: A storm water management system has been designed to satisfy requirements by the Missoula Valley Water Quality District and City-County Health Department.

Parks: Grant Creek has minimal parks available to current residents. RM1-45 zoning will allow this unique site to accommodate parks and recreational amenities, as well as enclosed recreational buildings including an activity center and gymnasium, for all ages and abilities to offset lack of parks currently in Grant Creek. RM1-35 zoning would not allow for compatible growth and expansive open space due to 3 story height restrictions because 30% more building footprint is necessary to meet equal density

R5.4 zoning would not allow high density compact development with amenity related buildings like clubhouses and gymnasiums. R5.4 would not support open space, amenities, or recreational areas, and would not allow for compact development and best utilization of precious land area.

e. Whether the zoning considers the reasonable provision of adequate light and air

Compliant: RM1-45 zoning provides reasonable provision of adequate light and air. The site sits in a recession that was previously caused by a gravel pit. We are requesting RM1-45 to allow for 45' building heights to allow additional landscaping and more air and green scaping as opposed to RM-135 zoning, thus reducing overall impervious areas and overall heat island effects. This creates a reduction in overall energy consumption. The 45' building heights will have no negative impact on neighboring properties due to its location in a recession from a former gravel pit. Additionally, there is a 60' wide utility easement on the eastern boundary of the property that provides additional buffering from the neighboring Cottonwood Condos. Furthermore, there is a slope at the north end of the site that includes an irrigation ditch which is not suitable for development and provides an approximate 170-foot horizontal and 45-foot vertical buffer from the housing development to the north as well as a 100' wide overhead power easement.

County Health Department – Air Quality Division had no comment or issues. RM1-45 allows for open landscape space with over 50' of building separations and setbacks from parking areas, expansive areas of grass and deciduous trees for clean air and seasonal shading. The open landscape areas will be similar in scale to the adjacent Rocky Mountain Elk Foundation site. Driving lanes will be separated with continuous center landscape boulevards, similar to East Pine Street between Pattee and Maddison. RM1-35 cannot support open space under equal density due to larger building footprints resulting from 3 story height limits. RM1-35 is best suited for small infill lots where solar exposure and views need increased protection from neighboring buildings where less than 10' of separation is common.

f. Whether the zoning considers the effect on motorized and nonmotorized transportation systems

Compliant: The zoning request considers the effect on motorized and non-motorized transportation systems as follows:

Motorized Transportation: A Traffic Impact Study provided by Abelin Traffic Services, concludes that added traffic from RM1-45 zoned 2920 Expo Parkway is not an issue for added traffic impact or emergency evacuation from upper Grant Creek. This study was reviewed by the City of Missoula's traffic engineering consultant at WGM Group with comment stating that previous concerns have been addressed. See Abelin's 8/24/20 response where remaining questions and public comment is addressed. The traffic study was performed based on industry standards and reviewed by an INDEPENDENT THIRD PARTY engineering firm. They are in agreement on the results of the study. The information used in the study was based on a combination of MDT historical data (no possible bias) and observations made in OCTOBER 2019 (not during a pandemic or with schools closed). Additionally, over the last 5 years there have been a series of improvements made to the interstate system in the Missoula area. Part of what makes this a desirable location is the proximity to the interstate system. Residents leaving the development and heading downtown can use the most efficient vehicular transportation network available in the Missoula Valley.

Multi-modal transportation options: The location is along a designated Mountain Line transit route with services currently not active until additional population builds enough demand (See MUDT comment on staff report). Mr. Ault recently petitioned into the MUDT tax district, contributing substantial tax dollars for transit services. The closest current transit stop is a 15 minute walk on city sidewalks at North Reserve and Expressway. Greenbuild standards for alternative transit systems will be followed by providing bust stops and kiosks, and an organized carpooling social media network managed by on-site property management.

Non-Motorized Transportation: The Grant Creek Trail has connectivity to the bike lane on North Reserve as shown on the City of Missoula Parks, Open Space and Trails map. The Grant Creek Trail also provides bicycle and pedestrian travel North through a natural setting along upper Grant Creek.

g. Whether the zoning considers the promotion of compatible urban growth

Compliant: The land is a former gravel quarry, destroyed by mining. Development in this location will not displace people with low or moderate incomes. RM1-45 zoning promotes compatible ‘focus inward’ growth with affordable options for housing in an otherwise unusable gravel pit.

Traditional development models associate high density multi-family development as a buffer between commercial uses and single-family residential. This location provides an ideal transition between commercial uses to the South and East and the Prospect single family subdivision to the North. RM1-45 zoning will provide the means necessary to reclaim the site and transform it into a high density residential community with open expanses of grass and trees.

Missoula is quickly growing due to expanding lifestyle choices available. All Missoula property management companies report a ½ percent vacancy rate throughout the city. Missoula needs more rental housing supply to meet growing demand. The City Office of Housing & Community Development projects that 9,000 more housing units are needed by 2035, that there is no rental housing available at the Grant Creek district, and this area needs to contribute diverse housing options. (See comment in staff report and attached minutes from Planning Board presentation from Eran Pehan with Missoula Office of Housing and Community Development)

h. Whether the zoning considers the character of the district and its peculiar suitability for particular uses

Compliant: The Grant Creek area currently only offers residential condominiums at Cottonwood Condos and low-density single family residences in upper Grant Creek, with prices at the top of Missoula’s real estate. The only market sector that is not represented in this area is multi-family. Contributing much needed multi-family housing to the Grant Creek area achieves growth policy objectives of diverse and equal opportunities for all ages, cultural affiliations, and economic levels. RM1-45 zoning will bring the housing diversity and affordable non-ownership housing options that Grant Creek currently lacks. The location further preserves the living environment for existing surrounding neighborhoods because of dense timber growth along Grant Creek, providing a natural buffer making the site blocked from view from Grant Creek Road and most of Expo Parkway (see attached photos #10, 11). Total density allowed on the

parcel with hillside reduction regulations and other development restrictions equals a housing density of 21 units per acre, which Title 20 zoning considers medium/high density.

i. Whether the zoning conserves the value of buildings and encourages the most appropriate use of land throughout the jurisdictional area.

Compliant: RM1-45 zoning will first allow a destroyed and desolate site to be reclaimed, and then to contribute value and appropriate use of land. Currently, there is no value to conserve at the floor of the site. Open natural hillsides on the site will be conserved. This reclamation and contribution of much needed multi-family residential to a Grant Creek district that currently provides no multi-family use, is inarguably the most appropriate use of the land in the Grant Creek jurisdictional area. It is surrounded primarily by 50' tall commercial buildings along Expo Parkway and faces the I-90 Interstate Freeway. This site is neither appropriate for commercial development or single family residential subdivision. These uses are provided in the most appropriate areas already established. This site is the only land-use designated for high density residential in the Grant Creek Area, and zoning must support this use to allow for smart transitional growth that can meet Growth Policy objectives.

2. Whether the proposed zoning amendment corrects an error or inconsistency in the zoning ordinance or meets the challenge of a changing condition

Compliant: Current zoning places four different zoning districts over the parcel, and causes an undue hardship that prevents development from being able to follow the Growth Policy guidelines for high density residential. A small 14% portion of land at the North vicinity is zoned R5.4 (low density single family), while the remaining parcel includes three different high density residential and commercial zones. But Title 20 zoning regulations force the R5.4 to control over 80% of the site. This is a circumstantial error in zoning that does not allow for Growth Policy designated land-use, compatible urban growth, or zoning compliance intent. This error needs corrected by placing one zone across the entire parcel that supports high density residential per Growth Policy guidelines. The best zone for this is RM1-45 because it allows four stories in height, which maximizes potential for open space while assuring unobstructed viewsheds to and from adjacent properties. The proposed zoning does not request special exception or increased land-use intensity.

All Missoula property management companies are reporting a 1/2% vacancy rate. Despite 2019 reports of a 5% vacancy rate, which was still not enough inventory to offer competitive affordable rental rates, the current environment makes this statistic no longer true.

3. Whether the proposed zoning amendment is in the best interests of the city as a whole.

Compliant: RM1-45 zoning is in the best interest of the city as a whole because Grant Creek is not yet offering any multi-family residential and puts the burden on other jurisdictional districts to make up for it. Diversity and mixed-use is the foundation for sustainable, equal opportunity, economic growth. RM1-45 zoning best follows Growth Policy intent. RM1-45 projects no adverse effects or impacts and it utilizes all infrastructure in place that is planned for this type of development. Zoning in this location is suitable for this area, does not cause hardship on surrounding properties or land-uses, and enhances mixed compatible growth.

While this project is not financed through subsidized “assisted affordable housing” programs, there is an immediate need for all housing types in Missoula. With 9,000 additional housing units needed by 2035, 900 new units in this development could offer 10% of that total need utilizing appropriate RM1-45 zoning. To serve 900 units with single family residences or townhomes would require 180 acres of otherwise available open space or land better utilized for agricultural or recreational use. Missoula as a valley has very limited developable land area which makes compact smart growth even more critical.

***** End of Report *****

*** Montana Code Annotated 2019**

76-2-304. Criteria and guidelines for zoning regulations.

(1) Zoning regulations must be:

(a) made in accordance with a growth policy; and

(b) designed to:

(i) secure safety from fire and other dangers;

(ii) promote public health, public safety, and the general welfare; and

(iii) facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements.

(2) In the adoption of zoning regulations, the municipal governing body shall consider:

(a) reasonable provision of adequate light and air;

(b) the effect on motorized and nonmotorized transportation systems;

(c) promotion of compatible urban growth;

(d) the character of the district and its peculiar suitability for particular uses; and

(e) conserving the value of buildings and encouraging the most appropriate use of land throughout the jurisdictional area.

From: Adriane Beck <abeck@missoulacounty.us>
Sent: Thursday, August 20, 2020 1:14 PM
To: Kody Swartz <kody@woitheng.com>
Cc: Spencer Woith <spencer@woitheng.com>
Subject: RE: Grant Creek Village - Emergency Preparedness

Thanks Kody,
Your summary is accurate of our conversation and is consistent with our County Emergency Operations Plan.

Adriane Beck
Director, DES Coordinator
Office of Emergency Management
Office 406-258-3632
Cell 406-830-0974
abeck@missoulacounty.us

From: Kody Swartz <kody@woitheng.com>
Sent: Thursday, August 20, 2020 12:51 PM
To: Adriane Beck <abeck@missoulacounty.us>
Cc: Spencer Woith <spencer@woitheng.com>
Subject: Grant Creek Village - Emergency Preparedness

Adriane,

Thank you again for your time to discuss the Grant Creek Village rezoning today. As we discussed on the phone, we are working through the rezoning in the process for Grant Creek Village and a major component of the opposition is traffic concerns and public safety if we were to experience a wildfire in the area. I am definitely sensitive to the issue as I was a residence of Lolo Creek Trails during both the Lolo Creek Fire of 2013 and the Lolo Peak Fire of 2017 and was put on a evacuation notice twice.

To summarize our phone conversation:

1. The Office of Emergency Management does not have specific plans in place for neighborhoods regarding evacuation plans. This is due to the fact that emergencies tend to be dynamic and there is never a one size fits all approach to an emergency response team. The plan would be developed by the incident commander to fit the situation.
2. We discussed that it would be likely that a number of different things could happen depending on the timing and severity of emergency and that law enforcement would be involved to help implement the plan of the incident commander. (e.g. the interchange could be closed by law enforcement to make sure that traffic is not preventing people from evacuating the drainage if it was at a busy time of day.)
3. We discussed that many drainages in Missoula are subject to the one way in and one way out problem that Grant Creek faces due to the geography of the valley.

Could you please let me know if I understood our conversation correctly and could you provide any further clarifications for us on this topic?

Thanks again for your time today,

KODY SWARTZ, PE, LSI

MISSOULA OPERATIONS MANAGER



3860 O'Leary Street, Suite A

Missoula, MT 59808

Office: (406) 203-0869

Cell: (406) 868-5478

Re: 2920 Expo Parkway

Adam Sebastian <SebastianA@ci.missoula.mt.us>
To mikemorgan@hm-assoc.com

Mike,

This synopsis appears accurate with no need for further clarification. Thank you for contacting our office and ensuring that there are no outstanding fire concerns pertains to this rezone.

Adam

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From: mikemorgan@hm-assoc.com

Sent: Thursday, August 20, 2020 16:13

To: Adam Sebastian

Cc: ken_aultco@hotmail.com; Kody Swartz; bob@abelintraffic.com; spencer@woitheng.com; Dave DeGrandpre

Subject: 2920 Expo Parkway

Adam,

Thank you for your time today. As we discussed on the phone, the reason for my call was in regards to our application for rezone at 2920 Expo Parkway, and to ask if you have any further comment or issues to address regarding your Agency Comments for the Missoula Fire Department and the Development Services staff report. I first made it clear that our conversation was in no way intended to be biased or coercive.

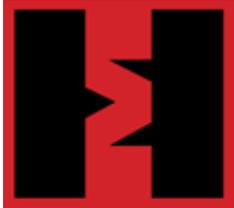
To summarize our conversation:

1. You explained in further detail, your comment stating "Construction and design provisions of the IFC which apply to this rezoning request include, but are not limited to, fire apparatus access roads, water supply for fire protection, and multiple-family residential developments having more than 200 dwelling units. The IFC provisions will be addressed during fire review of submitted plans and do not appear to affect this request."
2. You clarified that fire apparatus roads include all roads from a fire stations to a specific location. You said that there are no issues with fire access to 2920 Expo Parkway Road. You stated that when a project has over 200 dwelling units, at least two points of access are required. You pointed out that this project has 3 points of access, therefore no issue of concern.
3. You commented how you and I met during building permit application for the first phase of this project, and that we reviewed the full development in it's entirety, and that all emergency vehicle routes were in compliance, therefore no issue, and that you would re-review for compliance during each building permit application to insure compliance remains in place.
4. You clarified that water supply is adequately provided, therefore no issue.
5. I then asked you if you had any input about emergency evacuation strategies if for example, residents in Grant Creek needed to evacuate the area due to a wildfire. You commented that there is a city/county Emergency Evacuation Plan established throughout the city. If such an event were to occur, law enforcement and other emergency services would arrive and traffic

control would be controlled by personel rather than traffic signals. You recommended I speak with Adriane Beck with Missoula County – Emergency Management for more information.

Would you please let me know if I understood our conversation correctly and provide comment if you see any further clarifications needed?

Thank you again
Mike Morgan



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From: Stephen McDaniel
To: [Jeremy Keene](#); [Dave DeGrandpre](#); [Kevin Slovarp](#)
Cc: [Aaron Wilson](#)
Subject: RE: Grant Creek
Date: Thursday, August 13, 2020 3:20:16 PM
Attachments: [ExpoParkTISupdate7-29-20-Review.pdf](#)

All,

Attached are my comments. The updated TIS is not bullet proof, but after enough digging through the appendices, many of my concerns have been addressed. Grant Creek is built with a two-way left-turn lane (TWLTL) that will allow left-turning vehicles onto both Expo Parkway and Stonebridge Road while not affecting the operations of the northbound through movements. Most of the egress traffic out of the site will be making a right turn and head south into town, which allows for the existing geometrics to operate decently well, even in the full build conditions. Most of the queueing and poor intersection operations that plague the neighborhood today will be mitigated by the MDT improvements going in this fall/spring. The maximum observed queue in the full-build out is not anticipated to block any upstream intersections, or spill onto the freeway.

The main unknown at this point is the seasonal fluctuations associated with Snowbowl traffic. However, Snowbowl traffic should be peaking on weekends and not coincide with the weekday peak-hours of Grant Creek Road. This may be worth some internal discussion, and/or having the Abelin Traffic Services (ATS) reach out to Snowbowl for historic traffic data. Thoughts?

There are still a couple items that need addressed and/or were not addressed with the revised TIS that I would like clarified.

1. The TIS considers possible full build-out conditions, but provides a density below what was asked for in the rezoning. How will the City handle permitting/review of the site if/when the proposed conditions change in the future?
2. The intersection of Expo Parkway and Grant Creek Road (as analyzed) may include a dedicated left turn lane in an addition to the TWLTL. It should match the lane geometrics of the southbound direction with a TWLTL, however these are coded differently for some reason. Please have the ATS confirm the geometrics are coded correctly and consistently for both the Expo Parkway and Stonebridge intersections. **This was not addressed**

is this a dedicated left in addition to the TWLTL - why is southbound coded differently?

Lanes, Volumes, Timings
52: Expo Pkwy 07/27/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SSL	SBT	SBR
Lane Configurations		+			+						+	
Traffic Volume (vph)	12	1	214	28	1	8	82	202	4	8	363	3
Future Volume (vph)	12	1	214	28	1	8	82	202	4	8	363	3
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit		0.873			0.971			0.997			0.999	
Fit Protected		0.997			0.964			0.950			0.999	
Satd. Flow (prot)	0	1493	0	0	1606	0	1630	1711	0	0	1712	0
Fit Permitted		0.997			0.964			0.950			0.999	
Satd. Flow (perm)	0	1493	0	0	1606	0	1630	1711	0	0	1712	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		575			291			351			587	
Travel Time (s)		8.7			4.4			5.3			8.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	12	1	214	28	1	8	82	202	4	8	363	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	227	0	0	37	0	82	206	0	0	374	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane							Yes				Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	15	9	15	15	9	15	15	9	15	15	9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	58.2%											
ICU Level of Service	B											
Analysis Period (min)	15											

- How was the peak 15-minute period identified for the AM peak period (7 am to 9 am) and the PM peak period (4 pm to 6 pm) without collecting 2 hours' worth of data? **This was not addressed**

Stephen McDaniel, P.E.
Project Engineer

From: Jeremy Keene <KeeneJ@ci.missoula.mt.us>
Sent: Thursday, August 13, 2020 9:15 AM
To: Stephen McDaniel <smcdaniel@wgmgroup.com>; Dave DeGrandpre <DeGrandpreD@ci.missoula.mt.us>; Kevin Slovarp <KSlovarp@ci.missoula.mt.us>
Cc: Aaron Wilson <wilsona@ci.missoula.mt.us>
Subject: Re: Grant Creek

Thanks all, I think it is best that Dave stays on point with this. I'll just let Mr. Cox know about the upcoming meetings and that any additional staff comments will be available then. jk

From: Stephen McDaniel <smcdaniel@wgmgroup.com>
Sent: Thursday, August 13, 2020 7:54:27 AM
To: Dave DeGrandpre; Jeremy Keene; Kevin Slovarp
Subject: RE: Grant Creek

All, I should be able wrap up my comments and get them to you all today.

Best,

Stephen McDaniel, P.E.
Project Engineer

From: Dave DeGrandpre <DeGrandpreD@ci.missoula.mt.us>
Sent: Thursday, August 13, 2020 6:25 AM
To: Jeremy Keene <KeeneJ@ci.missoula.mt.us>; Kevin Slovarp <KSlovarp@ci.missoula.mt.us>;
Stephen McDaniel <smcdaniel@wgmgroup.com>
Subject: RE: Grant Creek

Hi Jeremy,

The planning board held a public hearing on the application August 5 and made a recommendation not to approve. City Council will decide the request.

The LUP will hold an informational meeting on the project on 8/19 and public hearing on 8/24. Abelin Traffic Services revised the TIS to address staff comments (although I am not sure to what extent). Is someone from Public Works/Engineering able to provide comments to the LUP or would you be willing to authorize WGM Group to provide comments?

Thanks,

Dave

From: Jeremy Keene <KeeneJ@ci.missoula.mt.us>
Sent: Tuesday, August 11, 2020 4:14 PM
To: Kevin Slovarp <KSlovarp@ci.missoula.mt.us>; Stephen McDaniel (smcdaniel@wgmgroup.com)
Cc: Dave DeGrandpre <DeGrandpreD@ci.missoula.mt.us>
Subject: Fw: Grant Creek

Can you give me an update on this? Thanks, jk

From: rtcoc <birder1@bresnan.net>
Sent: Tuesday, August 11, 2020 3:44 PM
To: Jeremy Keene
Subject: Grant Creek

Good afternoon,

I am putting together some comments for Council. Has Engineering or Public Works made any further reviews after Mr. Abelin added some narrative to his TIS but basically dismissed the 2019

measured traffic data as “anomalous”? Are either Department making an updated comment in light of my comments and the updated TIS?

Thanks for your consideration of this. Call if you wish; I would value your input.

RT Cox
307.299.2814
birder1@bresnan.net

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Re: updated TIS comment - 2920 Expo Prkwy

Jeremy Keene <KeeneJ@ci.missoula.mt.us>
To mikemorgan@hm-assoc.com

Hi Mike,

I concur with our staff/consultant's comments which are available publicly.

Best, jk

From: mikemorgan@hm-assoc.com <mikemorgan@hm-assoc.com>
Sent: Thursday, August 20, 2020 2:4
To: Jeremy Keene
Cc: Dave DeGrandpre
Subject: FW: updated TIS comment - 2920 Expo Prkwy

Hi Jeremy,
I'm preparing for our council hearing Monday evening for rezone application at 2920 Expo Parkway, and I'm wondering if you reviewed the updated TIS produced by Bob Abelin, and if you have any comment. If so, can you provide them to me please? I would like opportunity to review your comments. If you do not have any issues or comments, can you please reply stating as you see appropriate, that you reviewed the updated TIS and see no issues or comment?

Traffic impact deserves close attention, and the best factual based information possible is the objective. This email does not attempt to present any bias or sway any comment any particular direction. I am seeking strictly real factual based information free of any subjective based opinion.

Thank you

Mike Morgan



HOFFMANN MORGAN & ASSOCIATES, ARCHITECTURE & PLANNING
265 West Front Street, Missoula, MT 59802
P: 406.728.8847
mike@hm-assoc.com
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August 24, 2020

Dave DeGrandpre, Planning Supervisor
City of Missoula
435 Ryman Street
Missoula, MT 59802

RE: Grant Creek Village TIS Public Comment Responses

Dear Dave,

Below please find the responses to specific public comments regarding the traffic on and around Grant Creek Road as it relates to the July 2020 TIS for the Grant Creek Village project in Missoula. These responses are for the public questions and comments from the City Council meeting on August 24, 2020.

Public Comment- The traffic data used in the report was collected in 2020 during the Covid pandemic

All of the traffic data used for this project was collected by ATS and MDT in 2017 and 2019. No traffic data was collected in 2020 and no data used in the project was affected by the current Covid pandemic. All of the data was collected while school buses were running under 'normal' traffic conditions. This information is detailed in Section C of the Traffic Impact Study.

Public Comment- The Grant Creek Village development will produce 10,000 vehicle trips per day and the existing 560 homes in Grant Creek produce 5,715 vehicle trips per day.

The presentation from the Rocky Mountain Elk Foundation suggested that the existing 560 homes on Grant Creek Road currently produce 5,715 trips per day. This is verifiably incorrect. The official MDT traffic counts collected on Grant Creek Road report less than 2,000 daily trips north of Stonebridge Road and less than 6,000 trips per day north of the I-90 interchange. Traffic on the southern segment of Grant Creek Road also includes vehicles from all the commercial properties along Grant Creek Road, the Expo Parkway businesses, and the Rocky Mountain Elk Foundation. Traffic from these commercial land uses equals 2,000 to 3,000 trips per day. At most the existing 560 homes in Grant Creek produce 3,000 to 4,000 vehicle trips per day, or 5-7 trips per unit, which is similar to the trip generation rate anticipated for the Grant Creek Village Apartments.

Apartment complexes typically produce vehicle trips at a lower rate than single-family homes. According to the ITE Trip Generation Manual, apartment complexes produce vehicle trips at a rate of 5.44 daily trips per unit. Based on this rate, the trip generation for this project would be less than 5,200 trips per day. This information is detailed in Section E of the Traffic Impact Study.

If you have any questions about these questions or responses, please feel free to contact me at 406-459-1443.

Sincerely,

A handwritten signature in black ink, appearing to read "Bob Abelin". The signature is fluid and cursive, with the first name "Bob" and last name "Abelin" clearly distinguishable.

Bob Abelin, P.E. PTOE
Abelin Traffic Services, Inc.

Fwd: Population Growth at Hellgate Elementary/Middle School

Begin forwarded message:

From: Doug Reisig <dreisig@hellgate.k12.mt.us>
Date: August 20, 2020 at 2:06:21 PM MDT
To: Jessica Mao <jessica_aultco@hotmail.com>
Cc: "'pfalls406@gmail.com' (<pfalls406@gmail.com>)" <pfalls406@gmail.com>
Subject: RE: Population Growth at Hellgate Elementary/Middle School

Jessica:

I will answer your questions with the standard answers that I provide all groups that seek to find information about the school district when residential development is ongoing within the school district boundaries.

1. Currently, the school district enrollment stands at 1,530 students (Kindergarten through 8th Grade).
2. The completion of the new middle school, that opened on August 28, 2019, has increased the school district's capacity to comfortably accommodate another 270 students which would push the student enrollment to approximately 1,800 students (kindergarten through 8th Grade).
3. If "push came to shove", the school district, on its 43 acre campus, could accommodate an additional 200 students which would push the school district's student enrollment to around 2,000 students.
4. Should student enrollment approach 2,000 students, thus placing approximately 500 students in each building, it would be crowded. However, the school district has done this in the past, before the new middle school was built, with each of the existing three school buildings housing close to 500 students in each building. Ideally, I would like the school district to stay within the 1,800 student level but there is room to accommodate more students, if necessary.
5. The school district can accommodate increasing school bus requirements with the possibility of Hellgate Transportation, the school district school bus contractor, having to purchase an additional school bus or school buses to accommodate for students in the apartment complex. I would ask that a street or roadway be provided through the development in order for school buses to look through the development to help with access to and from the Grant Creek roadway system.
6. Historically, out of the Mullan Reserve and Brooklyn Apartment complexes, the school district has about 100 students enrolled in the school district (combined number). That number can and does fluctuate but that was generally the number of students from the 2019/2020 school year.

Should you need any further information from me, please do not hesitate to contact me at (406) 728-5626.

Doug

From: Jessica Mao [mailto:jessica_aultco@hotmail.com]
Sent: Thursday, August 20, 2020 1:17 PM

To: Doug Reisig

Subject: Population Growth at Hellgate Elementary/Middle School

Hi Doug,

You may remember me from Brooklyn West Apartments as the property manager. Early this year, we sold Brooklyn West and moved to a new project in the Grant Creek area. I am hoping you would be willing to answer some questions in regards to Hellgate's future capacity.

- Can Hellgate Elementary/Middle School currently support more students?
- How many more students do you think?
- Can the Grant Creek bus system handle more students?

We appreciate your time and if you could, we are hoping to hear back from you within the next couple days. Thank you!

Best Regards,

Jessica Mao

Aultco Constuction, Inc

P: (808)265-0668

E: jessica_aultco@hotmail.com

A: P.O. Box 1951, Missoula, MT 59806



Eran Pehan, director of the Office of Housing and Community Development supports the rezone. She expanded on the comment previously provided by her office and attached to the staff report. The rezoning complies with many of the policies, objective and goals outlined in the Growth Policy. Although it does not comply with all the statements and goals, but on balance, it is the type of development her office hopes to see in this area. Specifically, this proposed development helps achieve the housing needs defined in the Growth Policy and the goals outlined in "A Place to Call Home", which is the adopted housing policy. Ms. Pehan stated that the city of Missoula needs approximately 9,000 new homes by 2035 to meet modest population projections. The Office and Housing and Community Development, and the City of Missoula believe strongly that all neighborhoods need to do their part in ensuring that Missoula remains a place where everyone can call home. Affordable housing is housing that is affordable to you; it does not mean subsidized housing, which serves a role, and is desperately needed. While the proposed project is not subsidized, rental homes are needed at all prices to support a healthy market and prevents further rental inflation. In that sense, now market rate housing does directly result in affordability across the market and is called for in the growth policy. She stated that neighborhoods like Grant Creek largely consist of singlefamily homes and are bordered by open space, providing little opportunity for the addition of new homes, in alignment with the Growth Policy. She feels the proposed development provides the Grant Creek neighborhood to contribute to the solution. This development provides a transition between the auto-oriented commercial development along the Reserve Street corridor, and medium-density multi-family homes, condominium type development, and the single-family homes further to the north. This type of transition supports a healthy mix of development types and is often a keystone in what is termed "missing middle housing development". She stated that the missing middle housing development helps control the cost of homes by focusing on that shared infrastructure while also protecting other community values, such as access to open space. By building more compactly in appropriate areas, Ms. Pehan stated the Growth Policy allow for continually weighing the values of the community. This development presents challenges in traffic and access to public transportation; however, these concerns also apply to other, more compact, housing developments that is happening throughout Missoula. The Missoula Northside neighborhood approved a 400-unit low-income tax credit housing complex called the Villagio. Although the residents of Grant Creek oppose the rezoning because the area lacks sustainable transportation infrastructure, the same is true for the Northside. Ms. Pehan stated that concerns and challenges of traffic and public transportation apply to compact housing development throughout Missoula. She noted that no neighborhood group on the Northside formed to protest the Villagio, even though that project will increase traffic drastically in an area with poor transportation infrastructure. Ms. Pehan understood that the unit count at the Villagio development would be like the first two phases of Grant Creek Village, even though they have deficient sidewalks. She stated that there is no perfect site for dense housing, but like the Villagio neighborhood, city planners can work with developers to increase transportation connectivity. The Grant Creek neighborhood is being asked to absorb the same level of density as other projects coming online, which have similar challenges. Not just a few neighborhoods need to bear the burden to meet the housing needs.