

Project Summary

WGM Group Inc. is representing the developer, Trinity Apartments LLLP, with a 2-Lot Minor Subdivision known as Trinity Mullan Subdivision. Intrinsik Architecture, Inc., Homeword, Inc., Missoula Housing Authority, and BlueLine Development make up the development team for the future build-out on Lot 1. The team is assisting in the form of architecture and project-specific information for the development of Lot 1.

Trinity Apartments LLLP, in cooperation with the current property owner, Missoula County, is proposing a two lot minor subdivision north of Mullan Road, on the Missoula Detention Center property at 2340 Mullan Road. The site consists of 22.39 acres and is currently occupied by the Missoula Detention Center, Missoula Correctional Services, Missoula Pre Release Center, and an Evidence Storage Building. The eastern acres of the property is vacant.

The parcel is legally described by the Montana Cadastral as Parcel 2A of Certificate Survey 4878. However, upon title work investigation and consultation with the Missoula County Surveyor's Office, it was determined that Missoula County, the current owner of the property, owns to the center of the 66-foot right-of-way of Mullan Road (see Section 6, Supplemental Information of the subdivision application) and Dollar Rent-a-Car owns an additional strip of property running north/south measuring 10,378 square feet. After these corrections are taken into consideration the actual legal description of the property is Parcel 2A of Certificate of Survey No. 4878, less and excepting that tract of land described in Book 217 Deeds, Page 587 and surveyed per Deed Exhibit No. 935, all on file and of public record in Missoula County, Montana; and that certain 30 feet of the 66-foot wide Mullan Road Public Road Easement lying northerly of, and adjoining, the centerline of said Mullan Road, all located in the south one-half (S1/2) of Section 17, Township 13 North, Range 19 West, Principal Meridian, City of Missoula, Missoula County, Montana.

The Vision for Trinity Mullan Subdivision

The Trinity Mullan Subdivision will consist of two lots. Lot 1 will be approximately 5.28 gross acres or 4.95 net acres in size and will be used for a 130-unit deed-restricted affordable housing project and navigation center. One hundred of the apartments are designated for Missoula's workforce who earn between \$9-\$15/hour. Thirty of the apartments (permanent supportive housing) follow the Housing First model and will be for people who are chronically homeless and currently living on the streets of our neighborhoods. To help them be successful and keep their rental home, on-site wrap-around services will be provided through a collaboration of local service providers. There will be on-site staff 24 hours a day to ensure the safety and stability of these residents. Also included is a service-enriched center providing social services that will assist the area's hardest to house neighbors in navigating housing options, providing access to mental, behavioral, and physical health care, and other essential services.

The center offers the opportunity to regain safety and engage in supportive helping relationships that allow people to move forward with rebuilding their lives, as well as develop pathways to permanent homes they can afford income, healthcare, and stability. The apartments proposed for the project are for residents of Missoula who earn lower wages or live on fixed incomes, along with dedicated homes for those experiencing homelessness. Due to the proposed uses and users of the property, it is anticipated there will be greater than average amount of pedestrian traffic to and from the property. The layout of the property takes into account the locations of the

current public transportation infrastructure and anticipated pathway to the Center by its users. The workforce housing residents (100 apartments) are anticipated to access public transportation on East Broadway or utilize personal vehicles and bicycles, typical to that of other affordable and market-rate multi-family properties in Missoula, whereas the majority of users of the navigation center are anticipated to be accessing the center on foot or bicycles from Mullan Rd. The permanent supportive housing residents (30 apartments) are anticipated to be accessing public transportation via Maple Street and the center's internal walkway system.

The key components of the navigation center and permanent supportive housing (PSH) apartments include a low-barrier environment to house those in our community that are hardest to house. The services and providers associated with the center and residents of the permanent supportive housing (PSH) homes allow on-site residents and others in the community access to intensive supportive services and those services that are critical to keeping residents housed and out of the cycle of homelessness. The center has created numerous discussions and engagement of local service providers and government involvement to offer an opportunity for partnerships, central location, and nonduplication of services under one roof, and allow the gaps in current provider services to be minimized. The center will potentially offer on-site medical and behavioral health professionals, of whom can be accessed by the residents of the PSH homes and other low-income residents and families of Missoula.

Lot 2 will be 17.11 gross acres or 16.29 net acres and will continue to be used by Missoula County for the Detention Center, Pre Release, and evidence storage.

Property History

The subject site is owned by Missoula County and on November 1, 1999, the Missoula County Detention Facility opened, replacing the overcrowded and outdated facility on the fourth floor of the courthouse annex. The detention center is a division of the Missoula County Sheriff's Department and is headed by a Commander and an Assistant Commander and requires nearly 120 total staff to operate. The facility has three main components: a juvenile detention facility, a county adult detention facility, and a contracted community corrections facility called Missoula Assessment and Sanction Center (MASC). The total capacity is 394.

Missoula Correctional Services and Missoula Pre Release are located in the southwestern corner of the property. The Missoula Pre Release serves male and female residents and is operated by Missoula Correctional Services, Inc., under a contract with the Montana Department of Corrections.

The Missoula County evidence warehouse is located within a gated area in the northwestern corner of the property. Police evidence is stored within the warehouse building and overflow parking is provided for special team's vehicles, impound vehicles, and sheriff vehicles that are not used daily.

Zoning and Growth Policy Compliance

Zoning

The property is zoned M1R-2, Limited Industrial-Residential. There is no minimum parcel area for properties zoned M1R-2 except for single-purpose residential or

mixed-use residential structures which both require a minimum parcel area of 3,000 square feet. Both of the proposed lots will exceed the 3,000 square feet requirement. Setbacks are not required unless the M1R-2 property abuts a residentially zoned district. This property does not abut any residential zoning districts.

The M1R-2 zoning permits all residential building types and density is calculated at 1,000 square feet minimum parcel area per dwelling unit. Lot 1 is proposed to be 5.28 acres and contain 130 dwelling units that will comply with the density requirements. Lot 2 will not contain any residential dwelling units, and at this time, no further development or new buildings are planned on Lot 2 that we are aware of, at this time.

Adjacent zoning and uses include the following:

	Zoning	Existing Land Use
Adjacent (North)	M1-2/Design Excellence Overlay	Commercial
Adjacent (South)	C2-4	Commercial
Adjacent (East)	M1-2 and C2-4/Design Excellence Overlay	Commercial
Adjacent (West)	M1R-2	Commercial

Growth Policy

Our Missoula 2035 City Growth Policy recommends a land use designation of Regional Commercial and Services. Current relatable zoning districts for lands within the regional commercial and services designation include C2, M1R, OP3, and C1. This property is zoned M1R which complies with the land use designation of the Growth Policy. The development planned for Lot 1 furthers several goals of the growth policy including:

- Addressing housing costs to make housing affordable and accessible for all. The Trinity development plans to accomplish this by:
 - Providing housing vouchers that move people quickly from homelessness into housing with support services that also include job training and employment assistance, creating a holistic approach in keeping folks housed and transitioning from the streets to a permanent safe, and stable home.
- Developing additional safe, affordable, and permanent housing for low-income and homeless families/individuals with services. The apartments will provide homes that are income and rent-restricted, to individuals and families earning 70% or less than the area median income. Supporting quality, compact, and connected urban development in areas with existing infrastructure. The Trinity development is accomplishing this by:

- Locating in an area of town where sewer, water, and adequate road infrastructure already exist.
- Providing services and housing for those in need that are close to services and easily accessible by bike, foot, or bus.

The development will also support the 2022 Reaching Home Vision by:

- Providing a central location for services to keep people housed. Missoula's homeless services are scattered in both location and function.
 - The navigation center will provide for a more centralized initial intake where basic information is gathered and then shared with all service providers. This will benefit both the homeless, those at risk, and service providers. Coordinating information will help coordinate services, for the homeless and for those at risk of becoming so.
- Creating more affordable housing and more housing that is affordable.
 - The Trinity development will 30 permanent supportive housing units for the hardest to house and an additional 100 rent and income-restricted homes that people with low incomes can afford.
 - Trinity will also incorporate a low-barrier resident selection and property management plan to work to house those facing non-income based barriers to housing, including but not limited to poor credit, unfavorable landlord references, or (select) criminal record from past events.
- Providing a location for services, health, and case-management available to those who are homeless, those who've recently moved into housing, or those at risk of losing housing, in addition to other lower-income individuals and families of Missoula.

Primary Review Criteria Report, Summary of Probable Impacts, and Subdivision Regulation Compliance

1 and 2. Agriculture and Agricultural Water User Facilities

Agriculture

For over twenty years, the Missoula County Detention Center has operated from this location. No agricultural or timberland will be removed from the current supply and all adjoining lands are used commercially.

Soil Type

Proposed Lot 1 of the Subject Property contains Orthents soils which are not classified as prime farmland. Orthents soils also cover the majority of proposed Lot 2. Moiese gravelly loam soils are located in a small portion of the northeast corner and northwest corner of Lot 2. The Moiese gravelly loam soil unit is categorized as farmland of local importance. The areas within the Subject Property that contain Moiese gravelly loam soils have very limited or no agricultural potential.

Agricultural Water User Facilities

There is no evidence of recent agricultural water use for this property, however, the Hellgate Valley Irrigation Ditch (Flynn Lowney Ditch), is located on along the

southern property boundary. Existing easements of varying widths (20 feet – 35 feet) encompass the ditch. The 20-foot-wide easement located along the southwestern boundary line of Lot 1 will be expanded to 35-foot-wide to accommodate the request from the ditch company. The ditch company indicated that no expansion to the 20-foot-wide ditch easement on Lot 2 was necessary. A maintenance agreement will be entered into with The Flynn Lowney Ditch Company and the owners of Lot 1. The ditch company will not require a maintenance agreement with Missoula County since the property along the ditch is already built out.

A box culvert or corrugated metal arch bridge crossing will be installed across the Flynn Lowney Ditch for a driveway connection to Mullan Road. Final design drawings for this proposed ditch crossing will be coordinated with the City and the ditch company. A sewer main extension will also be installed under the ditch. The ditch will only be disturbed for a short period of time, and only after the ditch has been turned off for the season. Following infrastructure installation, the ditch will be repaired to its original condition. These activities will not result in any changes to agricultural water use.

Water rights are through Hellgate Valley Irrigation Company shares and are not associated with the land. The current owner, Missoula County does not have irrigation ditch company shares.

3. Impact on Natural Environment

Historical Features

There are currently no structures on Lot 1 where the Trinity complex is proposed. As long as there will be no disturbance or alteration to structures over fifty years of age, the Montana Historical Society feels that there is a low likelihood cultural properties will be impacted by the project. Therefore, the Montana Historical Society concluded that a cultural resource inventory is unwarranted at this time. However, if cultural materials are inadvertently discovered during the project, the Montana Historical Society office should be contacted, and the site investigated.

Groundwater

Shallow groundwater was encountered at depths of 17.0 to 18.3 feet below ground surface during exploratory boring conducted between May 28, 2020, to June 2, 2020 (Geotechnical Report, Section 6). Clay deposits in this area of the Missoula Valley can create perched, shallow groundwater lenses. Well logs from a nearby property describe shallow groundwater. The shallow groundwater is separated from the deeper Missoula aquifer by numerous clay layers (Groundwater Information Center IDs: 300566 and 300526). The Clark Fork River and smaller tributaries flowing into the valley recharge the Missoula aquifer. Hellgate Canyon is the primary recharge area for the Missoula aquifer. Based on well logs for the area, the water table of the Missoula aquifer is approximately 50 feet below ground surface.

Surface Water

The Flynn Lowney Ditch is the only surface water associated with the property. The ditch is seasonal and is turned off November through mid-May. Minimal impacts are anticipated with the placement of the new ditch crossing and sewer main extension.

A maintenance agreement will be entered into with the ditch company and the future owners of Lot 1.

Vegetation and Riparian Resource Areas

The property has been owned by Missoula County for over 20 years and used for correctional services. Lot 1 of the subdivision is sparsely vegetated. The predominant plant species include spotted knapweed, salsify, hairy vetch, and dandelions. There is a row of landscaped deciduous trees on the southern boundary of Lot 1 along an unimproved access drive to Maple Street. The densest patch of knapweed on the property is located in the northeast corner of Lot 2 (north of Lot 1), as illustrated on the Weed Management Plan Site Map provided in Exhibit A of the covenants. The majority of Lot 2 is landscaped with turf grass and mature trees. No modifications are proposed to the landscaping associated with Lot 2. The trees on Lot 1 will be removed, however, new trees will be provided according to the zoning regulations.

Since no boulevard exists or can be built along Mullan Road, trees approved by the Urban Forester and the Ditch Company will be placed on the north side of the ditch per the request of Parks and Recreation. The tree locations along the ditch will be similar to those planted further west of the subject parcel. Proposed boulevard trees along the north side of Maple Street will also be approved by the Urban Forester. The conifer trees existing along the West Broadway frontage will remain. A riparian Resource Management Plan is not proposed with this subdivision since no riparian vegetation exists on the parcel.

Geology/Hydrology/Soils/Slopes

Lot 1 of the subdivision is relatively flat with the surface elevations ranging about three feet. Minimal site grading will be needed to level the site for construction and to provide positive drainage away from the new structures and surrounding finished grades. Disturbed areas surrounding the building will be revegetated.

Exploratory boring beneath the topsoil horizon and paved areas of the Subject Property determined that the soil profile generally consists of varying thicknesses of fine-grained silty or clayey deposits, extending to depths of 9 feet or less. Below the fine-grained soil, or in some cases beneath the topsoil, discontinuous seams of sand were encountered. The sand extended to depths of 2.8 to 8 feet, and beyond the maximum depth explored in borehole BH-2 (10.5 feet). Medium dense to very dense alluvial gravel was encountered below the silty, clayey, or sandy soils, and extended beyond the maximum depth explored in all of the boreholes in which it was encountered (maximum depth of 26 feet). Undocumented fill was encountered to a depth of approximately 5.5 feet in borehole BH-10, and to a depth of approximately 1 foot in BH-15.

A geotechnical report has been included in Section 6 and notes that the property does not include areas with potential for land sliding, slope instability, or high groundwater.

4. Impacts on Wildlife and Wildlife Habitat

Common birds and mammals utilize the site at times. There are no sensitive, critical, or key wildlife areas within the site. There will be minimal displacement of wildlife with the development.

5. Impacts on Public Health and Safety

The development does not fall within the Airport Influence Area. An above-ground power line exists near the southern property boundary. Construction in this area will be limited to the extension of a sewer main and a box culvert in the ditch to provide access to Lot 1. Construction should not interfere with the above-ground power line. Site access and fire hydrant placement have been coordinated with the Missoula Fire Department to ensure public health and safety. Ongoing coordination is being done with the City of Missoula Fire Department. At least one new fire hydrant will be needed for the proposed project on Lot 1. The final location will be verified by the City Fire Department at the time of building permit.

6. Impact on Local Services

Roadways and Non-Motorized Facilities

Access to the Trinity Mullan Subdivision will be via Mullan Road, a minor arterial roadway, and Maple Street, an urban local commercial/industrial roadway. Approximately 100 feet of the subject property abuts West Broadway, a principal arterial, along the northwest property boundary. Due to traffic flow on West Broadway, the primary approach to Lot 1 will be off of Mullan Road. A new box culvert or corrugated metal arch bridge crossing will be utilized to provide a bridge over the existing Flynn Lowney Ditch. This crossing will occur in the southwestern corner of Lot 1.

The existing access for Lot 2 will be maintained on Mullan Road. Missoula County and/or the Detention Center personnel may request an additional access point on to West Broadway in the future. This approach will need to be reviewed and approved by the Montana Department of Transportation; however, it is not included in the proposed Trinity project.

Maple Street dead-ends at the east side of Lot 1, and once on the lot a circular driving lane and parking area will be provided for the use and benefit of the Trinity development. A road sign near the intersection of Maple Street and West Broadway exists indicating that there is "No Outlet" on Maple Street. During the City in-house review on July 14, 2020, engineering noted that a public motorized access easement would be required. This access easement is not being proposed since no through street or dedication of public right-of-way is provided or necessary. There is currently a significant amount of cars that queue up at the right-hand turn lane of the West Broadway and Mullan Road traffic signal. Because of this, there is a concern that a public vehicular access easement would invite cars and trucks headed southbound on West Broadway to cut through the site and avoid the traffic signal to access Mullan Road. The proposed project on Lot 1 anticipates higher levels of pedestrian traffic, specifically on the south edge of the site due to the anticipated users and location of the navigation center and permanent supportive housing units, therefore reducing the number of vehicles traveling through the site will reduce the chances of pedestrian and vehicle conflicts and would increase the safety of non-motorized transportation.

Bike lanes and 5-foot sidewalks exist along Mullan Road. A 5-foot sidewalk also exists along the south side of Maple Street. These sidewalks are

curbside along Mullan Road and Maple Street. Five-foot sidewalks, boulevards, and wide shoulders exist along West Broadway. The wide shoulder along West Broadway can accommodate bicyclists and/or parking.

A new 5-foot sidewalk and boulevard are being requested by City Engineering along the north side of Maple Street. Acquiring additional right-of-way north or south of the existing right-of-way is not possible since those properties are held in different ownership from the subdivided property. The 5-foot sidewalk on the south side of the road is in good condition. The existing 48-foot right-of-way allows for improvements to the north side of Maple Street including a 5-foot sidewalk, curb and gutter, and a 7-foot boulevard. The curb ramps on the north and south side of the intersection of Maple Street and West Broadway will be improved to meet current standards, with permission obtained from the Montana Department of Transportation. The City of Missoula will be participating in the cost of improvements to the north side of Maple Street and the curb ramp on the south side of Maple Street. The City of Missoula has a project planned to improve the Maple Street right-of-way. The future owner of Lot 1 will participate in a cost improvement agreement with the City of Missoula to construct the required right-of-way improvements. Once the proposed improvements are constructed, Maple Street will contain 5-foot sidewalks on both sides of the street, 28 feet of roadway including two drive lanes and one parking lane, a seven-foot boulevard on the north side, and curb and gutter.

Due to the limited right-of-way width of Maple Street, bike lanes cannot be added to this street section. Bicycle traffic will likely occur in the driving lanes of Maple Street. Maple Street is only 310 feet from the intersection of West Broadway to where it dead-ends at the eastern property boundary of Lot 1 and only three other businesses access this short section of Maple Street.

A system of interconnected sidewalks and pedestrian improvements exists for the development on Lot 2. Sidewalks and pedestrian improvements are proposed with the development of Lot 1. A 12-foot public non-motorized access easement and a 6-foot wide path will be provided over and across a portion of the northern boundary of Lot 1 for connection to West Broadway. A separate agreement with the Dollar-Rent-A-Car property, owned by B & J Investments, will be entered in to with Trinity Apartments, LLLP (the future owner of Lot 1) to extend the 12-foot non-motorized access easement and sidewalk across the northern triangular portion of the property to make a complete connection to West Broadway. A detailed exhibit has been provided in Section 5. A six-foot public non-motorized access easement and five-foot sidewalk will also be provided north of the ditch on Lot 1 to connect the sidewalk(s) on Maple Street to the sidewalk on Mullan Road. These connections along with the new sidewalk along the north side of Maple Street will allow for pedestrian connectivity to Lot 1 in all directions in the shortest distance possible.

Parking

The developers believe an important component to maintaining a usable and orderly neighborhood can be accomplished by providing ample parking. While 26 parking spaces will be removed from the development on the existing county parcel, adequate parking will remain for the Detention Center, MASC, Missoula Pre Release, Missoula Correctional Services, and the evidence warehouse. WGM Group prepared a parking assessment according to Section 2060.020 (E) of the Title 20 Zoning Regulations. This assessment can be found in Section 6 of the subdivision application and notes that 143 regular parking spaces and four service spaces will remain for

county use outside of the gated evidence warehouse area.

Parking lanes do not exist on Mullan Road, and only informally exist along West Broadway and Maple Street. The additional overflow spaces provided onsite will assist in absorbing off-site parking issues.

The Trinity development is expected to increase the number of automobile trips per day by 688. The 100 workforce units are expected to generate 543 vehicle trips per day, while the 30 permanent supportive housing units are expected to generate 53 vehicle trips per day, and the 8,000 square foot navigation center will generate 92 vehicle trips per day.

Variations

The City noted that variations would be needed along all three existing roadways and for the proposed neighborhood connector trail north of the Flynn Lowney Irrigation Ditch. The existing motorized and non-motorized facilities were developed under different regulations and in most locations outside of subdivision review.

The variations requested for this project are as follows:

- *Variance 1* – A request to retain the current configuration and design of Mullan Road within the existing 66-foot-wide right-of-way, rather than a 100-foot right-of-way required for minor arterials in the subdivision regulations. The current configuration does not include boulevards, or six-foot-wide sidewalks, though a five-foot-wide sidewalk does exist on both sides of Mullan. The affordable housing Trinity project would like to take advantage of the existing infrastructure that exists along Mullan Road. Due to the existing public road easement, previous road grid plan, ditch location, and ditch easement an expanded road width is not possible. A public access easement and new sidewalk (for pedestrian and bike use only) are proposed from Maple Street, through the Trinity project, to Mullan Road as mitigation for keeping the existing curbside sidewalks along Mullan Road.
- *Variance 2* – A request to retain the current configuration and design of Maple Street within a 47.5-foot (+/-) -wide right-of-way, rather than the 80-foot-wide required right-of-way for an Urban Local Street Commercial/Industrial type street as listed in the subdivision regulations. A boulevard and sidewalk do not currently exist on the north side of Maple Street, however, these improvements are requested by City Engineering. The developer recognizes the importance of boulevards and sidewalks and will be installing a 5-foot sidewalk, curb and gutter, and a 7-foot boulevard along the north side of Maple Street. The curb ramps on the north and south side of the intersection of Maple Street and West Broadway will also be improved to meet current standards, with permission obtained from the Montana Department of Transportation. The City of Missoula will be participating in the cost of improvements to the north side of Maple Street. The City of Missoula has a project planned to improve the Maple Street right-of-way. The future owner of Lot 1 will participate in a cost improvement agreement with the City of Missoula to construct the required right-of-way improvements. Once the proposed improvements are constructed, Maple Street will contain 5-foot sidewalks on both sides of the street, 28 feet of roadway including two drive lanes and one parking lane, a seven-foot boulevard on the north side, and curb and gutter.

- *Variance 3* - A request to retain the current configuration and design of West Broadway specifically allowing a reduced boulevard of seven and a half feet in width on the east side of Broadway and a five-foot-wide sidewalk on each side of Broadway. The right-of-way width complies with the subdivision regulations and the boulevard width on the west side of Broadway also meets the minimum width of the subdivision regulations (10-foot minimum).
- *Variance 4* - A request to provide a 5-foot wide asphalt neighborhood connector trail in a 6-foot wide public non-motorized pedestrian access easement rather than a 6-foot wide trail in a 12-foot wide easement. The trail is proposed north of the Flynn Lowney Irrigation ditch and south of the proposed parking lot on Lot 1. The trail will be maintained by the future owner of Lot 1 and will still comply with the City of Missoula Public Works Standards and ADA requirements.

Please see the full variance request write-ups in Section 4 of this subdivision application for more information.

Sewer System

A gravity sewer main flows west and runs along the northern right-of-way line of Mullan Road. Lot 2 is currently served by this sewer main and Lot 1 will be served by a sewer main extension. A sewer force main runs along the western boundary of West Broadway. No connections are necessary or proposed to this forced main.

Water System

City of Missoula water mains and fire hydrants will serve all properties within the Trinity Mullan subdivision. An existing 12" water main bisects the subject property. The water main that bisects Lot 1 will be relocated prior to construction of the proposed development. No modifications are proposed to the water main on Lot 2.

Water and Sanitation Report

Trinity Mullan does not include a new water supply or new wastewater facilities. Trinity Mullan is adjacent to existing water and sanitary sewer mains. Individual water and sanitary sewer mains internal to the development on Lot 1 are planned to be extended for service as the project is built.

The State of Montana exempts subdivisions extending municipal facilities (City of Missoula sewer and water mains) from the requirements of this section, within the application [MCA 76-3-622, 1, 2 & 76-4-125, 2,2d].

Utilities

The site is served by NorthWestern Energy for electric and gas service. Multiple communications services are available as are cable TV services. Solid waste will be collected by Republic Services.

Storm Drainage

A storm drainage analysis has been prepared. The City of Missoula Subdivision Regulations, City of Missoula Storm Water Specifications and Design Standards along with the MS-4 general permit provided regulatory guidance for the analysis. The storm drainage system has been sized with adequate volume to handle the 24-hour 100-year storm event.

Emergency Services

This subdivision is within the City of Missoula Fire and Police Districts. The nearest

fire station is located on Pine Street, less than 2.5 miles from the subdivision. The City of Missoula Police Department is located downtown and is less than two miles from the subdivision. Missoula Emergency Services will provide ambulatory services if needed to the property. Multiple fire hydrants are located near the property, and we have been in contact with City Fire (email on July 31, 2020). At this time, a new fire hydrant will be required where Maple Street intersects the Trinity Mullan Subdivision (see Section 9, Agency Correspondence of the subdivision application for Fire Department correspondence). The Trinity project is planning to install this new fire hydrant.

Housing

The Trinity Mullan Subdivision is adding 130 units to the rental housing stock. Of these 100 of the units will be for workforce housing and the other 30 will be for permanent supportive housing. The rental rates, including a utility allowance, will range from \$391 (lowest 1 bedroom) to \$1,233 (highest 4 bedroom). Note: Rents are established by HUD on an annual basis and are subject to change at time of leasing. There will be approximately 100 one-bed units; 23 two-bed units; five three-bed units; and two four-bed units with occupancy expected by January of 2023.

Schools

It is estimated households will have between 0.2 - 0.5 children each, indicating that potentially 26-65 children may live in this neighborhood based on the number of homes. This subdivision is within the Hellgate Elementary and Middle School District boundary and Big Sky High School District boundary. The additional children are not expected to significant impacts on the schools.

Parks

Parkland dedication is not required with this subdivision. Section 3-080.2C of the City of Missoula Subdivision Regulations exempts subdivisions from providing parkland if only one additional lot is created.

This subdivision will not decrease the amount of outdoor recreation area associated with the Detention Center. All state and federal regulations regarding outdoor activity area will still be met. The developers are very aware that outdoor recreational areas are needed for the residents within Trinity housing development and therefore intend on developing the site in such a way that the workforce housing units will have approximately 17,000 square feet of contiguous useable space on the north end of the property and the supportive housing units will have approximately 16,000 square feet of contiguous useable space on the south end of the property. These areas will be functional, allow for social interaction, livability, and recreation. Secure, private outdoor space is a critical programming requirement for the successful implementation of the 30 permanent supportive homes, providing safe outdoor space away from exterior distractions. A preliminary site layout for the Trinity development is included in Section 6.

The Flynn Lowney Irrigation Ditch is located on the south end of the property an easement of widths varying from 20 feet to 35-feet. No construction will occur within this area except for the access bridge and sewer main extension, therefore protection to the agricultural water that feeds the area west of town will be protected.

Neighborhood Meeting

On August 6, 2020, WGM Group and the developers hosted a neighborhood public

meeting. There were two attendees from the public and a staff member from Development Services. During this meeting, WGM and the developers discussed the subdivision process, site location, and future development on Lot 1. WGM and the developers took questions and answers from the attendees while the preliminary plat and site layout were available for viewing. Here is a link to the presentation that was held via Zoom

<https://www.dropbox.com/sh/6ixghdmhvkphcn8/AAA40xnEm3ZF8bOwcw-FDyFda?dl=0>.

Additionally, Homeward and Blue-Line have been and continue to be in direct contact with the owner of Dollar-Rent-A-Car and have made multiple attempts to contact the property owners south of Maple Street and the owners of Rangitsch Bros. Neighborhood meeting notices were personally handed out to the businesses along Maple Street and Rangitsch Bros.