

Notes from Trinity City In-House Meeting

7/14/20

Parks & Rec.

- There is not a boulevard along Mullan Road. Instead of requiring boulevard landscaping, we will require street-frontage landscaping on the north side of the ditch, in compliance with Title 20. This mimics what was done along the detention center and at Missoula Bone & Joint. Parks should look it over. The ditch company has requirements for landscaping placed near the ditch. They do not want dead leaves and other debris falling into the ditch. Applicant should run landscaping near the ditch by the ditch company.
- Activity Areas are not required. However, Parks would still like to see the calculations on the plans considering the benefit recreation area provides (as on the site plan dated July 9, 2020). The applicant should aim to meet the area requirements, but does not have to worry about meeting the 2:1 ratio and other requirements.
 - This means that under Title 20, general site landscaping falls under “all other uses” which means 15% general site landscaping is required. 35% is not required. This solves the issue that the applicant was experiencing.

Engineering

- Mullan is located within an easement – should be dedicated ROW. This can be shown on the plat. Bob thinks another process may be required because the dedication is coming from the County. Further investigation is required – Dave DeGrandpre will inquire.
- A public access easement from Maple St. to Mullan Rd. for both pedestrian and vehicular uses will be required.
- A pedestrian public access easement from the Trinity Lot to Broadway along the east property boundary should be required. The applicant seemed hesitant to do this but we are not clear why. See the sketch provided by Aaron Wilson. A new crosswalk is proposed for this area to help pedestrians cross Broadway and access bus stops.
- The City would like a boulevard sidewalk along the north side of Maple Street. No other improvements were identified. Currently the public ROW for Maple St. is 47.53 feet wide and ends at the eastern property boundary. It might be possible to remove the current curb and build a sidewalk, boulevard, and curb along the north side of the ROW with no parking along this side – this would be the preferred alternative due to the current and future transit stop locations. City staff is hesitant to require off site improvements for affordable housing due to the cost. However, improvements to Maple are important for pedestrian safety and connectivity, one of the basic requirements of the development for future residents and customers.
 - Aaron Wilson messaged Cassie in chat. He offered to set up a meeting with Jeremy Keene and Ellen Buchanan to see if MRA would fund the improvements.
 - This area may be outside the URD but could still be eligible for funding.
 - If the City cannot fund the improvements, the Mayor should make the final call.
 - The site plan shows surplus parking. We need more information from Henri about parking calculations to determine how much surplus there is for the navigation center.

They do not know the current uses for the navigation center. If there is surplus parking, they might remove these spaces and allocate the funding to ROW improvements.

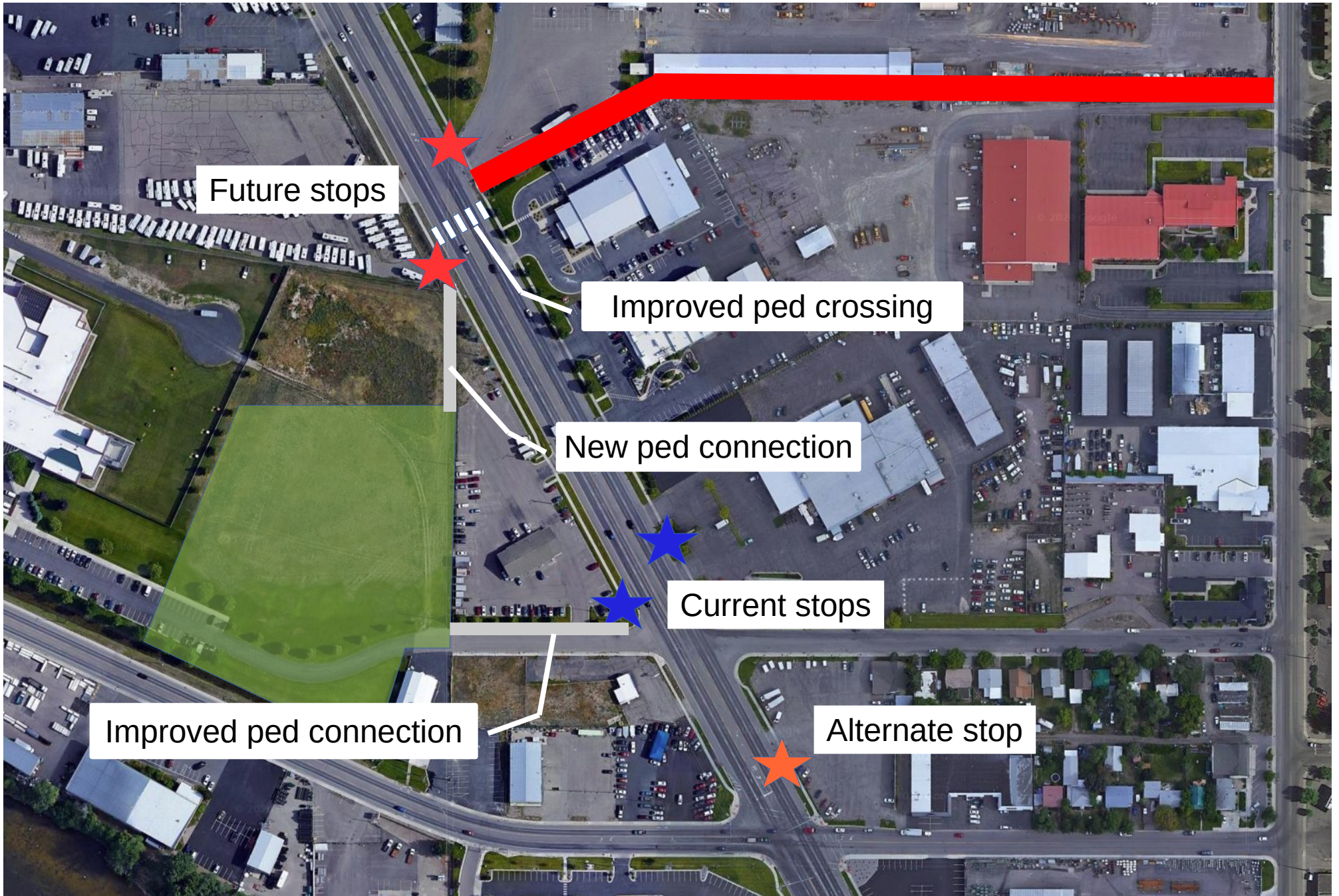
- Bob Hayes proposed adding a “no outlet” sign in place of the current signage on Maple St. This would reduce traffic on Maple St. that is not associated with Trinity. This may contradict the argument for an access easement through the site...

Fire

- Fire is okay with the site plan in terms of access and circulation. There are no dead ends so a turnaround is not required (they were satisfied with the entrance from Maple and the exhibit provided by WGM Group).

Stormwater

- Pits are not required for each potential sump.
- One 8-foot pit is required within 300 feet of each potential sump.
- In addition to the 1/300 ft requirement, WGM should provide a reasonable infiltration rate and additional measure for safety (conservative assumption).
- Stormwater for existing detention center, please describe the existing facilities. Unless water from the existing facilities and site drains onto the new parcel, no additional information will be required.



Future stops

Improved ped crossing

New ped connection

Current stops

Improved ped connection

Alternate stop