

Section B: PROJECT SUMMARY

- ✓ Project Summary (5 pages)

Project Summary Remington Flats Subdivision

The following material is provided in response to Section H. Project Summary of the City of Missoula Subdivision Regulations Major Subdivision application.

Remington Flats Subdivision is located north of Mullan Road, west of Reserve street adjacent to 44 Ranch Subdivision. The proposed subdivision consists of 20.01 acres that has been primarily used for agricultural production and livestock grazing. Remington Flats is proposing 152 lots that will be filed in 7 phases. The plan is consistent with the 2035 City growth policy allowing 3-11 dwelling units per acre. The property will need to be annexed into the City of Missoula with a proposed zoning of RT5.4 with a Neighborhood Character Overlay for the entire subdivision. Existing City of Missoula infrastructure adjacent to the property is readily available to efficiently serve the proposed Remington Flats Subdivision.

Owner: Zootown Investments, LLC
2336 Aspen Grove
Missoula, MT 59801

Developer: Denali Development, LLC
2336 Aspen Grove
Missoula, MT 59801

Developer's Representative: 406 Engineering, Inc.
1201 South 6th Street West #102
Missoula, MT 59801

Subdivision Name: Remington Flats

Number of Lots Proposed: 152 Residential Lots

Number of Acres: 20.01 Acres

Legal Description: Tract 9, Certificate of Survey No. 3176

Remington Flats Development Goals

Remington Flats is being proposed, designed, and built with quality and affordability for more of the average Missoulian in mind. Denali Development is made up of all local builders, developers, and investors that recognize the need to create a housing price point suited to the working class of Missoula. Many Missoulians want the independence of house with a garage and yard, but are unable to afford many of the current options for these desires, especially with a newer home. Remington Flats hopes to blend a mixture of house hold incomes into a community that fits Missoula.

As builders and developers Denali Development has been able to envision and will be able to create a community that is desired to live in. An example of this, is their unique phasing plan of building from the back of the property out. Understanding that this will cost a little more up front for full utility extensions, it will keep future phase construction traffic from driving through already finished and occupied areas in the subdivision. This will help reduce wear on finished roads, but also create less conflict between construction traffic and neighborhood residence, something as builders they are well aware of.

The proposed Remington Flats subdivision aligns perfectly with the City of Missoula “Our Missoula Growth Policy” it creates growth and development in an area planned and recognized for future expansion. The development density is 7.6 units/acre, which is in the middle of the 3 unit/acre – 11 unit/acre that the growth plan recommends for this property. Already established services and infrastructure are present at the property boundary. Some of this infrastructure is nearing its limit but with the future BUILD Grant for this area, this development will fit perfectly into the community and growth plan for the Mullan Road area.

The development and ultimately community goals of Remington Flats fits a piece of the housing puzzle that Missoula is working on. With the development team being local and controlling the process from start to finish the quality and caring of the community will be evident. The affordability will allow a boarder range of home buyers to live with-in this quality community, that fits seamlessly into the “Our Missoula Growth Plan”.

Summary of Roads and Parking:

There are no existing roads located in the subdivision. As part of this new development, the already established north-south road grid of the 44 Ranch development will be continued through Remington Flats. These three roads will be Chuckwagon Drive, Tenderfoot Way and Riata Road. These three roads will be installed through the subdivision to the northern property boundary. This will allow for continuation of the grid as development occurs to the north. The subdivision will have two internal north-south roads that will not be through streets, these streets will be Browning Road and Ruger Road. There will be two streets that run east-west, both of these will be through streets allowing for street grid continuation to the east as development occurs. The two streets running east-west are Remington Drive and Winchester Drive.

Future Collector Streets:

Chuck Wagon Drive is an existing road that currently stops about 1,000 feet to the south of Remington Flats. Plans exist to extend Chuckwagon Drive to the southern

boundary of Remington Flats. Since the timeline on these plans is in flux, Denali Development has committed to extending Chuck Wagon Drive to the edge of their property. The extension will occur with different phases of the project. As part of Phase 1 the road base for Chuck Wagon will be installed allowing for a construction traffic entrance to the subdivision on Chuckwagon, and not through the 44 Ranch Development. As part of Phase 2 the installed road base will be paved creating a through street connection for all traffic entering Remington flats. This road will be completed with a cross-section of two 11' Paved drive lanes and 2' gravel shoulders. This is similar to the current cross-section of Chuckwagon drive from Mullan Road to Filly Lane. Once future phases of 44 Ranch occur the road will be completed to its full cross-section.

The portions of Chuck Wagon Drive located within the Remington Flats Development will be completed with each phase that touches it. Chuck Wagon Drive is Pre-Platted in the 44 Ranch subdivision as an 80' right-of-way centered on the west property line of Remington Flats. Currently, right-of-way for the west half of Chuck Wagon Drive through Airport Authority property has not been secured. Due to inadequate right-of-way, Remington flats is proposing a half road cross section of Chuck Wagon Drive on the east 40' of the future 80' right of way. The proposed half road cross section will consist of a 2.5' temporary gravel shoulder at the property line, two 10' driving lanes, type "L" curb and gutter, a 10' boulevard, a 5' sidewalk and a 0.5-foot strip of land for maintenance. The remaining right-of-way needed to complete Chuck Wagon to collector standards will be acquired in the near future by the City of Missoula. These future improvements will include 10' driving lanes, a 6' bike lane on the east side of the street as well as an 8' parking lane and type "L" curb and gutter. There will also be a 10' boulevard with a 5' sidewalk on the eastside bordering the development. The west side of Chuckwagon Drive will have a temporary 2' gravel shoulder and will be finished as development occurs on the neighboring property. This cross-section matches the established cross-section for Chuck Wagon Drive in the completed phases of 44 ranch.

Low Density Urban Local Streets:

All streets besides Chuck Wagon Dive will considered "Low Density Urban Local Streets". These streets are Winchester Drive, Remington Drive, Browning Road, Tenderfoot Way, Ruger Road, and Riata Road. These streets will all have a cross-section of on each side of the center line, a 10' drive lane to an 8' of parking and a type "L" curb and gutter, a 7' boulevard and a 5' sidewalk. All road Right-of-Ways (ROW) will end 1' on the back side of each sidewalk, creating a 64' ROW. This cross section is 2' wider than subdivision standards but will provide extra space should snow plowing occur during the winter.

A Traffic Impact Study has been completed and determined that the proposed subdivision will not significantly change the traffic operations of the existing nearby intersections. All intersections will continue to function at an acceptable level except the intersection of George Elmer Drive and Mullan Road. This intersection is currently experiencing delay problems that may not be corrected until traffic signals are installed. No specific intersection alterations are recommended with the development of this subdivision from appointed traffic engineer.

Parking:

Parking has been a concern that the Denali Development and design team has taken very seriously. With the current layout of 152 lots a conservative estimate of 508 parking spaces will be available with-in Remington Flats. This far exceeds the 304 parking spaces required per City of Missoula regulations. Of the 508 Spots, 123 spots are on-street parking and 385 are driveway and garage parking spaces. Alley-load houses are able to account for only garage parking due to a 10' set back from the alley. Front-load houses are able to account for both garage parking and driveway parking due to the front set back of 20'. Each situation allows for different parking positives and negatives. While the alley-load allows for more on-street parking, it does not allow for parking in front of each residences garage. Front-load lots will have fewer on-street parking spots but have the ability to add additional off-street parking spaces. A combination of both alley and front-load lots has created a high number of parking spaces as desired by the developer and design team

Summary of Non-motorized Facilities:

The non-motorized transportation facilities include Boulevard sidewalk on all streets within the proposed subdivision and a striped bike lane along the extension of Chuckwagon Road. With the current street grid establishment between Chuck Wagon Drive and Tenderfoot Way a block length of more than 480' will occur. To help minimize this distribution for pedestrians an easement with a 5' sidewalk will split the block north of Winchester Drive, between Tenderfoot Way and Chuck Wagon Drive. Due to the connectivity of the proposed sidewalks, bike lane, and existing non-motorized facilities on adjacent streets no additional facilities are proposed to serve the subdivision. Site development for this project will include internal lot pedestrian connectivity in accordance with the zoning requirements.

Phasing Plan:

A slightly different approach to phasing is being proposed for Remington Flats. The order of the phasing plan is focused to minimize construction traffic through already established residential areas.

Phase 1 will be along the southern boundary of the property connecting to Riata Road and Tenderfoot way from the 44 Ranch subdivision. During this phase, the uncompleted section of Chuckwagon Drive will be developed and established as a construction entrance to minimize the traffic through the 44 Ranch neighborhood.

Phase 2 will start on the eastern edge of the property. Once completed construction traffic should not have to enter this completed phase. Also, during phase 2 Chuck Wagon drive will be completed to allow all traffic to enter and exit the subdivision bypassing the residential area of 44 Ranch. To minimize construction traffic through phase 1 the road base for Winchester Drive will be installed creating a construction entrance to the phase without entering through Phase 1.

Phase 3 – 5 will be completed from east to west allowing completion of a phase without having construction traffic entering already established and completed areas.

Phase 6 will be complete in the north-east corner of the property. Again, with the intention of completing the phase and not having future construction traffic enter a completed residential area.

Phase 7 will complete the subdivision completing full build out on all infrastructure and utilities.

Each phase is currently planned to be completed with-in one year of the next. This will start with the completion of Phase I at the end of 2021 and end with the planned completion of Phase 7 at the end of 2027.

Variations requested:

4 Variations are being request for the Proposed Remington Flats Subdivision.

- An extension of the maximum block length in the City of Missoula Subdivision Regulations from 480' to 540' on lots 1-9. This extension would allow Remington Flats Subdivision to match the streets of Chuck Wagon Drive and Tender Foot Way leaving the 44 Ranch subdivision to the south and keeping connectivity with-in the neighborhood.
- The second variation request is again to extend the maximum block length from 480' to 540' on lots 122 – 135. This block is again between Chuck Wagon Drive and Tenderfoot way and would keep the already established street grid continuing through the subdivision. In-order to minimize pedestrian disruption a proposed 5' sidewalk from Winchester Drive north to the property boundary is proposed.
- Variation request #3 is requesting to reduce the right-of-way for low density urban local streets in the subdivision from 70' to 64'. This would allow for a right of way from 1' past the edge of each sidewalk per our street design and allow for building setbacks to be from near the sidewalk. This will also keep with already established standards set with surrounding developments
- The fourth Variation request is to reduce the right-of-way (ROW) for Chuck Wagon Drive, a Collector Road w/ Parking, from 90' to 40'. Chuck Wagon Drive is Pre-Platted in the 44 Ranch subdivision as an 80' right-of-way centered on the west property line of Remington Flats. Remington Flats is proposing the same layout and continuation as 44 Ranch, but only as a half road on the eastern 40' of the right-of-way. The additional 40' needed on the Airport Authority property to the west has not been acquired to date. The inability to acquire this easement is believed to be temporary. Rather than drastically alter Chuck Wagon Drive we are proposing to construct a half road of Chuck Wagon Drive on the Remington Flats with a 40' right-of-way. The remaining 40' of right-of-way to the west will be acquired at a later date and Chuck Wagon Drive will be completed to urban collector road standards. This would continue the already established ROW of 80' for the existing portions of Chuckwagon Drive.

Zoning and Growth Policy Compliance:

The proposed subdivision is currently located outside the city limits of Missoula. The proposed subdivision will be petitioning to be annexed into the city as part of the subdivision process. The property is located within the 2035 Growth plan with a proposed density of 3 to 11 units per acre. The proposed subdivision will have 7.6 dwelling units per acre falling in the middle of the 2035 Growth Plan. During annexation, the proposed zoning will be RT5.4 with a Neighborhood Character Overlay. This will be similar zoning to the existing development in the area and meet the objectives of the current Growth Policy for the City of Missoula.