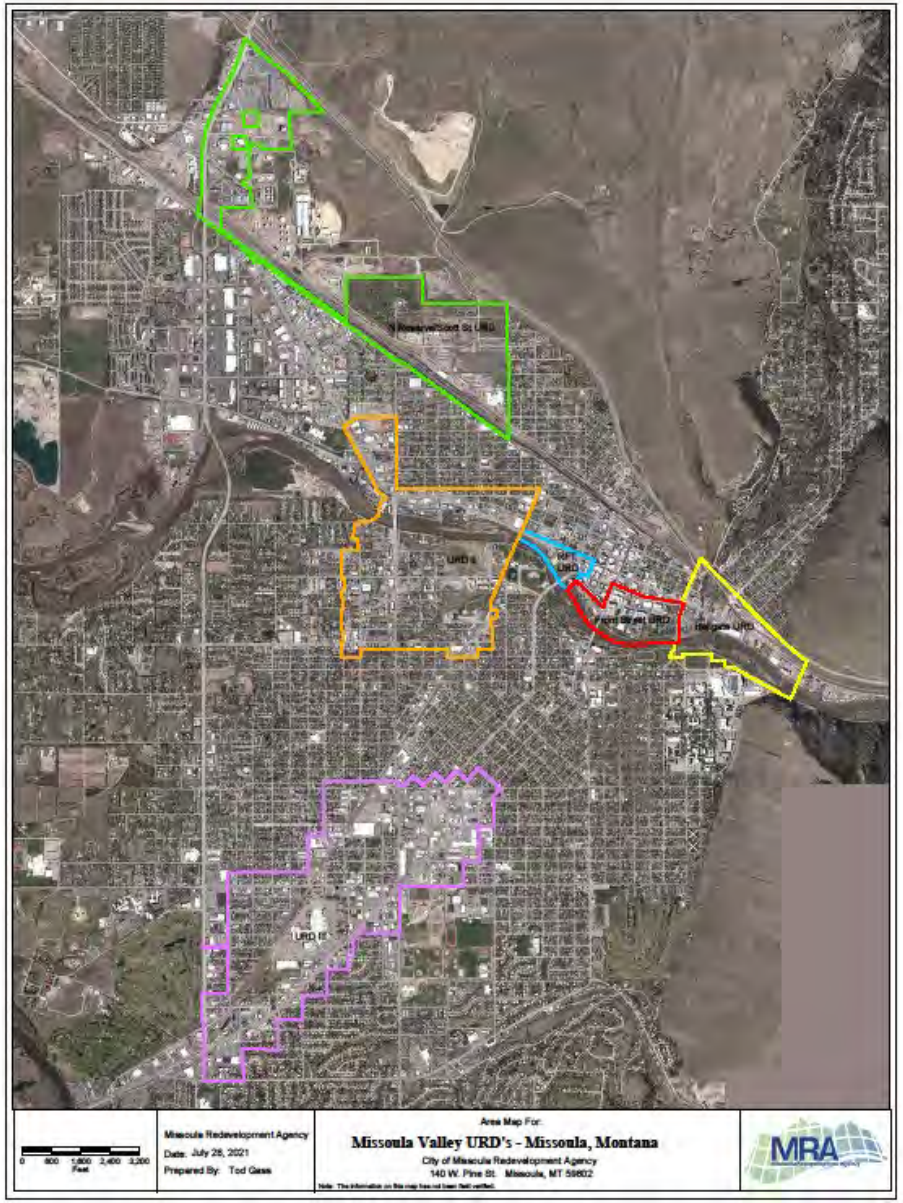
# Missoula Redevelopment Agency

# FY22 Budget Presentation

July 28, 2021

# Missoula Valley URD's



# URD II

Area Map For:
URBAN RENEWAL DISTRICT II - Missoula, Montana
City of Missoula Redevelopment Agency
140 W Pine St. Missoula, MT 59802
Missoula Redevelopment Agency
Date: January 23, 2017
Prepared By: Tod Gass
MRA
BROADWAY
TOOLE AVENUE
WEST BROADWAY
RUSSELL STREET
HIGGINS AVENUE
WYOMING STREET
MONTANA STREET
SOUTH FIRST STREET
SOUTH SECOND STREET
SOUTH THIRD STREET
SOUTH FOURTH STREET
SOUTH FIFTH STREET
COOPER STREET
SHERWOOD STREET
PINE STREET
CRSBG LANE

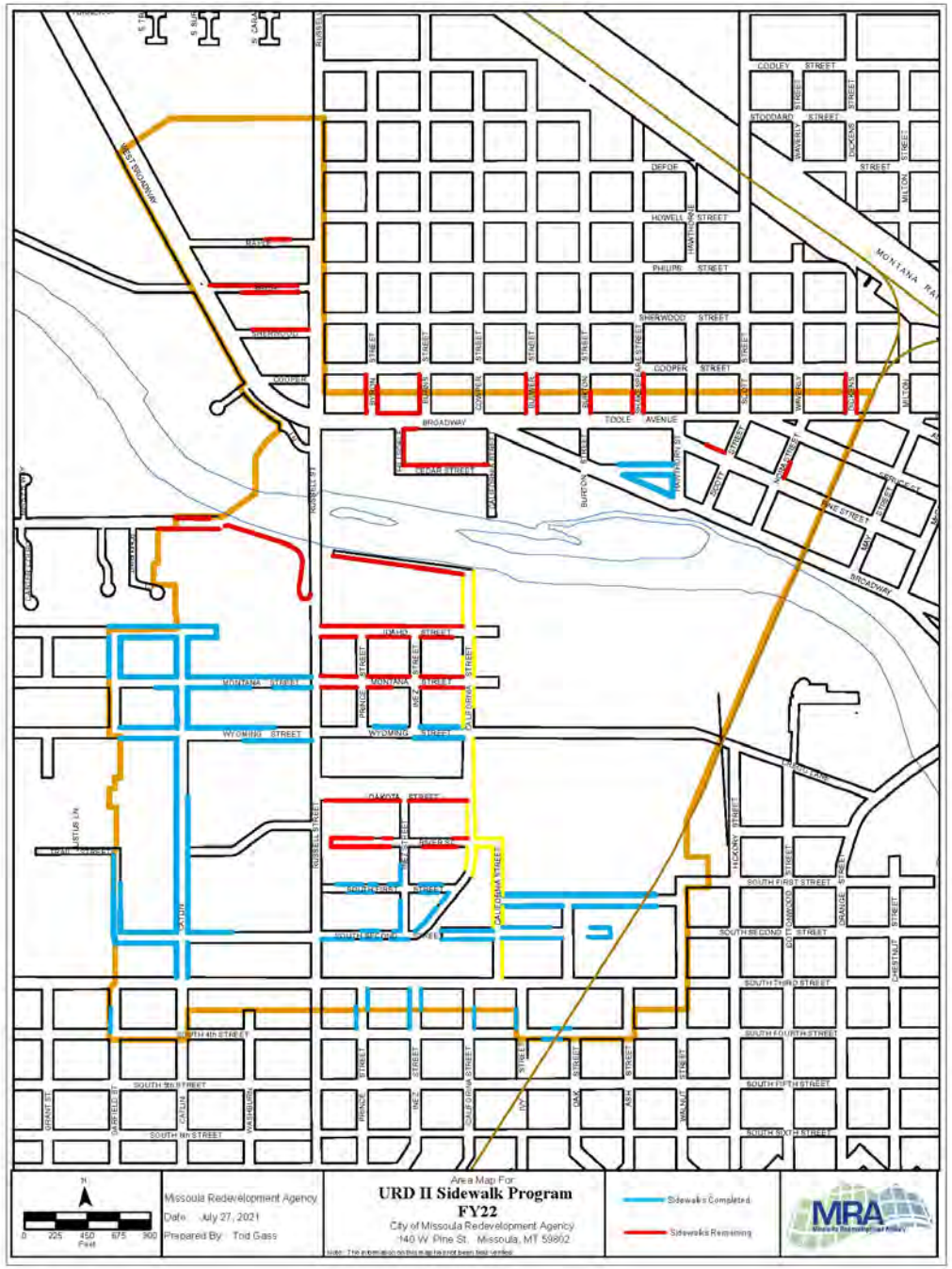
# Urban Renewal District (URD) II

- Revenue: $3,774,004
- Debt Service: $999,569
- Bonded Projects: Old Sawmill District - Lease Buyout, Brownfields Remediation, Safeway/St. Pats, Silver Park/Wyoming Street/MRL Trestle, Intermountain Site
- Committed Funds: $4,812,430
- Projected FY22 Uncommitted Balance: $1,237,666

# URD II Example Projects – Committed, Pending and Aspirational

## COMMITTED

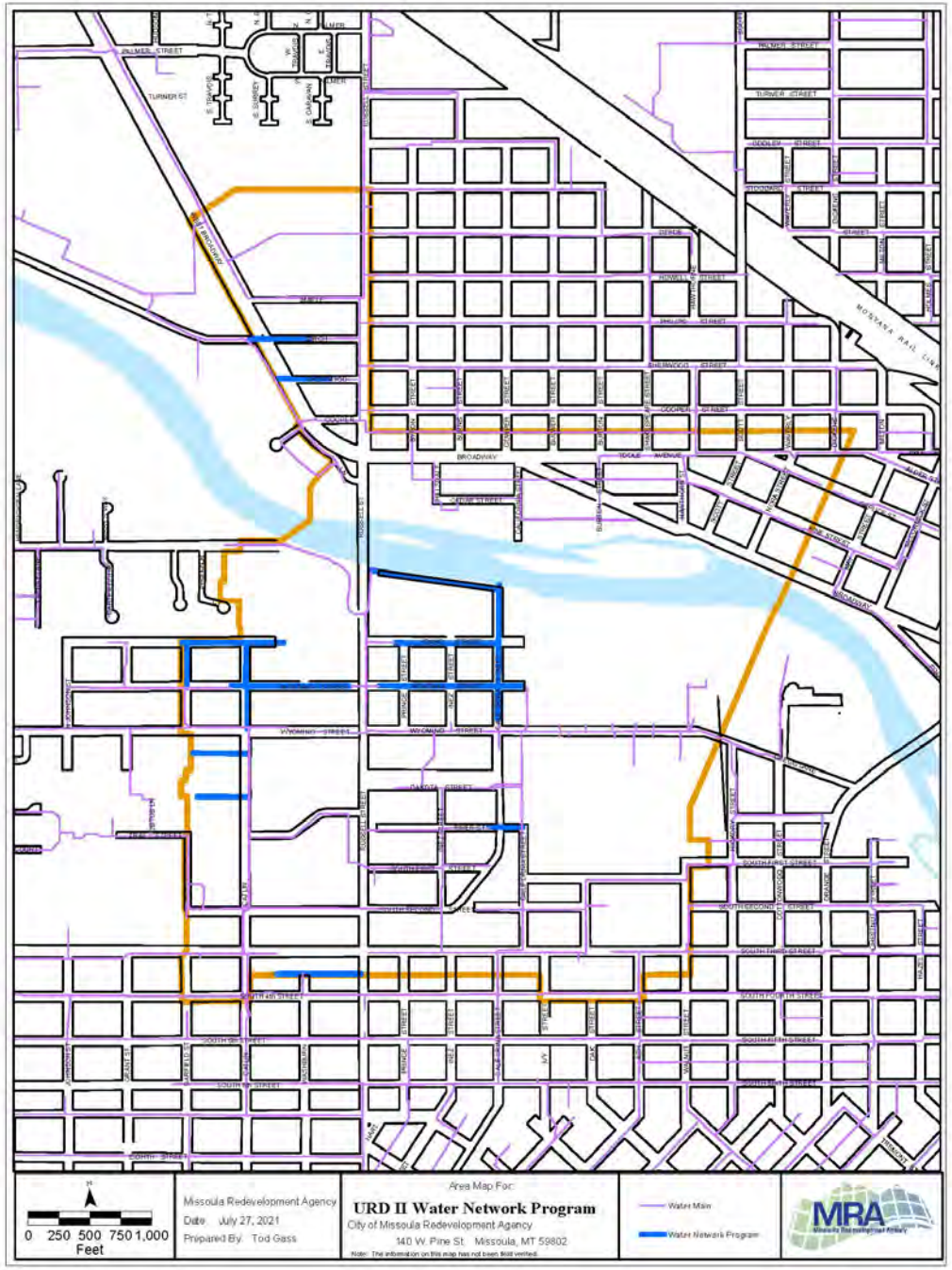
| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Sidewalks | $785,000 | Community Development & Livability |


Area Map For
URD II Sidewalk Program
FY22
City of Missoula Redevelopment Agency
140 W Pine St. Missoula, MT 59802
Missoula Redevelopment Agency
Date: July 27, 2021
Prepared By: Tod Gass
Sidewalks Completed
Sidewalks Remaining
MRA
BROADWAY
WEST BROADWAY
MONTANA RAIL
RUSSELL ST
HIGGINS AVE
TOOLE AVENUE
WYOMING STREET
MONTANA STREET
IDAHO STREET
DAKOTA STREET
CALIFORNIA STREET
SOUTH 4th STREET
SOUTH 5th STREET
SOUTH 6th STREET
SOUTH 7th STREET
SOUTH 8th STREET
SOUTH FIRST STREET
SOUTH SECOND STREET
SOUTH THIRD STREET
SOUTH FOURTH STREET
SOUTH FIFTH STREET
COOPER STREET
SHERWOOD STREET
PHILIPS STREET
HOWELL STREET
DEPOT
CODLEY STREET
STODDARD STREET
MILTON
HICKORY STREET
CHESTNUT
ORANGE STREET
GRANT ST
GARFIELD
CATLIN
WASHBURN
0 225 450 675 900
Feet

# URD II Example Projects – Committed, Pending and Aspirational

## COMMITTED

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Water Mains | $620,000 | Community Development & Livability |


0 250 500 750 1,000
Feet
Missoula Redevelopment Agency
Date: July 27, 2021
Prepared By: Tod Gass
Area Map For:
URD II Water Network Program
City of Missoula Redevelopment Agency
140 W. Pine St. Missoula, MT 59802
Note: The information on this map has not been field verified.
Water Main
Water Network Program
MRA
Missoula Redevelopment Agency

# URD II Example Projects – Committed, Pending and Aspirational

## COMMITTED

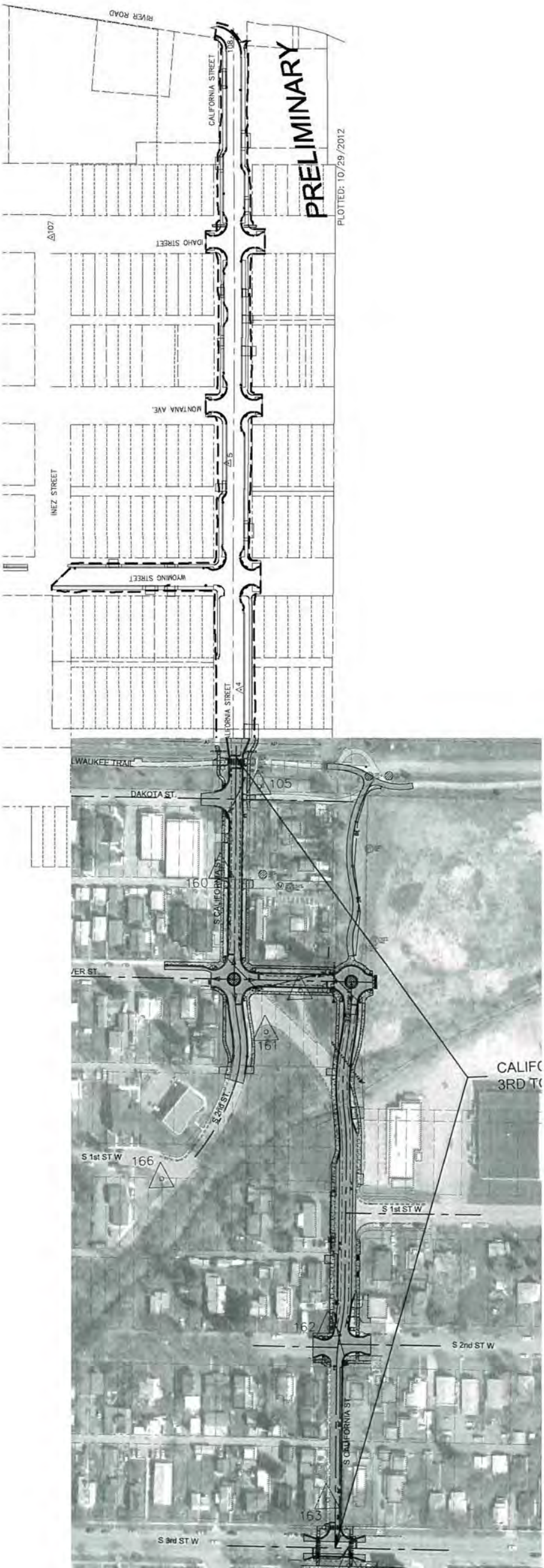
| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| West Broadway Master Plan | $40,000 | Community Development & Livability<br>Economic Health |

Cooper St
N Russell St
Byron St
Burns St
Cowper St
Bulwer St
Liberty Ln
West Broadway Street
90
Toole Ave
Sleepy Inn
Missoula Water
Hillside St
N Russell St
Blue Ribbon Auto
Cedar St
N California Street
N California St
Western Cider
Ron's River Trail
Clark Fork River
Downtown Lions Park
© 2021 Google
N
Google Earth

# URD II Example Projects – Committed, Pending and Aspirational

## DESIGN COMPLETE

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| California St. Reconstruction | TBD | Community Development & Livability<br>Safety & Wellness |

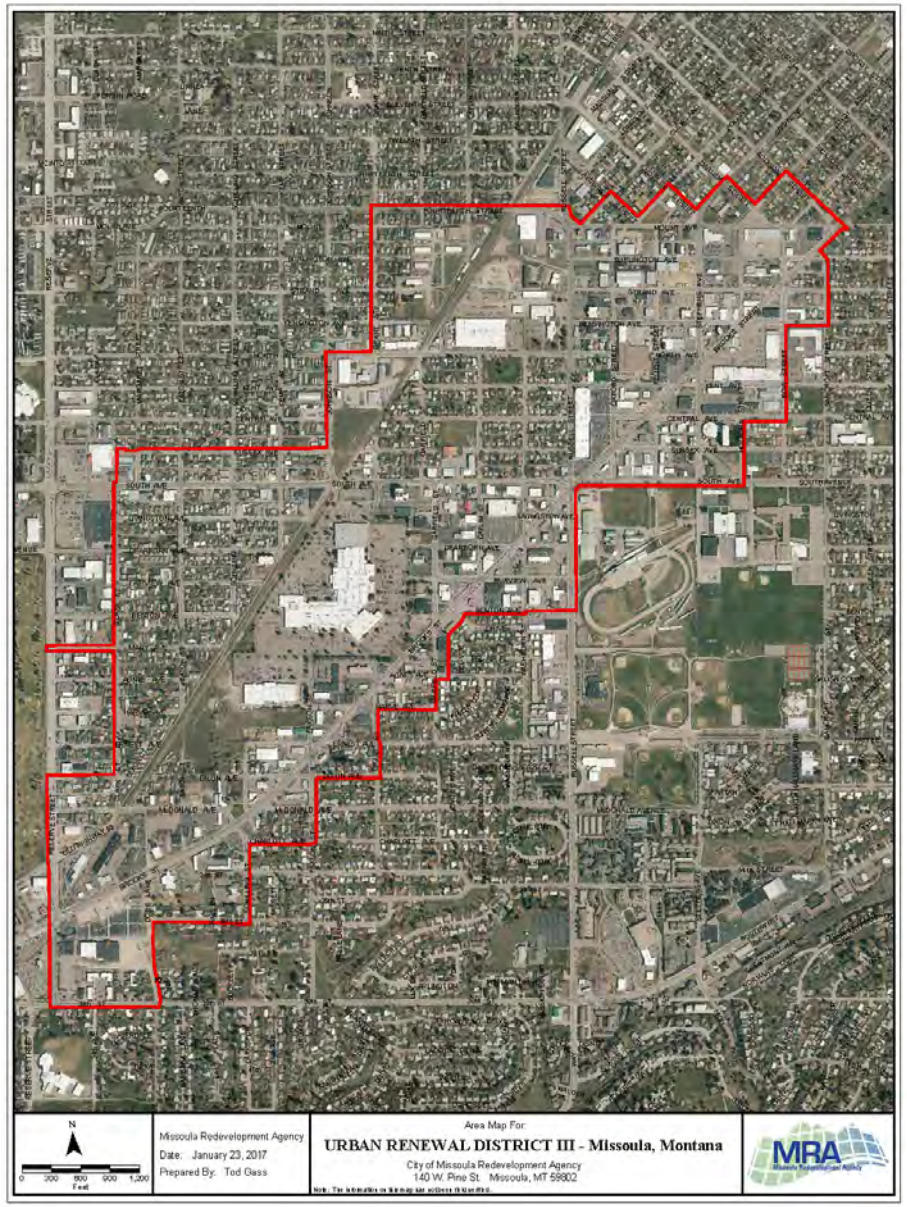

PRELIMINARY
PLOTTED: 10/29/2012
RIVER ROAD
CALIFORNIA STREET
IDAHO STREET
MONTANA AVE.
WYOMING STREET
INEZ STREET
DAKOTA ST.
S CALIFORNIA ST
S 2nd ST
S 1st ST W
S 2nd ST W
S 3rd ST W
105
160
161
162
163
166

# URD II Example Projects – Committed, Pending and Aspirational

## ASPIRATIONAL

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Downtown Lions Park | unknown | Community Development & Livability |
| Railroad Trestle Ped Bridge | $3.5M (est) | Community Development & Livability |
| | | Safety & Wellness |
| Sleepy Inn Redevelopment | TBD | Economic Health |
| | | Safety & Wellness |
| Affordable Housing Property Purchase | | Safety & Wellness |

# URD III


N
0 300 600 900 1,200
Feet
Missoula Redevelopment Agency
Date: January 23, 2017
Prepared By: Tod Gass
Area Map For:
URBAN RENEWAL DISTRICT III - Missoula, Montana
City of Missoula Redevelopment Agency
140 W. Pine St. Missoula, MT 59802
MRA

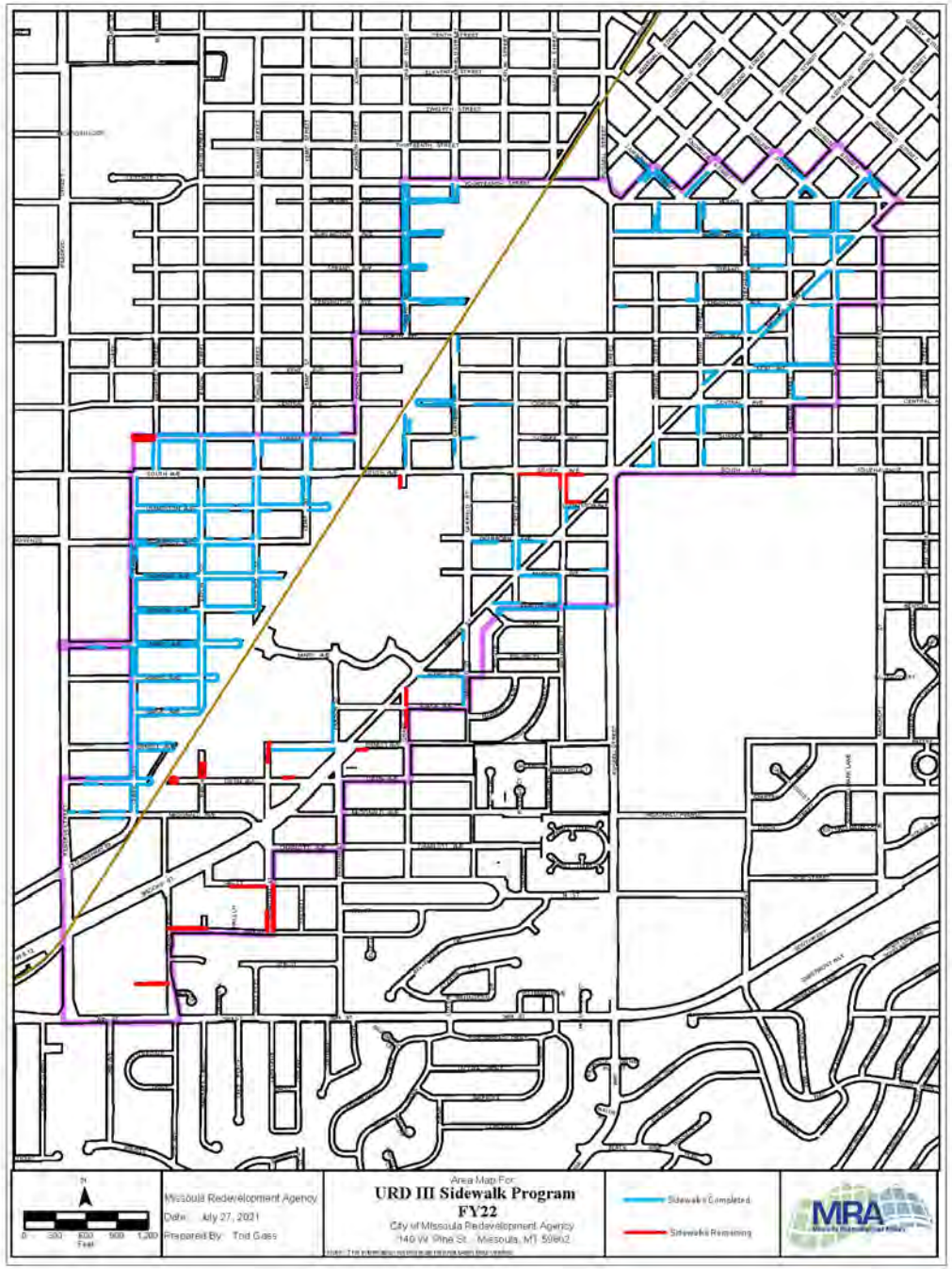
# URD III

- Revenue: $4,326,162
- Debt Service: $1,231,580
- Bonded Projects: South Reserve Pedestrian Bridge, Mary Avenue East, Mary Avenue West, MRL Property Purchase, MRL Park Construction
- Committed Funds: $2,583,566
- Projected FY22 Uncommitted Balance: $3,466,070

# URD III Example Projects – Committed, Pending and Aspirational

## COMMITTED

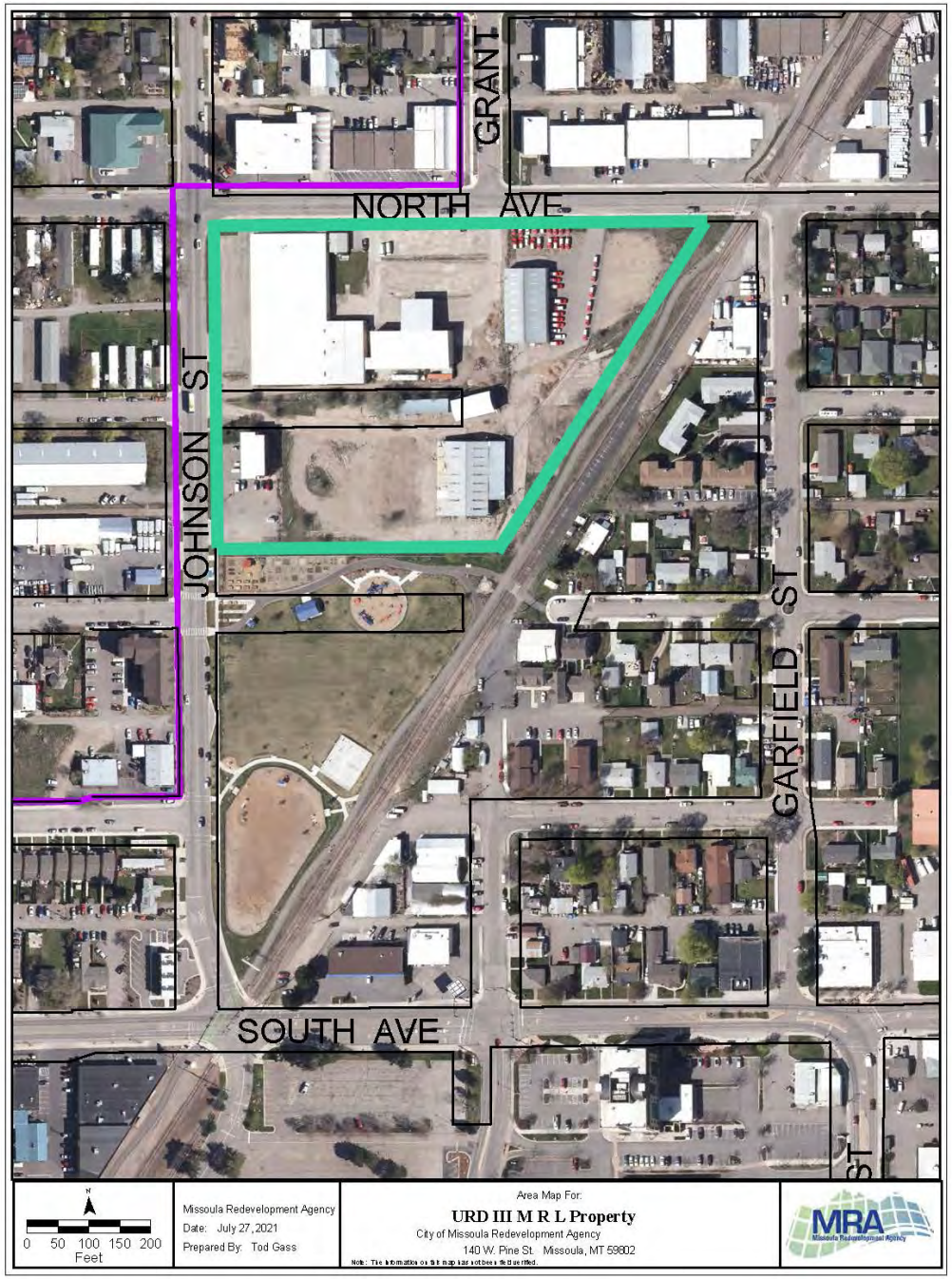
| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Sidewalks | $605,000 | Community Development & Livability |


Area Map For
URD III Sidewalk Program
FY22
City of Missoula Redevelopment Agency
140 W Pine St. Missoula, MT 59802
Missoula Redevelopment Agency
Date: July 27, 2021
Prepared By: Tod Gass
Sidewalks Completed
Sidewalks Remaining
MRA

# URD III Example Projects – Committed, Pending and Aspirational

**COMMITTED**

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| MRL Property Remediation | $36,000 | Environmental Quality |


GRANT
NORTH AVE
JOHNSON ST
GARFIELD ST
SOUTH AVE
ST
N
0 50 100 150 200
Feet
Missoula Redevelopment Agency
Date: July 27, 2021
Prepared By: Tod Gass
Area Map For:
URD III M R L Property
City of Missoula Redevelopment Agency
140 W. Pine St. Missoula, MT 59802
MRA
Missoula Redevelopment Agency

# URD III Example Projects – Committed, Pending and Aspirational

## PARTIAL PLANNING

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Brooks TOD/BRT | $60,045 | Community Development & Livability |
| | | Economic Health |

Landscaped boulevards with street trees and pedestrian-scale lighting buffer sidewalks and raised cycle tracks from moving traffic and contribute to an inviting environment for pedestrians and cyclists.

Signalized left turns at key locations permit U-turns and provide safe crossing of the bus lane and access to destinations on the opposite side of Brooks Street.

New signalized pedestrian and bicycle crossings and marked crosswalks along and across Brooks Street improve safety and visibility, and contribute to enhanced connectivity throughout Midtown.

A fixed, center-running transit guideway improves transit travel times and transit reliability, and signals permanence to developers. Center transit stations provide refuge points fo pedestrians crossing Brooks Street, and can also become focal points on the corridor.

## Vision for the Brooks Street Corridor

- Provide fixed route, center-running bus-rapid transit (BRT) with 15-minute headways
- Improve pedestrian and bicycle accessibility and connections along and across Brooks Street
- Foster mixed-use development with a range of housing types and prices to support fixed route transit
- Improve corridor aesthetics with gateways, street trees and other plantings, pedestrian-scale lighting and other amenities creating a place where people want to be and to spend time
- Transform Brooks Street into the dynamic, economically thriving, multi-modal community resource it has the potential to become

# Transforming the Brooks Street Corridor

## Brooks Street Corridor Transit-Oriented Development (TOD) Study

May 2020

Study Sponsors:
Missoula Redevelopment Agency
Missoula Urban Transportation District - Mountain Line
City of Missoula Transportation Planning (MPO)
City of Missoula Land Use Planning
Missoula County Fairgrounds
Missoula Midtown Association

HDR

Maintaining Brooks Street as a strong and viable transportation and economic corridor is important to Midtown Missoula businesses, adjacent neighborhoods, and the entire Missoula community. The Brooks Street Corridor Transit-Oriented Development (TOD) Infrastructure Study presents a community-based program, initiated by the City and stakeholders, to re-imagine this important environment and consider its potential as an important asset well into the future. The has been to identify the transportation infrastructure needed to support and bus-rapid transit (BRT), provide access for vehicles, pedestrians and bicyclists alike, and transform the Brooks Street corridor into a place where people want to work and live.

*Many of the goals and objectives of the Brooks Corridor TOD Infrastructure Study were established through public engagement during planning efforts for the Brooks Corridor Study, conducted in 2016 by P.U.M.A. with a grant from Community Builders New Mobility West Initiative.*

## Connectivity

### Issues

- ☐ Through traffic v. local traffic.
- ☐ Neighborhood residential connecting streets.
- ☐ Circuitous transit routes; none directly on Brooks Street.

### Outcomes

- ✓ Accommodate adequate access for motorists, pedestrians and cyclists alike.
- ✓ Address both through traffic, and traffic destined for local Midtown businesses.
- ✓ Accommodate pedestrian and bicycle connections to safely cross Brooks Street.
  - Reduce ouf-of-direction travel.
  - Reduce risky behavior.
  - Encourage more walking and cycling.
  - Improve potential for businesses and employers to "bridge" Brooks Street.
- ✓ Consider closing or vacating dispensable street segments to enhance connectivity and safe passage across Brooks Street.
- ✓ Reduce the number of street crossings.
- ✓ Consolidate private redevelopment parcels and/or add public open space.

## Development Nodes

### Issues

- ☐ Development nodes create a sense of place around which complementary businesses or uses can locate, potentially creating agglomeration economies.
- ☐ Creation of nodes can improve a corridor's aesthetic, creating a place where people want to be and to spend time.

### Outcomes

- ✓ Cultivate development nodes to signal that Brooks Street is more than just an arterial highway.
- ✓ Nodes may be centered around intersections or may be linear along the corridor.
- ✓ Enforce design guidelines for building facades fronting Brooks Street to promote a desired corridor aesthetic, which is crucial to succeful definition and redevelopment.
- ✓ Offer developers density incentives to entice development in defined nodes and offer leverage to the City regarding urban design and aesthetics.

## Safety & Access Management

### Issues

- ☐ As evidenced by crash statistics, there is a clear need to improve safety on the Brooks Street corridor for all users.
- ☐ A multitude of access points along Brooks Street contribute to crashes.
- ☐ Limited pedestrian and bicycle infrastructure, coupled with the lack of good transit service, reinforces the automobile-oriented nature of Brooks Street, retaining numerous conflict points between automobiles and other users.

### Outcomes

- ✓ Simplify intersection geometries.
- ✓ Reduce and/or consolidate curb cuts and driveways.
- ✓ Add pedestrian refuges to make it easier for pedestrians to cross Brooks Street.
- ✓ Install crosswalk markings on all intersection legs to improve visibility on crossing locations.
- ✓ Obtain additional right-of-way as necessary to improve multi-modal transportation conditions. Adequate right-of-way is necessary to:
  - Add center-running bus-rapit transit service to the corridor to improve throughput capacity and help reduce the frequency, volume and severity of crashes.
  - Add missing sidewalks or widen sub-standard sidewalks.
  - Add boulevards and amenity zones between sidewalks and curb cuts.

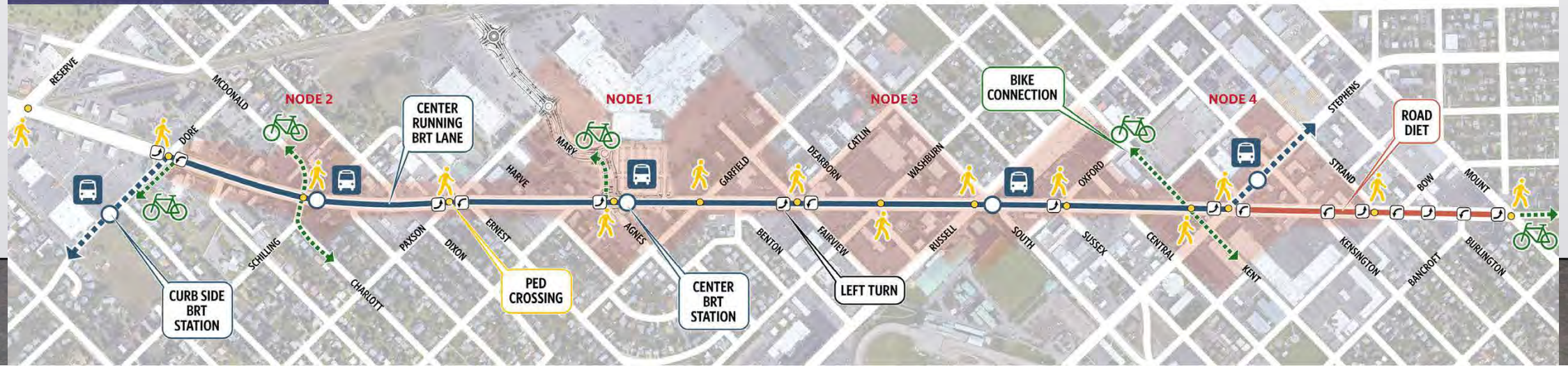
## Corridor Aesthetics

### Issues

- ☐ As the Brooks Street corridor has evolved, it has failed to become a comfortable place.
- ☐ Streetscape features are inconsistent.
- ☐ Pedestrian amenities are inadequate.
- ☐ The corridor lacks significant green space or "visual oases" from development and paved areas.
- ☐ Commercial signage, directional information, and advertising add to roadway clutter.

### Outcomes

- ✓ Improve corridor aesthetics:
  - Create gateways, nodes and a corridor identity.
  - Site buildings closer to the street.
  - Provide green relief with street trees and other plantings.
  - Reduce corridor scale to be more people-oriented.
  - Use consistent streetscape amenities and signage to unify corridor appearance.
  - Encourage multi-story buildings that engage and enlive the street; discourage one-story buildings.



# URD III Example Projects – Committed, Pending and Aspirational

## ASPIRATIONAL

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Bitterroot Trail Lighting | TBD | Community Development & Livability<br>Safety & Wellness |
| MRL Property Development | TBD | Community Development & Livability<br>Economic Health |
| Affordable Housing Property Purchase | | Safety & Wellness |

# Front Street URD

# Front Street URD

- Revenue: $1,512,818
- Debt Service: $883,405
- Bonded Projects: First Interstate Bank, Park Place Parking Structure, ROAM Public Parking, Merc Hotel, AC Hotel
- Committed Funds: $919,168
- Projected FY22 Uncommitted Balance: $-264,038

# Front Street URD Example Projects – Committed, Pending and Aspirational

## COMMITTED

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Front/Main Conversion | $100,000 | Community Development & Livability |

**Funding is split between three URDs – Front Street, Riverfront Triangle & Hellgate

# FRONT AND MAIN TWO-WAY CONVERSION

MRA Missoula Redevelopment Agency

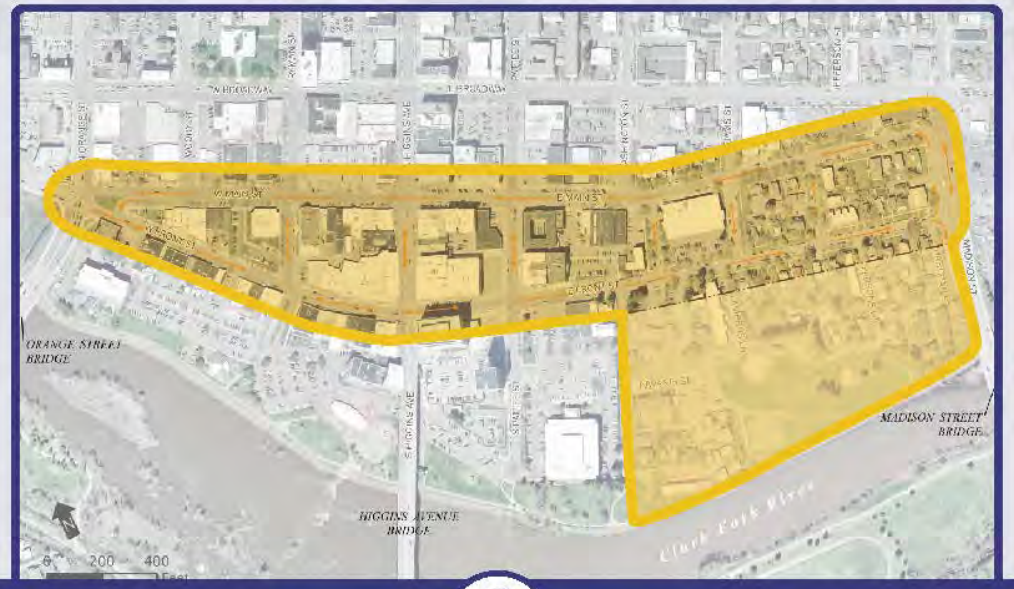
## ABOUT THE PROJECT

**The Front Street and Main Street Two-Way Conversion project encompasses two primary focus areas.**

1. First is the design of Front and Main Streets. Consultants will evaluate converting Front and Main Streets, between North Orange Street and Madison Street, from one-way streets to two-way traffic. As envisioned by the 2019 Downtown Master Plan, several key project objectives include improving public safety and traffic flow, enhancing economic vitality, supporting downtown character, and facilitating non-motorized use.

2. The second portion of the project will reassess the access and circulation of residential streets adjacent to Kiwanis Park. Neighborhood safety, connectivity with downtown, and improved emergency access, among other objectives envisioned by the 2019 Downtown Master Plan, will be considered.

**This is project is currently under design and construction funding has not yet been identified.**




**LEARN MORE AND PROVIDE FEEDBACK** ? KRISTINE@BIGSKYPUBLICRELATIONS.COM

# Front Street URD Example Projects – Committed, Pending and Aspirational

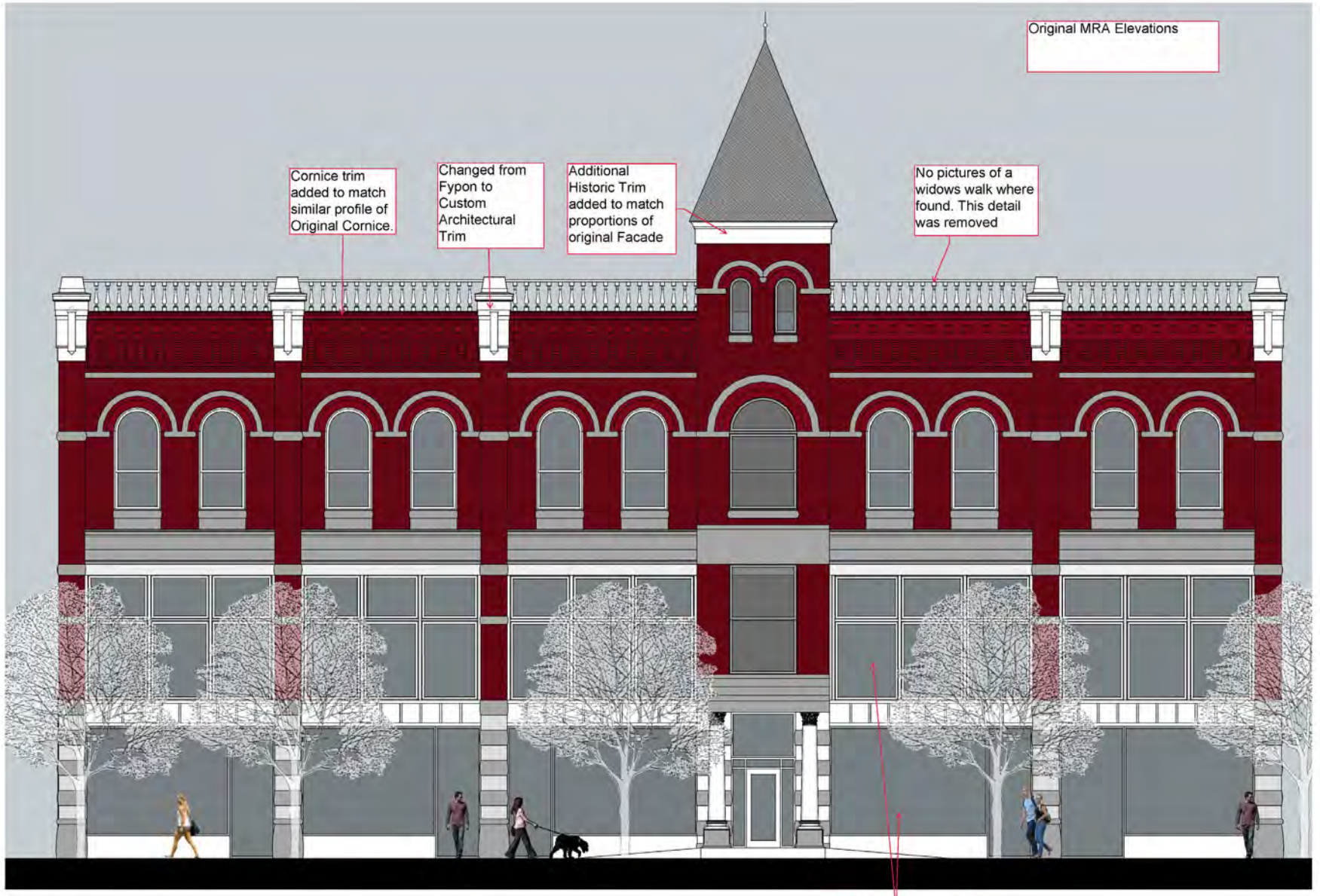
## COMMITTED

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Caras Park Improvements | $50,000 | Community Development & Livability<br>Safety & Wellness |

# Front Street URD Example Projects – Committed, Pending and Aspirational

## COMMITTED

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Union Block Restoration | $125,000 | Community Development & Livability |




1 North Elevation

Scale: 1/4" = 1'-0"

D V G
Architecture and Planning, P.C.
111 North Higgins Ave.
Suite 420
Missoula MT 59802
tel: 406.241.7707
email:

The Union Block Restoration

127 East Main Street

3 October 2019

Front Elevation Colored

PR-1B

# Front Street URD Example Projects – Committed, Pending and Aspirational

## ASPIRATIONAL

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Payne/Library Block | TBD | Community Development & Livability<br>Safety & Wellness |
| Riverfront Trail Connections | TBD | Community Development & Livability<br>Safety & Wellness |

# Riverfront Triangle URD

# Riverfront Triangle URD

- Revenue: $488,874
- Debt Service: $93,391
- Bonded Projects: Stockman Bank
- Committed Funds: $200,000
- Projected FY22 Uncommitted Balance: $741,835

# Riverfront Triangle URD Example Projects – Committed, Pending and Aspirational

## COMMITTED

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Front/Main Conversion | $100,000 | Community Development & Livability |

**Funding is split between three URDs – Front Street, Riverfront Triangle & Hellgate

# Riverfront Triangle URD Example Projects – Committed, Pending and Aspirational

## ASPIRATIONAL

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Fox Site Development | TBD | Community Development & Livability<br>Economic Health |
| Housing West of Owen St. | TBD | Community Development & Livability<br>Economic Health |
| Riverfront Trail Connections | TBD | Community Development & Livability<br>Safety & Wellness |

# N. Reserve / Scott St URD

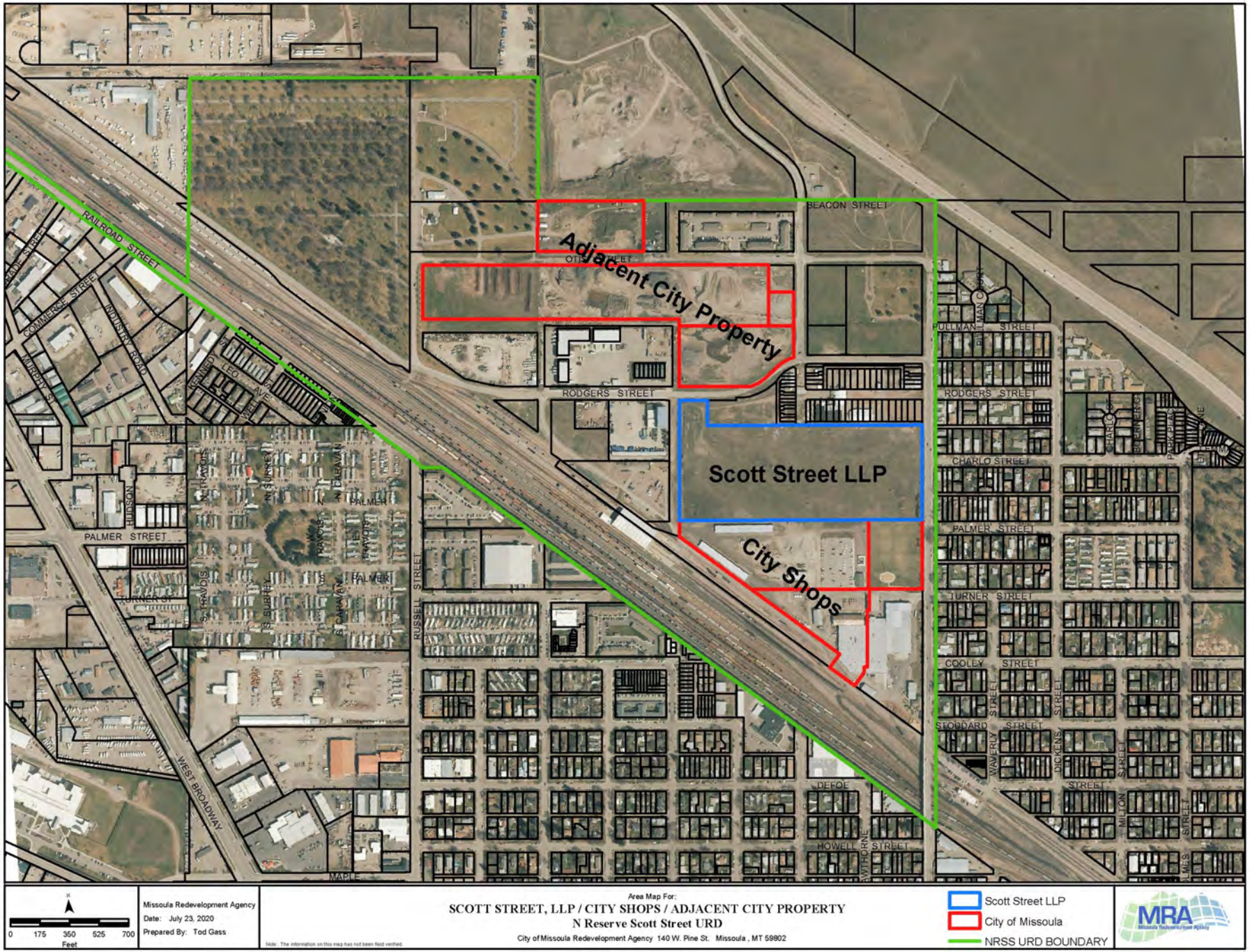
# North Reserve-Scott Street URD

- Revenue: $1,385,646
- Debt Service: $572,122
- Bonded Projects: Consumer Direct/Bretz RV & Marine/Scott Street Village Phase 1, Scott Street Village Phases 2 & 3/Scott Street Property Acquisition
- Committed Funds: $1,535,086
- Projected FY22 Uncommitted Balance: $552,987

# North Reserve-Scott Street URD Example Projects – Committed, Pending and Aspirational

## COMMITTED

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Scott Street Property Planning | $226,160 | Community Development & Livability<br>Safety & Wellness |

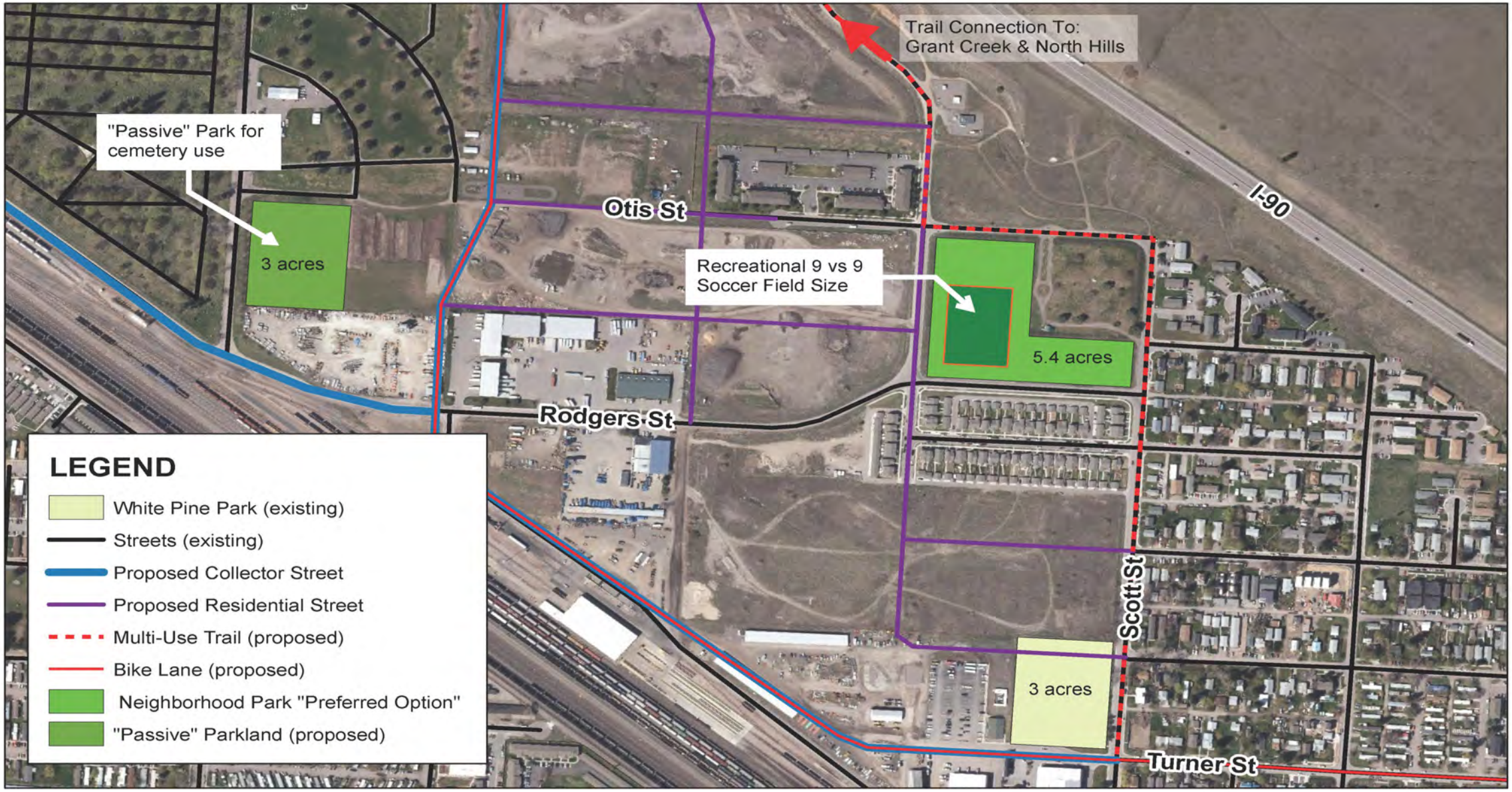

Adjacent City Property
Scott Street LLP
City Shops
RAILROAD STREET
BEACON STREET
RODGERS STREET
PALMER STREET
TURNER STREET
COOLEY STREET
STODDARD STREET
HOWELL STREET
RUSSELL STREET
WEST BROADWAY
MAPLE
COMMERCE STREET
INDUSTRY ROAD
JUDSON
PULLMAN STREET
CHARLO STREET
DEFOE
Missoula Redevelopment Agency
Date: July 23, 2020
Prepared By: Tod Gass
0 175 350 525 700
Feet
Area Map For:
SCOTT STREET, LLP / CITY SHOPS / ADJACENT CITY PROPERTY
N Reserve Scott Street URD
City of Missoula Redevelopment Agency 140 W. Pine St. Missoula , MT 59802
Note: The information on this map has not been field verified.
Scott Street LLP
City of Missoula
NRSS URD BOUNDARY
MRA

# North Reserve-Scott Street URD Example Projects – Committed, Pending and Aspirational

## ASPIRATIONAL

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| White Pine Park Relocation | TBD | Community Development & Livability<br>Safety & Wellness |

# White Pine Park Preferred Option



# North Reserve-Scott Street URD Example Projects – Committed, Pending and Aspirational

## ASPIRATIONAL

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Trail – Scott Street to Grant Creek | TBD | Community Development & Livability<br>Safety & Wellness |
| Affordable Housing Development | TBD | Safety & Wellness |

# Hellgate URD

# Hellgate URD

- **Revenue: $338,582**
- **Debt Service: None**
- **Committed Funds: $178,955**
- **Projected FY22 Uncommitted Balance: $809,275**

# Hellgate URD Example Projects – Committed, Pending and Aspirational

## COMMITTED

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Front/Main Conversion | $228,215 | Community Development & Livability |

**Funding is split between three URDs – Front Street, Riverfront Triangle & Hellgate

# Hellgate URD Example Projects – Committed, Pending and Aspirational

## FEASIBILITY COMPLETED - PENDING

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Railroad Crossing Wayside Horn | $170,000 | Safety & Wellness |

# Hellgate URD Example Projects – Committed, Pending and Aspirational

## ASPIRATIONAL

| Project | Cost | Strategic Plan Goals Met |
|---|---|---|
| Riverfront Trail Connections | TBD | Community Development & Livability<br>Safety & Wellness |
| Affordable Housing Development | TBD | Safety & Wellness |