

Project Summary

Aspire Subdivision

The following material is provided in response to Article 5 of the City of Missoula Subdivision Regulations and Section H the City of Missoula Major Subdivision application.

The Aspire Subdivision is located north of Interstate 90, centered between East Missoula and the Clark Fork River. The proposed subdivision consists of 35.28 acres that has been primarily used for hay production and livestock grazing along with multiple single-family homes. DeNova Northwest (DeNova) is proposing 172 single family lots and 10 multi-family lots that will be filed in 6 phases. The “Our Missoula Growth Policy” future land use designation map amended December 14, 2020 and the Missoula Area Land Use Element adopted June 6, 2019 both recommended land use for the property is residential Medium Density – 3 to 11 units per acre. A zoning designation of Residential (R) currently exists for the county land. Upon annexation, this subdivision application would rezone the property RT5.4/Aspire Neighborhood Character Overlay. Using the character overlay allows the Aspire Subdivision to meet the residential medium density requirements with a proposed density of 7.1 units per acre. This is achieved by modifying building setbacks, and in a select area allowing multi-dwelling buildings. With the proposed upgrade to Sommers Street the existing infrastructure adjacent to the property is readily available to efficiently serve the proposed Aspire Subdivision.

Owner: Meadow Creek Group LLC
1500 Willow Pass Court
Concord, CA 94520

Developer: DeNova Northwest
132 E. Broadway
Philipsburg, MT 59858

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

Subdivision Name: Aspire Subdivision

Number of Lots Proposed: 172 Single-Family and 10 Multi-Family Residential Lots

Number of Acres: 35.28 Acres

Legal Description:

- Tract 1 of COS 6629, Located in the Northeast One-Quarter (NE ¼) of Section 24, Township 13

- North, Range 19 West, PMM, Missoula County, Montana
- Tract 2 of COS 6629, Located in the Northeast One-Quarter (NE $\frac{1}{4}$) of Section 24, Township 13 North, Range 19 West, PMM, Missoula County, Montana
- Tract 3 of COS 6629, Located in the Northeast One-Quarter (NE $\frac{1}{4}$) of Section 24, Township 13 North, Range 19 West, PMM, Missoula County, Montana
- Tract 4 of COS 6629, Located in the Northeast One-Quarter (NE $\frac{1}{4}$) of Section 24, Township 13 North, Range 19 West, PMM, Missoula County, Montana
- Tract 5 of COS 6629, Located in the Northwest One-Quarter (NW $\frac{1}{4}$) of Section 19, Township 13 North, Range 18 West, PMM, Missoula County, Montana
- Tract 7 of COS 5298, Located in the Northeast One-Quarter (NE $\frac{1}{4}$) of Section 24, Township 13 North, Range 19 West, PMM, Missoula County, Montana
- Tract 8 of COS 5298, Located in the Northeast One-Quarter (NE $\frac{1}{4}$) of Section 24, Township 13 North, Range 19 West, PMM, Missoula County, Montana
- Tract A of COS 6338, Located in the Northwest One-Quarter (NW $\frac{1}{4}$) of Section 19, Township 13 North, Range 18 West, PMM, Missoula County, Montana

Aspire Development Goals

The Aspire Subdivision is being designed and built with quality and affordability in mind. DeNova recognizes the need to create a housing price point suited to the working class of East Missoula and Missoula. The Aspire Subdivision hopes to blend a mixture of single-family homes and multi-dwelling lots into a community that fits the area.

As builders and developers DeNova has been able to envision and will be able to create a community that is desired to live in. DeNova has been developing and building for over 30 years and prides themselves on addressing each new community individually, incorporating the unique characteristics of the surrounding area. An example of this is the proposed riverside trail linking to the already established Waters Edge Trail providing connectivity to the Missoula Trail System. In concert with the trail system the additional dedicated parkland above the regulation requirement for the development was placed adjacent to the existing Canyon View Park, adding to the open space and providing more room for recreation activities.

The proposed Aspire 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 approximately 7.1 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. This development will fit perfectly into the community and growth plan for the East Missoula area.

The development and ultimately community goals of the Aspire Subdivision fit a piece of the housing puzzle that Missoula is working on. With the development team controlling the process from start to finish the quality and caring of the community will be evident. The affordability will allow a broader range of home buyers to live within this quality community, that fits seamlessly into the "Our Missoula Growth Plan".

Summary of Roads and Parking:

There are two existing roads providing access to the subdivision. As part of this new development, the already established Sommers Street and Waterside Drive will be continued through Aspire providing connectivity. These two roads will continue through

the subdivision starting from the northern and southwestern property boundary. This will allow for continuation of the grid and connectivity as development occurs. The subdivision will have one internal north-south road that will not be a through street, this street will be Heartwood Place. There will be three additional streets that run east-west, none of these will be through streets. The three streets running east-west are Crosscut Way, Junction Way, and Aspire Loop. There will also be two alleys that will serve the southeast side of the multi-family lots. All new streets proposed in Aspire Subdivision with the exception of the alleys and a small section of Waterside Drive will be 37' wide, this will allow parking on both sides of the subdivision with room for two-way traffic.

Offsite Connection Streets:

Sommers Street is an existing road 22' wide road with flat shoulders extending to the edge of the 50' right-of-way that currently stops at the southwest edge of Aspire Subdivision. Plans exist to extend Sommers Street into Aspire Subdivision. Waterside Drive is a 29' BOC to BOC road with in a 54' wide right-of-way that is also an existing street proposed to provide Aspire Subdivision a connection on the northern boundary and continue to the southern boundary.

In order for Sommers Street to provide adequate traffic conveyance an upgrade to the entire length of the street is proposed. This upgrade would provide 11' drive lanes each direction 8' of parking on both sides, along with type "L" curb and gutter, and a 5' sidewalk is proposed for both sides of the street. This upgrade will provide safe pedestrian passages as well as safe vehicle transport from the subdivision to Hwy 200 to the west of the project.

Low Density Urban Local Streets:

All streets will be considered "Low Density Urban Local Streets". These streets are the Sommer Street extension, Waterside Drive, Crosscut Way, Jumbo Drive, Aspire Loop and Heartwood Place. These streets will all have a cross-section 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 .5' on the back side of each sidewalk, creating a 62' ROW. This cross section is 2' wider than subdivision standards but will provide extra space should snow plowing occur during the winter.

The one exception to the above cross-section is a 415' section of Waterside Drive where it leaves the northern boundary of the property. In order to match the existing 54' wide easement and cross-section of Waterside drive. This section will have a 54' wide right-of-way with parking on one side. The cross-section will consist of a 10' drive lane 8' of parking and type "L" curb and gutter, a 7' boulevard and a 5' sidewalk.

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. No specific intersection alterations are recommended with the development of this subdivision from the appointed traffic engineer.

Parking:

Parking has been a concern that DeNova and the design team have taken very seriously. With the current layout all single-family homes will have a two-car garage, along with

enough space to park additional vehicles in their driveways. There will also be adequate parking to park at least one vehicle in front of each home, along with the additional street parking on the sides of each block. The multi-family units will all have garages with most having a two-car garage. Additional parking stalls will be in the vicinity of multifamily along with large areas of street frontage that will add multiple other parking spaces. The provide parking for the proposed subdivision will far exceed the minimum parking requirements per the City of Missoula.

Summary of Non-motorized Facilities:

The non-motorized transportation facilities include boulevard sidewalk on all streets within the proposed subdivision. A river front trail with four connection points to the subdivision along with a connection to the existing trail located to the north in the Water's Edge Subdivision. Also, the project will be providing sidewalk connectivity from the subdivision to Hwy 200, something that does not currently exist. The proposed park located next to Canyon View Park will also provide pedestrian pathways to access the existing park site and existing neighborhoods.

Phasing Plan:

Currently there are a proposed 6 phase for the subdivision:

Phase 1 will start at the southern boundary connecting to the existing Sommers Street and encompass the construction of a section of Sommers Street extension and Crosscut Way. In addition, the sewer main located in the future Waterside Drive ROW, outside of the phase, will be completed connecting to the existing main located just north of the development. It will also add the dedication of the river front trail for parkland.

Phase 2 will complete the construction of Waterside drive and all infrastructure associated with it. An additional 25 lots along the Southern end of the road will be filed with this phase. This phase will also complete the construction of the river front trail.

Phase 3 will add the infrastructure for the multi-dwelling part of the subdivision. This includes the associated alleys and underground infrastructure.

Phase 4 adds very little infrastructure as most of it will be completed in Phase 2 but allows for the filing of the remaining lots fronting Waterside drive.

Phase 5 finishes the extension of Sommers Street and Junction Way as well as starts Heartwood Place. This phase also will add the additional parkland located along the western boundary of the project.

Phase 6 finishes all remaining roads and infrastructure including Heartwood and Aspire Loop.

Each phase is currently planned to be completed within two years of the next. This will start with the completion of Phase I at the end of 2025 and end with the planned

completion of Phase 6 at the end of 2035.

Variances requested:

Eight (8) Variances are being requested for the Proposed Aspire Subdivision.

1. A variance request to reduce the right-of-way for low density urban local street from 70' to 62' for all roadways located within the Subdivision. This would allow for a right -of-way from 6" past the edge of each sidewalk per our street design and allow for building setbacks to be from the sidewalk.
2. A variance request to reduce the right-of-way for low density urban local street from 70' to 54' for 415' of Waterside Drive. This would allow for a match of the existing right-of-way for Waterside Drive to the north. The variance is for the last 415' of street as it exists to the north.
3. A variance request to reduce sidewalks to one side of Aspire Loop for approximately 460' along the northern and western edge. This request is due to the steep embankment that parallels the road to the west through that section.
4. An extension of the maximum block length in the City of Missoula Subdivision Regulations from 480' to 1,287' for lots 1-18, and 103-113. This is due to the western edge of the property paralleling an existing subdivision with no connectivity.
5. An extension of the maximum block length in the City of Missoula Subdivision Regulations from 480' to 547' for lots 19-31. This block extension allows for the addition of four single family lots where a required City ROW would be needed to maintain 480' maximum. This variance allows for the developer to dedicate additional parkland by locating these four lots on this block. Pedestrian traffic will still be less than 480' with the use of a pedestrian pathway mid-block.
6. An extension of the maximum block length in the City of Missoula Subdivision Regulations from 480' to 1815' for lots 32-46, 68-87. This extension is due to the eastern edge of the subdivision paralleling the Clark Fork River. Multiple pedestrian access points have been added to help break up the block length.
7. A request to allow lots 62, 65, and 66 have an alley access the lot without a second full-cross section road abutting the lot. This is to allow a cottage court style to the multifamily area.
8. A request to extend the maximum block length to 1,125 feet. This is 550' for east of Sommers Street, Lots 58-59 and 63-64 and 575 feet for south of Crosscut Way Lots 59-61 of the Aspire Subdivision. The request will help accommodate the cottage court style for the multifamily with alley entrances and pedestrian pathways.

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 approximately 7.1 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.

The Aspire Subdivision provides a connected diverse community on a great infill location within

the greater Missoula area. With a sewer main running through the property and water mains located just off the property in three locations this site is ideal for this proposed development. Denova Homes is giving the Missoula Community valuable land by dedicating their entire river frontage to public access and use. Not only are they going above and beyond by providing a river front trail they are also providing an extra 1.45 acres of parkland adjacent to the existing Canyon View Park. This project with its 172 single family lots and 10 multi-family lots provides a blend of the existing community with a needed boost in density to achieve a more affordable home for the average Missoulian. This project will provide a lasting positive impact to the Missoula Area for years to come.