



# The Wildroot Subdivision - Project Summary

## City of Missoula

### Development Services

City of Missoula  
435 Ryman Street  
Missoula MT 5980

Updated: December 5, 2023

Revised: March 22, 2024

Revised: May 10, 2024



**Cushing  
Terrell**





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## PROJECT SUMMARY

Located within the Moose Can Gully Neighborhood off of Hillview Way, the Wildroot Subdivision (Wildroot) will create a new residential community inside the City of Missoula. By including a variety of housing product types, thoughtful park spaces, and emphasizing pedestrian connectivity throughout the entire project, this project intends to appeal to a diverse market and ultimately create a neighborhood that aligns with Missoula community priorities. Included in the application will be a request for a Major Subdivision, a rezoning request, and annexation of the five (5) parcels outlined in this application. It is the preference of the design team for all applications to be reviewed and considered concurrently.

The first phase of the proposed subdivision will incorporate the multi-family development currently permitted and under construction. The remaining phases will include lots for townhomes and single-family residences. The design for the proposed lot layout places higher density residential units close to Hillview Way, with gradually less intense townhomes and single-family residential lots planned as the property slopes up to the east. The proposed design is broken into 7 phases and improvements include the extension of a new collector road off Rimel Road, new water and sewer infrastructure, and improvements to Hillview Way. Development of the parcels associated with this petition for annexation are proposed for phases 3 – 7.

Outdoor recreation and multi-modal connections have been prioritized throughout the design process. The project scope includes a new Moose Can Gully neighborhood park, and a new trail network will connect the entire development through walking paths to provide residents and wildlife with convenient access throughout the property. Most notable are a new 8-foot wide gravel path connecting Moose Can Gully Trail to Rimel Road and an extensive network of less invasive single track trails. In accordance with the land use designations provided in the Our Missoula 2035 City Growth Policy, the design team is proposing the use of relatable zoning for both Residential High Density and Residential Medium Density land use designations with RM1.35, RM0.5 and R5.4 zoning districts. Additionally, the zoning of annexed parcels would conform with Missoula County land use designation recommendations.

## EXISTING CONDITIONS

The site is comprised of seven parcels totaling approximately 106.57 acres. 65.22 acres is located within the City of Missoula with the remaining property is unannexed under Missoula County jurisdiction.

Overall the site has primarily been used for pasture grazing. A portion of the Development addressed in Phase 1 had been mined for gravel. A single-family residence is located on another portion of the site. According to the geotechnical report, the area is mapped on the Missoula West 30' x 60' Quadrangle Geologic Map (MBMG Open File Report 373). The geologic map depicts the site primarily as Miocene through Pliocene epochs Alluvial Fan Deposits (Taf) and to a lesser amount, as Eocene through Miocene epochs Gravel and Clay Deposits (Tgc). Three nearby water well logs associated with the three private residences to the northeast of the Development indicate depths to the groundwater table ranged from 200 to 340 feet. The water well drilling depths extended from 360 to 440. Bedrock was noted in only one of the water well logs and that was logged as shale at a depth of 410 feet. Moose Can Gully is located in the south portion of the site and will remain undisturbed as a feature of the new City-owned public park.

The site has significant topographic conditions with slopes rising to the west away from Hillview Way. Vegetation on the site is primarily grasses and a few trees. The most prevalent invasive/noxious species on site are Leafy Spurge & Knapweed, there are smaller areas of Dalmatian Toadflax, and there are a few instances of Hounds tongue and Field Bindweed. Invasive grasses present onsite include Cheatgrass, and Bulbous Bluegrass, with some minor instances of Japanese Brome. Weeds are plentiful along the existing driveway but are not listed as noxious.

## GENERAL INFORMATION

### Owner:

HILLVIEW ROAD LLC  
205 DETROIT ST STE 203, Denver CO, 80206-4812  
kiely@pandoholdings.com

HILLVIEW MF PROJECT OWNER LLC  
1144 15TH ST STE 2475  
DENVER, CO 80202-3078  
kiely@pandoholdings.com

### Developer:

Pando Holdings  
205 DETROIT ST STE 203, Denver CO, 80206-4812  
kiely@pandoholdings.com

### Representative name and company:

Nicole Olmstead, Cushing Terrell  
06 Railroad Street W #104, Missoula MT 59802  
nicoleolmstead@cushingterrell.com

### Subdivision name:

Wildroot Subdivision

### # of lots proposed:

21 Townhomes Lots  
226 Single Family Lots  
1 Multifamily Lot  
**248 Total Lots**

### # of acres:

Total acreage of subdivision: 106.57 acres  
Total acreage in streets and roads: 26.27 acres  
Total acreage in parks or common area: 29.64 acres

## LEGAL DESCRIPTION OF PROJECT

PARCEL 1:  $W\frac{1}{2}W\frac{1}{2}SW\frac{1}{4}SW\frac{1}{4}$  OF SECTION 5, TOWNSHIP 12 NORTH, RANGE 19 WEST, P.M.M., MISSOULA COUNTY, MONTANA - RECORDING REFERENCE: BOOK 810 OF MICRO RECORDS AT PAGE 1424

PARCEL 2:  $E\frac{1}{2}W\frac{1}{2}SW\frac{1}{4}SW\frac{1}{4}$  OF SECTION 5, TOWNSHIP 12 NORTH, RANGE 19 WEST, P.M.M., MISSOULA COUNTY, MONTANA - RECORDING REFERENCE: BOOK 810 OF MICRO RECORDS AT PAGE 1425

PARCEL 3: A TRACT OF LAND LOCATED IN THE  $W\frac{1}{2}E\frac{1}{2}SW\frac{1}{4}SW\frac{1}{4}$  OF SECTION 5, TOWNSHIP 12 NORTH, RANGE 19 WEST, P.M.M., MISSOULA COUNTY, MONTANA, BEING MORE PARTICULARLY DESCRIBED AS TRACT A OF CERTIFICATE OF SURVEY NO. 1328. - RECORDING REFERENCE: BOOK 810 OF MICRO RECORDS AT PAGE 1426

PARCEL 4: A TRACT OF LAND LOCATED IN THE  $W\frac{1}{2}E\frac{1}{2}SW\frac{1}{4}SW\frac{1}{4}$  OF SECTION 5, TOWNSHIP 12 NORTH, RANGE 19 WEST, P.M.M., MISSOULA COUNTY, MONTANA, BEING MORE PARTICULARLY DESCRIBED AS TRACT B OF CERTIFICATE OF SURVEY NO. 1328. - RECORDING REFERENCE: BOOK 810 OF MICRO RECORDS AT PAGE 1427

PARCEL 5:  $E\frac{1}{2}E\frac{1}{2}SW\frac{1}{4}SW\frac{1}{4}$  OF SECTION 5, TOWNSHIP 12 NORTH, RANGE 19 WEST, P.M.M., MISSOULA COUNTY, MONTANA. - RECORDING REFERENCE: BOOK 810 OF MICRO RECORDS AT PAGE 1428

PARCEL 6: A TRACT OF LAND LOCATED IN THE  $SE\frac{1}{4}$  OF SECTION 6, TOWNSHIP 12 NORTH, RANGE 19 WEST, P.M.M., MISSOULA COUNTY, MONTANA, BEING MORE PARTICULARLY DESCRIBED AS TRACT C-G-1 OF CERTIFICATE OF SURVEY NO. 2412.

PARCEL 7: A TRACT OF LAND LOCATED IN THE  $SE\frac{1}{4}$  OF SECTION 6, TOWNSHIP 12 NORTH, RANGE 19 WEST, P.M.M., MISSOULA COUNTY, MONTANA, BEING MORE PARTICULARLY DESCRIBED AS TRACT C-G-2 OF CERTIFICATE OF SURVEY NO. 2412. TOGETHER WITH A TRACT OF LAND LOCATED IN THE  $NW\frac{1}{4}SW\frac{1}{4}$  OF SECTION 5, TOWNSHIP 12 NORTH, RANGE 19 WEST, P.M.M., MISSOULA COUNTY, MONTANA, BEING MORE PARTICULARLY DESCRIBED AS PORTION A OF CERTIFICATE OF SURVEY NO. 4322. - RECORDING REFERENCE: BOOK 810 OF MICRO RECORDS AT PAGE 1429

# ANNEXATION

The Wildroot subdivision is requesting City of Missoula annexation of five parcels, totaling 41.34 acres of property described below and mutually agree with the City of Missoula that upon annexation of the land all City of Missoula municipal services will be provided to the property. Wildroot Subdivision property submits to municipal taxation and assessments upon annexation.

## Geocodes for parcels to be annexed:

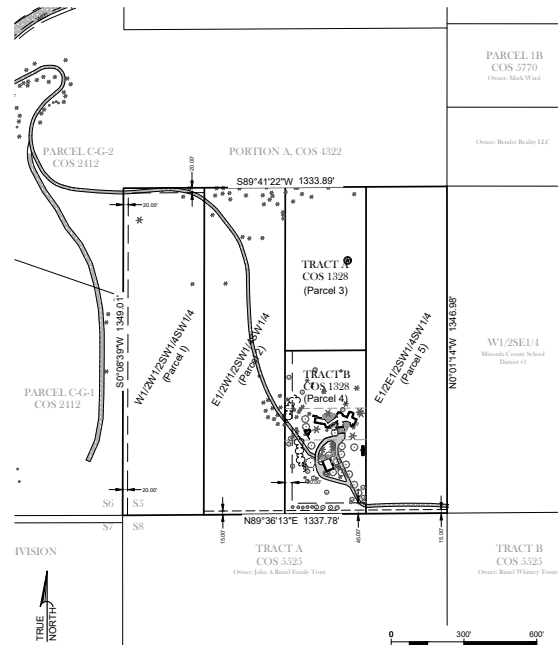
04-2093-05-3-02-01-0000  
 04-2093-05-3-02-02-0000  
 04-2093-05-3-02-03-0000  
 04-2093-05-3-02-04-0000  
 04-2093-05-3-02-05-0000



MISSOULA, MT  
 p 406.728.9522

05.25.2023 TAG NA REVISION  
 HILLVIEW\_SUBDIV  
 ENLARGED ANNEXATION AREA  
 MISSOULA, MONTANA  
 ANNEXATION SUBMITTAL  
 CHECKED BY BORNEMANN  
 SHEET NAME EX E

Enlarged Annexation Area



MISSOULA, MT  
 p 406.728.9522

05.25.2023 TAG NA REVISION  
 HILLVIEW\_SUBDIV  
 ENLARGED ANNEXATION AREA  
 MISSOULA, MONTANA  
 ANNEXATION SUBMITTAL  
 CHECKED BY BORNEMANN  
 SHEET NAME EX F

Existing Conditions



## ZONING

### **Current City Zoning for Parcels located within City Limits:**

RM1-35 Residential (multi-dwelling), RM0.5 Residential (multi-dwelling), R8 Residential, and B2-1 Community Business and the Hillview Heights Overlay. A portion of the site is also partially located within the Node Development Overlay.

The project site is comprised of 7 existing parcels, two of which are already located inside the city of Missoula. The remaining five parcels are currently zoned as Residential (R) under the Missoula County Zoning Regulations.

### **Requested Zoning for the property (including intensity designator)**

The proposed zoning for the site is RM0.5 Residential (multi-dwelling), RM1.35 Residential (multi-dwelling), and R5.4 Residential and removal of the Hillview Heights overlay. This zoning change is proposed to remove the Split Zoning condition currently in place on the subject property and provide appropriate zoning designations for future residential development. The proposed zoning also aligns with the Land Use Designations and Node Development Overlay assigned to the site in the Growth Policy. The intended land use for The Wildroot Subdivision will remain consistent with the recommendations from the Our Missoula 2035 City Growth Policy and future development will align with the Residential High Density and Residential Medium Density land use designation.

The Wildroot neighborhood falls within the utility boundary and ensures that water and sewer will serve any new neighborhood minimizing the need for septic systems and individual wells. The residential zoning encourages general welfare as the development will provide access to safe and healthy neighborhood amenities while remaining efficient in dovetailing into existing services and community infrastructure in place. The neighborhood introduces over 400 housing units while preserving over 19 acres of parkland and open space for the community. This dedication provides critical park space needs. In addition to providing a robust park and open space plan. The Subdivision will emphasize pedestrian connectivity through a comprehensive network of sidewalks, tree-line roadways, trail routes, crosswalks and medians, and bicycle lanes.

The Wildroot Subdivision will transition, similar to the surrounding neighborhood, in density, and lot sizes from the Hillview Way collector to internal local streets. The variety of uses will diversify residential opportunities and incorporate pedestrian-friendly access and connections to amenities along the Hillview Way corridor. The zoning guidelines enable the Wildroot neighborhood in particular to respond to natural site features with design elements that reclaim otherwise challenging site constraints for public use. The subdivision will leverage Right-of-way infrastructure to benefit transportation systems and trail networks and preserves community-centered uses and design that maintain the neighborhood quality within the district. The zoning complements and extends existing pathways to local schools, churches, and parks within the district.

## **GROWTH POLICY COMPLIANCE: Livability**

### **Growth Pressures and land use**

Goal L4: Missoula will make thoughtful decisions about land use planning that support the needs and values of residents in regards to neighborhoods and community character, parks, trails, and natural resources.

Located within the Moose Can Gully Neighborhood off of Hillview Way, the Wildroot Subdivision (Wildroot) will create a new residential community inside the City of Missoula. By including a variety of housing product types, thoughtful park spaces and emphasizing pedestrian connectivity through the entire project, the intent of this project is to appeal to a diverse market and ultimately create a neighborhood that aligns with Missoula community priorities.

The first phase of the proposed subdivision will incorporate the multi-family development currently permitted and under construction. The remaining phases will include lots for townhomes and single family residences. The design for the proposed lot layout places higher density residential units close to Hillview Way, with gradually less intense townhome and single-family residential lots planned as the property slopes up to the east. The proposed design is broken into 7 phases and improvements include the extension of a new collector road off Rimel Road, new water and sewer infrastructure, and improvements to Hillview Way.

As identified in the Growth Policy, the urban residential designation is arranged with compatibility with existing uses. The Wildroot Subdivision will transition, similar to the surrounding neighborhood, in density, and lot sizes from the Hillview Way collector to internal local streets. The variety of uses will diversify residential opportunities and incorporate pedestrian-friendly access and connections to amenities along the Hillview Way corridor. The zoning guidelines enable the Wildroot neighborhood to respond to natural site features with design elements that reclaim otherwise challenging site constraints for public use. The subdivision will leverage Right-of-way infrastructure to benefit transportation systems and trail networks and preserves community-centered uses and design that maintain the neighborhood quality within the district. The zoning complements and extends existing pathways to local schools, churches, and parks within the district.

Goal L5: Neighborhoods should have easy accessibility to amenities and local services to meet the needs of an expanding diverse population.

The location of the proposed project is within the utility service area boundary defined by the city and includes connections to city water & sewer systems.

Improvements proposed along Hillview Way include new dedicated turn lanes to reduce traffic congestion. Ample new walking paths will also be incorporated into the final designs to allow safe

## **GROWTH POLICY COMPLIANCE: Livability**

pedestrian travel without direct interaction with motorized vehicles. To provide pedestrian access to new parkland south of the planned Rimel Road extension, new crosswalks will be installed and marked so that vehicular traffic is aware of potential users. All of these planned improvements will reduce congestion after full subdivision buildout and create a safe and efficient transportation network.

### **Community Character**

Goal L7: Missoula strives to involve community members to participate in decision-making processes, to volunteer, to take pride in their neighborhoods, and to respect a diverse population.

On the Wednesday March 8th, 2023, the Wildroot Subdivision design team conducted a public meeting at the Floriculture Building of the Missoula County Fairgrounds at 5:30 pm MST. The meeting was hosted was an agenda item during the South 39th/Moose Can Gully Neighborhood General Meeting. This public meeting was extended, via invitation, to 70 individuals including the residents surrounding the site, the Moose Can Gully Neighbor Council, Village at Elk Hill Homeowners Association, City Council Ward representatives and City of Missoula Development Services. Notice of the public meeting was made through direct mail and advertised with nine (9) meeting announcements posted around the project site. The meeting was attended by over 20 participates and the design team collected 45+ points of feedback including comments ideas, questions, and affirmations.

This open house style meeting provided the opportunity for attendees to learn about the project design, proposed infrastructure improvements, new outdoor recreational opportunities and discuss the project directly with the design team. These meeting hosted presentation boards which detailed project features included site plan and topography, proposed lots and street layout, housing types of variety, building materiality, proposed trails systems and recreations spaces, adjacent parks and amenities, sewer, and water systems, and pedestrian safety including locations for cross walk, trails, and bicycle lanes.

### **Local Services**

Goal L8: Local municipal and social services will promote a sustainable and livable community.

Objective 1: ensure basic needs of the community including affordable permanent housing, stable income, excellent education, effective and efficient transportation, environmentally-sound waste system, secure water system with adequate capacity, and a sense of safety.

The Wildroot neighborhood falls within the Utility Service Boundary and ensures that water and sewer will serve any new neighborhood minimizing the need for septic systems and individual

## **GROWTH POLICY COMPLIANCE: Livability**

wells. The residential zoning encourages general welfare as the development will provide access to safe and healthy neighborhood amenities while remaining efficient in dovetailing into existing services and community infrastructure in place. The neighborhood introduces over 400 housing units while preserving over 19 acres of parkland and open space for the community. The Subdivision will emphasize pedestrian connectivity through a comprehensive network of sidewalks, tree-line roadways, trail routes, crosswalks and medians, and bicycle lanes to ensure that the neighborhood is vibrant and accessible to those traveling without a vehicle.

The project will be accessed off Hillview Way, a collector road. Rimel Road will serve as the primary vehicular route through the subdivision and will be constructed to meet city standards for a collector. Local streets are also proposed, each one designed to meet city standards. The Wildroot Subdivision considered the effects the new development will have on the roadway network and motorized transportation systems beyond the site and designed the project with the goal of the developing in residential zoning with appropriate right-of-ways, roadways, sidewalks, and the consideration for an additional bus stop access point for the #12 Bolt Bus Route.

The Wildroot Subdivision will transition, similar to the surrounding neighborhood, in density and lot sizes from the Hillview Way collector to internal local streets. A Traffic Impact Study, with subsequent updates, has been submitted to the City of Missoula for review. Those studies have shown that increased traffic counts generated by the planned subdivision, as well as potential future development east of the subdivision, will be accommodated by most of the existing roadway conditions in the area. Modifications along Hillview Way will include new dedicated turn lanes to reduce traffic congestion. Ample new walking paths will also be incorporated into the final designs to allow safe pedestrian travel without direct interaction with motorized vehicles. To provide pedestrian access to new parkland south of the planned Rimel Road extension, new crosswalks will be installed and marked so that vehicular traffic is aware of potential users. All of these planned improvements will reduce congestion after the full subdivision buildout.

### **Parks & Recreation**

Goal L10: Missoula will have a well-distributed, connected, and sustainable network of parks and trail systems for the benefit and enjoyment of the community.

The proposed park, open space and trail network throughout the neighborhood will create recreational opportunities for residents in the Moose Can Gully neighborhood. With 7.78 acres of dedicated parks space, 21.9 acres of common areas and over 14,000 LF of new trails, the proposed neighborhood provides ample amenities for the benefit & enjoyment of the community.



## **GROWTH POLICY COMPLIANCE: Safety & Wellness**

Objective 1: ensure that each community member and neighborhood has adequate access and opportunity to use parks and open space

Objective 3: Balance the amount of public open/green spaces with development to provide adequate access, preserve vistas, and provide recreational opportunities.

Objective 5: Provide adaptable park and recreation facilities and activities designed for all ages and abilities that accommodate current and long term recreation trends and needs.

Objective 6: Create and maintain a trail system that connects parks, neighborhoods and green space.

The proposed Moose Can Gully Park has approximately 1500 LF of street frontage along Hillview & Rimel Roads, both public roadways to ensure accessibility. In addition, an 8 ft wide pathway will connect to an existing underpass and provide walking or biking access to the park space from the south. With 7.78 acres of dedicated parks space, 21.9 acres of common areas and over 14,000 LF of new trails, the proposed neighborhood provides ample amenities for the benefit & enjoyment of the community. The Moose Can Gully Park provides inclusive open space for visitors to gather, relax and enjoy being outside through a paved access route, graded open areas and trail connections. This dedication provides critical park space needs and the new residential units provide a option for residents looking for housing.

### **Active Transportation Systems**

Goal SW1: Encourage healthy lifestyles by having a complete active transportation and transit network for all abilities and recreational opportunities that are safe, clean, beautiful, and navigable.

Objective 1: develop a system of connected active transportation and transit routes in the community including connectivity between neighborhoods and community spaces such as schools, shopping centers, and parks.

A new trail network will connect the entire development to existing city amenities and robust walking paths are planned to provide residents and wildlife with convenient access throughout the property. In addition to concrete sidewalks lining both sides of the local streets, over 14,000 lineal feet of trails are planned. Most notable are a new 8-foot wide gravel path connecting Moose Can Gully Trail to Rimel Road and an extensive network of less invasive single-track trails. All proposed residential zoning districts in the Wildroot subdivision will accommodate complementary uses, and the neighborhood size provides the opportunity to design an efficient residential street network and non-motorized systems that support an accessible, connected, and comfortable pedestrian-friendly neighborhood that is linked to surrounding amenities.

## **GROWTH POLICY COMPLIANCE: Safety & Wellness**

Existing non-motorized transportation systems in the area include:

- Bike lanes along Hillview Way connecting to the City's bicycle facilities network
- Tonkin multi-use trail connection point along Hillview Way
- Pedestrian-only natural surface trail loop through High Park

The pedestrian trails and bike lanes within the Wildroot Subdivision serve to support the logical extension of networks connecting the Tonkin and Hillview Park and support the proposed bike lanes additions outlined in the Activate Missoula: Bicycle Facilities Master Plan. The proposed residential zoning districts will encourage the expansion and improvement of these systems through future development.

### **Parks & recreation**

Goal SW2: Missoula will grow and sustain parks and open spaces to provide safe and accessible places for outdoor activities and view sheds, each important to health and wellness.

Objective 1: support safe, inviting and conveniently located park and open spaces with recreational equipment as needed that can be easily accessed in every Missoula neighborhood

The proposed park, open space and trail network throughout the neighborhood will create recreational opportunities for residents in the Moose Can Gully neighborhood. With 7.78 acres of dedicated parks space, 21.9 acres of common areas and over 14,000 LF of new trails, the proposed neighborhood provides ample amenities for the benefit & enjoyment of the community. The largest proposed park will become an extension of the existing Moose Can Gully Park. Building on the existing wildlife & riparian area, the park will be rooted in a natural theme and include amenities influenced by the substantial elevation change. Rising up from Hillview Way, the terrain is currently covered in dryland grasses and trees densely cover the gully. The natural slope will be minimally disturbed, with low curving walls used to level two small open play areas. Swaths of trees, open space, and pathways connect the multi-family development north of the road, creating a sense of continuity with the surroundings. As identified as the most important feature in the 2018 PROST survey, dirt trails for hiking, biking and running are planned throughout the neighborhood.

### **Environment**

Goal SW6: Missoula is committed to maintaining a clean and healthy environment for all.

Objective 1: support collaborative, community-wide efforts to maintain and expand strict environmental quality standards on air (indoor/outdoor), water, soil, sight, and noise.

The preservation of Moose Can Gully and the surrounding riparian area supports the city effort to maintain water quality in the area.

## GROWTH POLICY COMPLIANCE: Safety & Wellness

Objective 8: Promote connecting septic systems and extending sewer service in the project area to protect the aquifer within the context of compact development and with respect to existing resources.

All proposed residential units will connect to city water & sanitary sewer systems, no septic systems are proposed thus minimizing impacts on the aquifer.

### Built Environment

Goal SW8: Missoula encourages the close connection between development patterns, community infrastructure and the environment as well as the importance of a healthy environment to our sense of social, economic, and physical well-being.

The Proposed Project is consistent with the surrounding zoning, land use patterns and character of the surrounding neighborhood. The site is surrounded by existing residential development and open space both of which are complimented by the residential nature of the proposed neighborhood. Further, the neighborhood will be located within the Utility Services Boundary and according to the Our Missoula 2035 City Growth Policy Future Land Use Map, the project site is designated as Residential High Density and Residential Medium Density and within range to connect to city water & sewer. Scoping notes provided by Planning staff state that the Residential High-Density Future Land Use Designations apply to areas within the core of the community where city services and infrastructure are readily available which lends itself well to density, housing type diversity and infrastructure improvement proposed in this application. Scoping notes also state that Residential Medium Density Future Land Use Designations are intended to fit with many already established residential neighborhoods and lists single dwelling residential building types as the primary use. This designation also lends itself well to the single family lots currently planned in the application. This alignment with the Growth Policy and the Utility Services Boundary ensures that the proposal provides the connection between development patterns, community infrastructure and the environment.

The proposed application is further supported by a number of long range plans which further emphasizes an alignment with Missoula values. In summary the plans are:

- 2015 Our Missoula 2035 City Growth Policy Growth policy: Property is within City limits and Growth Policy Boundary with proposed zoning is compatible with recommended Urban Residential uses
- 2020 Utility Service Area: Property is within existing Utility Service Area
- 2019 Public Utility Map: Property is within current Wastewater Service Area
- 2017 Activate Missoula 2045 Missoula Long Range Transportation Plan: Property is within the designated Missoula Urbanized area.
- 2022 Missoula County Housing Action Plan: The proposed zoning satisfies action 1.1 to "Accelerate planning for and investment in infrastructure that enable residential unit production"
- 2019 Annexation Policy: Parcel to be annexed at property are identified within Annexation Area 'A'

## GROWTH POLICY COMPLIANCE: Safety & Wellness

of the Policy Map indicating areas that largely meet the guidelines of the policy

- 2019 Missoula Urban Area Open Space Plan: Property is compatible with Master plan boundary
- 2016 Missoula County Growth Policy and Land Use: Property is compatible with County urban services area and proposed zoning is consistent with County residential land use designations.

Objective 1: support efforts to require new developments to include improvements that promote healthy lifestyles through community gathering, active transportation options and physical fitness.

The Wildroot neighborhood is designed to promote health lifestyles, active transportation and physical fitness. The proposed park, open space and trail network throughout the neighborhood will create recreational opportunities for residents in the Moose Can Gully neighborhood. With 7.78 acres of dedicated parks space, 21.9 acres of common areas and over 14,000 LF of new trails, the proposed neighborhood provides ample amenities for the benefit & enjoyment of the community.

Objective 4: support efforts that allow Aging-in-Place for seniors

The Wildroot neighborhood will include apartments, townhomes and single family home sites. By including a variety of housing types within the same neighborhood, community members could potentially stay within the same neighborhood even though housing needs change. In addition, ADA accessible sidewalks and park space provide mobility and recreation options that are inclusive.

*Objective 6: encourage new development to locate in areas close to existing service systems. discourage development which does not have the infrastructure necessary to support it.*

The Wildroot neighborhood is located within the Utility Services boundary and ensures that water and sewer will serve any new neighborhood minimizing the need for septic systems and individual wells. The residential zoning encourages general welfare as the development will provide access to safe and healthy neighborhood amenities while remaining efficient in dovetailing into existing services and community infrastructure in place.

### Labor Pool

Goal Econ3: Build and maintain a reliable and skilled work force to both serve existing business and industries and to attract new ones.

Objective 6: Assure an adequate supply of affordable housing in order to maintain a quality labor pool.

By including a variety of housing product types, thoughtful park spaces and emphasizing pedestrian & bicycle connectivity through the entire project, the intent of the design is to appeal to a diverse market and ultimately create a neighborhood that provides the attractive, distinctly Missoula community that



## GROWTH POLICY COMPLIANCE: Economic Health

the labor pool is looking for.

Goal Econ13: Provide a full range of viable transportation mode choices to meet the needs of residents, businesses, and visitors.

Objective 3: Plan for a modern, efficient transportation system to move people and goods safely about the community.

Objective 6: Continue to build and maintain the core transportation facilities that contribute to Missoula's overall quality of life and economic advantages, including streets/roads, Interstate highway, and non motorized trail and pathway system.

A new trail network will connect the entire development to existing city amenities and robust walking paths are planned to provide residents and wildlife with convenient access throughout the property. In addition to concrete sidewalks lining both sides of the local streets, over 14,000 lineal feet of trails are planned. Most notable are a new 8-foot wide gravel path connecting Moose Can Gully Trail to Rimel Road and an extensive network of less invasive single-track trails. All proposed residential zoning districts in the Wildroot subdivision will accommodate complementary uses, and the neighborhood size provides the opportunity to design an efficient residential street network and non-motorized systems that support an accessible, connected, and comfortable pedestrian-friendly neighborhood that is linked to surrounding amenities.

Existing non-motorized transportation systems in the area include:

- Bike lanes along Hillview Way connecting to the City's bicycle facilities network
- Tonkin multi-use trail connection point along Hillview Way
- Pedestrian-only natural surface trail loop through High Park

The pedestrian trails and bike lanes within the Wildroot Subdivision serve to support the logical extension of networks connecting the Tonkin and Hillview Park and support the proposed bike lanes additions outlined in the Activate Missoula: Bicycle Facilities Master Plan. The proposed residential zoning districts will encourage the expansion and improvement of these systems through future development.

The project will be accessed off Hillview Way, a collector road. Rimel Road will serve as the primary vehicular route through the subdivision and will be improved to meet city standards for a collector. Local streets are also proposed, each one designed to meet city standards. The Wildroot Subdivision considered the effects the new development will have on the roadway network and motorized transportation systems beyond the site and designed the project with the goal of the developing in residential zoning with appropriate right-of-ways, roadways, sidewalks, and the consideration for an

## **GROWTH POLICY COMPLIANCE: Economic Health**

additional bus stop access point for the #12 Bolt Bus Route.

The Wildroot Subdivision will transition, similar to the surrounding neighborhood, in density and lot sizes from the Hillview Way collector to internal local streets. A Traffic Impact Study, with sub-sequent updates, has been submitted to the City of Missoula for review. Those studies have shown that increased traffic counts generated by the planned subdivision, as well as potential future development east of the subdivision, will be accommodated by most of the existing roadway conditions in the area. Improvements along Hillview Way will include new dedicated turn lanes to reduce traffic congestion. Ample new walking paths will also be incorporated into the final designs to allow safe pedestrian travel without direct interaction with motorized vehicles. To provide pedestrian access to new parkland south of the planned Rimel Road extension, new crosswalks will be installed and marked so that vehicular traffic is aware of potential users. All of these planned improvements will reduce congestion after the full subdivision buildout and create a safe and efficient transportation network.

### **Affordable & fair Housing**

Goal h1: Meet the needs of a growing and diverse population in regard to age, income, physical abilities and household size by having a sufficient supply of housing and developing a variety of housing types.

Objective 3: Increase the overall supply of decent, safe and affordable homes for renters and home buyers through new construction and improved maintenance of the existing affordable housing stock.

Objective 8: Increase the inventory of housing for seniors including affordable housing and graduated senior housing communities.

The Wildroot neighborhood introduces over 400 housing units and will contribute to housing stock available within the City of Missoula. The neighborhood design includes apartments, townhomes and single family home sites. By including a variety of housing types within the same neighborhood, community members could potentially stay within the same neighborhood while housing needs change. In addition, ADA accessible sidewalks and park space provide mobility and recreation options that are inclusive. The housing variety, thoughtful park spaces and robust pedestrian & bicycle connectivity through the entire project, is designed to appeal to a diverse market and ultimately create a neighborhood that provides the attractive, distinctly Missoula community that the labor pool is looking for.

### **Housing & Transportation Linkage**

Goal h3: Strive to increase the proportion of residents who have access to a multi-modal transportation network that provides accessibility for pedestrians, bicycles, transit and as well as vehicles.

## **GROWTH POLICY COMPLIANCE: Housing**

Objective 1: locate higher to mid-density housing convenient to transit/biking/ walking routes.

Objective 3: Increase transportation options for people who are unable to drive.

A new trail network will connect the entire development to existing city amenities and robust walking paths are planned to provide residents and wildlife with convenient access throughout the property without relying on a vehicle. In addition to concrete sidewalks lining both sides of the local streets, over 14,000 lineal feet of trails are planned. Most notable are a new 8-foot wide gravel path connecting Moose Can Gully Trail to Rimel Road and an extensive network of less invasive single-track trails. All proposed residential zoning districts in the Wildroot subdivision will accommodate complementary uses, and the neighborhood size provides the opportunity to design an efficient residential street network and non-motorized systems that support an accessible, connected, and comfortable pedestrian-friendly neighborhood that is linked to surrounding amenities.

Existing non-motorized transportation systems in the area include:

- Bike lanes along Hillview Way connecting to the City's bicycle facilities network
- Tonkin multi-use trail connection point along Hillview Way
- Pedestrian-only natural surface trail loop through High Park

The pedestrian trails and bike lanes within the Wildroot Subdivision serve to support the logical extension of networks connecting the Tonkin and Hillview Park and support the proposed bike lanes additions outlined in the Activate Missoula: Bicycle Facilities Master Plan.

### **Land Use, Zoning, & Neighborhood Design**

Goal h4: Provide for the diverse housing needs while protecting the strong sense of place in the community and neighborhoods through compatible residential developments.

The proposed project will provide diverse housing while emphasizing a uniquely Missoula sense of place. Located within the Moose Can Gully Neighborhood off of Hillview Way, the Wildroot Subdivision (Wildroot) will create a new residential community inside the City of Missoula. By including a variety of housing product types, thoughtful park spaces and emphasizing pedestrian connectivity through the entire project, the intent of this project is to appeal to a diverse market and ultimately create a neighborhood that aligns with Missoula community priorities.

The first phase of the proposed subdivision will incorporate the multi-family development currently permitted and under construction. The remaining phases will include lots for townhomes and single family residences. The design for the proposed lot layout places higher density residential units close to Hillview Way, with gradually less intense townhome and single-family residential lots planned as

## **GROWTH POLICY COMPLIANCE: Housing**

the property slopes up to the east. The proposed design is broken into 7 phases and improvements include the extension of a new collector road off Rimel Road, new water and sewer infrastructure, and improvements to Hillview Way.

As identified in the Growth Policy, the urban residential designation and Node Development area is arranged with compatibility with existing uses. The Wildroot Subdivision will transition, similar to the surrounding neighborhood, in density, and lot sizes from the Hillview Way collector to internal local streets. The variety of uses will diversify residential opportunities and incorporate pedestrian-friendly access and connections to amenities along the Hillview Way corridor. The zoning guidelines enable the Wildroot neighborhood to respond to natural site features with design elements that reclaim otherwise challenging site constraints for public use. The subdivision will leverage Right-of-way infrastructure to benefit transportation systems and trail networks and preserves community-centered uses and design that maintain the neighborhood quality within the district. The zoning complements and extends existing pathways to local schools, churches, and parks within the district. All of these design decisions contributes to a sense of place that reflects the values articulated in the city long range plans.

**Goal h5:** Strategically provide infrastructure that will support the development of new housing developments where desirable.

The Wildroot neighborhood is located within the Utility Services boundary and ensures that water and sewer will serve any new neighborhood minimizing the need for septic systems and individual wells. The residential zoning encourages general welfare as the development will provide access to safe and healthy neighborhood amenities while remaining efficient in dovetailing into existing services and community infrastructure in place. In addition, the City of Missoula has identified the location of the project as a desirable location for residential development through the assignment of Residential High and Medium Density Future Land Use Designations. Combined the alignment with long range planning demonstrates the desirable nature of the proposed site for new housing.

**Objective 7:** Assess opportunities for residential development on under-utilized parcels and areas such as brownfield sites.

The property is currently underutilized with only one single family home constructed on the project site. The site size and the fact that it is located within the Utility Services Boundary and the residential nature of the Land Use Designation for the site provide an opportunity for the city to increase housing stock on a site particularly suitable for such improvement.

### **Housing – Economic Development Relationship**

**Goal h6:** Missoula will meet the housing needs for all income levels to support economic growth.



## **GROWTH POLICY COMPLIANCE: Community Design**

Objective 1: develop an inventory of a wide range of housing types.

The Wildroot neighborhood introduces over 400 housing units and will contribute to the housing stock available within the City of Missoula. The neighborhood design includes apartments, townhomes and single family home sites. By including a variety of housing types within the same neighborhood, community members could potentially stay within the same neighborhood while housing needs change. In addition, ADA accessible sidewalks and park space provide mobility and recreation options that are inclusive. The housing variety, thoughtful park spaces and robust pedestrian & bicycle connectivity through the entire project, is designed to appeal to a diverse market and ultimately create a neighborhood that provides the attractive, distinctly Missoula community that the labor pool is looking for.

### **Community Character & Sense of Place**

Goal CD1: Protect and enhance Missoula's strong sense of place by connecting, supporting and protecting the community's existing distinctive qualities including natural resources, the vibrant diverse community, distinct neighborhoods, and downtown.

Goal CD2: Support future development that enhances the unique character of Missoula.

Objective 2: support pedestrian-scale design that encourages non-motorized transportation and social interaction, especially in areas of the city that are now predominantly vehicular-oriented (e.g., Brooks Corridor).

Objective 11: encourage the design and implementation of projects that inspire both residents and visitors to explore and learn about Missoula's unique character and history.

The proposed project will provide diverse housing while emphasizing a uniquely Missoula sense of place. Located within the Moose Can Gully Neighborhood off of Hillview Way, the Wildroot Subdivision (Wildroot) will create a new residential community inside the City of Missoula. By including a variety of housing product types, thoughtful park spaces and emphasizing pedestrian connectivity through the entire project, the intent of this project is to appeal to a diverse market and ultimately create a neighborhood that aligns with Missoula community priorities.

The 203 residential unit Wildroot Multi-family development is currently under construction on a portion of the property. In addition to the new residential units in varying sizes to appeal to a different tenant needs the community also has amenities like a fitness center, pool area, lounge spaces and coworking amenities all meant to encourage community gathering. In addition, trails and an Activity Area adjacent to Moose Can Gully provide opportunities for outdoor gathering and enhance the city's existing non-motorized transportation network.

## GROWTH POLICY COMPLIANCE: Community Design

The remaining phases will include lots for townhomes and single family residences. The design for the proposed lot layout places higher density residential units close to Hillview Way, with gradually less intense townhome and single-family residential lots planned as the property slopes up to the east. The proposed design is broken into 7 phases and improvements include the extension of a new collector road off Rimel Road, new water and sewer infrastructure, and improvements to Hillview Way.

Due to Missoulians love of biking and hiking, special emphasis was placed on creating a robust pedestrian and bicycle network throughout the neighborhood. A new trail network will connect the entire development to existing city amenities and robust walking paths are planned to provide residents and wildlife with convenient access throughout the property. In addition to concrete sidewalks lining both sides of the local streets, over 14,000 lineal feet of trails are planned. Most notable are a new 8-foot wide gravel path connecting Moose Can Gully Trail to Rimel Road and an extensive network of less invasive single-track trails. All proposed residential zoning districts in the Wildroot subdivision will accommodate complementary uses, and the neighborhood size provides the opportunity to design an efficient residential street network and non-motorized systems that support an accessible, connected, and comfortable pedestrian-friendly neighborhood that is linked to surrounding amenities.

Existing non-motorized transportation systems in the area include:

- Bike lanes along Hillview Way connecting to the City's bicycle facilities network
- Tonkin multi-use trail connection point along Hillview Way
- Pedestrian-only natural surface trail loop through High Park

The pedestrian trails and bike lanes within the Wildroot Subdivision serve to support the logical extension of networks connecting the Tonkin and Hillview Park and support the proposed bike lanes additions outlined in the Activate Missoula: Bicycle Facilities Master Plan. The proposed residential zoning districts will encourage the expansion and improvement of these systems through future development.

With almost 22 acres of open space incorporated into the neighborhood design, the proposed application reflects the community's love of open. The proposed park, open space and trail network throughout the neighborhood will create recreational opportunities for residents in the Moose Can Gully neighborhood. With 7.78 acres of dedicated parks space, 21.9 acres of common areas and over 14,000 LF of new trails, the proposed neighborhood provides ample amenities for the benefit & enjoyment of the community.

The Wildroot Subdivision Park will become an extension of the existing Moose Can Gully Park. Building on the existing wildlife & riparian area, the park will be rooted in a natural theme and include amenities influenced by the substantial elevation change. Rising up from Hillview Way, the terrain

## **GROWTH POLICY COMPLIANCE: Community Design**

is currently covered in dryland grasses and trees densely cover the gully. The natural slope will be minimally disturbed, with low curving walls used to level two small open play areas. Swaths of trees, open space, and pathways connect the multi-family development north of the road, creating a sense of continuity with the surroundings. As identified as the most important feature in the 2018 PROST survey, dirt trails for hiking, biking and running are planned throughout the neighborhood.

### **Land Use**

Goal CD4: Plan proactively for the development of future infrastructure.

Future ROW connections are provided on all sides of the proposed neighborhood to ensure that adequate area exists to extend neighborhood street networks. In addition, stormwater, water and sanitary sewer systems have all been designed to accommodate the proposed development and meet city standards for design and capacity.

Goal CD5: Strive for a more compact development pattern.

The proposed Wildroot Neighborhood strives to combine city requirement with modern urban design practices to emphasize land efficiency and maximize density without jeopardizing community sense of place. The Wildroot neighborhood falls within the Utility Service Boundary and ensures that water and sewer will serve any new neighborhood minimizing the need for septic systems and individual wells. The residential zoning encourages general welfare as the development will provide access to safe and healthy neighborhood amenities while remaining efficient in dovetailing into existing services and community infrastructure in place. The neighborhood introduces over 450 residential units in multi-family apartment buildings, townhome lots or efficiently sized single family lots. The Subdivision will emphasize pedestrian connectivity through a comprehensive network of sidewalks, tree-line roadways, trail routes, crosswalks and medians, and bicycle lanes to ensure that the neighborhood is vibrant and accessible to those traveling without a vehicle.

Goal CD6: Support a transportation system planned in concert with land use goals.

The proposed project includes transportation system improvements that align with land use goals. Striking a balance between vehicular and non-vehicular routes, the Wildroot neighborhood will include a vast network of sidewalk and trails and street improvements designed to accommodate new and existing residents. Specifically the pedestrian trails and bike lanes within the Wildroot Subdivision serve to support the logical ex-tension of networks connecting the Tonkin and Hillview Park and support the proposed bike lanes additions outlined in the Activate Missoula: Bicycle Facilities Master Plan.

## **GROWTH POLICY COMPLIANCE: Community Design**

The project will be accessed off Hillview Way, a collector road. Rimel Road will serve as the primary vehicular route through the subdivision and will be improved to meet city standards for a collector. Local streets are also proposed, each one designed to meet city standards. The Wildroot Subdivision considered the effects the new development will have on the roadway network and motorized transportation systems beyond the site and designed the project with the goal of the developing in residential zoning with appropriate right-of-ways, roadways, sidewalks, and the consideration for an additional bus stop access point for the #12 Bolt Bus Route.

The Wildroot Subdivision will transition, similar to the surrounding neighborhood, in density and lot sizes from the Hillview Way collector to internal local streets. A Traffic Impact Study, with subsequent updates, has been submitted to the City of Missoula for review. Those studies have shown that increased traffic counts generated by the planned subdivision, as well as potential future development east of the subdivision, will be accommodated by most of the existing roadway conditions in the area. Modifications along Hillview Way will include new dedicated turn lanes to reduce traffic congestion. Ample new walking paths will also be incorporated into the final designs to allow safe pedestrian travel without direct interaction with motorized vehicles. To provide pedestrian access to new parkland south of the planned Rimel Road extension, new crosswalks will be installed and marked so that vehicular traffic is aware of potential users. All of these planned improvements will reduce congestion after the full subdivision buildout and create a safe and efficient transportation network.

Objective 2: encourage growth in the urban core

The proposed project site is located within the Utility Service Boundary and designated as Urban Residential on the Future Land Use Map.

Objective 8: encourage development that provides housing for all income levels.

The Wildroot neighborhood introduces 450 housing units and will contribute to housing stock available within the City of Missoula. The neighborhood design includes apartments, townhomes and single family home sites. By including a variety of housing types within the same neighborhood, community members could potentially stay within the same neighborhood while housing needs change. In addition, ADA accessible sidewalks and park space provide mobility and recreation options that are inclusive. The housing variety, thoughtful park spaces and robust pedestrian & bicycle connectivity through the entire project, is designed to appeal to a diverse market and ultimately create a neighborhood that provides the attractive, distinctly Missoula community that the labor pool is looking for.



## **GROWTH POLICY COMPLIANCE: Community Design**

Objective 13: ensure the entire community remains bikeable and walkable.

A new trail network will connect the entire development to existing city amenities and robust walking paths are planned to provide residents and wildlife with convenient access throughout the property without relying on a vehicle. In addition to concrete sidewalks lining both sides of the local streets, over 14,000 lineal feet of trails are planned. Most notable are a new 8-foot wide gravel path connecting Moose Can Gully Trail to Rimel Road and an extensive network of less invasive single-track trails. All proposed residential zoning districts in the Wildroot subdivisions will accommodate complementary uses, and the neighborhood size provides the opportunity to design an efficient residential street network and non-motorized systems that support an accessible, connected, and comfortable pedestrian-friendly neighborhood that is linked to surrounding amenities.

Existing non-motorized transportation systems in the area include:

- Bike lanes along Hillview Way connecting to the City's bicycle facilities network
- Tonkin multi-use trail connection point along Hillview Way
- Pedestrian-only natural surface trail loop through High Park

The pedestrian trails and bike lanes within the Wildroot Subdivision serve to support the logical extension of networks connecting the Tonkin and Hillview Park and support the proposed bike lanes additions outlined in the Activate Missoula: Bicycle Facilities Master Plan. The proposed residential zoning districts will encourage the expansion and improvement of these systems through future development.

### **Natural Areas and outdoor recreation**

Goal CD7: Recognize and strengthen preservation and responsible access/use of Missoula's outdoor resources.

Goal CD8: Preserve and protect Missoula's natural resources and natural areas for the entire community.

Recognizing the importance of Moose Can Gully as a natural amenity, the area will remain untouched both during development and after construction is complete. The proposed park, open space and trail network throughout the neighborhood will create recreational opportunities for residents to enjoy the amenity but stay clear of disturbing it directly.

The largest proposed park will become an extension of the existing Moose Can Gully Park. Building on the existing wildlife & riparian area, the park will be rooted in a natural theme and include amenities influenced by the substantial elevation change. Rising up from Hillview Way, the terrain

## **GROWTH POLICY COMPLIANCE: Community Design**

is currently covered in dryland grasses and trees densely cover the gully. The natural slope will be minimally disturbed, with low curving walls used to level two small open play areas. Swaths of trees, open space, and pathways connect the multi-family development north of the road, creating a sense of continuity with the surroundings. As identified as the most important feature in the 2018 PROST survey, dirt trails for hiking, biking and running are planned throughout the neighborhood. These pathways provide access points for users to minimize disturbances to ground cover, water and wildlife.

Further, the connections to city water & sewer systems also minimizes impacts to aquifer ground water quality through reducing the number of individual wells and septic systems proposed within the valley.

**Goal CD9:** Improve the community's urban outdoor amenities, and prioritize the creation of more public spaces (e.g., more plazas downtown, more neighborhood parks).

The proposed park, open space and trail network throughout the neighborhood will create recreational opportunities for residents in the Moose Can Gully neighborhood. With 7.78 acres of dedicated parks space, 21.9 acres of common areas and over 14,000 LF of new trails, the proposed neighborhood provides ample amenities for the benefit & enjoyment of the community.

The largest proposed park will become an extension of the existing Moose Can Gully Park. Building on the existing wildlife & riparian area, the park will be rooted in a natural theme and include amenities influenced by the substantial elevation change. Rising up from Hillview Way, the terrain is currently covered in dryland grasses and trees densely cover the gully. The natural slope will be minimally disturbed, with low curving walls used to level two small open play areas. Swaths of trees, open space, and pathways connect the multi-family development north of the road, creating a sense of continuity with the surroundings. As identified as the most important feature in the 2018 PROST survey, dirt trails for hiking, biking and running are planned throughout the neighborhood.

**Objective 1:** Provide well designed, convenient, and well maintained access to trails, parks, open space, and recreation areas through a connected transportation system.

A new trail network will connect the entire development to existing city amenities and robust walking paths are planned to provide residents and wildlife with convenient access throughout the property without relying on a vehicle. In addition to concrete sidewalks lining both sides of the local streets, over 14,000 lineal feet of trails are planned. Most notable are a new 8-foot wide gravel path connecting Moose Can Gully Trail to Rimel Road and an extensive network of less invasive single-track trails. All proposed residential zoning districts in the Wildroot subdivision will accommodate complementary uses, and the neighborhood size provides the opportunity to design an efficient residential street network and non-motorized systems that support an accessible, connected, and comfortable pedestrian-friendly neighborhood that is linked to surrounding amenities.

## **GROWTH POLICY COMPLIANCE: Community Design**

Existing non-motorized transportation systems in the area include:

- Bike lanes along Hillview Way connecting to the City's bicycle facilities network
- Tonkin multi-use trail connection point along Hillview Way
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The pedestrian trails and bike lanes within the Wildroot Subdivision serve to support the logical extension of networks connecting the Tonkin and Hillview Park and support the proposed bike lanes additions outlined in the Activate Missoula: Bicycle Facilities Master Plan.

### **Infrastructure**

Goal CD11: Secure locally managed access to water, sewer, energy, waste, and resource management infrastructure.

Objective 3: Provide infrastructure that supports a more compactly-designed community.

Objective 6: encourage development in future growth areas by investing in water and wastewater system improvements in these identified areas.

The Wildroot neighborhood supports the goal to secure locally managed access to water, sewer etc. due to the location within the Utility Services boundary. This location ensures that water and sewer will serve any new neighborhood minimizing the need for septic systems and individual wells thus creates new users and increases collected fees. Both of which support the future of city services.

The proposed neighborhood is located entirely within the Urban Services boundary, and the neighborhood introduces 450 residential units in multi-family apartment buildings, townhome lots or efficiently sized single family lots. Both of which contribute to a more compactly-designed community.

### **Transportation**

Goal CD14: Missoula will have a connected, efficient, safe, accessible, and attractive transportation system.

Goal CD15: Missoula accommodates a diversity of transportation options that promote healthy lifestyles and reduce reliance on automobiles.

Objective 2: develop policies and support infrastructure that promote the use of active transportation (walking, biking or public transportation, etc.) and discourage the use of single occupancy vehicles (sov's)

Objective 4: emphasize transportation network safety and livability over capacity.

A new trail network will connect the entire development to existing city amenities and robust walking paths are planned to provide residents and wildlife with convenient access throughout the property. In addition to concrete sidewalks lining both sides of the local streets, over 14,000 lineal

## **GROWTH POLICY COMPLIANCE: Environmental Quality**

feet of trails are planned. Most notable are a new 8-foot wide gravel path connecting Moose Can Gully Trail to Rimel Road and an extensive network of less invasive single-track trails. All proposed residential zoning districts in the Wildroot subdivision will accommodate complementary uses, and the neighborhood size provides the opportunity to design an efficient residential street network and non-motorized systems that support an accessible, connected, and comfortable pedestrian-friendly neighborhood that is linked to surrounding amenities.

Existing non-motorized transportation systems in the area include:

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### **Transportation, Growth Pressures & Sprawl**

Goal EQ5: Missoula will have a safe and efficient transportation system that reduces impacts to the environment and emphasizes walking, bicycling, and transit.

Objective 8: ensure that bike/pedestrian trail system access is within close proximity of every residence in the city.

Due to Missoulians love of biking and hiking, special emphasis was placed on creating a robust pedestrian and bicycle network throughout the neighborhood. A new trail network will connect the entire development to existing city amenities and robust walking paths are planned to provide residents and wildlife with convenient access throughout the property. In addition to concrete sidewalks lining both sides of the local streets, over 14,000 lineal feet of trails are planned. Most notable are a new 8-foot wide gravel path connecting Moose Can Gully Trail to Rimel Road and an extensive network of less invasive single-track trails. All proposed residential zoning districts in the Wildroot subdivision will accommodate complementary uses, and the neighborhood size provides the opportunity to design an efficient residential street network and non-motorized systems that support an accessible, connected, and comfortable pedestrian-friendly neighborhood that is linked to surrounding amenities.

Existing non-motorized transportation systems in the area include:

- Bike lanes along Hillview Way connecting to the City's bicycle facilities network
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- Pedestrian-only natural surface trail loop through High Park

The pedestrian trails and bike lanes within the Wildroot Subdivision serve to support the logical extension of networks connecting the Tonkin and Hillview Park and support the proposed bike lanes additions outlined in the Activate Missoula: Bicycle Facilities Master Plan.

### **Air, Soil, & Water Quality**

## **GROWTH POLICY COMPLIANCE: Environmental Quality**

Goal EQ11: Protect and enhance Missoula's surface and ground water quality and quantity.

Objective 3: Protect from development and restore riparian, wetland, and floodplain areas.

Recognizing the importance of Moose Can Gully as a natural amenity, the area will remain untouched both during development and after construction is complete. The preservation of Moose Can Gully and the surrounding riparian area supports the city effort to maintain water quality in the area. The proposed park, open space and trail network throughout the neighborhood will create recreational opportunities for residents to enjoy the amenity but stay clear of disturbing it directly. Further, all proposed residential units will connect to city water & sanitary sewer systems, no septic systems are proposed thus minimizing impacts on the aquifer.

### **Natural resources**

Goal EQ17: Protect Missoula's trees and other vegetation in urban spaces

Objective 2: Quantify and address issues of invasive plant and animal species.

A weed management plan has been completed for the site and approved by the Missoula County Weed Management District. This plan provides an existing conditions assessment for invasive plants currently found on the property and suggests treatment options to mitigate and improve plant diversity. Further, the proposed park and open spaces will be managed to protect trees and other native and important vegetation.

Goal EQ19: Maintain natural areas for multiple user groups and wildlife habitat.

Goal EQ20: Protect additional lands for Missoula open space, vistas, wildlife habitat, and recreational trails.

Recognizing the importance of Moose Can Gully as a natural amenity, the area will remain untouched both during development and after construction is complete. The proposed park, open space and trail network throughout the neighborhood will create recreational opportunities for residents to enjoy the amenity but stay clear of disturbing it directly.

The largest proposed park will become an extension of the existing Moose Can Gully Park. Building on the existing wildlife & riparian area, the park will be rooted in a natural theme and include amenities influenced by the substantial elevation change. Rising up from Hillview Way, the terrain is currently covered in dryland grasses and trees densely cover the gully. The natural slope will be minimally disturbed, with low curving walls used to level two small open play areas. Swaths of trees, open space, and pathways connect the multi-family development north of the road, creating a sense of continuity with the surroundings. As identified as the most important feature in the 2018 PROST.



## VARIANCE REQUESTS

### **Variance #1 Article 3-020.5 Missoula Subdivision Regulations**

#### **Article 3 Subdivision Design Standards - Dead-End Streets, Cul-de-Sacs, and Circle and Loop Streets**

- We are requesting a variance from Article 3-020.5 to allow a turnabout for a singular instance due to the unique conditions of the property. The turnaround is dictated by the city's requested alignment of Rimel Road to provide for a future connection to the Public Highway Easement, per COS 5525, beyond the property, maintaining the collector street road profile, and resulting limitations of the property shape.
- The variance is required for the following Street(s):  
Variance Request #1: Local I

### **Variance #2-4 Article 3-030.2.A.(2) Missoula Subdivision Regulations**

#### **Article 3 Subdivision Design Standards - Lots and Blocks**

- We are requesting a variance for allowing exceeding maximum block lengths of 480' resulting from existing site topography, roadway, and intersection construction requirements per AASHTO and PROWAG, and applicable hillside protection regulations and considerations as outlined in subdivision regulations. The variance is be
- The variance is required for the following block areas:  
Variance Request #2: Local A  
Variance Request #3: Local B (east/west), Local D, Local E, and Local G  
Variance Request #4: Local B (north/south) and Local C

### **Variance #5 Article 3-020.2.B Missoula Subdivision Regulations**

#### **Article 3 Subdivision Design Standards - Public street & Sidewalk Standards**

- We are requesting a variance from Article 3-020.2.B for a small portion of Rime Road which fronts the Moose Can Gully Park due to existing historic easements, site topography and property shape. The variance provides the desired trail alignment all while maintaining the collector street road profile through the grade changes.

### **Variance Request #6 Article 3-030.1.C(3) Missoula Subdivision Regulations**

#### **Article 3 Subdivision Design Standards - Lots and Blocks**

- We are requesting a variance from Article 3-030.1.C(3) for I proposed Lots 18, 19, 20, 21, and 22 which are designed to be accessed via the alley and Common Area on the north and west sides of the Lots. Due to steep slopes, abutting the public street increase the complexity of grading for accessibility requirements. The creation of a private drive for vehicles and a public access easement for pedestrian connectivity will create similar amenities to the Low Density Local Residential Street section as defined by Table .2 A of the Missoula City Subdivision Regulations.  
Variance Request #6: Proposed Lots 18, 19, 20, 21, and 22

## SUMMARY OF ROADS

The project will be accessed off Hillview Way, a collector road. Rimel Road will serve as the primary vehicular route through the subdivision and will be constructed to meet city standards for a collector. Local streets are also proposed, each one designed to meet city standards. The Wildroot Subdivision considered the effects the new development will have on the roadway network and motorized transportation systems beyond the site and designed the project with the goal of the developing in residential zoning with appropriate right-of-ways, roadways, sidewalks, and the consideration for an additional bus stop access point for the #12 Bolt Bus Route.

The Wildroot Subdivision will transition, similar to the surrounding neighborhood, in density and lot sizes from the Hillview Way collector to internal local streets. A Traffic Impact Study, with subsequent updates, has been submitted to the City of Missoula for review. Those studies have shown that increased traffic counts generated by the planned subdivision, as well as potential future development east of the subdivision, will be accommodated by most of the existing roadway conditions in the area. Modifications along Hillview Way will include new dedicated turn lanes to reduce traffic congestion. Ample new walking paths will also be incorporated into the final designs to allow safe pedestrian travel without direct interaction with motorized vehicles. To provide pedestrian access to new parkland south of the planned Rimel Road extension, new crosswalks will be installed and marked so that vehicular traffic is aware of potential users. All of these planned improvements will reduce congestion after the full subdivision buildout.

New local streets have been created to navigate the neighborhood efficiently and allocate the appropriate right-of-way bike and sidewalk infrastructure. In particular, the primary entrances to the neighborhoods west of the subdivision along Hillview Way align with the Moose Can Gully neighborhoods of The Village at Elk Hills (Rimel Road) and Elk Hill Phase 1 (Local A). The project has also developed two 60' municipal access and utility easements, designed as common areas, enabling future development to the North to continue Urban Local (F) and Residential (H) roadways internal to the subdivisions. The block lengths established by the road networks may support the continued development of residential land uses as outlined in the Growth policy. Similarly, Local Roads C, D, and B1 establish an alignment to continue toward Heaven's Gate. The highway easements in which Rimel Road aligns southeast of the property will enable the Urban Collector access road to extend to the east from Hillview Way toward Whitaker Dr. The access could spur future development north and south of the roadway to best serve connections to eastern portions of the city limit

## SUMMARY OF NON-MOTORIZED FACILITIES

A new trail network will connect the entire development to existing city amenities and robust walking paths are planned to provide residents and wildlife with convenient access throughout the property. In addition to concrete sidewalks lining both sides of the local streets, over 14,000 lineal feet of trails are planned. Most notable are a new 8-foot wide gravel path connecting Moose Can Gully Trail to Rimel Road and an extensive network of less invasive single-track trails. All three residential zoning districts in the Wildroot subdivisions will accommodate complementary uses, and the neighborhood size provides the opportunity to design an efficient residential street network and non-motorized systems that support an accessible, connected, and comfortable pedestrian-friendly neighborhood that is linked to surrounding amenities.

Existing non-motorized transportation systems in the area include:

- Bike lanes along Hillview Way connecting to the City's bicycle facilities network
- Tonkin multi-use trail connection point along Hillview Way
- Pedestrian-only natural surface trail loop through High Park

The pedestrian trails and bike lanes proposed within the Wildroot Subdivision are designed to support the logical extension of networks connecting the Tonkin and Hillview Park and support the proposed bike lanes additions outlined in the Activate Missoula: Bicycle Facilities Master Plan. The proposed residential zoning districts will encourage the expansion and improvement of these systems through future development. Access to public transportation extends the capability for residents to get to everyday destinations. The subject property is located within the Missoula Urban Transportation District. Mountain Line Route 12 runs inbound and outbound on 55th Street and 23rd Avenue and a bus stop exists 0.30 miles away from the subject property along 23rd Avenue. Services to the Wildroot neighborhood could provide a convenient additional stop option supporting the new residential development and existing residences of Moose Can Gully.