Wildroot Subdivision Variance Requests

City of Missoula

Development Services
City of Missoula
435 Ryman Street
Missoula MT 5980

Updated: August 11, 2023
Revised: December 5, 2023
Revised: March 22, 2024
Revised: May 10, 2024

PROJECT SUMMARY

Located within the Moose Can Gully Neighborhood off of Hillview Way, the Wildroot subdivision 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 following information outlines 6 total requests for variance from the city subdivision regulations and provides narrative responses to the review criteria.

Wildroot will be a phased development. The first phase includes 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. This layout responds to the terrain with special consideration made to preserving Moose Can Gully.

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 a series of walking paths meant to provide residents and wildlife with convenient access throughout the property. Most notable is the new 8-foot wide gravel path connecting Moose Can Gully Trail to Rimel Road and the extensive network of less invasive single track trails.

The design team has attempted to work within the constraints of the site terrain and has modified many design elements to respond to city requests. Even with these efforts and redesign iterations the topographic site constraints make a variance from the following necessary:

- **Article 3-020.5 Dead-End Streets, Cul-de-Sacs, and Circle and Loop Streets**
- **Article 3-030.2.A.(2) Lots and Blocks Blocks may not exceed a maximum length of 480 feet**
- **Article 3-020.2.B Public street & Sidewalk standards must comply with Table .2 A which requires a 5 foot sidewalk and 7 foot boulevard on both sides of an Urban Collector (without parking)**
- **Article 3-030.1.C(3) Each lot must abut on and have access to a public or private street or road**

Without approval of these variances, the effort to align with the vision of the Growth Policy and create a new residential neighborhood at this location may not be possible.

VARIANCE REQUESTS

#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 the construction of one turnabout in Local I due to the unique conditions of the property. The turnaround is needed to respond city's requested alignment of Rimel Road and to provide for a potential future connection to the Public Highway Easement, per COS 5525. In addition, the parcel shape and topography makes it difficult to maintain the site conditions needed ensure the Collector Street road profile for the length of the street. The variance is required for the following Street:

  Variance Request #1: Local I

#2-4 Article 3-030.2.A.(2) Missoula Subdivision Regulations
Article 3 Subdivision Design Standards - Lots and Blocks Blocks may not exceed a maximum length of 480 feet

- We are requesting a variance to allow for the exceedance of the maximum block length of 480' at a number of locations throughout the development. Longer block lengths are needed to the existing site topography, roadway, and intersection construction requirements per AASHTO and PROWAG, and the lack of pedestrian and vehicles connections possible due to these constraints.

- A 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

#5 Article 3-020.2.B Missoula Subdivision Regulations
Article 3 Subdivision Design Standards - Public street & Sidewalk standards must comply with Table .2 A which requires a 5 foot sidewalk and 7 foot boulevard on both sides of an Urban Collector (without parking)

- We are requesting a variance from Article 3-020.2.B to allow a portion of Rimel Road to be constructed with a sidewalk on only on the north side of the road due to the unique conditions of the property. Due to topographic constraints and the city's preferred road alignment, the addition of a sidewalk to the south side of Rimel Road would create extreme cut slope conditions which could impact the road integrity and due to erosion. The variance is required for ~450 feet of street frontage adjacent to Moose Can Gully Park:

  Variance Request #5: ~450 feet of Rimel Road adjacent to a Moose Can Gully Park

VARIANCE REQUESTS (continued)

#6 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 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

Variance Request #1 Dead-End Streets, Cul-de-Sacs, and Circle and Loop Streets

Article 3-020.5 Review Criteria for Variances

.1 The granting of the variance does not result in a threat to the public safety, health, or welfare, and is not injurious to other persons or property;

- There will be no threat to public safety, health, or welfare as a result of the requested variation. While the proposed alignment is an alternative solution to the one prescribed in code, if granted, the variance will still provide a safe and enjoyable road design. A turnabout shown below (X111 Local I Turnabout Exhibit) will allow the alignment of Rimel Road to comply with most design standards and provide a quality public realm experience through site features like continuous tree-lined sidewalks, bike lanes, and neighborhood scale yard space. A thoughtful public realm, like this one contributes to the wellbeing of residents and enhances pedestrian and driver safety.
- Utilizing a turnabout, the proposed design also satisfies the City request for Rimel Rd to connect with the Public Highway Easement per COS 5525 as depicted below and provides a limiting depth of 150 per International Fire Code, adequate to ensure that truck access will be maintained in the case of emergencies. The subdivision application includes adequate fire truck turnarounds and turning stimulations which have been provided to the City Engineer and Fire Chief. Neither of which has shown any major concerns regarding a threat to public health or safety.

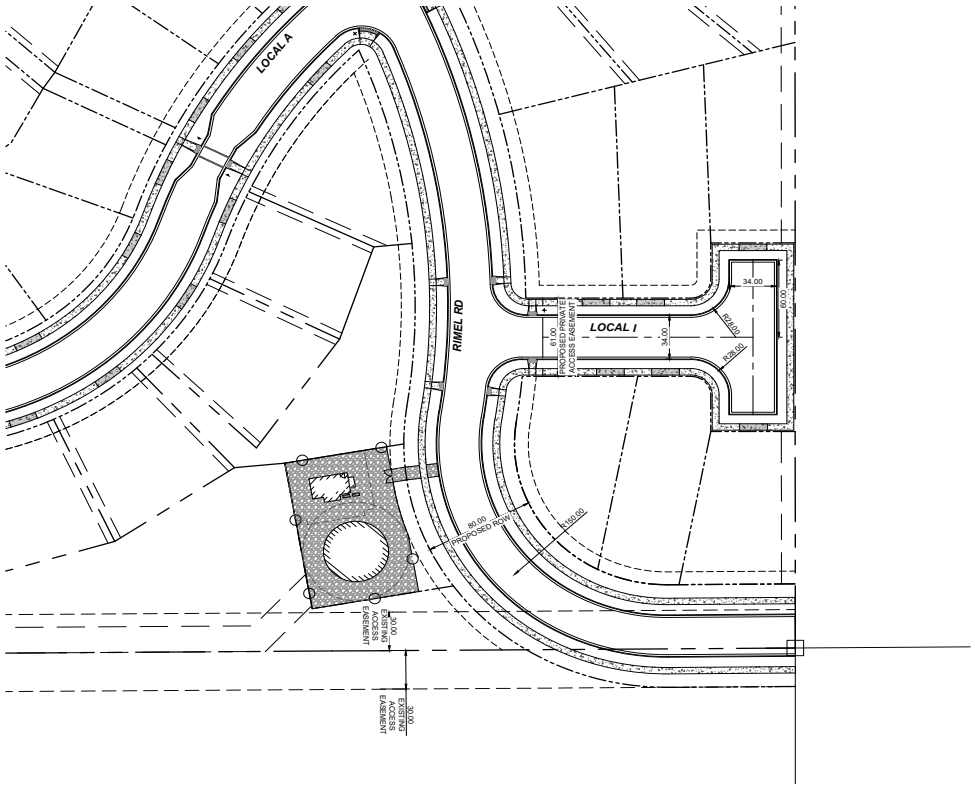


Exhibit: Turnabout Profile

Variance Request #1 Dead-End Streets, Cul-de-Sacs, and Circle and Loop Streets

Article 3-020.5 Review Criteria for Variances

.2 The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property;

- The conditions on which the request for this variance are based are unique to the property due to existing historic easements, site topography and property shape. An existing highway easement is located on the southwest corner of the site. This easement was established well before plans to develop the area were complete. Per the city's request, the alignment of Rimel Road internal to the property must coordinate with and eventually connect to this easement. Due to the parcel shape and connecting Rimel to the existing easement, while also maintaining the collector street road profile through the grade changes, a turnaround is necessary to provide access to lots that do not front Rimel Road.
- The road network was discussed with city staff prior to submitting an application for Preliminary Plat. A culdesac was initially proposed for this area but a turnabout was ultimately included in the design based on feedback and preference from the engineering department. The variation provides consistency with the remainder of the neighborhood with no other instances of the property has to consider the easement or variation request.

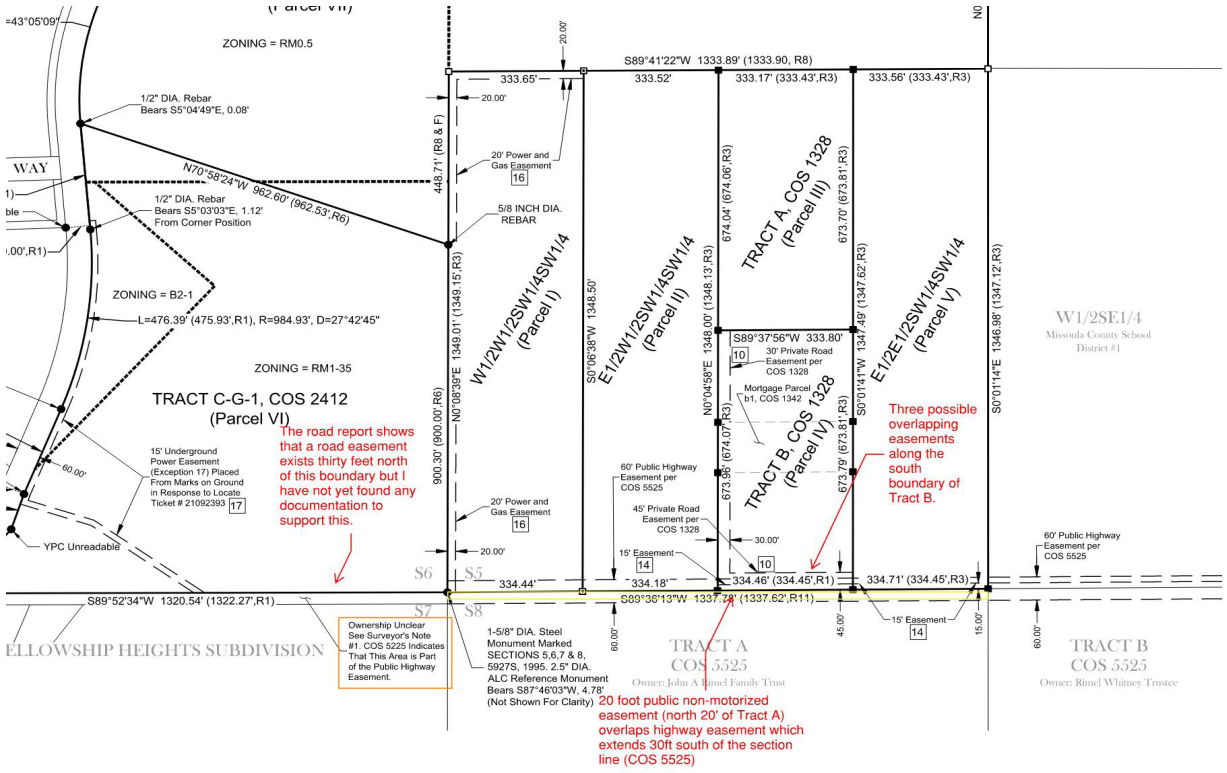


Exhibit : Easement Detail

Variance Request #1 Dead-End Streets, Cul-de-Sacs, and Circle and Loop Streets

Article 3-020.5 Review Criteria for Variances

.3 Because of the physical surroundings, particular shape, or topographical conditions of the specified property involved, undue hardship to the owner would result if the strict requirements of these regulations are enforced;

- The alignment of Rimel Road, per the city's request for future easement connection, the existing site topography (X001 Slope Analysis), and property shape create a hardship which limits the ability to strictly comply with the transportation design framework. The existing highway easement is located on the southwest corner of the site and the alignment of Rimel Road must coordinate with and eventually connect to this easement. Due to the parcel shape and the connection to the easement, a turnaround is necessary to provide access to lots that do not front Rimel Road. A turnabout provides a safe, efficient access to the proposed lots that would not otherwise be possible should the regulations be strictly enforced.

.4 The variances will not in any manner violate the provisions of the zoning ordinance or any variance granted to those regulations or the Missoula City Growth Policy;

- The requested variance for a turnabout will not violate the provisions of the zoning ordinance or the Growth Policy. While the turnabout is not permitted within the subdivision design requirements, the addition of a turnabout supports many tenants of the Missoula's planning priorities including:
    - The proposed turnabout does not limit the project's connectivity to future development to the east of the site,in fact, it allows for an already contemplated connection to occur.
    - The turnabout supports the creation of a neighborhood that prioritizes access to amenities including sidewalk connections, bikes lanes, and trails
    - The variance ensures consistency with neighborhood design with the proposed development by providing opportunity for additional residential lots that do not have driveway access from a Collector Street.
    - The turnabout allows for efficient use of land in a corner property that is otherwise difficult to develop, and creates a pocket node of the neighborhood that adds to the unique characteristics and sense of place that the city of Missoula is accustomed to reflects goal CD2 defined in Our Missoula Community Plan
    - The approval of the turnabout creates flexibility of typical street grid design in order to provide desirable housing opportunities and supports the City's goal H9 for the housing plan defined in Our Missoula Community Plan
- Finally, there are no other provisions that will be violated by the granting of the variance in this singular site instance. Additionally, the subdivision regulations grant the opportunity to provide a variance from this section of code and provide criteria proposed design must meet to which the variation satisfies.

Variance Request #1 Dead-End Streets, Cul-de-Sacs, and Circle and Loop Streets

Article 3-020.5 Review Criteria for Variances

.5 The variance will not cause an increase in public costs; and

- The variance request would not increase the public cost. The turnabout will be constructed by the developer and otherwise designed to meet city standards resulting in no additional public cost. Further, the turnabout will balance the need to connect to an existing access easement (X111 Local I Turnabout Exhibit) and align roadways that meet industry design standards while at the same time providing an opportunity for the highest and best use of the property for an otherwise complicated developable area.

.6 The hardship has not been created by the applicant or the applicant's agent or assigns.

- A turnabout is required due to topographic conditions (X001 Slope Analysis), roadway design requirements and the city's preference to connect the roadway with the existing 30' public highway easement per COS 5525 none of which are conditions created by the applicant.

Variance Request #2-4 Lots and Blocks

Article 3-020.5 Review Criteria for Variances

.1 The granting of the variance does not result in a threat to the public safety, health, or welfare, and is not injurious to other persons or property;

- The variance request does not result in a threat to public safety. While block lengths will exceed the city standard, the proposed road network satisfies the regulatory intent to maintain safe and comfortable ROW elements for a healthy neighborhood. The proposed roadways navigate existing sloped terrain which limits the ability to meet AASHTO standards. However, the project maintains many design elements which contribute to the health, safety and welfare of residents including:
  - Continuous sidewalks and walking trails throughout the project.
  - Mid-block crossings to emphasize safe routes for pedestrians, bicyclists, and transit users, as called for in the city design standards.
  - Street trees and landscaping to emphasize neighborhood character and provide enjoyable, active transportation routes.
  - Longer block lengths minimize the probability of accidents by allowing adequate, safe distances between Driveways locations.
  - A transportation network designed using AASHTO, emphasizing multi-modal connections and coordination with emergency services to provide safe, efficient multi-modal connection options.

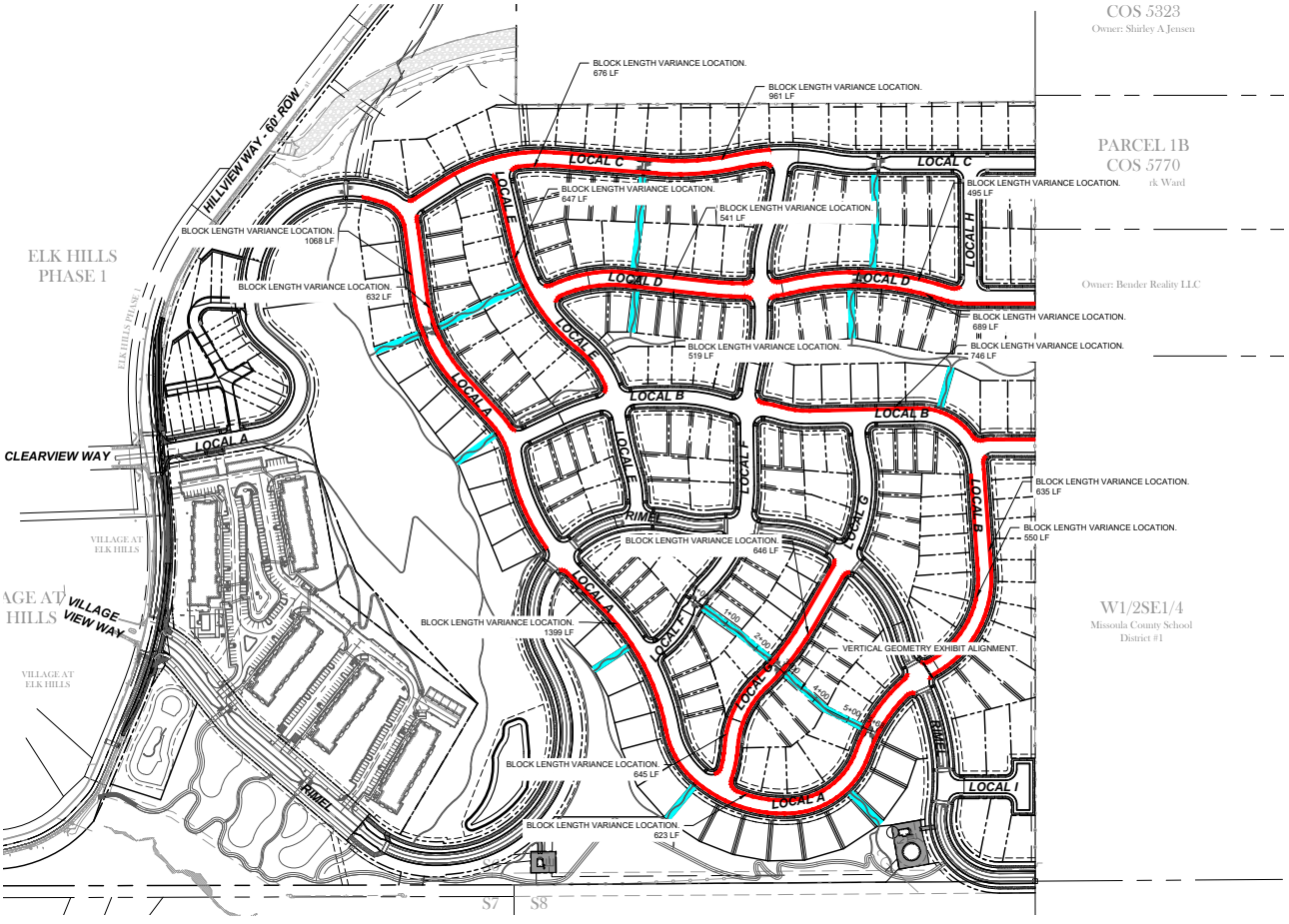


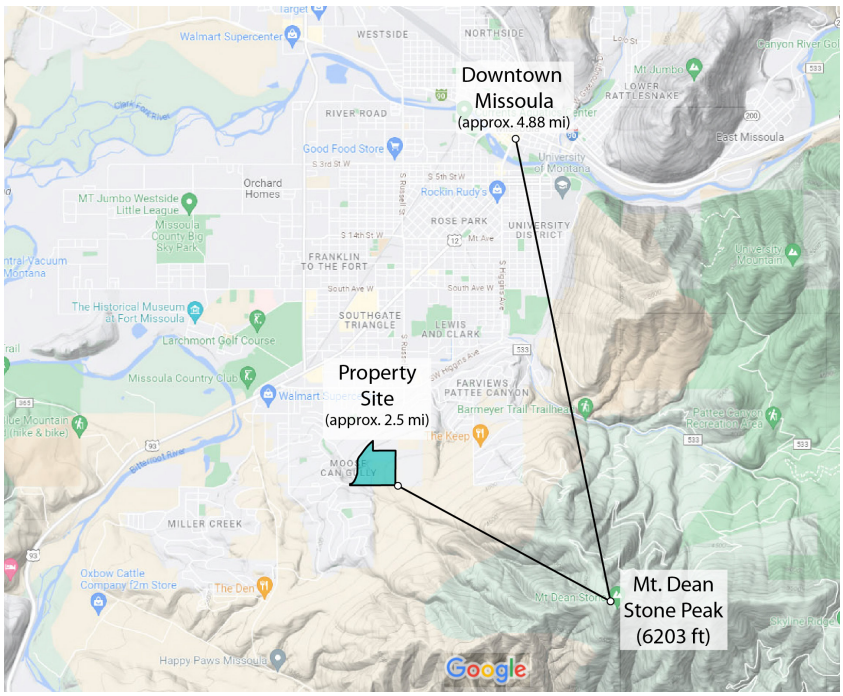
Exhibit: Block Length Variance Locations

Variance Request #2-4 Lots and Blocks

Article 3-020.5 Review Criteria for Variances

.2 The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property;

- The existing sloping conditions (X001 Slope Analysis) of the property feature multiple segments of the site where sloping segments are greater than 15%. This creates unique challenges for the development of sidewalks, roads, access and structures throughout the project compared to many other locations in the city. The site's proximity to Mt Dean Stone (noted below compared to downtown) gives the property a unique set of circumstances, desirable for views, but unlike most other residential subdivisions within the City of Missoula.



Property proximity to Mt Dean Stone

Variance Request #2-4 Lots and Blocks

Article 3-020.5 Review Criteria for Variances

.3 Because of the physical surroundings, particular shape, or topographical conditions of the specified property involved, undue hardship to the owner would result if the strict requirements of these regulations are enforced;

- The slope analysis (X001 Slope Analysis) shows site conditions where the existing topography is greater than 15%. The existing topography is sloping at 7% on average. The limiting regulatory block length of 480' equates to 33.6' of grade change from the centerline of one street to the next. Public Rights-of-Way Accessibility Guidelines (PROWAG) require a maximum slope across an uncontrolled intersection at 4%. Additionally, AASHTO requires a limiting change in grade so drivers do not overrun their headlights in sag curves or not be able to see a small object on a curve. The minimum sag curve length assuming a maximum possible grade change of 8% (2% to a 10% which is the maximum road slope per City of Missoula Traffic Engineering Standards) is 136' per AASHTO's minimum K value of 17. The same grade change would require a 56' minimum crest curve length per AASHTO's minimum K value of 7.
- The profile below (Block Length Profile) displays how grades meeting AASHTO will not allow for parallel roadways to provide intermediate roadways with the given slope, thus increasing the block length to satisfy. If strict requirements are followed, the topography of the existing site does not accommodate the short block length. These factors result in the proposed roadway designed to flow within the slope limitations and require a variance longer block lengths.

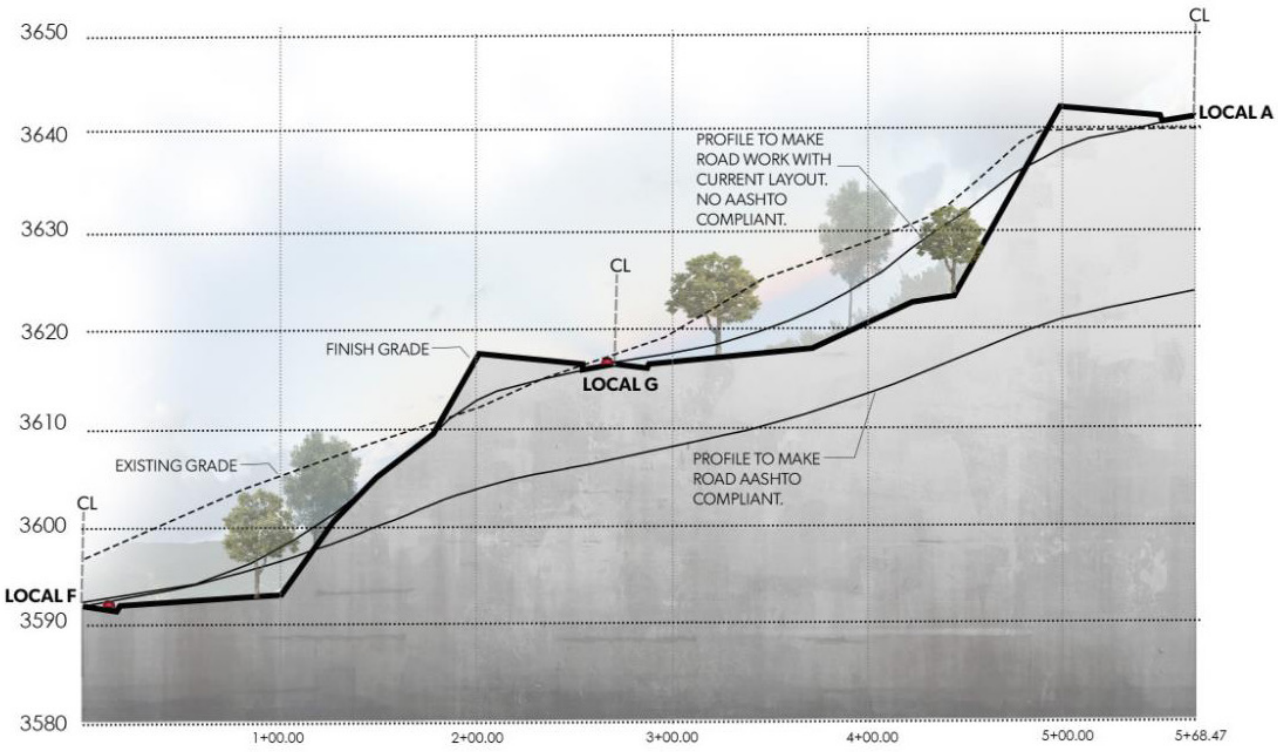


Exhibit: Block Length Profile

Variance Request #2-4 Lots and Blocks

Article 3-020.5 Review Criteria for Variances

.4 The variances will not in any manner violate the provisions of the zoning ordinance or any variance granted to those regulations or the Missoula City Growth Policy;

- The variance request maintains intent for Article 3-030.2 per the regulations to mitigate the limitations of the topography (X001 Slope Analysis) through block design, the existing site specifically features higher slope percentages than surrounding properties resulting in particularly challenging conditions of the site. The variance request does not impede on any other provisions and is consistent with subdivision regulations accommodations for such conditions, see Article 3-140, in which a site featuring an existing slope of 15% or greater applies hillside protection regulations.
- Longer block lengths will not violate the zoning ordinance, all proposed uses within the project comply with city zoning regulations. Mid-block pedestrian crossings, street trees, sidewalks and other design elements are included in the proposal to promote public health, safety and welfare.
- The variance request also is consistent with the purpose of Title 20 since the request lends itself to implement the policies and goals of the Growth Policy. The Our Missoula 2035 Growth Policy calls for a Focus Inward development approach to emphasize community character and a sense of place. The policy states that the city encourages residential development around existing transportation corridors existing public facilities like sewer and water. The proposed project is located within city limits and will have access off of Hillview Way. Further,the proposed project will provide higher density multi-dwelling housing units in a location that has access to connections to existing city water and sewer, all of which are preferred characteristics of development as outlined in the Growth Policy.
- Finally, the property is identified as a Residential High Density land use designation on the Future Land Use Map and is appropriate for this residential development intensity. Multi-dwelling buildings, like the buildings proposed for this project, allow for increases in residential density that Missoula is looking for while minimizing sprawl. Both concepts are sought after in the plan and are considered fundamental techniques for smart urban planning.

.5 The variance will not cause an increase in public costs; and

- The variance request, in particular to locations shown below (X112 Block Length Variance Plan) will not cause an increase in public costs as roadways, blocks, and accompanying elements resulting from variance need, will be constructed by the developer. Additionally, the pedestrian crossings at mid-block, proposed to protect site connectivity for pedestrians will be maintained by the Home Owner's Association. The longer block lengths variation has been discussed with emergency response personnel and deemed sufficient. Finally, the new residential development will result in an increase in tax base for the city.

.6 The hardship has not been created by the applicant or the applicant's agent or assigns.

- Block lengths that exceed 480 ft are required due to site topography and AASHT/PROWAG guidelines. Neither of which were created by the applicant.

Variance Request #2-4 Lots and Blocks

Article 3-030.2 Review Criteria for Variances

If approved by variance, the following standards apply:

(1) Where additional future street extension is proposed, a temporary turnaround or cul-de-sac must be provided **The turnaround will act as a permanent turn-around.**

(2) Cul-de-sacs and turnarounds must meet the requirements of the City Engineer and Fire Chief. **Dimensions of the turnaround re in compliance with International Fire Code Appendix D.**

(3) Permanent cul-de-sac streets may not represent more than 15% of the total roadway miles in a subdivision unless the Director of CPDI, and the City Engineer determines that a practical difficulty exists due to the presence of streams, steep slopes, other natural resources or significant physical constraints. Connections must be made with existing roads or streets or planned roads or streets. **There is only one turnaround proposed and is well below 15% of the total roadway miles.**

(4) The maximum length of a cul-de-sac street must not be more than 600 feet. **The turnaround is less than 600'**

(5) The minimum right-of-way of the turn-around or cul-de-sac radius is 50 feet. **The ROW is designed to be 60' min.**

(6) The minimum pavement width of the turn-around or cul-de-sac radius is 45 feet. **The turnaround has dimension that extend back 60' from centerline in each direction for fire truck backing movements.**

(7) Cul-de-sacs over 45 feet in radius must include a water permeable center island. *Not Provided due to being a turnaround*

(8) Developments with cul-de-sacs, circle and loop streets, or turnarounds must provide non-motorized access easements that connect the ends of these streets with each other or provide non-motorized access to existing or reasonably expected future streets, schools, shopping, parks, trails, or open space, bus stops and community facilities. ***The turnaround is proposed within a designated ROW and may allow for a potential future connection to the adjacent School property.***

Variance Request # #5 Article 3-020.2.B Public street & Sidewalk standards must comply with Table .2 A which requires a 5 foot sidewalk and 7 foot boulevard on both sides of an Urban Collector (without parking)

Article 3-020.5 Review Criteria for Variances

.1 The granting of the variance does not result in a threat to the public safety, health, or welfare, and is not injurious to other persons or property;

- There will be no threat to public safety, health, or welfare as a result of the requested variance. Rimel Road will be constructed in accordance with the approved city cross section for all but approximately 450 feet of park frontage where a sidewalk will be constructed on only the north side of the road. All pedestrians traveling northeast on Rimel Road will be routed across the street to an 8 ft wide sidewalk. Alternatively, pedestrians may also use the trail network to the south to travel east. Vehicular traffic will share the road with bikes who may use the require bike lanes. If granted, the variance will still provide a safe and enjoyable road design. The proposed alternative design (X150 Rimel Sidewalk Variance) will allow the alignment of Rimel Road to comply with most design standards and provide a quality public realm experience through features like continuous tree-lined streets, sidewalks, trails, bike lanes, and neighborhood scale yard space. A thoughtful public realm, like this one contributes to the wellbeing of residents and enhances pedestrian and driver safety.
- Focusing pedestrian travel to use either the north side of Rimel or the trail network to the south will not prohibit emergency vehicle access to the neighborhood. The proposed alignment for Rimel and cross sections have been provided to the City Engineer and Fire Chief. Neither of which has shown any major concerns regarding a threat to public health or safety.

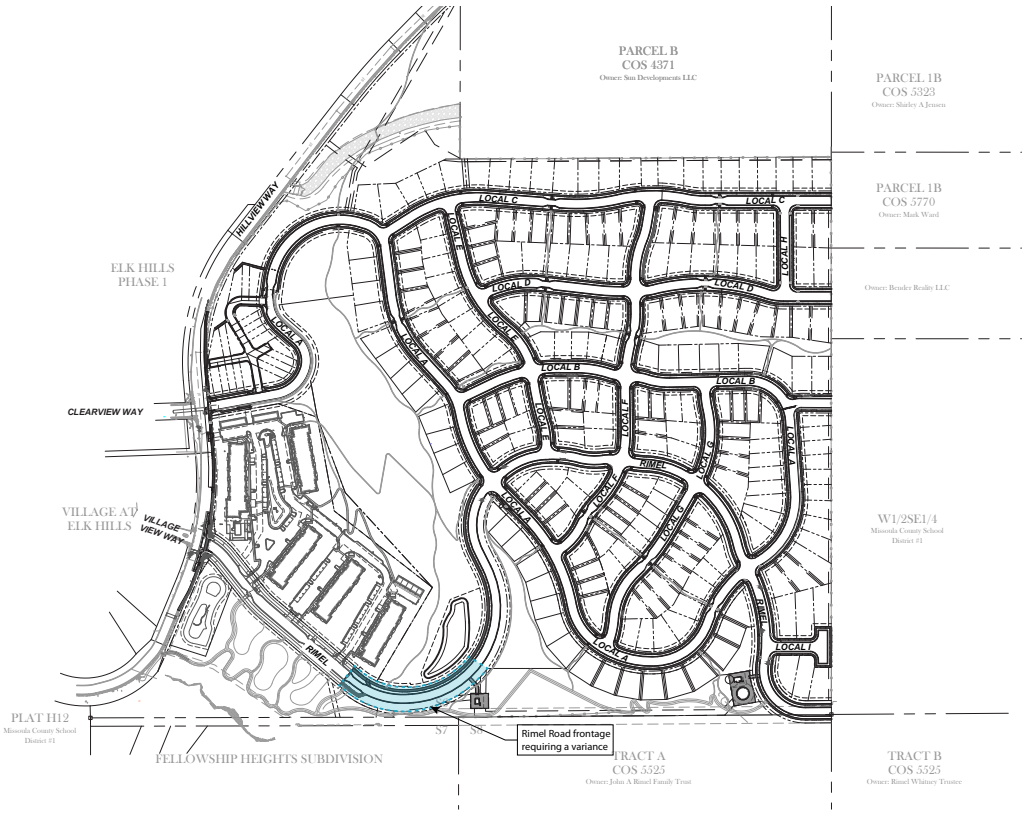


Exhibit : Variance #5 Location

Variance Request # #5 Article 3-020.2.B Public street & Sidewalk standards must comply with Table .2 A which requires a 5 foot sidewalk and 7 foot boulevard on both sides of an Urban Collector (without parking)

Article 3-020.5 Review Criteria for Variances

.2 The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property;

- The conditions on which the request for this variance are based are unique to the property due to existing historic easements, site topography and property shape. An existing highway easement is located on the southwest corner of the site. This easement was established well before plans to develop the area were complete. Per the city's request, the alignment of Rimel Road internal to the property must coordinate with and eventually connect to this easement. On the south side of Rimel there is a 20 foot cut slope at the max allowed slope per the geotech report (1.5:1). The additional width needed to include a sidewalk and boulevard would compromise the city's request for the Moose Can Gully trail. Due to the parcel shape and connecting Rimel to the existing easement, while also providing the desired trail alignment all while maintaining the collector street road profile through the grade changes, a variance is required for a small portion (Rimel Road Frontage exhibit) of road which fronts the Moose Can Gully Park.
- Approval of this variation provides consistency with the remainder of the neighborhood as no other instances of the property has to consider the easement or variation request.

Variance Request # #5 Article 3-020.2.B Public street & Sidewalk standards must comply with Table .2 A which requires a 5 foot sidewalk and 7 foot boulevard on both sides of an Urban Collector (without parking)

Article 3-020.5 Review Criteria for Variances

.3 Because of the physical surroundings, particular shape, or topographical conditions of the specified property involved, undue hardship to the owner would result if the strict requirements of these regulations are enforced;

- The additional 7 foot boulevard and 5 ft wide sidewalk would add an additional 12 feet of width to the Rimel Road cross section. Given the topographical constraints in this area of the property and the property shape create a hardship which limits the ability to strictly comply with the city road design framework. Specifically, on the south side of Rimel there is a 20 foot cut slope at the max allowed slope per the geotech report (1.5:1). Any additional width to this section of road would compromise the ability to include a continuous trail as request by City Parks Department. Minimizing the width of the road cross section in this portion of Rimel provides an opportunity to maximize turn radii safety and the need to significantly cut into the hillside while also maintaining a trail. The addition of the 8 ft wide sidewalk on the north side of the road provides continuous pedestrian access. Although the topographical constraint required a variance for this specific site location, the proposed design (Rimel Rd. Continuous Pedestrian Access exhibit) maintains a safe, continuous, and efficient access along Rimel Road that would not otherwise be possible should the regulations be strictly enforced.

Exhibit : Rimel Rd continuous pedestrian access

Variance Request # #5 Article 3-020.2.B Public street & Sidewalk standards must comply with Table .2 A which requires a 5 foot sidewalk and 7 foot boulevard on both sides of an Urban Collector (without parking)

Article 3-020.5 Review Criteria for Variances

.4 The variances will not in any manner violate the provisions of the zoning ordinance or any variance granted to those regulations or the Missoula City Growth Policy;

- The requested variance to construct 450 ft of an Urban Collector street section with sidewalk on only one side of the street will not violate the provisions of the zoning ordinance or the Growth Policy. While the subdivision design standards prescribe sidewalks on both sides of the street unless fronting a common area with a trail, allowing the small portion of street section supports many tenants of the Missoula's planning priorities including:
  - The proposed street section does not limit the project's connectivity to future development to the east of the site,in fact, it allows for an already contemplated connection to occur via the existing easement and will expands the trail network in the area.
  - The small portion of alternative street design supports the creation of a neighborhood that prioritizes access to amenities including sidewalk connections, bikes lanes, and trails
  - The proposed street cross section allows for efficient use of land in a corner property that is otherwise difficult to develop, and creates an opportunity to expand the trail network while maintaining the potential for a future connection to an existing easement. The alternative design also adds to the unique characteristics and sense of place that the city of Missoula is accustomed to reflects goal CD2 defined in Our Missoula Community Plan
  - The approval of an alternative cross section for 450 feet of Rimel Road creates flexibility of typical street design in order to provide desirable housing opportunities and supports the City's goal H9 for the housing plan defined in Our Missoula Community Plan
- Finally, there are no other provisions that will be violated by the granting of the variance in this singular site instance. Additionally, the subdivision regulations grant the opportunity to provide a variance from this section of code and provide criteria proposed design must meet to which the variation satisfies.

Variance Request # #5 Article 3-020.2.B Public street & Sidewalk standards must comply with Table .2 A which requires a 5 foot sidewalk and 7 foot boulevard on both sides of an Urban Collector (without parking)

Article 3-020.5 Review Criteria for Variances

.5 The variance will not cause an increase in public costs; and

- The variance request would not increase the public cost. The additional width for the proposed sidewalk will be installed by the developer and otherwise is designed (X151 Phase 2 TownHouse Access Variance) to meet city standards resulting in no additional public cost. Further, the proposed variance will minimize snow removal costs for the city along the 450 feet of sidewalk fronting the park.

.6 The hardship has not been created by the applicant or the applicant's agent or assigns.

- The 450 feet without a sidewalk on the south side of Rimel Road in front of the park is required due to topographic conditions (X001 Slope Analysis), roadway design requirements, the city's request to provide a 10 ft trail along the southern property boundary and the city's preference to connect the roadway with the existing 30' public highway easement per COS 5525 none of which are conditions created by the applicant.

Variance Request #6 Article 3-030.1.C(3) Lots and Blocks Design Standards The design of lots must meet the following standards:(3) Each lot must abut or and have access to a public or private street or road

Article 3-030.1 Review Criteria for Variances

.1 The granting of the variance does not result in a threat to the public safety, health, or welfare, and is not injurious to other persons or property;

- The proposed units on Lots 18, 19, 20, 21, and 22 are designed to be accessed via the alley and Common Area on the north and west sides of the Lots. The alley will provide adequate traffic circulation and safe access to all proposed lots within the subdivision. The granting of this variance does not result in a threat to public safety, health or welfare, nor is it injurious to other persons or property. The access and utility corridor proposed will include a 32' Public Access and Utility Easement (plus additional width where public sidewalks are required along Lot-16 to access Lots 20, 21 and 22) and will be designed to provide adequate, safe, motorized transportation options to residents in the area.

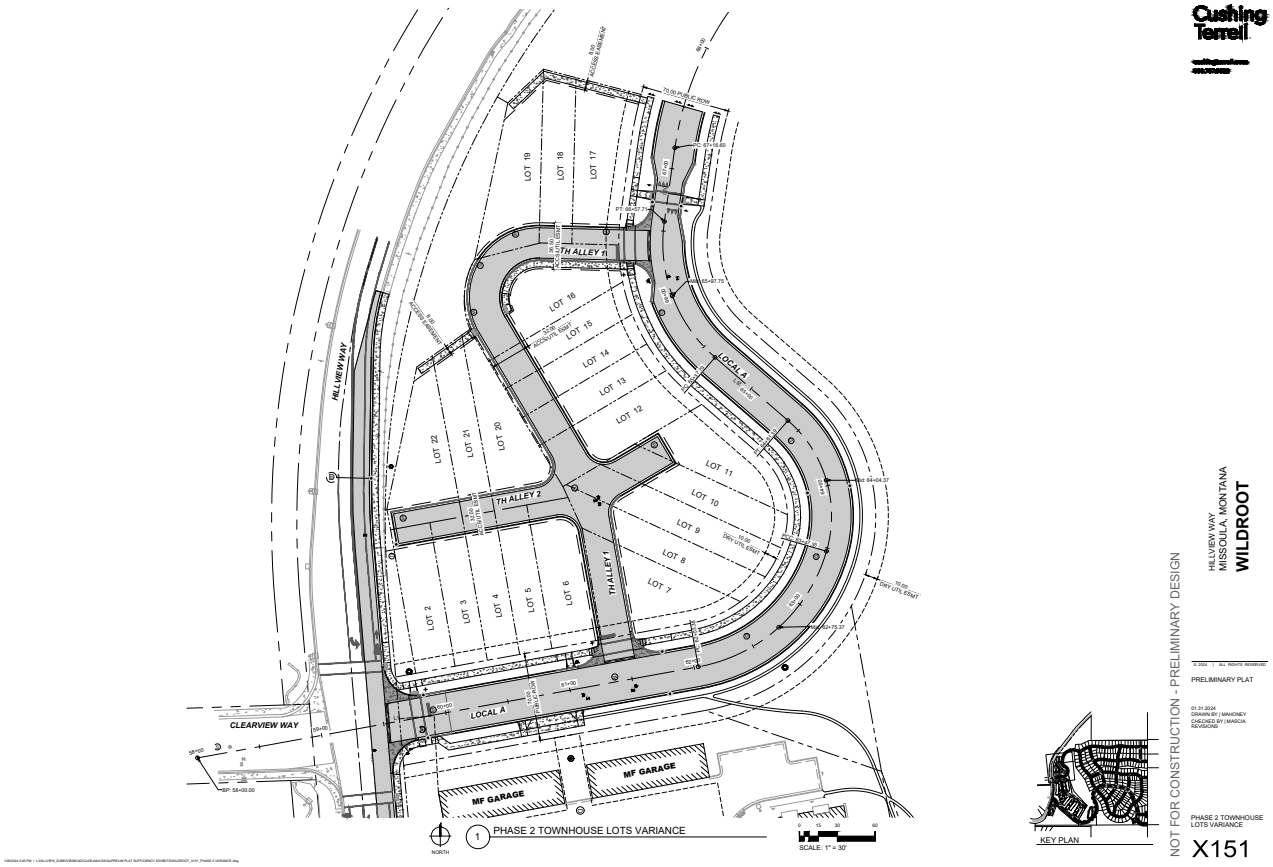


Exhibit : Townhouse Access

Variance Request #6 Article 3-030.1.C(3) Lots and Blocks Design Standards The design of lots must meet the following standards:(3) Each lot must abut or and have access to a public or private street or road

Article 3-030.1 Review Criteria for Variances

.2 The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property;

- The conditions upon which this variance is based are unique in this area due to steep slopes. Local A (access road into subdivision) had been designed to fit into the steep hillside while being limited in grade. The Townhouses abutting the public street increase the complexity of grading for accessibility requirements. Adding to the design requirements the desire to have the Townhouse units facing the public and placing the garage access internal to the Phase 2 development is a significant design consideration. Meeting these grading and aesthetic design requirements is accomplished by replicating the City Street design elements for each allowed building and road type by creating a separate public sidewalk to the front of the units, and garage access from the internal private street. 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, in an effort to comply with 3-030.1.C(3).

.3 Because of the physical surroundings, particular shape, or topographical conditions of the specified property involved, undue hardship to the owner would result if the strict requirements of these regulations are enforced;

- Undue hardship to the property owner would result if the strict letter of the City of Missoula's Subdivision Regulations. The proposed design creates the required amenities of the Public Streets while placing the fronts of each Townhouse in an outward facing orientation. In addition, the design is consistent with the direction of the recommend land use include approaches for structures to have a pedestrian relationship.

Variance Request #6 Article 3-030.1.C(3) Lots and Blocks Design Standards The design of lots must meet the following standards:(3) Each lot must abut or and have access to a public or private street or road

Article 3-030.1 Review Criteria for Variances

.4 The variances will not in any manner violate the provisions of the zoning ordinance or any variance granted to those regulations or the Missoula City Growth Policy;

- This variance request will not violate the provisions outlined by Title 20, or the Our Missoula 2035 Comprehensive Plan established by the City of Missoula.

.5 The variance will not cause an increase in public costs; and

- There will not be an increase to public costs by granting this variance.

.6 The hardship has not been created by the applicant or the applicant's agent or assigns.

- The hardship has not been created by the applicant. The slopes of the parcel are a natural landform, and the City in the Our Missoula 2035 Comprehensive Plan and Our Missoula: Growth Policy 2035 have established this location for a higher density by establishing the RM0.5 Zoning.

Exhibits

R5.4 Slopes Table				
Number	Minimum Slope	Maximum Slope	Area (AC)	Color
1	0.00%	15.00%	54.15	
2	15.00%	20.00%	5.08	
3	20.00%	25.00%	1.15	
4	25.00%	100.00%	0.06	

RM0.5 Slopes Table				
Number	Minimum Slope	Maximum Slope	Area (AC)	Color
1	0.00%	15.00%	12.01	
2	15.00%	20.00%	6.37	
3	20.00%	25.00%	6.41	
4	25.00%	100.00%	3.90	

RM1.35 Slopes Table				
Number	Minimum Slope	Maximum Slope	Area (AC)	Color
1	0.00%	15.00%	13.76	
2	15.00%	20.00%	1.08	
3	20.00%	25.00%	0.52	
4	25.00%	100.00%	1.47	

NOTE: THIS PLAN DEPICTS EXISTING GRADE CONTOURS AT 5' CONTOURS INTERVALS.

NORTH

1 X001 SLOPE ANALYSIS

0 75 150 300

SCALE: 1" = 150'

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MISSOULA, MONTANA
WILDROOT

PRELIMINARY PLAT

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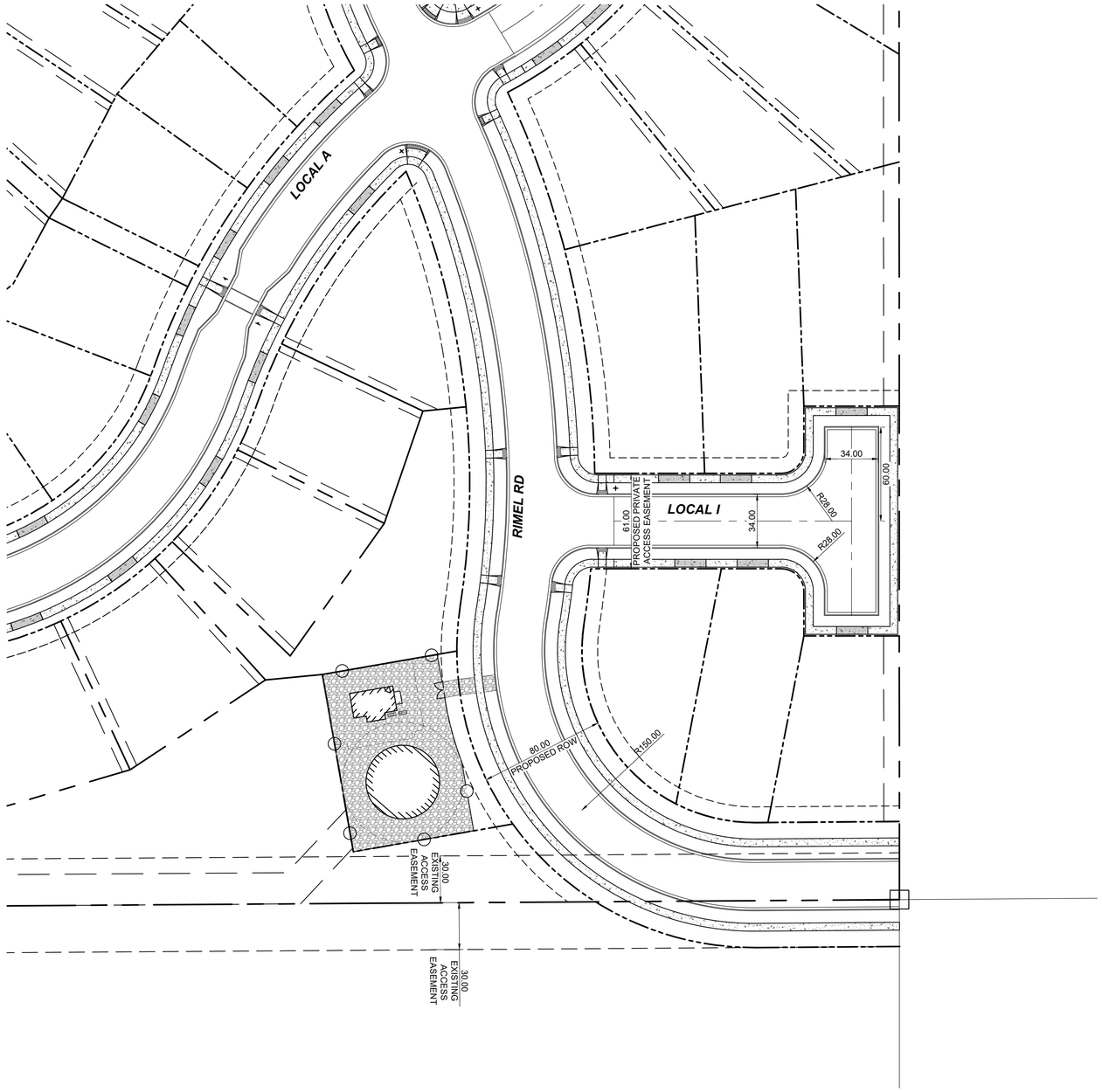
SLOPE ANALYSIS

X001



NORTH

1 / X111 LOCAL I HAMMERHEAD EXHIBIT

0 20 40 80

SCALE: 1" = 40'

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HILLVIEW WAY
MISSOULA, MONTANA

WILDROOT

PRELIMINARY PLAT

01.31.2024
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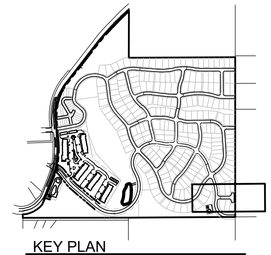
CHECKED BY | AUBE
REVISIONS
-



KEY PLAN

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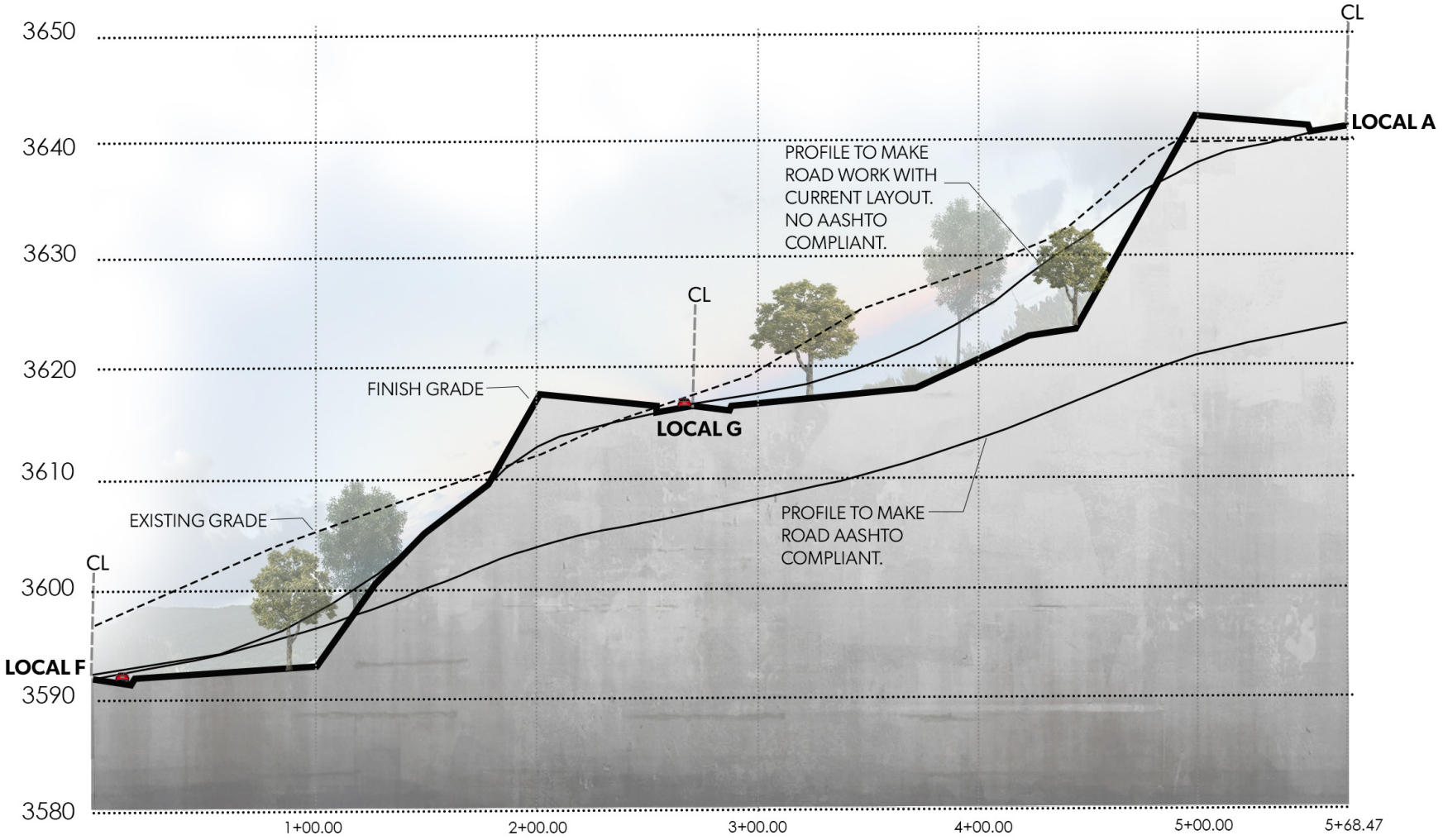
LOCAL I
TURNABOUT EXHIBIT

X111



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WILDROOT SUBDIVISION // BLOCK LENGTH PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" + 8'

WILDROOT// JUNE 22TH, 2023
Revised : MAY 9TH, 2024

PER PROWAG AUGUST 2023

R302.5.2.4 Midblock and Roundabout Crosswalks

The *cross slope* of a *pedestrian access route* within a midblock *crosswalk* or a *crosswalk* at a *roundabout* shall not exceed the *street grade*.

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PARCEL B
COS 4371
Owner: Sun Developments LLC

PARCEL 1B
COS 5323
Owner: Shirley A Jensen

PARCEL 1B
COS 5770
Owner: Bender Reality LLC

ELK HILLS
PHASE 1

HILLVIEW WAY - 60' ROW

CLEARVIEW WAY

VILLAGE AT ELK HILLS

VILLAGE VIEW WAY

BLOCK LENGTH VARIANCE LOCATION. 676 LF
BLOCK LENGTH VARIANCE LOCATION. 961 LF
BLOCK LENGTH VARIANCE LOCATION. 1068 LF
BLOCK LENGTH VARIANCE LOCATION. 647 LF
BLOCK LENGTH VARIANCE LOCATION. 541 LF
BLOCK LENGTH VARIANCE LOCATION. 495 LF
BLOCK LENGTH VARIANCE LOCATION. 632 LF
BLOCK LENGTH VARIANCE LOCATION. 689 LF
BLOCK LENGTH VARIANCE LOCATION. 519 LF
BLOCK LENGTH VARIANCE LOCATION. 746 LF
BLOCK LENGTH VARIANCE LOCATION. 635 LF
BLOCK LENGTH VARIANCE LOCATION. 550 LF
BLOCK LENGTH VARIANCE LOCATION. 646 LF
BLOCK LENGTH VARIANCE LOCATION. 1399 LF
BLOCK LENGTH VARIANCE LOCATION. 645 LF
BLOCK LENGTH VARIANCE LOCATION. 623 LF

LOCAL A
LOCAL B
LOCAL C
LOCAL D
LOCAL E
LOCAL F
LOCAL G
LOCAL H
LOCAL I
RIMEL

VERTICAL GEOMETRY EXHIBIT ALIGNMENT.
0+00 1+00 2+00 3+00 4+00 5+00 5+46

MIDBLOCK CROSSING
BLOCK LENGTH EXCEEDING 480'

W1/2SE1/4
Missoula County School District #1

PLAT H12
Missoula County School District #1

FELLOWSHIP HEIGHTS SUBDIVISION

S7 S8

TRACT A
COS 5525
Owner: John A Rimel Family Trust

TRACT B
COS 5525
Owner: Rimel Whitney Trustee

NORTH

1 X112 BLOCK LENGTH VARIANCE PLAN

0 75 150 300
SCALE: 1" = 150'

KEY PLAN

NOT FOR CONSTRUCTION - PRELIMINARY DESIGN

HILLVIEW WAY
MISSOULA, MONTANA
WILDROOT

PRELIMINARY PLAT

01.31.2024
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BLOCK LENGTH VARIANCE PLAN

X112

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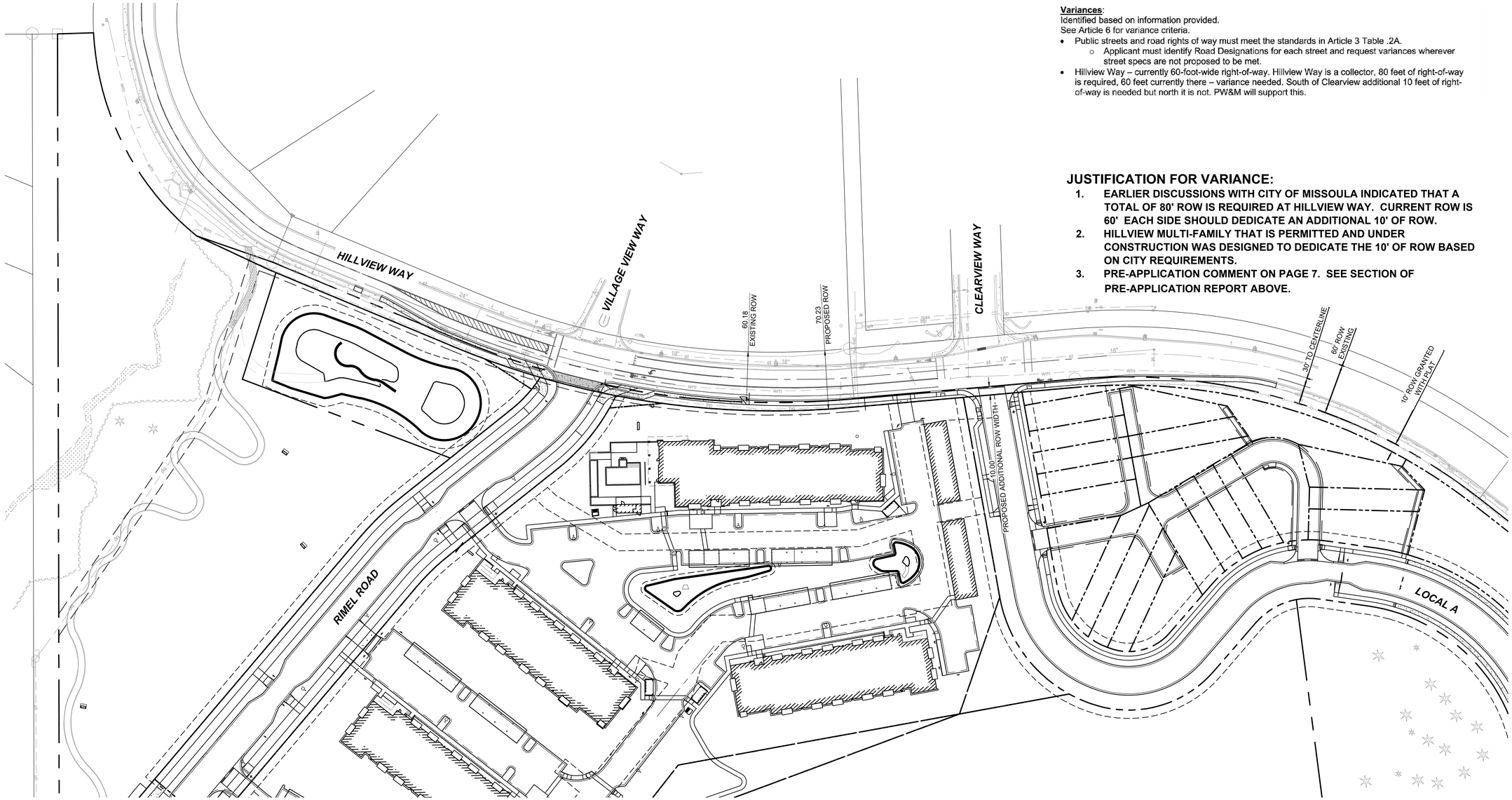
Variances:
Identified based on information provided.
See Article 6 for variance criteria.

- Public streets and road rights of way must meet the standards in Article 3 Table .2A.
  - Applicant must identify Road Designations for each street and request variances wherever street specs are not proposed to be met.
- Hillview Way – currently 60-foot-wide right-of-way. Hillview Way is a collector, 80 feet of right-of-way is required, 60 feet currently there – variance needed. South of Clearview additional 10 feet of right-of-way is needed but north it is not. PW&M will support this.

JUSTIFICATION FOR VARIANCE:

1. **EARLIER DISCUSSIONS WITH CITY OF MISSOULA INDICATED THAT A TOTAL OF 80' ROW IS REQUIRED AT HILLVIEW WAY. CURRENT ROW IS 60' EACH SIDE SHOULD DEDICATE AN ADDITIONAL 10' OF ROW.**
2. **HILLVIEW MULTI-FAMILY THAT IS PERMITTED AND UNDER CONSTRUCTION WAS DESIGNED TO DEDICATE THE 10' OF ROW BASED ON CITY REQUIREMENTS.**
3. **PRE-APPLICATION COMMENT ON PAGE 7. SEE SECTION OF PRE-APPLICATION REPORT ABOVE.**



NORTH

1 / X110 HILLVIEW WAY ROW VARIANCE

0 30 60 120
SCALE: 1" = 60'


KEY PLAN

NOT FOR CONSTRUCTION - EXHIBIT

MISSOULA, MONTANA
WILDROOT

PRELIMINARY PLAT

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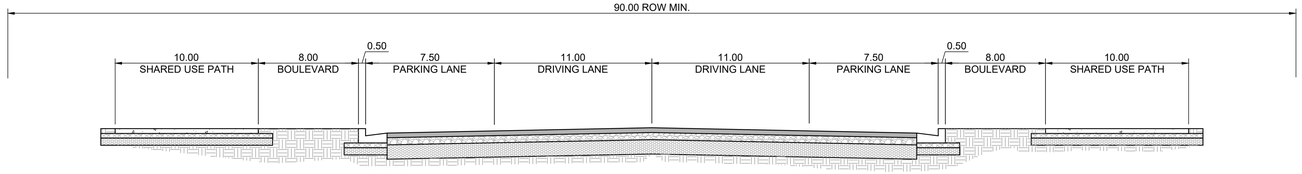
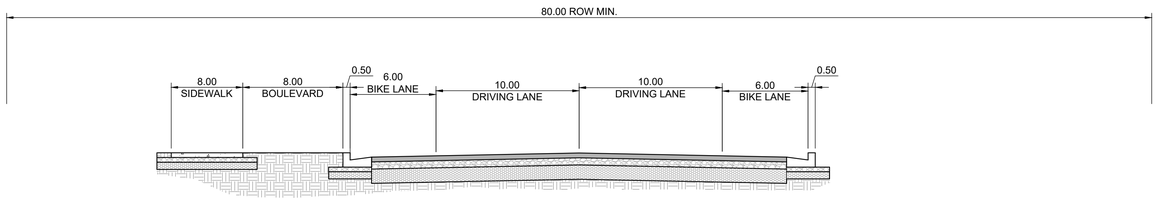
-

HILLVIEW WAY
ROW VARIANCE

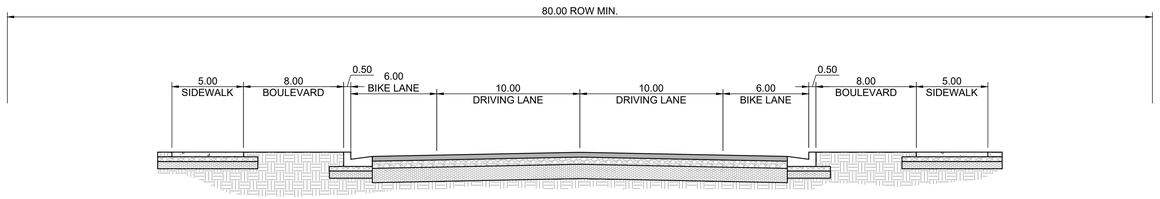
X110



COLLECTOR STREET SECTION 1



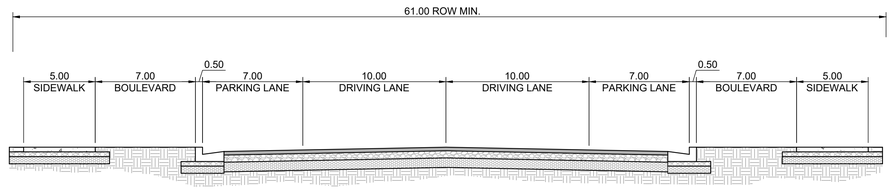
COLLECTOR STREET SECTION 2



COLLECTOR STREET SECTION 3

LOW DENSITY LOCAL RESIDENTIAL STREET SECTION 1
IS USED IN THE FOLLOWING LOCATIONS:

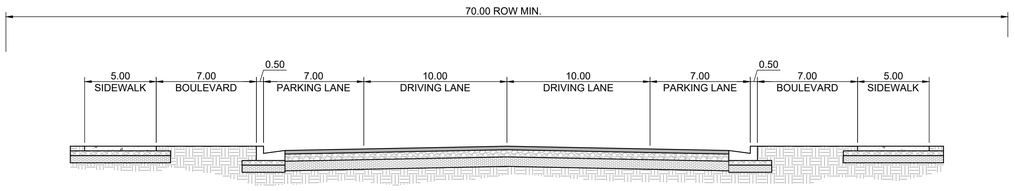
1. LOCAL F BETWEEN LOCAL A AND RIMEL ROAD
2. LOCAL G BETWEEN LOCAL A AND RIMEL ROAD
3. LOCAL H BETWEEN LOCAL C AND LOCAL D
4. LOCAL I THAT IS A PRIVATE ROAD



LOW DENSITY LOCAL RESIDENTIAL STREET SECTION 1

LOW DENSITY URBAN LOCAL STREET SECTION 1
IS USED IN THE FOLLOWING LOCATIONS:

1. LOCAL A FROM HILLVIEW WAY TO RIMEL ROAD
2. LOCAL B FROM RIMEL ROAD TO LOCAL A
3. LOCAL C FROM LOCAL A TO EAST PROPERTY LINE
4. LOCAL D FROM LOCAL A TO EAST PROPERTY LINE
5. LOCAL E FROM LOCAL C TO RIMEL ROAD
6. LOCAL F FROM LOCAL C TO RIMEL ROAD
7. LOCAL G FROM LOCAL B TO RIMEL ROAD



LOW DENSITY URBAN LOCAL STREET SECTION 1

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WILDROOT

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PRELIMINARY PLAT

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ROADWAY EXHIBIT

X099

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LEGEND	
PHASE 1	
PHASE 2	
PHASE 3	
PHASE 4	
PHASE 5	
PHASE 6	
PHASE 7	

NOTES:
1. RIMEL ROAD FROM HILLVIEW WAY TO THE SOUTHEASTCORNER OF THE SITE TO BE GRANTED TO CITY AS A MUNICIPAL ACCESS AND UTILITY EASEMENT IN PHASE 1 OF THE PROJECT.
2. MUNICIPAL FACILITIES LOTS, TRANSMISSION LINE MUE'S TO BE GRANTED DURING PHASE 3.
3. MUE'S WILL BE GRANTED FOR ALL ROADWAYS THAT CONTAIN EXTENSIONS TO FUTURE DEVELOPMENT EAST AND NORTH OF THE SITE WITH PHASE 3.

NORTH

1 / X105 ROADWAY CLASSIFICATION PLAN

0 75 150 300

SCALE: 1" = 150'

3/5/2024 10:47 AM | L:\HILLVIEW_SUBDIV\BIMCAD\Civil\Exhibit DWGs\PRELIM PLAT SUFFICIENCY EXHIBITS\WILDROOT_X105_ROAD_CLASS_PLAN.dwg

MISSOULA, MONTANA
WILDROOT

NOT FOR CONSTRUCTION - EXHIBIT

PRELIMINARY PLAT

01.31.2024
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REVISIONS

ROADWAY CLASSIFICATION PLAN

X105

Rimel Road Frontage Exhibit

PARCEL B
COS 4371
Owner: Sun Developments LLC

PARCEL 1B
COS 5323
Owner: Shirley A Jensen

PARCEL 1B
COS 5770
Owner: Mark Ward

Owner: Bender Reality LLC

ELK HILLS
PHASE 1

HILLVIEW WAY

CLEARVIEW WAY

VILLAGE AT
ELK HILLS

VILLAGE VIEW WAY

LOCAL A
LOCAL B
LOCAL C
LOCAL D
LOCAL E
LOCAL F
LOCAL G
LOCAL H
LOCAL I
RIMEL

W1/2SE1/4
Missoula County School
District #1

PLAT H12
Missoula County School
District #1

S6
S7
S8

Rimel Road frontage
requiring a variance

FELLOWSHIP HEIGHTS SUBDIVISION

TRACT A
COS 5525
Owner: John A Rimel Family Trust

TRACT B
COS 5525
Owner: Rimel Whitney Trustee

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HILLVIEW WAY
MISSOULA, MONTANA

WILDROOT

PRELIMINARY PLAT

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SIDEWALK VARIANCE

X150

Variance #5:
Rimel Rd. continuous pedestrian access

KEY

- 10 foot wide sidewalk
  5 foot buffer
- 8 foot wide sidewalk
  5 foot boulevard
- 10 foot wide trail
- 2 foot wide trail

PARCEL B
COS 4371
Owner: Sun Developments LLC

PARCEL 1B
COS 5323
Owner: Shirley A Jensen

PARCEL 1B
COS 5770
Owner: Mark Ward

Owner: Bender Reality LLC

ELK HILLS
PHASE 1

HILLVIEW WAY

LOCAL C

LOCAL E

LOCAL H

LOCAL D

LOCAL B

LOCAL A

LOCAL F

LOCAL G

RIMEL

LOCAL I

CLEARVIEW WAY

VILLAGE VIEW WAY

VILLAGE AT ELK HILLS

W1/2SE1/4
Missoula County School
District #1

PLAT H12
Missoula County School
District #1

FELLOWSHIP HEIGHTS SUBDIVISION

S7 S8

TRACT A
COS 5525
Owner: John A Rimel Family Trust

TRACT B
COS 5525
Owner: Rimel Whitney Trustee

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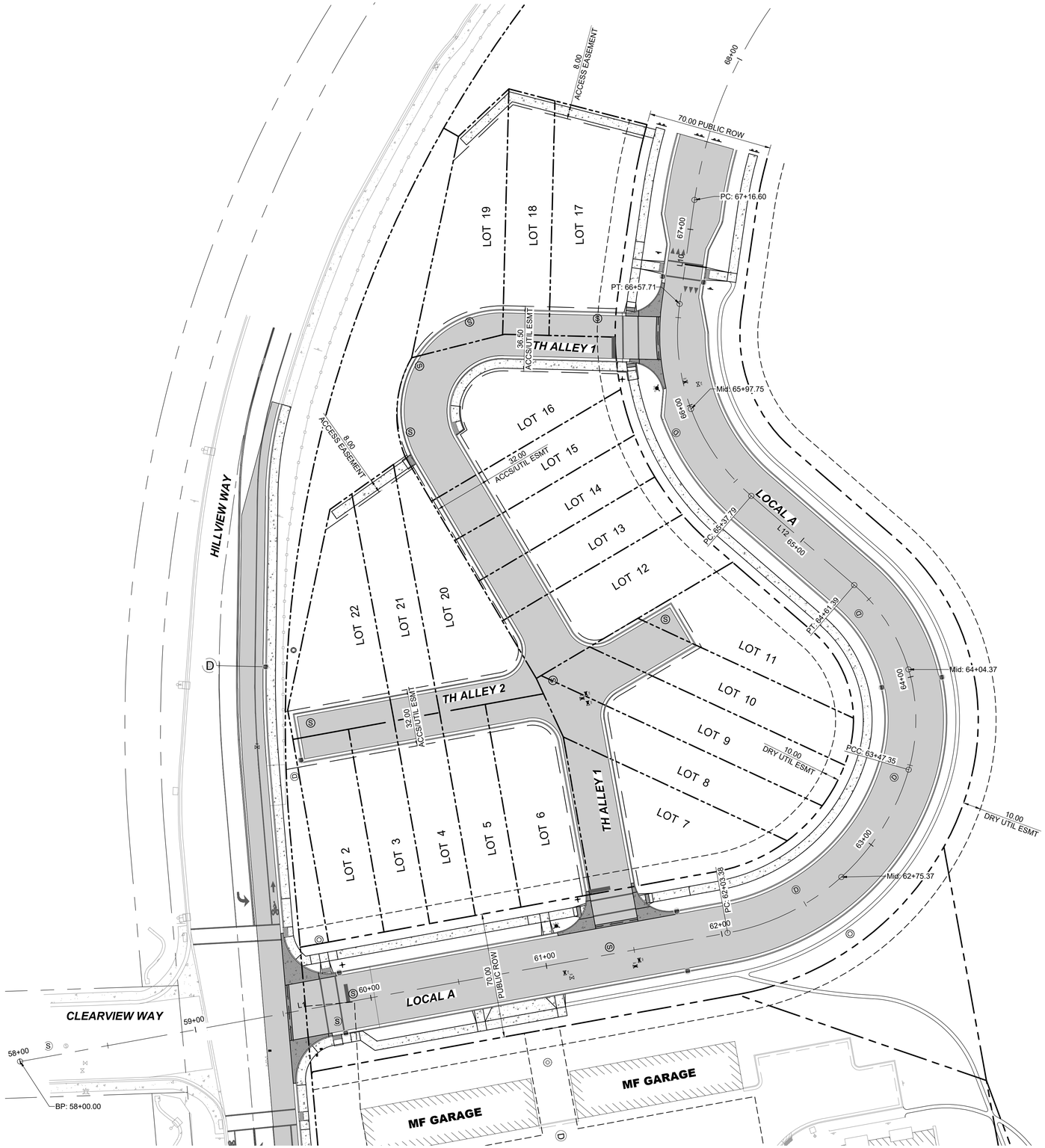
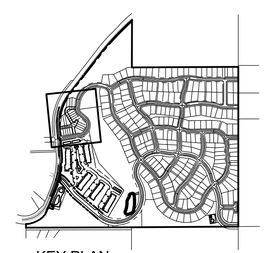


NORTH

1 PHASE 2 TOWNHOUSE LOTS VARIANCE

0 15 30 60

SCALE: 1" = 30'



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HILLVIEW WAY
MISSOULA, MONTANA

WILDROOT

PRELIMINARY PLAT

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PHASE 2 TOWNHOUSE
LOTS VARIANCE

X151