

# **Wildroot Subdivision TIS formerly called Hillview Subdivision Hillview Way, Missoula MT**

## **Response to PW&M TIS Comments**

**Dated 9-22-2023**

Owner/Developer:

**PANDO**  
Denver, CO

Engineer:

**Cushing  
Terrell**

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Cushing Terrell Project No. HILLVIEW\_MF  
November 28, 2023

# Cushing Terrell

## 1.0 INTRODUCTION

A Traffic Impact Study has been prepared by WGM Group in Missoula to address the impacts for the Wildroot Subdivision (formerly called the Hillview Subdivision). This letter is providing responses to the "Required Mitigation Measures".

This letter is organized to follow the format of the City of Missoula Traffic Engineering comment letter dated September 22, 2023.

## 2.0 REQUIRED MITIGATION MEASURES

*In addition to the transportation facilities/amenities recommended in the TIS, PW&M will require the following mitigation measures. Alternative measures may be considered if they adequately address the direct impacts of the development described in this letter.*

1. *Preliminarily design, to a 90% level (through Stage 3) of an urban mini roundabout in accordance with guidelines provided in NCHRP Report 1043, at the intersection of Hillview Way and Rimel Rd. This includes:*
  - a. *Designing pedestrian and bicycle crossing facilities across each leg of the intersection; **Plans for this roundabout have been prepared to a conceptual level. A requirement of the sufficiency comments is to provide 90% complete plans for the Roundabout prior to the acceptance of Phase 2. Discussions with City Staff indicated that the round-about would be a constructed in the future outside of the Wildroot Subdivision.***
  - b. *Designing adequate intersection lighting; **Lighting will be developed with the roundabout plan. We have confirmed that proposed lighting as part of the Multi-Family will not need to be relocated as part of the roundabout intersection reconstruction.***
  - c. *Providing the right-of-way necessary to construct the roundabout in the future; **ROW is being dedicated with the platting actions and will provide adequate land for the future roundabout and associated pedestrian and bicycle movements;** and*

# Cushing Terrell

- d. *Including in the final plats of each subdivision phase a waiver of the right to protest future street improvements associated with the cost of final design and construction of the roundabout. A note will be added to the first page of the Plat to Waive the Right to Protest the creation of the SID related to the future CIP. The SID related to the Roundabout CIP will be to include all single family residential lots above Rimel Road/Hillview Way Intersection, Elk Village and lots to the east of the Wildroot Subdivision to reduce the burden being placed on the newly created lots within the Wildroot Subdivision.*
2. *Traffic calming along Clearview Way and Garland Dr between Hillview Way and 23rd Ave:*
  - a. *Including design and installation of traffic calming elements to safely limit the maximum running speed between Hillview Way and 23rd Ave to 25 mph; Developer will work with Traffic Engineering to determine the optimal location for traffic calming elements. Improvements will be designed and constructed prior to acceptance of Phase 2.*
  - b. *Including neighborhood outreach to ensure the plan generally meets neighborhood needs; Neighborhood outreach will be included during the development of the traffic calming plans., and*
  - c. *Not including installing an intersection traffic calming solution at the Clearview Way / Garland Dr intersection, since those improvements are being contemplated by the City with the developer of the proposed Meadow View Homes Subdivision. We understand that the Meadow View Homes Subdivision will be responsible for the intersection of Clearview Way/Garland Drive.*
3. *Additional mitigation measures identified in the TIS:*
  - a. *Installing marked crosswalks on Rimel Rd adjacent to the multifamily (Phase 1) development; Marked Crosswalks have been designed and*

**accepted by Traffic Engineering and are being constructed as part of the Rimel Road improvements related to the Multi-Family development.**

- b. *Installing a southbound left turn lane at the intersection of Hillview Way and Rimel Road. The southbound left turn lane at Hillview Way/Rimel Road is included in the design for the Wildroot Subdivision.*
- c. *Installing a southbound left turn lane at the intersection of Hillview Way and Clearview Way. The southbound left turn lane at Hillview Way/Clearview Way is included in the design for the Wildroot Subdivision.*

## **3.0 TIMING OF MITIGATION MEASURES**

We accept the requirement that the roundabout be designed through Stage 3 (to be funded by an SID constructed by others under a CIP at a future date) and traffic calming be designed and implemented along Clearview Way and Garland Drive prior to Final Plat for Phase 2 of the subdivision.

## **4.0 MITIGATION MEASURES COST RESPONSIBILITY**

- *Item 1: Preliminary design of an urban mini roundabout at Hillview Way / Rimel Rd – The developer is required to fund 100% of the Stage 3 design and provide the necessary respective right-of-way for City implementation when the future CIP project is funded. Hillview Subdivision is not required to provide an upfront cost contribution to construction but will be subject to a waiver of protest for a future special improvement district.*

We accept the cost associated with the design of roundabout will be the responsibility of the Developer.

- *Item 2: Clearview Way / Garland Dr traffic calming – These existing streets are not deficient under existing conditions and mitigation is solely necessary due to projected Hillview Subdivision cut-through traffic. The developer is*

# Cushing Terrell

*responsible for 100% of the cost of related engineering and construction, as reviewed and approved by City Engineering.*

The cost of the design and construction will be 100% the responsibility of the developer.

The developer will enter into an agreement with the City that spells out responsibilities of each party as we work through the Stage Process for these Public Improvements.

Respectfully;

Dave Aube