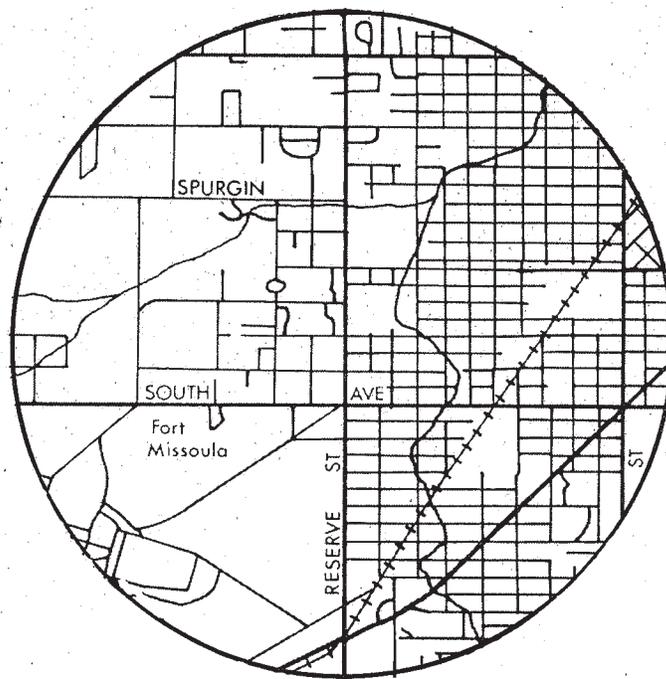


# RESERVE STREET

# AREA PLAN



**OCTOBER 1980**

MISSOULA OFFICE OF COMMUNITY DEVELOPMENT  
435 RYMAN      MISSOULA, MONTANA 59802      (406)523-4657

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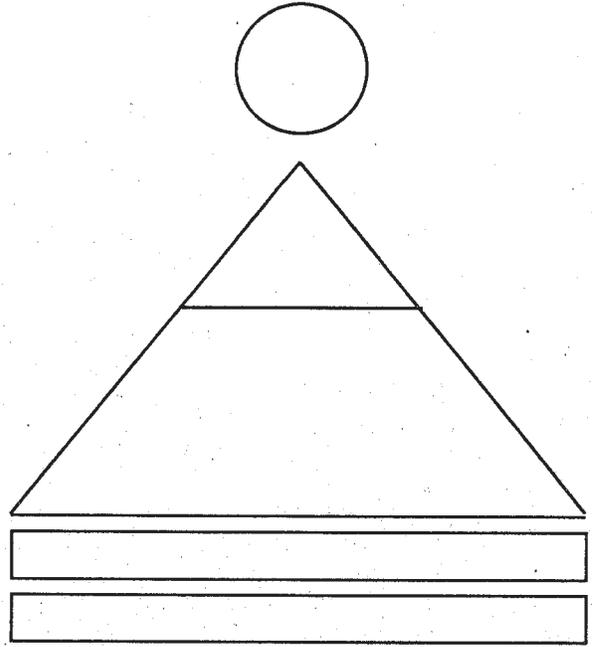
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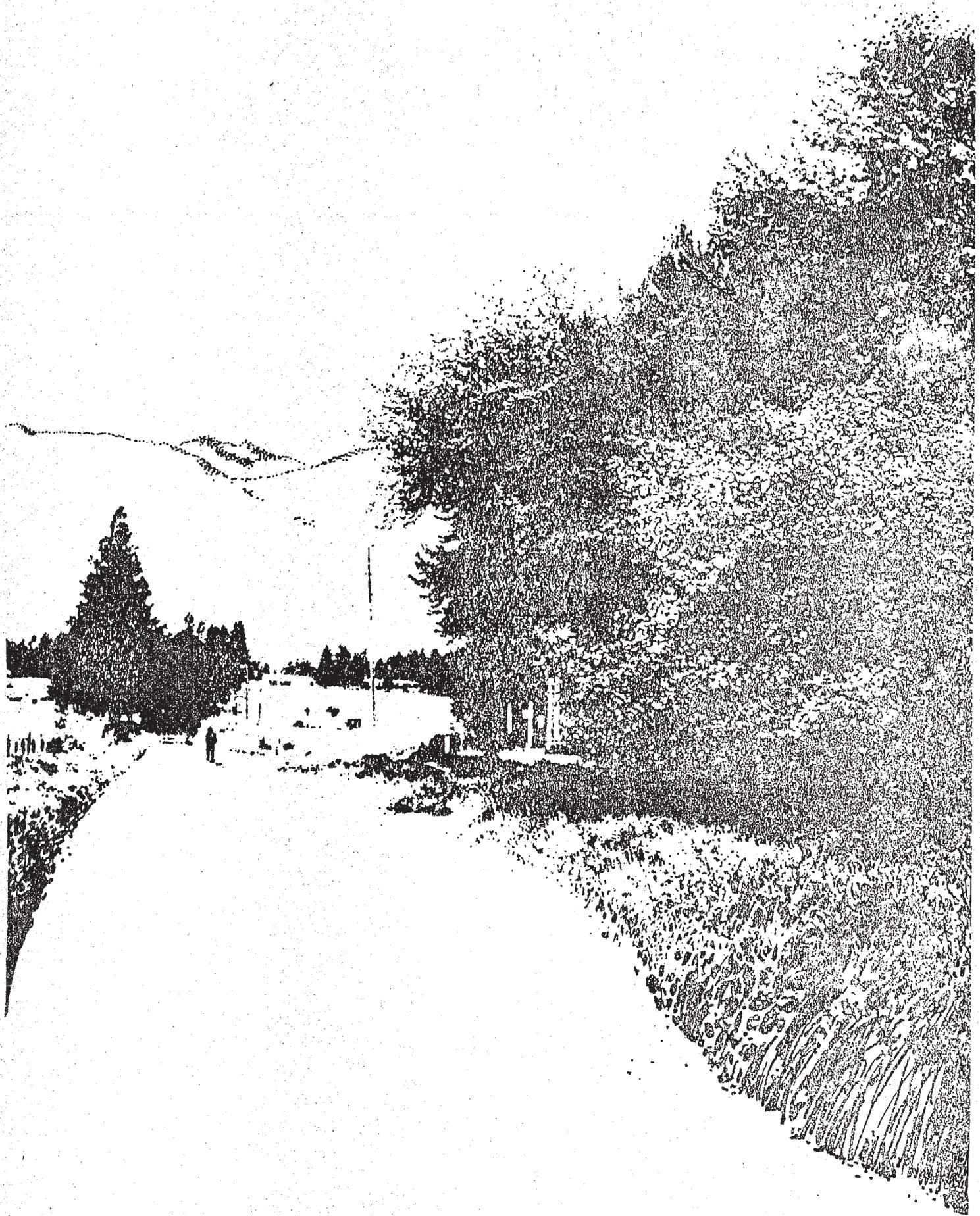
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# RESERVE STREET AREA PLAN



# INTRODUCTION



## INTRODUCTION

The Reserve Street Area Plan is a result of the Montana State Highway Departments' reconstruction plans for Reserve Street.

The Reserve Street reconstruction is expected to begin at the intersection of Route 7 (US 93 South) and extend north along Reserve Street for 2.1 miles where it will intersect with Third Street. The reconstruction is scheduled to begin between 1985-1990.

Projected traffic estimates indicate that by the time the design year (2000) is reached four traffic lanes will be required. To deal with the impacts of this project the Planning Staff has consulted with Reserve Street residents from preliminary stages of problem identification to the final stages of proposing transitional land uses.

Reserve Street residents have identified the following problems:

Access

Pedestrian crossing safety

Discontinuous streets

Traffic noise

Air pollution

Sewer extension and annexation issues

Conflict between commercial and residential uses

Noise level projections (Montana State Highway Department, May 1977 study) indicate that allowable noise limits would be exceeded from 250 to 350 feet beyond the Reserve Street centerline.

## GOALS

Land use goals in the Comprehensive Plan and those voiced by residents have led to the development of the following goals and objectives for Reserve Street.

### Land Use

- Provide for expansion and transition while maintaining environmental quality and keeping the expenditures for public services and facilities at a reasonable level.
- Encourage a viable mix of land uses to meet community needs.
- Reduce conflicts between land use activities.
- Develop local shopping convenience centers structured around existing facilities which will service surrounding areas and thus conserve resources by minimizing transportation demand.
- Encourage higher density development near major traffic corridors to promote use of public transportation systems.
- Provide landscape and building standards that will buffer residential uses from commercial uses and traffic noise.
- promote the integrity of areas which have developed at a low density.

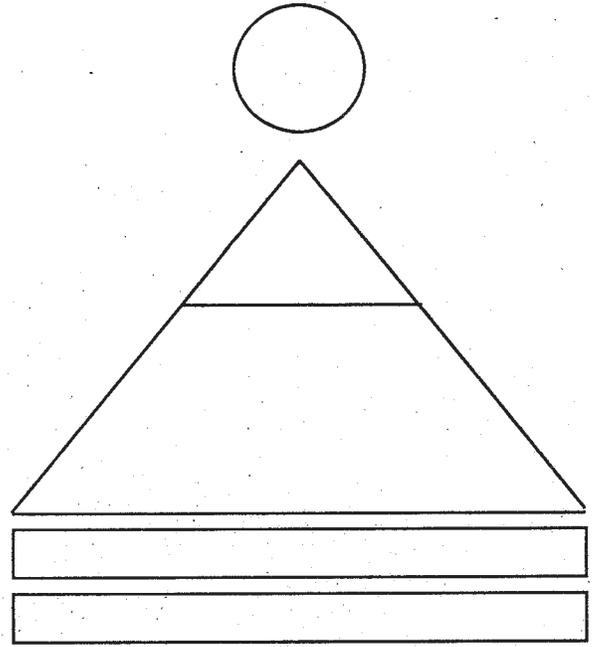
### Transportation

- Limit access to Reserve Street, encourage joint access and promote the extension of discontinuous streets for secondary access.
- Encourage ingress and egress to be on public streets which have a lower street classification (i.e. collector or local) and which then access onto Reserve Street.
- Preserve the option of connecting discontinuous streets at some future date.
- Develop sidewalk and walkway systems that encourage access to parks, schools and public transportation.





RESERVE STREET  
AREA PLAN  
1980



# NATURAL ENVIRONMENT



## Physiographic Setting

The Reserve Street corridor lies within the urban area of Missoula at the southeast end of the Missoula Valley. The orientation of this valley and low altitude of the City result in a relatively moderate winter climate. Although the temperatures are not as extreme as those in eastern Montana, Missoula does experience inversions that compound the local air pollution problem and make mid-winter a cloudy time for Missoula's residents.

The growing season in the valley averages one hundred days with some pockets running longer. The shortness of this season is a major factor in determining the crops which can be grown in the valley.

## Geology

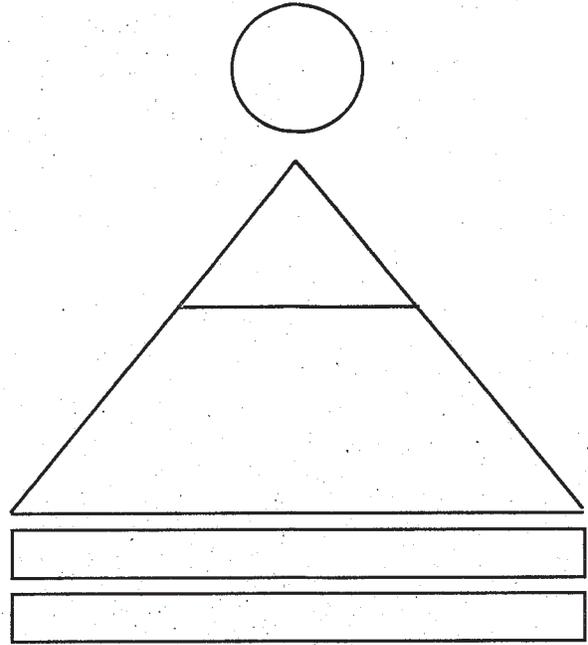
Pleistocene streams deposited the silt, sand and gravel that underlie the study area and most of the City, forming a broad plain, gently sloping down to the present floodplain. This alluvium is generally well-suited to construction and is a stable base for roads and structures.

Missoula's groundwater aquifer is being recharged, to a small extent, from drainage and wastewater that filters down through this alluvium. Some areas of this sandy and gravelly material have the characteristic of rapid water percolation, indicating that care should be taken not to overload the soils with too much wastewater from poorly constructed or overcrowded septic tank drainfields. The Missoula County Department of Health and Environmental Sciences has been monitoring this situation to avoid the potential of groundwater contamination.

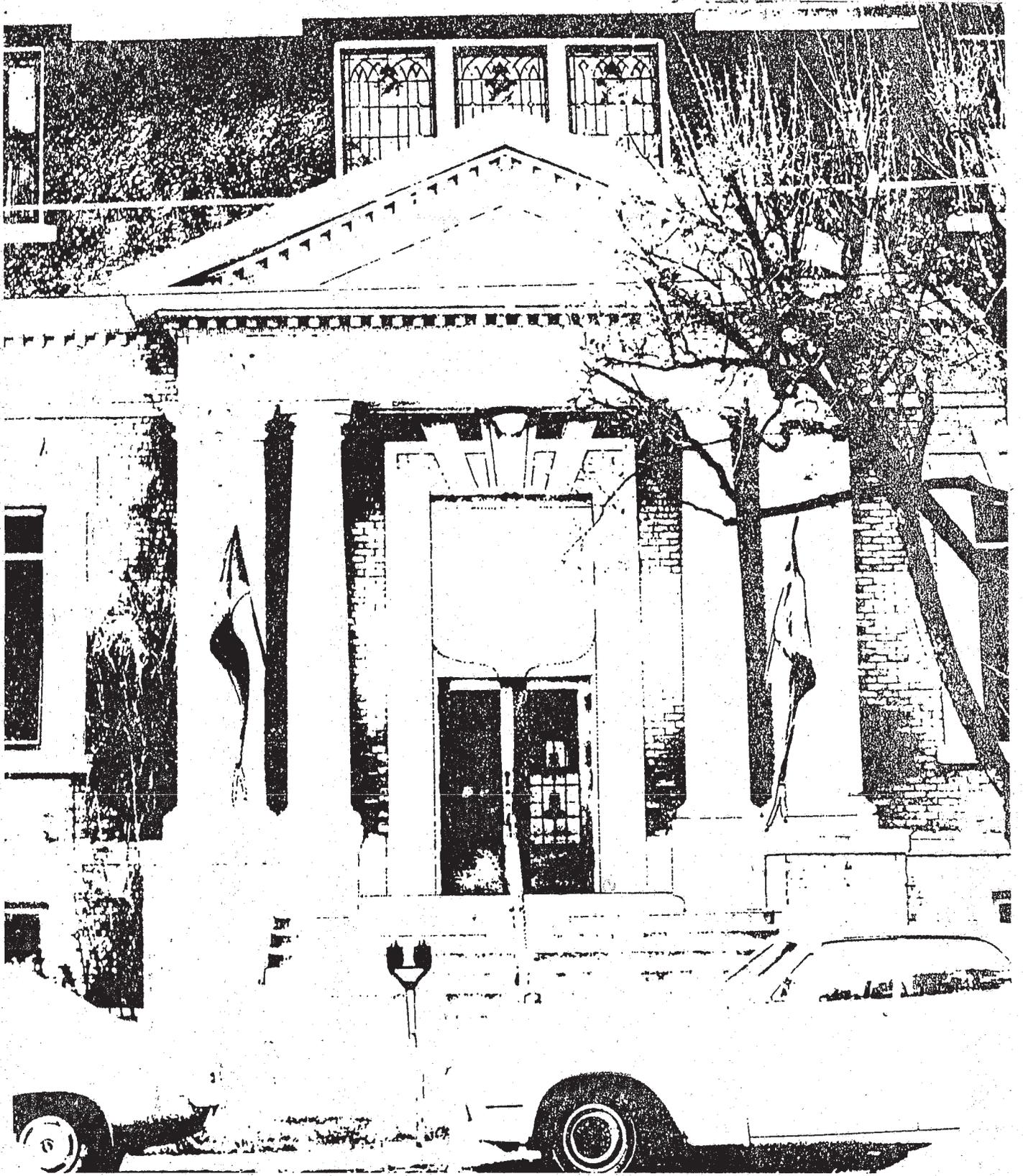
## Soil Productivity

The number of truck farms and thriving vegetable gardens attest to the fertility of soils located on the west side of Missoula and throughout the Orchard Homes neighborhood. The agricultural classification of the soils is largely Class II or Class III, the differences being related to the availability of irrigation water. Gravelly soils can also be found in the area which have poorer productivity.





# **CULTURAL ENVIRONMENT**



## Parks

The types of parks available to Missoula County residents include: national, state, community, district, and neighborhood. The neighborhood park will be the focus of this report.

A neighborhood park is developed with easily accessible day-use facilities. Although Fort Missoula is along Reserve Street, it is designated a district park and is designed to serve a large portion of Missoula residents. It does not have the same function as a neighborhood park because of location relative to the residential setting and because of accessibility and use. Neighborhood parks are the basic building blocks for the recreational system and are in certain aspects, the most important park areas. Local parks, along with schools, are the focal points for neighborhood activities. A neighborhood park should be within a fifteen (15) minute walk or one-half (1/2) mile distance of most residents and be from four (4) to sixteen (16) acres.

Within the study area there are two neighborhood parks, Franklin (3.1 acres) and Boyd (1.9 acres near Russell School).

Using the 1974 population as a basis, areas in need of neighborhood parks were identified. The most critical need areas include:

1. West Side neighborhood which has no access to a park or school playground (need 8.9 acres).
2. The Hawthorne area where the school playground furnishes the only available recreation to Orchard Homes. The vacant land adjacent to Hawthorne should be acquired, (need 5.2 acres).
3. In the Franklin School area there is need for an additional neighborhood park. Purchasing and developing land adjacent to Dickinson School would serve both Franklin and Dickinson neighborhoods, (need 6.2 acres).
4. The Westside and C.S. Porter neighborhoods. A 2-3 acre park is needed.

assure the use of existing and future recreation areas, problems of access must be overcome. Generally, no sidewalks, poor drainage and narrow streets combine to discourage pedestrian travel to parks. Development of a system of walkways and bikeways that link parks, schools, residential areas and commercial areas would enhance and vitalize Reserve Street neighborhoods.

Development of parks outside the City limits has fallen behind the residential growth. High priorities should be placed on the creation of an Urban Park District or a consolidated City/County Park Department to deal with County park programs within urban areas like Reserve Street.

Sources: Missoula County Parks, Recreation and Open Space Plan - 1976

Garry Kryzak, Director  
Missoula Parks Department

# RESERVE STREET AREA PLAN

## PARKS



CRITICAL NEEDS



MODERATE NEEDS



SCHOOL - PARK SITES

1. ORCHARD HOMES
2. DICKINSON



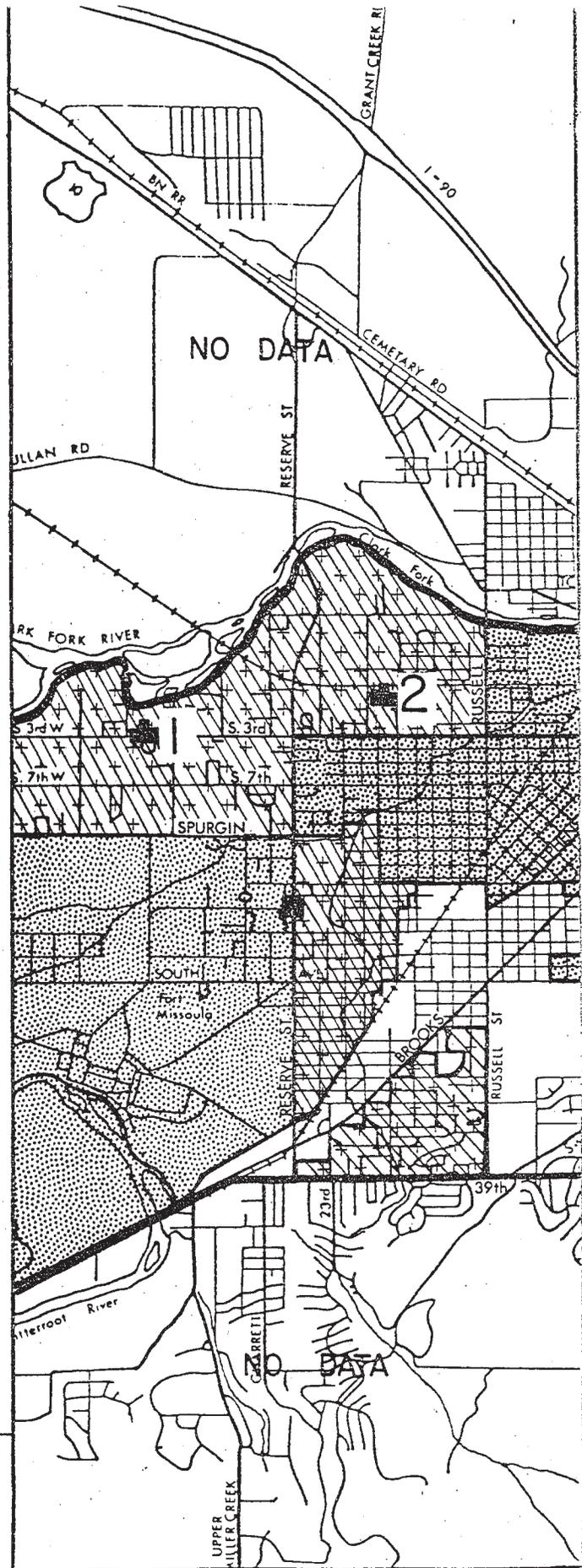
ACQUISITION AND DEVELOPMENT  
WESTSIDE



0 1/4 1/2 1 MILE

SOURCE - MISSOULA PARK, RECREATION  
AND OPEN SPACE PLAN 1976

MISSOULA PLANNING OFFICE



## Schools

School District #1 has five (5) elementary schools within the study area: Dickinson, Franklin, C.S. Porter, Hawthorne and Jefferson. School boundaries for Target Range Elementary in District #23 also extend into the study area.

The safety of C.S. Porter students crossing Reserve Street is a concern of school officials and parents. Because the service boundaries of C.S. Porter straddle Reserve Street, (see map) the students must cross a major thoroughfare. A shift in school boundaries could solve this problem. Another solution would be to expand school facilities in areas that would minimize students crossing Reserve Street.

Enrollment and capacity are important factors to consider when changing school boundaries. The local School Board may change school boundaries within a School District without statutory constraints. For example, School Board officials may observe a decline in the Franklin School. Assigning students on the east side of Reserve Street to Franklin, rather than C.S. Porter, would minimize student crossings on Reserve Street. We urge the school district to consider these alternatives and to take action.

Since 1975, enrollment figures at Dickinson, Franklin and C.S. Porter have declined substantially (50-150 students), while Hawthorne and Jefferson have remained stable. A more thorough study of school enrollment and capacities would be helpful in drawing up boundaries to correspond with changes in traffic patterns in this area. A task force for School District #1 is in the process of computing a more detailed analysis of school enrollment figures and capacities.

SOURCE: Don Pettit, Business Manager of School District #1

# RESERVE STREET AREA PLAN

## SCHOOL SERVICE AREA

 SCHOOL DISTRICT #23

 SCHOOL DISTRICT #1

- 1 HAWTHORNE
- 2 DICKINSON
- 3 WILLARD
- 4 FRANKLIN
- 5 C.S. PORTER
- 6 JEFFERSON
- 7 RUSSELL

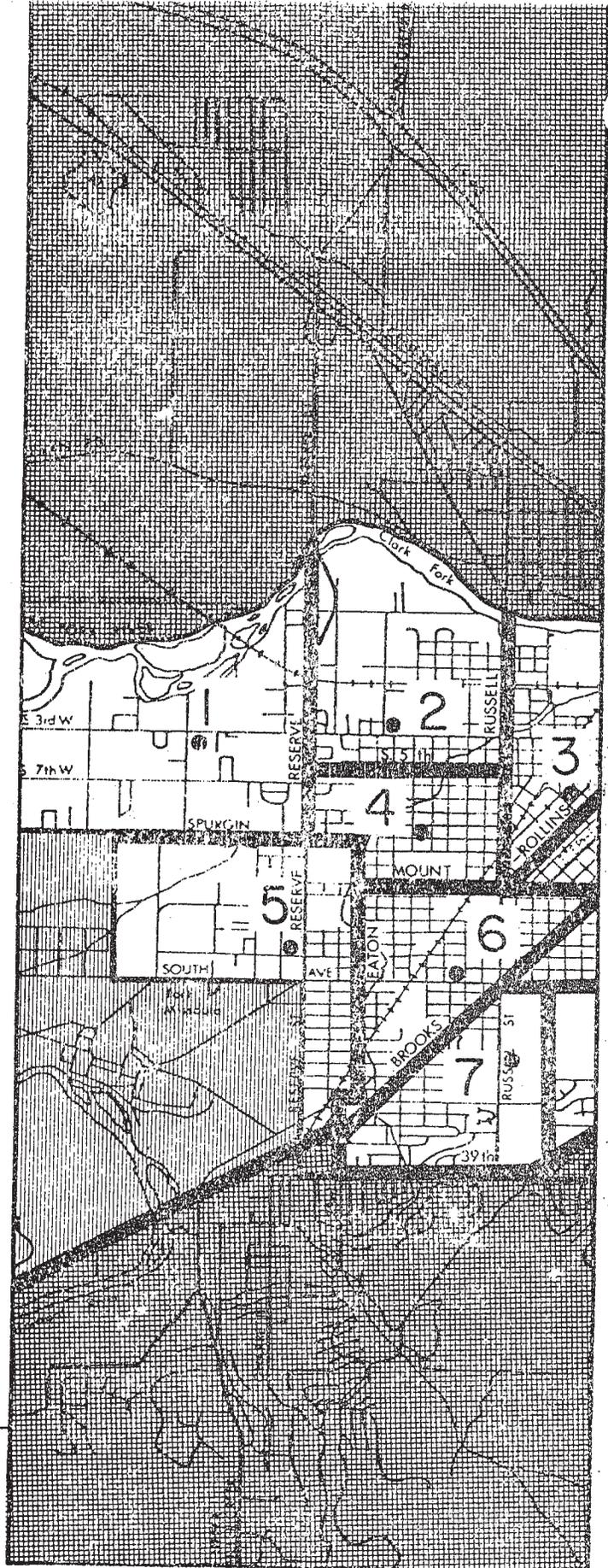
 NO DATA



0 1/4 1/2 1 MILE

SOURCE: MISSOULA SCHOOL DISTRICT ONE

MISSOULA PLANNING OFFICE



## EMERGENCY SERVICES

Most of the study area is out of the City limits, with the exception of a strip along Third Street and also the Fort Missoula block. Emergency services are, therefore, provided mainly by County, rather than City agencies.

### Law Enforcement

The Sheriff's Department has five deputies on patrol at any one time. Four are assigned to sections around the urban area of Missoula and one has a roving assignment. The Orchard Homes neighborhood and most of the area west of Missoula are covered by one deputy.

The City and County provide protection for the Fort Missoula Area. Accident investigation along Reserve Street is under the jurisdiction of the State Highway Patrol.

### Fire Protection

The Missoula Rural Fire District serves the Reserve Street corridor from its station at South and Reserve Streets. Response time would vary from one to three minutes for any point in the study area. One or more Class A pumpers and a 4,600 gallon tanker pumper would be manned by up to thirty volunteers and from one to three paid firefighters. Backup can come from the Airport, the Rattlesnake, Mount Avenue and Pine Street Stations.

The Fort Missoula block, including the land west of Reserve Street and south of South Avenue, is served by the City Fire Department, with an estimated response time of four to five minutes from the 39th Street Station. This station is equipped with a pumper and an aerial ladder truck and is manned by two firefighters, augmented by seven night sleepers.

### Medical Assistance

Arrow Ambulance Service has five ambulances, two of which are on duty at any time. The station is located at 1100 Kensington, east of Reserve Street. This location provides for good response time for Reserve Street residents.

Community Hospital provides emergency room care twenty-four hours a day, with excellent access for residents of this area.

Both the City Fire Department and the Missoula Rural Fire District are manned by Emergency Medical technicians (EMT's) to provide stabilization of accident victims.

# EMERGENCY SERVICES

 CITY OF MISSOULA SERVICE AREA

 MISSOULA COUNTY SERVICE AREA

 FIRE STATION

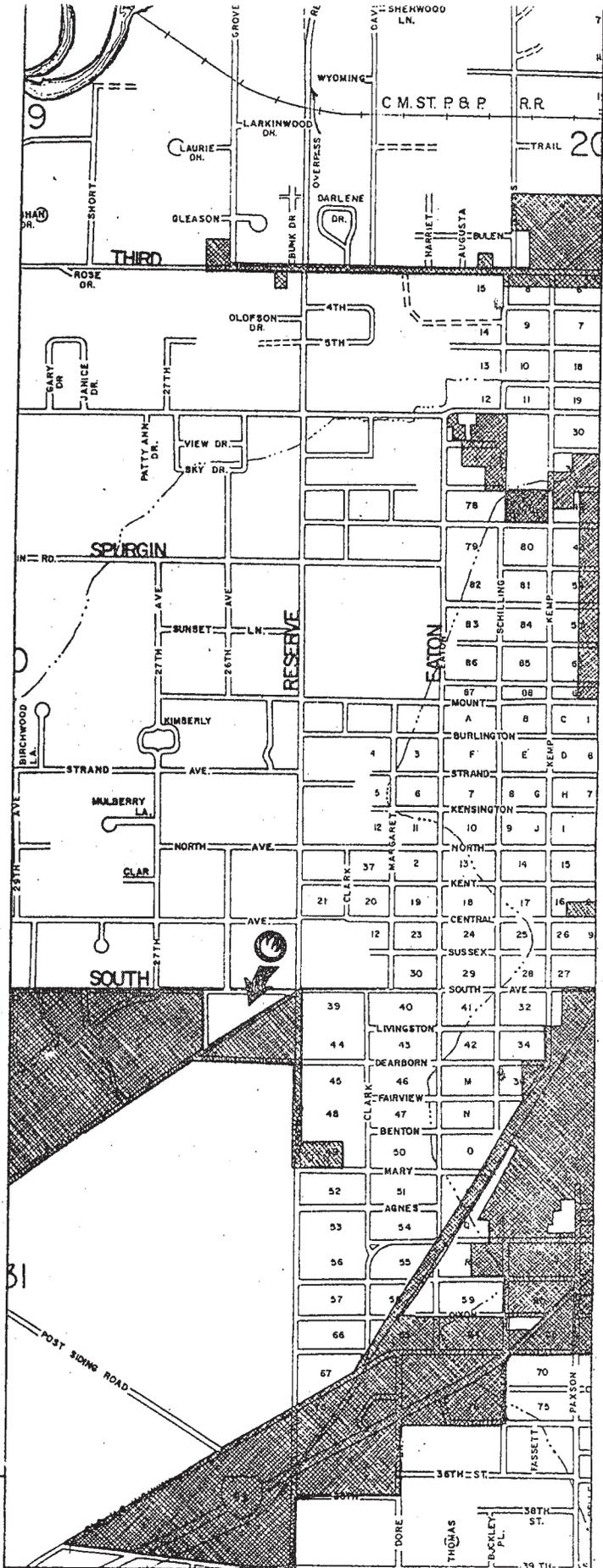


0 500 1000 2000 FEET

SOURCE: MISSOULA RURAL FIRE DISTRICT  
MISSOULA CITY FIRE DEPARTMENT

MISSOULA PLANNING OFFICE

1980



Utilities

Montana Power services Reserve Street area with electrical lines. Main feeder lines transmit power from substation #2 near Montana Power on Russell Street. Montana Power also serves most of the study area.

Mountain Water Company serves Reserve Street area.

There are three wells in the study area. The major water lines (10") are located on 39th St., Clark St., Water, Shilling, 14th, and 26th.

Missoula City Sewer services parts of the area with a main line (21") along Reserve Street.

The City of Missoula passed a resolution in May of 1980, to contract for sewer service on a individual billing basis, to developments outside the City limits.

Mountain Bell provides telephone service in the area.

YTIJOO AJUSSOIM  
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MISSOULA CITY ENGINEERING DEPARTMENT

2070 501 0

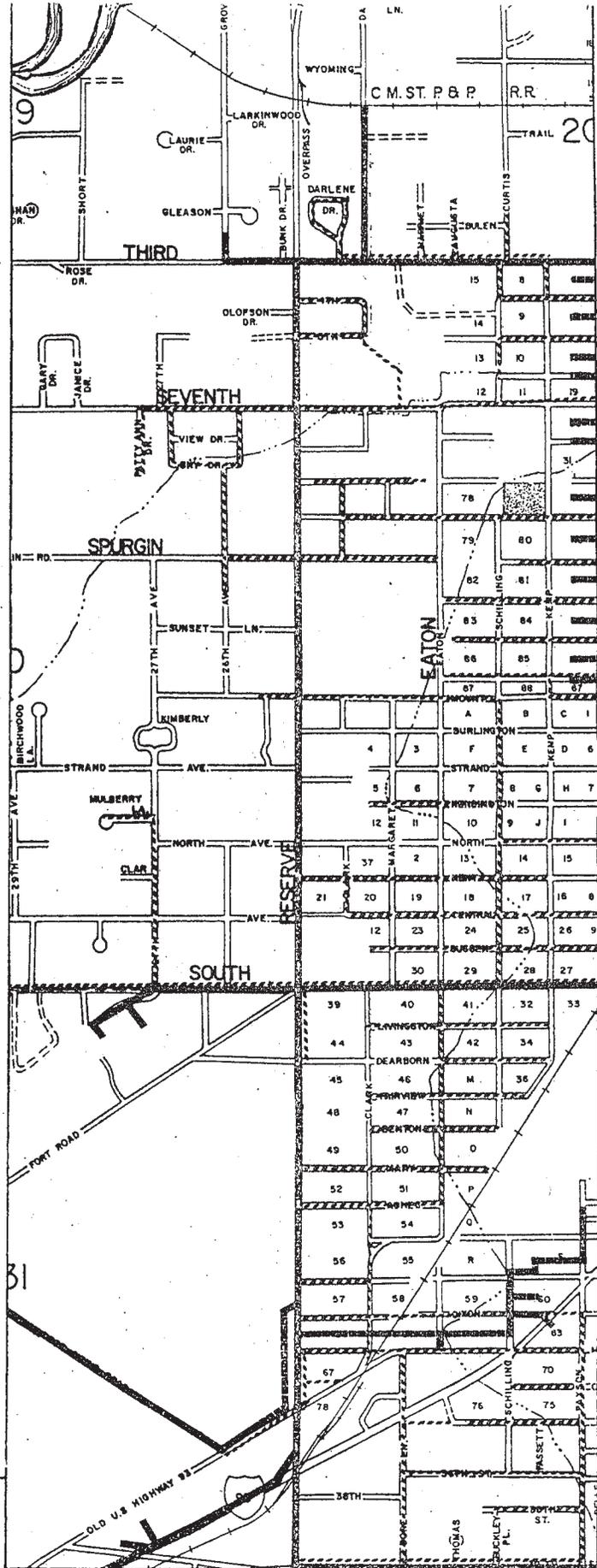
MISSOULA CITY ENGINEERING DEPARTMENT

2070

# UTILITIES

———— MISSOULA CITY SEWER

- - - - - MOUNTAIN WATER LINES



SOURCE: MOUNTAIN WATER CO.  
MISSOULA CITY ENGINEERS' OFFICE



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# UTILITIES

----- TELEPHONE

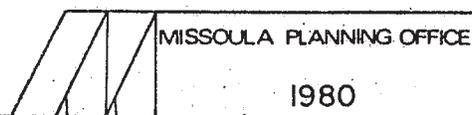
----- GAS LINES

////// MONTANA POWER COMPANY  
ELECTRIC LINES  
3 Ø 12.5 KV MAIN FEEDERS



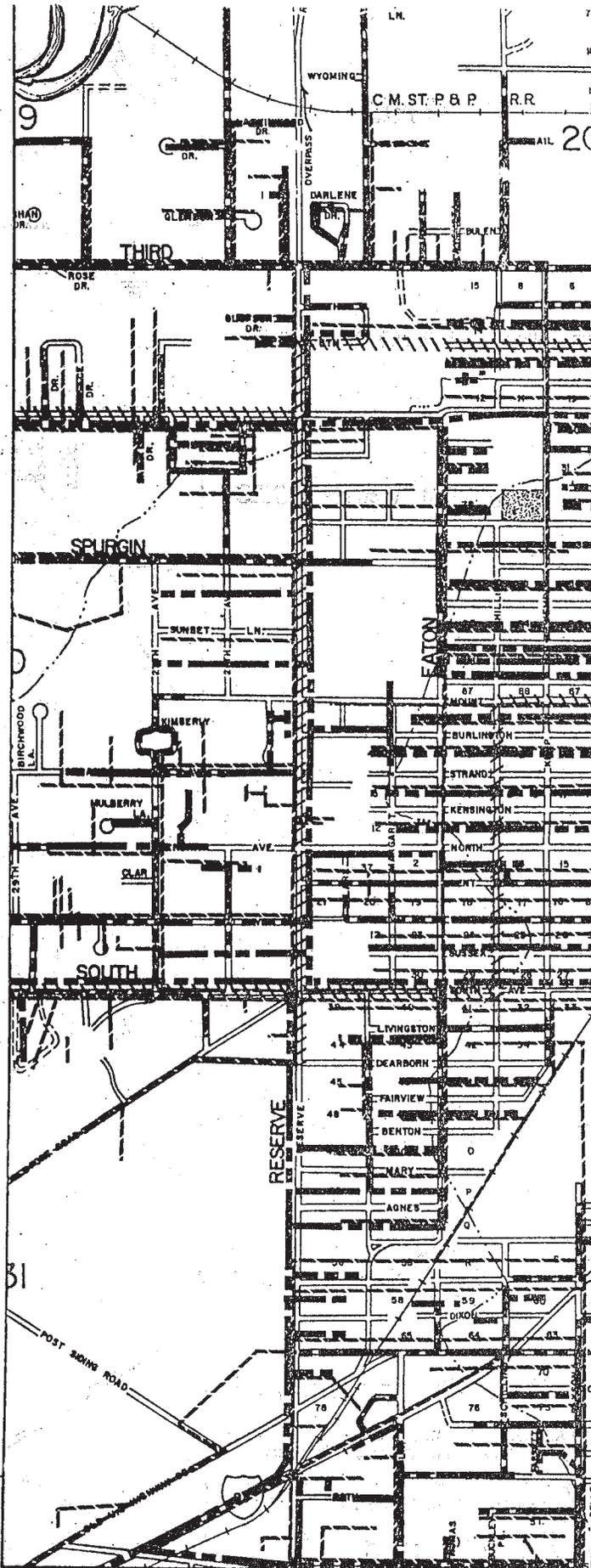
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SOURCE: MOUNTAIN BELL TELEPHONE CO.  
MONTANA POWER CO.



MISSOULA PLANNING OFFICE

1980



## Population and Housing

In order to analyze the relationship between population trends and housing needs a certain assumption was made: growth in the Reserve Street area will be proportional to growth trends in the census tracts in which the study area is contained. The study area falls within census tracts 8, 9 and 10. (See map for census tract boundaries.) Population trends referred to in this discussion were made by the Planning staff for the 201 City/County Sewer Facilities Plan Report.

As of 1980 there are 1,053 dwelling units in the project area. The approximate population in the study area can be found by multiplying the number of dwelling units, 1,053 (Land Use Files 1979) by the average household size, 3.02 persons (Average for Census Tracts 8, 9 and 10 for 1978). The approximate population in the Reserve Street area is 3,180.

The population for Census Tracts 8, 9 and 10 is projected to increase 22%. At a growth rate of 22% the population for the study area would increase to 3,880 in the year 2000. Holding the average household size to 3.02 persons, an additional 232 units will be needed in the year 2000.

To find the development potential of the area, an inventory of vacant land was made. Using existing zoning densities the number of developable units was computed. Existing vacant land (231 acres) will allow for 330 units.

Single family lots larger than 1/2 acre were also inventoried. If a single family parcel is zoned for 4 units per acre and has only 1 unit per acre, the redevelopable potential is 3 units. The potential for redevelopable parcels in this area is 380 units. By adding the vacant land potential to the redevelopable potential a total of 710 units would be possible with existing densities.

The supply of potential units on vacant land (330 units) is adequate for the projected demand in 2000 (232 units). We can also assume that as land values change single family units on large parcels will redevelop and could increase the housing supply to as much as 380 units.

TABLE I

Census Tract	1980	1985	1990	1995	2000
8	4091	4048	4048	4079	4176
9	5538	5691	6347	6834	7349
10	5193	5505	5790	6150	6530

## TRANSPORTATION

Transportation facilities serve two primary purposes - the movement of people and goods. The primary transportation mode in Missoula is the automobile. Approximately 80 percent of Missoula's auto travel is concentrated on about 20 percent of the streets.

The Reserve Street area has the following forms of transportation available: streets, buses, bikeways and sidewalks.

Streets: Streets in the area are classified in two ways - by function and by administration. Functional classification relates to how streets are used or will be used, while administrative classification relates to the authority responsible for the street.

There are three functional classes of streets in the area - arterials, collectors and locals. These three types constitute the area's street system.

Definitions of these major street classes are:

1. Arterials: This class provides for through movement between major activity areas and across the city. Its primary function is movement, as opposed to property access. Streets in this class are Reserve Street and South Avenue. In addition, 5th, 6th and 7th Streets are designated as arterials, although they do not presently function as such.
2. Collectors: This class serves internal traffic movements within an area of the City and provides for movement between arterial and local

streets. Their function is divided between providing movement as well as access to property. Designated collectors in the area are Third Street, Spurgin Road and Old Fort Road.

3. Locals: The sole function of local streets is to provide access to adjacent land. These streets make up a large percentage of the total street mileage, but carry a small proportion of the vehicle miles of travel.

Other criteria are also used in assigning functional classifications to streets, such as traffic volumes, number and width of driving and parking lanes, trip lengths, design speeds, noise levels and land uses served. However, these criteria vary from one locality to another and the above-mentioned definitions are adequate for the purpose of this report. Generally, Missoula's street system is underdeveloped when these additional criteria are applied to Missoula streets.

Streets of particular concern in the Reserve Street neighborhood are Reserve Street, South Avenue and South Third Street. Reserve Street has a unique role in the area. The opening of the Reserve Street Bridge in the summer of 1978, brought about a doubling of traffic on Reserve Street (from about 7,500 to 15,000 cars a day). It provides a major new through and by-pass route for cars and trucks, connecting Interstate 90 and U.S. 93, as well as providing a north-south arterial and river crossing. It connects two major growth poles, the South Hills and Grant Creek.

The opening of the bridge has altered past traffic flow patterns in the area. Previously, the heaviest movements were on an east-west axis along Third Street, South Avenue and U.S. 93. Today, however, this east-west movement is more difficult because of the increase in north-south movement along Reserve Street. This has created problems for pedestrians, particularly school children who must cross Reserve Street to C.S. Porter School, as well as east-west bus routes and cars.

Reserve Street, between Third Street and U.S. 93, is proposed for reconstruction. Actual construction will probably begin around 1985. Preliminary design concepts include widening to four lanes, adding a raised median, minimizing curb cuts, and encouraging access only at major east-west streets. Additional right-of-way will be acquired by the State Highway Department (120 feet will eventually be needed) from the west side of Reserve Street. The volume and speed of cars and trucks along this corridor also create noise problems, which should be addressed through landscaping, site design, or noise barriers.

South Avenue is another important arterial serving east-west traffic demand across the Reserve Street corridor. Traffic volumes have increased approximately 45 percent from 1974-1979. South Avenue provides access to the only regional park, Fort Missoula, and the new Big Sky High School, which is scheduled to open in 1980. Because of Fort Missoula Park and the new High School, pedestrian and bicycle usage of this street will increase along with auto traffic. There is no project to upgrade this street at present.

Third Street is another major traffic route carrying east-west traffic to and from the City. Traffic volumes have increased approximately 70 percent from 1974-1979.

Traffic counts from these streets and others are presented in Table II.

Conflicts between long-standing residential uses and increasing auto/truck traffic along these major thoroughfares will increase in the future. As traffic continues to build up, two major changes occur. One is that the pressure for commercial development increases. An examination of commercial development in other area indicates that commercial property usually develops on streets carrying 10,000 vehicles or more per day. Reserve Street and the east leg of South Avenue at Reserve are presently carrying this amount. Also, commercial development on streets with lighter volumes tends to occur when those streets intersect with streets having larger volumes.

Second, noise increases as traffic volume increases. Noise on streets carrying 10,000 vehicles per day is around 65 decibels, but as commercial traffic increases, this level rises to 80 decibels or more. From a residential view point, 70 decibels is considered the maximum tolerable level. Attempts should be made to discourage residential uses directly adjacent to streets carrying or expected to carry 10,000 vehicles per day. Residences on such streets should be set back 100 feet.

AVERAGE DAILY TRAFFIC (ADT) ALONG RESERVE STREET

STREET AND/OR INTERSECTION	LEG	(70-74)			(78-79)			(79-80)			(80-85)		
		1974 VOLUME	1978 VOLUME	PERCENT CHANGE	1979* VOLUME	PERCENT CHANGE	1980+ VOLUME	PERCENT CHANGE	1985+ VOLUME	PERCENT CHANGE	2000+ VOLUME	PERCENT CHANGE	
Reserve & South 3rd West	South	5,140	7,565	+47%	13,977	+85%	11,909	-17%	14,938	+25%	19,118	+30%	
	West	-	4,633	-	4,700	+1%	4,027	-15%	4,824	+20%	6,849	+42%	
	East	-	10,326	-	8,400	-22%	4,901	-71%	5,713	+17%	7,873	+38%	
Reserve & South Seventh West	West	1,570	-	-	-	-	3,591	-	3,986	+11%	4,940	+24%	
	East	1,520	-	-	-	-	5,485	-	6,183	+13%	8,000	+29%	
Reserve & Spurgin Road	West	1,720	-	-	-	-	3,345	-	3,829	+14%	4,879	+27%	
	East	1,290	-	-	-	-	1,234	-	1,356	+10%	1,583	+17%	
	South	5,680	7,730	+36%	13,525	+75%	13,767	+2%	16,452	+20%	21,944	+33%	
Reserve & South	West	4,930	6,908	+40%	7,510	+9%	7,647	+2%	8,995	+18%	12,873	+43%	
	North	5,920	7,732	+31%	13,900	+80%	11,536	-17%	19,830	+72%	18,427	-8%	
Reserve & Dearborn	North	7,280	8,811	+21%	10,250	+16%	7,276	-41%	8,299	+14%	11,412	+37%	
	North	5,230	-	-	-	-	12,255	-	14,728	+20%	19,770	+34%	
Reserve & Ernest	North	-	8,567	-	12,739	+49%	10,076	-26%	12,237	+21%	16,449	+34%	
	South	4,530	-	-	-	-	10,062	-	12,238	+22%	16,470	+34%	
Reserve & U.S. 93	West	8,930	-	-	-	-	16,284	-	19,269	+18%	24,456	+27%	
	West	-	-	-	-	-	-	-	-	-	-	-	

\*After Reserve Street Bridge Completed  
 +Projections From Tech-Plan Report #2, Model Update and Future Traffic Assignment, Daily-Peccia & Associates, June, 1976

Accident data for the Reserve Street area is readily available only for the period between 1972 and 1975. Accidents and locations are shown on page 28 for the area between South Third West and Old U.S. 93. The data indicates the following:

1. Accidents roughly tripled in the area between 1972 and 1975.
2. Approximately 80 percent of the accidents occurred along Reserve Street.
3. Almost 90 percent of the accidents involved two vehicles. The accident reports further indicate the majority involved angle collisions.

Accident data from 1975, to the present was not readily available, but accidents have continued to increase, along with the increase in traffic.

#### Mass Transit

The Reserve Street Neighborhood is presently served by three bus routes. Service is provided across Reserve Street at Third Street and South Avenue. The Target Range Route-Clements Road route offers service from 6:15 a.m. to 6:45 p.m., Monday through Friday; 8:15 a.m. to 5:45 p.m., Saturday. The U of M-South Avenue route runs from 6:15 a.m. to 6:45 p.m., Monday through Friday and 7:50 a.m. to 6:15 p.m., Saturday. The Daly Addition route serves the east

side of the Reserve Street area from 5:50 a.m. to 6:30 p.m., Monday through Friday and 7:00 a.m. to 5:30 p.m., Saturday.

#### Bicycle and Pedestrian Facilities

Although no designated bikeways are located in the Reserve Street Neighborhood, South Avenue and Seventh Street, west of Reserve Street, have a three foot bikeway/walkway area on the north side of the street. The high speeds on South Avenue (35 m.p.h.+), and the volume of vehicles increase chances for pedestrian and bicycle conflicts with autos.

Few sidewalks exist in the Reserve Street Neighborhood, which is of particular concern on the major streets. Some sidewalks and walkway areas exist, but generally the lack of pedestrian facilities increases the chances of vehicle/pedestrian conflicts.

ACCIDENTS AND LOCATIONS

- SINGLE VEHICLE
- △ VEHICLE - VEHICLE
- VEHICLE - PEDESTRIAN

- ▬ 1972
- 1973
- 1974
- 1975

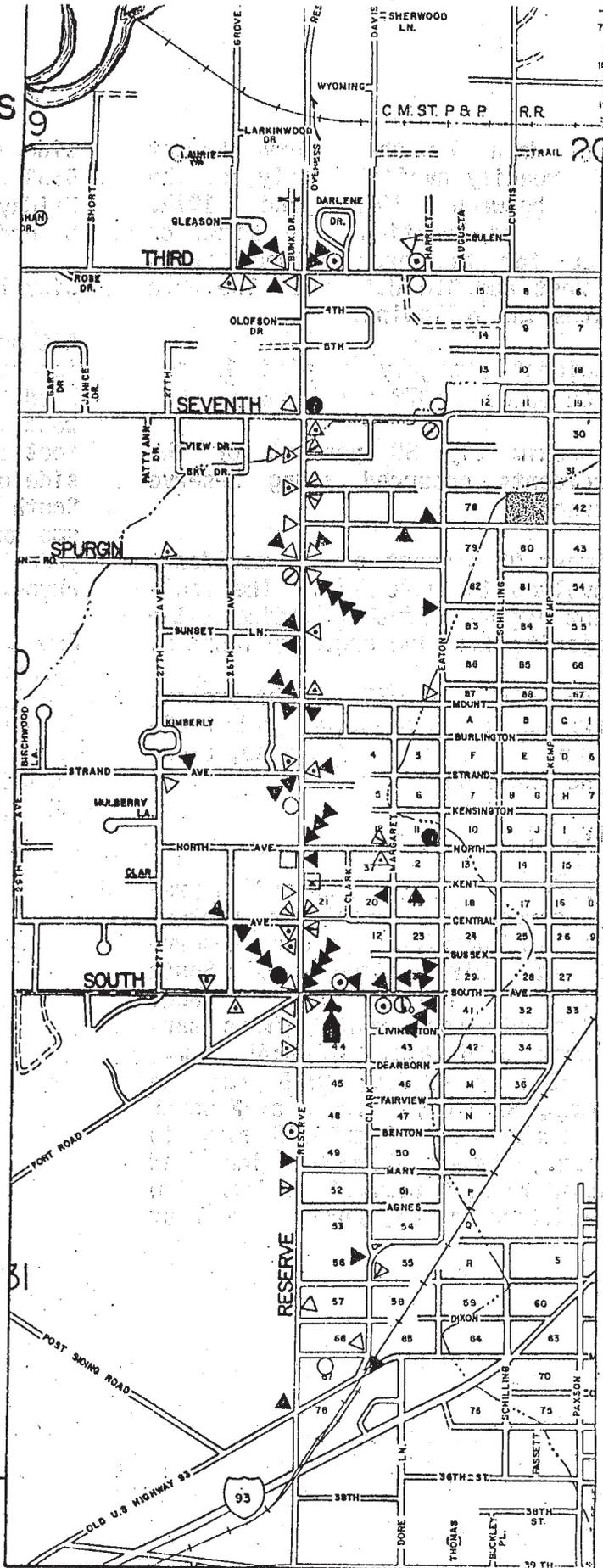


0 500 1000 2000 FEET

SOURCE: MISSOULA COUNTY SURVEYORS  
ACCIDENT REPORTS

MISSOULA PLANNING OFFICE

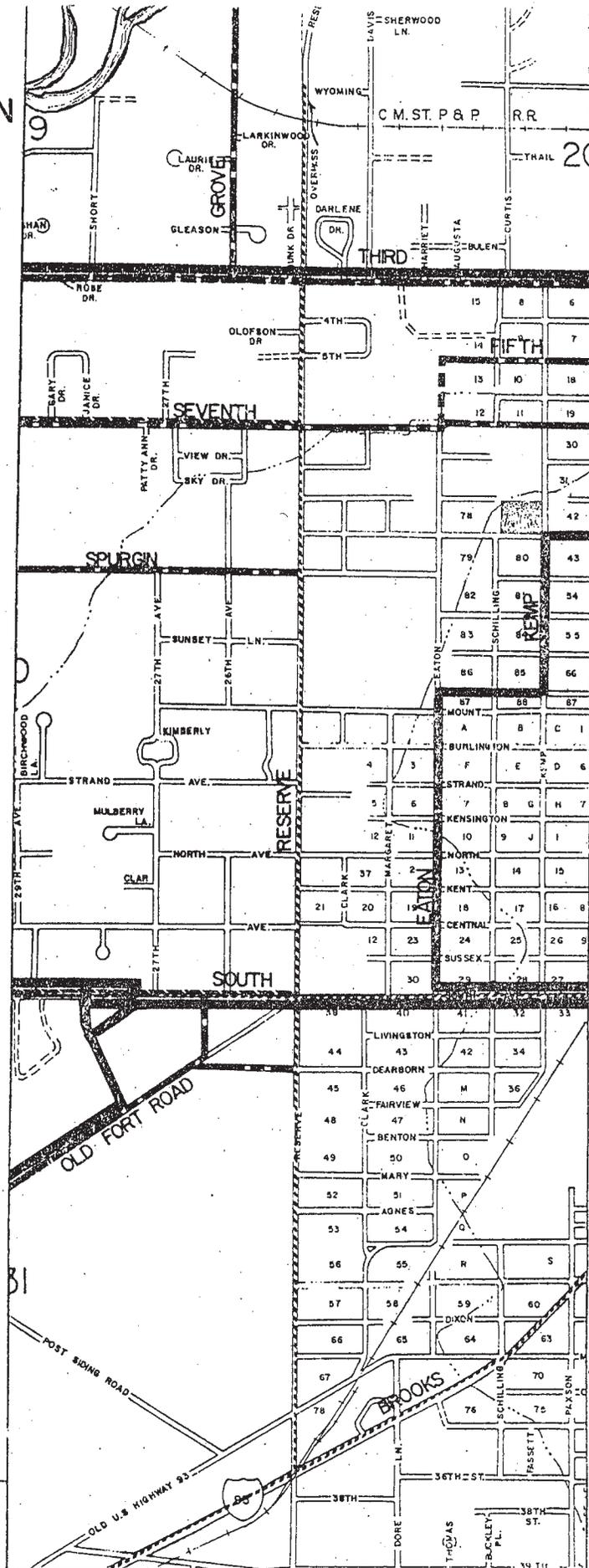
1980



RESERVE STREET AREA PLAN

FUNCTIONAL CLASSIFICATION  
 BUS ROUTES  
 WALKWAYS AND BIKEWAYS

- ARTERIALS
- PROPOSED ARTERIALS
- COLLECTORS
- BUS ROUTES
- WALKWAY AND BIKEWAY



SOURCE - MISSOULA PLANNING OFFICE

MISSOULA PLANNING OFFICE

1980

REPUBLIC OF PHILIPPINES  
DEPARTMENT OF EDUCATION  
OFFICE OF THE SUPERINTENDING EDUCATION OFFICER  
CITY OF MANILA



APPROVED: \_\_\_\_\_  
DATE: \_\_\_\_\_

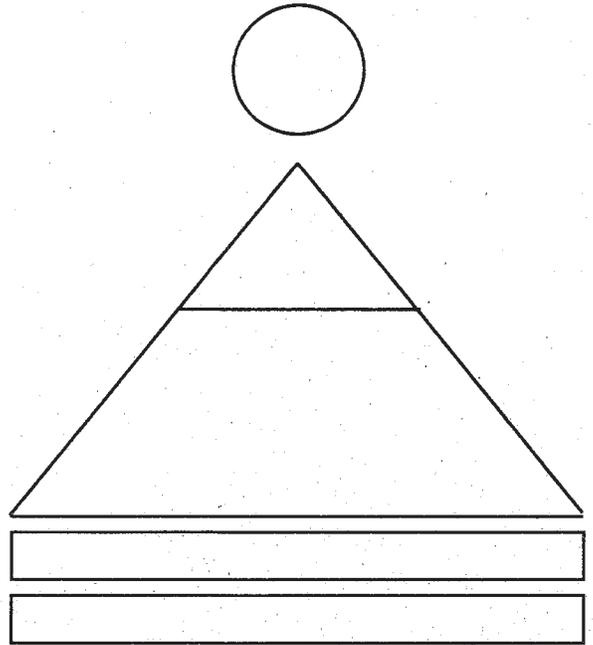
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**LAND USE**



Land Use

Land use in the study area was mapped in December, 1979 and January of 1980. A complete field inventory of the area was made by three researchers who surveyed the study area on a parcel by parcel basis. Residential, commercial, industrial and mixed use was noted by type and later mapped. A breakdown of the number of each type of use is contained in Table III. It is anticipated that each parcel will be coded and the land use data retrieved and analyzed for future study.

TABLE III

Single Family Units - 560

(Single family units with pasture - 23)

(Single family units with commercial use - 7)

(Single family units with industrial use - 2)

Mobile Homes - 201

(Mobile homes with pasture - 1)

(Mobile homes with commercial use - 1)

Duplexes - 38

Tri-Plexes - 8

Four-Plexes - 14

Multi-Family Greater Than Four-Plex - 1

(Union Square, 108 units)

Commercial Uses - 35

(See above for residential/commercial combination uses)

Industrial Uses - 10

(See above for residential/industrial combination uses)

Parcels in Pasture - 4

(See residential/pasture combination uses)

Parcels in Agricultural Use - 7

Private Institutions (Churches, Schools, Clubs, etc.) - 8

Public Institutions - 3

Vacant Parcels - 50

Zoning

The study area has been zoned by both City and County ordinances (see page 33). In addition, a large parcel in the southeast corner has been left unzoned by the County. This area is subject only to County parking requirements and is open to most types of development, ranging from industrial to residential use. See Appendix for complete zoning descriptions.

City zoning covers less than one quarter square mile of the area. The City zoning designations are identified by the symbols "B", "R-II" and "P-II" and copies of each ordinance are included in the appendix. Table IV gives a brief description of the uses allowed by the three City zoning districts.

Table IV

<u>District</u>	<u>Major Permitted Uses</u>
"B" Residential	Single family dwellings; churches; schools; parks and libraries.
"R-II" Two Family Residential	Single family dwellings; duplexes; churches; schools; parks and libraries.
"P-II" Public Land and Institutions	See Appendix

County zoning covers the majority of study area and is identified by the symbols "C-RR3", "C-R2", "C-C1", "C-C2", "C-PI", "UZ" and the numbers "5", "10", "12" and "19". A copy of each ordinance can be found in the appendix with the exception of the "UZ" area. As noted previously, the "UZ" area encompasses land that is as yet unzoned. A guide to the type of uses allowed in each district can be found in Table V.

Table V

<u>District</u>	<u>Major Permitted Uses</u>
"C-RR3" Residential	Single family dwellings; agriculture and mobile homes on 5 acre lots or larger.
"C-R2" Residential	Single family dwellings; duplexes; boarding houses; agriculture and mobile homes on 5 acre lots or larger.
"5"	Residential; commercial; agriculture

"10" Single family dwellings; churches; schools; parks; libraries; agriculture and timber harvesting.

"12" Single family dwellings; duplexes; churches; schools; parks; libraries; timber harvesting; and mobile homes under special circumstances.

"19" Single family dwellings; duplexes; churches; schools; parks; libraries; timber harvesting and agriculture.

"C-C2"  
General Transient lodging; auto mobile home.

Commercial marine, R.V. sales and service; building material, hardware and farm sales and service; eating and drinking establishments; wholesale trade.

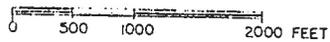
"C-C1"  
Neighborhood Commercial Single family dwellings; retail foods; general merchandising; hardware stores; clothing shops; and other uses, after special review (see appendix)

"C-PI"  
Public Land and Institutions Airports; public and quasi-public buildings.

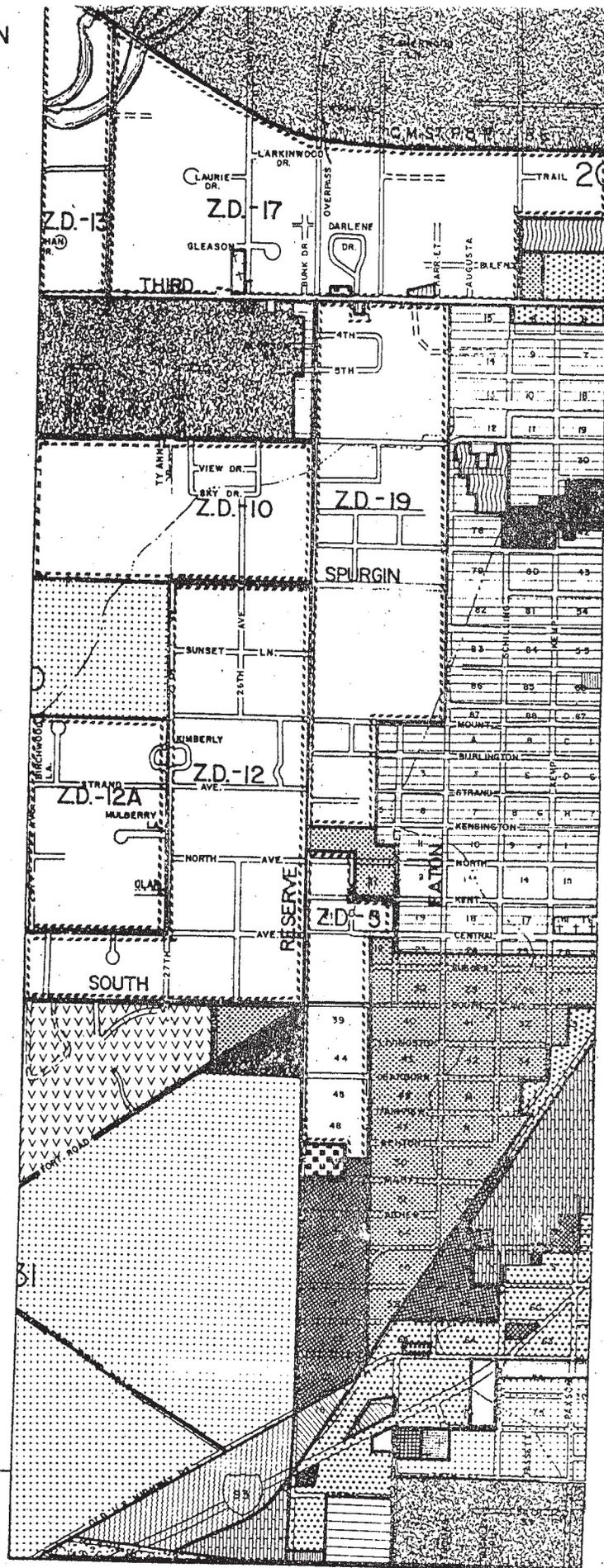
# RESERVE STREET AREA PLAN

## ZONING

-  C-C2
-  C-RR3
-  C-RI
-  C-R2
-  C-CI
-  C-PI
-  UZ
-  Z.D.
-  C-R3
-  I-I
-  R-I
-  A
-  B
-  R-II
-  R-IV
-  R-V
-  BC
-  C-G
-  C
-  C-I
-  C-II
-  CLB
-  D
-  SC
-  P-II



MISSOULA PLANNING OFFICE



## POLICY ALTERNATIVES FOR THE RESERVE STREET AREA

The development of preliminary alternatives for policy review is the next step in the planning process. This step is preceded by studies which compile base data and projections of land use, population, transportation and other areas. An important aspect of the data collection and projection process involves input from the residents of the Reserve Street area. Comments from residents were received during a series of three meetings held to present base data and gather input. The preliminary alternatives were then developed by the planning staff and presented to the residents during a subsequent series of meetings.

These alternatives, as stated previously, are preliminary. They present idealized or pure alternatives. That is, no mixing of alternatives is assumed. This simplifies the analysis of the alternatives and provides an opportunity to sketch policy and cost impacts.

The alternatives are labeled A, B, C, and D for identification.

### ALTERNATIVE "A" - Westside By-Pass

#### Goals

This alternative retains the present land use designations and calls for development of a westside by-pass route to relieve traffic impacts on Reserve Street. This alternative attempts to reduce Average Daily Traffic (ADT) from the present 15,000 to 8-10,000, which should reduce noise levels below 70, decibels, on A-weighted sound level (dBA) near the right-of-way. The westside by-pass would also be designated as a truck and by-pass route for through trips.

## Analysis

This proposal was first discussed as part of the long-range element of the 1965 Transportation Plan. Potential routes are shown on the accompanying map. The route would proceed south from the Wye area across the future Harper's Bridge site, and follow Big Flat and Blue Mountain roads to Highway 93 southwest of Missoula.

The following factors were considered in the analysis of Alternative "A":

1. Approximate Cost. Current costs (1980) for road construction of a two-lane, 45 m.p.h. design speed route were obtained from the State Highway Department and County Surveyor's Office. These are shown below:

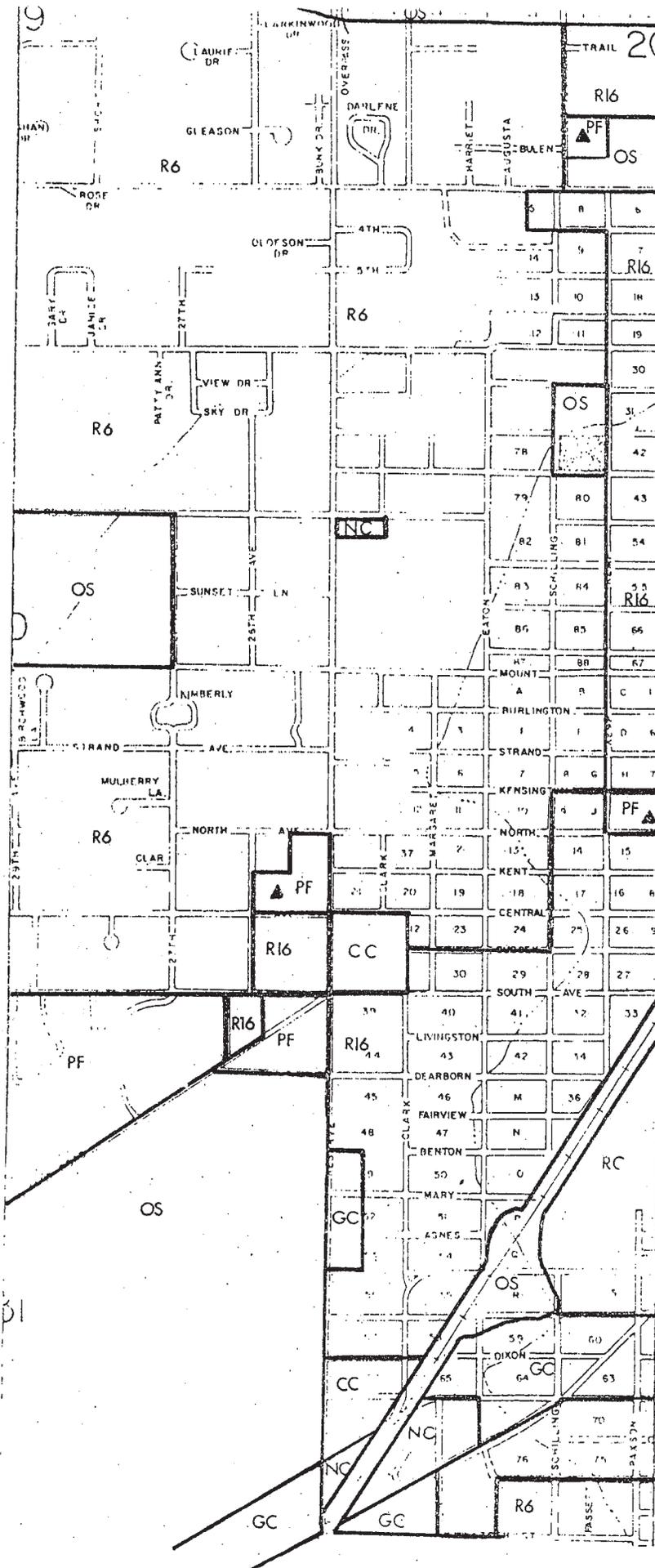
\$500,000/mile for new road	
	\$3,500,000
(About 7 miles would be new road)	
\$75,000/mile for upgrading existing portions of Big Flat and Blue Mountain roads	
	\$ 225,000
(About 3 miles would require upgrading)	
Bridge costs	\$1,200,000
TOTAL	<u>\$4,925,000</u>

This cost estimate does not include right-of-way costs. The amount of right-of-way needed is considerable. The Reserve Street reconstruction project, scheduled for 1985, is estimated at \$4.2 million, including right-of-way.

# A

## LEGEND

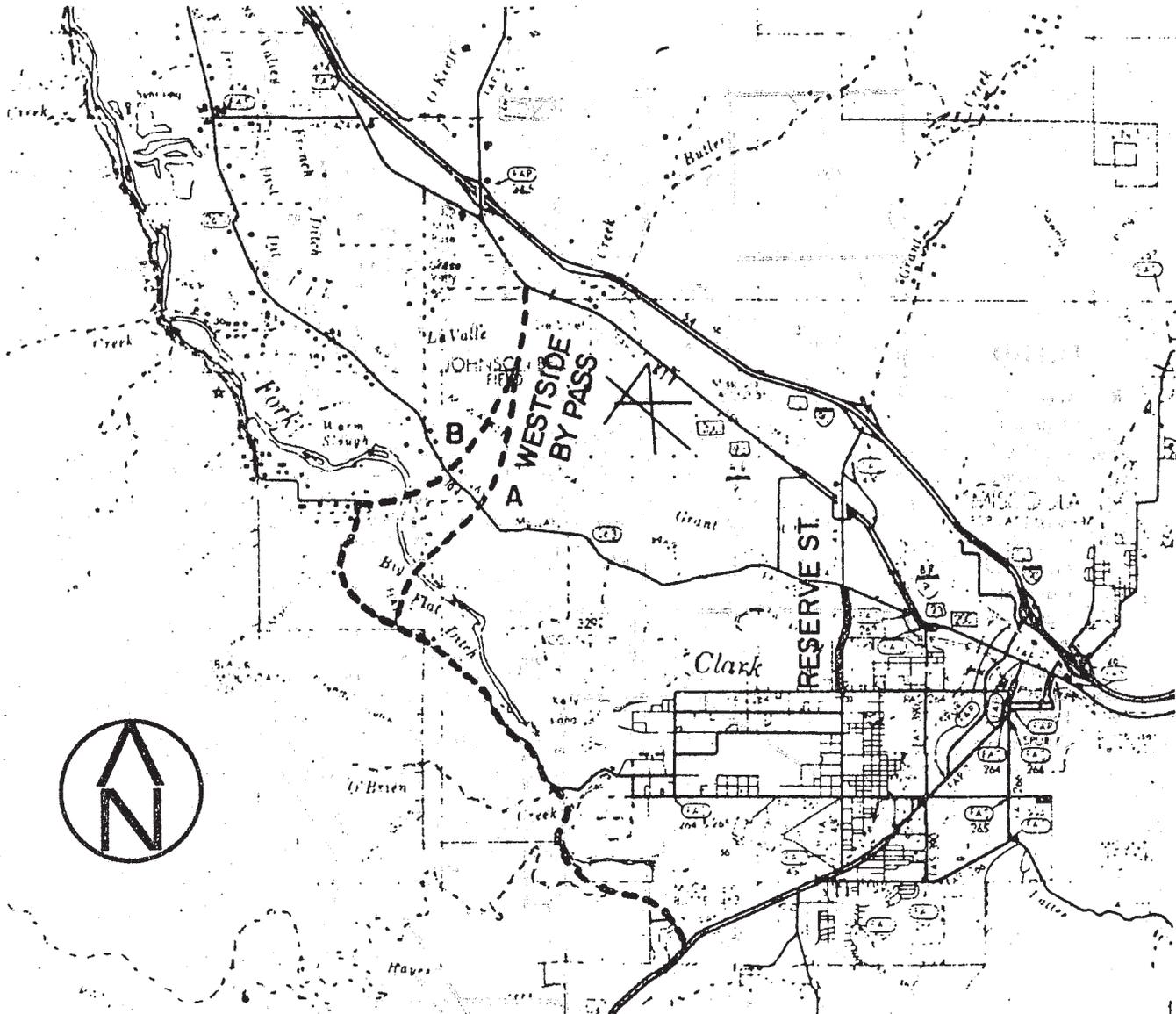
- R6 Residential (6 du./acre)
- R16 Residential (16 du./acre)
- NC Neighborhood Commercial
- GC General Commercial
- CC Community Commercial
- PF Public Facilities
- OS Open Space
- RC Regional Commercial



2. Estimated demand and use of westside by-pass. A 1974 traffic study projected a demand of 2,700 trips per day between the Wye and Hiway 93 southwest of Missoula. Reserve Street now carries 15,000+ cars per day. Development of a westside by-pass would not reduce Reserve Street to 8-10,000 ADT. It appears that local traffic would not be well served by a westside by-pass. Other considerations are the additional miles of travel required by

this route, distance from the urban service area and impacts on the rural character of Grass Valley and Big Flat.

3. Recent Federal Highway administration (FHWA) policy emphasizes improvement to existing transportation facilities, as opposed to development of major new facilities. This policy alone would make it difficult to obtain funding for the project.



## ALTERNATIVE "B" - Parkway

### Goals

1. Seventy dbA or less at the edge of the right-of-way or building setback line.
2. Implement reconstruction of Reserve Street between 3rd Street and 93 to accommodate projected traffic increases (19,000 ADT by 2000).
3. Designate Reserve Street as truck and by-pass routes.
4. The design of Reserve Street should incorporate noise abatement facilities.

### Analysis

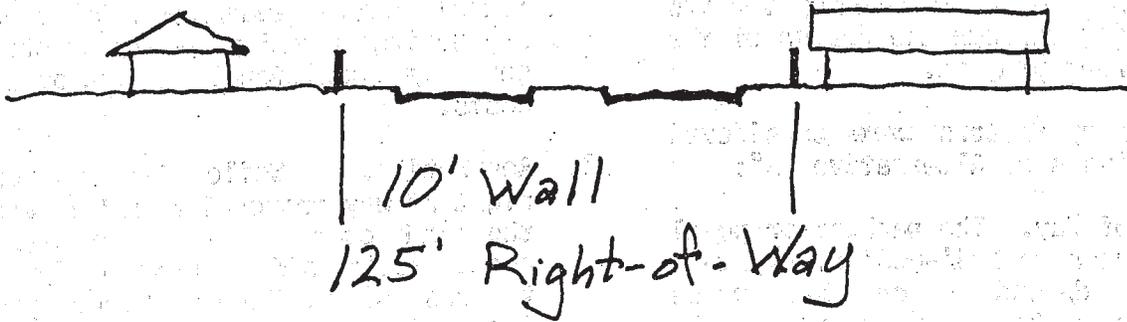
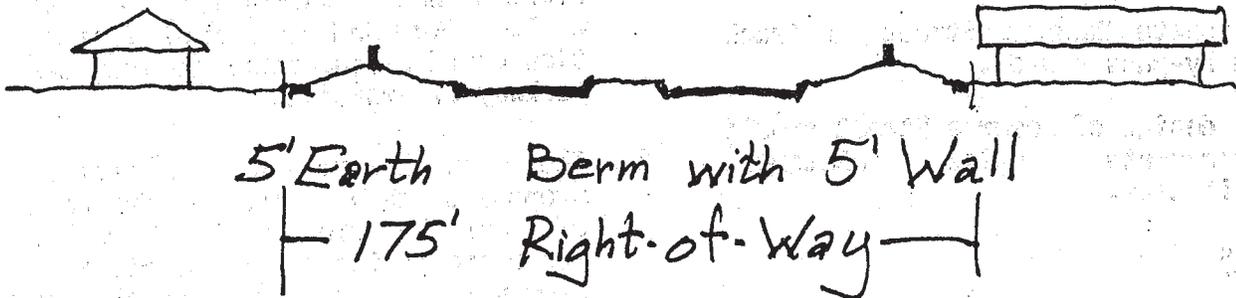
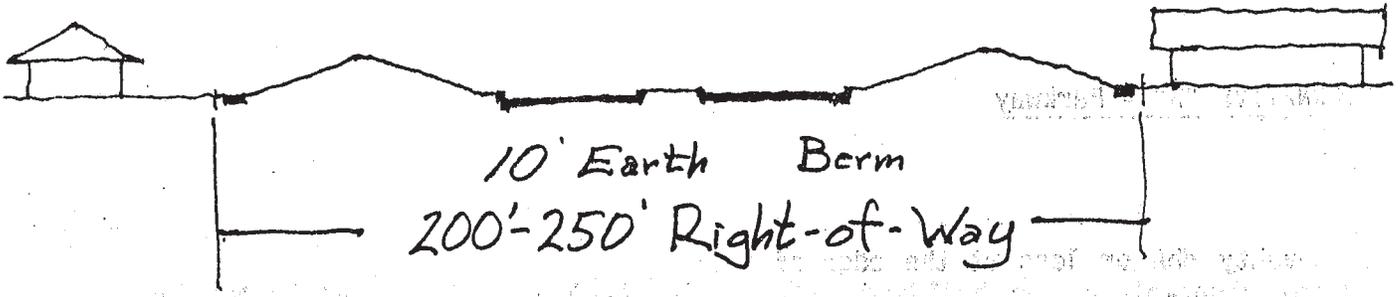
This alternative, like alternative "A", proposes the present land use designations remain, and the traffic impacts be dealt with through the design of the Reserve Street project.

The following factors were considered in the analysis of Alternative "B":

1. Right-of-Way. The parkway proposal would require 125'-600' of right-of-way depending on the noise abatement technique used. The diagrams below depict four possibilities. The greatest amount of right-of-way (600') would not re-

quire accoustical abatement facilities, as the noise level would be less than 70 dbA's at a distance of 300' from the edge of the pavement. The medium right-of-way would incorporate berms or a combination of berms and walls. The minimum right-of-way incorporates a 10' wall. Pedestrian/bicycle facilities could be incorporated into the parkway alternative.

2. The cost impacts of the various proposals would increase the cost of the Reserve Street project according to the amount of right-of-way needed and the type of noise abatement facility employed. Walls for example, cost \$100-\$200 per lineal foot. Berms cost less, but any savings would probably be offset by additional right-of-way costs.
3. Aesthetics. While the maximum right-of-way proposal would provide the most open space, right-of-way costs would add significantly to the cost of the Reserve Street project. A berm or wall with intensive landscaping could minimize visual impacts for adjacent residential uses.





## ALTERNATIVE "C" - Multi-Family

### Goals

Alternative "C" would provide for multi-family uses within 300' of the right-of-way. Special design standards would be developed to minimize noise from Reserve Street. Landscaping or screening would be required to minimize traffic conflicts on Reserve Street.

### Analysis

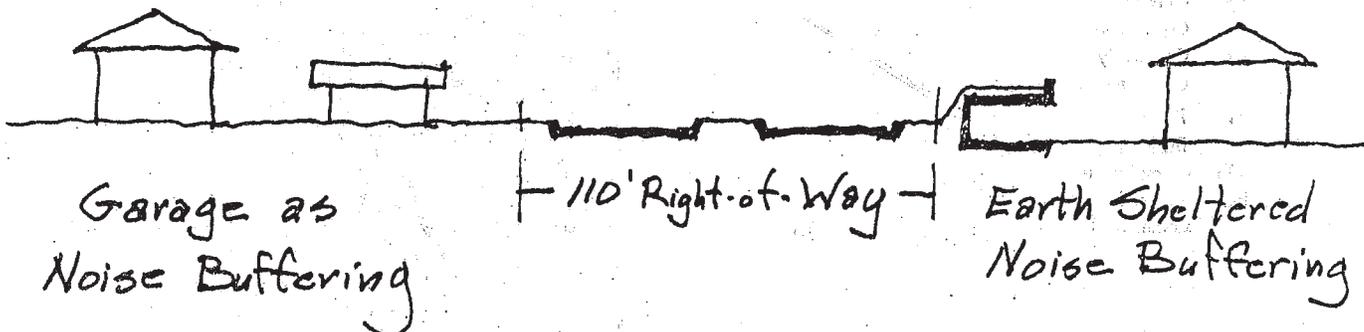
The accompanying sketch depicts possible designs which incorporate noise abatement. Also, added insulation in the buildings would reduce noise in the living areas.

The following points were discussed concerning this proposal:

1. The design of multi-family housing could incorporate noise abatement measures, such as garage placement to reduce noise below the 70dba

level. Also buffering could be required to minimize conflicts with adjacent single-family uses.

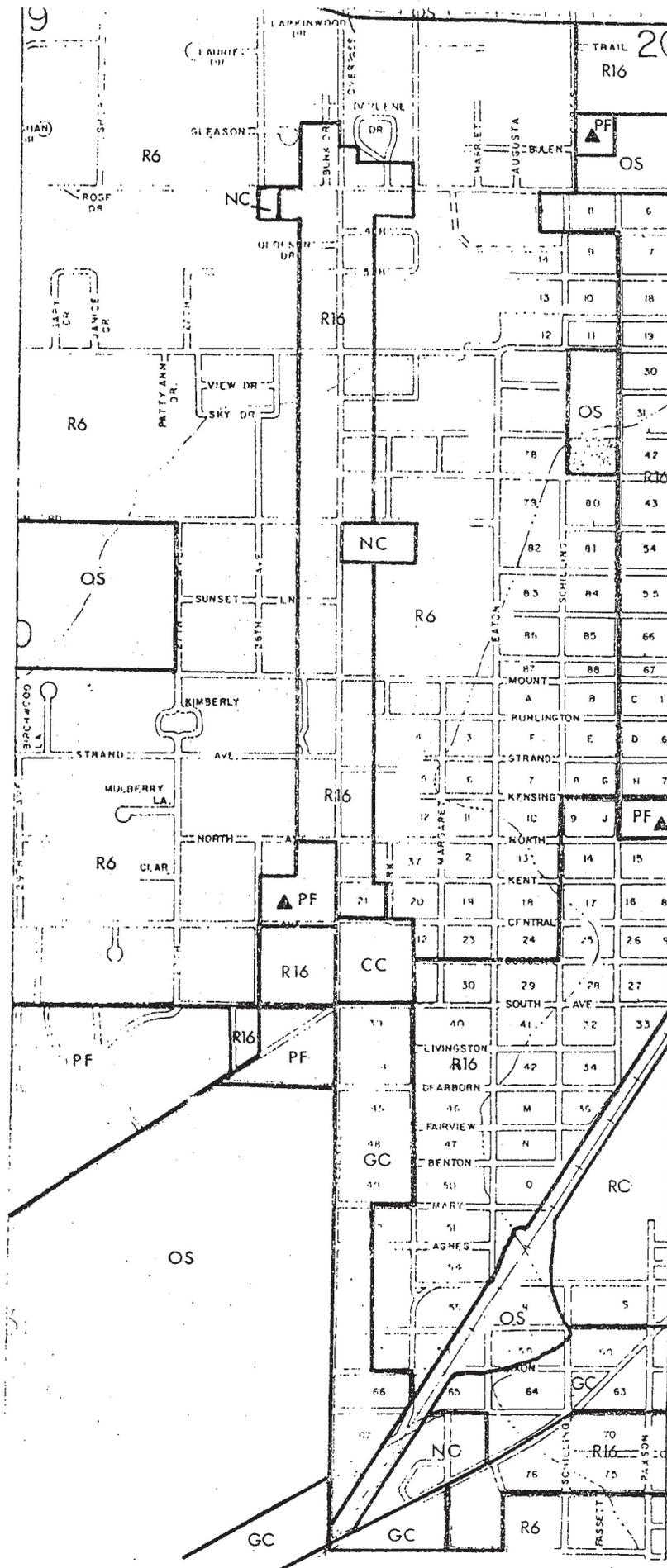
2. Multi-family uses could increase traffic, but if Reserve Street is developed as a three or four-lane road, this increase could be accommodated. Also, density increases along Reserve Street would be conducive to transit service along the corridor. At any rate, multi-family uses would generate less traffic than commercial uses.
3. Sewer service is a pre-requisite to higher densities. A main sewer line runs down Reserve Street, however, and the City Council recently made a policy decision to allow sewer extensions without requiring immediate annexation.



C

LEGEND

- R6 Residential (6 du/acre)
- R16 Residential (16 du/acre)
- NC Neighborhood Commercial
- GC General Commercial
- CC Community Commercial
- PF Public Facilities
- OS Open Space
- RC Regional Commercial



## ALTERNATIVE "D" - Commercial

### Goals

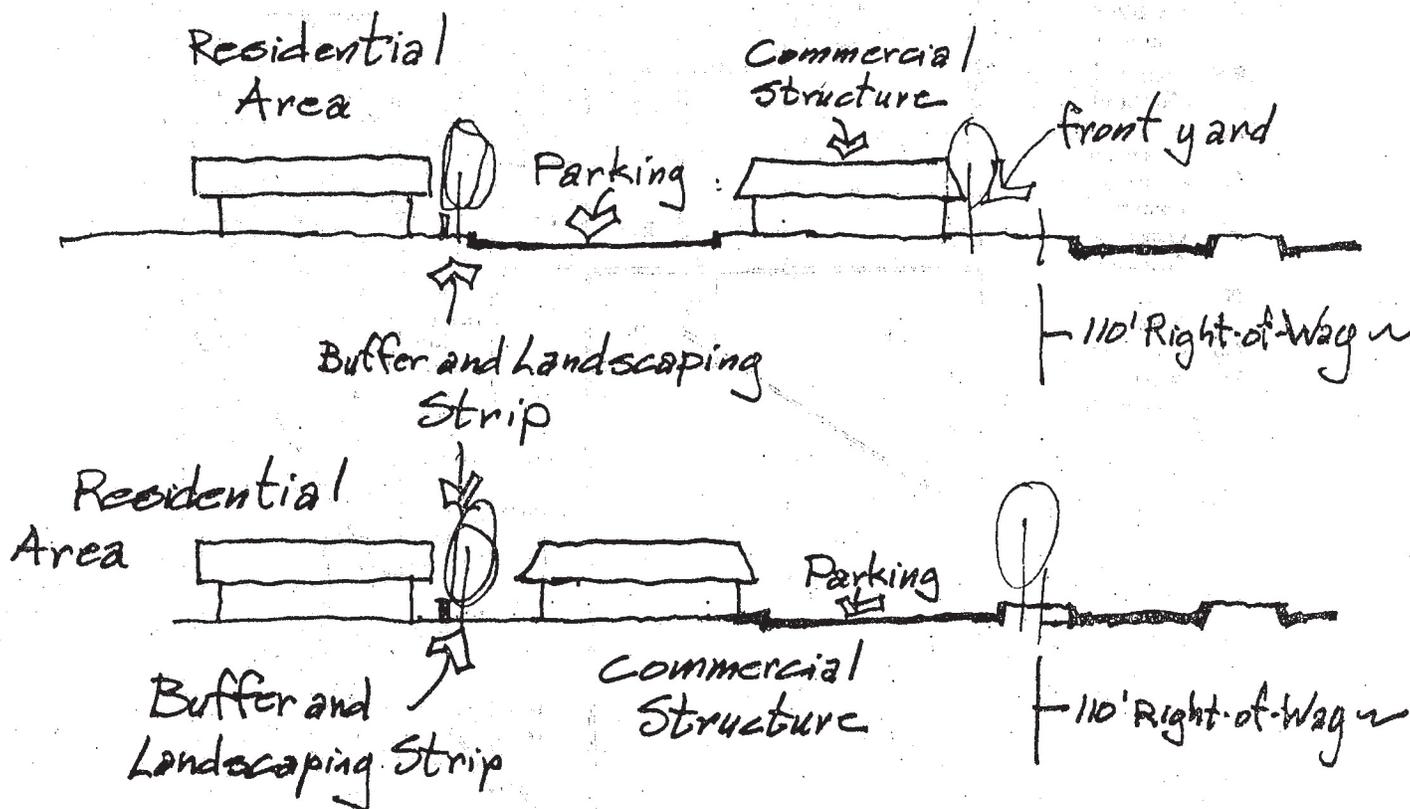
This proposal also seeks to achieve less than 70 dbA's, at the boundary between commercial and residential uses. Special buffering requirements would be employed to reduce conflicts with residential uses.

### Analysis

This alternative provides for a land use that is considered insensitive to noise. The Department of Highways has recommended commercial development for this reason. The accompanying sketch depicts two design possibilities.

Other factors considered follow:

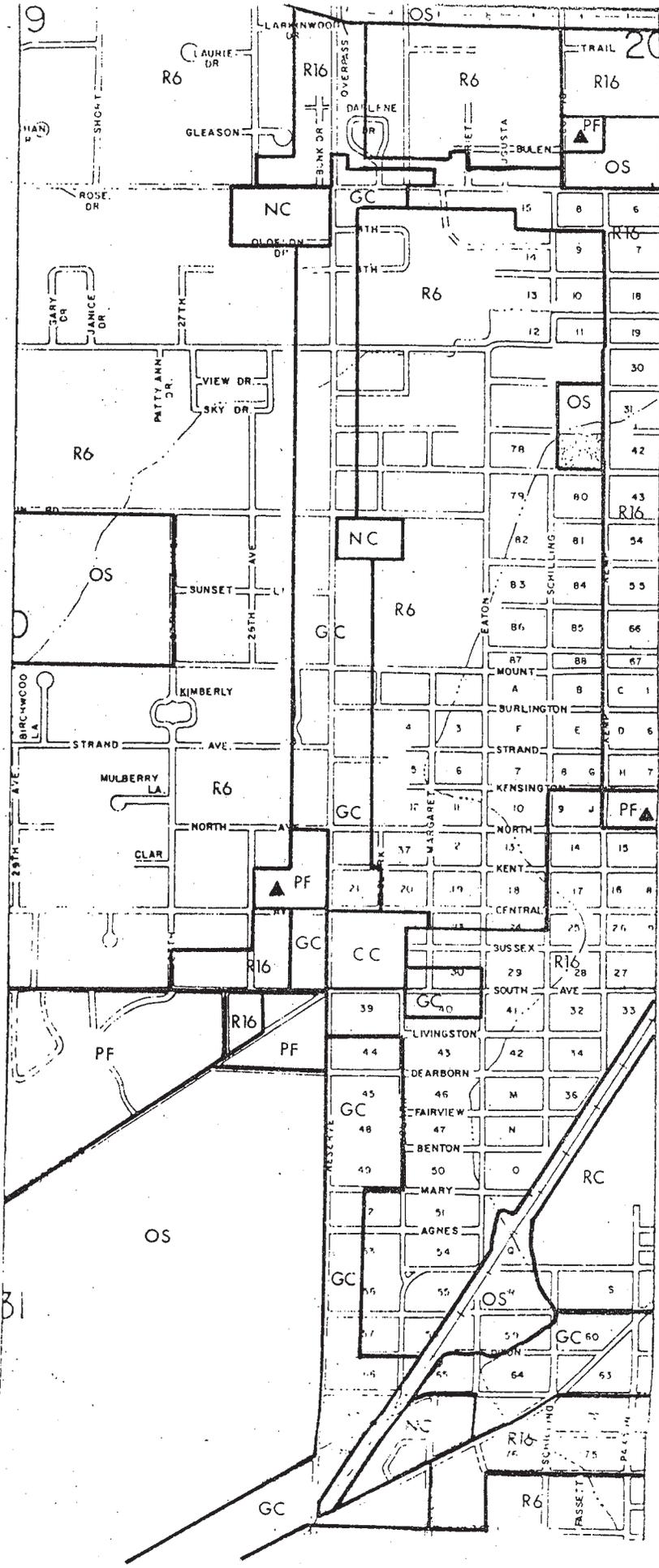
1. The commercial alternative represents the least immediate cost alternatives in terms of design of Reserve Street because additional right-of-way would not be required. Additional public costs may be incurred over the long run however, if the initial design of Reserve Street is inadequate.
2. This alternative would produce the greatest traffic increases if intensive commercial uses are allowed. Light commercial uses would generate less traffic, however.



# D

## LEGEND

- R6 Residential (6 du/acre)
- R16 Residential (16 du/acre)
- NC Neighborhood Commercial
- GC General Commercial
- CC Community Commercial
- PF Public Facilities
- OS Open Space
- RC Regional Commercial



## THE PLAN

In the beginning of this planning process several alternatives were developed which were conceptually "pure" in order to determine problems with each one. The alternative which is proposed here is a combination of those alternatives which the staff developed by examining existing land uses and consulting with landowners in a series of public meetings.

To deal with unique situations, parcel by parcel, the plan proposes to use zoning along with special zoning overlay standards. These standards can address access, parking, landscaping, commercial and residential uses, transition of use, and noise abatement. The description of the plan begins with the southernmost part of the study area.

The south portion of Reserve Street is already primarily commercial. Commercial areas are impacted least by noise and traffic, therefore, the east side of Reserve Street from Old Highway 93 to Dearborn is designated General Commercial. This provides for highway oriented and land extensive commercial uses. This change reflects existing patterns of development.

At the northeast and southeast corners of South and Reserve Street, Community Commercial is proposed which allows for the sale of retail and convenience goods intended to reach a community size market.

Medium Density Multi-Family (10-16 units/acre) is proposed for the northwest corner of South and along Reserve Street to Spurgin Road. This provides for mixed land use including multifamily, limited commercial and professional office uses. This designation could effectively be employed to form a smooth transition between lower density residential neighborhoods and major thoroughfares or commercial areas. This mixed land use designation is proposed for the Reserve Street Corridor

from Central to Spurgin Road. Multi-family structures can be designed to reduce noise and it is desirable to have the more densely populated areas along the major traffic corridors to encourage use of public transportation.

A density of 6-10 units/acre increased from 4-6 units/acre is proposed for the portion of Reserve Street from Spurgin Road to 3rd Street because of the attitudes of landowners in this area. It provides for multi-family and office development capable of being adequately served by public services. Planned unit developments and planned variations are encouraged to promote innovative approaches to housing and environmental design. This designation is also proposed for areas north and south of 3rd Street.

A lower density is more appropriate for this northern portion of Reserve Street corridor because of access problems and the single family character of the adjacent neighborhood.

Extension and improvements of public streets is recommended to encourage alternate access for residents living near Reserve Street. Extension and improvements are encouraged for Clark Street and the alignment of Mount Street to 14th Street. Improvement of Burlington and Strand is also recommended.

For preservation of Single Family dwellings and in order to reflect existing development patterns, areas west of Reserve Street corridor have been proposed to change from 4-6 units/acre to 2-4 units/acre and 1-2 units/acre.

At the southwest corner of Spurgin Road and Reserve Street, Neighborhood Commercial is proposed. This district provides for convenience shopping for a limited neighborhood market. These uses should be at the same intensity level and in the same architectural scale of the neighborhoods which they serve.

# RESERVE STREET AREA PLAN

## LEGEND

- R2 - Residential - 2 du/acre
- R4 - 4 du/acre
- R6 - 6 du/acre
- R10 - 10 du/acre
- R16 - 16 du/acre
- R24 - 24 du/acre
- R36 - 36 du/acre
- NC - Neighborhood Commercial
- GC - General Commercial
- CC - Community Commercial
- LI - Light Industrial
- PF - Public Facilities
- OS - Open Space

-  Major Arterial
-  Collector

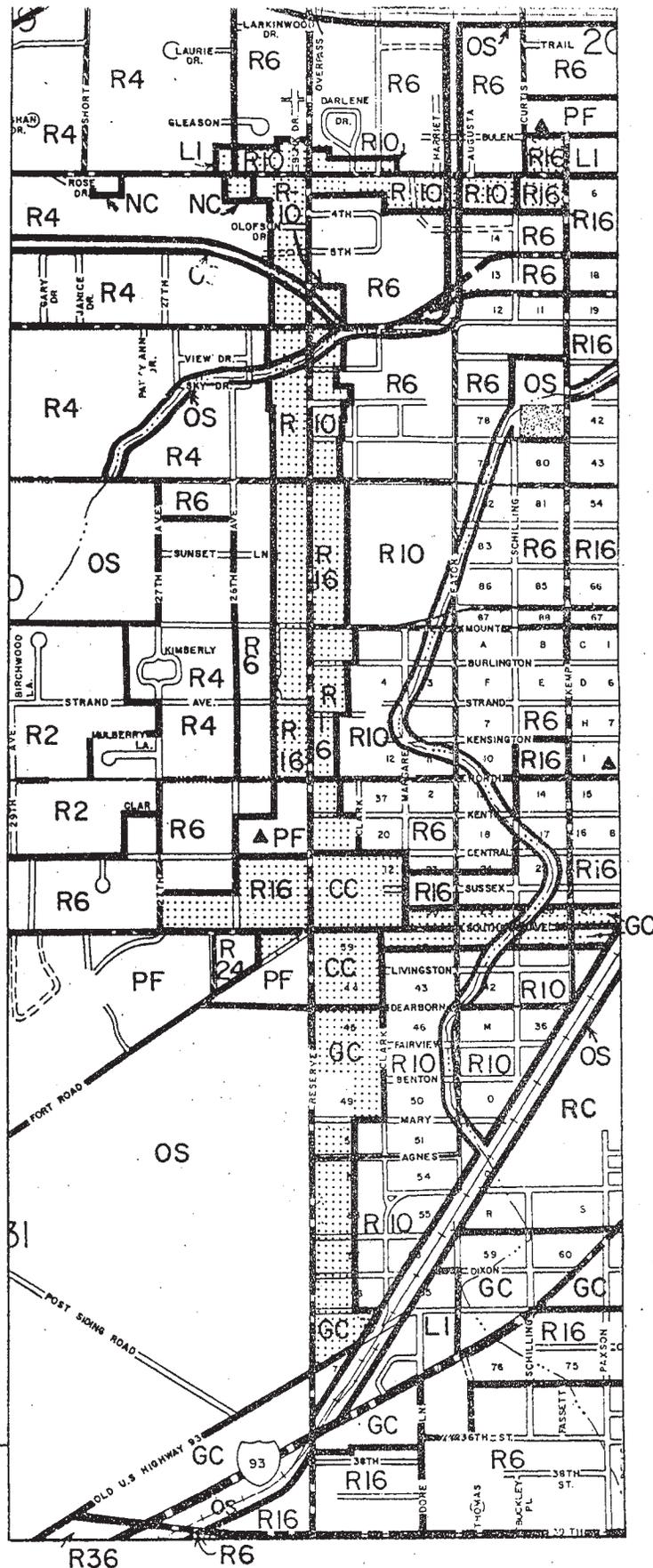


0 500 1000 2000 FEET

SOURCE - MISSOULA, PLANNING OFFICE

MISSOULA PLANNING OFFICE

1980



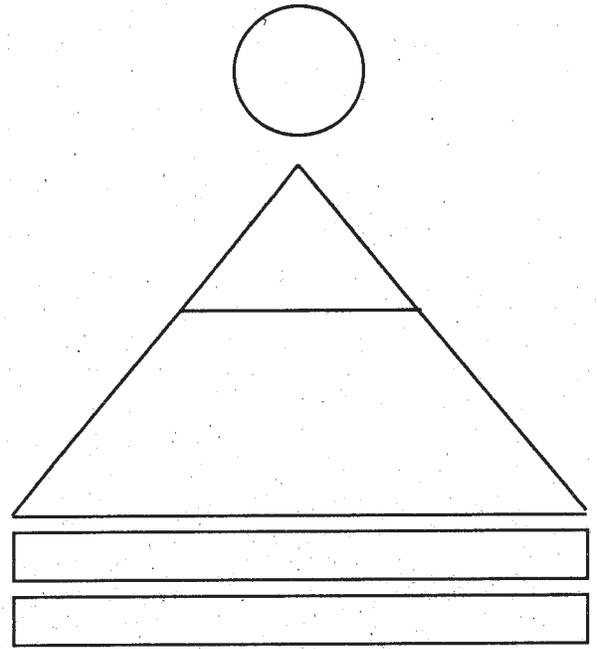
A change of density from 4-6 units/acre to 6-10 units/acre is proposed for areas east of Eaton from Spurgin Road to North. This change was based on the availability of vacant land and as a response to existing development patterns.

A noise buffer or wall is proposed for north of 3rd along Reserve Street. A buffer rather than a land use change is proposed since right-of-way has already been acquired and the area is largely developed.

The residents of Benson Addition at Reserve Street and 5th are strongly in favor of retaining 1 unit/acre. In addition, they favor construction of a noise barrier (wall). This designation is also proposed for the area at Garfield and 3rd Streets. In order for the noise barrier to be effective an alternate access must be made and 4th and 5th Streets will have to be blocked from Reserve Street. The new access could tie in with 7th or 3rd Streets.

The area between Spurgin Road and about North Avenue from east of Reserve Street to Eaton is designated to change from 2-6 units/acre to 6-10 units/acre. This change reflects existing mobile home development in the area and the development opportunity present with the large vacant parcels. The availability of services and with a better access pattern the large parcels would provide locations for well planned development.

With the use of special zoning overlay standards this plan provides solutions to problems that Reserve Street residents are experiencing. These standards and proposed land use changes provide an opportunity to plan for compatible land uses, efficient traffic patterns and provide for the health and safety of Reserve Street residents.



# APPENDIX



## C-11 PUBLIC LANDS AND INSTITUTIONS

### A. INTENT

This classification provides for major public lands and major public and quasi-public buildings and uses, including existing land reserves for future public and institutional use to serve the neighborhood, community and region.

### B. SPACE AND BULK REQUIREMENTS

Minimum lot area: None

Minimum lot width: None

Minimum required yard - front: Twenty-five (25) feet  
- side: Ten (10) feet or not less than one third (1/3) of the building height, whichever is greater  
- rear: Ten (10) feet or not less than one third (1/3) of the building height, whichever is greater.

Maximum building height: One hundred (100) feet or that height specified in FAA standards, whichever is more restrictive.

### C. GENERAL STANDARDS

See Supplementary Regulations - Chapter III.

### D. PERMITTED USES

1. Airport and landing field with related accessory uses and buildings incidental to airport operation.
2. Public and quasi-public buildings and uses.
3. Accessory buildings and uses.

**F. SPECIAL EXCEPTIONS**

1. Public and quasi-public buildings and uses.
2. Two-family dwelling.
3. Child day care center
4. Residential mini-warehouse



**F. SPECIAL EXCEPTIONS**

1. Public and quasi-public buildings and uses.
2. Two-family dwelling.
3. Child day care center
4. Residential mini-warehouse

## C-R3 RESIDENTIAL

### A. INTENT

This district provides for single-family residential areas served by adequate public services. Planned unit developments and planned variations are encouraged to promote innovative approaches to housing and environmental design.

### B. SPACE AND BULK REQUIREMENTS

Maximum residential density: Eight (8) dwellings per one (1) acre  
Minimum lot area: Five thousand four hundred (5,400) square feet for single-family dwellings and eight thousand one hundred (8,100) square feet for two-family dwellings.

Minimum lot width: Fifty (50) feet

Minimum required yard - front: Twenty five (25) feet  
- side: Seven and one-half feet (7 1/2)  
- rear: Twenty five (25) feet

Maximum building height: Thirty (30) feet

### C. GENERAL STANDARDS

See Supplementary Regulations - Chapter III.

### D. PERMITTED USES

1. Single family dwelling.
2. Accessory buildings and uses.
3. Agriculture on lots five (5) acres or larger, including any and all structures needed to pursue such activities, except intensive agriculture use such as feed lots and poultry farms. Minimum setbacks of fifty (50) feet shall be required of all agricultural buildings.
4. Mobile homes on lots five (5) acres or larger and minimum yard setbacks of fifty (50) feet.

### E. CONDITIONAL USES

1. Child day care home.
2. Home occupation
3. Community residential facility serving less than nine (9) persons.

### F. SPECIAL EXCEPTIONS

1. Public and quasi-public buildings and uses.
2. Two-family dwelling.
3. Fraternity and sorority.
4. Child day care center.
5. Residential Mini-warehouse

C-R2 RESIDENTIAL

A. INTENT

This district provides for multi-family development capable of being adequately served by public services. Planned unit developments and planned variations are encouraged to promote innovative approaches to housing and environmental design.

B. SPACE AND BULK REQUIREMENTS

- Maximum residential density: Sixteen (16) dwellings per one (1) acre
- Minimum lot area: Five thousand four hundred (5,400) square feet
- Minimum lot width: Fifty (50) feet
- Minimum required yard - front: Twenty five (25) feet
- side: Five (5) feet or not less than one third (1/3) of the building height, whichever is greater
- rear: Twenty five (25) feet
- Maximum building height: Seventy two (72) feet

C. GENERAL STANDARDS

See Supplementary Regulations - Chapter III

D. PERMITTED USES

1. Single family dwelling.
2. Two-family dwelling.
3. Boarding house.
4. Agriculture on lots five (5) acres or larger, including any and all structures needed to pursue each activities, except intensive agricultural use such as feed lots and poultry farms. Minimum setbacks of fifty (50) feet shall be required of all agricultural buildings.
5. Mobile homes on lots five (5) acres or larger and minimum yard setbacks of fifty (50) feet.
6. Accessory buildings and uses.

E. CONDITIONAL USES

1. Home occupation.
2. Multiple family dwelling not more than thirty-six (36) feet high.
3. Child day care home.
4. Community residential facility.

F. SPECIAL EXCEPTIONS

1. Multi-family dwelling of more than thirty-six (36) feet high.
2. Professional office.
3. Public and quasi-public buildings and uses.
4. Personal service establishment.
5. Parking lots of more than four (4) spaces for off-premise parking of commercial and business use.
6. Child day care center
7. Residential Mini-warehouse



F. SPECIAL EXCEPTIONS

1. Any of the permitted use allowed in C-C1 districts.
2. Parking lots of six (6) or more spaces for off-premise parking of commercial or business uses.
3. Public and quasi-public buildings and uses.
4. Eating establishment.
5. Child day care center
6. Residential Mini-warehouse

## C-C1 NEIGHBORHOOD COMMERCIAL

### A. INTENT

This district provides convenience shopping for a limited neighborhood market which involves retail enterprises dispensing commodities and providing personal or professional services to the individual. The uses should be both at the same intensity level and in the architectural scale of the neighborhood which they serve. Such developments should be clustered to provide centers of commercial activity which will effectively serve adjacent neighborhoods.

### B. SPACE AND BULK REQUIREMENTS

Minimum lot area: None

Minimum lot width: None

Minimum required yard - front: Twenty five (25) feet

- side: Ten (10) feet

- rear: Twenty five (25) feet

Maximum building height: Thirty (30) feet

Maximum floor area: Two thousand five hundred (2,500) square feet per establishment, except as indicated below.

### C. GENERAL STANDARDS

See Supplementary Regulations - Chapter III.

### D. PERMITTED USES

1. Retail food store, with a maximum floor area of three thousand five-hundred (3,500) sq. ft.
2. Personal service.
3. General merchandising.
4. Hardware store.
5. Clothing shop and tailoring service.
6. Accessory buildings and user.
7. One family dwelling in same building as other allowed uses.

### E. CONDITIONAL USES

1. Professional, business and governmental office.
2. Repair service, except automotive repair.
3. Eating establishment, except drive-in establishment.
4. Commercial Mini-warehouse

## SPECIAL EXCEPTIONS

1. Public and quasi-public buildings and uses.
2. Automotive station.
3. Multiple family dwelling.
4. Other retail trade and service with no outdoor display or storage.

C. 2 GENERAL COMMERCIAL

A. INTENT

This district provides for the conduct of retail trades and services that are inherently automotive and highway-oriented and for commercial uses of low intensity which may require large areas of land.

B. SPACE AND BULK REQUIREMENTS

Minimum lot area: None

Minimum lot width: None

Minimum required yard - front: Twenty five (25) feet

- side: None

- rear: Ten (10) feet

Building height: Forty five (45) feet

C. GENERAL STANDARDS

See Supplementary Regulations - Chapter III.

D. PERMITTED USES

1. Transient lodging.
2. Automotive, mobile home, marine, recreational vehicle and accessories sale and service.
3. Outdoor recreation, amusement and cultural facility.
4. Building materials, hardware and farm equipment, sale and service.
5. Eating and drinking establishment.
6. Contract construction service.
7. Wholesale trade.
8. Farm and garden supply.
9. Accessory buildings and uses.

E. CONDITIONAL USES

1. Recreational vehicle and travel trailer park.
2. One family dwelling in same building as other allowed uses.
3. Automotive service station.
4. Commercial Mini-warehouse

F. SPECIAL EXCEPTIONS.

1. Other retail trade and service with gross building floor area of less than one hundred thousand (100,000) square feet.
2. Professional, business and governmental office.
3. Public and quasi-public buildings and uses.
4. Public utility installation.



SPECIAL EXCEPTIONS

1. Multi-family housing.
2. Public and quasi-public buildings and uses.
3. Automobile service station.
4. Wholesale trade and service.
5. Other retail trade and service with a gross building floor area of less than one hundred thousand (100,000) square feet.

ZONING DISTRICT NO. 5  
ESTABLISHED JUNE 24, 1957

Blocks 20, 21, 39, 44, 45, 48 and 49 of the Carline Addition; the south 1/2 of Lot 30, and all of Lots 36, 44 and 45 of the R. M. Cobban Orchard Homes Addition. See HISTORY.

SECTION I - USES

This district permits residential, commercial and agricultural uses only.

Hide plants, sawmills, rendering plants, wrecking yards, slaughter houses, junkyards and other unsightly or offensive heavy industries are specifically prohibited.

SECTION II - VARIANCES

The Board of County Commissioners may authorize variances that are not contrary to the public interest and where, owing to special conditions, literal enforcement would result in unnecessary hardship.

SECTION III - RECORDS

Reference is made to the descriptive matter contained in the petition filed in connection with this district and to its map which is on file with the Secretary of the Planning and Zoning Commission. (Contact County Zoning Office)

SECTION IV - HISTORY

Lots 12 - 37, Block 49, Carline Addition were annexed to City on 10Dec73.

ZONING DISTRICT NO. 10  
ESTABLISHED DECEMBER 27, 1958

lots 39, 40, 41, 42, 43, 48, 49, 51, 52, 53, 54, 55, 56, and 57 of the  
Dinsmore's Orchard Homes Addition and the Susan, Scenic View Estates No. 1,  
2, 3, and 4, Gasvoda and Pearson's Homesites Additions. See HISTORY.

CITON I - USES

No building, structure or premises shall be used, erected, structurally altered  
or maintained except as provided in this resolution. It is specifically unlawful  
to use any land, structure or building for any commercial business or industrial  
use.

Permitted Uses

1. One family dwellings.
2. Churches and temples.
3. Libraries.
4. Schools and colleges.
5. Parks and playgrounds.
6. Any public fire station, telephone exchange where no public telephone business  
office and no repair or storage facilities are maintained, or any necessary  
public utility building.
7. Accessory buildings incidental to the above use located on land owned by  
the owner of the building of which the principal use is made and contiguous  
thereto, provided that such accessory buildings do not involve the conduct  
of any business, industrial or commercial enterprise.
8. Any agricultural, horticultural or stock raising enterprise and, in connection  
therewith, buildings such as barns, silos, granaries, garages, sheds and the  
like, may be maintained, altered or erected; provided, however, that such  
buildings be reasonably designed for use in connection with the purposes  
specified in this sub-paragraph 8; and not be used for any other purpose.
9. The growing and harvesting of timber, but it shall be unlawful to conduct  
or operate any sawmill, planing mill or other establishment for the  
processing of timber or the manufacture of wood products.

SECTION II - GENERAL REGULATIONS

The following are specifically ordered not to be deemed family dwellings:  
mobile homes, basements, tents, shacks, garages and out-buildings, and the same  
shall not be used temporarily or permanently as a residence except that a  
mobile home may be used as a residence for a period not exceeding six months  
while another permanent residence is being constructed. Mobile homes are defined  
as any vehicle or similar portable structure mounted or designed for mounting  
on wheels, used or intended for use for dwelling purposes, including structural  
additions except parked and unoccupied camping type trailers. Any such vehicle  
or structure shall be deemed to be a mobile home whether or not the wheels have  
been removed therefrom and whether or not resting upon a temporary or permanent  
foundation. (2APR73)

The lawful use of land or premises existing at the time of the adoption of a regulation hereunder may be continued, although not conforming the provisions hereof, but if such nonconforming use is discontinued for a period of more than six months, any subsequent use of the land or premises shall be a conforming use. See revision in History.

### SECTION III - VARIANCES

The Board of County Commissioners may authorize such variance from these regulations as will not be contrary to the public interest where, owing to special conditions, literal enforcement would result in unnecessary hardship.

### SECTION IV - RECORDS

Reference is made to the descriptive matter contained in the petition filed in connection with this district and to its map which is on file with the Secretary of the Planning and Zoning Commission. (Contact County Zoning Office)

### SECTION V - HISTORY

Two-family dwelling deleted. (2APR73)

Allowing for the continuance of a nonconforming use or building, provided the use or building was not vacated for over two years and allowed structures to be maintained or enlarged, but the use thereof could not change to any other nonconforming use. (2APR73)

ZONING DISTRICT NO. 12  
ESTABLISHED MARCH 2, 1959

U.S. Government Subdivision No. 2 and Lots 1 - 4, 13 - 16, and 25 - 32 of the Cobban and Dinsmore's Orchard Homes Addition No. 3. The district includes the Steven's, Steven's No. 2, Steven's No. 3, Hirning, Hirning No. 2, Ochsner, Fritze, Martin, Brian and F. of the Alff Additions. See HISTORY.

SECTION I - USES

A. Permitted Uses

1. One and two family dwelling.
2. Accessory buildings, which do not involve any commercial or industrial enterprise.
3. Agriculture, horticulture or stock-raising.
4. Churches.
5. Colleges.
6. Libraries.
7. Parks and playgrounds.
8. Public fire station.
9. Schools.
10. Telephone exchange.
11. Temples.
12. Timber growing and harvesting.
13. Trailer court on Lots 1 and 16 of Cobban & Orchard Homes #3, approved by FHA.

B. Special Exception

The County Commissioners may grant permission to place a mobile home on a permanent foundation, provided that it is comparable to other housing types, does not detract from the proper development of the district, property values, or sanitary conditions. (15JUL71)

C. Prohibited Uses

1. Any commercial use.
2. Any industrial use.

SECTION II - GENERAL REGULATIONS

- A. Nonconforming buildings may be maintained and the use of land may be continued provided that the use is not discontinued for a period of two years.
- B. Space and bulk requirements.
1. Minimum lot size for dwellings shall be 12,000 sq. ft.
  2. Minimum front yard setback shall be twenty (20) feet.
  3. Minimum side yard setback shall be seven and one-half (7½) feet.
  4. One-family dwellings shall contain at least 1,000 sq. ft., excluding basements, garages and outbuildings.
  5. Two-family dwellings shall contain at least eight hundred (800) sq. ft., excluding basements, garages and outbuildings.
- C. No building, structure or premises shall be used and no building shall be erected, altered or maintained except as provided herein.

SECTION III - VARIANCES

The Board of County Commissioners may authorize variances that are not contrary to the public interest where, owing to special conditions, literal enforcement would result in unnecessary hardship.

SECTION IV - RECORDS

Reference is made to the descriptive matter contained in the petition filed in connection with this district and to its map which is on file with the Secretary of the Planning and Zoning Commission. (Contact County Zoning Office)

SECTION V - HISTORY

Deleted mobile homes as a permitted use. (15JUL71)

Zoning District 12A was deleted from Zoning District 12 on 30JUL74.

ZONING DISTRICT NO. 19  
ESTABLISHED NOVEMBER 16, 1959

The SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Section 20 and the W $\frac{1}{2}$  of the NW $\frac{1}{4}$  of Section 29, T13N, R19W, and Lots 1 and 2 of the Vann Addition and Lots 24 and 29 of the Cobban Richards Homes Addition. See HISTORY.

SECTION I - USES

Permitted Uses

1. One family dwelling.
2. Two family dwelling.
3. Agriculture, horticulture, or stockraising.
4. Churches and temples.
5. Libraries.
6. Parks and playgrounds.
7. Public fire stations and public utility buildings.
8. Schools and colleges.
9. Telephone exchange, but no business office, repair or storage facilities.
10. Timber growing and harvesting.
11. Accessory buildings incidental to the above.

Prohibited Uses

1. Commercial.
2. Industrial.
3. Planing mill.
4. Sawmill.

SECTION II - GENERAL REGULATIONS AND VARIANCES

1. No building, structure or premises shall be used and no building shall be erected, altered or maintained except as provided herein.
2. Nonconforming buildings may be maintained, altered or enlarged and the use of land continued, provided the use is not discontinued for a period of two years.
3. The Board of County Commissioners may authorize variances that are not contrary to the public interest, where owing to special conditions literal enforcement would result in unnecessary hardship.

SECTION III - HISTORY

Lot #3 of the Benson Addition No. 2 in the SW $\frac{1}{4}$ , SW $\frac{1}{4}$ , Section 20, T13N, R19W, annexed to City on 7AUG78.

AN ORDINANCE AMENDING SECTION 32-9.11 OF THE CODE OF THE CITY OF MISSOULA, MONTANA - "P-II", PUBLIC LANDS AND INSTITUTIONS DISTRICT.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MISSOULA, MONTANA, THAT SECTION 32-9.11 OF THE CITY CODE BE AMENDED TO READ AS FOLLOWS:

The provisions of this section shall be applicable in the "P-II" Public Lands and Institutions District.

- a. HEIGHT. No building shall exceed one hundred feet in height.
- b. FRONT YARD. There shall be a front yard having a depth of not less than thirty feet.
- c. REAR YARD. There shall be a rear yard having a depth of not less than twenty feet.
- d. SIDE YARDS. There shall be a side yard on each side of the building, each yard having a width of not less than ten feet; the width, however, shall be not less than one-third of the height of the building.
- e. MINIMUM LOT AREA. There shall be no minimum lot area in this district.
- f. BUILDING COVERAGE. No building erected in this district shall cover more than forty-five per cent of the lot area.
- g. No building, land or structure shall be used and no building or structure shall be erected, structurally altered or maintained unless otherwise provided in this chapter, except for one or more of the following uses:
  - 1. Any use permitted in the P-I District.
  - 2. Public and non-profit quasi-public institutions, including schools, colleges, universities, hospitals, churches, clinics, convalescent homes, homes for the aged and physical rehabilitation centers.
  - 3. Orphanages, charitable institutions, children's homes, mental institutions, rehabilitation centers and correctional institutions, such as jails and penal institutions, provided that no building so used shall be within one hundred feet of any other zoning district.
  - 4. Governmental offices and administrative buildings.
  - 5. Public zoos, historic and cultural exhibits, libraries, museums and art galleries.
  - 6. Publicly owned or non-profit quasi-public coliseums, assembly halls, stadiums, gymnasiums and other similar activities.
  - 7. Other public buildings, memorials, statuary and fountains.
  - 8. Country clubs and publicly owned or non-profit quasi-public swimming pools and beaches, boat marinas, docks and piers.
  - 9. Cemeteries, columbariums, crematories and mausoleums.
  - 10. Public or non-profit camps, such as Boy Scout camps.
  - 11. Airports and landing fields.
  - 12. Military installations.
  - 13. Public water systems, water storage facilities, sewage systems and sewage treatment plants.
  - 14. Utilities installations.
  - 15. Uses and structures which are necessary or desirable adjunct to permitted uses and structures, where such uses and structures are under the management or control of the public, quasi-public or non-profit agency responsible for the permitted principal use or structure.
  - 16. Private physician offices and clinics in the immediate vicinity of a public medical facility.
- h. SIGNS. Only identification signs, indirectly illuminated or unilluminated are allowed in this district. The maximum area of any such sign shall be ten square feet.

PASSED by a 10 Ayes, 1 Pass and 1 Absent vote and APPROVED this 6th day of March, 1978.

ATTEST:

APPROVED:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

ORDINANCE NO. 1214  
(as amended by Ordinance No. 1340)

ORDINANCE SETTING OUT THE PROVISIONS APPLICABLE TO "R-II" TWO FAMILY RESIDENTIAL DISTRICT.  
BE IT ORDAINED by the City Council of the City of Missoula that the following provisions shall be applicable in the "R-II" Two Family Residential District:

Height. No building shall exceed 30 feet or two stories in height.

b. Front Yard. There shall be a front yard having a depth of not less than twenty feet; provided, however, that where lots comprising forty percent or more of the frontage developed with buildings between cross streets, having an average front yard with a variation in depth of not more than six feet, no building hereafter erected or altered shall project beyond the front yard line so established; provided, further, that this regulation shall not require a front yard of more than thirty feet in depth.

Where buildings front on a side street (or a street not parallel to an alley), the front yard shall have a depth of not less than ten feet.

c. Rear Yard. There shall be a rear yard having a depth of not less than twenty feet.

d. Side Yard. There shall be a side yard on each side of the building, each yard having a width of not less than five feet, the width, however, shall be not less than one third of the height of the building. However, no building fronting the street parallel to an alley on a corner lot shall have a side yard on the street side less than ten feet.

On corner lots, the side yard regulations shall be the same as for interior lots, except as noted above, but, in the case of reversed frontage, where the corner lot is developed so that the buildings face an intersecting street, there shall be a side yard on the street side of the corner lot of not less than the front yard required on the lots in the rear of such corner lot, and no accessory building on said corner lot shall project beyond the front yard line of the lots in the rear.

Where an accessory building, such as a garage, is attached to a building, it shall be not less than five feet from the side line of the lot.

Accessory buildings incidental to the above uses and located on the same lot (not involving the conduct of a business) shall be not less than six feet from the rear line of the lot.

e. Lot Area. (as amended by Ordinance 1340) Every residence, duplex, or other building used, to be erected, structurally altered or maintained, for one or more of the uses permitted in paragraph (f.) of this section shall provide a lot area of not less than 5,400 square feet or 2,700 square feet per dwelling unit.

f. Uses. No building, structure or premises shall be used and no building or structure shall be erected, structurally altered or maintained unless otherwise provided in this chapter, except for one or more of the following uses:

1. Any use permitted in "RR-1" and "R-1"
  - (a) One Family Dwelling
  - (b) Parks and Playgrounds
2. Churches and Temples
3. Duplexes

- 5. Libraries
- 6. Private Schools
- 7. Public Schools and Colleges
- 8. Public Utilities

ORDINANCE 1214 passed and approved 3/24/68 -- ORDINANCE 1340 passed and approved 4/20/70.

ATTEST:

APPROVED:

/s/ Berniece Helm  
Missoula City Clerk

/s/ Richard G. Shoup  
Mayor

(SEAL)

ORDINANCE 1215  
(as amended by Ordinance No. 1341)

AN ORDINANCE SETTING OUT THE PROVISIONS APPLICABLE TO "R-III" MULTIPLE DWELLING RESIDENTIAL DISTRICT.

BE IT ORDAINED by the City Council of the City of Missoula that the following provisions shall be applicable in the "R-III" Multiple Dwelling Residential District:

a. Height. No building shall exceed 30 feet or two stories in height.

b. Front Yard. There shall be a front yard having a depth of not less than twenty feet; provided, however, that where lots comprising forty percent or more of the frontage developed with buildings between cross streets, having an average front yard with a variation in depth of not more than six feet, no building hereafter erected or altered shall project beyond the front yard line so established; provided, further, that this regulation shall not require a front yard of more than thirty feet in depth.

Where buildings front on a side street (or a street not parallel to an alley), the front yard shall have a depth of not less than ten feet.

c. Rear Yard. There shall be a rear yard having a depth of not less than twenty feet.

d. Side Yard. There shall be a side yard on each side of the building, each yard having a width of not less than five feet, the width, however, shall be not less than one-third of the height of the building. However, no building fronting the street parallel to an alley on a corner lot shall have a side yard on the street side less than ten feet.

On corner lots, the side yard regulations shall be the same as for interior lots, except as noted above, but, in the case of reversed frontage, where the corner lot is developed so that the buildings face an intersecting street, there shall be a side yard on the street side of the corner lot of not less than the front yard required on the lots in the rear of such corner lot, and no accessory buildings on said corner lot shall project beyond the front yard line of the lots in the rear.

Where an accessory building, such as a garage, is attached to the building, it shall be not less than five feet from the side line of the lot.

Accessory buildings incidental to the above uses and located on the same lot (not involving the conduct of a business) shall be not less than five feet from the rear line of the lot.

e. Lot Area. (as amended by Ordinance 1341) Every residence, multiple dwelling or other building used, to be erected, structurally altered or maintained for one or more of the uses permitted in paragraph (f.) of this section shall provide a lot area of not less than the following:

- 1,000 square feet of land area for no bedroom unit
- 1,500 square feet of land area for 1 bedroom unit
- 2,000 square feet of land area for 2 bedroom unit
- 2,500 square feet of land area for 3 bedroom units, however, in no event shall the overall lot area be less than 3,600 square feet.

f. Uses. No building, structure or premises shall be used and no building or structure shall be erected structurally altered or maintained unless otherwise provided in this chapter, except for one or more of the following uses:

1. Any use permitted in "RR-I", "R-I" and "R-II"

- (a) One Family Dwelling
- (b) Parks and Playgrounds

- (c) Churches and Temples
- (d) Duplexes
- (e) Fire Stations
- (f) Libraries
- (g) Private Schools
- (h) Public Schools and Colleges
- (i) Public Utilities

2. Four-Plex

ORDINANCE 1215 passed and approved 3/25/68 -- ORDINANCE 1341 passed and approved 4/20/70.

ATTEST:

APPROVED:

Berniece Helm, City Clerk

Richard G. Shoup, Mayor

(SEAL)

(as amended by Ordinance No. 1338 and Ordinance No. 1424)

it ordained by the City Council of the City of Missoula, Montana, that Section 32-6 of the City Code is hereby amended, being the provisions of the "B" RESIDENTIAL DISTRICT, to read as follows:

(a) Height. No building shall exceed 45 feet or three stories in height.

(b) Front Yard. There shall be a front yard having a depth of not less than twenty feet; provided, however, that where lots comprising forty percent or more of the frontage developed with buildings between cross streets, having an average front yard with a variation in depth not more than six feet, no building hereafter erected or altered shall project beyond the average front yard line so established; provided, further, that this regulation shall not require a front yard of more than forty feet in depth.

Where buildings front on a side street (or a street not parallel to an alley), the front yard shall have a depth of not less than ten feet.

(c) Rear Yard. There shall be a rear yard having a depth of not less than twenty feet where the rear lot line coincides with an alley line; otherwise the depth shall not be less than one-half of the height of the building; provided further, that where the lot is occupied other than a residential building, the depth of the rear yard need not exceed six feet.

(d) Side Yard. There shall be a side yard on each side of the building, each yard having a width of not less than five feet, the width, however, shall not be less than one-third the height of the building. However, no building fronting the street parallel to an alley on a corner lot shall have a side yard on the street side less than ten feet.

On corner lots, the side yard regulations shall be the same as for interior lots, except noted above, but, in the case of reversed frontage, where the corner lot is developed so that the buildings face an intersecting street, there shall be a side yard on the street side of the corner lot of not less than the front yard required on the lots in the rear of such corner lot, and no accessory building on said corner lot shall project beyond the front yard line of the lots in the rear.

Where an accessory building, such as a garage, is attached to a building, it shall be not less than five feet from the side line of the lot.

(e) Lot Area. (as amended by Ordinance #1338, 4/20/70) Every residence, multiple dwelling or other building used, to be erected, structurally altered or maintained for one or more of the uses permitted in paragraph (f) of this section shall provide a lot area of not less than the following:

- 1,000 square feet of land for no bedroom unit
- 1,500 square feet of land for 1 bedroom unit
- 2,000 square feet of land for 2 bedroom unit
- 2,500 square feet of land for 3 bedroom unit, however, that in no event shall the overall lot area be less than 3,500 square feet.

(f) Uses. (as amended by Ordinance No. 1424, 11/1/71) No building, structure or premises shall be used and no building or structure shall be erected, structurally altered or maintained unless otherwise provided in this chapter, except for one or more of the following uses: (Ordinance No. 1424 removed Private Clubs from permitted uses.)

1. Any use permitted in the "A" Residential District.
  - a. One family dwelling
  - b. Churches and temples.
  - c. Libraries.
  - d. Schools and colleges.
  - e. Parks and playgrounds.
  - f. Any public fire station, telephone exchange where no public business office and repair or storage facilities are maintained, or any necessary public utility building.
  - g. Accessory building incidental to the above uses and located on the same lot.

- h. Fraternities and Sororities in certain locations.
- i. Apartment houses in certain locations as approved by the Board of Adjustment.
- j. Day nurseries and Kindergartens.

- 2. Multiple Dwellings.
- 3. Accessory buildings incidental to the above uses and located on same lot not involving conduct of a business.

Ordinance 1030 passed and approved 12/14/64; Ordinance 1338 passed and approved 4/20/70, Ordinance 1424 passed and approved 11/1/71.

APPROVED:

Mayor

TEST:

City Clerk

AN ORDINANCE AMENDING SECTION 32-9.6 OF THE CODE OF THE CITY OF MISSOULA, MONTANA "R-IV" MULTIPLE-DWELLING RESIDENTIAL DISTRICT.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MISSOULA, MONTANA, THAT SECTION 32-9.6 OF THE CITY CODE BE AMENDED TO READ AS FOLLOWS:

The provisions of this section shall be applicable in the "R-IV" Multiple-Dwelling Residential District.

- A. Height. No building shall exceed thirty feet or two stories in height.
- B. Front Yard. There shall be a front yard having a depth of not less than twenty feet; provided, however, that where there are lots comprising forty percent or more of the frontage developed with buildings between cross streets, having an average front yard with a variation in depth of not more than six feet, no building hereafter erected or altered shall project beyond the front yard line so established; provided, further, that this regulation shall not require a front yard of more than thirty feet in depth.
- C. Rear Yard. There shall be a rear yard having a depth of not less than twenty feet.
- D. Side Yard. There shall be a side yard on each side of the building, each yard having a width of not less than five feet, the width however, shall be not less than one-third of the height of the building. However, no building fronting the street parallel to an alley on a corner lot shall have a side yard on the street side less than ten feet. On corner lots, the side yard regulations shall be the same as for interior lots, except as noted above, but, in the case of reversed frontage, where the corner lot is developed so that the building faces an intersecting street, there shall be a side yard on the street side of the corner lot of not less than the front yard required on the lots in the rear of such corner lot, and no accessory building on such corner lot shall project beyond the front yard line of the lots in the rear. Where an accessory building, such as a garage, is attached to a building, it shall be not less than five feet from the side line of the lot. Accessory buildings incidental to the above uses and located on the same lot (not involving the conduct of a business) including one private garage, shall be not less than five feet from the rear lot line.
- E. Lot Area. Every residence, multiple dwelling or other building used, to be erected structurally altered or maintained for one or more of the uses permitted in paragraph (F.) of this section shall provide not less than the following:
  1. One thousand square feet of land area for no bedroom units.
  2. One thousand five hundred square feet of land area for one bedroom unit.
  3. Two thousand square feet of land area for two bedroom units.
  4. Two thousand five hundred square feet of land area for three bedroom units; provided, that in no event shall the overall lot area be less than three thousand six hundred square feet.
- F. Uses. No building, structure or premises shall be used, and no building or structure shall be erected, structurally altered or maintained unless otherwise provided in this chapter, except for one or more of the following uses:
  1. Any use permitted in RR-I, R-I, R-II and R-III
  2. Accountants
  3. Barber and Beauty Shops
  4. Convents and Monasteries
  5. Credit Union Offices

7. Doctor's Offices
8. Lawyer's Offices
9. Multiple Dwellings
10. Nurseries and Day Centers
11. Nursing and Convalescent Homes
12. Parking Area - Public
13. Real Estate Offices
14. Insurance Offices
15. Optometrist's Offices
16. Optician's Offices

G. Restricted Signs. Signs shall be flush with the building, not lighted and shall not exceed twelve square feet in size.

*delete*  
PASSED by a 10 Ayes, 1 Pass, and 1 Absent vote and APPROVED this 6th day of March, 1978.

ATTEST:

APPROVED:

Barbara G. Horton  
City Clerk

Bill Cregg  
Mayor

(SEAL)

SECTION 4.01

PURPOSE

The purpose of this Chapter is to provide additional design and location standards for the issuance of conditional use and special exception permits and the creation of special districts. The standards are established for uses which may be compatible with existing and permissible uses in any district to promote the public health, safety, and welfare, and minimize or eliminate conflicts and adverse impacts on the community.

SECTION 4.02

PUBLIC AND QUASI-PUBLIC USES

A. INTENT

The proper siting and development of public and quasi-public buildings and uses, including educational, religious, governmental, charitable, cultural, and recreational activities, will provide maximum service to the neighborhood, community, or region with minimal adverse impact on the environment, both natural and cultural.

B. STANDARDS

1. Space and bulk requirements for public and quasi-public uses shall be consistent with the space and bulk requirements of the zoning district in which they are to be placed.
2. Required front, side, and ten (10) feet or rear yards measured from rear lot line, exclusive of driveways, shall be landscaped and permanently maintained subject to Section 3.05 Landscaping and Buffering. This requirement shall not be interpreted to satisfy the landscaping requirements of required off-street parking. Landscaping adjacent to residential areas shall provide a visual screen not less than five (5) feet high.

C. STANDARDS FOR CHILD DAY CARE HOMES AND CENTERS

1. Two (2) off-street parking spaces shall be provided. One (1) additional space shall be provided for every three (3) nonresident employees and one (1) additional space for every seven (7) children.
2. Zoning permits for child day care nurseries shall direct the applicant to contact the Health Department and Fire Marshall for approval of the facility.
3. The outdoor play area for nurseries providing facilities for more than six (6) children shall be fenced or screened with a barrier of at least forty-two (42) inches high.

4. As a condition of receiving a zoning compliance permit, such facilities shall demonstrate satisfactory completion of required licensing by the State Department of Social and Rehabilitative Services and inspections by the Building Inspector, Fire Marshall and Health Department.

**D. COMMUNITY RESIDENTIAL FACILITY STANDARDS**

1. For facilities serving nine (9) or more persons, two (2) off-street parking spaces shall be provided. One additional space shall be provided for every three (3) nonresident employees and one (1) additional space for every four (4) persons served by the facility.
2. The minimum lot size for all Community Residential Facilities shall be determined by the standards of the City-County Health Department.
3. Community Residential Facilities serving less than nine (9) persons shall meet the following standards:
  - a. Meet all residential zoning requirements within the zoning district;
  - b. Must be a place of residence for developmentally disabled or handicapped who do not require nursing care (or as described in Section 11-2702.1);
  - c. Must serve eight (8) or fewer persons;
  - d. Must provide care on a twenty-four (24) hour basis; and,
  - e. Be licensed by the Department of Health and Environmental Sciences and the Department of Social and Rehabilitation Services.

**SECTION 4.03 RESIDENTIAL USES**

**A. INTENT**

These standards are to provide development criteria by promoting and protecting the character of the residential environment, by assuring that development is adequately served by public services and facilities, by providing for natural environmental protection, and by maintaining a quality environment providing for the health, safety, and welfare of the community.

**B. GENERAL STANDARDS**

1. Residential development shall have access by means of frontage or easement onto a public right-of-way maintained by the local governing body or the State of Montana Department of Highways.

2. All design and performance standards set forth in the subdivision regulations of the governing body shall be met before issuance of a zoning compliance permit.

C. TWO FAMILY AND MULTIPLE FAMILY STANDARDS

In addition to other appropriate standards, multiple family development shall conform to the following requirements.

1. For multiple family development with more than four (4) contiguous dwelling units, a site plan certified by a registered architect shall be required stating that he has personally viewed the site and has designed the building to be harmonious with neighboring buildings, topography and natural surroundings.
2. Adverse impacts of any site activity incompatible with uses adjacent to the development shall be absorbed by the site itself rather than by neighboring residential uses. This provision particularly applies to the location of parking areas.
3. All elements of the site, such as parking, circulation, recreation, landscaping, screening, buildings and storage, shall be related to the development in such a manner that no portion remains unplanned.
4. Twenty-five (25) square feet of floor area storage shall be provided for each dwelling unit, exclusive of storage space within the units. These storage areas shall be located within, or attached to, the dwelling.
5. Any development adjacent to an existing or planned single family residential area shall provide a visual buffer meeting the standards set forth in Section 3.05, Landscaping and Buffering.

D. HOME OCCUPATION

An activity involving the sale of goods or services conducted entirely within the dwelling which is clearly incidental and factually subordinate to the use of the dwelling and does not change the character thereof shall comply with the following requirements:

1. No window display or other public display of any material or merchandise in connection with any home occupation.
2. No sign shall be displayed on the premises advertising the occupation carried on in the home, except one (1) sign which shall not be more than two (2) square feet in area, and which shall be attached, flush, to the house.

3. No outside display or storage of products, materials, or machinery.
4. Not be more than one (1) employee who is not a member of the immediate family.
5. The use shall not occupy more than twenty-five percent (25%) of the gross floor area of the main building.
6. The use shall not produce light, noise, odor, parking demand, traffic or any exterior activity inconsistent with the character of the neighborhood.
7. In particular, home occupations may include, but are not limited to, the following or similar activities which meet the intent of this section: art studio, dress and drapery making, music lessons, preparation of food for off-premise sale. However, a home occupation shall not be interpreted to include the following: barbershops and beauty parlors, real estate and insurance offices, restaurants, commercial stables and kennels, commercial cabinet making, any on-site retail sale of goods.

E. RESIDENTIAL MINI-WAREHOUSE

In addition to other applicable standards, a residential mini-warehouse shall meet the following standards:

- a. Approval by the Board of Adjustment, after a public hearing; a site plan is required.
- b. The subject property must front on a designated collector or arterial street.
- c. Signing shall conform to those standards of the C-C1 (Neighborhood Commercial zone).
- d. Siding and general appearance of the structure shall conform to materials and design common to residences in the area.
- e. Mini-warehouses in residential zones shall provide security fences for designated outside storage areas and shall screen such areas in accordance with Section 3.05 B. of this Resolution.
- f. Outside storage shall be confined to designated areas and shall be restricted to recreational vehicles.
- g. Service drives, loading areas and outside storage areas shall be paved.
- h. The Zoning Officer shall include a statement of protest procedures in the mailing required by Section 8.06 A. 4. a. Such protests are due the day before the public hearing and shall be verified prior to the meeting. If a majority of the property owners protest the application, approval of the Special Exception shall require the affirmative vote of four (4) Board members.

A. INTENT

These standards are to provide for the establishment of shopping and business facilities conveniently grouped in a concentrated area within the neighborhood, community or region, forming a point of reference to establish economy of services, land development, and human use.

It is the intent of these standards to develop efficient patterns of extensive commercial development and to discourage commercial sprawl.

B. GENERAL STANDARDS

1. Commercial buildings or related accessory buildings shall not be permitted within one hundred (100) feet of existing or planned residential areas or public sites, and shall not have direct access into areas of residential and public uses.
2. Commercial uses shall have functional access to designated arterials or collectors.

C. EXTENSIVE COMMERCIAL

The use of large amounts of land at a low intensity for commercial activity is considered extensive. Traditionally, such use has been oriented along major arterials relying on transient customers outside of the immediate neighborhood, and includes trade and service in building materials, warehousing, automotive and other heavy equipment such as farm, marine, mobile home, aircraft, etc., contract construction, outdoor recreation, and transient lodging. In addition to other appropriate standards, extensive commercial development shall conform to the following requirements:

1. Ingress and egress points unless otherwise indicated on designated arterials or collectors shall not be less than two hundred (200) feet apart or within two hundred (200) feet of a public street intersection. Ingress and egress points on all other streets shall not be less than one hundred (100) feet apart or within one hundred (100) feet of a public street intersection. Preferably, the locations of extensive commercial may be on the edge of the community business area, convenient to freeway interchanges and intersections of major arterials.
2. The required yards shall not be used for outdoor display or storage of products sold on the premises.
3. Automotive filling and service stations.

a. Setback requirements:

- (1) Buildings . . . . . Forty (40) feet minimum front yard.  
Ten (10) feet minimum rear yard.  
Ten (10) feet minimum side yard.  
Thirty (30) feet maximum building height.
- (2) Pump Islands . . . . . Fifteen (15) feet minimum from lot lines.

b. Lot width shall be one hundred twenty (120) feet.

c. Interior curbs shall be constructed within the property lines to separate driving surfaces from sidewalks, landscaped areas, and along property lines adjacent to streets.

d. Access requirements:

- (1) The distance of a driveway from a street intersection shall not be less than twenty (20) feet in urban areas, and not less than fifty (50) feet in rural areas.
- (2) Maximum driveway width at a curb line shall be thirty-five (35) feet.
- (3) Minimum distance between driveways at curb shall be twenty (20) feet.

e. Landscaping requirements:

- (1) Five (5) feet wide landscaped area, excluding access driveways, adjacent to noncommercial lot lines.
- (2) Screening adjacent to residential areas shall provide a visual barrier at least five (5) feet high.

f. Service stations shall front on designated collectors or arterials. A service station shall not occupy more than two (2) quadrants of any intersection.

D. INTENSIVE COMMERCIAL

Intensive commercial uses are those which are grouped into shopping districts or shopping centers with a high intensity of activity in a small area of land. Intensive commercial areas serve different scales of market areas, including neighborhood, community and region. The following standards promote scale of service, concentration of activity, and conservation of resources.

1. Neighborhood Commercial Standards:

- a. A rural neighborhood shopping area shall be allowed only within the Rural Activity Centers indicated in the Missoula County Comprehensive Plan.
- b. The site shall be no larger than ten (1) acres with a maximum gross leasable floor area of seventy-five thousand (75,000) square feet.
- c. Neighborhood shopping development shall be located fronting on and providing access to designated arterial or collector or at the junction of a designated arterial or collector and a paved major local street. It may be central within its trade area and at a point best serving two or more elementary school neighborhoods or parts thereof.
- d. The required front yard, exclusive of driveways, shall be landscaped according to the requirements of Section 3.05.
- e. Exterior finish building materials shall be consistent with typical residential construction materials.
- f. Maximum building height shall be thirty (30) feet.

2. Community and Regional Commercial Standards:

- a. Community and regional shopping areas shall be no smaller than ten (10) acres.
- b. Community and regional commercial areas shall be located at the junction of two collectors, two arterials, or a collector and an arterial.
- c. Ingress and egress points shall not be less than one hundred (100) feet apart or within one hundred (100) feet of a public street intersection.

E. COMMERCIAL MINI-WAREHOUSE

As a conditional use, the Zoning Officer shall approve the application for a commercial mini-warehouse based on the following standards:

- a. A site plan is required.
- b. The approval shall specify in writing the types of storage permitted.
- c. Signing shall conform to the district regulations of the applicable zone.

- d. Commercial mini-warehouses shall provide security fences for designated outside storage areas which abut residential zones and shall screen such areas in accordance with Section 3.05 B. of this Resolution.
- e. Service drives, loading areas and outside storage areas shall be paved.

## SECTION 4.05 INDUSTRIAL USES

### A. INTENT

These standards provide for and accommodate the development of a variety of industrial uses including: light and heavy manufacturing, processing, fabrication, repairing and assembly of products or materials, warehousing and storage, and transportation facilities which will sustain industrial uses. Such uses shall be located in areas which will sustain industrial activity and which will be environmentally safe and complementary to the surrounding environment. Performance standards in the control of industrial uses permits potential industrial annoyances to be measured factually and objectively, to ensure that all industries will provide methods to protect the community from hazards and annoyance which can be prevented by processes of control and elimination, and to protect industries from arbitrary exclusion or prosecution based solely on the history of annoyances by particular type of industry in the past.

### B. GENERAL STANDARDS

1. No dwellings except those used exclusively by the owners, caretakers, or other managerial personnel of industrial uses and their immediate families are permitted.
2. A perimeter buffer strip ten (10) feet wide adjacent to all non-industrial areas shall be constructed and maintained in accordance with the requirements of Section 3.05.
3. Industrial areas shall be functionally separated from any existing or planned public or residential areas in accordance with the requirements of Section 2.18 and 2.19 and the standards of enclosure of subsections C. and D. of this section.
4. All industrial development shall be functionally convenient to a designated arterial and located according to the traffic access standards of subsections C. and D. of this section.
5. All industrial activities shall comply with the noise level standards specified in subsections C. and D. of this section. Exempt from these standards are:

- a. Temporary construction and maintenance activities between 7 a.m. and 7 p.m.
  - b. Occasionally used safety devices, warning signals, and pressure relief valves.
  - c. Transportation and other noises not under the control of the industrial user.
6. All industrial activities shall comply with Section XVI (Control of Odors in the Ambient Air) of the Missoula City-County Air Pollution Control Program and shall not cause or allow emissions of gasses, vapors, or odors beyond the property line in such a manner as to create a public nuisance.
  7. All industrial activities which involve the use, storage, or transfer of flammable and combustible liquids, solids, gasses, or explosives shall comply with the standards of the National Fire Protection Association as adopted by the State Fire Marshal under the authority of Section 82-1102.1, R.C.M., 1947.
  8. All industrial activities producing glare shall be conducted so that direct or indirect light from the source shall not cause illumination in excess of five (5) foot-candles when measured in a residential district. All illumination of industrial uses whose lot lines are adjacent to residential uses shall be directed inward to the industrial use.
  9. Unless otherwise indicated, ingress and egress points or designated arterials or collectors shall not be less than two hundred (200) feet apart or within two hundred (200) feet of a public street intersection. Ingress and egress points on all other streets shall not be less than one hundred (100) feet apart or within one hundred (100) feet of a public street intersection.

**C. LIGHT INDUSTRIAL STANDARDS**

1. All businesses servicing, manufacturing, or processing materials, goods or products shall be conducted within enclosed buildings or screened areas in areas designated II. Outdoor storage shall be so effectively screened by a wall, fence, or planting that materials are not visible from a public way.
2. The maximum allowable noise levels measured at the property lines for industrial activities in an II area shall be 70 dB(A) (decibels measured on the A-scale) from 7 a.m. to 7 p.m. and 65 dB(A) from 7 p.m. to 7 a.m., except where such property lines are adjacent to residential or public uses in which case the maximum allowable noise levels shall be 60 dB(A) from 7 a.m. to 7 p.m. and 55 dB(A) from 7 p.m. to 7 a.m.

3. No industrial activity in an I1 area shall produce, beyond the lot line, any particulate matter from industrial processes or fuel burning equipment, except for accessory incinerators used for the sole purpose of burning paper.
4. No industrial activity in an I1 area shall produce any visible air contaminants, measured at the point of emission, beyond the following limits: for new uses, a value of 0 on the Ringlemann Chart; for existing uses, a value of 1 on the Ringlemann Chart, as specified in the Missoula City-County Air Pollution Control Program.
5. No industrial activity in an I1 area shall produce or allow any sulfur dioxide emission beyond the property line.
6. All industrial activities in an I1 area shall be located with functional access to a designated arterial. Such access shall not cross residential or public uses, but may cross commercial, other light industrial, or heavy industrial uses.

**D. HEAVY INDUSTRIAL STANDARDS**

1. All businesses servicing, manufacturing, or processing materials, goods or products on lots adjacent to residential or public uses shall be conducted in completely enclosed buildings or according to the Landscaping and Buffering Requirements of Section 3.05.
2. The maximum allowable noise levels measured at the property lines for activities in an I2 area shall be 80 dB(A) from 7 a.m. to 7 p.m. and 75 dB(A) from 7 p.m. to 7 a.m., except where such property lines are adjacent to residential or public uses, in which case the maximum allowable noise levels shall be 60 dB(A) from 7 a.m. to 7 p.m. and 55 dB(A) from 7 p.m. to 7 a.m.; or except where such property lines are adjacent to commercial uses, in which case the maximum allowable noise levels shall be 65 dB(A) from 7 a.m. to 7 p.m. and 60 dB(A) from 7 p.m. to 7 a.m.
3. No industrial activity in an I2 area shall produce, at the point of emission, more particulate matter than that specified in the Missoula City-County Air Pollution Control Program.
4. No industrial activity in an I2 area shall produce any visible air contaminants, measured at the point of emission, beyond the following limits: for new uses and new installations on old uses, a value of 1 on the Ringlemann Chart or according to the exceptions specified in the Missoula City-County Air Pollution Control Program; for existing uses, a value of 2 on the Ringlemann Chart.