

# NORTH RESERVE|SCOTT STREET MASTER PLAN

## PUBLIC OUTREACH SUMMARY



NOVEMBER 2016

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# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** November 11, 2015

**PROJECT NAME:** North Reserve | Scott Street Master Plan

**SUBJECT:** Bretz RV Stakeholder Meeting

**BY:** Jeremy Keene

**ATTENDEES:** Mark Bretz  
Brad Johnson (by phone)  
Jeremy Keene

- Public Comments-Key Issues We've Heard
  - Congestion at Reserve/I-90
  - East/West circulation
  - Trail
  - Light industrial
- Bretz's Concerns from Focus Group Meeting
  - Access/congestion
  - Truck routes (chips/fuel trucks)
  - Additional access to reserve
  - Room for inventory without splitting up business
- Initial Concepts
  - Block structure
    - 300 x 600' typical block patten (+/- 4 ac parcels)
    - Future grid network (dashed lines)
    - Future signal locations on Reserve (800-1,000' spacing)
- How has current location changed? What would you like to change?
- What land uses would you like to see?
- What do you see as long-term use for your property? 20 years?
- Thoughts/concerns about trail or road connection through your property?

Discussion:

# North Reserve | Scott Street Master Plan Meeting Record

- No significant change in the last 15 years, the next 15 will change more
- Limited commercial space available south of Broadway- lots of change the last 15 years
- Today, redevelopment is more limited with existing uses in place south of Broadway
- The river is natural barrier for commercial uses to south. Trend will go north, increasing demand on properties like Bretz
- Bretz owns the hotel, not Rowdy's property
- Bretz doesn't anticipate moving in the next 10-15 years

## Meeting with Mayor and Costco

- Fiest Limited property is owned by Bretz – Costco wants to acquire
- Need to acquire property from Roseburg to offset. The mayor was going to speak with Roseburg, not sure if this has happened
- New parcels close to Reserve St. would have value
- Roundabouts vs. signals
  - Roundabouts not as good for large trucks
  - Reserve probably not a good candidate for roundabouts
  - Size and signal progression
- Consumer Direct
  - TIF and price of land were primary location factors, need large parking lot and ability to expand
  - Similar to DirecTV
  - "One off" unique business
  - Market will drive commercial uses near Reserve more than office or residential
- Relocation costs are a factor for redevelopment (e.g. Western Cat)
- Is location important to Bretz? Near I-90, visibility
  - Does current use fit?
    - Less so on Reserve, better off reserve
    - Compatible with light industrial to the south
- Access to Maverick site
  - Current legal access is to Reserve only

# North Reserve | Scott Street Master Plan

## Meeting Record

- More appeal to closing street to Maverick and extending Bretz display area to Reserve frontage
  - Cross easements? Security?
- Yellowstone Pipe Line north of terminal hasn't been used in 15-20 years
  - Impacts development potential
  - Opportunity to relocate or vacate?
  - Will pipe need to be replaced if re-attached?
  - Provide easement corridor for future?
    - East of CD
- Trail
  - Through Bretz could be feasible, close to interstate
  - Liability for trial use needs to be addressed
- Roads
  - Not much need or desire to extend roads through Bretz, unless the use changes
- Zoning
  - Rezoning for Hilton allowed MF affordable housing. This was unacceptable to Bretz. Does not fit at that location. Residential is better suited east of cemetery

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** November 19, 2015

**PROJECT NAME:** North Reserve | Scott Street Master Plan

**SUBJECT:** City Street Department Stakeholder Meeting

**BY:** Jeremy Keene

**ATTENDEES:** Brian Hensel  
Jeremy Keene

City Street Department and Police Department share this site

- City has equipment and material storage, recently constructed several new large metal sheds.
- Police has secure evidence storage, seized vehicles, etc. May have plans to expand.
- City also uses cemetery property for material storage (gravel, etc.). This site is “vital” for street department, operators. Brian is certain there are deed restrictions on cemetery property.

Street Department is very concerned with public access to site

- Expensive equipment and dangerous materials.
- Public often enters site accidentally looking for a thru street for parking at the park.
- Uses adjacent to railroad should remain industrial.
- Street Department office has very few public visitors.
- Park does not have any parking and is incompatible with industrial uses (street department, Zip Beverage).
- Brian was open to the idea of a new street adjacent to but not thru the property.

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** November 3, 2015

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** CHS Stakeholder Meeting

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**BY:** Nick Kaufman

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**ATTENDEES:** Chris Fink  
Brad Johnson (by phone)  
Nore Winter (by phone)  
Nick Kaufman

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100 Tank trucks per day, 1/3 of product

- Sister company, Western Montana Co-op
- 40 rail cars a day Tuesday through Friday, of those there are 5 CHS rail cars
- Use the intersection at Stockyard and Reserve to come back with a right turn in from Reserve
  - Most trucks turn left to South HWY 93 and use the signal at Howard Raser Drive
- Rail crossing on Grant Creek Road they have 2 switches a day
  - 30 tanks trucks a day
  - Energy Partners is a branch of CHS

2008 they built the New Terminal

- No expansion for tank farm
- Rail expansion, more rail shipping
  - Expansion of one more spur

\*CHS is one of the largest shippers on Burlington Northern

- Just bought

Canada to Laurel

- Have own pipeline
- Reserve congestion will not affect them

What would you change?

- Drivers understand 93 and Missoula

# North Reserve | Scott Street Master Plan Meeting Record

- Open 24/7

## Disaster Programs

- Spill containment and tanks
  - Flow between Phillips 66 and Roseburg
  - Pack at railroad
  - Tanks 10 years inspected

## Feel about new commercial, how does it affect

- City has vapor capture and burn off
- New spur to CHS, add two tank car spots and another spur
- RCO change with price drop

## Stockyard Road good way in

- Horrible to leave because of left on Reserve
- Trucks leave on Howard Raser
  - Backed up some
  - Industrial type area

## Costco and traffic congestion

- Hilton, lots of activity
- Lack of on-street parking which makes it difficult to make a left on Reserve

## Sawdust

- From Roseburg, had loft
- Safely glass gets piled by curb strips
  - 2 years gone
  - Hellgate winds

## Sidewalks and Bike lanes ok for trucks

- Cont'l not an issue
- Sinclair streets bulk fuel

## Box stores not at great mix

## Issues:

- Access to Stockyard but no left
- Grant Creek Road is in tough shape
- No hazardous tankers on Scott Street
- Use Howard Raser a lot
  - 26,000 gallon tank cars
  - 200,000 gallons a day are shipped by rail

# North Reserve | Scott Street Master Plan Meeting Record

## Brad Johnson's Notes

Chris Fink from CHSL: We get our product from Laurel, MT; Run 30 trucks a day, run probably 40 train cars per day to Thompson Falls.

NK: Gives overview of public input to-date, major themes.

NK: How does truck traffic function?

CF: In on Stockyard or Howard Raser. Always out on Howard Raser. Out on Stockyard doesn't work. No hazardous material across Scott Street bridge. There are occasional backups, but the circulation system generally works okay.

CF: There is a lot of hazardous traffic on Raser Drive...this should be considered.

CF: May expand capacity in the future, including rail usage.

NK: So what would you change?

CF: Circulation could be better, but drivers know what they're in for in the area. They are used to it. We are a 24/7 operation.

NK: What do you think of new uses going in along Reserve?

CF: People have asked about our operations and if we could create problems, but we are just storage, so no real conflict with Reserve uses.

NK: Are there issues with negative externalities from nearby uses?

CF: Sawdust from Roseburg is an issue.

NK: Would bicycle infrastructure along the roadway cause problems for your business?

CF: I think we can work with it; it could definitely be improved.

NK: What kind of improvements do you want to see?

CF: Access improvements are critical. Again, going out on Stockyard is horrible.

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** November 12, 2015

**PROJECT NAME:** North Reserve | Scott Street Master Plan

**SUBJECT:** Consumer Direct Stakeholder Meeting

**BY:** Jeremy Keene

**ATTENDEES:** Bruce Kramer  
Greg Woody  
Jeremy Keene

## Public Comment- What We Heard

- Reserve/I-90 congestion
- Trail connections/open space
- Truck route concerns
- East-west connectivity
- Connectivity across railroad
- Incompatible uses

## Focus Group- Consumer Direct concerns

- Getting people in/out
- Most employees come from the south
- Mix of car/truck traffic- potential conflicts
- Walkability/trail connections

## What do you like/dislike about current land use?

- What would you change?
- What do you envision over the next 20 years for adjacent land use?

## Discussion:

- Grant Creek/Howard Raser drive intersection
  - How will this function with additional traffic?
  - Great location for a roundabout
- Consumer Direct has 3 phases over next 5-15 years
- Like: proximity to the highway and open space (Roseburg)
  - Costco: Assumption is there would be additional access to Reserve
  - Pressure on G.C./Cemetery road

# North Reserve | Scott Street Master Plan Meeting Record

- Costco or other similar use
  - Driveway recognition/place recognition
- What would an ideal neighborhood look like?
  - Office/business corridor
  - Residential would be ok
  - Restaurants/places to walk for lunch
  - 20/30 employees split between coming or staying
  - Park/green space → interface with trail at the end of Hobbes
- CD is planning walking trail around perimeter of Phase I and II
  - Opportunity to combine with public land?
- Trail connections
  - Like trail extension of NS greenway along railroad
  - Like trail along I-90 and connection along cemetery
- Other similar business/synergy
  - Norco (oxygen/medical supplies)
  - Pharmacy
  - Medical clinic
  - Assisted living/retirement

North Hills

■ N. Reserve/Scott St. URD Boundary  
— Plan Area Boundary

INTERSTATE - 90

1. Trail only + open space.
2. Road only - open space.
3. Road w/ open space.
4. Road w/ open space + trail.

Missoula County

Environmental stewardship  
Resource ext'n  
recycling

Northside

MONTANA RAIL LINK CORRIDOR

GRANT CREEK CORRIDOR

INDUSTRIAL CORRIDOR

NEIGHBORHOOD CORRIDOR

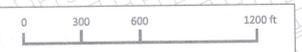
Westside



CONSUMER DIRECT  
11/12/15

Mid-Industrial  
Pump & Power / Grant Creek

Public along R.P.K.



# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** November 12, 2015

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** Missoula County Planning Stakeholder Meeting

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**BY:** Nick Kaufman

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**ATTENDEES:** Dori Brownlow  
Karen Hughes  
Pat O’Herren  
Brad Johnson (by phone)  
Nick Kaufman

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## Nick’s Notes

Hexion, have we met with them?

Met with Parks, Residential, Industrial, and Commercial focus groups

Transportation counts on Grant Creek

- Grant Creek residents cut through on Cemetery Road.
- Look at the needed connection on Expressway from the Development Park

Annexation

- Came up a few years ago
- City annexation – the City’s issue is the cost of services

Dori: Ties into what is happening at the Development Park

Pat: We are very concerned about encroaching on heavy industrial uses

- Where do they go if not here?

Access and transportation for I-2 needs to be considered

Karen: She needs to be thoughtful before responding and will send us her comments

## Brad’s Notes

# North Reserve | Scott Street Master Plan Meeting Record

NK: We want the County to be an integral member of the Technical Advisory Committee for the project.

NK: Provides major themes and conditions.

-Reserve Street traffic congestion is an issue.

-May be ways to alleviate this, such as new rail crossing, interchange, and a Park n Ride.

County Staff: My understanding is that Roseburg and City had conversations about annexation a couple years ago.

NK: With the mutual aid agreement, City often responds to Roseburg and other emergencies in the County.

NK: What does County want to see here?

County Staff: Access and transportation improvements, consider turning movement issues.

Karen Hugh's Comments, via email on: 11-30-2015

Thanks for inviting County staff to meet about the Scott Street/North Reserve Urban Renewal District. After further discussion, CAPS offers the following suggestions as you develop the master plan for this area:

- Develop a greenbelt corridor/shared use pathway south of I-90 that connects the Northside with the N Reserve and the Grant Creek trail
- Try to find a more direct route for Republic Services trucks
- Work with landowners to develop an improved and connected transportation network through this area
- Protect the heavy industrial lands and uses in the near term, but also plan for the long term in thinking about infrastructure needs and land use
- Look at land use plan/code updates that may be needed for the best outcomes of this area in the future, such as accommodating live work opportunities, buffering ballfields/cemetery, buffering residential development from heavy industrial uses, allowing for current industrial uses to eventually transition to new forms of industry including R & D, tech, etc.

# North Reserve | Scott Street Master Plan

## Meeting Record

- Consider and look for opportunities to mitigate potential adverse impacts of a new I-90 interchange, particularly on undeveloped and conservation lands north of I-90
- There are likely many other options that should be considered as you work through all the comment received and move towards development of the master plan. If you'd like to meet again to discuss the particular challenges and opportunities for this area, please do not hesitate to contact us.

# North Reserve | Scott Street Master Plan Meeting Record

<b>MEETING DATE:</b>	November 19, 2015
<b>PROJECT NAME:</b>	North Reserve   Scott Street Master Plan
<b>SUBJECT:</b>	Maverick Motorsports Stakeholder Meeting
<b>BY:</b>	Jeremy Keene
<b>ATTENDEES:</b>	Brent Gyuricza Guy Sharp Jeremy Keene

## What We've Heard – Key Issues

- Congestion at Reserve/I-90
- Access to Reserve from Grant Creek Road
- East to West circulation
- Trail connections
- Truck routing
- Land use mix – industrial vs. residential

What do you like about the location?

What would you change?

What do you see as the long-term use for the property (20 years)?

What kinds of uses would be appropriate adjacent to the property?

Discussion:

- Yellowstone Pipeline is a constraint to expansion – runs behind building
- Access to Reserve is key
  - Traffic conflicts with cut through and wrong way traffic at Grant Creek
- Driveway is turn pocket for interstate – can this remain?
- Delivery trucks need access – semi-trucks
- Great commercial property, like the location, see potential for expansion

# North Reserve | Scott Street Master Plan

## Meeting Record

- Man-cave/barber, brewery, coffee, expanded motorized business (premium brand like Harley)
- Plans to purchase property – next 4 months
- Plans for expansion – need to know what’s going to happen
  - Limited by parking and pipeline
- Plan landscape improvements, but don’t want to throw away if things change
- Bretz security and access to Maverick needs to be thought through
- Opportunity to create shared display space/interstate signing and visibility?
- Environmental issues? –send maps to Brent

**MEETING DATE:** November 5, 2015

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** Montana Rail Link Meeting

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**BY:** Nick Kaufman

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**ATTENDEES:** Van Blakely  
Jo Gentry  
Casey Calkins  
Jason Herynk  
Nick Kaufman  
Harry Brennan of Winter and Company (via phone)  
MRL Representative

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Nick's Notes:

We began the discussion with an overview of the comments from the focus groups and the Community Workshop. We were there because Rail Link was unable to attend either of the public outreach sessions. We discussed:

1. The potential improvement of Cemetery Road – They noted two spur track crossings of Cemetery Road and would want crossings improvements like the spur that crosses West Broadway.
2. The potential over crossing of the tacks to connect with West Broadway – They had no comment.
3. Any plans they have for their ownership in the corridor -They are in a moratorium for leasing at this time. The current uses could be expected to continue into the future
4. If they are interested in moving the switch yard out of Missoula – They are happy with the switch yard where it is currently located.
5. If they are moving toward larger users - They had no comment.
6. If they have plans for the gravel pit - They have no plans for the gravel pit.
7. If they are considering another spur line for CHS – They had no comment.

8. If they would be interested in re-opening Raser Drive rail crossing – They have no interest in having Raser Drive cross their tracks. It is closed.
9. Getting broadband under the spur tracks to Roseburg - They had no comment.
10. COSTCO locating in the area - They wondered how traffic would work.

They tried to connect up with Steve Werner but he was out of town. They will get back to us with additional comments if they have any.

#### Harry's Notes:

MRL Reps: Currently there are 4 main spurs in the study area: the Cenex (CNS?) spur, the Roseburg/Momentive Chemical spur, the Thatcher/Bitterroot Valley Forest Products spur, and sort of the Republic Services spur, although that one doesn't cross any roads and it parallels the main line.

MRL Reps: We don't have any active plans to extend or build new spurs, except for maybe the Van Evans? Spur, and possibly the Amerigas spur. Other than that, no immediate plans. However, if a customer like Roseburg came to us and wanted another spur, we're always open to that. But any expansion would be on MRL land or private property of the customer.

Nick: One issue that came up in the workshops was that businesses in the study area were unable to get broadband because MRL wouldn't allow the lines to be run underneath the railroad tracks.

MRL had no knowledge of this issue.

Nick: What future land use do you see for the triangle of MRL owned land that is just south of the Grant Creek Business Center? And what about the MRL owned gravel pit just east of the cemetery?

MRL: Well obviously we'd like that to stay industrial. We still use it and don't see opportunity for redevelopment in the near future. As for the gravel pit, we've been leasing it out to various companies from time to time but right now it's just sort of in a holding pattern. We don't have any big plans for that at the moment.

Nick: One of the big components of the new plan is that it would rely on an improved circulation network, and part of that might be widening cemetery road and putting bike paths or bike lanes in. Do you guys have any big issues with that in terms of security and safety?

MRL: Not really any issues with security but if we are talking about a significantly higher traffic flow on that road then there would need to be improvements at the public crossings for the rail spurs. This would likely include “flashers” with “cantilevered gates” but probably wouldn’t necessitate a stop light or anything. But that would definitely be something to keep in mind as necessary improvements.

Nick: Another idea that came up in workshops was that we might try to re-create the past Raser crossing over the tracks as it used to exist. The idea is that we could connect Raser to Latimer on the other side of the tracks with an overpass. We have enough room to do an acceptable grade, just barely. However, the current improvements to Russell Street are taking up most all of the federal transportation improvement funds so in all likelihood anything of this sort would be impossible for a long time. Do you all have any thoughts on that?

MRL: Well that might alleviate some congestion on Reserve...

Attachment:

Map of the Planning Area

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** November 13, 2015

**PROJECT NAME:** North Reserve | Scott Street Master Plan

**SUBJECT:** Phillips 66 Stakeholder Meeting

**BY:** Kate Dinsmore

**ATTENDEES:** Tim Binstock  
David Gipson (by phone)  
Beth Famiglietti (by phone)  
Eli Cleaver (by phone)  
Rich Johnson (by phone)  
Brad Johnson (by phone)  
Kate Dinsmore

- Property used for storage, product comes on pipeline and out via truck and rail.
- No anticipated major changes to their business or property.
- Trucks typically come in and out on Howard Raser since there is a signal. These are not Phillips 66 trucks, but carriers that move their product.
- Future development would exacerbate inadequacy of Grant Creek Road/Raser Drive.
- Biggest concern is circulation and trying to share the road with bicyclists. It's too tight. Bicyclists are potential hazard. There's not enough space and no lighting.
- They have 11 employees and the building next to them (Yellowstone Pipeline) has 3 employees.
- Concern if sensitive land uses that operate long hours (residential or retail) were to develop next door.
- Generally see the expanded network and connection at interstate as a benefit for the trucks that would help to alleviate congestion on N. Reserve, but would also need to consider what would come along with a connection at the interstate such as additional traffic.
- Circulation issues seem to be the most pressing and they want to be able to continue to freely operate their industrial businesses. Open to opportunities of expanding the circulation system. Concerned about how new development will

# North Reserve | Scott Street Master Plan Meeting Record

exacerbate problems with an already deficient vehicular network. They want to remain surrounded by similar industrial/light industry uses.

**MEETING DATE:** October 30, 2015

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** Meeting with Roseburg

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**BY:** Nick Kaufman

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**ATTENDEES:** Mark Allen  
Andy Yuhas  
Brad Johnson (by phone)  
Nore Winter (by phone)  
Nick Kaufman

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Nick Kaufman's Meeting Notes:

- Trail North of I-90?
- Reserve Street corridor has too many access points
- Mark: Needs a stop light. All trucks come in from I-90.
- Good vegetation
  - No real future plans
  - Leave it natural
- The door is not closed on a trail

Ownership

- Mark: Worries about North Reserve
- Tanker traffic stopping at railroad crossings
- Raser crossing truck destination
- Russell street plans to Mark

Interchange

- On Roseburg property is a concern, but not if it's a diamond

The North Side

- Part of the community

Andy: fire concerns

- Have water rights from Grant Creek

Tanker Trucks

- Brad: No negative comments from agencies or attendees on the existing heavy industrial uses

Bike Trail through Roseburg property

- Would a bus route be considered?
- Provide to Roseburg: R/W for bike trail, width typical section
- Roseburg would want the right to close down the trail if it was misused

1-90 connection, Broadway crossing and trail on the north side does not give Mark Allen heart burn.

#### Brad Johnson's Meeting Notes:

NK: Initial overview of community input/process.

NK: Rolls out preliminary sketch.

R'burg: Is there a concern about residential next to rail?

NK: Absolutely, we will be taking into account all these potential conflicts.

NK: Do you want us to consider any future land uses on your land?

R'burg: Moves conversation to another topic.

R'burg: Why is there no development on north side of highway?

NK: It is zoned as Open Space to be retained as such into the future.

NK: Explains many of the ideas on the preliminary sketch, including potential east-west trail parallel to highway.

R'burg: Most of this looks interesting. No major concerns with what you're showing, except I do have concerns about tanker traffic and the potential for a new interchange at Coal Mine. How would this affect our land and what would it bring along with it in terms of uses?

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** February 8, 2016

**PROJECT NAME:** North Reserve | Scott Street Master Plan

**SUBJECT:** GLO; Plat Book 1, History and Purpose: Kirk Adkins PLS  
Review Phasing Plans for Master Plan: Nick Kaufman

**BY:** Nick Kaufman

**ATTENDEES:** Mark Allen, Plant Manager, Roseburg Forest Products, Missoula  
Andy Yuhas, Environmental Manager, Missoula Composites  
Kirk Adkins PLS WGM Group  
Nick Kaufman Principal Planner WGM Group

- I. Kirk reviews GLO and Plat Book 1 Roads using the exhibits to illustrate locations of the roads and trails
  - Exhibits
    - Large air photo showing historic roads and trails
    - GLO Plat copied from the actual GLO survey notes from the late 1800's for this township.
    - Plat Book 1 Page, from Missoula County Records for this township.
    - Existing Conditions Report: North Reserve Street/Scott Street URD

Kirk explained that the road shown on the GLO record as going north through the Roseburg mill is not correctly located on the Plat Book I record. When the road ties are correctly plotted the road actually more closely aligns with Old Grant Creek Road.

Mark and Andy had questions regarding the legal status of the historic roads. Kirk explained that the county interpretations are more lenient toward the land owner these days. In the past the county interpreted that the old roads, as show we strictly county easements. Today, the ability to relocate these old roads to existing road alignments or have them vacated is nor the norm. They felt that in the future they may pursue relocating the roads with Missoula County.

# North Reserve | Scott Street Master Plan Meeting Record

The exhibits were left with Mark and Andy.

## II. The Phased Plans

Nick reviewed the Phased Plans with Mark and Andy.

- Both Mark and Andy wanted no road across the northerly portion of the Roseburg property.
- Andy felt the road in the alignment show ruins the chances for the northern portion of the site to remain in natural condition and separates the property unnecessarily.
- Nick discussed the alignment as providing opportunity for industrial development on both sides of the road.
- Mark mentioned that that would only be the case if Roseburg were going to sell property.
- Mark reiterated that with the proposed interchange at Coal Mine Road there is no need for the additional connection; I-90 serves that purpose.
- Mark reiterated that Roseburg would likely be open to a trail across the northern portion of their site.

**MEETING DATE:** December 9, 2015

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** Scott Street Partners - White Pine Site Stakeholder Meeting

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**BY:** Jeremy Keene

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**ATTENDEES:** Mike Stevenson  
Joe Brook  
Mark Deaton

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#### Key Issues- What We've Heard

- Reserve/I-90 congestion
- Need for East to West circulation and bike-pedestrian improvements
- Desire for a trail connection to NS greenway
- Support to preserve and protect industrial uses
- Desire for appropriate neighborhood commercial and residential uses

#### Initial Concepts

- Block structure
- Truck routes
- Transitions – industrial to residential

#### Discussion:

- Property is suited for commercial/industrial uses – has rail access to 20+ acres
- Sell or develop?
  - 8 partners are split 50/50
  - Market will dictate
  - Is City interested in purchasing?
  - Street department jail
  - St. Pat's?
- Residential neighborhood is pretty rough east of Scott Street
- Huttig is proposing in-site treatment with no land farming
  - Could make property available sooner if DEQ accepts

- Interchange would be a boom for industrial use
  - Container transfer rail/interstate
- Landscape buffer would be cheaper than buildings
  - Discussed light industrial/live/work example photos
- Land use needs to be flexible to allow market to drive development
- Scott Street Partners purchased from Huttig
  - Huttig is responsible for cleanup
- Huttig gave Scott Street Partners indemnity for clean-up, which includes future actions, if required, but can't be transferred
  - Only way to transfer indemnity is to buy the partnership
  - Development/lease is easier because indemnity stays with Scott Street Partners
  - Sale is more complicated
  - Problematic for subdivision/residential development
- No firm timetable for Huttig/DEQ to finish clean-up

# North Reserve | Scott Street Master Plan Meeting Record

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<b>MEETING DATE:</b>	January 12, 2016
<b>PROJECT NAME:</b>	North Reserve   Scott Street Master Plan
<b>SUBJECT:</b>	Hexion Stakeholder Meeting
<b>BY:</b>	Kate Dinsmore
<b>ATTENDEES:</b>	Jeff Tomchak Al-Karim Hamir

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Hexion is growing

- Currently operate 8-10 hours/day with 16-18 tanker trucks/day during the week about 10 trucks/day on the weekends
- Growing to 14-16 hours/day and may add an additional shift later on
- Trucks come from airport area along Expressway (use signal)
- Trucks leave on Howard Raser and use signal at Reserve to head to interstate
  - Many trucks heading west on interstate to Plum Creek in Columbia Falls
- Sometimes trucks will use Grant Creek Road instead of Howard Raser, but it's difficult to head west without the signal

Health and safety is important to Hexion, they've been in the same location and have a good reputation in the community

- Concerned about how other nearby uses would reflect on them
- If there was a new neighbor and they weren't as conscientious about the environment, the new neighbor's reputation would reflect on Hexion and could change how they're viewed in the community

Hexion has a strong connection to Roseburg – have a pipeline to Roseburg

Concern about noise and odor from industrial uses and how they would affect new nearby commercial and office uses

# North Reserve | Scott Street Master Plan Meeting Record

- There is an odor from Conoco Phillips tanks when they do testing. It's not a health hazard, but the smell could get into the HVAC of large office buildings and be an irritant. People may perceive odors as not being good for them and start viewing industrial uses negatively.

Potential trail across Roseburg is a concern

- Hexion is a TSA Homeland site
  - Potential trail across Roseburg is a security issue
- Trail would need to be fenced – have had issues with homeless at other areas
  - Hexion currently has a 10' fence with barbed wire at top of fence
  - Fence could be offset from the trail 25-50' instead of directly adjacent to trail
- Homeless camp on Roseburg property a few years ago – takes a lot of continual effort to keep homeless out
- Would want trail to be more developed with lighting

Concerned about pressure from development on the east and west ends of the district – get squeezed out in the future or forced into the city?

Want to see Cemetery Road improved with lighting and arm across railroad tracks

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** February 5<sup>th</sup>, 2016

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** Doug Waters Voicemail Memo

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**BY:** Nick Kaufman

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**ATTENDEES:** Doug Waters, City Cemetery

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- Nick, Doug Waters. Just getting a hold of you. Sorry I missed you yesterday, I was getting my truck out of the snow after 3 weeks out there, and then I went into the shop. I visited with Ron in that where I left the project that here are all of these documents; a lot of research will have to be done on them. Actually an engineer was going to do that but I guess Ron and Marry Ellen did. The idea is that there weren't any recorded, something I didn't know. So I would say that the land is not restricted to cemetery, but one of my suggestions would be if you could reserve all of that for a cemetery for the next thousand years, that would be good. If you need to call me, my cell is 214-2164 and if I don't answer leave a voicemail. It's been a long time, hope things are going well. I am enjoying my retirement. You should change your voicemail, since it says you are out of the office until November 20<sup>th</sup>. Anyway, take care Nick. Bye.

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** February 3rd and 4th, 2016

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** City Cemetery Meetings

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**BY:** Nick Kaufman

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Late last year I met with the City Cemetery staff to obtain their perspectives on the land associated with the City Cemetery. It was suggested I meet with Mrs. Fraser, a board member and Mary Ellen Stubb the Sexton at the City Cemetery. When Mary Ellen was called, she immediately referred the call to Ron Regan, the Director. Ron invited me to attend a BOD meeting.

I attended the board meeting and updated the board on our activities up to the date of the meeting. With a good round of discussion the board unanimously felt that the city land within the environs of, and contiguous to the City Cemetery were acquired through cemetery resources for use as cemetery. We did discuss a deed restriction for a small portion of the property south of the office building that precludes burying bodies. No other deed restrictions were found by WGM research or within the knowledge of the director, the sexton or the board members. I provided the board with street vacation and ownership status, a copy of the findings of our record research and the tissue sketch of the plan status at that time with the cemetery land boundaries clearly marked.

The board in clear, direct terms said that the use of the lands that are now occupied by the street department and otherwise currently used for storage of the mill remnants from the Old Sawmill District, the City S.W.A.T storage and practice area and any vacant parcels of land are in reserve for future use by the cemetery.

## North Reserve | Scott Street Master Plan Meeting Record

On February 3, 2015, I was requested to contact Doug Waters, the former cemetery director to specifically ask him if he had any knowledge of a document that would limit the use of the “cemetery land” to cemetery related uses exclusively. I first tried the internet and was unable to connect with Doug. Then I called Parks and Recreation and was directed to City HR. HR notified me that they could contact Doug and he could decide to contact me or not. They recommended I contact Mary Ellen, the Sexton at the City Cemetery.

I called Mary Ellen, she immediately put me with Ron Regan. I informed Ron on the purpose of my call and the reason I wanted to contact Doug. Then I drove over to the Cemetery on my lunch hour and spent about forty minutes with Ron and Mary Ellen discussing the planning effort and they restated the concerns raised at my meeting with their board. They also informed me that they were having a board meeting on February 4 and would be sending a letter out with their concerns. I requested a copy as soon as it may be available.

On that visit I also delivered to the City Cemetery their original master plan maps and four copies of each the west half and east half of the cemetery. Ron informed me that he had Doug Waters’ contact information. I suggested he contact Doug directly and pose the question of deed restrictions to him. He agreed to contact Doug.

Late in the day, February 3, 2015, I received an email from Ron inviting me to a meeting at the cemetery with the staff and Doug waters. I agreed and arrived at the cemetery just before 9 am on February 4. I took with me a map of the conceptual master plan with the cemetery boundaries clearly marked. Over a fifty-minute time we had a good discussion about the role and obligation of the cemetery board to provide for the remains of the

# North Reserve | Scott Street Master Plan Meeting Record

citizens of this community and that given historic demand, their land could only meet the demand for the next 70 years (recall that as the population grows so does the number of deaths per year and the resultant demand for cemetery space).

Mr. Waters never showed up for the meeting. Ron told me that if he has any communication with Doug he will share the information with us.

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** February 11, 2016

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** Cemetery/City Street Department Stakeholder Meeting

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**BY:** Jeremy Keene

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**ATTENDEES:** Ron Regan  
Brian Hansel  
John Wilson  
Nore Winter  
Brad Johnson  
Jeremy Keene

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## Purpose of Plan

- Illustrate and preserve options
- Anticipate change

## Street Department Concerns

- Secure storage/safety
- Storage of materials/equipment
- Police evidence/training
- Controlled public access
- Access to sand shed and deicer
  - Need truck delivery
  - Improve access from I-90
- Concern with higher volume street
- Cold storage

## Cemetery concerns

- Sanctuary/history/respect for place
- Ability to accommodate for future needs
- Non-compatible uses that affect cemetery visitors

# North Reserve | Scott Street Master Plan

## Meeting Record

### Park

- Needs parking
- Utility island is very expensive to move
- Sewer for Street Department runs through park
- Park is cleaned to residential standards
- Watkins donated park – is there a deed restriction?

Option 1 is to rearrange Street Department site

- Avoid crossing conflicts for large equipment

Option 2 is to move park and run new street north

Street Department site works very well

- Has good facilities
- Street diversion has maintenance/cold storage in Zip building
- Improve truck access/deliveries
- Parks Department may need more space for maintenance equipment in the future
- Police may build another facility in the future

Cemetery property

- City material stockpile is essential to operation
  - Storm water pond for street sweepers
  - Parks stores material as well
- Would need similar replacement acreage
  - Maybe 25% less
- Passive green space for weddings, gatherings
- Snow/leaf piles
- Millings piles
- Some piles have accumulated over the years, not used much
- Could provide screening/landscaping
- Cemetery board is open to other interim uses
  - 66 years capacity
  - Ideal City storage location would be more central (i.e. Millsite)

# North Reserve | Scott Street Master Plan Meeting Record

Washington Gravel Pit

- Would need to be reclaimed/closed prior to any land trade

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** February 18, 2016

**PROJECT NAME:** North Reserve | Scott Street Master Plan

**SUBJECT:** Meeting the Mayor, Roseburg, and Bretz

**BY:** Nick Kaufman and Jeremy Keene

**ATTENDEES:** John Engen (Mayor), Mark Allen, Missoula Plant Manager Ellen Porter, Director of Environmental Affairs, Andy Yuhas, Environmental Affairs, Mark Bretz & Brad Farnsworth with Bretz RV, Jeremy Keene and Nick Kaufman WGM Group.

Nick Kaufman's notes:

Mark Allen opens the meeting

- Introductions; Everyone was present in the room at Roseburg except Ellen Porter who joined via Skype.

NPK:

- General opened the meeting with the background of the planning effort, the purpose of TIF, the purpose of the planning efforts and land use proposals in the area, Bretz expansion and Costco and preservation of our heavy industrial users. s

Engen:

- The west side of Reserve will not be added to the district.

Porter:

- Asked about opening Raser Drive to a new interchange.
- She also asked about an overpass of Rail Link tracks for a connection to West Broadway and a new interchange.

Engen:

- The TIF gives us some leverage to drive needed change.
- He is a fan of Roseburg.
  - Preserve a land use buffer for .... Roseburg.
- Rail link is a little freaked out relative to an overpass.
- We are at the meeting today kicking tires to see what we can do to address business and industry concerns.

# North Reserve | Scott Street Master Plan Meeting Record

- Would like to see if we can do a land assembly with Costco.
- He wants an opportunity to do a deal with Costco.
  - Keep Costco in the city.

Allen:

- Costco will put pressure on Howard Raser signal at Reserve Street.

JK:

- Only E-W existing rout is Cemetery Road.
- Short run is to widen Cemetery Road and get a new signal onto Reserve.

Engen:

- Can Roseburg and Bretz work together for to add land to Bretz for RV storage and that will help facilitate Costco.

Porter:

- Their experience with the city is more negative than positive with respect to Roseburg.
  - 1.) Their air permit is tied to land area: giving up land means they have to cut back on production. Therefore, they need land area to survive, therefore they are very protective of any of their land.
  - 2.) They wish they were farther out of the urban area – challenge to find a location outside the city.

Engen:

- City is a property owner, can be creative.

JK :

- The road extension is not going to happen.

Allen:

- Seeing the through road turn off their enthusiasm.
- Take the road out!!!

Jeremy Keene's notes:

- Raser Drive signal is the only signal.
- Old Grant Creek Road.
  - Future signal being driven by development pressure.
- Stockyard signal?
  - Spacing?

# North Reserve | Scott Street Master Plan Meeting Record

- Rail Crossing to Broadway.
  - At grade, it's not feasible.
  - Future grade separated.
  - Railroad has concerns.
- TIF District
  - Infrastructure for long term needs.
  - Preserve industrial use.
  - Allow opportunities for commercial property (like Bretz).
- Costco
  - Keep development in city limits with app. convenience and infrastructure.
  - Land assembly needed.
  - Opportunity for Bretz and Roseburg to work together.
  - Raser Drive will become a major road with Costco.
  - Development will put pressure on existing roads, long term we need Raser. Drive to extend to the east to a new interchange, short term Grant Creek and Cemetery Road need improvement.
- How does this protect Roseburg?
  - Residential housing or other incompatible uses.
  - Costco is compatible.
  - Buffers.
  - Reduce congestion.
- Roseburg is 50 trucks a day.
  - 80% to and from I-90.
- Two biggest threats to connect Roseburg operations.
  1. Incompatible adjacent uses.
  2. Congestion.
    - Plan can help reduce the threats:
    - Control of adjacent LU and viability of other industrial uses.
- Interchange should be higher priority.
  1. Cost/development driven.
- Engan: Roseburg/Bretz work together?
  1. RV storage, low intensity use.
- Ellen: Air permit is limited by footprint of the Roseburg land.
  - Non-attainment status makes this difficult to sell or trade land.

# North Reserve | Scott Street Master Plan Meeting Record

- Ellen: Wish Roseburg was not so close to the City.
  - Is there an opportunity to move outside the City?

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** March 4, 2016

**PROJECT NAME:** North Reserve | Scott Street Master Plan

**SUBJECT:** Resurrection Cemetery Stakeholder Meeting

**BY:** Nick Kaufman

**ATTENDEES:** Mike Hamlin, Director Resurrection Cemetery  
Nick Kaufman

**Mike Hamlin** is the director of Resurrection Cemetery which is owned by the Resurrection Cemetery Association of Helena and operated by the Catholic Diocese of Helena. Mike's father was the cemetery director before him and Mike lives on the property in the home he grew up in. He is pleasant and quite knowledgeable about the older cemetery (North of Cooley and Turner and east of Holmes) and the newer portion of the cemetery (West of Shakespeare and north of Rodgers/Cemetery Road and north of Otis). The master plan for North Reserve and Scott Street is primarily interested in the newer portion of the Resurrection Cemetery shown as the shaded areas in the photo image.



# North Reserve | Scott Street Master Plan Meeting Record

Resurrection Cemetery owns three non-contiguous parcels of land.

The smallest parcel is approximately 150' by 150' and is shaded yellow on the photo.

The medium sized parcel is shaded in red and green and is north of Otis Street. The green shaded area depicts the portion of this parcel that is steep hillside.

The largest of the parcels is shaded blue and has an active graveyard in the northeast corner of the site.

Mike Hamlin offered the following comments for consideration during the planning process:

## For the Resurrection Cemetery Land

- The smallest parcel, shaded yellow, will ultimately end up in City of Missoula Ownership. The city currently uses this for outdoor storage and has fenced it.
- The medium sized parcel has a flat area, shaded red, and some area of hillside, shaded green. The flatter areas of this parcel could be used for cemetery. However, this hillside portion could be sold for another use, housing or open space.
- The largest parcel needs to remain as cemetery because of the active interment area.
  - Keep the property for the space
  - 200 plots for sale now.
- There has been an offer made to the Diocese of Helena, in the fall of 2015, for high density multi-family housing on the portion of this parcel that is not currently used for interment. The diocese has placed this offer on hold as of the time of the interview. There is concern about the height of the buildings blocking the view toward the Bitterroot Mountains and the proposed density. High rise like River Rock apartments will close investments in plots, and a lot of people will be upset.

## For the Older Cemetery on Holmes

- Rattlesnake dwellers could use interchange at Coal Mine Road
- Out of room at the old cemetery upright markers

# North Reserve | Scott Street Master Plan Meeting Record

## General Comments

- They have no concerns with new development in the area.
- The Residential designation proposed in our NRSS plan is acceptable.
- If there was a connection from the Rattlesnake to Coal Mine Road, there would be a lot of Rattlesnake residents that would use this connection to town.

Jim Carey

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** October 14, 2015

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** Commercial Focus Group

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**BY:** Jeremy Keene

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**ATTENDEES:** Jenn Ewan, North Missoula Economic Partnership  
Bob Oaks, North Missoula Community Development Corp  
Kirk Treece, General Manager of Republic Services  
Jason Nordberg, Karl Tyler  
Sandi Tyler, Karl Tyler  
Brad Farnsworth, Bretz RV  
Mark Bretz, Bretz RV  
Joe Leary, North Western Energy  
Micky Ogg, Consumer Direct  
Vin Bledsoe, Consumer Direct  
Brad Johnson, Winter and Co  
Jeremy Keene, WGM Group  
Nick Kaufman, WGM Group

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## Key Issues/Opportunities

Land Fill Truck Traffic

Bretz is in its 3<sup>rd</sup> Expansion

- 115 Employees
- Missoula, Billings, Boise, Portland

Consumer Direct Quality of Life

- 250-300 employees and clients
- Walkability
- Road connections

# North Reserve

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## Scott Street

- Traffic flow
  - Traffic signals/roundabouts
  - Light at Raser is good
  - Grant Creek Road access is tough (coming from the North)

### Costco Needs Additional Land from Bretz

- Bretz concerned about traffic impacts without additional access
- Access to Bretz is less than ideal, but Bretz is a destination

### Truck Traffic and Large Vehicles (RV's/trailers)

- Intersection geometrics/skew angles

### Grant Creek Road

- Separation to Reserve/block depth
- Could move Grant Creek Road if additional property were available from Roseburg

### Truck Routes

- 50/50 split East-West for landfill traffic
- 18 routes a day, 2-3 times per day, plus other users equals 100-200 VPD
- Most traffic comes from the south, might not use an I-90 interchange
- Roundabouts
- Bike/truck confronts
- Need left turn lanes
- Need intuitive/defined routes
- Dust on gravel roads
- Roseburg chip trucks
- Russell St overpass would be beneficial for trades

### Rail Access

- Republic uses some rail service

### Zoning

- How will this change in the future?
- Roseberg and landfill are long term uses

# North Reserve

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## Scott Street

### Republic Shop/Office on Rodgers

- Trucks, backup alarms
- Early morning
- Across from ballet school
- Avoid incompatible/random use
- Mix of car and truck traffic

### Consumer Direct

- Getting people in and out
- Most employees will come from South
- Mix of car and truck traffic

### Bretz

- Primary concern is not going backward with access
- Additional options for access to Reserve
- More heavy truck traffic (chip trucks) out of Grant Creek Corridor
- 90% is inventory/ 10% is storage for customers



# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** October 14, 2015

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** Industrial Focus Group

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**BY:** Nick Kaufman

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**ATTENDEES:** Nore Winter, Winter and Co.  
Ellen Buchanan, MRA Director  
Ruth Reineking, MRA Board  
Bob Oaks, North Missoula Community Development Corp  
Jenn Ewan, Missoula Economic Partnership  
Kim, Missoula Economic Partnership  
Andy Yuhas, Roseburg  
Max Bauer, Republic Services  
Rachel Anderson, Missoula Economic Partnership  
Jeff Delys, Diversified Drilling and KLS Hydraulics  
Nick Kaufman, WGM Group  
Jeremy Keene, WGM Group

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**Nore** opens and explains the process and the plan. The purpose is to provide for the future application of TIF funding in the Plan Area.

## Perspective Questions to Participants

- **Max Bauer** described their facilities:
- In the Plan Area:
  - They have their main office location off of Scott Street. The shop and main facility is adequate for their needs.
  - They also occupy a lease parcel from Washington for their large container storage. In two years, the lease will expire with Washington. They have rail access but do not use the rail.
- North of the Plan Area:
  - The landfill began in 1968 and has had several expansions.

- The next expansion will be in about 14 years into 167 acres to the west. They have approval from DEQ.
- They reclaim their sites with topsoil and grass.
- Technology for solar panels for the reclaimed areas. They plan to generate solar electricity and cogeneration of electricity from the methane generation.
- They have been working with Flathead and Rural Cooperatives and will be done in the next year. The Rural Coop will be the recipient of their power.
- They gave a conservation easement on the north hills
- **Max** said Rail Link and Roseburg are the biggest owners of land. They want to lease to rail only. Andy has no information that Roseburg is not selling topsoil. Republic has test wells all over that property. They will be putting in more test wells down behind Bretz as they do the expansion.
- How big is the study area?
  - 700 acres, 39% is in the city
- **Max** said Washington Corps has the gravel pit
- **Bob Oaks** noted the gravel is exhausted at the pit- Max was going to fill the gravel pit with their expansion but Washington wanted \$2 million for putting fill there.

**NOTE:** - NPK get the well logs from Max for gravel.

- **Andy Yuhas** stated they have 140 acres and spread up against Republic's land. They have improved the property and have been there for 40 years. Andy has been there for a year. Andy is the Environmental Manager and took over from Ellen Porter. Max donated the million yards of dirt, (\$2 million donation) for the earth berm at Roseburg.
- **Nore to Andy:** Are you going to expand to that space?  
Andy said there are no expansion plans for beyond the berm. They will develop an irrigation ditch out of Grant Creek for water. The excess land is for buffer.
- **Nore** asked if there were any circulation and access issues. Andy stated that there has been some friction with the RR relative to getting wireless across the tracks.
- **Andy** told us that Roseburg shares the spur with the Bordon- both spurs are important to Andy. The other spur runs along the city cemetery and ends at the gravel pit.

- **Nore** asked about the potential for a trail connection along the north side of the Roseburg property.
- **Andy** has not heard of that. He said he can take that back to management for consideration. He stated that it is needed as there are not connections there.
- **Nore** noted that it could be a big win.
- **Andy** said he would personally support it.
- **Ellen Buchanan** told us that Grant Creek Trail users and Consumer Direct want a bike trail for their employees.
- **Jenn Ewan** stated that their prospect companies want bike and pedestrian connections and other amenities like parks.
- **Max** noted that there are not a lot of people that bike across there.
- **Max** did say that Republic is willing to put a trail across the conservation easement. Do not want the fire risk etc.
- **Nore** asked if Roseburg was going to develop for other industrial users. Andy responded, no.
- **Jenn** just spoke to a videographer and the condos on Grant Creek Road are about 2000 sq. ft. They need 30,000 sq. ft. of space.
- **Nore** mentioned that there are some tech users going in on Grant Creek Road.
- **Andy** mentioned that digging trenches under the track is the issue for Roseburg. Other than that he has not heard of issues associated access to broadband.
- There was a question about Costco.
- **Ellen** noted it is still cooking and that it would front on Grant Creek Road.
- **Max** said that the last few people came to him has some people that are looking for 200 acres.
- **Nore** noted that, for Rail Link, the preferred users are rail users. What else? Compatible users for Roseburg?
- **Max** said Rail Link will want a rail user- Just lease. They are now aggressive with their leases.
- **Max** Rail link does not want any small customers. Rail Link wants large user but they have no room for anyone huge. They are pricing out the small users.
- **Ellen** asked are there other infrastructure deficiencies that affect the site.
- **Max** said they were connected to sewer in the Plan Area. The area above the interstate has no water.

- **Ellen** stated that there is no pressure on the public water but there is quantity so they have to put in pressure pumps at Consumer Direct.
- Raser Drive Crossing is closed.
- **Max** noted that there used to be a county road that went into the north hills.
- **Nore** asked if better street access would benefit Roseburg. Andy answered, no.
- **Bob** asked if there could be an interchange at Coal Mine Road.
- **Max** would have to move his office for the interchange.
- **Max** said it cost \$2.5 million for the 310 acres donated. Max donated the berm soil so the mill stayed open and could expand.
- **Andy** said they will put in more fences to corral the storage area and stay compliant for dust control. Now there are far fewer complaints from the air quality issues. Berm has been there since 1993 and is getting better and better.
- **Max** is involved in all the clean ups in the area that is White Pine.
- **Bob** wants that cleaned to residential standards.
- **Bob** noted that the Clawson site will be residential.
- **Jenn** has lived here for 19 years and in her current job she has not brought companies out to this area.
- **Ellen** said it is in a TIF district now.
- **Jenn** takes prospects out to the WYE and Stimson. She wants to know what facilities are out there and are there access questions.
- **Nore** asked who is looking.
- **Jenn** stated it was varied rifle manufacturing to server manufacturing. Is broadband available? They lose larger companies because they do not have the space like a car manufacturer would need.
- **Nore** asked who the peer competitors are to Missoula.
- **Jenn** responded that peer community competitors are Boise and Bozeman. She noted the Kaufman Report identifies Missoula as Number 1 for business startups.
- **Ellen** noted we have three distinct areas out here: commercial, industrial and residential. We have some land to create a more formalized industrial area. **Roseburg** is concerned that the city is growing up around them. An industrial area would be less risk to Roseburg.
- **Jenn** said there is an existing complex on Wyoming Street. It does not have three phase power. Zombie Tools is located there and is a tourist destination.
- **Nore** asked if you had a magic wand what would you do?

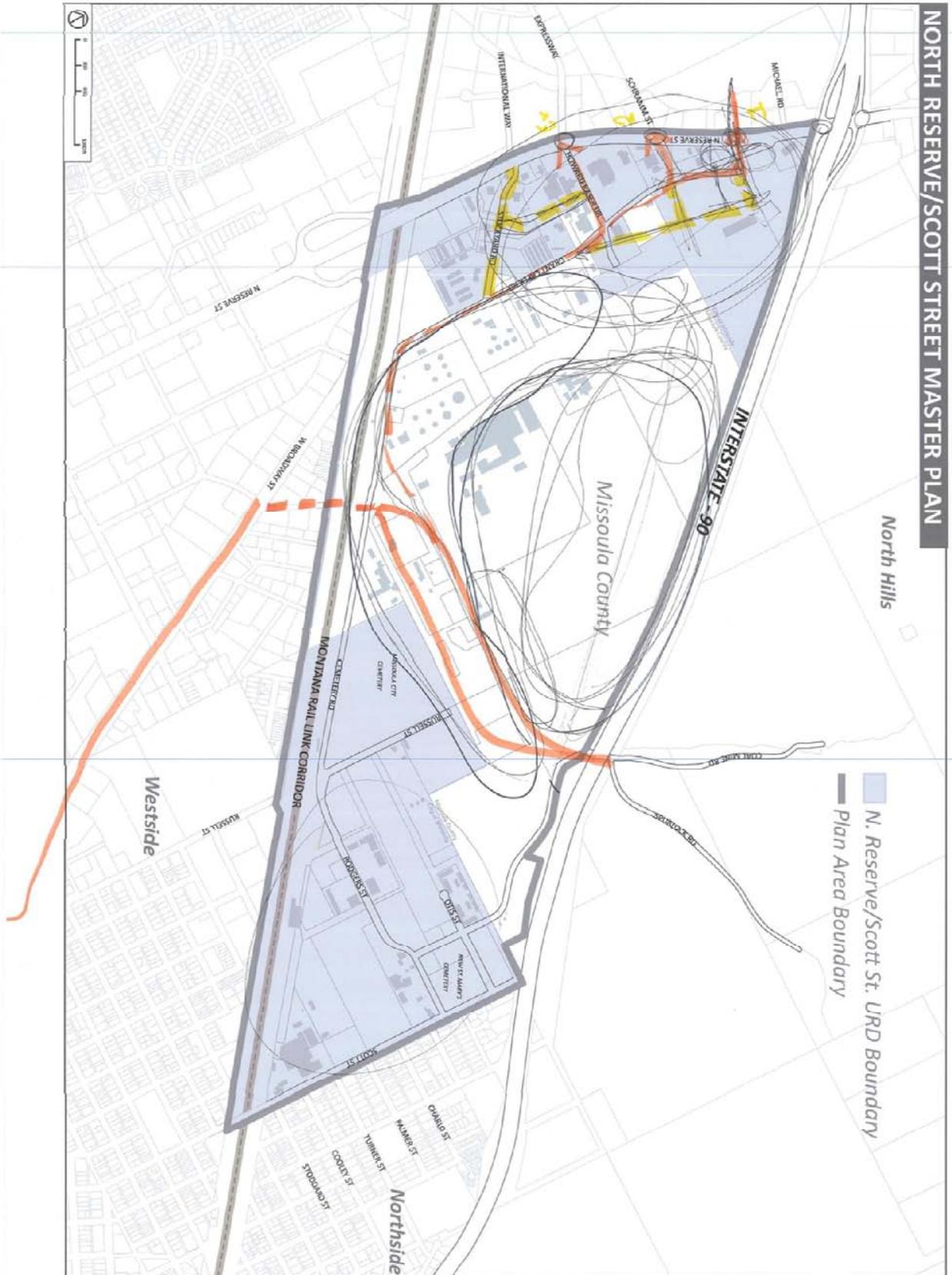
North  
**Reserve**  
**Scott**  
Street

- **Max** said if Costco moves out there and rail use restriction will affect that, fill in the gravel pit.
- Tom Coston is the one Max has been talking to at Rail Link.
- Rail prices constrain Republic's ability to use rail.
- Rail Link lease with BN is coming up. BN wants to buy it back. Note, actually the lease is a 100 year lease.
- Buffet took his money out of Republic to buy BN, Gates owns 1/3 of Republic.
- **Max** feels Roseburg would not sell land.
- Bretz wants more land.
- **Max** said Mt. Lumber and Thatcher are not expanding and the city moved their gravel storage.
- **Max** does not want to be annexed.

Attachments:

- CHS Missoula-Petroleum Terminal

# North Reserve Scott Street



urban advisors ltd



# **CHS Missoula - Petroleum Terminal**

## **Location**

CHS Inc. operates approximately 1/2 mile of pipeline in Missoula.

The CHS section of pipe begins at 3330 Raiser dr. in the YPL/P66 facility and ends at 3576 Grant creek rd. in the CHS facility.

The Pipe runs in the easement along Raiser and Grant creek and is buried at various depths.

## **Diameters/Pressures**

The pipe is 10 inches in diameter and typically operates at a low pressure no higher than 30 psi, the pipe is however designed to operate at pressures of up to 275 pounds per sq. inch.

The terminal connecting pipe is designed to accommodate a maximum flow rate of 3,512 bph.

## **Products**

The pipeline delivers of all of our finished product from sources in Laurel and Billings MT.

Products carried in the pipeline include: 84 oct., 91 oct., #1 clear and #2 clear diesels. Products are then blended at the terminal giving customers a finished product.

## **Terminal operations and employees**

We operate 2 truck loading bays and 3 rail loading spots, 24 hours a day, 7 days a week.

Total storage capacity is 5.9 Million gallons.

Tank farm is fully lined in case of a spill. The liner would direct product into a retention pond and prevent ground contamination. The property is also fully surrounded by containment dikes.

CHS Missoula employees a full time staff of 4 full time and 1 Seasonal.

The terminal has staff available 24 hours a day 7 days a week.

We have several employees who are trained and available for line locates. All Line locates need to be coordinated with "One call" by simply dialing 811.

All of our employees are HAZWOPER trained and attend an annual refresher course.

We also take part in an Annual spill response training coordinated by P66, YPL, and CHS

The terminal has been fully operational since July 2008 and has incurred 0 lost time accidents.

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** October 14, 2015

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** Parks/Open Space/Trails Focus Group

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**BY:** Jeremy Keene

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**ATTENDEES:**

Bob Oaks, North Missoula Community Development Corp  
Bruce Kramer, Consumer Direct  
Ron Regan, Missoula Cemetery  
Burt Lindler, Grant Creek Neighborhood  
Aaron Wilson, Development Services/MPO  
Donna Gaukler, Parks Department  
Chris Behan, MRA  
Jeremy Keene, WGM Group  
Nore Winter, Winter & Co.

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## Key Issues/Opportunities

### Cemetery

- Deed restrictions: Land reverts back to Stitch Family at original purchase price if not used for cemetery purpose
- Burials are declining
  - Cost of cremation
  - What is the future need for burial space?
  - Probably 100 years of capacity
  - 80 acres total land
  - Ron has documents
  - Does this restrict new streets?

### Consumer Direct

- Chose location based on available land and ability to expand in future
- Property has annexed into City and District
- Access and circulation are an issue, especially if Costco goes in

# North Reserve

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## Scott Street

- Interest in trail connections for employees

### Compatible Uses with Cemetery

- The Park Department gets many requests
- Ceremonial space
- Event/wedding space
- Greenspace/passive park
- Also for funerals, memorials/monuments
- Gazebos/arbors
- Restrooms
- Picture space

### Russell St/Other Street Connections

- Mausoleum area at the end of Russell
- Was Otis Street Vacated? Formally was an entrance in the Cemetery
- Future interstate connection?

### High Density Residential Needs Parks and Trails

- Townhouse exemption doesn't require parkland dedication

### Rogers/Cemetery/Grant Creek is Good Bike Connection

- I-90 interchange is difficult for bikes
- 8/80 rule (8 year old, 80 year old)
- Dangerous for less experienced riders
- Truck traffic
- Portion of road is in county R/W-no complete street parking

### Reserve Street/Randolf Property/N. Hill Doesn't Have a Trailhead or Parking

- Too busy/high speed for comfortable bike lanes
- Grant Creek Road is better bike route, but needs separated/protected bike way as traffic increases with development

### Northside Greenway

- Ends near Scott Street
- Extend along MRL service road?

# North Reserve

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## Scott Street

### Park to Park/Milwaukee Trail-Regional Connections

- Bring trail through downtown
- Bicycle tourism

### Residential to Park Space Connectivity

- 1 acre per 1,000 residents
- Trailhead/Park plazas
- Restrooms parking
- Parking for Randolph Homestead events (bus/van)
- Grant Creek Park and Ride

### Truck Traffic

- Larger roads generally worse for bike/pedestrians
- Interchange will be sensitive with neighborhood
  - Especially Russell Street
  - Development type-gas station, casino
  - North Hills development

### Land North of Roseburg

- Mountain bike parks
- Linear “pump truck” loop (Alpine Design)
  - Mountain bikes
  - Cycle cross
  - Cross country runners
- Open space/recreational/passive space
- Sawdust/winds
  - Still an issue at the cemetery



# North Reserve | Scott Street Master Plan Meeting Record

<b>MEETING DATE:</b>	October 13, 2015
<b>PROJECT NAME:</b>	North Reserve   Scott Street Master Plan
<b>SUBJECT:</b>	Residential/Neighborhood Focus Group
<b>BY:</b>	Jeremy Keene
<b>ATTENDEES:</b>	Bob Oaks, North Missoula Community Development Corp Ruth Reineking, MRA Board Collin Bangs, Scott Street Villages Tom Zavitz, City Development Services David Edgell, Edgell Builders Mark Edgell, Edgell Builders Chris Behan, MRA Nore Winter Brad Johnson Nick Kaufman, WGM Group Jeremy Keene, WGM Group

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## Key Issues/Opportunities

### Trail Connectivity

- Extend NS Greenway trail, connect to open spaces

### Neighborhood Services

- Middle School (kids bussed to C.S. Porter)

### Road “Crossing Connection”/Circulation and Access

### Affordable Housing/Entry-Level Workforce Housing

### Truck Traffic/Primary Traffic Streets Through Residential Access

- Align primary road corridor

#### What is City Going to Do with Their Land?

- The City owns significant land that is underutilized
- Portions are deed restricted for cemetery use
- Wood waste on City property-tree debris, etc.

#### White Pine Sash

- 1994 State Superfund Site
- 27 acres (including Clawson) adjacent to existing residential neighborhood and city services

#### Russell Street Overpass

- Concern for Westside Neighborhood impacts

#### Coal Mine Road Interchange

- Subdivision pressure on North Hills
- Wildlife and connection to open space

#### Limited Land Available for Residential Development Close to Town

- TIF district is limited
- Limited neighborhood opposition to more housing that is inappropriate with existing
- Preference for traditional neighborhood design

#### Homeowner Rates Increasing

- More stability
- More financing available of entry level buys (HUD would not finance NS in the 80's and 90's)

#### Buffer Heavy Industrial

- City cemetery provides somewhat of a buffer
- Neighborhood is neutral on Heavy Industry., as long as it isn't across the street
- Isolate but don't expand toward neighborhood
- Berm has been effecting in controlling air/sawdust problem

# North Reserve

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## Scott Street

### Neighborhood Services

- Survey indicates interest in neighborhood food services (grocery, coffee, bakery)

### Railroad Hazardous Materials

- Coal dust
- Petroleum

### Neighborhood Gathering Spot/Focal Point

- NS Park
- Community center
- Community greenhouse
- Whittier school/Head Start
- Kettlehouse/Red Bridge

### Development Will Increase Traffic on Scott Street

- Phillips/Scott Street intersection

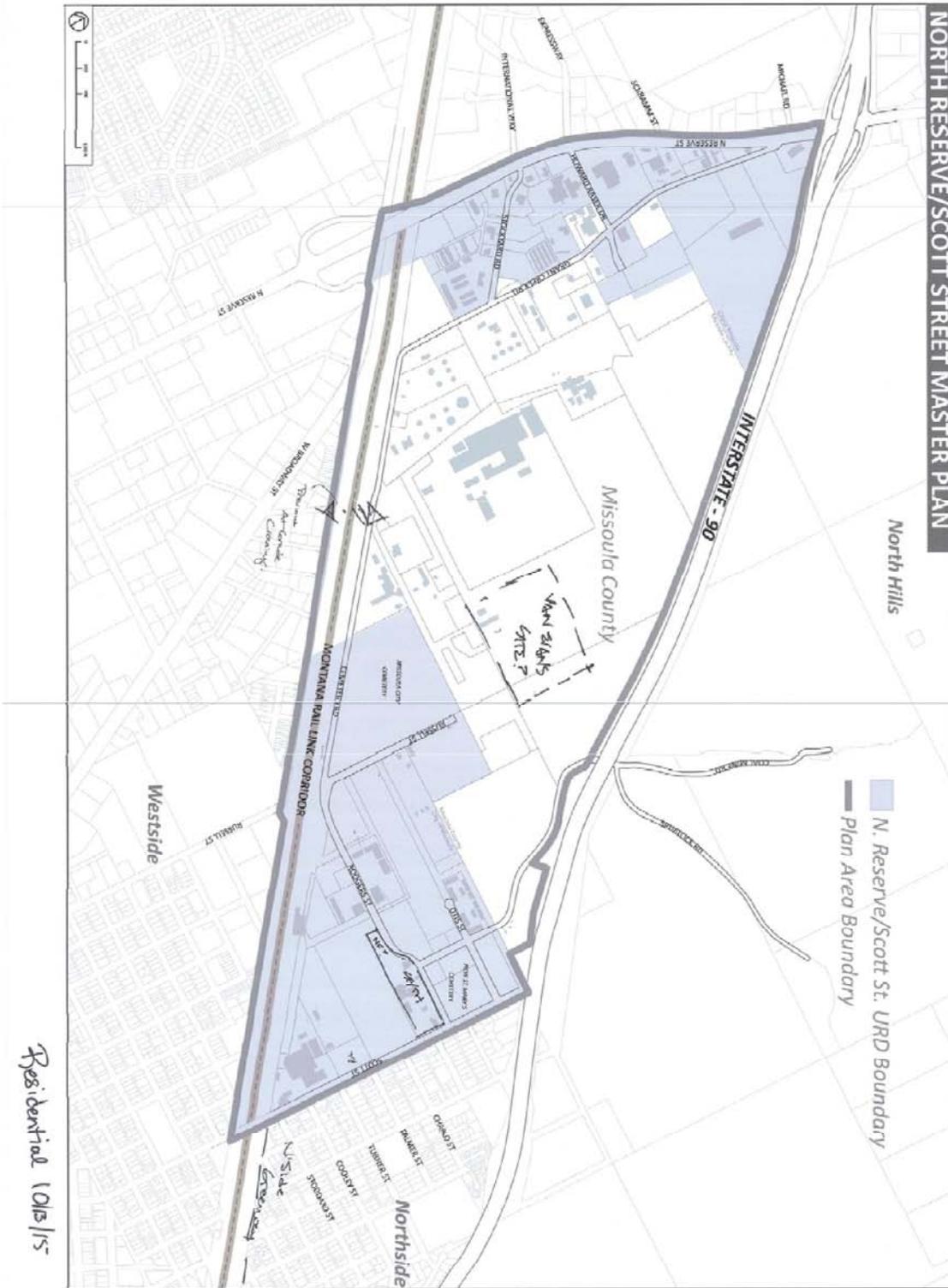
### Greenspace/Views North of the Cemetery



urban advisors ltd



# North Reserve Scott Street



urban advisors ltd



# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** October 2, 2015

**PROJECT NAME:** North Reserve | Scott Street Master Plan

**SUBJECT:** Grant Creek Neighborhood Council Leadership Team

**BY:** Nick Kaufman

**ATTENDEES:** Grant Creek Neighborhood Council Leadership Team, including:  
Ron Larsen  
Jane Kelly  
Dennis Muth  
Kim Birk  
Brian Walter  
Bert Lindler

Nick introduced himself and noted he was attending in place of Jeremy Keene who became unavailable for the meeting. Nick passed around a sign-up sheet for attendance and contact information. Then passed around the map of the Plan Area and discussed the TIF district boundary and the purpose of TIF and the reason for the master plan process. He asked the group to identify issues they may have that would be relevant to the planning process.

1. Making improvements to traffic flow on North Reserve was a high priority.
  - South bound Reserve right turn
  - Reserve congested
  - Orange Street is congested also
  - Businesses along Reserve Street are upset; the road is so congested it has a reputation as a place to stay away from
2. Bike and pedestrian trail connectivity was another important priority.
  - Bike pedestrian trail connections east-west through the plan area is desirable especially to be able to connect to Scott Street and the railroad overpass
  - Bike pedestrian trail connections north of I-90 would be a good idea

# North Reserve | Scott Street Master Plan

## Meeting Record

- By pass by Scott St to area Reserve St
3. Getting bus service to the mouth of Grant Creek is also high on their list.
    - Bus service-ends at Target
    - Using the Snow Bowl Park and Ride lot as a bus stop was one of their ideas. They could drive to the park and ride or walk or bike there and catch a bus if there was a bus route extension
  4. They were aware of both the city and county growth policy efforts and were tracking them
    - There are a few vacant lots in the commercial part of lower Grant Creek and the Jensen property west of the RMEF that could be developed perhaps for multi-family
  5. Connect Russell to I-90
    - Relieves traffic congestion on Reserve Street

Encl:

1. Meeting Agenda with notes
2. Community Workshop Flyer: Existing Conditions and Visioning
3. Focus Group Invite Draft including Grant Creek NCLT contacts
4. Plan Area Map

## Grant Creek Neighborhood Council Leadership Team Meeting Agenda

Date: October 5, 2015

Time: 11:30 a.m.

Location: The Montana Club  
4561 N. Reserve St.  
Missoula, MT 59808

- 
1. North Reserve/Scott Street Urban Renewal Master Plan – Jeremy Keene, Principal Engineer, WGM Group, Inc.
  2. Refreshments for the Ward 2 Candidate Forum
  3. Grant application for traffic signal box beautification, North and South sides of the Reserve Street/I-90 Interchange
  4. Update on additional southbound lane and possibly a right-turn lane for Grant Creek Road at the I-90 Interchange
  5. Update on Grant Creek Trail, City and County Sections
  6. Schedule at date/plan for general meeting  
Possible Agenda items: School Bond  
Update on Additional Southbound Lanes  
Grant Creek Trail  
Leadership Team Elections  
Windsor Park Phases 1-7, Northgate  
Development Park and East of Grant  
Creek Road
  7. Community Forum Report – Bert Lindler and Ron Larsen
  8. Office of Neighborhoods Report – Jane Kelly
  9. New Business
  10. Public comment on non-agenda items

## 11. Announcements

Jane Kelly, Neighborhood Coordinator [jkelly@ci.missoula.mt.us](mailto:jkelly@ci.missoula.mt.us)  
Jeremy Keene, WGM Group [jkeene@wgmgroup.com](mailto:jkeene@wgmgroup.com)

552-6081  
728-4611

Grant Creek Neighborhood Council Leadership Team [grantcreek@missoula-neighborhoods.org](mailto:grantcreek@missoula-neighborhoods.org)

Road Imp

Grant Creek Trail Assoc got to Scott St Ridge

Bus service - Ends @ Target - got the

Dass closer

- Traffic Issues

- City CP  
City CP

- Bypass by Scott St to avoid Reserve St
- Park & Ride if no bus service
  - Bus stop @ Park & Ride -
  - Bikes out of area set bus there

• Spauld Reserve Rt Turn

• Reserve congested

= mail to family -

• Back Roads to get Back

• Orange congested Also

+ Park & Ride & Bus stop

\*\* connect Russell to I-90

• Relieve traffic

Business up set  
Bad Place to go

\* Trail N of I-90

\* Trail between I-90 & RR

← Res

# North Reserve/Scott Street Master Plan

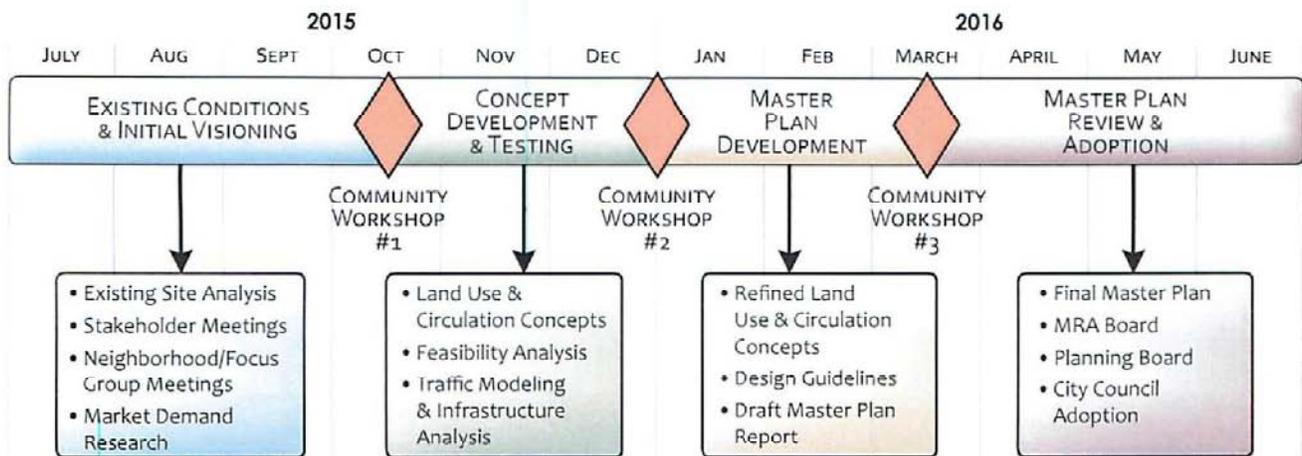
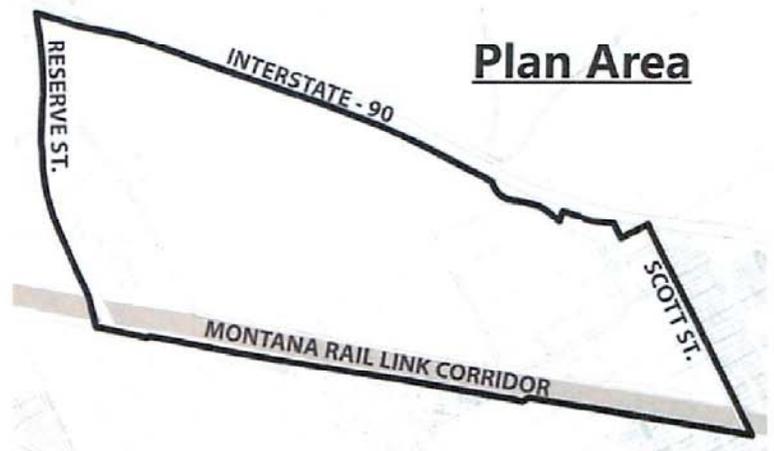
## Community Workshop #1: Existing Conditions & Visioning

Please join us to share your ideas for the future of the new North Reserve Scott Street Urban Renewal District!

**Wed, October 14th, 6:30 - 8:30 pm**  
**Ruby's Inn, 4825 N. Reserve Street, Missoula**

The Missoula Redevelopment Agency (MRA) recently initiated an exciting planning project for the North Reserve/Scott Street area in Missoula! The North Reserve/Scott Street Master Plan will focus on improving transportation connections for all modes of travel, enhancing opportunities for industrial uses that provide good paying jobs and exploring the potential for new homes and businesses that will stimulate Missoula's economy. The Master Plan will create a technical road map for the future, based on a community-driven process that reflects the needs and ideas of area landowners, businesses, and residents.

As an initial step, the MRA and its consultants will host a lively Community Workshop to hear the community's goals, identify issues that need to be addressed in the process, and begin identifying potential improvements.



### For more information:

[www.ci.missoula.mt.us/1791/District---North-ReserveScott-Street](http://www.ci.missoula.mt.us/1791/District---North-ReserveScott-Street)

[www.facebook.com/NRSSmasterplan](https://www.facebook.com/NRSSmasterplan)



Chris Behan, MRA  
 cbehan@ci.missoula.mt.us



Jeremy Keene, WGM Group  
 jkeene@wgmgroup.com  
 (406) 728-4611

## Focus Group Invite

DRAFT 10/2/15

You are invited to join us to share your ideas for the future of the new North Reserve Scott | Street Urban Renewal District. The Missoula Redevelopment Agency and its consultants will host Focus Group Meetings October 13-14 in conjunction with a Community Workshop to explore important aspects of the Master Plan.

The following focus group topics are planned. Please choose a meeting that best fits your interest and RSVP to Cindy Kuns at [ckuns@wgmggroup.com](mailto:ckuns@wgmggroup.com) or 728-4611. If you know others who may be interested in attending a focus group meeting or the community workshop, please feel free to share this invitation.

- **Residential/Neighborhood Focus Group**  
Tuesday, October 13<sup>th</sup>, 3:30-4:45pm  
Missoula Redevelopment Agency, 140 West Pine Street, Missoula
- **Parks/Open Space/Trails Focus Group**  
Wednesday, October 14<sup>th</sup>, 9:00-10:15am  
WGM Group, 1111 E. Broadway, Missoula
- **Commercial Focus Group**  
Wednesday, October 14<sup>th</sup>, 10:30-11:45am  
WGM Group, 1111 E. Broadway, Missoula
- **Industrial Focus Group**  
Wednesday, October 14<sup>th</sup>, 10:30-11:45am  
WGM Group, 1111 E. Broadway, Missoula

### **Community Workshop: Existing Conditions & Visioning**

Wed, October 14th, 6:30 - 8:30 pm

Ruby's Inn, 4825 N. Reserve Street, Missoula

In preparation for the meetings, please consider the following questions:

- How long have you lived near/regularly used/worked in/owned property in the Plan Area?
- What are the key issues facing the Plan Area today?
- What are the key opportunities for the Plan Area's near-term and long-term future?
- Which land uses are appropriate or desirable for the Plan Area over the next 20 years?
- Which land uses are inappropriate or undesirable for the Plan Area over the next 20 years?
- What neighborhood services, amenities, and/or infrastructure are needed now or will be over the next 20 years?
- [Commercial and industrial interests] Do you have plans to physically expand your business in the Plan Area?

For more information, please see the attached Community Workshop invitation, or visit <http://www.ci.missoula.mt.us/1791/District---North-ReserveScott-Street>

- Ron Larsen
- Jane
- Dennis Muth
- Kim Birk
- Brian Walter
- Sarah

- Beert Lindler blindler@montana.com

jkelley@ci.missionla.mt.us

cmueller@ci.missionla.mt.us

kbirck@aol.com

MAXCATLARSEN@AOL.COM

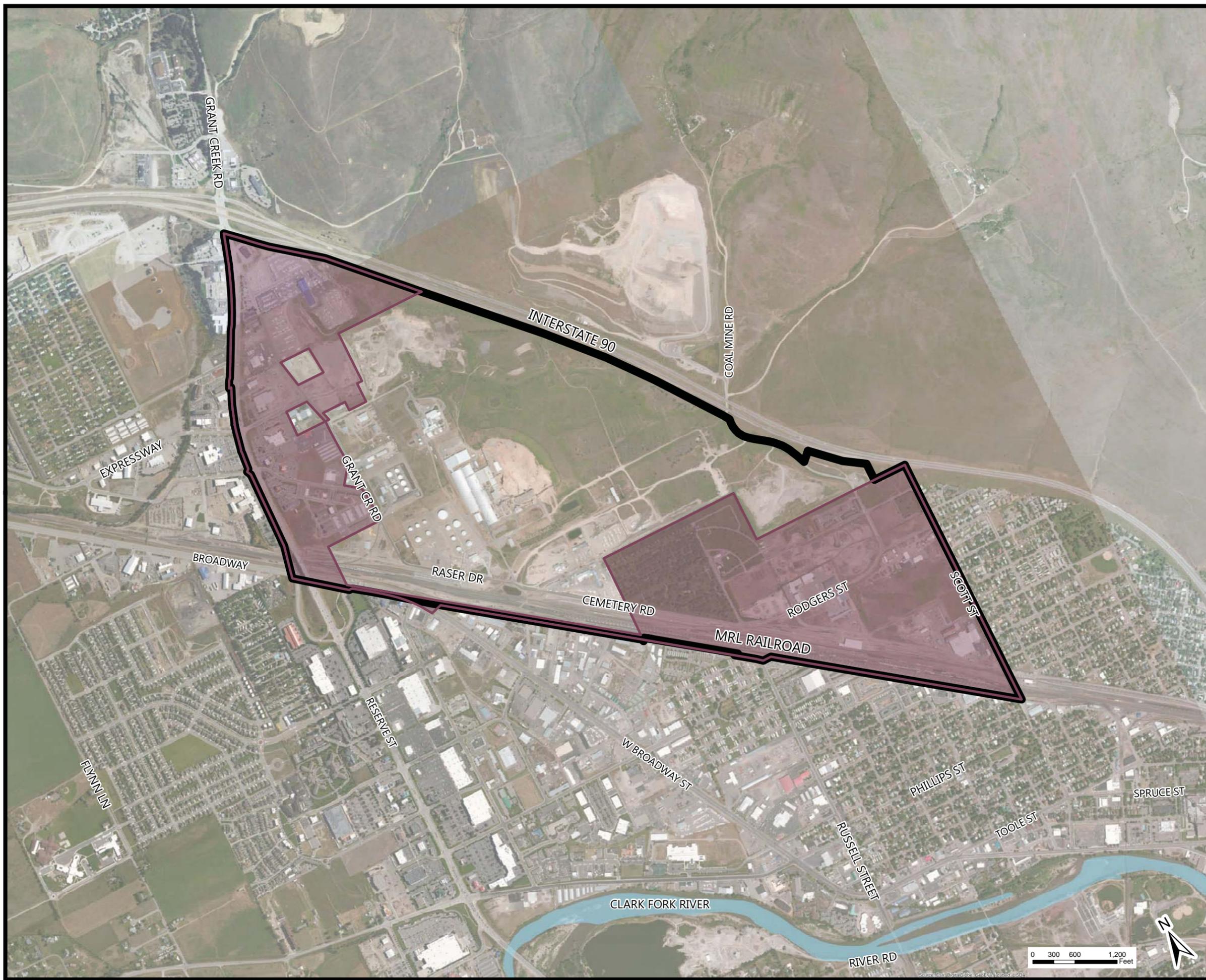
dc\_muth\_42@qunzilo.com

fbwalter@aol.com

# North Reserve Scott Street

## PLAN AREA

- Plan Area
- N. Reserve/Scott St. URD Boundary



September 2015  
**WGMI**  
GROUP

Disclaimer: This map is neither a legally recorded map nor a survey and is not intended to be used as such. WGM Group does not guarantee the accuracy, current status, or completeness of the material contained herein and is not responsible for any misuse or misrepresentation of this information or its derivatives. This map is a graphic representation and is to be used for general planning purposes only.

Project: 15-04-06 By: MG/sma  
File: Plan Area Reviewed: KD  
Date: 10/2/15

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** November 18, 2015

**PROJECT NAME:** North Reserve | Scott Street Master Plan

**SUBJECT:** Grant Creek Neighborhood Council General Meeting

**BY:** Kate Dinsmore

**ATTENDEES:** Grant Creek Neighborhood

Comments and questions:

- Bike lanes and trails may not be necessary. There needs to be a study to determine if anyone would use the bike facilities and to see if there are already adequate facilities in place such as the bike lanes on Reserve Street.
- Will the portion of the Plan Area be annexed into the City? Can TIF funds be used in the County?
- Additional traffic signals on Reserve Street are unnecessary and won't help the flow of traffic.
- Costco – Is Costco going to be relocating to this area? How would Costco affect traffic?
- Grant Creek Trail Connection – There needs to be a bike connection from the Grant Creek Trail across the Reserve/I-90 intersection. This area is extremely difficult for bikes.
- Park & Ride – Would like to see a Park & Ride option in the area of the Reserve/I-90 intersection. Additional bus routes to the Grant Creek area would be appreciated.
- Connection from new interstate access to Broadway was viewed favorably to relieve congestion on Brooks Street.

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** September 22, 2015

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** Northside/Westside Neighborhood Council Leadership Team Meeting

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**BY:** Jeremy Keene

---

**ATTENDEES:** Northside/Westside Leadership Team

Leslie Gallant

Kali Becher

Terri Roberts

Ann Quirk

Heidi West

Chris Jackson

Andi Hoelzel

Jane Kelly, Neighborhood Coordinator

Brian Bessette, Lowell Elementary Principal

Syris Trahan, DEQ

Brian Douglas, Huttig Building Products (White Pine Sash owner)

Bob Oaks, North Missoula Community Development Corp

Bryan von Lossberg, City Council Ward 1

Dale Bickell, City of Missoula CAO

Jeremy Keene

---

## MCPS Bond Presentation:

- Lowell School renovation to begin Summer 2016 if bond is successful
- Plan is to preserve the historic building and completely renovate the interior
- Long term investment in K-6 school that serves both Westside and Northside neighborhoods

## White Pine Sash Clean-Up (see handout):

- Work plan finalized this month, cleanup expected to begin this fall/winter
- Soil cleanup expected to take 4-5 years (west half of site)

# North Reserve | Scott Street Master Plan Meeting Record

- Groundwater treatment may take longer
- East half of the site could be ready as soon as next year (~10 acres, residential standard)
- Neighborhood is interested in finding additional funds to clean entire site to residential standard. None identified at this point, but TIF funds were mentioned

## North Reserve/Scott Street Master Plan:

- Public Workshop and Focus Group meetings October 14<sup>th</sup>
- Neighborhood Council would like a focus group meeting
- What are the risks/requirements related to Yellowstone Pipeline (crosses I-90 at Coal Mine Rd)?
- What are the wells in the area northwest of the cemetery? Possibly monitoring wells for landfill plume?
- Consider land use if new interchange at Coal Mine Rd/I-90. Neighborhood doesn't want typical highway casino/gas station uses
- New interchange would put pressure on North Hills for subdivision
- New interchange would relieve congestion at Orange Street, improve neighborhood access, reduce truck traffic through neighborhood.
- Look for opportunities to connect/modify bus routes to serve major employers in district
- Rodgers/Cemetery Rd is bad for bikes. There are destinations along Rodgers that neighborhood could bike to (i.e. ballet studio) but currently too dangerous for kids.
- A portion of Rodgers/Cemetery Rd may be county right-of-way
- Bike/walk connections will improve neighborhood desirability/property values
- Connect Northside Greenway to Grant Creek Trail
- Connect to Rattlesnake Trails

## Attachments:

- Meeting agenda
- Missoula White Pine Sash Facility Update Flyer from DEQ
- Northside/Westside Neighborhood survey results

## **Northside/Westside Neighborhood Council Leadership Team Meeting Agenda**

Date: September 22, 2015

Time: 6:00 p.m. – 8:00 p.m.

Location: Burns St. Commons  
1500 Burns St.  
Missoula, MT 59802

- 
1. Missoula County Public Schools Bond Presentation – Brian Bessette, Lowell Elementary Principal
  2. White Pine Sash Clean-Up Presentation (Department of Environmental Equality) – Syris Trahan, Env Science Specialist
  3. North Reserve/Scott Street Urban Renewal Master Plan—Jeremy Keene, WGM Group
  4. Community Forum Report – Heidi West
  5. Office of Neighborhoods Report – Jane Kelly, Neighborhood Coordinator
  6. New Business
  7. Public comment on non-agenda items
  8. Announcements

Jane Kelly, Neighborhood Coordinator  
Syris Trahan, Env Science Specialist  
Brian Bessette, Lowell Elementary Principal

[jkelly@ci.missoula.mt.us](mailto:jkelly@ci.missoula.mt.us)  
[strahan@mt.gov](mailto:strahan@mt.gov)  
[brbessette@mcps.k12.mt.us](mailto:brbessette@mcps.k12.mt.us)

552-6081  
444-6556  
728-2400 x 4400

## What is important to the Northside/Westside Neighbors?

1. Working with Poverello – 16 Votes
2. Bike Ped Access – 14 Votes
3. Boulevard Trees – 14 Votes
4. Russell Street – 14 Votes
5. Safe Routes to school – 13 Votes
6. Bike Path lighting – 11 Votes
7. Municipal Ownership of Water System – 11 Votes
8. Neighborhood Greenways – 8 Votes
9. Bridges – 5 Votes
10. Pocket Park Clean up at East End of Turner St. – 5 Votes

# Facility Update

September 2015

## CURRENT STATUS OF THE MISSOULA WHITE PINE SASH FACILITY

In February 2015, the Montana Department of Environmental Quality (DEQ) issued the Record of Decision (ROD) for the Missoula White Pine Sash (MWPS) Facility. The ROD outlines what cleanup DEQ is requiring at the MWPS Facility and how that cleanup must occur. The ROD includes multiple cleanup activities to address various types of contamination in soil and groundwater:

- Excavation and off-site disposal of surface soils and subsurface soils contaminated with dioxins/furans, methane generating wood waste, and cadmium (ash).
- Excavation and treatment of surface and subsurface soils contaminated with pentachlorophenol, petroleum, and dioxins/furans. Soil treatment will occur in a lined treatment cell (land treatment unit or LTU).
- For soils that cannot be removed by traditional excavation practices, in-situ chemical oxidation (ISCO) will be used. ISCO involves applying a chemical oxidant, which will react with contaminants and break them down into non-hazardous byproducts like carbon dioxide and water.
- ISCO will also be used to treat contamination in the groundwater.

Cleanup activities will also include restrictions on property use, fencing to control access, and dust suppression activities.

## THE REMEDIAL ACTION WORK PLAN

Huttig Building Products, Inc. (Huttig), the liable party at the MWPS Facility, prepared the Remedial Action Work Plan (RAWP), which was approved by DEQ in early September 2015. The RAWP serves as a roadmap for implementing the cleanup at the Facility, and helps to organize how different portions of the remedy will be phased, including how the work can be staged and scheduled around Montana's weather. The RAWP also identifies additional work plans and engineering design documents needed to execute individual portions of the remedy.

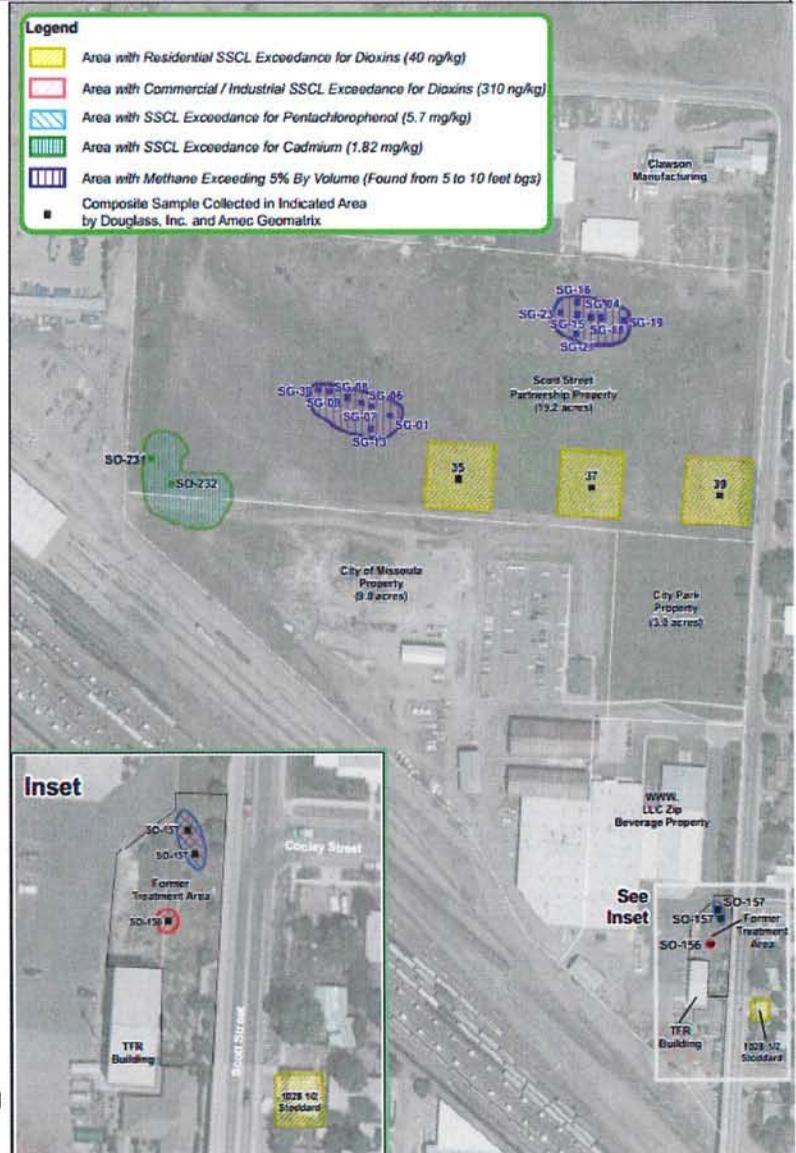


Figure 1 - The Missoula White Pine Sash Facility (SSCL - Site Specific Cleanup Level)

## NEXT STEPS AT THE FACILITY

Huttig is working to begin implementing some portions of the ROD-required remedy. During the fall/winter of 2015 and 2016, Huttig plans to collect additional samples to define the volume of methane-generating wood waste (purple areas in Figure 1) and determine if it can be recycled at a local composting facility; define the extent and excavate the cadmium-impacted (ash) soils followed by off-site disposal (green area in Figure 1); and better define the volume of dioxin-contaminated soils on the northeastern portion of the Facility prior to excavation (yellow areas Figure 1). Huttig plans to excavate and dispose/recycle the methane-generating wood waste offsite starting in spring, 2016. If the methane-generating wood waste is determined appropriate for recycling, staging may be required due to volume restrictions at the composting facility. The locations of these activities are shown in the included figure (above).

## **FUTURE PLANS FOR THE MWPS FACILITY**

Some aspects of the remedy, such as construction of the LTU, excavation of the soils in the former treatment area near the Scott Street Bridge, and application of the chemical oxidant, require extensive planning and engineering design prior to implementation. Design work for these portions of the cleanup, including some of the investigations needed to gather the necessary information, is scheduled to begin in the spring of 2016.

Throughout the design process and while cleanup is underway, DEQ will provide updates through mailings to people on the mailing list and/or through meetings so that interested persons have an opportunity to learn more about the upcoming cleanup activities planned for the MWPS Facility.

## **WHERE CAN I FIND MORE INFORMATION ABOUT THE MWPS FACILITY?**

Additional information about the MWPS Facility can be found online at DEQ's website at

<http://deq.mt.gov/StateSuperfund/missoulawhitepinesash.mcp.x>.

Information can also be found at DEQ's Remediation Division Helena Office at 1225 Cedar St. in Helena, Montana. Some of the documents are also available for review at the Mansfield Library at the University of Montana in Missoula.

### **Contact Information:**

Syris Trahan  
DEQ-Remediation Division  
P.O. Box 200901  
Helena, MT 59620-0901  
406-444-6556  
1-800-246-8198 (toll free)  
[strahan@mt.gov](mailto:strahan@mt.gov)



Remediation Division  
P.O. Box 200901  
Helena, MT 59620

Name  
Address  
City, State, Zip



# Northside/Westside Neighborhood Survey 2014

	All (463 Surveys)	Northside Residents (236 Surveys – 54%)	Westside Residents (205 Surveys – 46%)	Business Owners (65 Surveys – 14%) Northside: 43% Westside: 59%
<b>Own home/business (Q9)</b>	63%	63%	65%	88%
<b>Rent home/business (Q10)</b>	41%	39%	42%	31%
<b>How long have you lived in your neighborhood? (Q3)</b>	11%	13%	9%	12%
<i>Less than 1 year</i>				
<i>1-5 years</i>	<b>39%</b>	<b>38%</b>	<b>42%</b>	31%
<i>6-10 years</i>	20%	20%	21%	19%
<i>More than 10 years</i>	30%	30%	28%	<b>38%</b>
<b>Where would you most like to live or own a business? (Q4)</b>	<b>69%</b>	<b>75%</b>	<b>61%</b>	<b>82%</b>
<i>In my neighborhood</i>				
<i>Elsewhere in Missoula</i>	22%	20%	24%	10%
<i>Outside Missoula</i>	9%	5%	14%	7%
<b>Renters who would like to buy a home in the neighborhood in the next 10 years (Q11)</b>	25%	28%	22%	16%
<b>Percentage of total household income paid in rent or mortgage (not including utilities) (Q12)</b>	12%	11%	13%	3%
<i>Greater than 50%</i>				
<i>30% to 50%</i>	<b>49%</b>	<b>48%</b>	<b>49%</b>	<b>62%</b>
<i>Less than 30%</i>	39%	41%	38%	35%
<b>What 3 neighborhood qualities do you appreciate most? (Q5)</b>	14%	11%	17%	22%
<i>Quality of neighborhood schools</i>				
<i>Historic houses and buildings</i>	23%	28%	19%	19%
<i>Sense of community</i>	<b>49%</b>	<b>58%</b>	<b>41%</b>	46%
<i>Parks, gardens, and open space</i>	<b>51%</b>	<b>56%</b>	<b>45%</b>	46%
<i>Housing affordability</i>	38%	38%	39%	34%
<i>Street safety</i>	14%	14%	13%	19%
<i>Good public transportation</i>	15%	12%	17%	15%
<i>Diversity of people</i>	19%	20%	18%	25%
<i>Access to grocery and other shopping</i>	33%	26%	<b>41%</b>	25%
<i>Close to downtown</i>	<b>53%</b>	<b>60%</b>	<b>45%</b>	54%
<i>Low crime rate</i>	13%	13%	13%	13%
<i>Employment opportunities</i>	2%	1%	3%	7%
<i>Other</i>	4%	4%	4%	10%
<b>In what areas does your neighborhood need improvement? (Q6)</b>	15%	19%	12%	20%
<i>Quality of neighborhood schools</i>				
<i>Protection/preservation of historic houses and buildings</i>	18%	22%	13%	20%
<i>Sense of community</i>	9%	8%	9%	15%
<i>Parks, gardens, and open space</i>	24%	24%	24%	<b>31%</b>
<i>Housing affordability</i>	19%	16%	23%	14%
<i>Street (traffic) safety</i>	<b>38%</b>	<b>32%</b>	<b>44%</b>	<b>42%</b>
<i>Good public transportation</i>	10%	12%	7%	9%
<i>Diversity of people</i>	3%	3%	3%	3%

	All (463 Surveys)	Northside Residents (236 Surveys – 54%)	Westside Residents (205 Surveys – 46%)	Business Owners (65 Surveys – 14%) Northside: 43% Westside: 59%
<i>Access to retail grocery</i>	18%	28%	8%	25%
<i>Crime rate</i>	<b>38%</b>	<b>32%</b>	<b>45%</b>	<b>38%</b>
<i>Employment opportunities</i>	14%	17%	11%	17%
<i>Bike lanes/designated bike route</i>	21%	20%	23%	17%
<i>More sidewalks</i>	<b>34%</b>	<b>36%</b>	<b>33%</b>	18%
<i>More traffic calming</i>	21%	20%	21%	18%
<i>Other</i>	11%	14%	9%	14%
<b>How often do you speak to neighbors on your block or street? (Q7)</b>	<b>46%</b>	<b>50%</b>	<b>44%</b>	<b>46%</b>
<i>daily</i>				
<i>About once a week</i>	37%	37%	37%	34%
<i>About once a month</i>	8%	7%	10%	12%
<i>A couple times a year</i>	5%	6%	5%	4%
<i>Never</i>	3%	1%	4%	4%
<b>What kinds of activities do you share with your neighbors? (Q8)</b>	<b>44%</b>	<b>49%</b>	<b>39%</b>	42%
<i>Social activities</i>				
<i>Neighborhood clean-up</i>	12%	13%	11%	17%
<i>Yard work and home repair</i>	<b>42%</b>	<b>46%</b>	<b>37%</b>	<b>50%</b>
<i>Child care</i>	12%	15%	10%	23%
<i>Address neighborhood problems</i>	31%	30%	30%	<b>45%</b>
<i>None of the above</i>	32%	30%	34%	35%
<i>Other</i>	6%	7%	7%	9%
<b>What are the 3 greatest housing needs in your neighborhood? (Q13)</b>	31%	27%	33%	24%
<i>Affordable rentals</i>				
<i>More mobile home spaces</i>	1%	1%	1%	3%
<i>Affordable homebuyer opportunities</i>	<b>46%</b>	<b>49%</b>	<b>42%</b>	<b>47%</b>
<i>Improvement of substandard housing</i>	<b>58%</b>	<b>63%</b>	<b>52%</b>	<b>64%</b>
<i>Group homes and shelters</i>	3%	0%	5%	3%
<i>Landlord/tenant conflict resolution</i>	8%	5%	11%	9%
<i>Rent control</i>	17%	20%	14%	5%
<i>Creation of historic districts/historic district protections</i>	24%	26%	23%	28%
<i>Mobile home park improvements /rehabilitation</i>	32%	27%	38%	36%
<i>Other</i>	8%	10%	6%	12%
<b>Opinion about amount of housing for the elderly (Q42)</b>	1%	2%	0%	2%
<i>Too much</i>				
<i>Just right</i>	<b>59%</b>	<b>61%</b>	<b>56%</b>	<b>60%</b>
<i>Too little</i>	40%	37%	44%	38%
<b>Opinion about amount of multi-family housing developments of 5 or more units (Q42)</b>	39%	43%	34%	<b>52%</b>
<i>Too much</i>				
<i>Just right</i>	<b>51%</b>	<b>50%</b>	<b>54%</b>	40%
<i>Too little</i>	10%	7%	13%	9%
<b>Opinion about amount of multi-family housing developments of 2-4 units (Q42)</b>	20%	22%	18%	24%
<i>Too much</i>				

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<i>Just right</i>	<b>64%</b>	<b>64%</b>	<b>64%</b>	<b>45%</b>
<i>Too little</i>	16%	14%	18%	21%
<b>Opinion about amount of emergency housing for the homeless (Q42)</b>	26%	20%	32%	34%
<i>Too much</i>				
<i>Just right</i>	<b>47%</b>	<b>52%</b>	<b>43%</b>	<b>45%</b>
<i>Too little</i>	27%	28%	25%	21%
<b>Opinion about amount of housing for the disabled (Q42)</b>	2%	2%	2%	2%
<i>Too much</i>				
<i>Just right</i>	<b>51%</b>	<b>51%</b>	<b>51%</b>	<b>49%</b>
<i>Too little</i>	47%	47%	47%	<b>49%</b>
<b>Are you aware of the following neighborhood and community resources? (Q16)</b>	37%	34%	40%	47%
<i>Lowell Family Resource Center</i>				
<i>Missoula Urban Demonstration Project</i>	66%	<b>73%</b>	59%	<b>80%</b>
<i>Tool Library</i>	<b>71%</b>	<b>75%</b>	67%	<b>77%</b>
<i>Partnership Health Center</i>	<b>72%</b>	<b>70%</b>	<b>73%</b>	<b>80%</b>
<i>HeadStart</i>	67%	<b>78%</b>	57%	<b>70%</b>
<i>Missoula Crime Victim’s Advocate Program</i>	31%	30%	32%	41%
<i>Missoula Outdoor Cinema</i>	<b>71%</b>	<b>81%</b>	63%	<b>76%</b>
<i>Federated Northside/Westside Neighborhood Councils</i>	50%	54%	46%	48%
<i>Missoula Housing Authority</i>	59%	61%	57%	59%
<i>North Missoula Community Development Corp</i>	45%	50%	40%	59%
<i>YWCA Missoula</i>	<b>76%</b>	66%	<b>71%</b>	<b>74%</b>
<i>NMDCDC Land Trust Homes</i>	26%	28%	23%	35%
<i>Human Resource Council</i>	32%	32%	32%	44%
<i>Missoula Food Co-op</i>	<b>73%</b>	<b>74%</b>	<b>73%</b>	<b>79%</b>
<i>HomeWORD</i>	52%	53%	53%	62%
<i>Poverello Center</i>	<b>88%</b>	<b>88%</b>	<b>89%</b>	<b>86%</b>
<i>Home Resource</i>	<b>73%</b>	<b>72%</b>	<b>74%</b>	<b>85%</b>
<i>Zootown Arts Community Center</i>	68%	<b>77%</b>	58%	<b>73%</b>
<i>Garden City Harvest</i>	64%	67%	59%	<b>73%</b>
<i>Free Cycles Missoula</i>	62%	66%	59%	62%
<i>Burns Street Community Center</i>	59%	64%	55%	65%
<i>Missoula Clay Studio</i>	54%	54%	54%	58%
<i>WORD</i>	52%	51%	53%	62%
<i>Lowell School’s Clinic services</i>	43%	40%	46%	47%
<i>Imagine Missoula</i>	16%	16%	14%	21%
<b>Are you aware of the following state and federal programs? (Q17)</b>	<b>87%</b>	<b>90%</b>	<b>84%</b>	<b>91%</b>
<i>Home ownership assistance</i>				
<i>Housing rehabilitation assistance</i>	25%	24%	24%	26%
<i>Opportunities for small business start-up or expansion</i>	39%	38%	38%	32%
<i>Rental deposit assistance</i>	16%	13%	18%	12%
<i>Sewer hook-up assistance</i>	12%	9%	13%	9%
<b>Households that grow some of their own food (Q28)</b>	63%	67%	60%	81%

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<b>Which of the following businesses and services do you currently use in your neighborhood? (Q14)</b>	27%	17%	38%	29%
<i>Health care</i>				
<i>Food Co-op</i>	23%	23%	24%	26%
<i>Child Care</i>	3%	3%	3%	5%
<i>Retail Grocery</i>	<b>63%</b>	<b>46%</b>	<b>83%</b>	<b>55%</b>
<i>Coffee shop</i>	28%	24%	31%	32%
<i>Restaurant</i>	<b>46%</b>	<b>37%</b>	<b>54%</b>	<b>51%</b>
<i>Auto repair</i>	14%	7%	22%	20%
<i>Bar/casino</i>	19%	16%	22%	20%
<i>Social services</i>	4%	1%	6%	2%
<i>Gas station/convenience store</i>	<b>77%</b>	<b>81%</b>	<b>75%</b>	<b>72%</b>
<i>Thrift store</i>	27%	13%	43%	31%
<i>Other retail</i>	10%	4%	18%	9%
<i>Other (please specify)</i>	15%	14%	17%	15%
<b>Which of the following businesses and services does your neighborhood need, or need more of? (Q15)</b>	7%	8%	6%	10%
<i>Health Care</i>				
<i>Child care</i>	10%	12%	7%	13%
<i>Retail Grocery</i>	21%	30%	12%	29%
<i>Free Cycles satellite shop</i>	24%	24%	25%	23%
<i>Healthy take-out meals</i>	<b>58%</b>	<b>57%</b>	<b>61%</b>	<b>63%</b>
<i>Co-op office space</i>	13%	16%	9%	31%
<i>Import market</i>	9%	7%	12%	11%
<i>Artisanal bakery</i>	41%	43%	39%	37%
<i>Coffee shop</i>	<b>50%</b>	<b>57%</b>	<b>44%</b>	<b>55%</b>
<i>Copy shop</i>	8%	7%	10%	10%
<i>Garden shop</i>	22%	26%	19%	18%
<i>Hardware store</i>	24%	22%	27%	23%
<i>Small neighborhood grocery</i>	<b>55%</b>	<b>65%</b>	43%	<b>60%</b>
<i>Restaurant</i>	44%	44%	<b>46%</b>	45%
<i>Banking</i>	10%	9%	11%	13%
<i>Auto repair</i>	5%	4%	5%	10%
<i>Bar/casino</i>	5%	5%	4%	11%
<i>Social services</i>	3%	4%	1%	5%
<i>Video store</i>	7%	6%	9%	3%
<i>Motels</i>	1%	1%	1%	2%
<i>Gas station/convenience store</i>	2%	3%	1%	6%
<i>Thrift store</i>	7%	8%	6%	8%
<i>Other</i>	6%	5%	6%	10%
<b>What 3 social activities and community facilities would you most like to see in your neighborhood? (Q18)</b>	23%	22%	23%	27%
<i>Teen Programs</i>				
<i>Preschool Programs</i>	15%	18%	12%	13%
<i>Dance/drama/art programs</i>	26%	27%	24%	32%
<i>After-school programs</i>	29%	29%	30%	32%
<i>Child care co-op</i>	16%	18%	14%	21%
<i>Senior programs</i>	19%	17%	22%	16%
<i>Car loan/sharing program</i>	16%	19%	13%	16%

	All (463 Surveys)	Northside Residents (236 Surveys – 54%)	Westside Residents (205 Surveys – 46%)	Business Owners (65 Surveys – 14%) Northside: 43% Westside: 59%
<i>Neighborhood watch program</i>	<b>37%</b>	<b>38%</b>	<b>36%</b>	29%
<i>Community green house</i>	<b>44%</b>	<b>47%</b>	<b>42%</b>	<b>43%</b>
<i>Community canning/bottling/game processing center</i>	<b>31%</b>	<b>35%</b>	25%	<b>37%</b>
<i>Cooking/canning /nutrition classes</i>	30%	32%	28%	<b>33%</b>
<i>Other</i>	5%	5%	4%	8%
<b>What 3 park and recreation facilities (or improvements) would you most like to see in your neighborhood? (Q19)</b>	12%	12%	11%	12%
<i>Basketball courts</i>				
<i>Outdoor winter ice rink</i>	30%	30%	30%	<b>41%</b>
<i>Better trail access to the river’s riparian areas</i>	<b>39%</b>	<b>37%</b>	<b>39%</b>	<b>45%</b>
<i>Playground improvements at Little McCormick Park</i>	15%	10%	20%	14%
<i>Complete sidewalks at Northside Park</i>	22%	28%	14%	26%
<i>Northside Greenway lighting</i>	20%	27%	11%	18%
<i>More policing at Northside Ped. Bridge</i>	<b>44%</b>	<b>55%</b>	<b>32%</b>	36%
<i>Tennis courts</i>	12%	13%	11%	12%
<i>Children’s play equipment</i>	14%	17%	9%	15%
<i>Volleyball courts</i>	7%	8%	5%	6%
<i>Baseball fields</i>	5%	2%	7%	8%
<i>Soccer fields</i>	7%	4%	9%	12%
<i>Trail access to open space</i>	<b>32%</b>	<b>32%</b>	30%	<b>39%</b>
<i>Walking paths</i>	<b>32%</b>	31%	<b>34%</b>	30%
<i>Community gardens</i>	20%	16%	25%	27%
<i>Softball fields</i>	4%	4%	4%	8%
<i>Public art on streets/in parks</i>	27%	25%	29%	32%
<i>Other</i>	7%	9%	7%	9%
<b>How often do you use...</b>				
<b>...the Lowell School/Westside Park (Q20)</b>	9%	7%	12%	15%
<i>Daily</i>				
<i>About once a week</i>	13%	12%	16%	18%
<i>About once a month</i>	10%	11%	8%	15%
<i>A couple times a year</i>	27%	31%	22%	22%
<i>Never</i>	41%	38%	43%	30%
<b>... The north hills/waterworks hill trail (Q21)</b>	6%	8%	3%	6%
<i>Daily</i>				
<i>About once a week</i>	22%	28%	16%	27%
<i>About once a month</i>	18%	21%	16%	21%
<i>A couple times a year</i>	24%	20%	27%	24%
<i>Never</i>	30%	23%	39%	21%
<b>...Northside Park (Q22)</b>	4%	7%	1%	0%
<i>Daily</i>				
<i>About once a week</i>	15%	23%	7%	19%
<i>About once a month</i>	14%	19%	10%	13%
<i>A couple times a year</i>	27%	30%	23%	33%
<i>Never</i>	39%	22%	60%	34%
<b>...Little McCormick Park (Q23)</b>	3%	1%	6%	3%
<i>Daily</i>				
<i>About once a week</i>	7%	5%	9%	5%
<i>About once a month</i>	10%	9%	10%	15%
<i>A couple times a year</i>	27%	32%	21%	26%

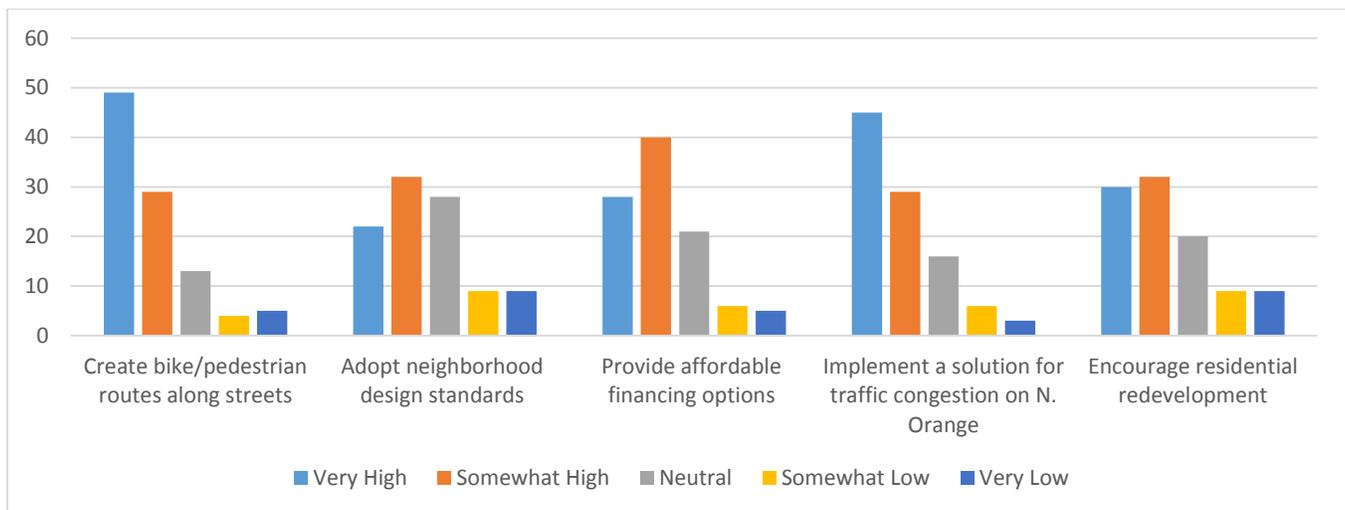
	All (463 Surveys)	Northside Residents (236 Surveys – 54%)	Westside Residents (205 Surveys – 46%)	Business Owners (65 Surveys – 14%) Northside: 43% Westside: 59%
<i>Never</i>	53%	53%	54%	51%
<b>...White Pine Park (Q24)</b>				
<i>Daily</i>	2%	3%	1%	3%
<i>About once a week</i>	7%	9%	4%	8%
<i>About once a month</i>	9%	12%	6%	17%
<i>A couple times a year</i>	14%	19%	10%	21%
<i>Never</i>	68%	59%	79%	52%
<b>...Other neighborhood parks (Q25)</b>				
<i>Daily</i>	7%	8%	7%	6%
<i>About once a week</i>	15%	16%	13%	15%
<i>About once a month</i>	19%	18%	18%	33%
<i>A couple times a year</i>	30%	34%	25%	33%
<i>Never</i>	29%	24%	36%	12%
<b>...The Northside ped overpass (Q26)</b>				
<i>Daily</i>	21%	36%	4%	18%
<i>About once a week</i>	19%	27%	9%	28%
<i>About once a month</i>	17%	15%	18%	12%
<i>A couple times a year</i>	20%	10%	31%	22%
<i>Never</i>	24%	12%	37%	19%
<b>...North Riverside Trail/California St Bridge (Q27)</b>				
<i>Daily</i>	12%	9%	15%	13%
<i>About once a week</i>	25%	23%	26%	22%
<i>About once a month</i>	17%	19%	15%	18%
<i>A couple times a year</i>	21%	23%	18%	22%
<i>Never</i>	26%	26%	26%	24%
<b>What percentage of your trips within your neighborhood is by each of the following forms of transportation? (Q29)</b>	<b>55%</b>	<b>52%</b>	<b>57%</b>	<b>56%</b>
<i>Automobile</i>				
<i>Car-pool (w/people you don't live with)</i>	8%	7%	9%	4%
<i>Bicycle</i>	<b>32%</b>	<b>32%</b>	<b>33%</b>	<b>31%</b>
<i>Bus</i>	13%	7%	15%	6%
<i>Walking</i>	<b>30%</b>	<b>31%</b>	<b>28%</b>	<b>30%</b>
<b>What factors make it difficult for you to bike, walk, or take the bus?</b>				
<i>Travel distances are too long</i>	26%	26%	27%	23%
<i>I have mobility problems</i>	10%	8%	14%	6%
<i>Bus schedules are inconvenient</i>	<b>33%</b>	<b>36%</b>	<b>28%</b>	26%
<i>Too far between bus stops</i>	7%	7%	8%	8%
<i>I feel unsafe biking in traffic.</i>	<b>32%</b>	28%	<b>27%</b>	<b>32%</b>
<i>I am always in a hurry</i>	27%	<b>32%</b>	24%	<b>37%</b>
<i>I don't know the bus schedule.</i>	11%	12%	10%	8%
<i>There are no sidewalks on my street.</i>	17%	19%	16%	23%
<i>Unplowed side streets make biking and walking difficult in winter</i>	<b>59%</b>	<b>62%</b>	<b>55%</b>	<b>56%</b>
<i>Other</i>	17%	18%	17%	32%
<b>My neighborhood is very safe (Q40)</b>				
<i>Strongly agree</i>	7%	9%	6%	2%
<i>Somewhat agree</i>	<b>44%</b>	<b>52%</b>	<b>33%</b>	<b>50%</b>
<i>Neutral</i>	15%	16%	17%	17%
<i>Somewhat disagree</i>	25%	18%	<b>33%</b>	22%

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<i>Strongly disagree</i>	9%	6%	12%	9%
<b>People are safe walking alone in the neighborhood at night</b>	6%	7%	5%	3%
<i>Strongly agree</i>				
<i>Somewhat agree</i>	<b>34%</b>	<b>42%</b>	25%	<b>40%</b>
<i>Neutral</i>	18%	16%	21%	18%
<i>Somewhat disagree</i>	23%	20%	<b>27%</b>	27%
<i>Strongly disagree</i>	18%	14%	22%	12%
<b>I am worried that my house will be burglarized</b>	10%	10%	11%	16%
<i>Strongly agree</i>				
<i>Somewhat agree</i>	<b>28%</b>	26%	<b>30%</b>	17%
<i>Neutral</i>	24%	24%	24%	28%
<i>Somewhat disagree</i>	25%	<b>29%</b>	21%	<b>31%</b>
<i>Strongly disagree</i>	12%	11%	14%	8%
<b>Very little domestic violence occurs in this neighborhood</b>	4%	3%	5%	0%
<i>Strongly agree</i>				
<i>Somewhat agree</i>	19%	22%	16%	15%
<i>Neutral</i>	<b>36%</b>	<b>37%</b>	<b>33%</b>	<b>36%</b>
<i>Somewhat disagree</i>	27%	25%	30%	34%
<i>Strongly disagree</i>	14%	13%	16%	15%
<b>Graffiti is a big problem in this neighborhood</b>				
<i>Strongly agree</i>	5%	5%	5%	9%
<i>Somewhat agree</i>	15%	16%	14%	17%
<i>Neutral</i>	27%	27%	26%	23%
<i>Somewhat disagree</i>	<b>32%</b>	<b>32%</b>	<b>33%</b>	<b>31%</b>
<i>Strongly disagree</i>	22%	20%	22%	19%
<b>My close neighbors are very trustworthy</b>	<b>36%</b>	<b>36%</b>	<b>36%</b>	<b>37%</b>
<i>Strongly agree</i>				
<i>Somewhat agree</i>	32%	32%	33%	28%
<i>Neutral</i>	21%	21%	19%	20%
<i>Somewhat disagree</i>	9%	9%	8%	14%
<i>Strongly disagree</i>	3%	2%	3%	2%
<b>The Police Department provides adequate protection in this neighborhood</b>	12%	10%	15%	3%
<i>Strongly agree</i>				
<i>Somewhat agree</i>	28%	31%	27%	24%
<i>Neutral</i>	<b>34%</b>	<b>33%</b>	<b>34%</b>	<b>45%</b>
<i>Somewhat disagree</i>	17%	17%	17%	18%
<i>Strongly disagree</i>	8%	9%	8%	9%
<b>Which of the following best describes your health care coverage? (Q34)</b>	12%	11%	11%	15%
<i>uninsured</i>				
<i>Insured through employer</i>	46%	51%	41%	37%
<i>Privately insured</i>	24%	26%	23%	40%
<i>Medicare</i>	19%	13%	26%	11%
<i>Medicaid</i>	8%	6%	10%	3%
<b>Does anyone in your family have a health or dental problem that is untreated due to cost? (Q35) Yes</b>	34%	34%	33%	39%

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<b>How many people are in your household? (Q36)</b>	2.1	2.14	2.01	2.63
<b>Is anyone in your household unemployed and looking for work? (Q38)</b>	17%	17%	14%	11%
<i>Yes</i>				
<b>What is your highest level of education?</b>				
<i>Grade school</i>	1%	1%	1%	2%
<i>High school</i>	16%	16%	17%	2%
<i>College/vo-tech</i>	<b>48%</b>	<b>48%</b>	<b>45%</b>	<b>48%</b>
<i>Graduate degree</i>	35%	35%	36%	<b>49%</b>
<b>What was your total household income from all sources in 2005, before taxes and deductions? (Q37)</b>	10%	10%	8%	5%
<i>Under \$10,000</i>				
<i>between \$10,000 and \$15,000</i>	9%	7%	10%	3%
<i>between \$15,000 and \$20,000</i>	10%	7%	<b>14%</b>	10%
<i>between \$20,000 and \$25,000</i>	9%	9%	9%	3%
<i>between \$25,000 and \$30,000</i>	5%	7%	3%	0%
<i>between \$30,000 and \$35,000</i>	6%	5%	7%	5%
<i>between \$35,000 and \$40,000</i>	7%	9%	5%	10%
<i>between \$40,000 and \$45,000</i>	5%	7%	3%	8%
<i>between \$45,000 and \$50,000</i>	8%	7%	10%	3%
<i>between \$50,000 and \$60,000</i>	9%	7%	10%	<b>22%</b>
<i>between \$60,000 and \$75,000</i>	8%	9%	7%	15%
<i>\$75,000 or more</i>	<b>14%</b>	<b>14%</b>	13%	15%

## Neighborhood plan action priorities (Q43)

	Very High	Somewhat High	Neutral	Somewhat Low	Very Low
<b>Create bike/pedestrian routes along streets</b> , sidewalks, and other trails to link key areas, including parks and neighborhood services	207	122	55	16	21
<b>Adopt neighborhood design standards</b> to ensure a fit between new development and historic building patterns.	92	136	118	40	38
<b>Provide affordable financing options</b> for businesses that wish to rehabilitate their buildings, renovate facades, or redesign parking lots and landscaping.	119	167	90	27	19
<b>Implement a solution for traffic congestion</b> and crossing difficulties at the Orange/N. 2nd and N. 3 <sup>rd</sup> intersections.	193	123	69	27	13
<b>Encourage residential redevelopment</b> of under-utilized or vacant lots.	128	134	85	37	40



	Very High	Somewhat High	Neutral	Somewhat Low	Very Low
<b>Create bike/pedestrian routes along streets</b> , sidewalks, and other trails to link key areas, including parks and neighborhood services	49%	29%	13%	4%	5%
<b>Adopt neighborhood design standards</b> to ensure a fit between new development and historic building patterns.	22%	32%	28%	9%	9%
<b>Provide affordable financing options</b> for businesses that wish to rehabilitate their buildings, renovate facades, or redesign parking lots and landscaping.	28%	40%	21%	6%	5%
<b>Implement a solution for traffic congestion</b> and crossing difficulties at the Orange/N. 2nd and N. 3 <sup>rd</sup> intersections.	45%	29%	16%	6%	3%
<b>Encourage residential redevelopment</b> of under-utilized or vacant lots.	30%	32%	20%	9%	9%

## Neighborhood Changes and Improvements (Questions 44-46)

How do you think the neighborhood has improved over the past five years? (Q44)		What changes to the neighborhood over the past five years are you least happy about? (Q45)		What is the most important thing you as an individual can do to help improve the neighborhood? (Q46)	
Existing homes repaired and renovated	65	Poverello Center moving to Westside	33	Good neighbor relations/good neighbor policy	100
New Business -Draught Works (23) -Kettlehouse (9) -Summersun (8) -Freestone (5) -LB Snow (1) -Quilt Shop (1)	52	Increased Traffic -Orange Street near interstate, (6)	25	Maintain/improve house and yard	86
Roundabout at Scott/Toole	40	New Construction/Infill Housing	19	Beautification/litter pickup	58
More Homeowners -Young Families (18)	28	New Construction/Multi-family housing, high density	18	Be informed and involved	42
Park/Playground Facilities -White Pine Park (13) -Silver Park (5)	28	Phillips Street traffic slowing devices	13	Be friendly/help people	29
Burns St. Bistro	27	Increased coal train traffic and pollution	12	Organize/attend neighborhood social events	22
Same/Hasn't Improved	23	New Construction/Poor design, poorly built	11	Crime watch/law enforcement	19
Looks better/cleaned up	22	Increased presence of transients/homeless	11	New infrastructure and mixed development projects	17
Greenway/Bike Paths -Trees (7)	19	Neglect/misuse of pedestrian bridge	11	Support local business	14
New Home Building/Good infill	17	Noise from Railroad	9	Have a presence in the neighborhood /use facilities	13
New Development	16	Parking problems	9	Invest in the neighborhood	12
Missoula Food Co-op	15	Traffic Circle at Toole and Scott	9	Attend neighborhood council meetings	11
Sense of Community	14	Increased housing costs	8	Use alternative transit	10
Lowell Improvements -Health Center (9) -Garden (3)	14	Broadway road diet impact on neighborhood streets, traffic	8	Drive safely/more traffic calmers	10
Don't know/just moved here	12	More crime	6	Take Pride	10
Rehabilitation of older commercial buildings	10	Chain link fence on pedestrian bridge	6	Vote/ be involved politically	9
Safer/Less Crime	9	Lack of Sidewalks	6	Watch for children/ be a good parent	8
It has gotten worse -Crime (2) -Homeless (2) -Drug Use (2)	8	Lack of suitable clean up at White Pine Park	6	Fill out survey/ public input	5
Access to Services	6	Issues with the way 3:16 Gospel Mission is run	5	Keep pets under control/ pick up after them	5
Improved Businesses -YWCA (4) -Safeway (3)	6	Not enough police presence	5	Pull Weeds	5
Sidewalk Installation/Repair	5	Public Drinking	4	Encourage sustainability	4

Zootown Arts Community Center	5	Overcrowded/low quality rentals	3	Speak out against drugs and violence	3
Food Carts	5	Abandoned cars/street junk	3	Make art, music, "cool things"	3
New Housing/Apartments	4	New Safeway store, eyesore old Safeway	3	Help improve Lowell	3
Burns St. Commons	4	Increase in mobile homes	3	Open mind/ non-judgemental	3
California St. Bridge	4	Gates to Travois Village	3	Pay Taxes	1
The Neighborhood is Quieter	4	Poor street maintenance	3	Create jobs	1
Affordable Housing	4	Taking out playground at Little McCormick Park	3	Diversity	1
Slower Traffic	3	Decay at Northside Park, lack of improvements	3	Donate to support community organizations	1
Community Gardens	3	Lack of yard care	3	Improve myself	
Hospital/Clinic Improvement	3	Drugs	2		
Open Space	3	Off leash/loud dogs	2		
Road Diet	3	Deterioration of properties	2		
Street Paving/Improvement	3	West Broadway's deterioration	2		
Bus Schedule Change	3	Badly behaved neighbors	2		
Pedestrian Overpass	2	Scott street unsafe for bikers	2		
Community Involvement	2	Poor snow plowing	2		
Street Lighting	2	Decrease in employment opportunities	2		
More green buildings	2	Deterioration of Westside Park, removal of park shelter	2		
New Multi-Family Units	2	Unruly youth	2		
Outdoor Cinema	1	Lack of Safety	2		
More Diversity	1	No bakery	2		
Expanded MUD Rental	1	Fewer single family homes	2		
People Staying in Neighborhood	1	Public drinking	1		
NMCDC Events	1	Poor bike lanes Need lanes on Riser (1), Rodgers (1), Lower Grant Creek Rd (1)	1		
Facebook Group	1	Loss of neighborhood small business	1		
NMCDC website	1	New bars and casinos	1		
		Amenities like grocery, coffee shop and restaurant	1		
		College Rentals	1		
		The new jungle gym equipment	1		
		Lack of access to N. Hills and open space	1		
		Poor fast food options	1		
		Increased amount of renters	1		

		Lack of Russell Street improvements	1
		Tampering with natural spaces	1
		Strip mall at N Orange largely empty	1
		Tarp on fence at Head Start	1
		Everything	1
		Stupid drivers	1
		Paying for sidewalks	1
		Apartment building on W. Spruce and May	1
		Trucks parked in grassy area next to cemetery	1
		Railroad fenced off	1
		Organized opposition to serving the hungry	1
		Increase in sexual assault	1
		Lack of housing for single women and children	1
		Taxes	1
		Tree removal	1
		Public funding of Burns Street Commons	1
		Creamery expansion with no addressing parking issues	1

Name three streets/blocks in your neighborhood that need sidewalks. (Q31)	Name three streets in your neighborhood that most need bike lanes. (Q32)	Name three streets or intersections in your neighborhood that would benefit from improvements to slow down traffic. (Q33)
Defoe 35 500, 800 blks, between Russell and Scott (6)	Phillips 42	Phillips 59 and Scott (21), and Russell (4), and Waverly (3)
Stoddard Street 34 NS (2) WS (2)	Cooley (on the Northside) 27	Orange St. 55 NS (52), WS (2), and 3 <sup>rd</sup> /5 <sup>th</sup> (33), and 2 <sup>nd</sup> (17), and 4 <sup>th</sup> (2)
Turner 33 By cemetery and baseball fields (5)	Worden 25	Worden 29 and Stoddard/5 <sup>th</sup> (11), and the cemetery (3), and 3 <sup>rd</sup> (2)
Dickens 29 1100-1400 blocks (2) Near Draughtworks (2)	Scott 24	Broadway 28 and Russell (7), and Mullan (4), and Toole (3)
Burns 27 North of Phillips (2)	N 1 <sup>st</sup> Street 20	Cooley 25 NS (12), WS (1), and Scott (6), and Worden (4)
Holmes 24 Near cemetery (5); Charlo to Phillips (1)	North Orange Street 19	Burns 22 WS, and Stoddard (6), and Cooley (4)
Cooper 19 Between Shakespeare and Burns (1); and Waverly (1); between Scott and Russell (1); and Hawthorne (1)	Toole 18	Scott 22 WS (3), NS (3)
Sherwood 18 Burns to Cowper (3) Scott to Waverly (2)	N 5 <sup>th</sup> Street 17	Cooper 17 and Scott (4), and Shakespeare (3), and Cowper (2)
Howell 17 1800; Burns to Lowell School (2)	Stoddard 15	Howell 17 NS (6), and Holmes (3), and Worden (3)
Milton 16 Defoe to Howell (1)	N 2 <sup>nd</sup> Street 14	Toole 13
Charlo 14	Broadway 14	Russell 12 and Stoddard (1)
Scott 13 And Holmes (1); North end past Rogers (3); at White Pine Park (1)	Russell 14	Spruce 12 and Orange (3)
North 2 <sup>nd</sup> Street 11 East side (6)	West Spruce 12	Stoddard 11 NS (2), and Worden (2)
Bulwer 11 Toole to Cooper (1); Phillips to Broadway	Turner 11	Turner 11 and Worden (2), and Holmes (2), and Dickens (1)
Cowper 11 Between Broadway and Cooley (1)	Burns 9	Defoe 10 NS (6), WS (1), Holmes (4), Milton (2)
Waverly 11 Between Phillips and Toole (1)	Cooper 9	N. 5 <sup>th</sup> 10 and Butte (1)
Don't need sidewalks 10	Rodgers 9	Holmes 7 and Turner (2)
Cooley 9	Holmes 8	Palmer 7 And Scott (2), and Dickens (1)
Around Northside Park 8	Dickens 7	N. 3 <sup>rd</sup> 7 and Grand (1)
Philips 8 NS: 2 At Dickens (4)	Railroad Street 7	N. 2 <sup>nd</sup> 6
Mitchell 7	Nowhere 6	Bulwer 6 and Sherwood (3)
North 1 <sup>st</sup> Street 6 And Worden (1)	Howell 5	Sherwood 6 and Burton (1), and Cooper (1)
Hawthorne 6	Palmer 5	Charlo 5 and Holmes (3), and Dickens (2), Emma Court (1)

North 5 <sup>th</sup> abutting off-ramp	5		Sherwood	5	N. 1 <sup>st</sup>	4	and Woody (2)
North Orange trail access under underpass	5		Charlo	4	Bulwer	3	and Sherwood (3)
Russell	5	South of Bway (1); to Railroad St. (1)	N 3 <sup>rd</sup> Street	4	Shakespeare	3	and Sherwood (1)
Shakespeare	5	Toole to Sherwood (1)	Everywhere	3	Cowper	2	and Defoe (1), and Sherwood (1)
Worden	5		Bulwer	3	W. Alder	2	and Owen (1), and McCormick (1)
West Broadway	4	1100 block (1)	Cowper	3	Waverly	2	
Palmer	4	800	Pine	3	Reserve	2	
Burton	4		W. Alder	3	N. 4 <sup>th</sup>	2	
Rodgers	4		Waverly	3	Birch	1	and Maple (1)
Around Cemetery on Otis	3		Mullan	2	Ryman	1	and 2 <sup>nd</sup> (1)
Byron	3		Hawthorne	2	N. 6 <sup>th</sup>	1	
Cedar St	3		Sherwood	2	Byron	1	
Nora	3	And Pine	Cedar	1	California	1	
Kennett	2		Connect north river trail to Mullan (along Bway)	1	Mullan	1	
North 6 <sup>th</sup> next to park	2		Mitchell	1	Mitchell	1	
Railroad	2		Great Northern Ave	1	Pullman	1	
West Pine	2	North side of street crossing railroad	Ryman	1	Ryder	1	
All North-south streets on Westside	2		California	1	Great Northern Ave.	1	
Other streets mentioned once: Cowper, Hillsdale, Everywhere, N. 3 <sup>rd</sup> , all Westside, Toole, West Alder, West Mullan, Along Bus Routes, A St, Wolf, Butte, Hollywood Trailer Park, Raser			Raser	1			
			A Street	1			
			Burton	1			

**Please note any areas in your neighborhood that you avoid because they feel unsafe (Q41)**

**If you feel unsafe in your neighborhood, what could change that? (Q51)**

Pedestrian bridge	89	At Night (21)	Increased police presence/enforcement	89	On NS pedestrian bridge (13); Foot/bike patrol in neighborhoods (6); stronger loitering /panhandling laws (4); Orange St. Underpass (1); Stronger open container laws (1); better communication between police and neighbors (1)
Trailers	27	Hollywood (8); Burnside (1); Skyview (1)	Better lighting	43	On Cedar (2); North River bike path (2); NS Greenway (2); Parks (2); Russell St (1); Pedestrian Bridge (2); Charlo Street (1)
Orange St. Underpass	27	At night (4)	Improvement homeless/transient problem	26	Folks passing through Bway corridor from bus station (3); Stop services so transient population goes elsewhere (2); Permanent housing (2)
Greenway	23	Night (8);	Nothing/Don't feel unsafe	18	
Alleys	11	Unlit (3); near trailer court (1)	Pedestrian bridge upkeep	18	Decreased vagrancy (9); Cleanup (2); Alternate means of egress (1); Cameras (1)
3:16	10		Neighborhood vigilance	16	Formalized neighborhood watch program (12)
Railroad tracks	10	Behind Safeway (1); at night (1)	Traffic calming	15	More roundabouts (1)
Under Scott St. Bridge	10		Cleanup/remove mobile home communities	10	
Poverello Center	8		Sidewalks	9	Making Russell St sidewalks ADA (1)
Little McCormick Park	7	At night (1)	Moving/removing the Poverello/3:16	9	
Motels	7	Citi Lodge (1); on Broadway & Russell (2)	Better housing stock	7	
Night	11	Alone (4) Unlit areas (4)	Fewer drug dealers, criminals, troublemakers, domestic violence	7	
All	6	Night (1); Alone (1)	Removing railroad	5	No more fumes from trains (4)
Broadway	6	W. Broadway (1)	City-initiated cleanup/improvement/beautification	5	
Scott St.	6	West (1); Bridge (1); North (2)	Self-Defense devices	5	Guns (2); Owning a big dog (1); Pepper spray (1)
Cooley St.	5		More long-term residents	4	
Russell St.	5	Bridge (1), at night (1), to Cowper (1)	Dog control	4	
California Bridge	4		Sense of community	4	
Nowhere	4		Don't allow sex/violent offenders live in area	3	
Apartments	3	Riverside (1)	Lowering Crime Rate	3	
Bar/Casino	3		More landlord responsibility for renters	3	Background checks on renters (1)
Cemetery	3	And Charlo Ct. (1); at night (1)	Being armed	2	

Charlo	3	Charlo Ct (1)	Public awareness of crime	2	
Homeless people	3		Less low income housing	2	
Parks	3		More security cameras	2	
Stoddard St.	3	West (2)	More pocket parks	2	
Turner	3		Clean up railroad corridor	2	
Westside Park	3	At night (1)	Business development	2	
Burns	2	And Stoddard (1)	Programs for low-income kids/teens	2	
Burton	2	Riparian Island (1)	Better Parenting	2	
Defoe	2		No camping on North River frontage	2	
Dogs	2	Off leash (1)	Fewer cheap motels	2	
Northside park	2		"Safe House" for kids and adults	1	
Phillips St.	2	North (1); West (1)	Close down/improve 3:16	1	
Riverbank	2	Homeless (1)	Better services for struggling families	1	
Railroad St.	2	And S. 2 <sup>nd</sup> St. W (1)	More careful/caring neighbors	1	
Speeding	2		Improve police force	1	
Turner	2	And Palmer (2)	Bicycle Bells	1	
N. 6th	1	E. of Warden, N. of Cooley (1)	Improvement of Broadway corridor	1	
Alone	1		No more infill	1	
City Limits	1		Bike trails	1	
California St.	1		Elimination of Phillips St Traffic Calming devices	1	
Cedar St.	1		Another place to cross railroad tracks	1	
Drug Dealers	1		Locking doors/windows/vehicles	1	
Downtown	1		More people on the streets	1	
Freeway	1	Streets close to (1)	Moving the jail	1	
Hawthorne	1		Pepper Spray	1	
Holmes	1	And Dixon (1)	Removing coded gate at Travois	1	
Morning	1		Stop Head Start from tarping fence	1	
Northside	1		Make 3:16 24-hour facility	1	
Peeping Tom	1	North side (1)	More secure-access homes	1	
Palmer	1		Eliminate unsavory gathering places	1	
Phillips St. Market	1		Better access to 2070 Cooper	1	
Traffic	1		No more pit fires	1	
Cooper		Near Russell (1)	Safeway improving back lot	1	

## What's your one favorite thing about your neighborhood? (Q50)

## What's the number one thing missing from your neighborhood?

Location	116	Close to Downtown (62); Close to River (14); Close to general services (12); Close to North Hills (11); Close to UM (6) Close to St. Pats (6); Close to Reserve St shopping (5); Close to Mall (1); Close to Osprey Stadium (1); Close to interstate (1)	Businesses and Services	112	Grocery (50); Coffee Shop (42); Restaurant/café (31); Bakery (15); Bar (2); Other mentions: ice cream shop, laundry
Good neighbors	77	Young Families (4); Children (2); Eclectic (1); No-nonsense (1)	Infrastructure for Non-motorized transport	39	Sidewalks (33); Bike Lanes (5); Connecting Northside to Duncan trailhead; Trails (3); Pedestrian x-ing @ Alder/Orange; Access to Northside of river (1)
Sense of community	45	Community Activities (4); Neighborhood Pride (1)	Safety /Increased Police Presence	26	Neighborhood Patrol (1); Control Dogs (2)
Quiet	30		Parks	26	Playgrounds (5); Water park/splash deck (5); Sports fields/courts (5); Dog park (5); Nature/wilderness (2); Improve Northside Park (3); Improve Westside Park (2)
Parks/open space	28	Westside Park (9); Northside Park (1); Whittier (1)	City Maintenance	16	Street Maintenance (6); Stop Signs (5); Improved Street lighting (3); Landscaping (1); More Fire Hydrants (1)
Bike path/ped bridge/trail system	20		Traffic prevention	9	Orange Street/N2nd, 5 <sup>th</sup> intersection (3); Roundabouts (2); Access to Liberty Ln from Russell (1)
Character	20	Quirky houses (14)	Peace and Quiet	9	No more train noise/dust (2)
Diversity	15		Sense of Community	7	Community Wide Activities (2)
Walkability/Bikability	14		Responsible landlords/property owners	7	Better Property Maintenance (4); Historic Preservation (1)
Mature trees	13		Improved Parking	5	
Affordability	11		Better Snow removal	4	
Breweries	8	DraughtWorks (4) Kettlehouse (1)	Community gardens	4	
Lowell School	7		More Affluence	3	
Missoula Food Co-op	7		Community center	3	
Safe	6		Quality housing	3	For Single People (1); Multi-family (1)
View	5		Youth activities	3	Teen Center/Activities (2)
My House/yard	5		Better Bus Service -night time service (1)	2	More bus stops (1)

Community Gardens	4		Neighborhood Middle School	2	
Bus Routes	4		Jobs	2	
History	3		homeowners	2	
Flowers	3		Pool	2	
Mixed-use	2		Daycare	2	
Positive redevelopment	2		Neighborhood Block Parties	2	
Outdoor Cinema	2		Friendly customer service	1	
Comfortable	2		Free Tree Cutting/Pruning	1	
Cleanliness	2		Cohesive redevelopment plan	1	
Boulevards	1		Clean air (no more coal trains)	1	
Memories	1		Plenty of friends	1	
Handicap Accessible	1		Small affordable woodworking spaces	1	
Size of the neighborhood	1		Credit from the City for neighborhood investment	1	
Food Truck Pod at Scott and Toole	1		Missoulians	1	
Local businesses	1		True Love	1	
Burns Street Center	1		Paved Alley	1	
Burns Street Bistro	1		Communication	1	
Imagination Station Day Care	1		Access to North Hills	1	
NSLF	1		Seniors	1	
Dead end streets	1		Better public school	1	
Park the wrong way and not get a ticket	1		Music venue	1	
It's a real neighborhood	1		Recycling Program	1	
Bike Doctor's dirt jumps	1		families	1	
People mind own business	1		Community Shovel	1	
The light	1		Better monitoring of noise/dust/odor pollution	1	
Little congestion	1		White Pine Sash Superfund Clean-up	1	
Freedom	1		Missoulians	1	
Hollywood Trailer Park	1		Archery range	1	
Creative community	1		Ice Skating Rink	1	
Summer Sun Garden and Brew	1		Affordable Gym	1	
Blocktails	1		Dog mess bags	1	
			Sense of space	1	
			Train connecting to McCormick/Osprey/Currents	1	
			Better customer service	1	

**Are you concerned about coal train traffic through the neighborhoods? (Q52)**

**What would you like to see more neighborhood information about (Neighborhood Council website)? Q48**

Yes	200	Calendar of Events/Activities	23
No	160	Neighborhood Improvements	18
<b>Details of yes answers:</b>		Safety issues/crime	13
Pollution / Environmental Concerns	71	Not aware of the website	10
Noise	71	Current Events	9
Health concerns	70	No opinion	8
Coal dust residue	41	Never been to the site	8
Traffic	23	Neighborhood Council Meetings/Agenda	7
Global impact of coal	22	Community Resources/Services	6
Dangers of derailment/explosion	9	List of Criminal Sexual Offenders	6
Smell	5	Social Media	5
oil	4	Suggestion Section	5
Impact on property values	3	Volunteer Opportunities	5
blight	1	Nothing	5
Need stricter regulations	1	I don't know	4
		White Pine Sash Updates	3
		Adult Educational Classes	2
		Neighborhood Development	2
		Like it the way it is	2
		List of parks	2
		Rental Owners Listing	3
		Information on Coal Trains	2
		Items mentioned once: Missoula Outdoor Cinema; City Council Listings; neighborhood culture; dog info; flyer board at Safeway; financial resources for homeowners; information on happiness; health; sustainability; history of the neighborhood; street lights; newsletter; meeting for local business owners; neighborhood plan; pollution reports; Povarello center information; recycling information; small violation reports; ride shares; school news; traffic issues; neighborhood watch; zoning laws.	

## When the former White Pine Sash site gets developed (Northside just west of Scott Street) what type of development would you most like to see? (Q47)

<b>Residential/Commercial mixed use (111 Respondents)</b>	Small Business	35	Restaurants (10), Retail (5), Coffee Shop (8), Grocery (13), Bakery (2), Child Care (1), Brewery/Winery (2), C-Store (1) local (1) Co-op (3) Local market (1)
	With Open Space/Parks	23	Trails (2), Dog Park (1), Athletic Fields (1) Botanical Garden (1) Tennis Court (1)
	Light Industrial	9	
	Single Family Housing	8	
	General Commercial	8	Retail (3)
	Mixed Single Family/Multi Family Housing	7	Multi story with ground level space for small business (1) Affordable (1)
	Affordable/Low Income Housing	7	Single Person (1)
	Commercial Office Space	4	
	Community Center	3	Art programs (1)
	Sustainable	2	
	Small Condominiums	1	
	Live/Work Space	1	
	Innovation/enterprise center	1	
	Employment	1	
Rental/Homeownership mix	1		
<b>Parks/Open Space Only (98 Respondents)</b>			
	Open Space	16	
	Playground/Kids area	12	Splash Deck (2) Dirt Jump (1) Mountain Bike Track (1)
	Sports fields	10	Tennis courts (2), Baseball Diamonds (1), Soccer field (1) Track (1) Bike Track (1) Ice rink (1) Skate Park (1) Folf course (1) Volleyball court (1) Jogging Track (1)
	Gardens	8	Community Gardens (3) Flowers (2) Orchard (1) Native Plants (1) Botanical (1), Water Fountains (1)
	Trails	6	Walking trails (3)
	Dog Park	6	
	Family area/cook out/event space	5	Covered picnic areas (4) Safety lighting (1), Place to gather (1)
	Fitness equipment (pull up bars, boxes to jump on, etc.)	2	
	Bike Track	1	
	Multiuse park/all ages	1	
<b>Commercial Activities Only (80 Respondents)</b>			
	Small Business	16	Grocery (9), strip club (1), bar (2), restaurants (5) coffee (3) Convenience Store (1), Thrift (1), Bistro (1), Photography Store (1), Gallery (1) Brewery (1) co-op grocery (1)
	Fitness/Recreation facility	11	YMCA (2), Splash Park(1), amusement park(1), Rec Center (1) Archery Range (1) Climbing Wall (2) Mini Golf (1) Indoor Soccer Center (1) Pump track for bikes (1)

	Industrial	10	Manufacturing (1), light industrial (4) Recycling Center (1)
	Mall, shopping center	5	Quiet (1) Walking Mall (2) Food Park (1) Warehouse Mall (1)
	Neighborhood-oriented commercial uses	5	Community center (3) Community Programs (1)
	General Commercial Development	5	Trader Joes (1) Retail (2) Target (1)
	Mini Golf	2	
	Employment-oriented	1	
<b>Residential Only (43 Respondents)</b>			
	Low income/affordable	11	Section 8 (1)
	Single family	5	
	Not Dense	4	
	Multi Family	3	
	Good quality	2	Aesthetically pleasing (1)
	Elderly/Disabled	2	
	Fair Market Rate	1	
	Dense	1	
	Community center	1	
	Good Bus Service	1	
	Smart Design	1	
	Varied Income Housing	1	
<b>Commercial/Open Space mixed use (29 Respondents)</b>			
	Small Business	7	Grocery (3), Ice Cream (1) Café (3) Restaurant (1) Retail (1)
	Park	7	Open Space (1)
	Playground	2	
	Trails	2	
	Athletic Fields	2	Tennis (1), Basketball (1)
	Ice Rink	2	
	Light Industrial	1	
	Dog Park	1	
	Community Services Center	1	
	Skateboard Park	1	
<b>Residential/Open Space mixed use (25 Respondents)</b>			
	Parks, Trails, Open Space	18	Walking paths (2), Connect to North Hills (1), Dog Park (3), Pool (1), Playing Fields (3), Common grounds for homes (1)
	Low Income/Affordable Housing	7	
	Single Family Housing	6	
	Gardens	4	Community Gardens (3) Flowers (1) Farmland (1)
	Multi-Generational Housing	3	
	Mixed Single Family/Multi Family Housing	2	
	Handicapped Access	1	
	Public Art	1	
	Habitat for Humanity	1	
	Skate Park	1	
	Community Center	1	
	Whole Foods	1	
<b>Other Responses</b>			
	Non bigbox store land/community friendly and prosperous standardized true Montana		
	Anything not owned by a subsidiary of a large corporation. KEEP IT LOCAL!		

Anything other than a homeless shelter!
Something built with sustainability, community, aesthetics in mind
Add a soup kitchen
Recreational for all ages, something to attract teenagers so they have a safe place to be after school, weekends, and summer
I am not convinced that the rehab will be sufficient so I don't plan to visit there.
I won't see it, I don't live on the northside. I don't give a rats ass about that area because my area is a complete shithole.
Resources for the youth... playground/after school care/arts etc
Someplace that can teach and help the handicapped people in the area
Rustic Missoula
Something where people can go to hangout Something that attracts people
Ice Rink
Something to create good paying jobs
Something to create employment without a chance of crime
Something community
Middle School – CS Porter is our district school, too far away
Something for all, would love to see a dog park, shopping, food places, kid friendly places
Parking, restroom
Not abandoned or turned into housing
Clean up and beautification along railroad
Not Apartment Buildings
Unfamiliar with Site
Cleaned up, but no residential because there isn't the demand
No housing, ground is still contaminated
The cleanup should be at residential standards. It is not alright to leave this neighborhood...
Not an eyesore
Not sure
No more development until site is entirely cleaned of all toxins-certainly no residential development
CLEAN IT UP TO RESIDENTIAL STANDARDS!
N/A
New middle school
We have enough dang houses and people

**MEETING DATE:** January 27, 2016

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

---

**SUBJECT:** Northside/Westside Neighborhood Council Leadership Team Meeting

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**BY:** Jeremy Keene

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**ATTENDEES:** Leadership Team

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Provided update on the planning process:

- Completed the Existing Conditions Report
- Prepared an Environmental Assessment of known environmental concerns and potential risks
- Prepared the Preliminary Plan Concept based on input from first Public Workshop, Focus Group, and Stakeholder Meetings
- Next public workshop scheduled for February 11<sup>th</sup> at Ruby's Inn
  - Send meeting notice to Jane Kelly and NS team

Reviewed Preliminary Plat concept:

Questions/comments:

- Can new/modified transit routes serve the district?
- How many residents would the new residential land use support?
- Scott street is busy and the only connection across railroad
- Russell street overpass
  - Westside residents are mostly renters, may not be owner occupied
  - Number may be difficult to get feedback
  - Trailer court and MF
  - Future pedestrian bridge would be good at Russell, but a road connection would have a big negative impact on the neighborhood
- White Pine Park
  - Leadership Team was not familiar with the history of the park and how it was created and built
  - No objection to moving park to a new location to be more central and accessible for neighborhoods

**MEETING DATE:** March 10, 2015

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** Northside - Westside Neighborhood Council Stakeholder Meeting

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**BY:** Jeremy Keene

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**ATTENDEES:** Chris Jackson  
Jeremy Keene

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March 29<sup>th</sup>, 6:00 p.m. – Neighborhood Council Leadership Team Meeting

Lots of discussion in the neighborhood about the plan

- Trail connectivity – Northside Greenway, Bitterroot Trail (North end)
- Lighting for trails
- Pedestrian overpass over railroad near Burns Street
  - Scott St. is not accessible for ADA, busy with traffic
  - Access to Burn Street Bistro and Coop – pocket park being planned
  - Access to North Hills via Coal Mine Road

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** March 22, 2016

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** Northside/Westside Neighborhood Council Leadership Team Meeting

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**BY:** Jeremy Keene

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**ATTENDEES:** Northside/Westside Leadership Team:  
Leslie Gallant – not present  
Kali Becher – not present  
Terri Roberts – not present  
Ann Quirk  
Heidi West  
Chris Jackson  
Andi Hoelzel – not present  
Jay Kirby  
Jane Kelly  
Jeremy Keene

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## Trail Connectivity and Lighting

- Scott St not ADA compliant
- Burns St pedestrian overpass
- Access to North Hills vis Coal Mine Road

## Residential Housing/Park/Cemetery consolidation

- Density/demand
- Light industrial

## Notes from map:

- Cattle guard is difficult for strollers, dogs
- North Hills sprawl
  - How to control/prevent?
  - Is there developable land?

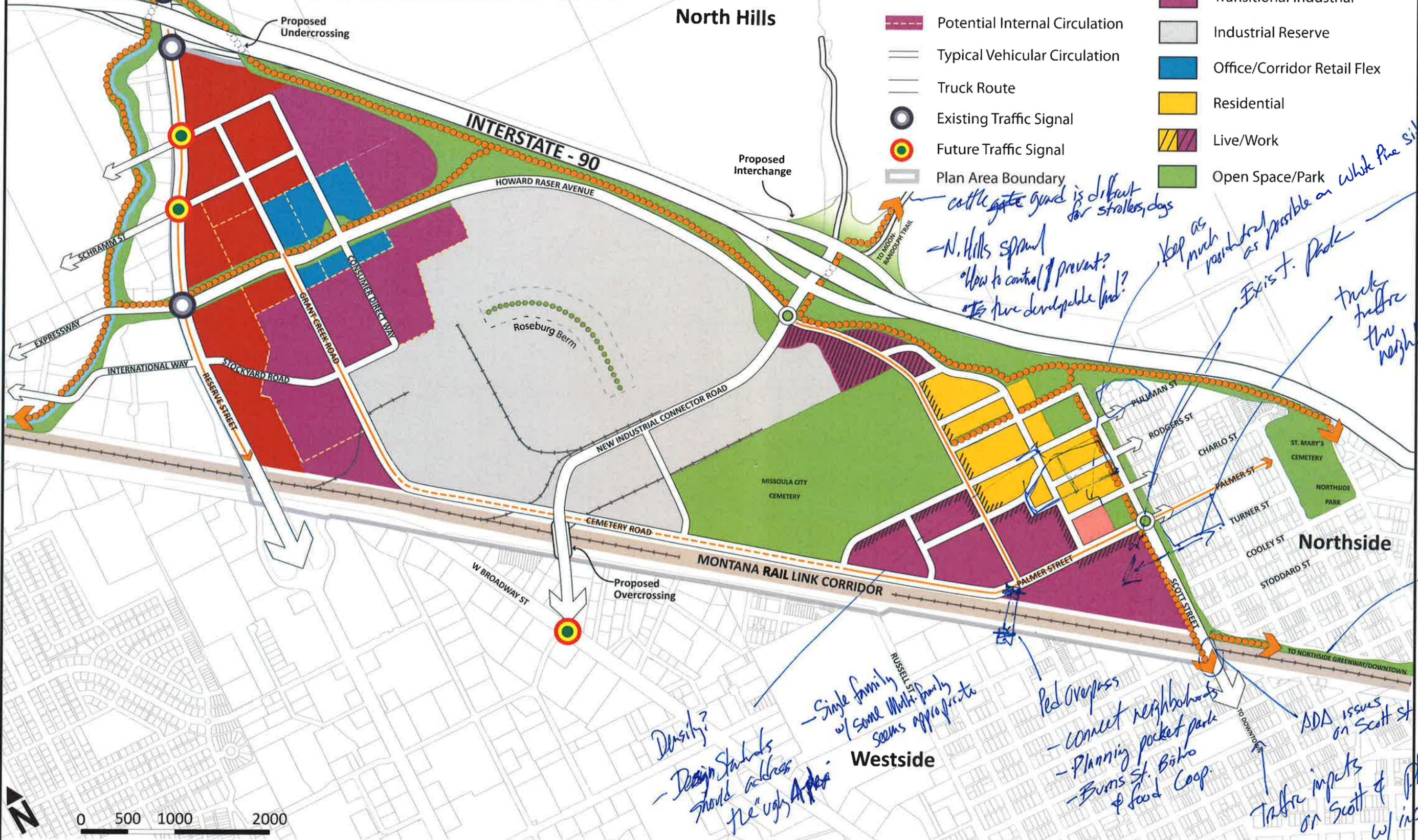
# North Reserve | Scott Street Master Plan

## Meeting Record

- Keep as much residential as possible on White Pine Site
- Existing park
  - Fumes from City Street Department are sometimes an issues
- Truck traffic through neighborhood
- Density?
- Design standards should address the “ugly 4-plex”
- Single family with some multi-family seems appropriate
- Pedestrian overpass by Palmer St
  - Connect neighborhoods
  - Planning pocket park
  - Burns Street Bistro and food coop
- ADA issues on Scott St bridge
- Traffic impacts on Scott and Phillips with increased development
- Greenway lighting

# Long-Range Plan Concept

## PRELIMINARY



- Off-Street Bicycle Path
- On-Street Bicycle Lane
- On-Street Shared Lane
- Potential Internal Circulation
- Typical Vehicular Circulation
- Truck Route
- Existing Traffic Signal
- Future Traffic Signal
- Plan Area Boundary
- Neighborhood Retail
- Corridor Retail
- Transitional Industrial
- Industrial Reserve
- Office/Corridor Retail Flex
- Residential
- Live/Work
- Open Space/Park

0 500 1000 2000

\*NOTE - This map represents a long term conceptual vision for the area. Actual improvements and development will be largely determined by future market conditions, availability of funding, landowner preferences and other factors.

**MEETING DATE:** January 15, 2016

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** Transportation Planning

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**BY:** Jeremy Keene

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**ATTENDEES:** Kevin Slovarp  
Glen Cameron  
John Wilson  
Jessica Morriss  
Aaron Wilson  
Jeremy Keene

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#### Existing Conditions Summary

- Identifies existing and vacated right-of-way's.
- There are relatively few E-W corridors. The Cemetery Road/Rodgers corridor is only 40' r/w and is constrained by the railroad and the cemetery, making future r/w acquisition difficult.
- Roseburg controls a large area of land that is critical for transportation connectivity. Discussions to date indicate that Roseburg is open to the idea of a trail corridor, but reluctant to allow a road connection – concern for incompatible uses and negative perceptions from the community.
- Initial transportation modeling based on existing land use showed limited demand for a new road across Roseburg. Adding an interchange at Coal Mine road showed a minor increase in demand. Adding a railroad overpass, connecting to Russell St showed significant demand for N-S traffic generating outside the plan area.

#### Comments on Preliminary Concept

- The group generally supported the idea of a future railroad crossing, but raised concerns about feasibility and affordability.
  - An overpass is unlikely to be a committed project in the 20-year horizon for the Long Range Transportation Plan update currently underway.

- The railroad crossing location shown in the Preliminary Concept (Latimer Corridor) appears more feasible than the Russell Street option, but Russell Street would provide a better, more direct transportation link.
  - Russell Street Corridor is more constrained with existing residential development and the cemetery, but provides better spacing between existing overpasses for non-motorized connectivity.
  - The Latimer Corridor has more transitional or undeveloped land, could have a greater impact on economic development, and could connect to future signals at Broadway/Latimer and Reserve/American Way.
  - Key decision in the plan will be whether or not to preserve a future corridor for a Russell Street overpass.
- Future intersections/signals on Reserve Street
    - Glen commented that MDT may have concerns about more than one new signal between Expressway and I-90.
    - MDT is generally supportive of the planned location at Rowdy's restaurant.
    - Second location at Schramm Road would be a long term plan, because it currently runs through Cenex pump islands.
- City Street Department site
    - Proposed truck route divides City property.
    - Consider a second option north of the City property.
      - Disadvantage is truck traffic would go past park.
      - Consider relocating park to the north, which would allow it to be wholly surrounded by residential uses, rather than industrial.
      - Consider parking for park users.
      - Consider bike lanes on Scott Street – currently not enough room with on-street parking.
    - Need to meet with John Wilson and street department staff when Winter is in town.
- Cemetery
    - Who controls land decisions? The City or Cemetery Board.
    - Consider opportunities for land trades, other uses until land is needed for cemetery purposes.

- Next Steps
  - Develop land use scenarios and traffic projections
  - Integrate with LRTP process
  - Decision on Russell Street corridor
  - Decision on truck route through City Street Department site

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** August 5, 2015

**PROJECT NAME:** North Reserve | Scott Street Master Plan

**SUBJECT:** Missoula County Planning Stakeholder Meeting

**BY:** Nick Kaufman

**ATTENDEES:** Ellen Buchanan, MRA  
Chris Behan, MRA  
Nore Winter, Winter & Company  
Brad Johnson, Winter & Company  
Jeremy Keene, WGM Group  
Nick Kaufman, WGM Group  
Kate Dinsmore, WGM Group  
Mike Haynes, Development Services  
Kevin Slovarp, Development Services  
Denise Alexander, Development Services  
Laval Means, Development Services  
Donna Gaukler, Parks and Recreation  
Nancy Hart, Brownfields  
John Wilson, Public Works Director  
Jordan Hess, City Council  
Harvala, City County Health Department & Water Quality  
District  
Glen Cameron, MDT  
Vicki Crnich, Urban Planning MDT

- Jeremy Keene: Opened the meeting and each person in the room introduced themselves. Jeremy reviewed the process going forward. We want to know from the TAC what interest their agency may have in the study area and what may be on-going or future projects in the area. Any information about the study or the

# North Reserve | Scott Street Master Plan Meeting Record

environs would be helpful to us. After this meeting, there will be a site tour on a trolley bus. We will have several stops along the way.

- John Harvala: Stated that there was no significant, identified dioxin in the study area except for one property next to the clean-up site.
- Jeremy described the study area as having residential on the east, commercial on the west, and industrial in the middle. Noted that potential users are looking for “decision ready land,” so it is important to move forward with this planning effort. We need to look at the constraints of the site. We need to look at transitions and connections for transportation and rail. We need to look at a framework for zoning. We will also be looking at the market feasibility for the different scenarios for the plan.
- Kevin Slovarp: Wondered if we would be looking at zoning and land uses and perhaps zoning changes. Asked if making zoning changes was part of this process.
- Jeremy: No, we are looking for land use recommendations. Kevin asked if there is a problem if land comes into the city as unzoned. Denise Alexander answered that Development Services does not let land come into the city unzoned. Jeremy also responded that there is potential for incompatibility between city and county zoning. The city uses the most compatible zone based the growth policy and/or the county zoning.
- Jeremy explained that we are trying to protect the appropriate land uses that are there and provide opportunity for the future. Stated that the purpose of the TAC is to have agencies that are experts in a range of disciplines available so that we can vet ideas without having any surprises at the end of the process. Noted that

## North Reserve | Scott Street Master Plan Meeting Record

we are just getting started with interviews and the first workshop is October 14, which coincides with the second TAC meeting. The second workshop is in the second week of January and will meet with TAC again before that. We are looking for review and approval by the city council in the spring of 2016.

- Laval Means: We are working on the city growth policy now. Plan team should review the current recommendations for land uses. If incongruence is seen, it should be discussed with the city so they can incorporate a direction earlier in the process. She noted that zoning recommendations need to be guided by the growth policy. If the land use policies are still a hurdle, we may need to come back as an amendment to the growth policy. She suggested we review the definitions for heavy industrial and look at their other land use tools. The timing for the growth policy adoption places it before the planning board in October and they hope the city council adopts it in 2015. As we look at the land uses around Scott Street, on either side of the street, we should consider using a neighborhood mixed-use or community mixed-use designation. The corridor west of Scott Street would be good for mixed-use as a transition to industrial uses. We have to catch up with the regional commercial at Reserve and I-90. Jeremy noted that he would like to visit with Development Services soon to review their planning process.
- Ellen Buchanan: Our intention is to reconvene TAC after the first public meeting for a de-briefing to talk about issues.
- Nore Winter mentioned that we would distribute the existing conditions working papers so that TAC could flag the fatal flaws. TAC should plan on a debriefing

# North Reserve | Scott Street Master Plan Meeting Record

session after the public workshop as Ellen suggested. Mike Haynes asked what we would need TAC to review or vet. Nore thought vetting would be useful relative to the existing conditions map and white papers, and also review of innovative zoning and land use tools.

- Denise: Noted that Consumer Direct has gone through annexation and zoning.
- Ellen: Observed that much of the study area is in the county and that the county embraced the district boundaries.
- Nick Kaufman asked if there was a rural fire issue. Chris Behan noted that there was no issue. The rural fire does not respond to fires at Roseburg. Fire suppression and emergency services comes from City Station No. 4 and 1 by mutual aid agreement.
- Jeremy asked who is missing from this meeting.
- Ellen responded that city fire was missing.
- Nore: What projects are afoot?
- Glen Cameron responded from MDT's perspective about the activity on North Reserve with Costco, Consumer Direct, Bretz and the new restaurants. Ellen mentioned that a traffic warrant study is underway for Costco. Nick asked about any resolution that may limit traffic signals on Reserve Street. Glen responded that that resolution only affects Reserve Street between Mullan Road and Broadway. Laval mentioned that there was no transportation component to the growth policy update but the Transportation Plan is being updated.
- Nore: Are there any red flags?

## North Reserve | Scott Street Master Plan Meeting Record

- Donna Gaukler said there was confusion about the Brownfield at White Pine.
- John Harvala noted that DEQ is the expert. Groundwater clean-up from the source area by the bridge and soil clean up and surface oil clean up on the Scott Street parcel are scheduled or underway. It is a 2-3 year process and monitoring for groundwater contamination after that. Process is underway to start the clean-up on the Scott Street Partners property; approval of the clean-up plan should be by this fall. Sirius Trahan from DEQ needs to be invited to the TAC meetings. John Harvala mentioned other sites in the area are being cleaned up. The Republic Services dump has a plume. The Conoco Phillips Terminal has issues. For the White Pine site, Ellen noted residents are lobbying for 100% clean up and that pollution migration is a neighborhood issue. John Harvala noted that the process for appeal is limited; a lawsuit was just filed. Migration happened in the 40s and 70s and 80s from a sump on site. The area with the highest level of contamination is located at the green building, which is the focus of deep soil and water monitoring. The mitigation is to inject an oxidant into the groundwater and soil removal to 15 feet or so.
- Laval: Will the Russell Street over-crossing be considered in this study? Residents are opposed to the over-crossing.
- Jeremy said that it will come up and the question goes to the long range transportation plan.
- Nancy Hart asked about connecting Scott Street to a new interchange on I-90.
- Kevin asked if we should plan for it even if there is no foreseeable funding, and if we will address it in the plan or not.

# North Reserve | Scott Street Master Plan Meeting Record

- Ellen suggested that maybe the plan does not preclude the over-crossing, as our goal is to create economic development alternatives not enrage the neighborhood.
- Chris said maybe the Transportation Plan Update is the place to address the over-crossing.
- Jeremy felt it was a question of transportation planning in the short run and in the long run. Our focus in the plan will be on the routes serving this land.
- Ellen mentioned that one of these days there will be a connection to Russell Street.
- Glen suggested that in the short term, make the short-term connections. He wondered with all the potential trip generation the need for an over-crossing might be on a nearer horizon.
- Nick suggested that if there is political will for the over-crossing, the city, Hutton, Roseburg and Nelcon could set aside the R/W for the over-crossing at any time.
- Laval: Truck traffic needs to be removed from Scott Street.
- Ellen said MRA was butting against that issue on the Scott Street Villages proposal that fronts on Scott and on Rodgers.
- Donna: The North-Siders want to have a path to the north hills.
- Ellen mentioned that the North Hills have amazing views.
- Donna wants to connect trails to the Grant Creek trails and eventually hook up with the Highway 93 trails from Kalispell to the Bitterroot.
- Ellen also mentioned that Consumer Direct is in discussion with Roseburg to establish trails across the Roseburg site.

## North Reserve | Scott Street Master Plan Meeting Record

- Donna believes trail connections would be great to make the residents feel good about the industrial land. Donna said you can get from Orange Street to Coal Mine Road to the Randolph Homestead site, and suggested overlaying the conservation lands that have been acquired in the environs of the study area. She stated that the goal in acquiring conservation land was to connect the three USFS blocks of land and use the Milwaukee rail line to connect Lewiston and Butte to Tacoma via Missoula. Donna has a piece of land north of the landfill and is looking to connect Marshall to the Rattlesnake.
- Nancy: I feel the Rail Link should be included in the conservation.
- Nick: Mentioned that there has been concern about coal trains, gasoline tanker trains and the potential of relocating the rail yards in conversations involving the growth policy.
- Kevin: Wondered what strategy we would use with Roseburg and find out if they are willing to make connections to Howard Raser Drive and allow roads through their property.
- Jeremy mentioned that Roseburg is sensitive to keeping their heavy industrial use viable at this location.
- Nick felt it was important to realize how integrated Roseburg is in the community and what their value is to this community for tax base, jobs, etc. For example, what was the tax base contribution that Roseburg pays for the Recreation and Trails bond issue that passed recently?
- Donna: Is there a study of the demand for industrial, mixed use, and residential for the Missoula community?

## North Reserve | Scott Street Master Plan Meeting Record

- Laval mentioned that MEP is promoting certain economic sectors and that census trends will tell us what economic sectors are growing.
- Jeremy thought that relocating existing industrial sites within city neighborhoods to more appropriate sites like the land in the study area had opportunities.
- Mike Haynes mentioned that Missoula County is looking to relocate heavy industrial uses from the city to the county and replace them with light industrial uses.
- Chris discussed Roseburg. The plant is high tech. It is modernized and uses robotics.
- John Harvala talked about an old discharge permit to lagoon. The permit is from DEQ.
- Kevin felt we should make Roseburg welcome in the city and again asked about our strategy to engage them.
- Nick wanted to know what the city learned from Roseburg during the TIF district creation so we can learn from that experience.
- John Wilson: Will the plan look at other capital facilities like sewer, water etc.? He felt we should look at the need for lift stations.
- Jeremy mentioned that we will be looking at this. He felt there could be a lack of water to serve industrial uses. Kevin felt we should look at the Wastewater Facilities Plan. Ellen mentioned that water capacity may be an issue that prevents us from being decision ready.
- John Wilson: I'm concerned about attracting regional commercial uses to locations away from Missoula's population.

# North Reserve | Scott Street Master Plan Meeting Record

- Nancy mentioned that the Brownfields contribution for the clean-up for the White Pine is \$400k and there is not much in the revolving fund.
- Nore: Are there any existing studies we need to get or any studies that may be in the queue?
- Donna mentioned we can get maps from Aaron Wilson.
- Vikki suggested touching base with the MPO and LRTP.
- Denise: The neighborhood has discussed Republic Services truck parking, idling and exhaust.

A site tour followed the meeting.

# North Reserve | Scott Street Master Plan Meeting Record

MEETING DATE: January 28, 2016

PROJECT NAME: North Reserve | Scott Street Master Plan

SUBJECT: Technical Advisory Committee Meeting

BY: Kate Dinsmore

ATTENDEES: Chris Behan, MRA  
Brad Johnson, Winter & Company (by phone)  
Harry Brennan, Winter & Company (by phone)  
Jeremy Keene, WGM Group  
Kate Dinsmore, WGM Group  
Kevin Slovarp, Development Services  
Denise Alexander, Development Services  
Laval Means, Development Services  
Donna Gaukler, Parks and Recreation  
Jon Harvala, City County Health Dept & Water Quality District  
Glen Cameron, MDT  
Vicki Crnich, Urban Planning MDT  
Jessica Morriss, Transportation Planning

The following is a summary of the second TAC meeting for the master planning process. The role of the TAC is to provide technical and agency input on the plan concepts and recommendations.

## Project Update

Jeremy Keene updated the committee on progress since the last meeting.

- A public workshop was held in October along with several smaller focus group meetings with neighborhood groups, commercial, and industrial users.
- WGM and Winter have continued to meet with stakeholders and neighborhood groups to discuss proposed plan elements.
- An Existing Conditions Report has been completed and was provided to the committee prior to the meeting.

## North Reserve | Scott Street Master Plan Meeting Record

- An Environmental Assessment of the known hazardous materials/conditions present in the study area is now complete and will be submitted to the MRA in the coming days.
- A Preliminary Plan Concept has been prepared and was provided to the committee prior to the meeting.

### Existing Conditions Report

The committee reviewed and provided comment/questions on the Existing Conditions Report.

- Growth Policy
  - Updates to the Plan Area include changing the designation along Scott Street to neighborhood mixed use and increasing regional commercial on the west side
  - Need to discuss land use amendment if zoning change is needed
  - Public/Quasi-Public designation may need to be changed as it does not support residential
  - Some of the industrial areas on the east side also do not support residential
- Cemetery Land
  - Cemetery Board is opposed to uses other than cemetery
    - Cemetery board is appointed by Mayor
    - WGM was unable to locate deed restrictions for the cemetery property.
    - Doug Waters or Christy Weigand may be able to provide these
  - Plan should recognize the unique historic character and value of cemetery
  - Potential for land trade with MRL gravel pit?
    - May be reclamation requirements
- Transportation
  - Jeremy reviewed existing road right-of-ways
    - Many were vacated or never existed
    - GLO and Book 1 right-of-ways exist. These need a legal opinion to determine if they are still public right-of-ways.
    - Coal Mine Road has no apparent dedicated right-of-way.

## North Reserve | Scott Street Master Plan Meeting Record

- Steve Nyday researched access on Coal Mine Road and found that there is evidence of public road (prescriptive use)
  - Cemetery Road right-of-way is only 40' and constrained by the railroad and the cemetery.
- Constraints Map
  - Scott Street Partners (White Pine site) may be difficult to develop and subdivide due to non-transferable indemnity with Huttig.
  - Yellowstone Pipe Line
    - 10-12' underground
    - 10" high pressure line
    - 25' easement on each side of the line

### Preliminary Plan Concept

The committee reviewed and provided comment/questions on the Preliminary Plan Concept.

- Plan should consider the gateways into the city as well as into the Plan Area
  - Experience from the interstate
  - Wayfinding Plan includes Reserve interchange
- Concept is to reduce truck traffic through future residential neighborhoods.
  - Truck route on either Turner or Palmer
  - Neighborhood commercial node at White Pine Park
  - Possibly relocate park to north
  - Check deed restrictions since the land was a gift from Watkins family
  - Site was cleaned up to residential standards so has excellent soil
  - Park used for soccer and lacrosse so needs parking. Since it's a neighborhood park, there typically isn't any parking provided.
  - Need to consider how moving the park would fit with the Rodgers Street development

## North Reserve | Scott Street Master Plan Meeting Record

- Additional N-S collector route may be needed if plan de-emphasizes Scott Street
  - Establish corridor on west side of neighborhood between cemetery?
  - Establish truck corridor on Bulwer since more of the ROW is intact?
  - Preserves future corridor for Russell Street?
  - Connection from Interstate to Broadway
    - How does this affect the Spurlock property north of the I-90?
      - Don't want to show a major road connection to the north (remove arrow)
      - Use land restrictions and design standards to limit gas stations, casinos, and big box store development at the interchange
- Roseburg Property
  - Roseburg indicated they are open to a trail connection, but reluctant to allow a road.
    - Concern is for increased exposure/visibility
    - Committee members felt Roseburg will be seen as more of a partner with the neighborhood if they allow a greenway. Once it's developed as park area, there's less pressure to develop the property.
  - Plan will show phasing for road improvements. Extension of Raser Ave will likely be a long-term phase.
- Grant Creek Underpass Alternatives
  - Difficult to get bikes and pedestrians through Reserve Street intersection, but may be more feasible than underpass
  - Consider crossing south of I-90 and Reserve intersection to get people across Reserve Street and then follow Grant Creek north
  - Consider Pedestrian overpass at Howard Raser and Reserve
- Streetscape Sections
  - Show 11' travel lanes and wider boulevard strip
  - Industrial could have a multi-use trail rather than a separate bike and pedestrian facilities
  - Industrial Core Constrained should have 11' travel lanes with wider sidewalk

## North Reserve | Scott Street Master Plan Meeting Record

- Donna will provide standards for boulevard widths for large trees so that the trees won't interfere with truck traffic
- MRL Property
  - Opportunity to relocate rail businesses to Plan Area from Bitterroot to free up Bitterroot Spur
  - Consider potential to move switching yards out of town.
- Key Issues to be resolved in plan:
  - Phasing should be development driven because MRA may be primary funding source
  - Use of cemetery lands
  - Russell corridor preservation
  - Turner truck route/park relocation
  - I-90 interchange/open space protection to the north

# North Reserve | Scott Street Master Plan Meeting Record

MEETING DATE: June 2, 2016

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PROJECT NAME: North Reserve | Scott Street Master Plan

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SUBJECT: Technical Advisory Committee Meeting

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BY: Kate Dinsmore

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ATTENDEES: Chris Behan, MRA  
Brad Johnson, Winter & Company (by phone)  
Jeremy Keene, WGM Group  
Kate Dinsmore, WGM Group  
Vicki Crnich, Urban Planning MDT  
Mike Haynes, Development Services  
Jordan Hess, City Council  
Donna Gaukler, Parks and Recreation  
Jon Harvala, City County Health Dept & Water Quality District  
Ellen Buchanan, MRA  
Kevin Slovarp, Development Services  
Denise Alexander, Development Services  
Laval Means, Development Services  
Glen Cameron, MDT  
Nancy Harte, Brownfields  
Annette Marchesseault, MRA

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The following is a summary of the third TAC meeting for the master planning process. The role of the TAC is to provide technical and agency input on the plan concepts and recommendations.

## Draft Master Plan

Jeremy Keene presented a summary of the Draft Master Plan.

The plan objectives, planning process, overarching principles and vision were presented. The vision includes three districts: Reserve Street District, Industrial Core, and Scott Street District.

# North Reserve | Scott Street Master Plan Meeting Record

- The plan concept was modified since the last meeting based on market demand projections. A new land use, transitional commercial, was added, the transitional industrial land use decreased, and housing was maximized. The plan includes improvements to the street network and the addition of bike and pedestrian facilities.
- The plan concept shows the existing White Pine Park moved north to better incorporate it into the neighborhood. The soil in the park meets residential standards so changing its use back to industrial may not be the best utilization of the soil.
- The plan provides descriptions and design guidelines for each land use.

## Feasibility Analysis

- The feasibility analysis showed that there is market potential for nearly 2.8 million square feet of commercial, office, and transitional industrial space and 1,200 residential dwelling units over the next 20 years. The projections did not include future heavy industrial uses. The projected development will utilize about half of the developable land in the plan area, leaving about 200 acres as a reserve for future industrial, commercial, or residential uses.

## Traffic Modeling

- Traffic volumes can generally be accommodated with two- and three-lane roadways within the Plan Area (volumes are below 10,000 ADT on most streets)
- Development will significantly increase demand for east-west connectivity – traffic volumes on Cemetery Road are projected to increase ten-fold without other improvements (570 ADT existing to ~6,000 ADT projected)
- Development will significantly increasing demand on Scott Street without other improvements (2,600 ADT existing to 9,150 ADT projected).
- A new interchange at I-90 would alleviate pressure on Scott Street by providing alternative access to the Plan Area and the landfill, particularly for trucks.
- A new railroad overpass at Russell would further alleviate pressure on Scott Street and accommodate regional demand for north-south connectivity to I-90 (~50% decrease in traffic on Scott).

# North Reserve | Scott Street Master Plan Meeting Record

- A new railroad overpass connecting the proposed Industrial Connector to West Broadway would have a similar effect on Scott Street and relieve some pressure on Reserve Street.
- Additional modeling is being conducted in regards to the Broadway and Russell overpass to determine which option is more viable. This will include traffic volumes for Orange Street. This information will be included in the Administrative Draft Master Plan.
- The possibility of preserving both corridors was discussed since neither option will be built in the near future.

## Sewer Feasibility Analysis

- There is plenty of capacity surrounding the area, but infrastructure will need to be installed within the Plan Area.
- Development will require one or more pump stations to be installed.

## Water Feasibility Analysis

- A water tank will need to be installed to meet demand in the area. Booster pumps are needed in the northwest portion of the Plan Area to increase water pressure for fire flows. This can be accomplished through individual booster pumps for each building or through a system booster pump that would increase water pressure for the entire area.
- Funding options for a system booster pump were discussed. This could include special improvement districts, rebates or latecomer agreements to payback the initial investment as other development occurs.

## Implementation

- Implementation of the plan will be driven by private investment. The implementation strategy focuses on opportunities to use public infrastructure investment as a tool to incentivize private development that is consistent with the plan.
- Key public infrastructure projects were evaluated based on the cost, benefits, and feasibility of completing each project.

## North Reserve | Scott Street Master Plan Meeting Record

- These projects are presented in phases to indicate priorities, recognizing that actual implementation of the plan will need to be flexible to respond to opportunities as private development occurs and funding resources become available.
- Development of the plan would result in private investment estimated at \$710 million over the next 20 years.
  - 2.8 million square feet of commercial and industrial buildings
  - 1,200 residential units
  - ~ \$10 million in annual tax revenue.
- The public infrastructure investment necessary to support the plan is estimated at \$43.5 million.
- Getting garbage trucks off of Scott Street is important. Is there a way this could happen earlier in the phasing?

### Next Steps

- WGM Group will hold meetings with key stakeholders to review the plan before it is released to the public. Key stakeholders include:
  - Roseburg
  - MRL
  - Bretz
  - Scott Street Partners
- The Admin Draft will be distributed to the TAC and MRA staff in the next 1-2 weeks for comment. Comments will be incorporated before releasing a Public Draft at the end of June.
- A public workshop will be held to present the draft plan. It is planned for July or August.
- The final Master Plan adoption will be approved by the MRA Board, Planning Board, and City Council.



North  
**Reserve**  

---

**Scott**  
Street



**Technical Advisory Committee:  
DRAFT MASTER PLAN OVERVIEW**

**North Reserve | Scott Street Master Plan**  
June 2, 2016

# PROJECT TEAM

## PROJECT LEAD

### **Missoula Redevelopment Agency (MRA)**

Ellen Buchanan, Chris Behan

## CONSULTANT TEAM

### **WGM Group**

Jeremy Keene, Nick Kaufman, Kate Dinsmore

### **Winter & Company**

Brad Johnson, Nore' Winter, Harry Brennan

### **Urban Advisors**

Ed Starkie

# PROJECT TEAM

## TECHNICAL ADVISORY COMMITTEE

Mike Haynes, Director Development Services

John Wilson, Director Public Works

Donna Gaukler, Director Parks and Recreation

Kevin Slovarp, City Engineer

Denise Alexander, Permits and Land Use Manager

Laval Means, Planning Services Manager

Jessica Morriss, Transportation Planning Manager

Jon Harvala, City County Health Dept & Water Quality District

Glen Cameron, MDT Missoula District

Vicki Crnich, MDT Urban Planning

Nancy Harte, Brownfields Coordinator

Jordan Hess, City Council

# AGENDA

- Draft Master Plan Overview

- Plan Objectives
- Planning Process
- Vision
- Overarching Principles
- Plan Concept
- Feasibility Analysis & Testing
- Market Analysis
- Traffic Modeling
- Water & Sewer Infrastructure
- Implementation Strategy



- Q&A

- Next Steps

# DRAFT MASTER PLAN

## NORTH RESERVE/SCOTT STREET MASTER PLAN

ADMIN. DRAFT

JUNE 2016

PREPARED FOR:

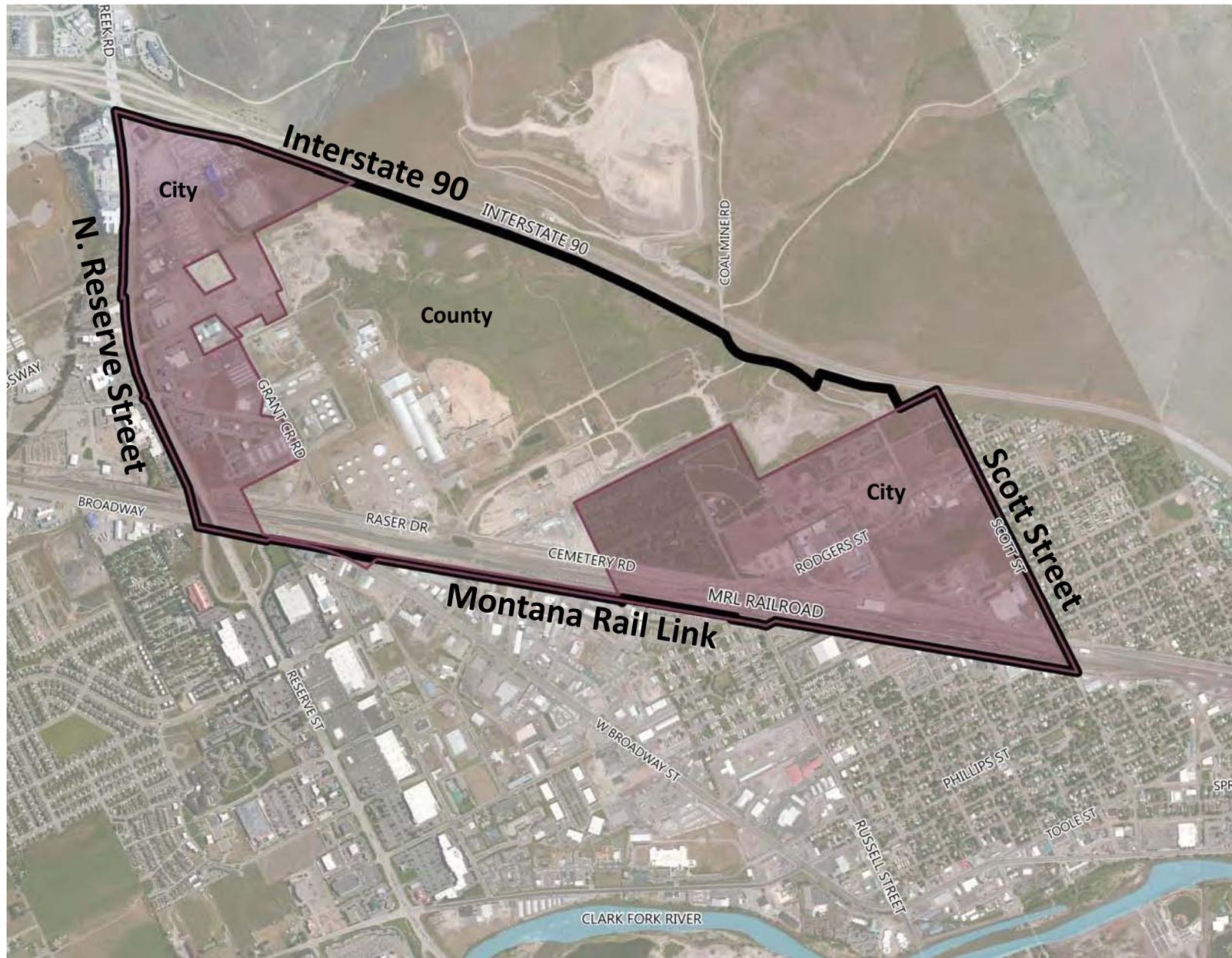


PREPARED BY:



urban advisors ltd

# PLAN AREA



# PLAN OBJECTIVES

## The Master Plan:

- Sets a long-term vision
- Identifies future land uses
- Establishes standards for new development
- Identifies needed transportation improvements
- Identifies needed utility infrastructure
- Recommends amenities and placemaking elements
- Provides an implementation strategy

*The North Reserve/Scott Street Master Plan provides a unified vision along with recommended actions to promote rational and sustainable growth, including private development and public improvements in the Plan Area.*

# PLANNING PROCESS

*The Master Plan represents a community-driven planning effort. The process engaged a wide range of stakeholders, business and property owners, and the general public to create a plan with strong community support. Public involvement was integral to creating a vision and direction for the plan.*

1

## Existing Conditions & Initial Visioning

- Existing Conditions
- Issues
- Desired Outcomes

2

## Concept Development & Testing

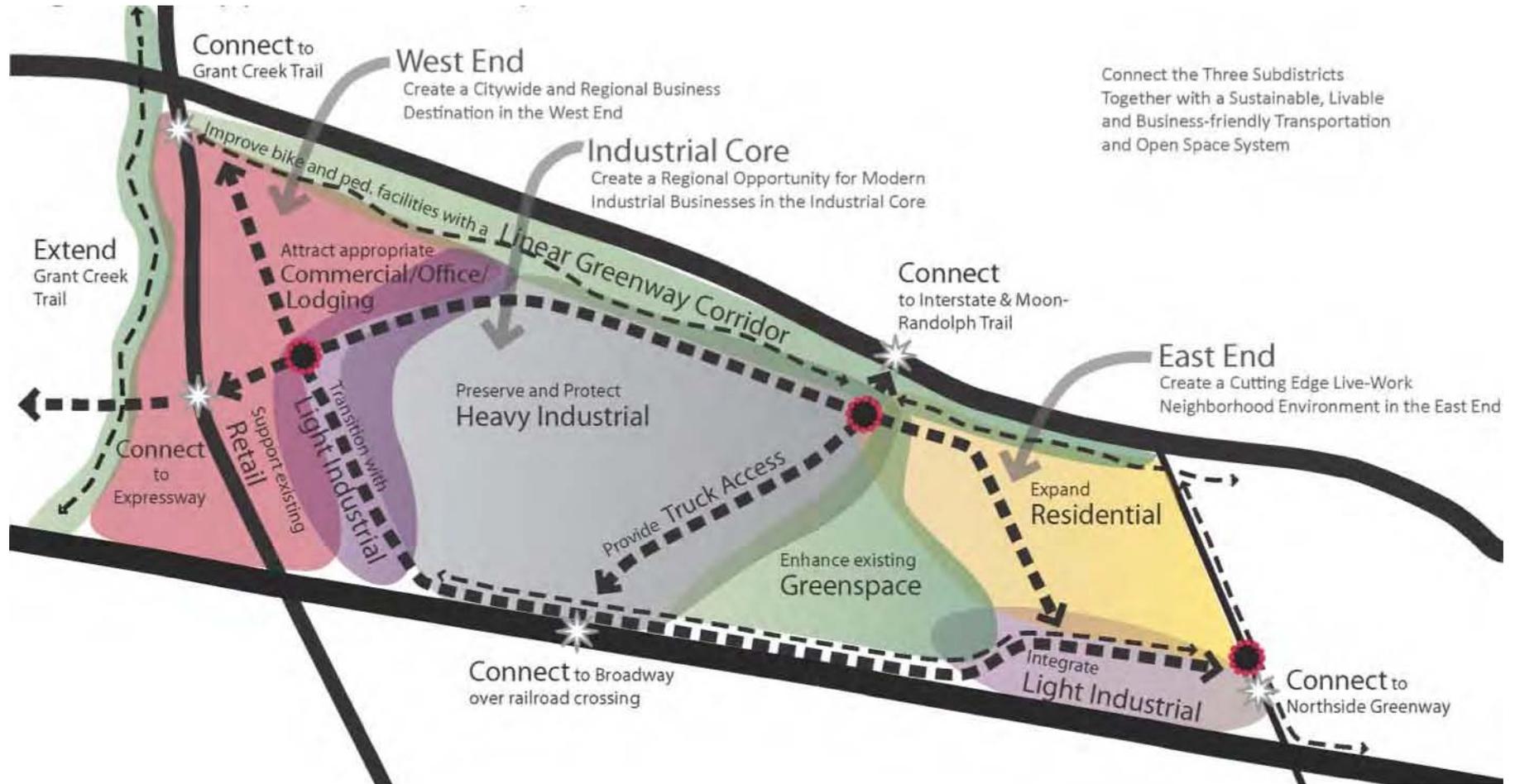
- Alternative Development and Review
- Preliminary Concept
- Feasibility Analysis and Testing

3

## Master Plan Development

- Plan Concept
- Development Concepts
- Development Standards
- Design Guidelines
- Implementation Strategy

# VISION



*The vision, at its core, seeks to create a sustainable, interconnected neighborhood that maximizes opportunities for business, industry, and residential living in close proximity to each other and other parts of town.*

# VISION: Reserve Street District



Create a Citywide and Regional Business Destination in the Reserve Street District  
The Reserve Street District has seen recent investment from the lodging, auto-oriented retail and health care service sectors. Meanwhile, Bretz RV & Marine has provided a strong anchor for the area with a successful land extensive commercial business for years. Under this Master Plan, this area will evolve into a citywide and regional business destination that is complementary to other business districts in Missoula. The Reserve Street District will be celebrated by the community as a multi-functional business district that offers unique shopping, dining, lodging and appropriate residential opportunities that take advantage of Reserve Street and provide support for business activities.



**The Reserve Street District will be a multi-functional business district that offers unique shopping, dining, lodging and professional offices.**

# VISION: Industrial Core

Create a Regional Opportunity for Modern Industrial Businesses in the Industrial Core

The Industrial Core is home to a strong array of heavy industrial businesses that provide important jobs for Missoulians and stimulate the local economy. Roseburg Forest Products, Phillips 66 and Montana Rail Link, to name a few, provide strong technology driven industrial anchors for the Industrial Core. These businesses and others are pushing the limits in terms of developing new technologies and innovative operations in the industrial sector. Business amenities like freeway access and railway connectivity bolster opportunities to expand industrial innovation. Under this Plan, improved transportation connections to the freeway and road network will help to cultivate these and similar operations. Additionally, bicycle paths, open spaces and other new features will create attractive amenities for industrial employees. The Industrial Core will remain industrial in its character, providing a premier destination for heavy industrial businesses to expand or relocate. The Industrial Core should be marketed as a THE place to conduct industrial operations in the county.



**The Industrial Core should remain industrial in character and provide a destination for heavy industrial users.**

# VISION: Scott Street District



**Live/Work developments will help to transition between light industrial and purely residential areas.**

Create a Cutting Edge Live/Work Neighborhood Environment in the Scott Street District

Missoula's rail corridor has a rich history of integrating work and home. In fact, Northside Neighborhood residents have worked at industrial businesses along the rail corridor for decades. This Master Plan embraces this tradition by calling for the establishment of a modern neighborhood that combines commercial operations and residential

units under a single roof. Live/Work areas should be rich residential neighborhoods that respect and respond to the character of the Northside Neighborhood and provides a mix of housing opportunities. Live/Work developments, new apartments and condominiums will help to transition between purely commercial and residential areas, but keep them connected through shared amenities, such as a small community retail and open space node along Scott Street.



**Live/Work development provides opportunities for small scale manufacturing and residences under one roof.**

# VISION: Transportation & Open Space

Connect the three Sub-districts Together with a Sustainable, Livable and Business friendly Transportation and Open Space System

With a strong vision for the Industrial Core, Reserve Street District and Scott Street District in place, the Master Plan seeks to integrate the three Districts with an interconnected transportation and open space system that also includes enhanced connections to regional systems and destinations. The Plan Area transportation system will be redesigned to increase user options, relieve congestion and provide for safe business operations, all while establishing stronger bicycle and pedestrian connectivity and mitigating the impacts of truck traffic on residential areas. An integrated open space system will provide amenities, enhance the existing cemetery open spaces, coordinate with the circulation system, act as a buffer between incompatible land uses and provides opportunities for sustainable approaches to storm water management. The enhanced Plan Area open space system will attract businesses, employees, and residents to the area, helping it reach its full potential.



**The Master Plan seeks to integrate the three Districts with an interconnected transportation and open space system.**

# OVERARCHING PRINCIPLES

*The plan recognizes certain overarching principles that are intended to serve as a framework for the more specific land use, circulation and urban design concepts. New development and public improvements that are consistent with these principles should be prioritized.*

- Recognize the Importance of the Plan Area to Missoula and the Region
- Create Short Term Flexibility and Long-Term Opportunities for Property Owners
- Preserve Opportunities for Existing and Future Heavy Industrial Users to Thrive
- Respond Appropriately to Context
- Transition Appropriately between Uses
- Create a Dynamic District where both Businesses and Missoulians can Thrive
- Create an Integrated, Multi-functional Open Space System
- Ensure that Private Development AND Public Improvements Work Together to Create a Well-Designed Environment



# FINAL PLAN CONCEPT



*The plan calls for a mix of commercial, industrial, and residential uses with appropriate buffers and open spaces to create a well-connected, livable neighborhood that builds on the existing uses and provides opportunities for new investment.*

# FEASIBILITY ANALYSIS & TESTING

Projected Market Demand 2016-2036				
Reserve Street District	Building Area		Site Area	
Corridor Retail	561,104	SF	33.75	Acres
Office/Corridor Retail Flex	401,444	SF	24.47	Acres
Transitional Industrial	899,800	SF	54.36	Acres
Transitional Commercial	346,365	SF	15.90	Acres

Figure 6-2: Reserve Street District Projected Market Demand

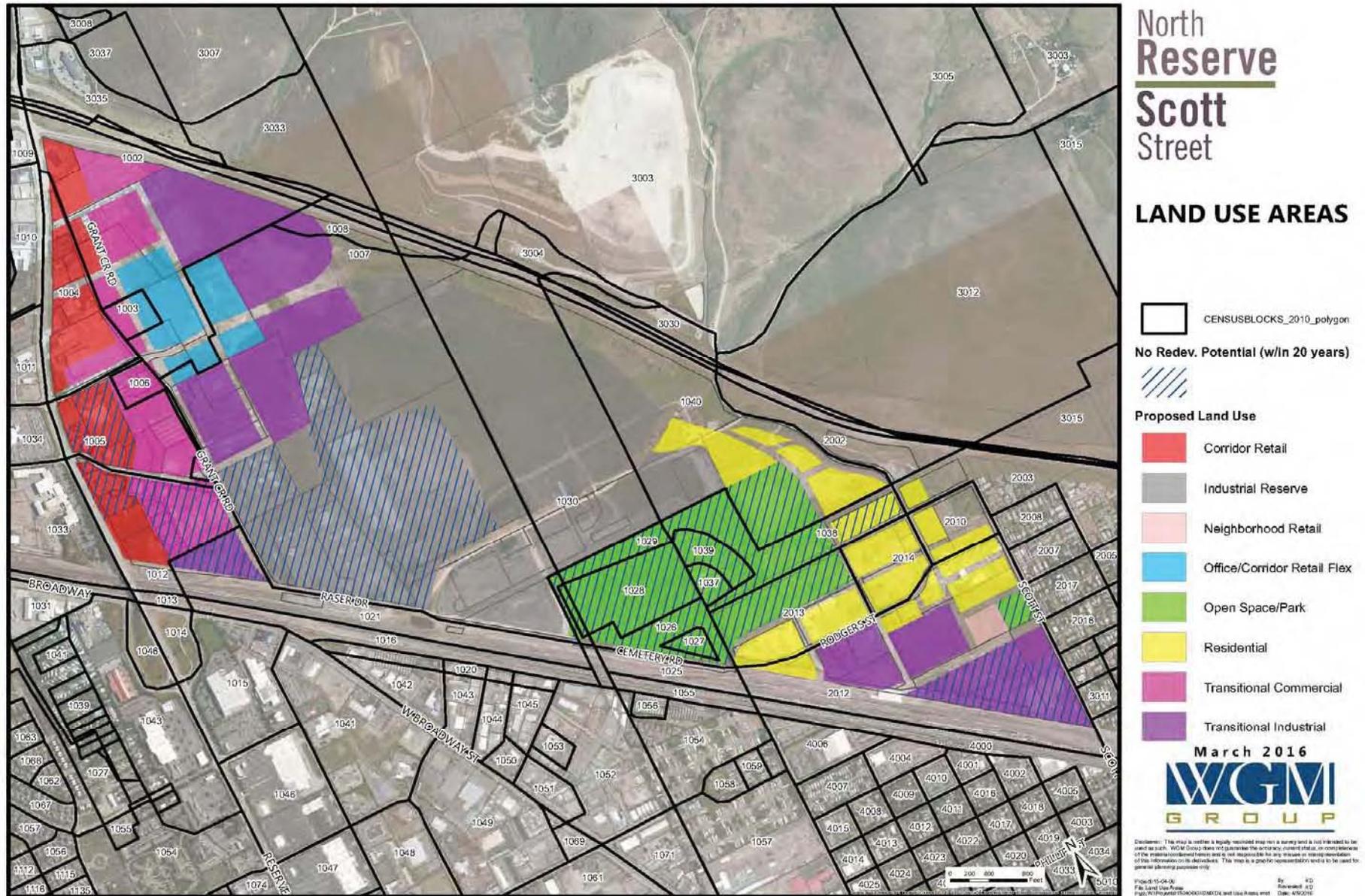
Projected Market Demand 2016-2036				
Scott Street District	Building Area		Site Area	
Residential	1,225	DU	44.86	Acres
Neighborhood Retail	39,000	SF	2.63	Acres
Transitional Commercial	433,200	SF	26.17	Acres

Figure 6-3: Scott Street District Projected Market Demand

*Over the next 20 years, there is market potential for nearly 2.8 million square feet of commercial, office, and transitional industrial space, and over 1,200 residential dwelling units within the Plan Area.*

*About 200 acres of land will develop within the Plan Area. This leaves approximately 200 acres in reserve that will allow for flexibility for future industrial, commercial, or residential uses.*

# FEASIBILITY ANALYSIS: Land Use



# FEASIBILITY ANALYSIS: Traffic Modeling



North  
Reserve  
**Scott  
Street**

## Existing Land Use & Road Network

-  Existing Road
- 15,500 Average Daily Traffic (ADT)



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Project: 15-04-08 By: KD  
File: Existing Road Network Released: 02/20/16  
Path: W:\Projects\1504\GIS\MapDocs\Existing Road Network.dwg Date: 01/20/16

# FEASIBILITY ANALYSIS: Traffic Modeling



North  
Reserve  
**Scott  
Street**

**Projected Traffic  
Volumes with  
Howard Raser  
Avenue**

— Existing Road

— Proposed Road

17,750 Average Daily Traffic (ADT)



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Project 13-04-09 By: KC  
File: Proposed Road Network - 5-WV Reviewed: KC  
Path: W:\Projects\130409\130409\_Proposed Road Network\Gis\Map13

# FEASIBILITY ANALYSIS: Traffic Modeling



North Reserve  
**Scott Street**

## Projected Traffic Volumes with Howard Raser Avenue and I-90 Interchange

- Existing Road
- Proposed Road
- 21,300** Average Daily Traffic (ADT)



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Project 13-04-09  
 File: Proposed Road Network - SJV with I-90  
 Plan W:\Projects\130409\130409\_Proposed Road Network\Map\130409.mxd

# FEASIBILITY ANALYSIS: Traffic Modeling



North Reserve  
**Scott Street**

**Projected Traffic Volumes with Howard Raser Avenue, I-90 Interchanges, & Russell St. Connector**

- Proposed Road
- Existing Road
- 22,800** Average Daily Traffic (ADT)



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Project 13-04-09 By KD  
 File: Proposed Road Network - SJV with I-90 with Russell Cr.road.kxd KD  
 Print W:\Projects\130409\130409\_Proposed Road Network\Map\Map02.dwg with Russell Connector.mxd

# FEASIBILITY ANALYSIS: Traffic Modeling



North  
Reserve  
**Scott  
Street**

**Projected Traffic  
Volumes with  
Howard Raser  
Avenue, I-90  
Interchange, &  
West Broadway  
Connector**

- Proposed Road
- Existing Road
- 1,750 Average Daily Traffic (ADT)



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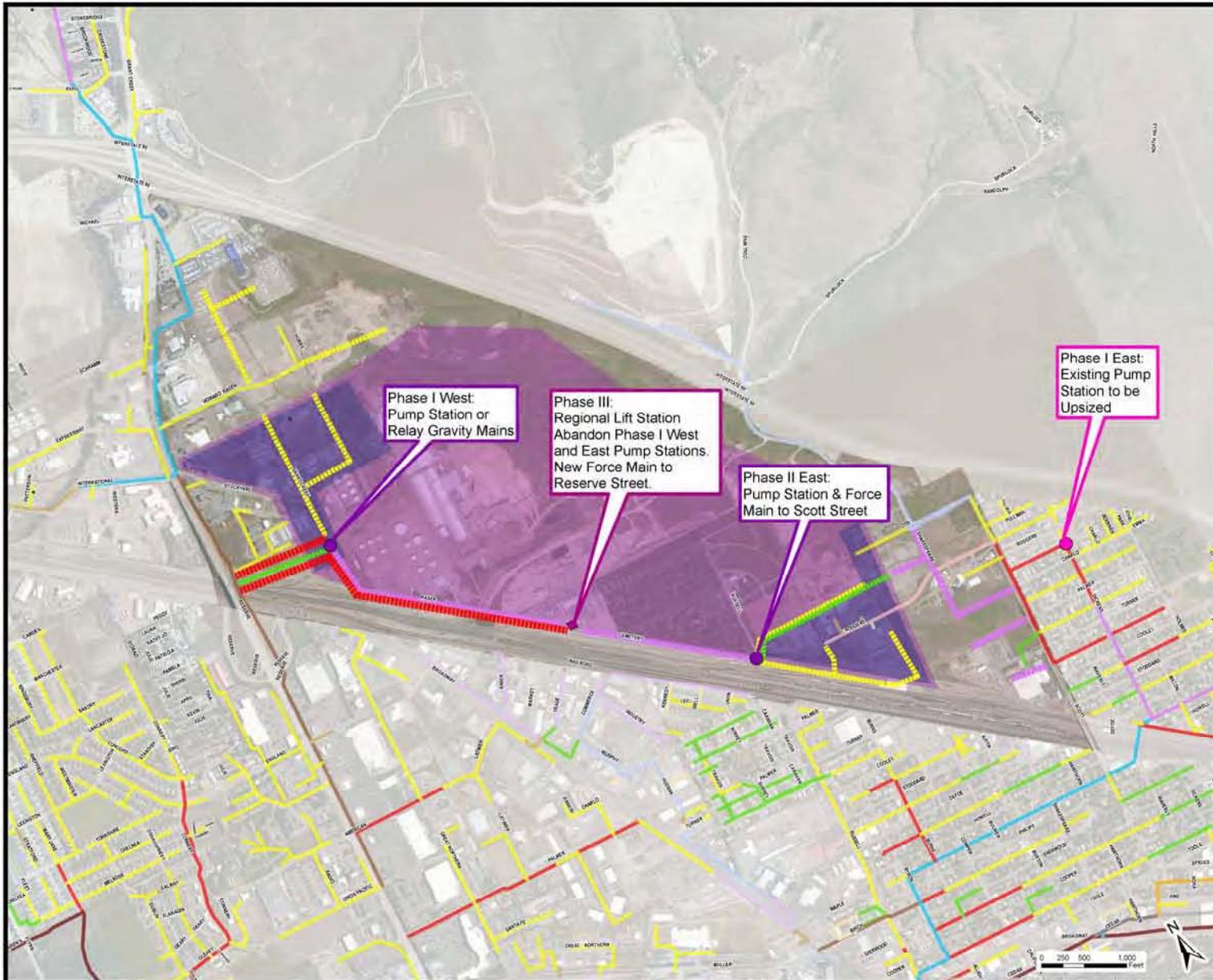
Project 15-04-00 By: KD  
File: Proposed Road Network - SW with I-90 with Bilinearly Connected  
Plan: W:\Projects\150400\Proposed Road Network\Map\150400-01 with Broadway Connector

# FEASIBILITY ANALYSIS: Traffic Modeling

## Traffic Modeling Summary

- Traffic volumes can generally be accommodated with two- and three-lane roadways within the Plan Area (volumes are below 10,000 ADT on most streets)
- Development will significantly increase demand for east-west connectivity – traffic volumes on Cemetery Road are projected to increase ten-fold without other improvements (570 ADT existing to ~6,000 ADT projected)
- Development will significantly increase demand on Scott Street without other improvements (2,600 ADT existing to 9,150 ADT projected).
- A new interchange at I-90 would alleviate pressure on Scott Street by providing alternative access to the Plan Area and the landfill, particularly for trucks.
- A new railroad overpass at Russell would further alleviate pressure on Scott Street and accommodate regional demand for north-south connectivity to I-90 (~50% decrease in traffic on Scott).
- A new railroad overpass connecting the proposed Industrial Connector to West Broadway would have a similar effect on Scott Street and relieve some pressure on Reserve Street.

# FEASIBILITY ANALYSIS: Sewer



## North Reserve Scott Street FUTURE SEWER INFRASTRUCTURE

### Pump Station Areas

- Phase I
- Phase II

### Future Sewer

- 6 inch Force Main
- 8 inch Gravity
- 10 inch Force Main
- 12 inch Gravity

### Existing Sewer

#### Pipe Diameter

- Unknown
- 1 inch force main
- 1.5 inch force main
- 2 inch force main
- 2.5 inch force main
- 3 inch force main
- 4 inch force main
- 6 inch
- 8 inch
- 9 inch
- 10 inch
- 12 inch
- 15 inch
- 18 inch
- 24 inch
- 27 inch
- 30 inch

Note: Future main sizes are preliminary and will need to be adjusted based on final design parameters.

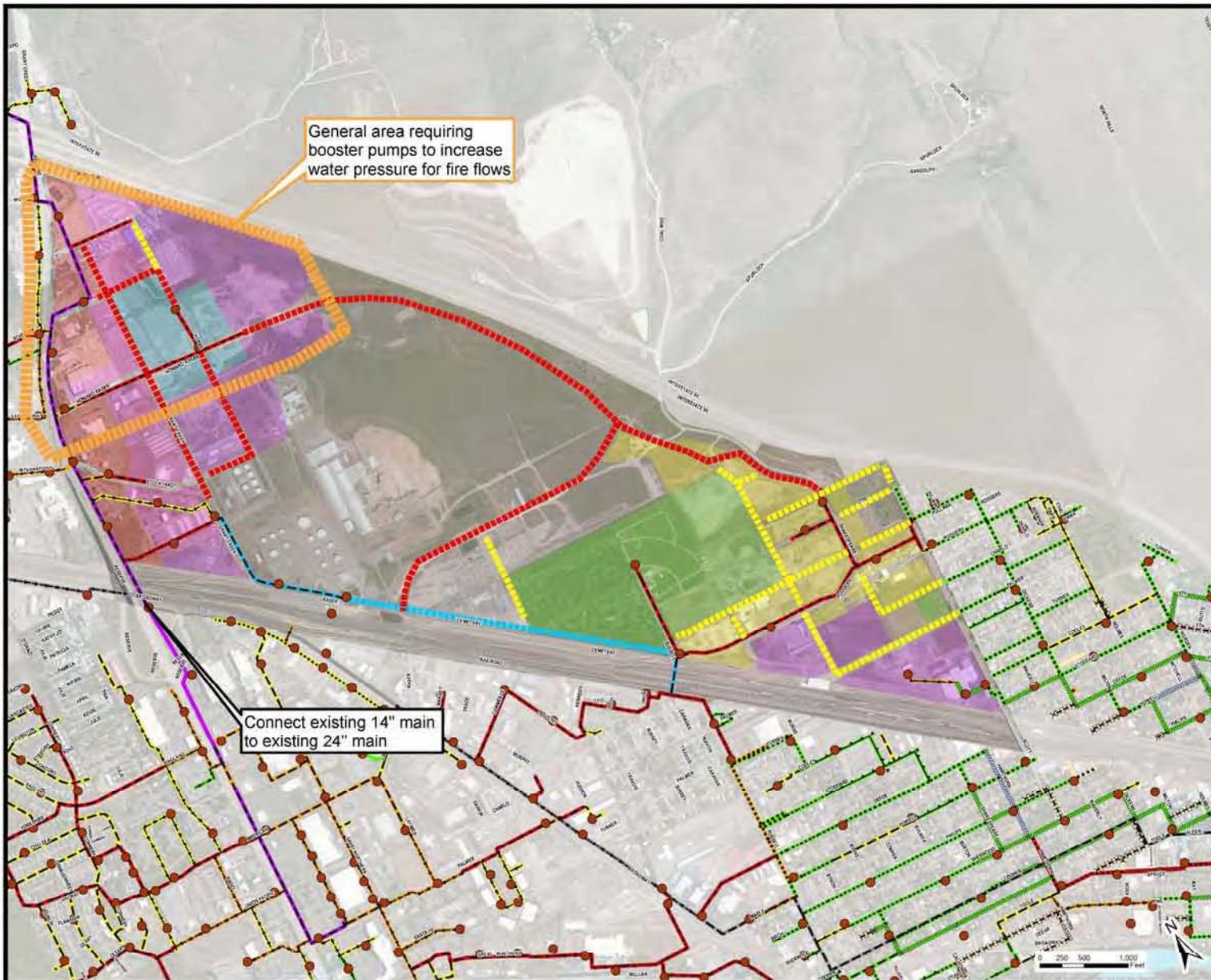
May 2016



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Project: 13-04-09  
 File: Infrastructure-Sewer-Future  
 Path: W:\Projects\130409\GIS\Map\Infrastructure-Sewer-Future.mxd  
 By: CEG  
 Reviewed: KD  
 Date: 5/2/16

# FEASIBILITY ANALYSIS: Water



## North Reserve Scott Street FUTURE WATER INFRASTRUCTURE

### Future Water

- 8 inch
- 12 inch
- 16 inch

### Material

- Cast Iron
- Ductile Iron
- PVC
- Steel
- Galvanized Steel
- Invasion Steel
- Kalmein
- Unknown

- Fire Hydrants

### Water Main

#### Diameter

- 2 inch
- 3 inch
- 4 inch
- 6 inch
- 8 inch
- 10 inch
- 12 inch
- 14 inch
- 16 inch
- 24 inch

June 2016



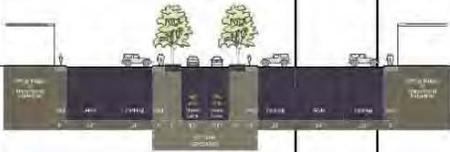
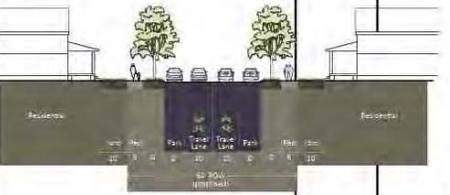
Disclaimer: This map is neither a legally recorded map nor a survey and is not intended to be used as such. WGM Group does not guarantee the accuracy, current status, or completeness of the material contained herein and is not responsible for any increase or misrepresentation of this information or its derivatives. This map is a graphic representation and it is to be used for general planning purposes only.

Project: 13-04-00 By: CSD  
 File: Infrastructure-Water-Future Reviewed: KD  
 Path: W:\Projects\13040620\MXD\Infrastructure-Water-Future.mxd Date: 6/20/16

# IMPLEMENTATION

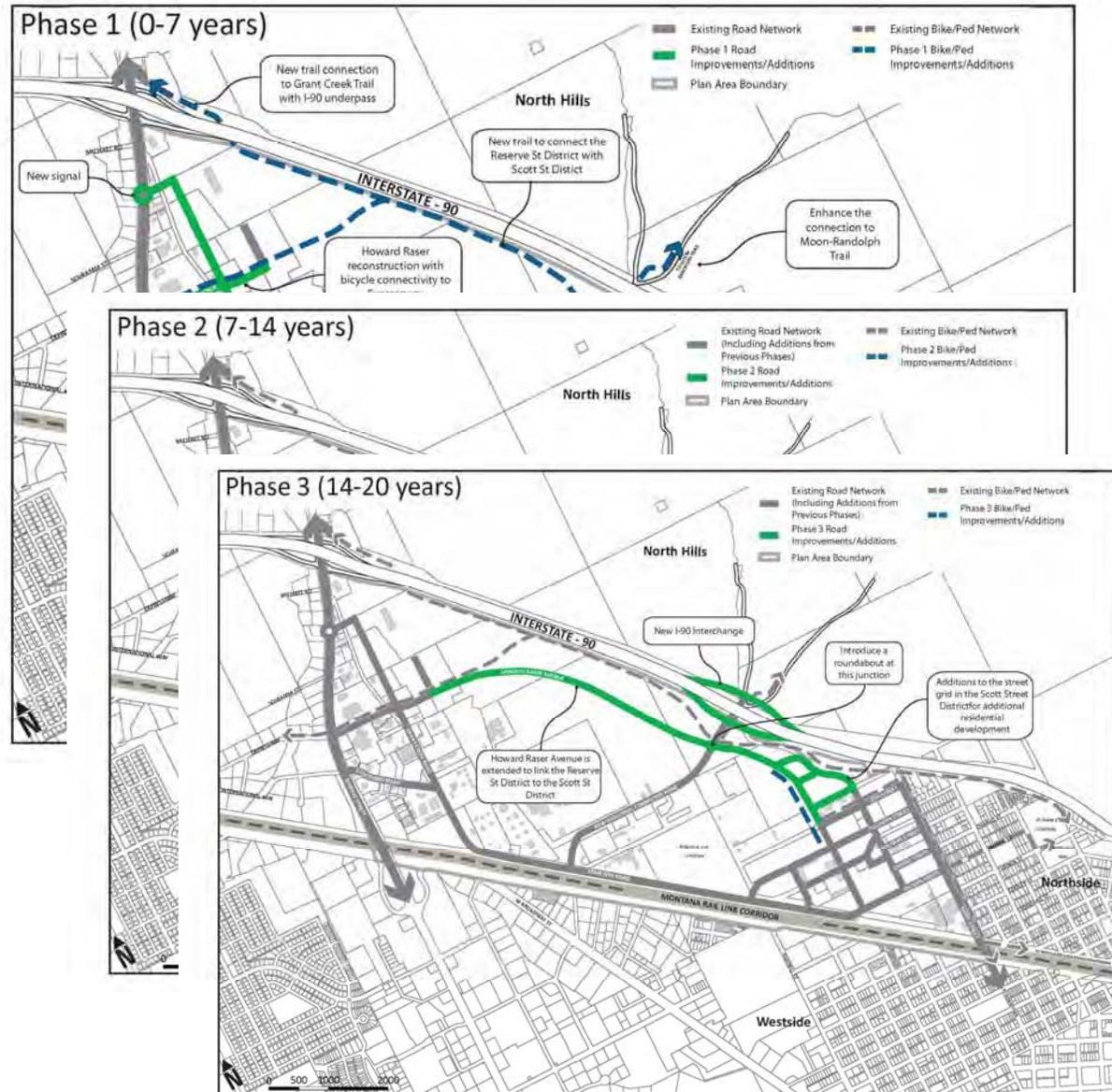
*Implementation of the plan will be driven by private investment. The implementation strategy focuses on opportunities to use public infrastructure investment as a tool to incentivize private development that is consistent with the plan.*

*Key public infrastructure projects were evaluated based on the cost, benefits, and feasibility of completing each project.*

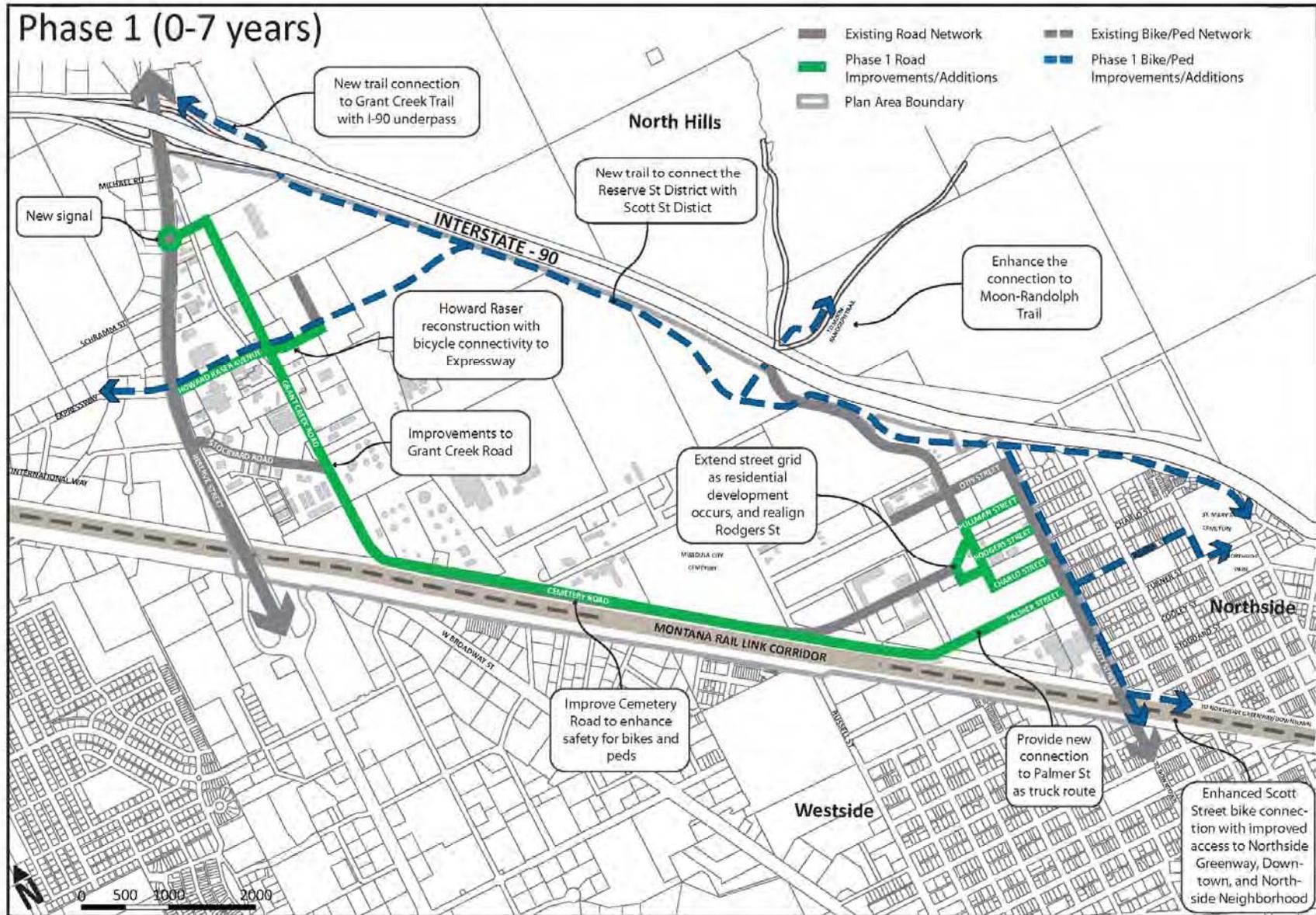
Phase 1 Key Elements & Primary Benefits						
Project	Priority	Cost	Public Benefits	City Benefits	Investor Benefits	Feasibility Considerations
Grant Creek Road & Signal (Cemetery Road to Reserve Street) 	Mod.	\$4.5M (5,000 LF)	<ul style="list-style-type: none"> <li>Provides signalized Reserve Street crossing for bikes/peds</li> <li>Improves access to businesses</li> <li>Better utilizes the existing collector road</li> <li>Improves aesthetics and landscaping</li> <li>Multi-modal transportation</li> </ul>	<ul style="list-style-type: none"> <li>Meets city priorities for adding bike and ped facilities</li> <li>Creates additional parcels for investment</li> </ul>	<ul style="list-style-type: none"> <li>Improves access to businesses and properties</li> <li>Creates parcels for investment</li> <li>Provides road, water, and sewer improvements</li> <li>Improves circulation</li> </ul>	<ul style="list-style-type: none"> <li>Multiple property owners involved</li> <li>Requires R/W acquisition</li> <li>Impacts existing businesses</li> </ul>
Residential Street Grid (Scott Street District) 	Mod.	\$14.5M (17,000 LF, all phases)	<ul style="list-style-type: none"> <li>Improves police, fire, and emergency access</li> <li>Extends Westside Neighborhood grid street network</li> <li>Supports land use that is complementary to existing neighborhood</li> <li>Increases housing inventory</li> <li>Creates a traditional neighborhood pattern</li> </ul>	<ul style="list-style-type: none"> <li>Provides housing within the city that is near downtown</li> <li>Creates developable residential property</li> </ul>	<ul style="list-style-type: none"> <li>Water, sewer, and road improvements reduce cost for investor</li> <li>Infrastructure extensions promote investment</li> </ul>	<ul style="list-style-type: none"> <li>Some R/W acquisition required</li> </ul>

# IMPLEMENTATION

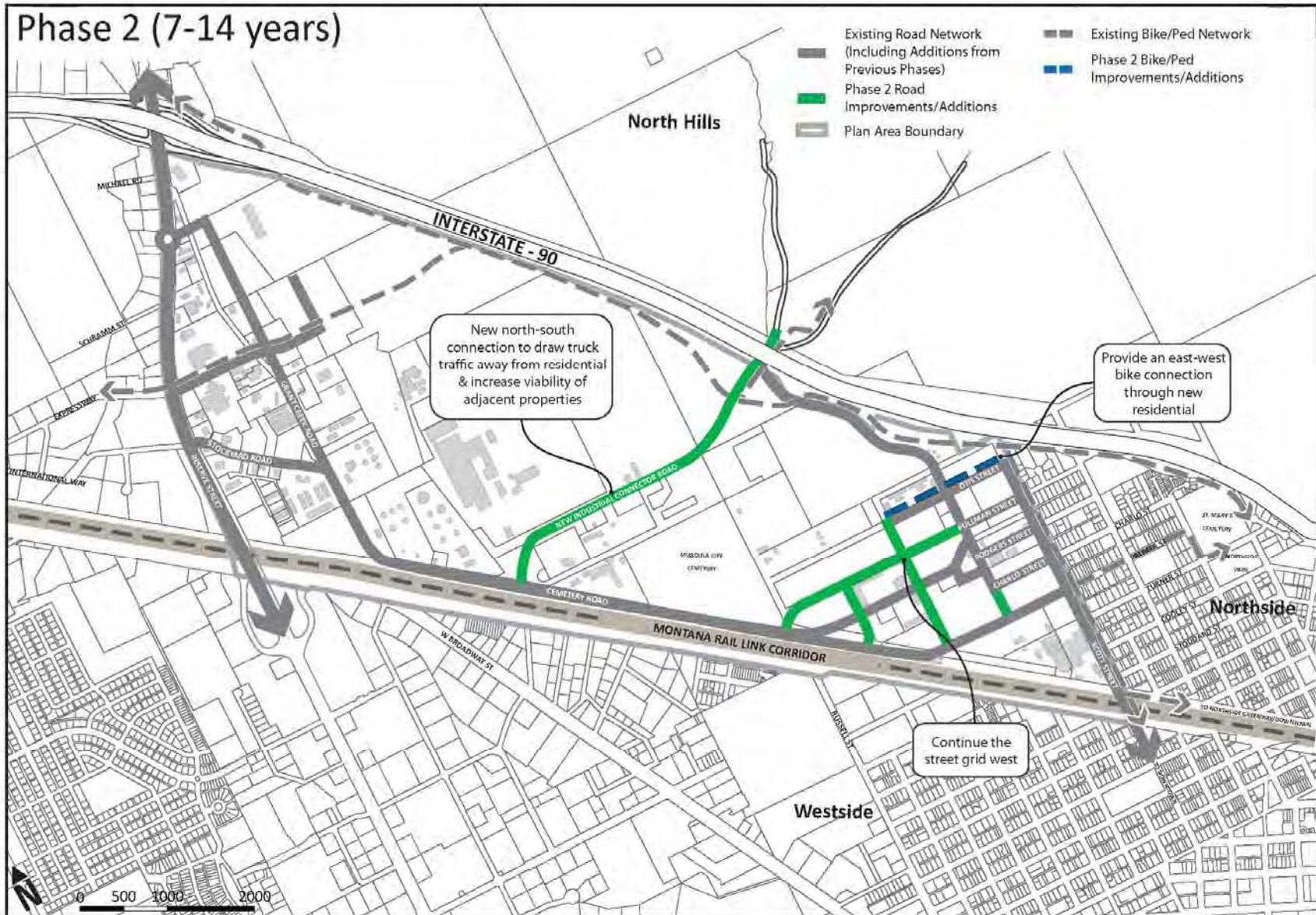
*These projects are presented in phases to indicate priorities, recognizing that actual implementation of the plan will need to be flexible to respond to opportunities as private development occurs and funding resources become available.*



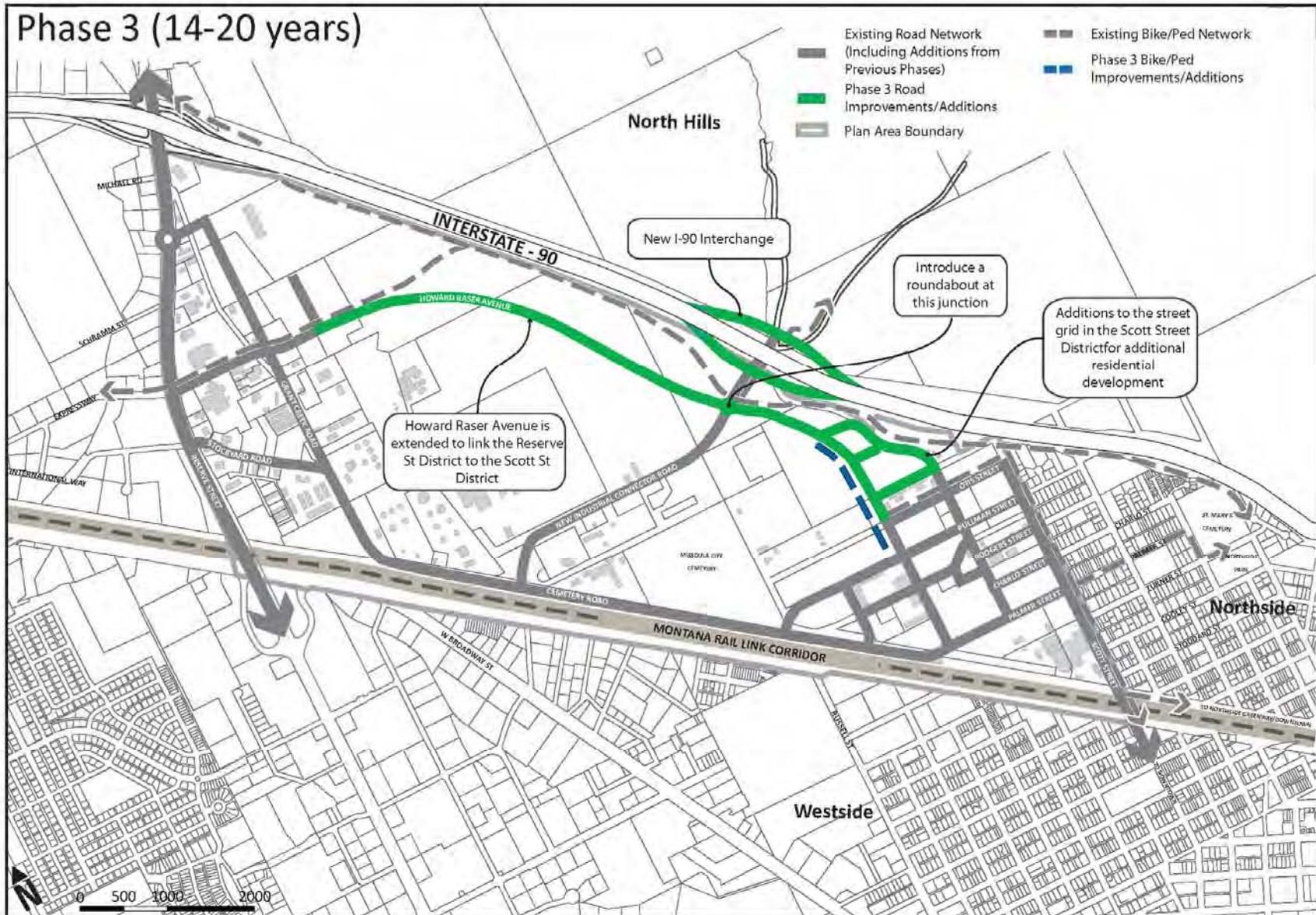
# IMPLEMENTATION



# IMPLEMENTATION



# IMPLEMENTATION



# IMPLEMENTATION



# IMPLEMENTATION

*Development of the plan would result in private investment estimated at \$710 million over the next 20 years.*

- *2.8 million square feet of commercial and industrial buildings*
- *1,200 residential units*
- *~ \$10 million in annual tax revenue.*

*The public infrastructure investment necessary to support the plan is estimated at \$43.5 million.*

# Q & A

Questions?

# NEXT STEPS

- Draft Plan Review (Admin Draft)
- Draft Plan Release
- Public Workshop #3
- Final Master Plan Adoption
  - MRA Board
  - Planning Board
  - City Council



North  
**Reserve**  

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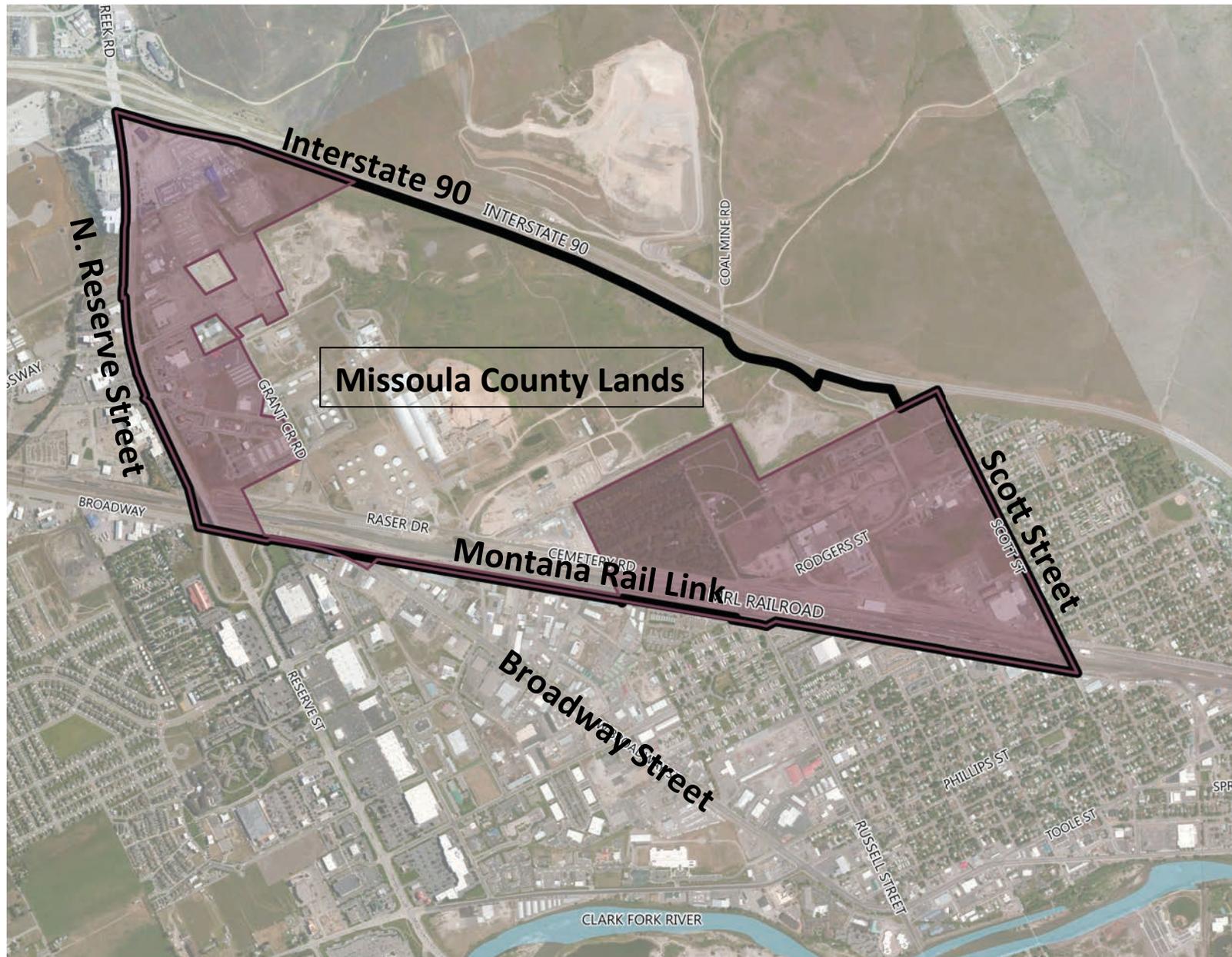
**Scott  
Street**



**COMMUNITY WORKSHOP #1:  
EXISTING CONDITIONS & VISIONING**

North Reserve | Scott Street Master Plan  
Wednesday, October 14, 2015

# PLAN AREA



# PROJECT TEAM

## PROJECT LEAD

### **Missoula Redevelopment Agency (MRA)**

Ellen Buchanan, Chris Behan

## CONSULTANT TEAM

### **WGM Group**

Jeremy Keene, Nick Kaufman, Kate Dinsmore

### **Winter & Company**

Brad Johnson, Nore Winter

### **Urban Advisors**

Ed Starkie

# TONIGHT'S AGENDA

- Project Overview
- Summary of Existing Conditions
- Developing a Vision
- Q&A
- Small Group Activity
- Report Back Session
- Next Steps



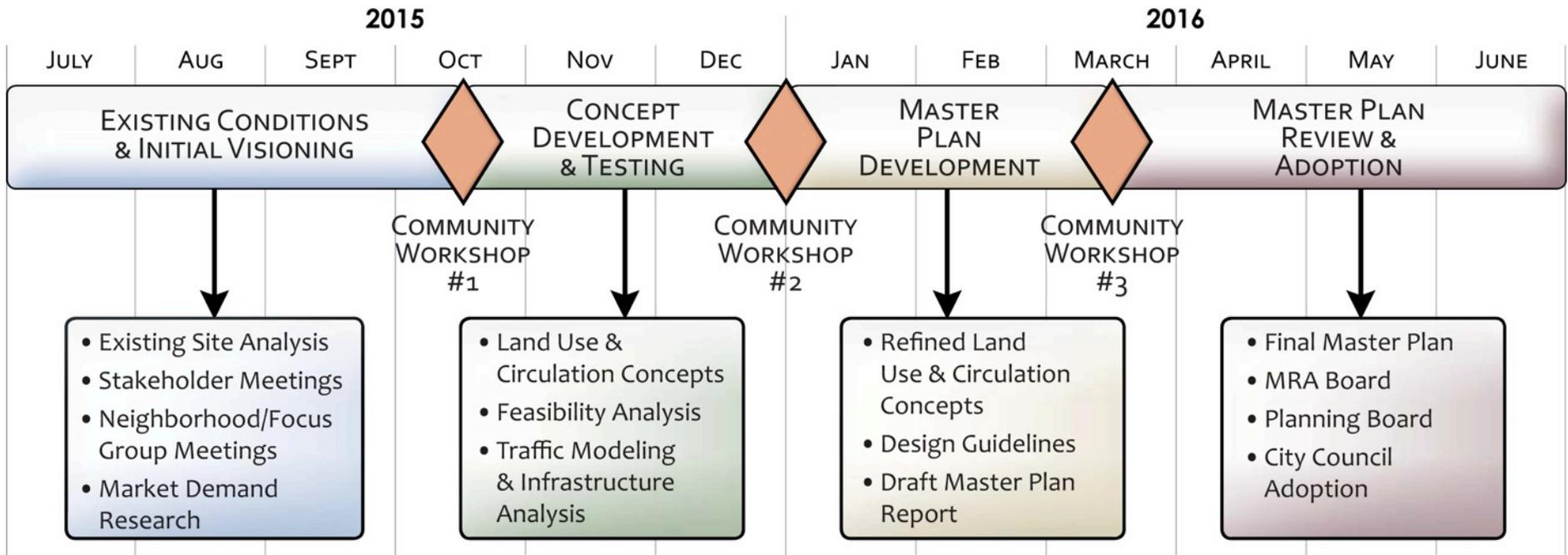
# WHAT IS A MASTER PLAN?

- **Community-driven plan for a specified planning area**
- **A Master Plan:**
  - Sets a long-term vision
  - Identifies future land uses
  - Establishes standards for new development

# WHAT IS A MASTER PLAN?

- **A Master Plan:**
  - Identifies needed transportation improvements
  - Identifies needed utility infrastructure
  - Recommends amenities and placemaking elements
  - Provides an implementation strategy

# PROCESS



# HOW CAN YOU GET INVOLVED?

- **Public Meetings**
  - 3 Community Workshops
  - Adoption Hearings
  - Facebook page
- **Outreach**
  - Flyers
  - Project website
  - Mailing list
  - Interviews/Focus group meetings

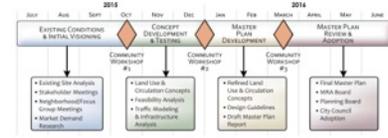
**North Reserve/Scott Street Master Plan**  
**Community Workshop #1: Existing Conditions & Visioning**

Please join us to share your ideas for the future of the new North Reserve Scott Street Urban Renewal District!

**Wed, October 14th, 6:30 - 8:30 pm**  
**Ruby's Inn, 4825 N. Reserve Street, Missoula**

The Missoula Redevelopment Agency (MRA) recently initiated an exciting planning project for the North Reserve/Scott Street area in Missoula! The North Reserve/Scott Street Master Plan will focus on improving transportation connections for all modes of travel, enhancing opportunities for industrial uses that provide good paying jobs and exploring the potential for new homes and businesses that will stimulate Missoula's economy. The Master Plan will create a technical road map for the future, based on a community-driven process that reflects the needs and ideas of area landowners, businesses, and residents.

As an initial step, the MRA and its consultants will host a lively Community Workshop to hear the community's goals, identify issues that need to be addressed in the process, and begin identifying potential improvements.

**For more information:**  
[www.ci.missoula.mt.us/1791/District---North-Reserve-Scott-Street](http://www.ci.missoula.mt.us/1791/District---North-Reserve-Scott-Street)  
[www.facebook.com/NRSMasterplan](https://www.facebook.com/NRSMasterplan)

Chris Behan, MRA  
 cbehan@ci.missoula.mt.us

Jeremy Keene, WGM Group  
 jkeene@wgmgroup.com  
 (406) 728-4611



**North Reserve/Scott Street Urban Renewal District**

**The Master Plan Community Workshop & Planning Event**

**Existing Conditions and Visioning**

**Wednesday, October 14, 2015 6:30-8:30 pm Ruby's Inn**

**What is the Master Plan?**  
 The Missoula Redevelopment Agency (MRA) has recently initiated an exciting planning project for the North Reserve/Scott Street area in Missoula. The Master Plan will be a community-driven planning process to create a unified vision for the newly created Urban Renewal District and the County land bounded by Reserve and Scott Streets, I-92, and the railroad. The North Reserve/Scott Street Master Plan will focus on improving transportation connections for all modes of travel, exploring the potential for new homes and businesses that will stimulate Missoula's economy, and identifying industrial lands for preservation. In addition to creating a technical roadmap for the future, the MRA wants to create a plan that is community-driven and reflects the ideas of as many community members as possible. The Master Plan will also set forth a set of recommendations that will guide future private development and public improvements in a manner consistent with the established vision.

**Why is it needed?**  
 While there is certainty that the Plan Area is a priority for public infrastructure improvements and new development, there is no clear plan in place to guide these changes. Meanwhile, pressure to redevelop the area is evident. In response to this, the MRA initiated the Master Plan process in order to study the area comprehensively, work with community members and stakeholders to define a vision, and ultimately create a road map for the future that identifies the type of development that is appropriate for the area and the circulation facilities and infrastructure needed to support it.

**How can I get involved?**  
 The best way for community members to get involved and follow the process is by attending the community workshops and checking in on this project webpage. The first workshop will be held on October 14, 2015 to look off the project, present an overview of existing conditions and start working with community members on identifying a vision for the future. Additional future workshops are also planned to seek community input on plan concepts and the draft Master Plan. In addition to the project webpage, "like" our project on Facebook or email Chris Behan or Jeremy Keene for more information or provide comments.

<http://www.ci.missoula.mt.us/1791/District---North-Reserve-Scott-Street>

# EXISTING CONDITIONS

## Summary Report will cover:

- Existing Land Uses
- Urban Design Character
- Land Use Policy
- Circulation
- Utility Infrastructure
- Environmental Issues
- Market Demand

# PLAN AREA

## BOUNDED BY CRITICAL TRANSPORTATION CORRIDORS



**INTERSTATE 90**



**HWY 93 (RESERVE STREET)**

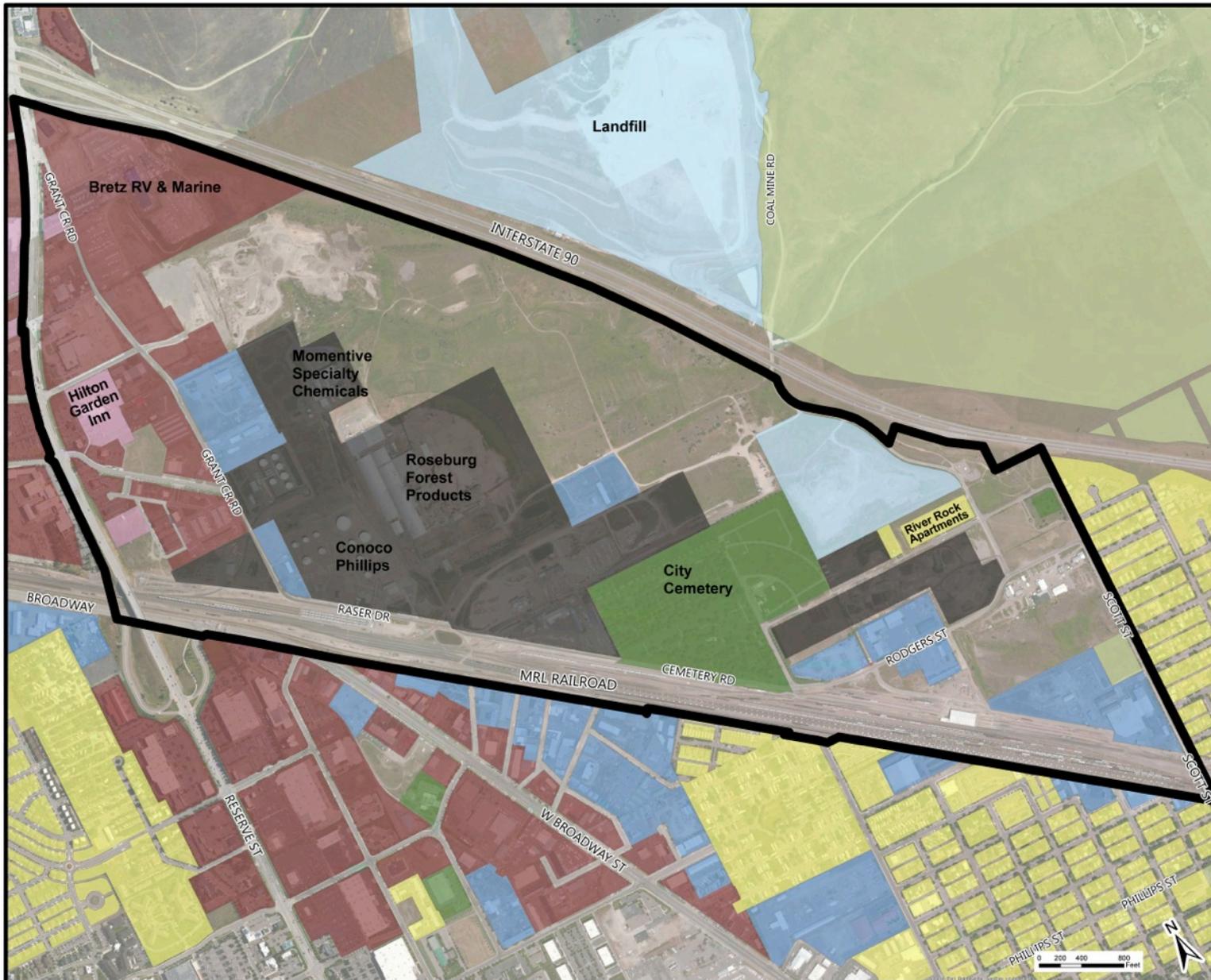


**MONTANA RAIL LINK**



**MONTANA RAIL LINK**

# EXISTING LAND USES/URBAN CHARACTER



North Reserve  
**Scott Street**

## EXISTING LAND USE

- Plan Area
- Residential
- Commercial
- Hotel
- Parks/Open Space
- Quasi-Public Lands & Institutions
- Light Industrial
- Heavy Industrial
- Landfill/Gravel Pit

September 2015  
**WGM GROUP**

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Project: 15-04-08 By: MOrme  
 File: Land Use Existing 2 Renewed: KS  
 Path: W:\Projects\150408\G\MXD\Land Use Existing 2.mxd Date: 10/2/2015

# EXISTING LAND USES/URBAN CHARACTER



**NORTH RESERVE CORRIDOR**

# EXISTING LAND USES/URBAN CHARACTER



# EXISTING LAND USES/URBAN CHARACTER

## GRANT CREEK ROAD CORRIDOR



# EXISTING LAND USES/URBAN CHARACTER



**PRODUCTION AND STORAGE CORE**

# EXISTING LAND USES/URBAN CHARACTER



**PRODUCTION AND STORAGE CORE**

# EXISTING LAND USES/URBAN CHARACTER



**PRODUCTION AND STORAGE CORE**

# EXISTING LAND USES/URBAN CHARACTER



**PRODUCTION AND STORAGE CORE**

# EXISTING LAND USES/URBAN CHARACTER



**PRODUCTION AND STORAGE CORE**

# EXISTING LAND USES/URBAN CHARACTER



**MISSOULA  
CITY CEMETERY**

# EXISTING LAND USES/URBAN CHARACTER



# EXISTING LAND USES/URBAN CHARACTER



# EXISTING LAND USES/URBAN CHARACTER

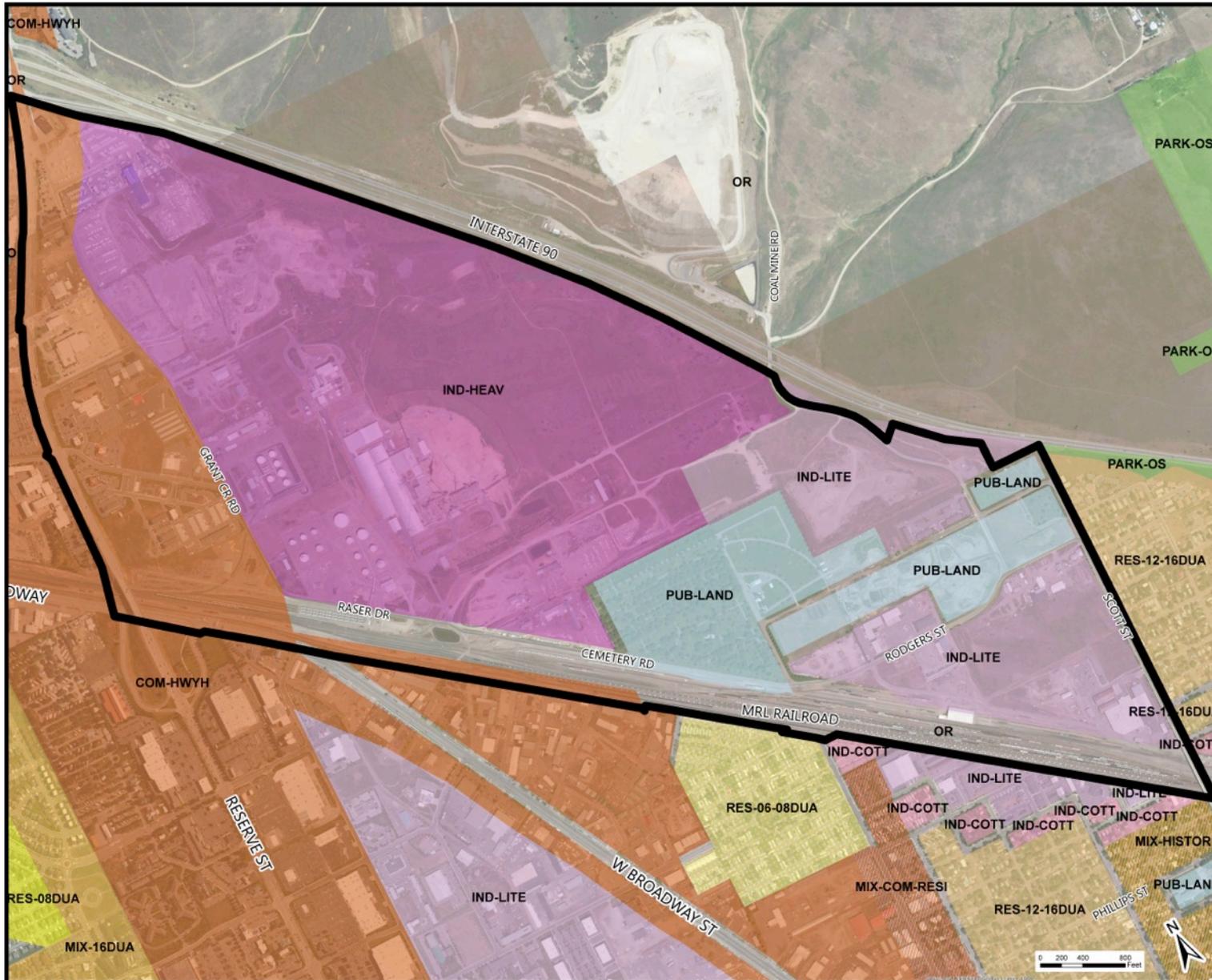


# EXISTING LAND USES/URBAN CHARACTER



**UNDEVELOPED FREEWAY EDGE**

# LAND USE POLICY - GROWTH POLICY



## North Reserve Scott Street

### GROWTH POLICY

- Plan Area
- Heavy Industrial
- Light Industrial
- Cottage Industrial
- Highway/Heavy Commercial
- Historical Mixed-Use
- Mixed-Use
- Mixed-Use 16 dwelling units per acre
- RESIDENTIAL:
- 12-16 dwelling units per acre
- 8 dwelling units per acre
- 6-8 dwelling units per acre
- Open and Resource
- Public & Quasi-Public
- Parks and Open Space

Source:  
1998 Missoula Area  
Urban Comprehensive Plan



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Project 15-04-06 By: MJD/ma  
File Growth Policy2 Reviewed: KJ  
Path W:\Projects\150406\03\BMD\Growth Policy2.mxd Date: 10/20/15

# CIRCULATION - VEHICULAR



## North Reserve Scott Street

### TRANSPORTATION NETWORK

- Principal Arterial - Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Local
- Railroads
- AADT 2014 Annual Average Daily Traffic

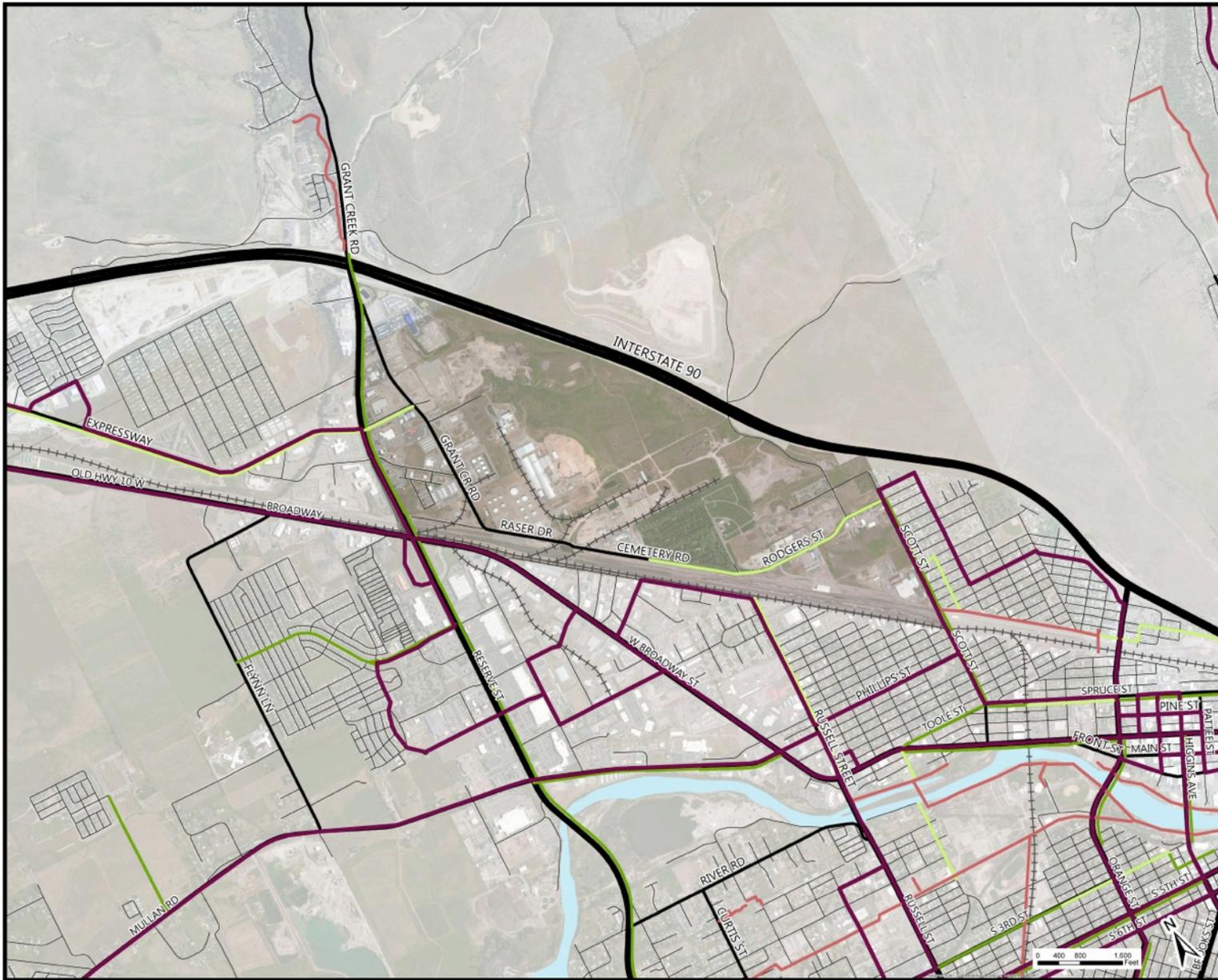
Source:  
Montana Department of Transportation  
Statewide Traffic Count Site Map



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Project: 15-04-06 By: MjG/mra  
File: Transportation.mxd Reviewed: KD  
Path: W:\Project\150406\06\0600 Date: 9/25/2015

# CIRCULATION - NON-MOTORIZED



North  
Reserve  
**Scott  
Street**

## TRANSIT & NON-MOTORIZED

- Mountain Line Bus Route
- Trails
- Bike Lane
- Bike Route

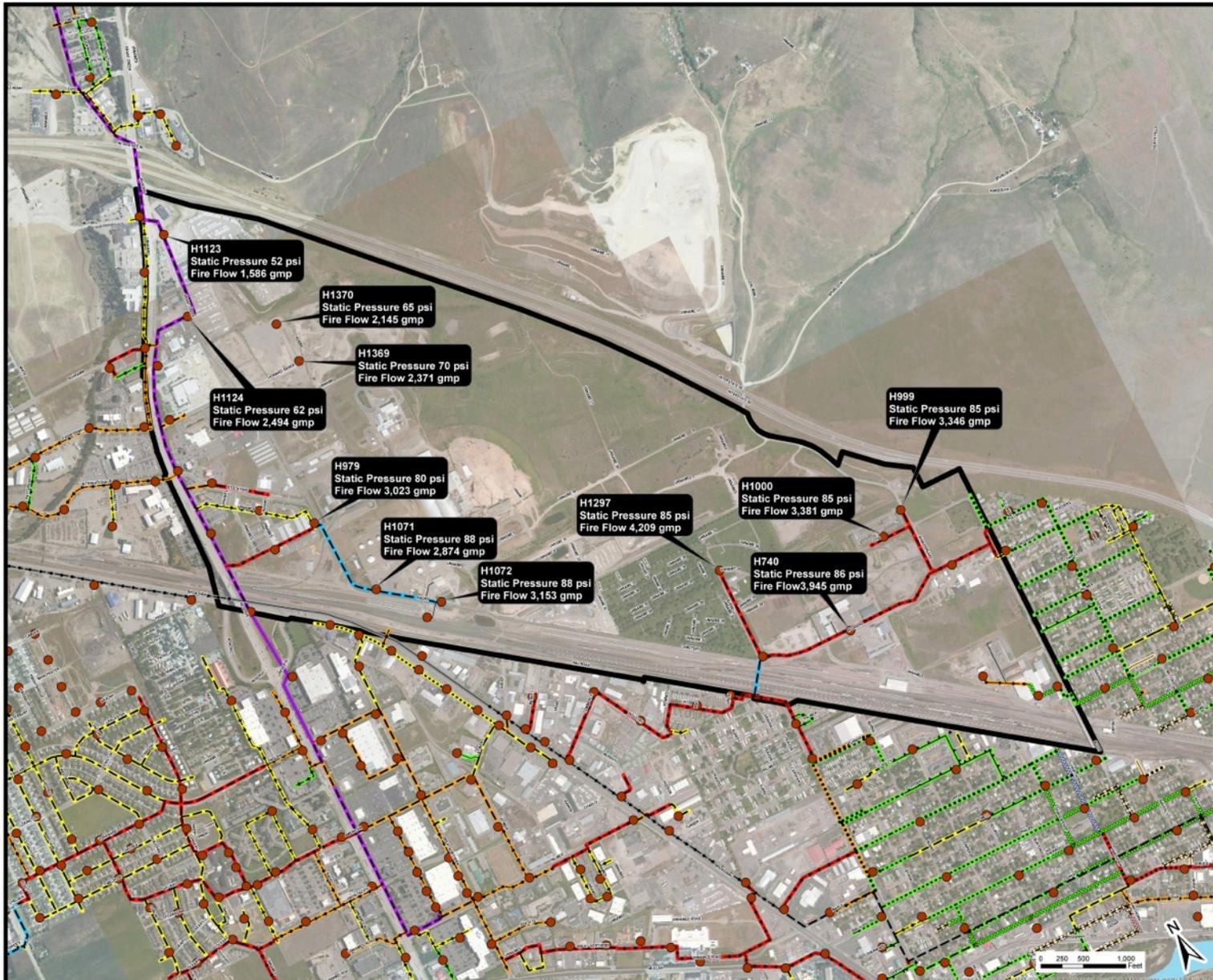
September 2015  
**WGM**  
GROUP

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Project 15-04-05  
File Transit & Non-motorized  
Path W:\Project\150405\GIB\MD\Transit & Non-motorized.mxd

By: MCGinn  
Reviewed: JG  
Date: 9/25/2015

# UTILITY INFRASTRUCTURE - WATER



## North Reserve Scott Street

### EXISTING WATER INFRASTRUCTURE

Plan Area

Fire Hydrants

Water Main

Diameter

- 2 inch
- 3 inch
- 4 inch
- 6 inch
- 8 inch
- 10 inch
- 12 inch
- 14 inch
- 16 inch
- 24 inch
- <all other values>

Material

- Cast Iron
- Ductile Iron
- PVC
- Steel
- Galvanized Steel
- Invasion Steel
- Kalmein
- Unknown

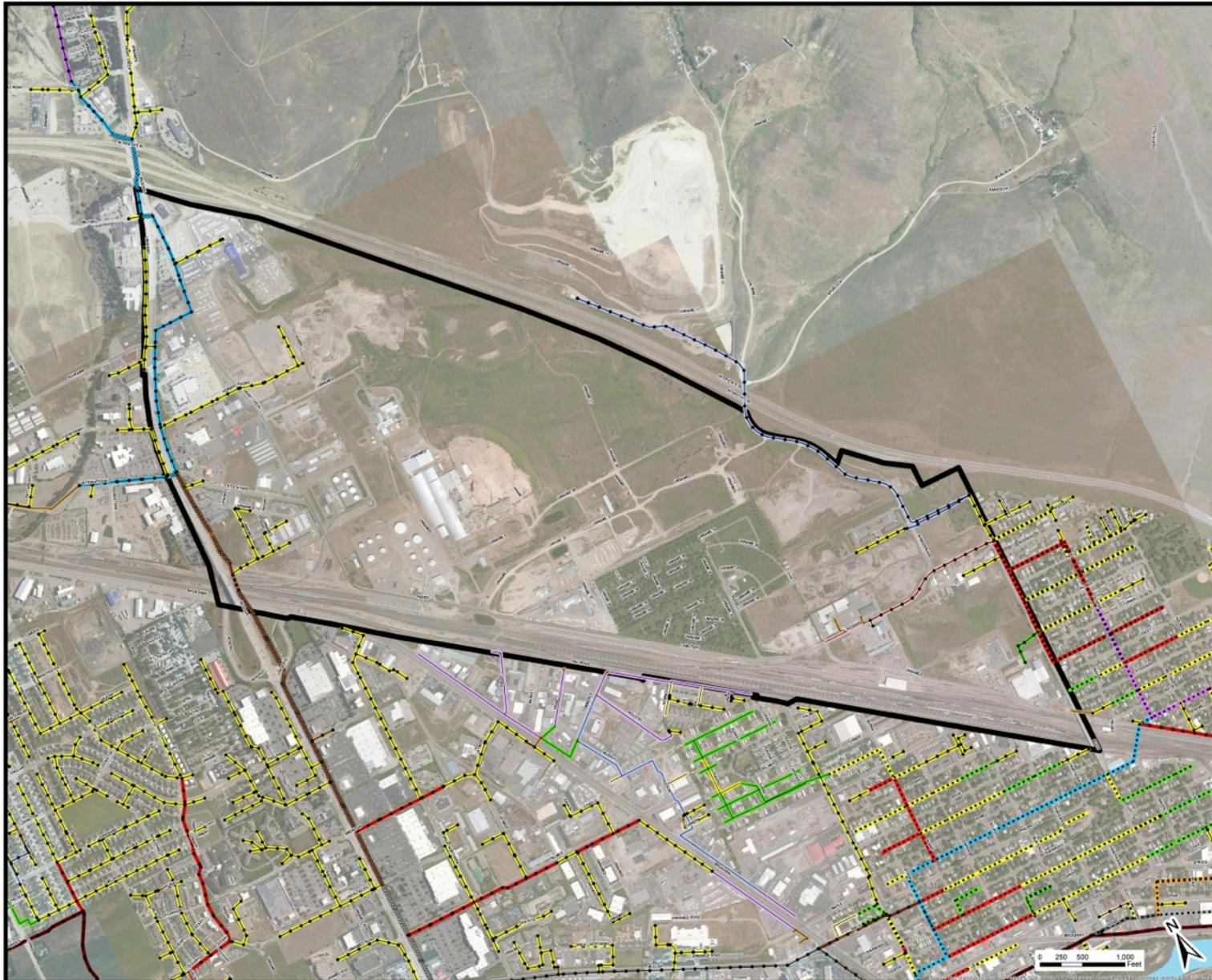
September 2015



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Project: 15-04-06  
File: Infrastructure-Water  
Path: W:\Projects\150406\BMM\DW\Infrastructure-Water.mxd  
By: CEG  
Reviewed: JCD  
Date: 1/02/2015

# UTILITY INFRASTRUCTURE - SEWER



## North Reserve Scott Street

### EXISTING SEWER INFRASTRUCTURE

— Plan Area

#### Sewer

##### Pipe Diameter

- Unknown
- 1 inch force main
- 1.5 inch force main
- 2 inch force main
- 2.5 inch force main
- 3 inch force main
- 4 inch force main
- 6 inch
- 8 inch
- 9 inch
- 10 inch
- 12 inch
- 15 inch
- 18 inch
- 24 inch
- 27 inch
- 30 inch

##### Pipe Type

- Unknown
- ACP
- DIP
- HDP
- NCP
- PVC
- RCP
- VCP

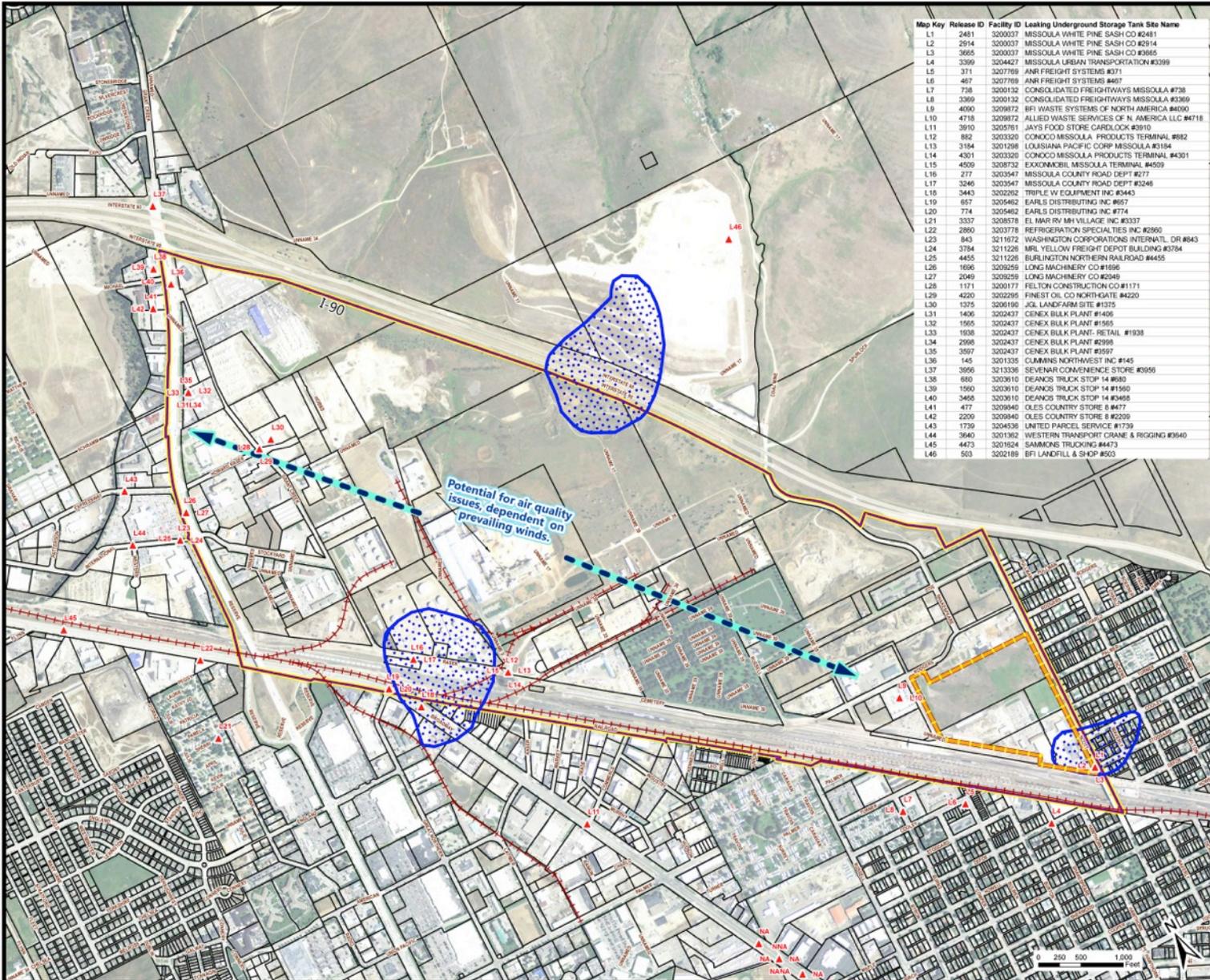
September 2015  
**WGM**  
GROUP

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Project: 15-04-06  
File: Infrastructure-Sewer  
Path: W:\Projects\150406\02\WGM\DW\Infrastructure-Sewer.mxd

By: CEG  
Reviewed: KD  
Date: 10/22/15

# ENVIRONMENTAL ISSUES



North Reserve  
Scott Street

## ENVIRONMENTAL RISKS

- ▲ "L" DEQ: Recorded LUST Site
- Prevailing Winds Trend SE or NW
- ▭ Active CECRA Facility
- ▭ Existing Groundwater Contamination
- +++ Railroads
- Plan Area
- ▭ Parcels

September 2015  
**WGM**  
GROUP

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Project 15-04-06  
File: EnvironmentalRisk2  
Path W:\Project\150406\BMD\EnvironmentalRisk2.mxd  
By: DMA  
Reviewed: MS  
Date: 10/20/15

# MARKET TRENDS for the MISSOULA MSA

- Household growth in Missoula is strong
- Household growth is for households with income over \$50,000
- Retail demand: approximately 190,000 sf
- Office demand: approximately 425,000 sf

# OUR FIRST JOB: DEVELOP A VISION

- Broad goals and objectives
- Desired land uses and business types
- Building character and scale
- Priority connections
- Character improvements

# FUTURE LAND USES - INDUSTRIAL

## HEAVY



# FUTURE LAND USES - INDUSTRIAL

## LIGHT



# FUTURE LAND USES - OFFICE

Professional offices, medical office,  
technology campus



# FUTURE LAND USES - RETAIL

## AUTO-ORIENTED



## MAIN STREET STYLE



# FUTURE LAND USES - RESIDENTIAL

## SINGLE-FAMILY



## MEDIUM DENSITY



# FUTURE LAND USES - RESIDENTIAL

## HIGHER DENSITY



## LIVE-WORK UNITS



# FUTURE LAND USES - MIXED USE

## VERTICAL



## HORIZONTAL



# FUTURE LAND USES - CIVIC USES

- Government Facilities
- Churches
- Community Centers
- Rec Centers



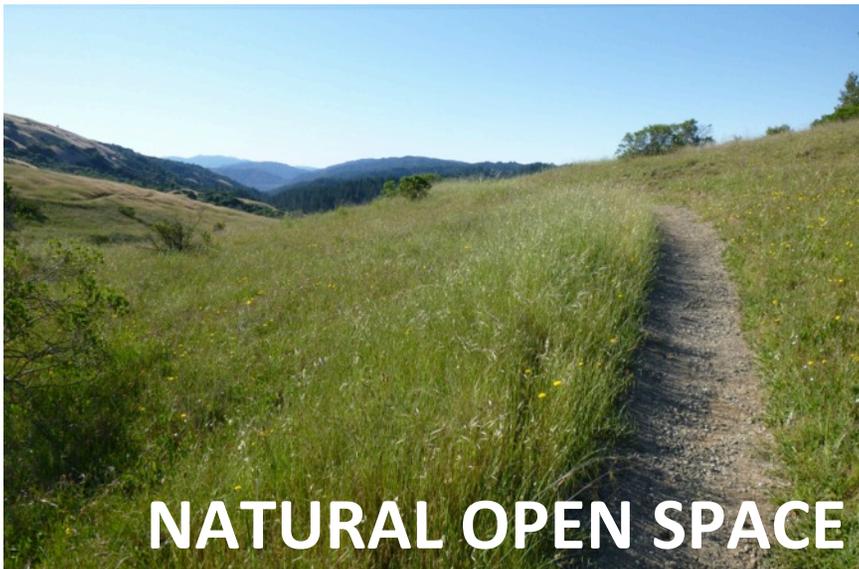
# FUTURE LAND USES - OPEN SPACE



**URBAN PARKS**



**PLAZAS**



**NATURAL OPEN SPACE**



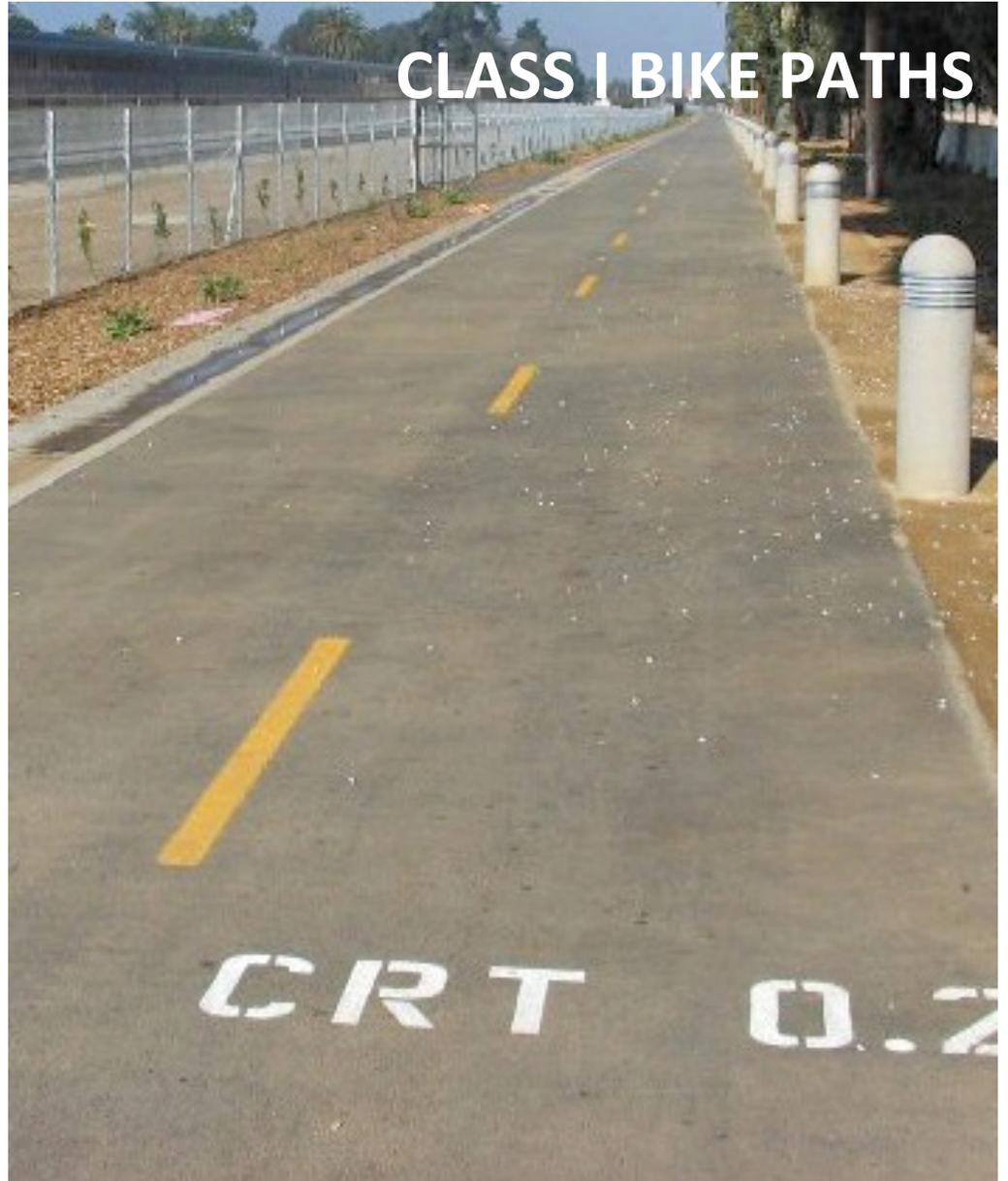
**BALL FIELDS/COURTS**

# CIRCULATION- BICYCLE FACILITIES

CLASS III BIKE ROUTES



CLASS I BIKE PATHS



CLASS II BIKE LANES



# CIRCULATION- PEDESTRIAN FACILITIES

- Sidewalks
- Crosswalks
- Mid-block crossings
- Curb extensions



# CIRCULATION- VEHICULAR FACILITIES

## BALANCING VEHICULAR TRANSPORTATION NEEDS



# CIRCULATION- TRANSIT FACILITIES



**PARK N' RIDE FACILITIES**



**BUS SHELTERS**

# CHARACTER IMPROVEMENTS

- Gateway features
- Signage
- Landscaping
- Streetscape improvements
- Public art



# QUESTIONS?



# SMALL GROUP ACTIVITY

North Reserve  
Scott Street

North Reserve | Scott Street Master Plan

## ACTIVITY POSTER

GROUP # \_\_\_\_\_

### PART 1: IDENTIFY GOALS, ISSUES AND OPPORTUNITIES

1A WORK WITH YOUR GROUP TO FILL IN THE BLANK. LIST ANSWERS ON THE LINES BELOW. IN 20 YEARS, THE NORTH RESERVE/SCOTT STREET AREA WILL BE A SUCCESS IF IT IS \_\_\_\_\_.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

1B WORK WITH YOUR GROUP TO FILL IN THE BLANK. LIST ANSWERS ON THE LINES BELOW. THE MOST PRESSING ISSUES FACING THE NORTH RESERVE/SCOTT STREET AREA ARE \_\_\_\_\_.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

1C WORK WITH YOUR GROUP TO FILL IN THE BLANK. LIST ANSWERS ON THE LINES BELOW. THE MOST IMPORTANT IMPROVEMENTS NEEDED IN THE NORTH RESERVE/SCOTT STREET AREA ARE \_\_\_\_\_.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### PART 2: CREATE YOUR VISION FOR THE NORTH RESERVE/SCOTT STREET AREA



# SMALL GROUP ACTIVITY

**North Reserve Scott Street**  
ACTIVITY POSTER  
GROUP # \_\_\_\_\_

**PART 1: IDENTIFY GOALS, ISSUES AND OPPORTUNITIES**

1. **WORK WITH YOUR GROUP TO FILL IN THE BLANKS. LIST ANSWERS ON THE LINES BELOW IN 25 YEARS, THE NORTH RESERVE/SCOTT STREET AREA WILL BE A SUCCESSFUL CITY.**

2. **WORK WITH YOUR GROUP TO FILL IN THE BLANKS. LIST ANSWERS ON THE LINES BELOW THE MOST PRESSING ISSUES FACING THE NORTH RESERVE/SCOTT STREET AREA ARE.**

3. **WORK WITH YOUR GROUP TO FILL IN THE BLANKS. LIST ANSWERS ON THE LINES BELOW THE MOST IMPORTANT IMPROVEMENTS NEEDED IN THE NORTH RESERVE/SCOTT STREET AREA ARE.**

**PART 2: CREATE YOUR VISION FOR THE NORTH RESERVE/SCOTT STREET AREA**  
North Hills  
Northside



# NEXT STEPS

- Concepts development
- Analysis and testing
- Community Workshop #2:  
Draft Concept (Winter 2016)

# Groups 1 Findings

- Residential along east side
- Park
- More green on west side
- Improve intersections (Coal Mine)
- More retail Main Street type
- Enhanced transit/ ped/ bides

# Groups 2 Findings

- Bike trails connection to open space
- Interchange?
  - Concern about uses resulting
- Single family, medium density along east edge
- YMCA branch?
- Water company offices?

# Groups 3 Findings

- Interchange
- Truck traffic access improvement
- Mixed light industrial/retail west edge
- Parks, residential mixed use along east side
- Improve trails access

# Groups 4 Findings

- Infrastructure: streets (E/W)
- Bike trails/walks
  - Connect to the west
- Frontage road w/ interchange, Russell St.
- Mixed residential along east side

# Groups 5 Findings

- Another interchange
- Connect Russell
- Frontage road close to interstate
- Scott Street: Mixed-use "Main Street"
- Multifamily live/work
- Park in the center
- Continue light industrial along west edge
- Mitigate noise and pollution from RR

# Groups 6 Findings

- Enhance what is already there
- Residential along the east side
- New road for east-west circulation
- Light industrial along west edge

# Groups 7 Findings

- Focus: Transportation
- Support existing businesses
- Attract new entities

# COMMUNITY WORKSHOP #1 SUMMARY

---

The first community workshop for the North Reserve | Scott Street Master Plan was held on October 14, 2015 at Ruby's Inn in Missoula.

Approximately 30 members of the community were in attendance in addition to staff and the consultant team. The primary objectives for Community Workshop #1 were as follows:

- Provide an overview of the Master Plan project and process
- Summarize existing Plan Area conditions
- Obtain community input on goals, issues and opportunities for the Plan Area
- Obtain community input on preferred locations for new land uses and transportation infrastructure
- Share ideas

## Introduction

Chris Behan, Assistant Director of the Missoula Redevelopment Agency (MRA), opened Community Workshop #1 by thanking participants for coming and providing a brief introduction to the project. Mr. Behan explained the importance of the project since the Plan Area includes one of city's Urban Renewal Districts. He highlighted the importance of the community input to the process in developing a long-term plan for the area's future. Mr. Behan then introduced the consultant team members, WGM Group and Winter & Company.

## Consultant Presentation

Jeremy Keene of WGM Group presented an overview of the Master Plan process. Mr. Keene explained the major objectives of the project, the different parties involved in managing the process and an overview of the proposed project schedule. Mr. Keene also identified opportunities for community members to provide input and stay involved.

Noré Winter from Winter & Company then explained that the consultant team and MRA are currently working on an Existing Conditions Summary that will document existing policies, physical conditions and opportunities and constraints in the Plan Area. When complete, the document will be made available to the public as a reference document for the project. Mr. Winter summarized the key findings from the Existing Conditions Summary, covering topics such as existing land use, circulation, current City growth policy and environmental constraints.

In the final portion of the presentation, Mr. Winter presented a series of slides showing imagery of potential land uses, development prototypes and circulation improvements that could be considered for the Plan Area. This was intended to get participants thinking about which land uses and improvements they believe the Master Plan should consider for the area. The entire presentation is available for viewing at:

<http://www.ci.missoula.mt.us/DocumentCenter/View/32304>

### Small Group Activity

After the presentation, workshop participants worked in small groups on a visioning exercise. After introductions to one another, participants stepped through a series of brainstorming questions to identify key goals, issues and opportunities for the Plan Area.

After the brainstorming exercise, each small group was asked to work together to illustrate their “Vision” for the Plan Area on a blank base map. To do so, participants drew on the maps with markers, made written notes and pasted “photo squares” indicating proposed land uses.



**Small Group Activity.** Selected images of the small group activity, including some young planners hard at work.

### Report Back

After the small group exercise, a representative from each group was asked to summarize the results of their group’s work to all workshop participants. Each report back highlighted major themes over a time period of less than five minutes.



**Report Back Session.** Selected images of group representatives summarizing the results of the Small Group Activity.

The following bullets highlight input provided by each group during the report back session:

Group 1

- Add residential in eastern areas
- Add parks
- Add landscaping and green spaces on west side
- Improve intersections (including Coal Mine Road)
- Add “main street” style retail
- Enhance transit, pedestrian and bicycle facilities

Group 2

- Improve bike connectivity to open spaces
- Add I-90 interchange (with some concern about land uses that will result nearby)
- Add residential in eastern areas
- Add a new civic use, such as a YMCA
- Consider relocating Missoula Water Company offices here

Group 3

- Add new I-90 interchange at Coal Mine Road
- Improve truck access
- Retain and enhance light industrial and retail in the western areas
- Add parks, residential and retail at east edge of Plan Area
- Improve trail access

Group 4

- Improve east-west circulation for vehicles
- Develop east-west vehicular road nearby and parallel to I-90 freeway
- Connect east to west areas with new bike and pedestrian trails
- Mix of residential development types along east edge of Plan Area

Group 5

- New I-90 interchange
- Connect Russell Street over railroad tracks to the Plan Area
- Develop east-west vehicular road nearby and parallel to I-90 freeway
- Develop a mix of residential development types along east edge of Plan Area (including potentially multi-family and live-work)
- Provide a park area in the center of the Plan Area
- Build on and continue light industrial in western areas
- Mitigate noise/pollution from the railroad

Group 6

- Add residential along east side
- New road needed to improve east-west circulation
- Build on light industrial along west side

Group 7

- Make circulation the priority
- Support existing businesses
- Attract new entities/investors to the area

### **Identification of Common Input from All Small Groups**

Some important themes appeared across all small groups. These strong areas of consensus include the following:

- Preservation of existing heavy industrial uses
- Housing and potentially new mixed use in eastern areas
- Improved east-west connections
- Open space and park enhancements

---

For more information on the project, access the official project website at:

<http://www.ci.missoula.mt.us/1791/District---North-ReserveScott-Street>

In addition to the project webpage, “Like” our project on Facebook or email [cbehan@ci.missoula.mt.us](mailto:cbehan@ci.missoula.mt.us) or [jkeene@wgmgroupp.com](mailto:jkeene@wgmgroupp.com) for more information.

- Scott Street needs a class II bike lane with clean and maintained paint.
- West of Scott St should be residential and a mix of open space.
- As you move west from Scott St, it would be good to see a transition from residential to light industry and mixed to the existing heavy industry.
- Affordable housing should not be annexed to this area.
- No new interstate exists in planning area.



North  
**Reserve**

---

**Scott**  
Street



# COMMUNITY WORKSHOP #2: PRELIMINARY PLAN CONCEPT REVIEW

North Reserve | Scott Street Master Plan  
Wednesday, February 10, 2016

# PLAN AREA



# PROJECT TEAM

## PROJECT LEAD

### **Missoula Redevelopment Agency (MRA)**

Ellen Buchanan, Chris Behan

## CONSULTANT TEAM

### **WGM Group**

Jeremy Keene, Nick Kaufman, Kate Dinsmore

### **Winter & Company**

Brad Johnson, Nore' Winter

### **Urban Advisors**

Ed Starkie

# TONIGHT'S AGENDA

- Project Overview and Update
- Recap of Community Workshop #1
- Preliminary Plan Concept
- Q&A
- Small Group Activity
- Report Back Session
- Next Steps



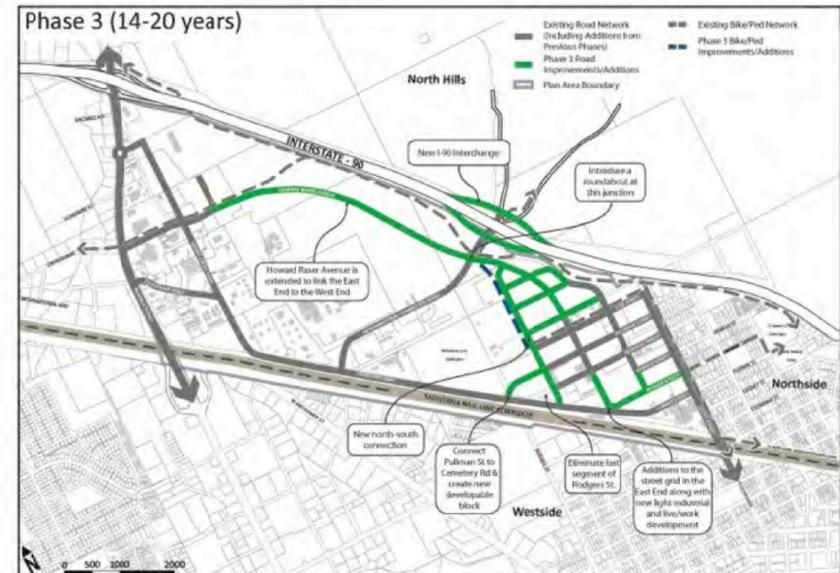
# WHAT IS A MASTER PLAN?

- Community-driven plan for a specified area
- A Master Plan:
  - Sets a **long-term** vision (25-35 years) for the Plan Area
  - Preserves options for the future
  - Illustrates opportunities



# WHAT IS A MASTER PLAN?

- **A Master Plan:**
  - Provides information to landowners who may consider development of their land
  - Helps guide government decision-making and investments

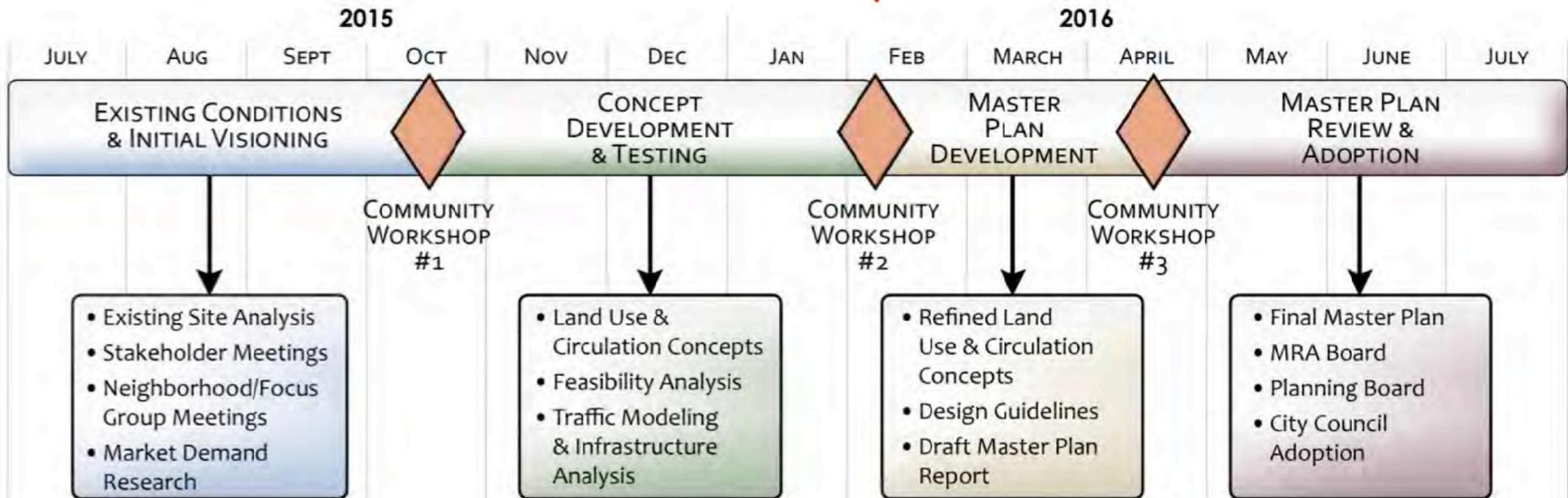
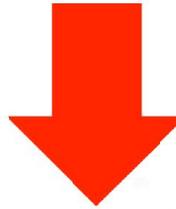


# WHAT IS A MASTER PLAN?

- **A Master Plan:**
  - Plans for potential future land uses
  - Identifies transportation improvements and other infrastructure improvements
  - Recommends amenities and placemaking elements
  - Provides an implementation strategy
  - Will be implemented by the public AND private sector

# PROCESS

**WE ARE HERE!**



# HOW CAN YOU GET INVOLVED?

- **Public Meetings**
  - 3 Community Workshops
  - Adoption Hearings
  - Facebook page
- **Outreach**
  - Flyers
  - Project website
  - Mailing list
  - Interviews/Focus group meetings
  - Board/Neighborhood Council meetings

**North Reserve/Scott Street Master Plan**  
**Community Workshop #1:**  
**Existing Conditions & Visioning**

Please join us to share your ideas for the future of the new North Reserve Scott Street Urban Renewal District!

**Wed, October 14th, 6:30 - 8:30 pm**  
**Ruby's Inn, 4825 N. Reserve Street, Missoula**

The Missoula Redevelopment Agency (MRA) recently initiated an exciting planning project for the North Reserve/Scott Street area of Missoula. The North Reserve/Scott Street Master Plan will focus on improving transportation connections for all modes of travel, enhancing opportunities for industrial uses that provide good paying jobs and exploring the potential for new homes and businesses that will stimulate Missoula's economy. The Master Plan will create a technical road map for the future, based on a community-driven process that reflects the needs and ideas of area landowners, businesses, and residents.

As an initial step, the MRA and its consultants will host a lively Community Workshop to hear the community's goals, identify issues that need to be addressed in the process, and begin identifying potential improvements.

**Plan Area**

**Timeline:**

- 2014: Eastern Development & Incentives, Community Workshop #1
- 2015: City ZPD Development & Incentives, Community Workshop #2, Community Workshop #3
- 2016: Master Plan Draft Development, Master Plan Draft Adoption

**For more information:**  
[www.ci.missoula.mt.us/1791/District---North-ReserveScott-Street](http://www.ci.missoula.mt.us/1791/District---North-ReserveScott-Street)    [www.facebook.com/MRANorthReserve](https://www.facebook.com/MRANorthReserve)

**MRA:** Chris Behar, MRA (cbehar@ci.missoula.mt.us)  
**WGM:** Jeremy Skene, WGM Group (jskene@wgmgroup.com) (800) 728-4633

**MISSOULA WESTERN** RESIDENTS DOING BUSINESS YOUR GOVERNMENT

**North Reserve/Scott Street Urban Renewal District**

**The Master Plan Community Workshop & Planning Event**  
**Existing Conditions and Visioning**  
**Wednesday, October 14, 2015 6:30-8:30 pm Ruby's Inn**

**What is the Master Plan?**  
 The Missoula Redevelopment Agency (MRA) has recently initiated an exciting planning project for the North Reserve/Scott Street area in Missoula. The Master Plan will be a community-driven planning process to create a unified vision for the newly created Urban Renewal District and the County land bounded by Reserve and Scott Streets, I-90, and the railroad. The North Reserve/Scott Street Master Plan will focus on improving transportation connections for all modes of travel, exploring the potential for new homes and businesses that will stimulate Missoula's economy, and identifying industrial lands for preservation. In addition to creating a technical roadmap for the future, the MRA wants to create a plan that is community-driven and reflects the needs of as many community members as possible. The Master Plan will also set forth a set of recommendations that will guide future private development and public improvements in a manner consistent with the established vision.

**Why is it needed?**  
 While there is nothing that the Plan Area is a priority for public infrastructure improvements and new development, there is no clear plan in place to guide these changes. Meanwhile, pressure to redevelop the area is evident. In response to this, the MRA initiated the Master Plan process in order to study the area comprehensively, work with community members and stakeholders to define a vision, and ultimately create a road map for the future that identifies the type of development that is appropriate for the area and the circulation facilities and infrastructure needed to support it.

**How can I get involved?**  
 The best way for community members to get involved and follow the process is by attending the community workshops and checking in on the project website. The first workshop will be held on October 14, 2015 to kick off the project, present an overview of existing conditions and start working with community members on identifying a vision for the future. Additional future workshops are also planned to seek community input on plan concepts and the draft Master Plan. In addition to the project website, "like" our project on Facebook or on email: Chris Behar or Jeremy Skene. For more information or provide comments.

<http://www.ci.missoula.mt.us/1791/District---North-ReserveScott-Street>

# OUTREACH TO-DATE

- Technical Advisory Committee Meetings
- Neighborhood Council Meetings  
(Northside and Grant Creek)
- Focus Group Meetings  
(Neighborhoods, Commercial, Industrial, Parks/Trails)
- Follow up interviews (12) with landowners and business owners
- Community Workshops

# RECAP OF COMMUNITY WORKSHOP #1



# RECAP OF COMMUNITY WORKSHOP #1



# RECAP OF COMMUNITY WORKSHOP #1



# RECAP OF COMMUNITY WORKSHOP #1

## Common Themes:

- Preservation of existing heavy industrial uses
- Housing and potentially new mixed use in eastern areas
- Improved east-west connections
- Open space and park enhancements



# SYNTHESIS OF INPUT/DESIGN WORK

- Reviewed workshop input
- Reviewed stakeholder and interview input
- Explored design possibilities, concepts and ideas
- Circled back with key stakeholders/property owners
- Developed a **preliminary** set of concepts for the Plan Area

# PRELIMINARY PLAN CONCEPT

## The Preliminary Plan Concept is a:

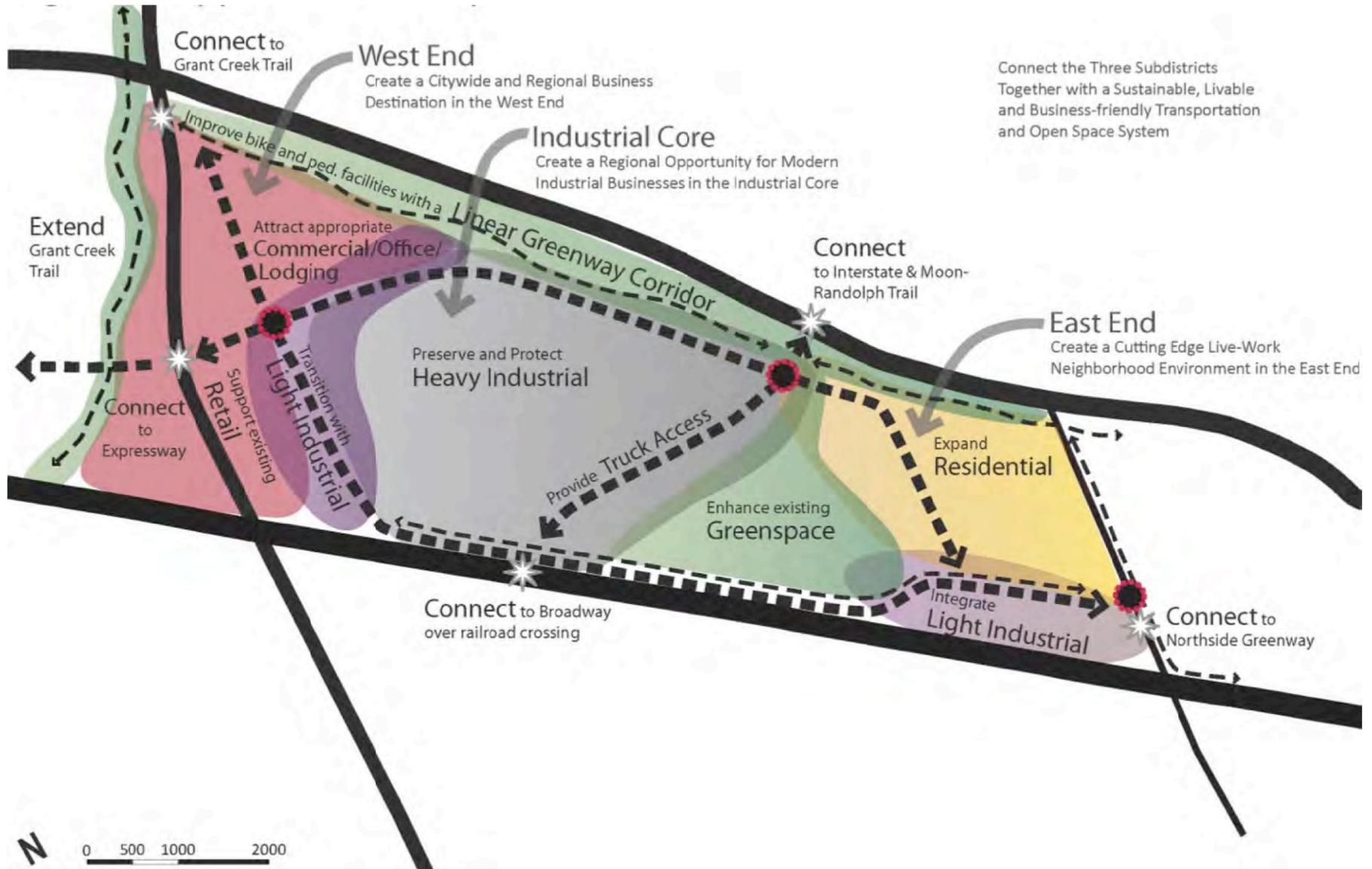
- Initial, **long-range** concept for the Plan Area
- Will be refined to develop draft Master Plan

## The Preliminary Plan Concept addresses:

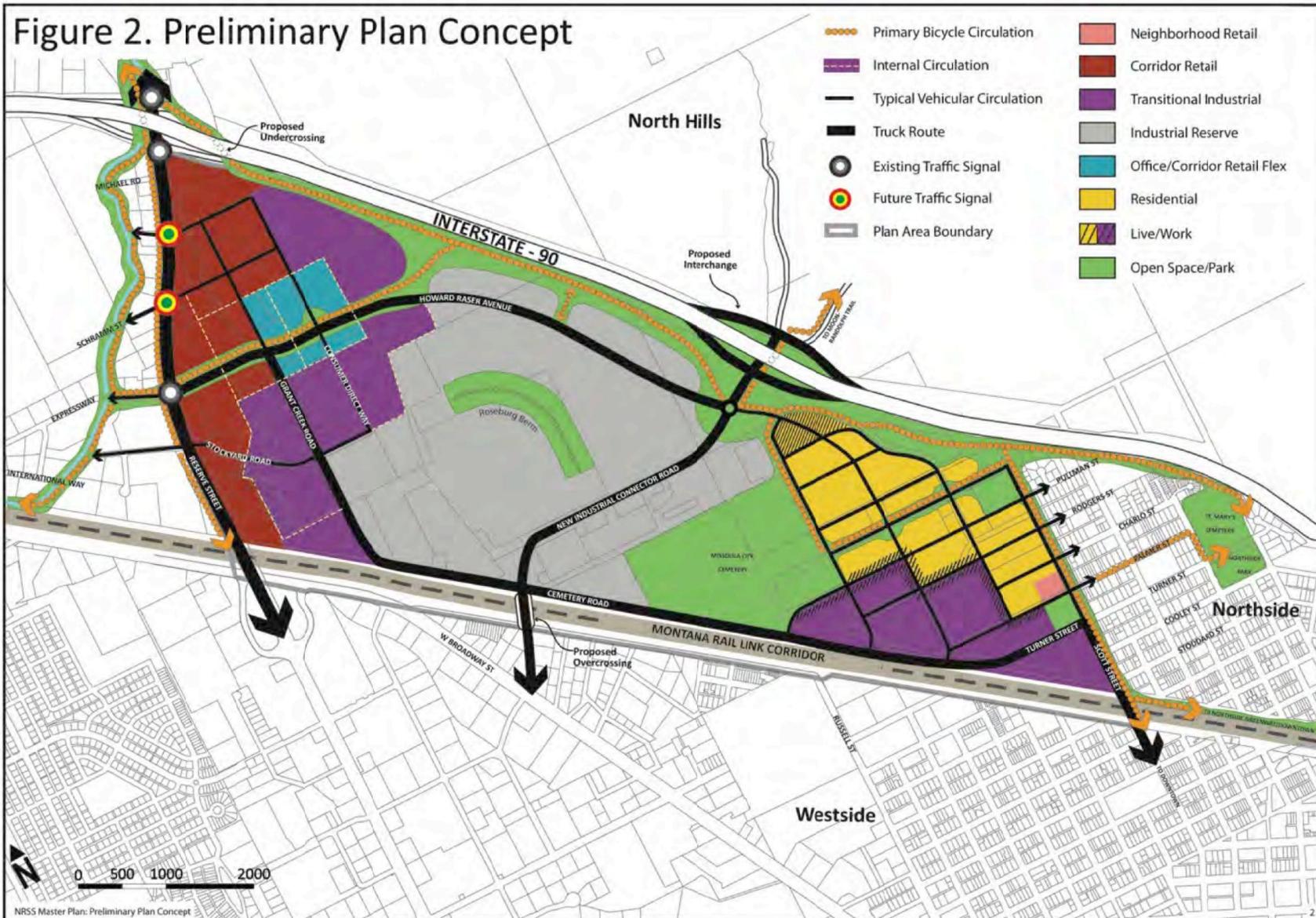
- Broad opportunities
- Potential land uses
- Potential transportation improvements
- Urban design and character
- Conceptual phasing

# PRELIMINARY PLAN CONCEPT

## OPPORTUNITIES MAP

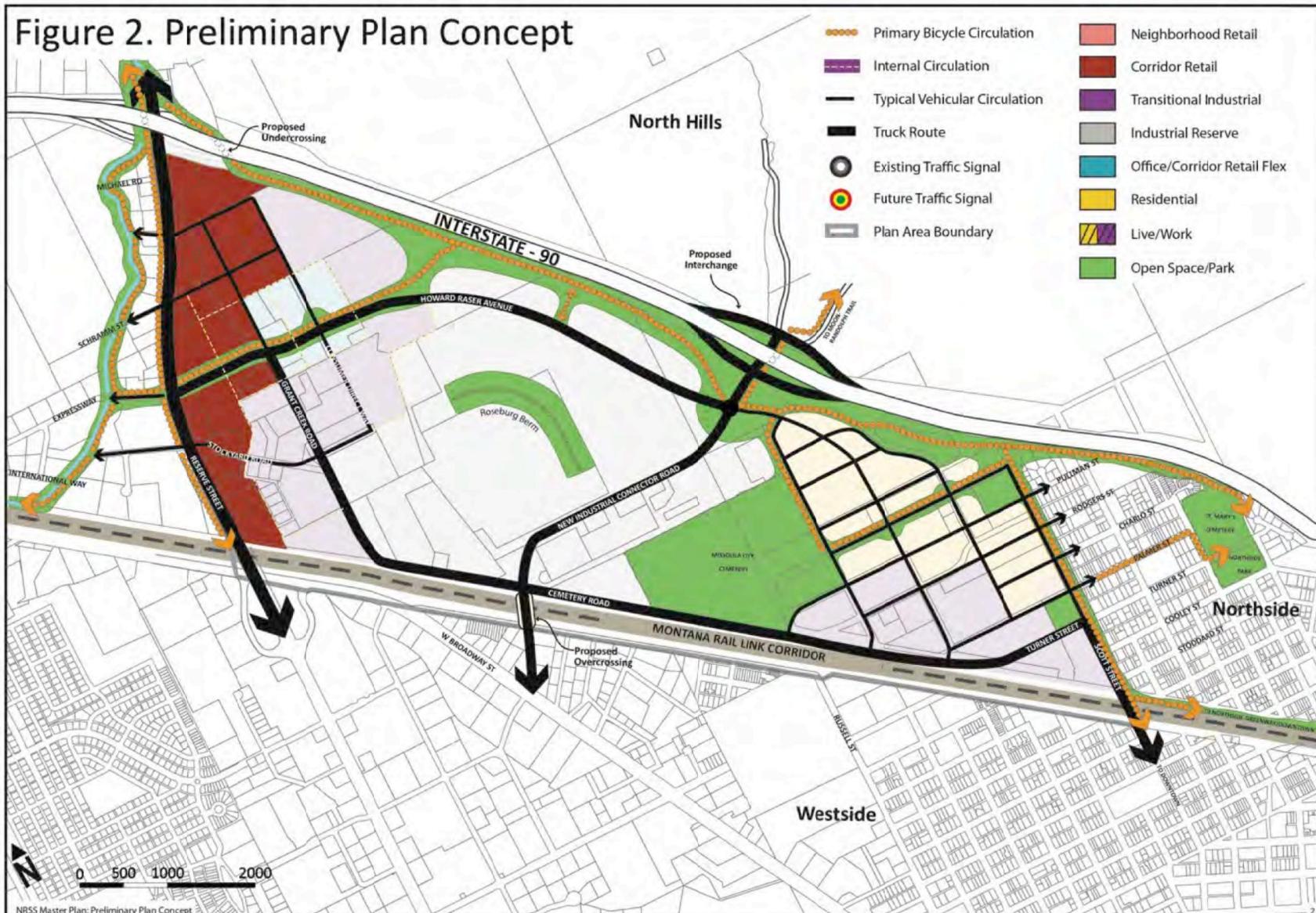


# PRELIMINARY PLAN CONCEPT



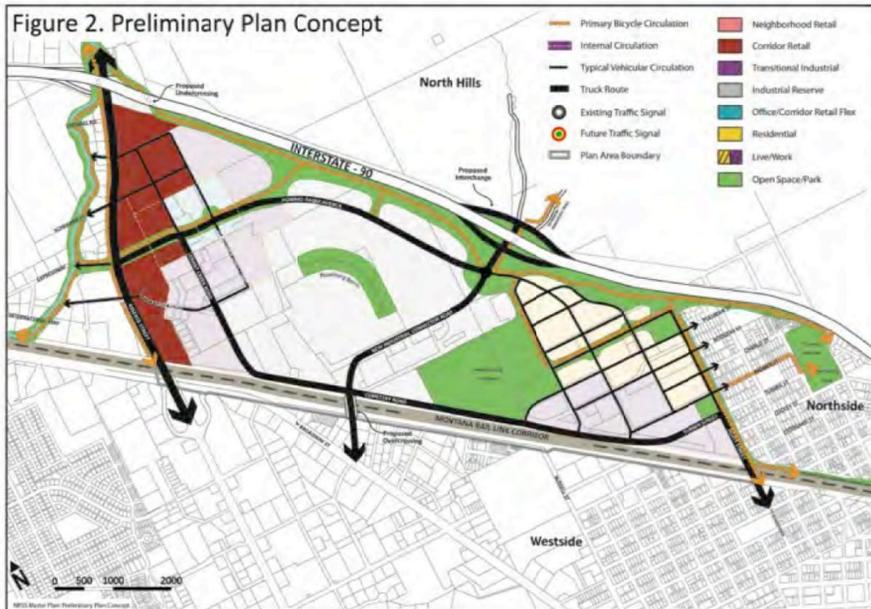
# PRELIMINARY PLAN CONCEPT

## Corridor Retail



# PRELIMINARY PLAN CONCEPT

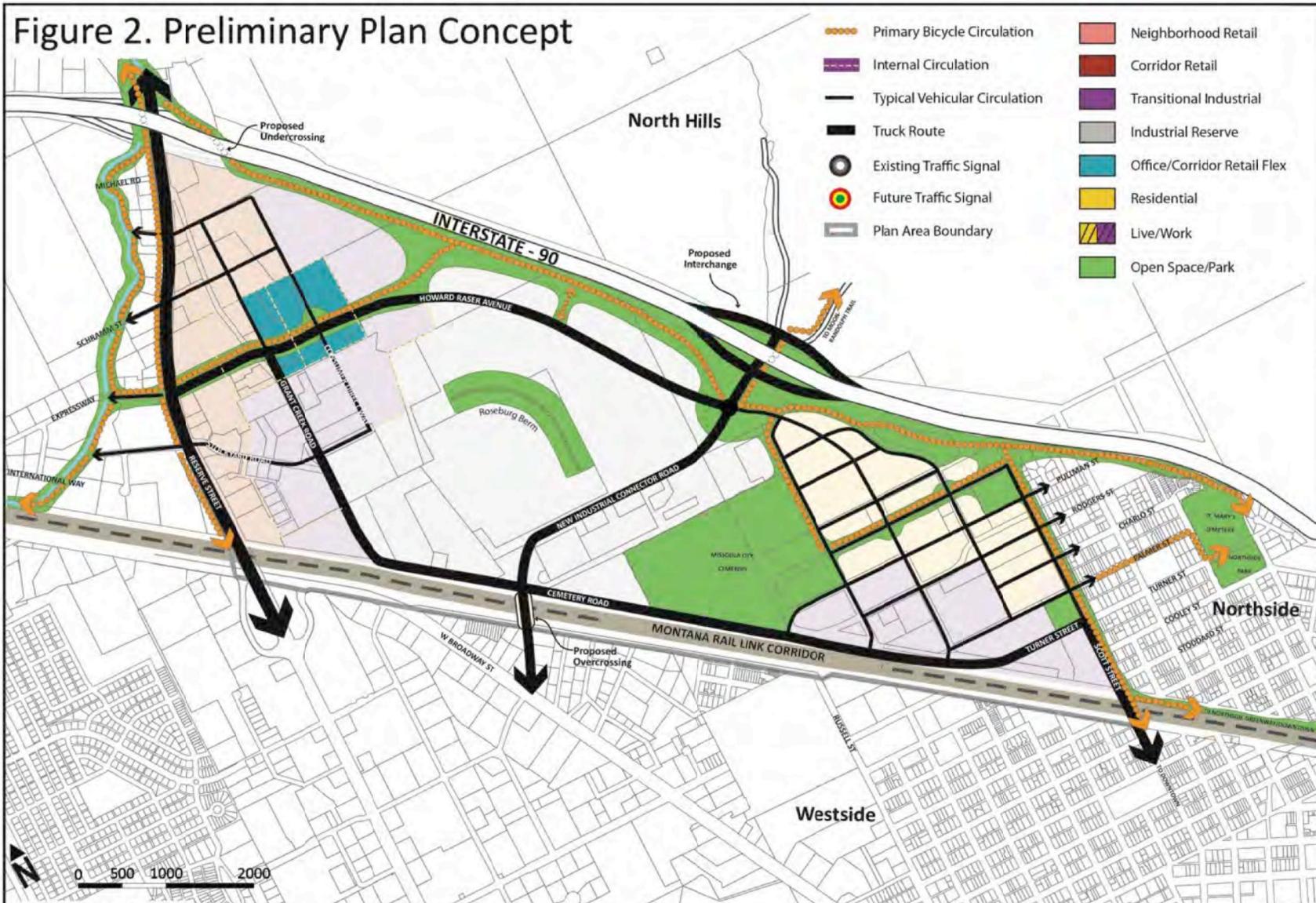
## Corridor Retail



# PRELIMINARY PLAN CONCEPT

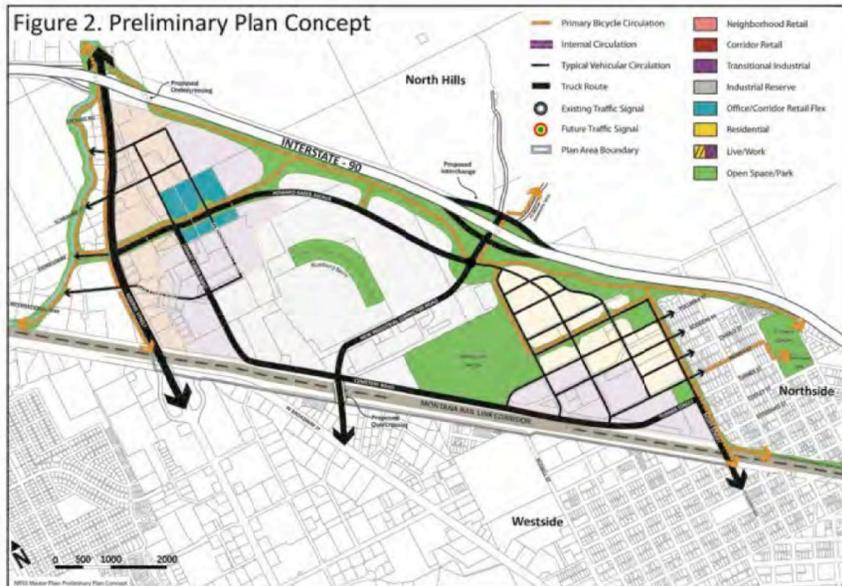
## Office/Corridor Retail Flex

Figure 2. Preliminary Plan Concept



# PRELIMINARY PLAN CONCEPT

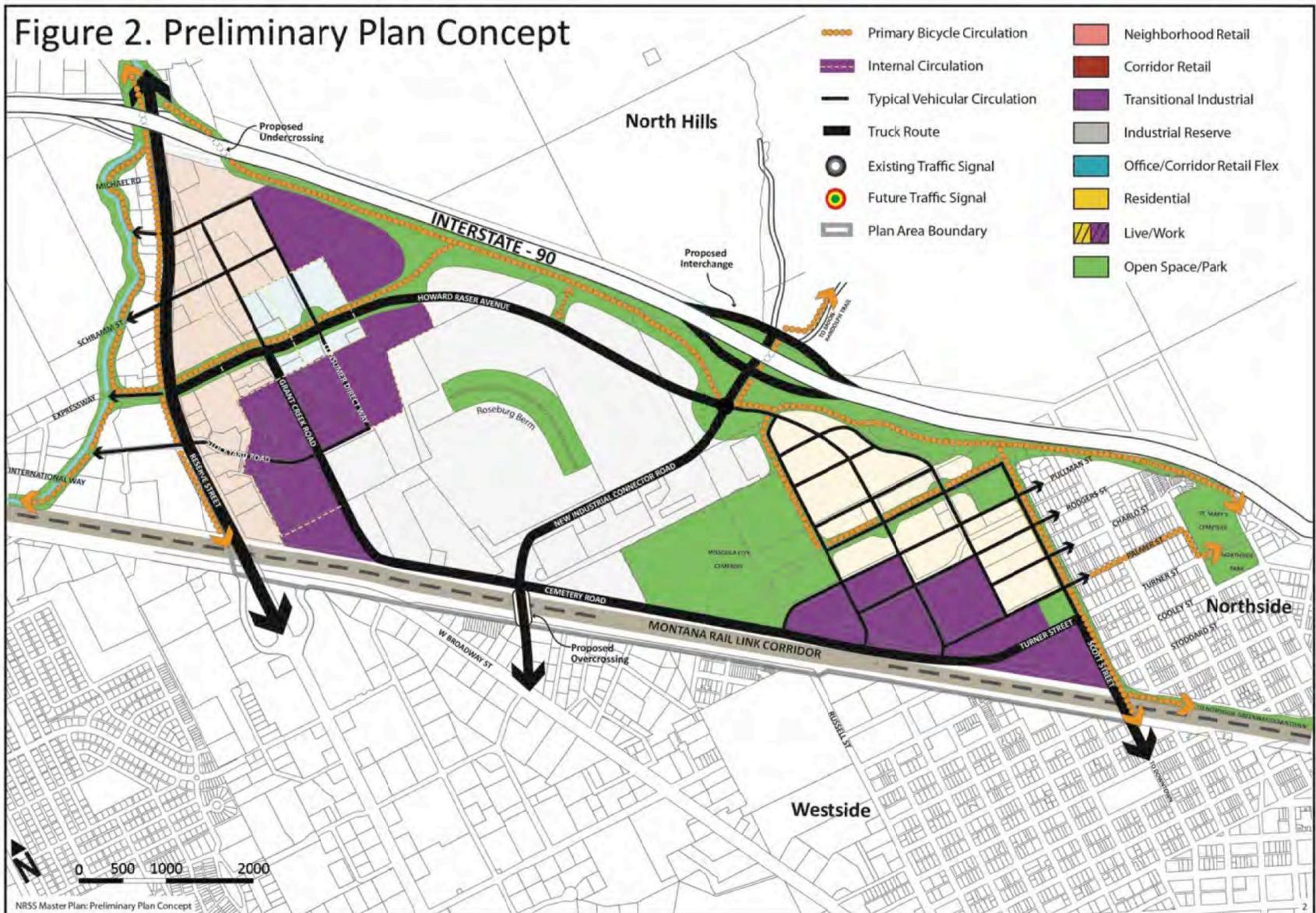
## Office/Corridor Retail Flex



# PRELIMINARY PLAN CONCEPT

## Transitional Industrial

Figure 2. Preliminary Plan Concept

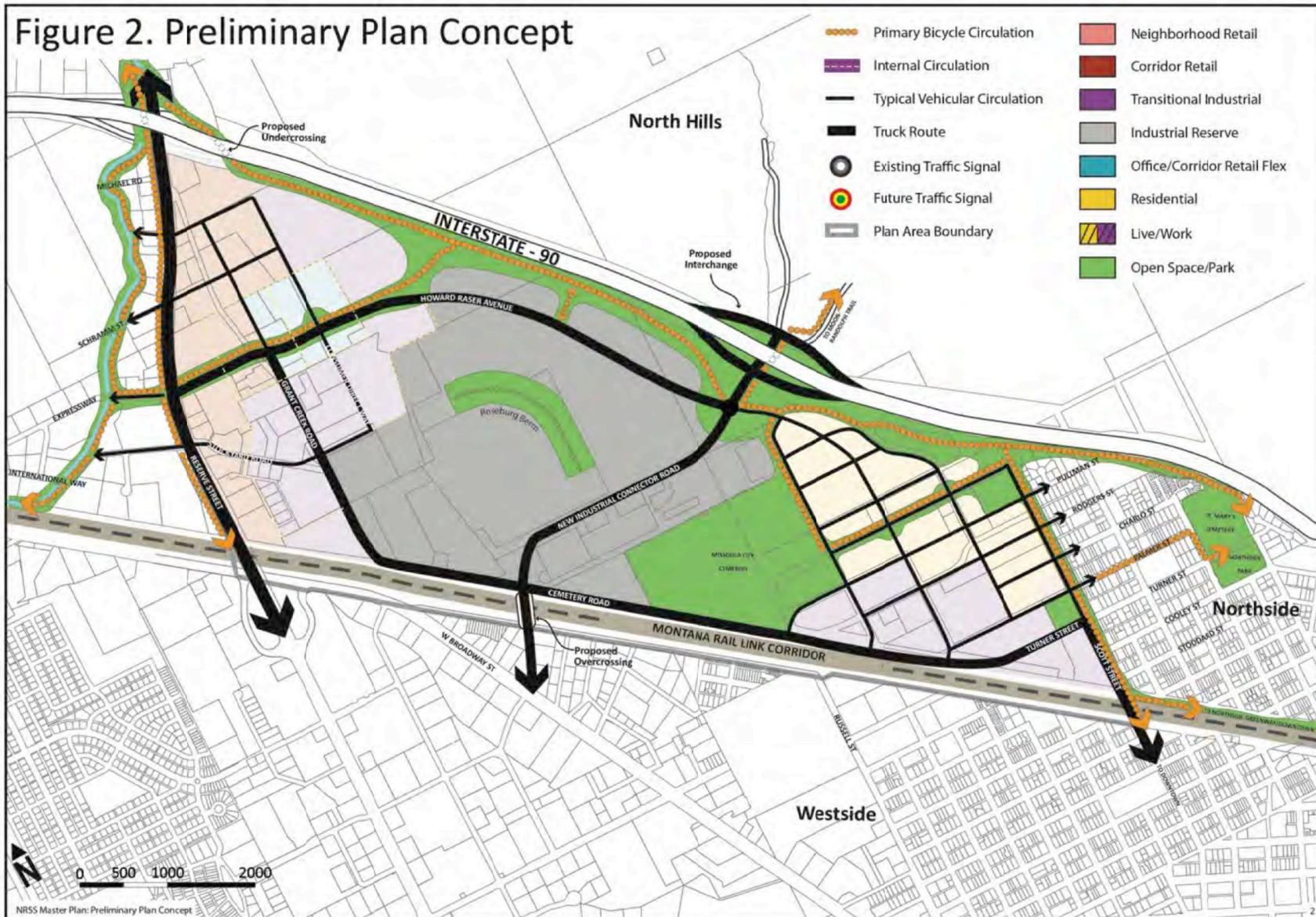




# PRELIMINARY PLAN CONCEPT

## Industrial Reserve

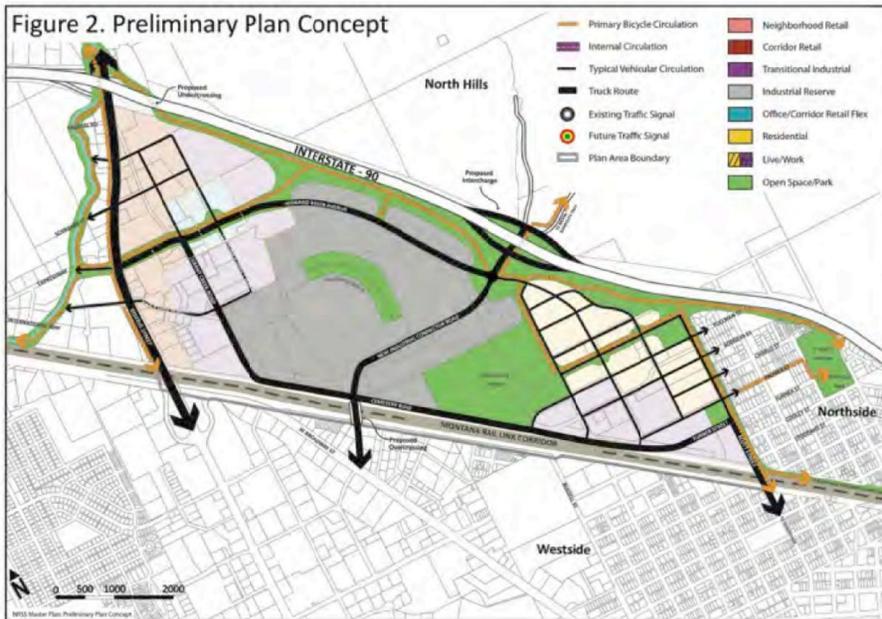
Figure 2. Preliminary Plan Concept



# PRELIMINARY PLAN CONCEPT

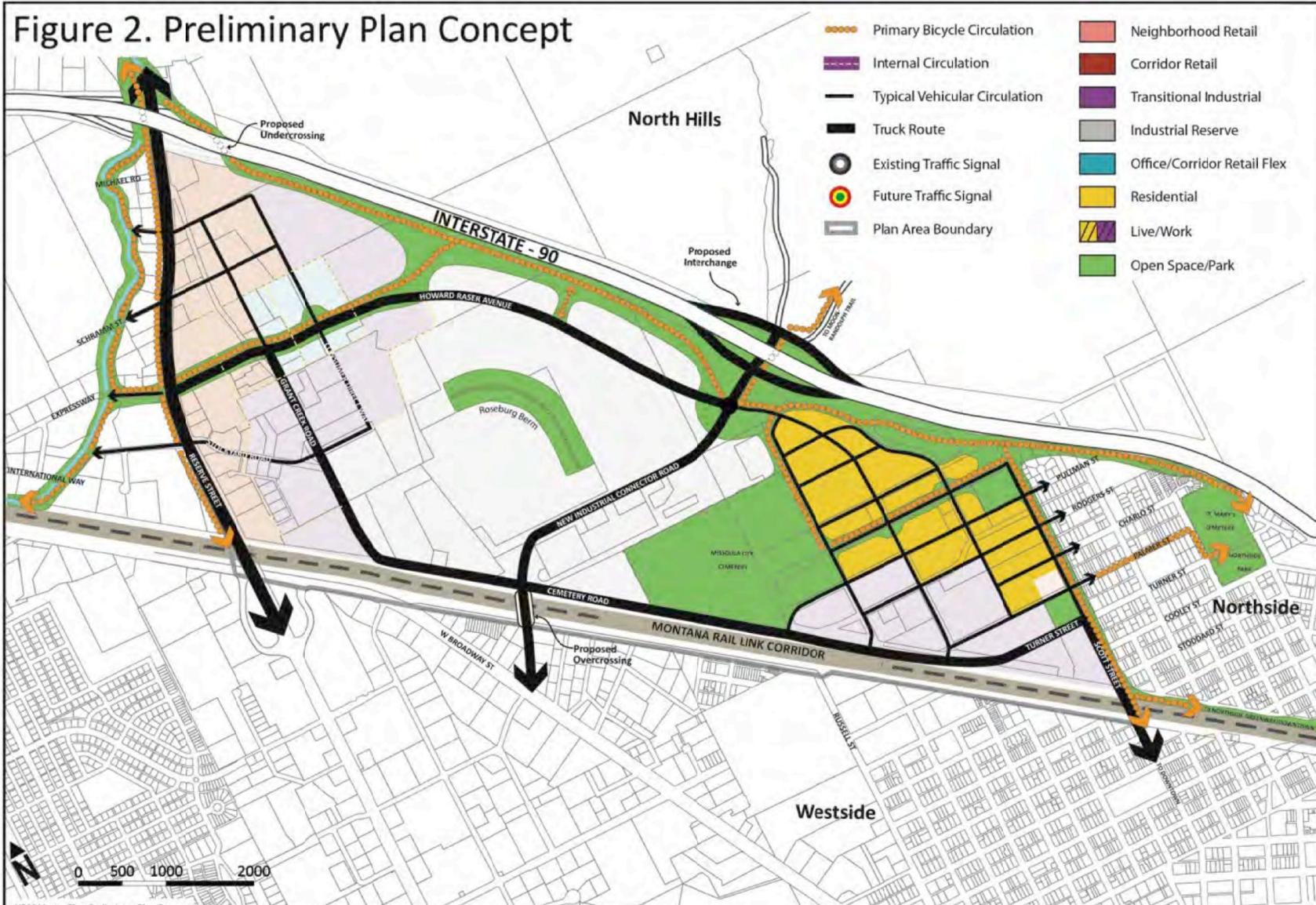
## Industrial Reserve

Figure 2. Preliminary Plan Concept



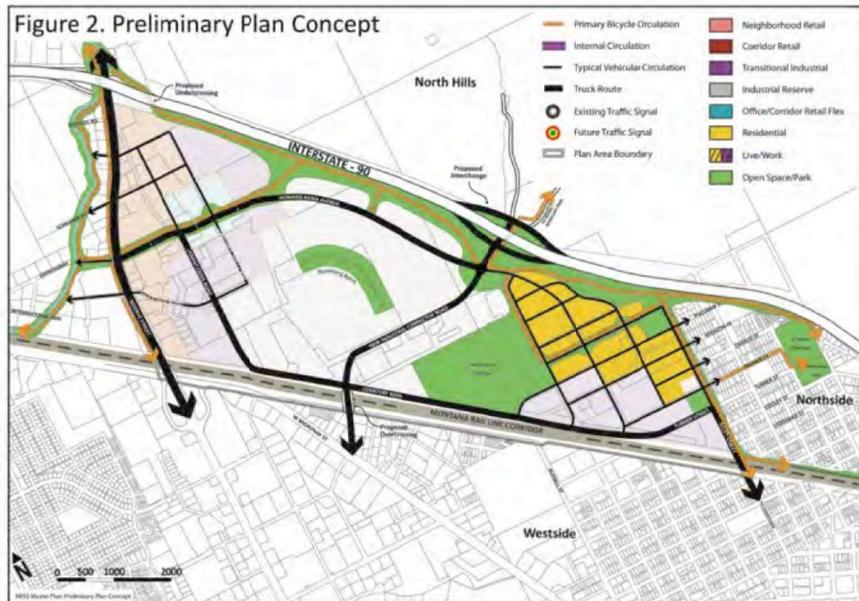
# PRELIMINARY PLAN CONCEPT

## Residential



# PRELIMINARY PLAN CONCEPT

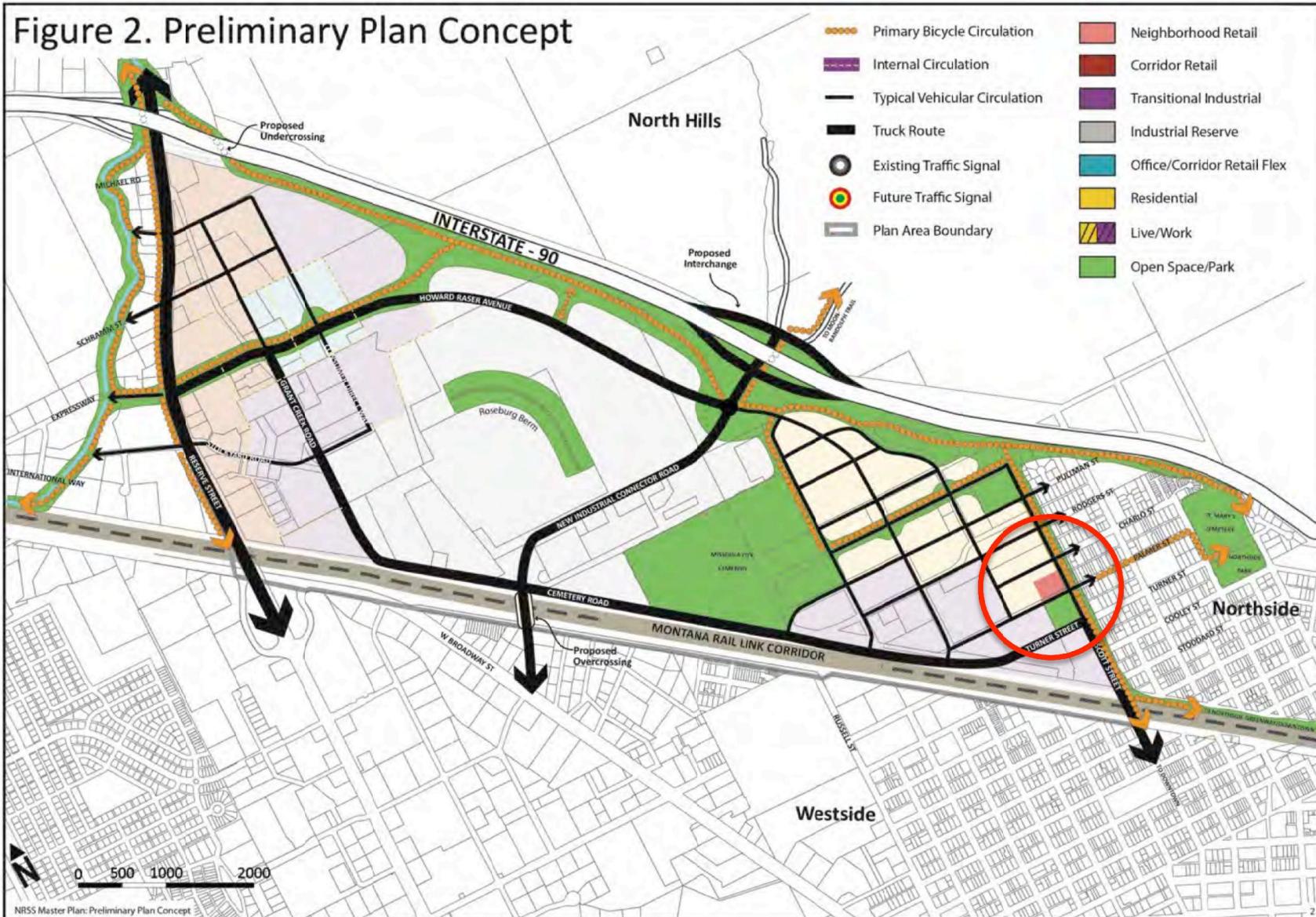
## Residential



# PRELIMINARY PLAN CONCEPT

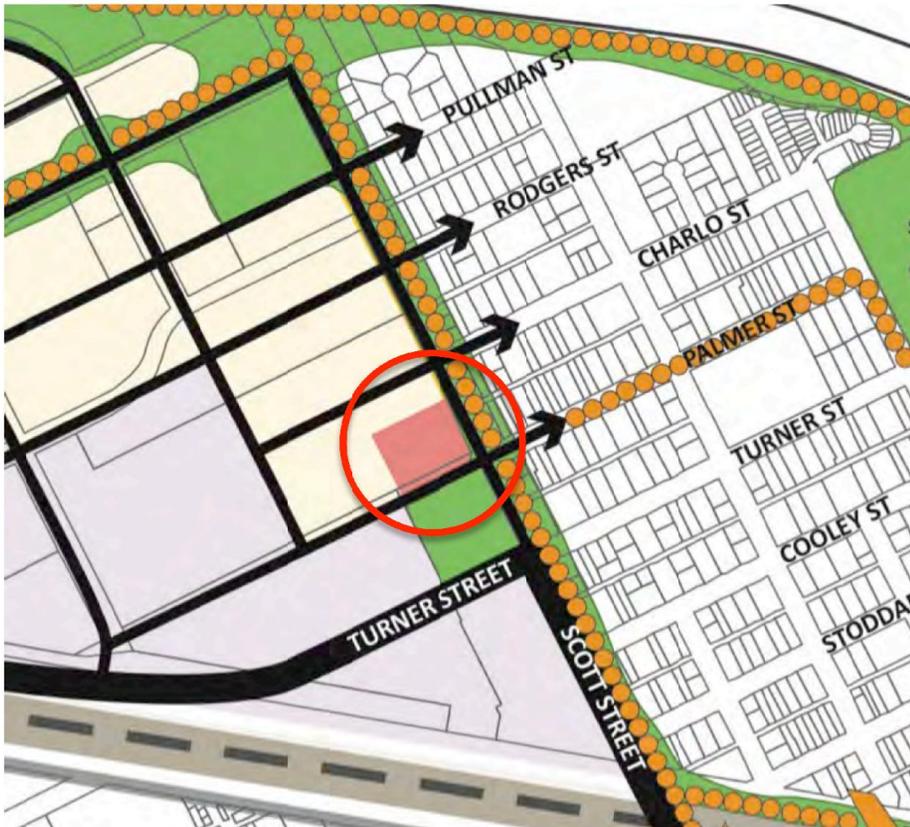
## Neighborhood Retail

Figure 2. Preliminary Plan Concept



# PRELIMINARY PLAN CONCEPT

## Neighborhood Retail



# PRELIMINARY PLAN CONCEPT

## Live-Work



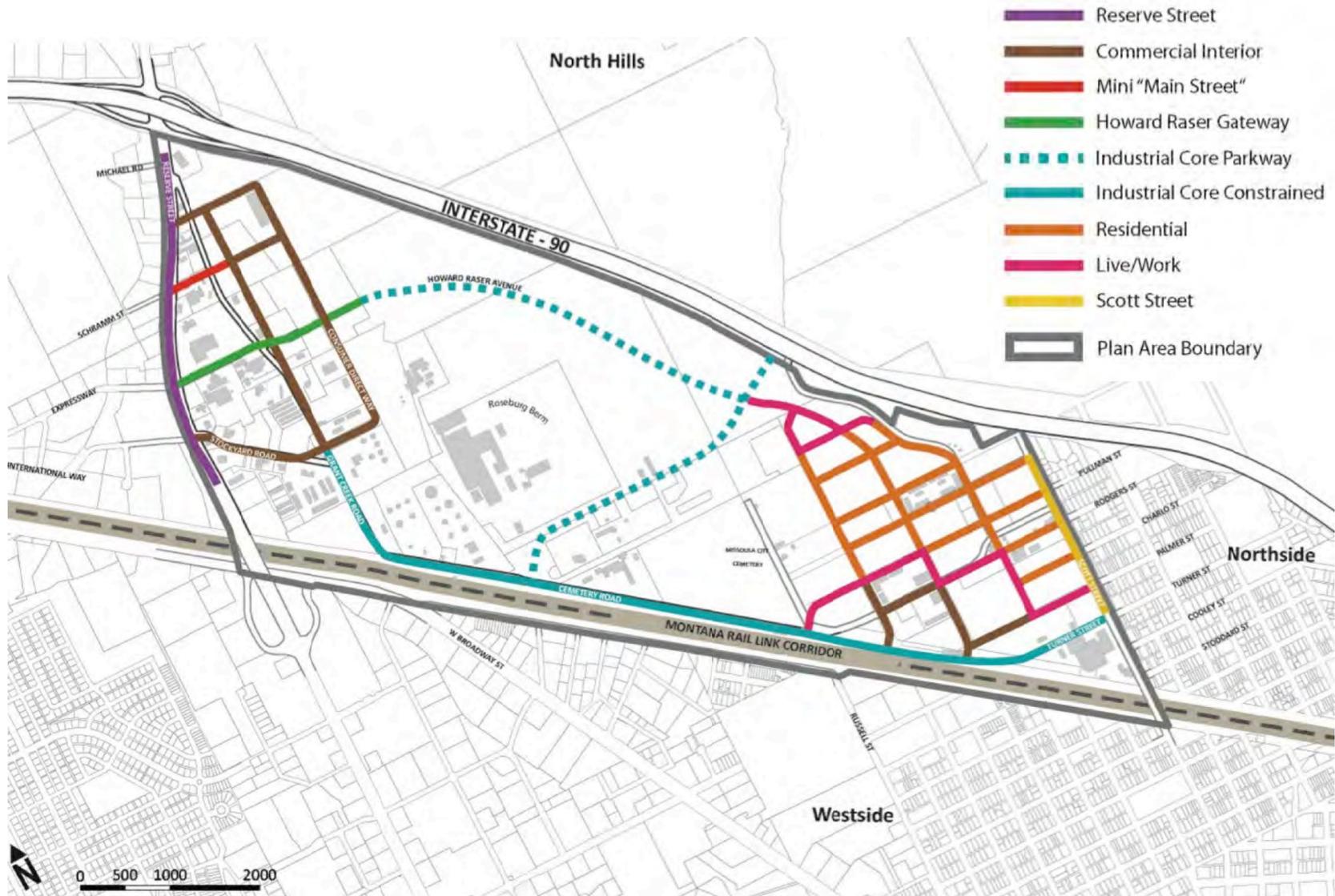
# PRELIMINARY PLAN CONCEPT

## Live-Work



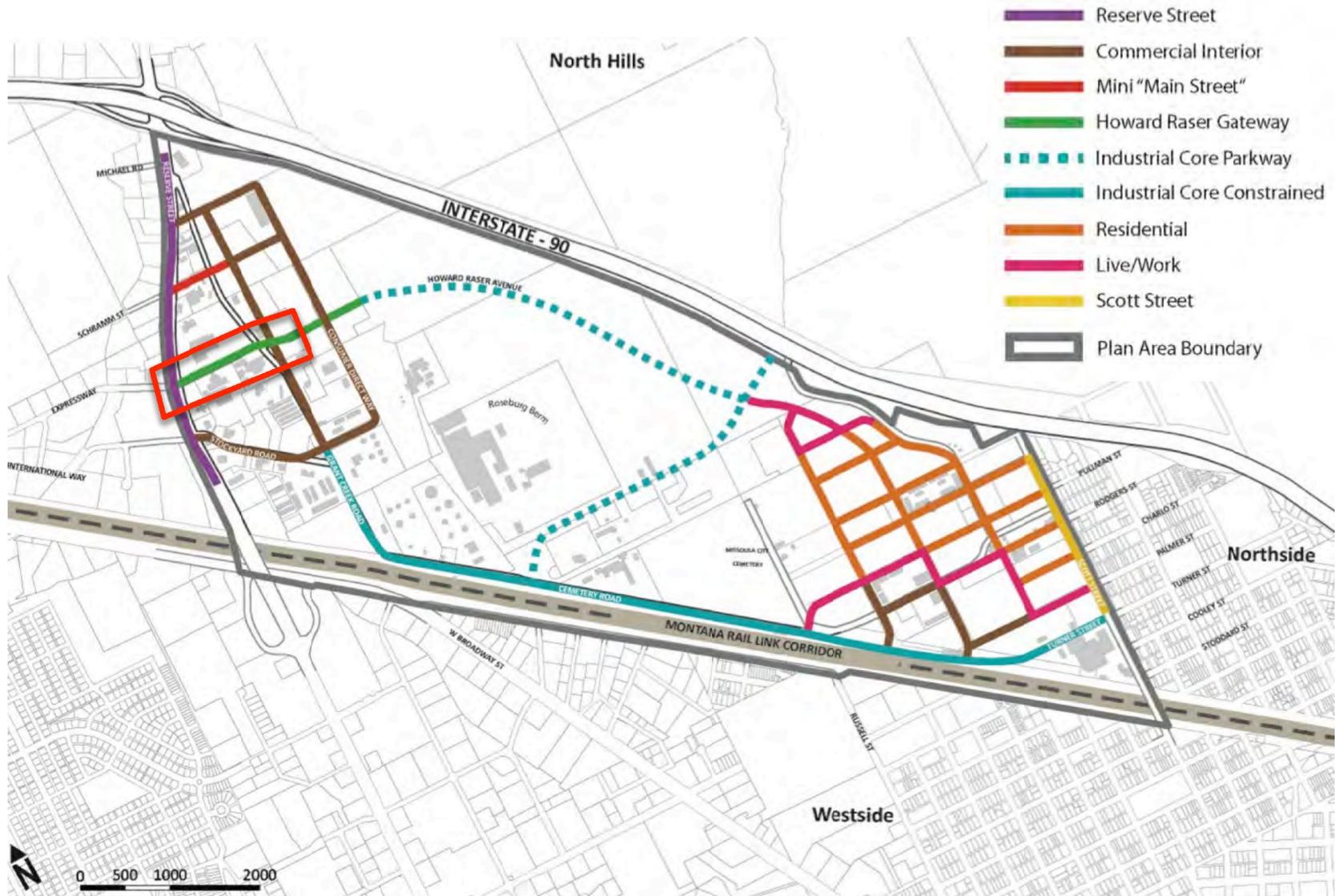
# PRELIMINARY PLAN CONCEPT

## STREET CHARACTER MAP



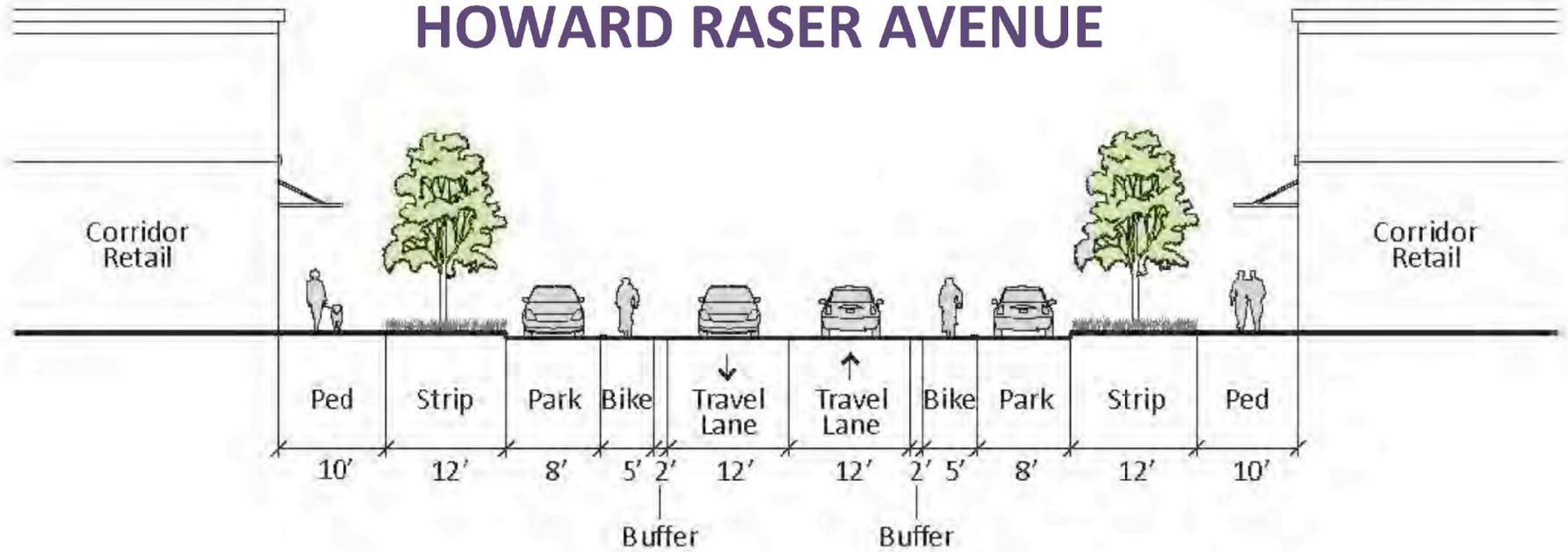
# PRELIMINARY PLAN CONCEPT

## HOWARD RASER AVENUE



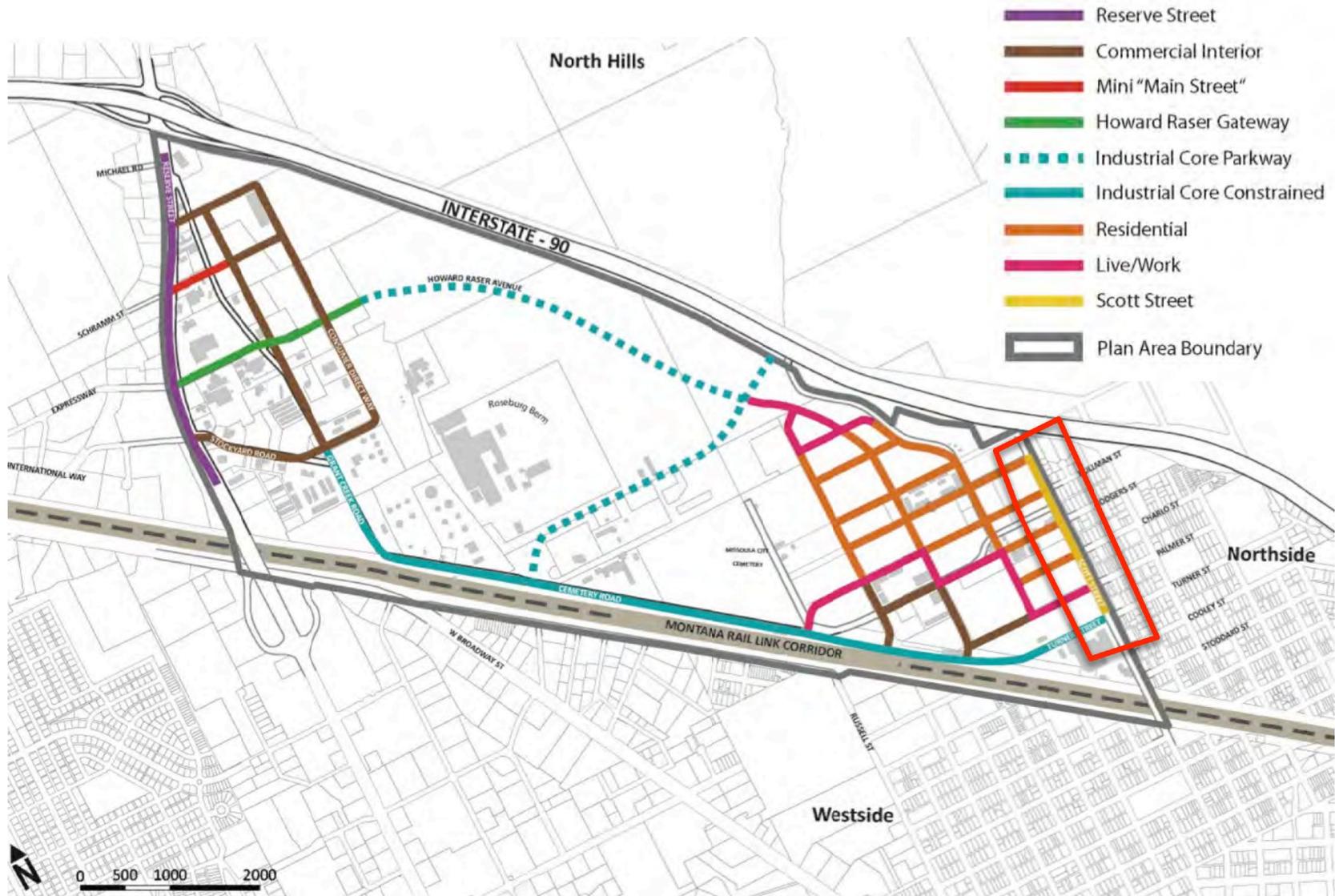
# PRELIMINARY PLAN CONCEPT

## HOWARD RASER AVENUE



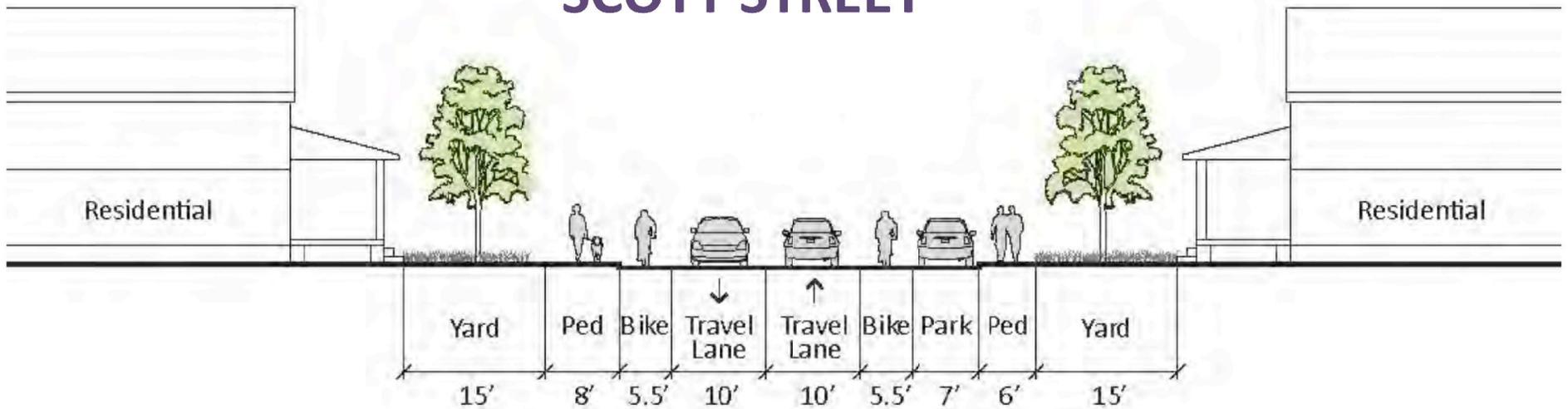
# PRELIMINARY PLAN CONCEPT

## SCOTT STREET

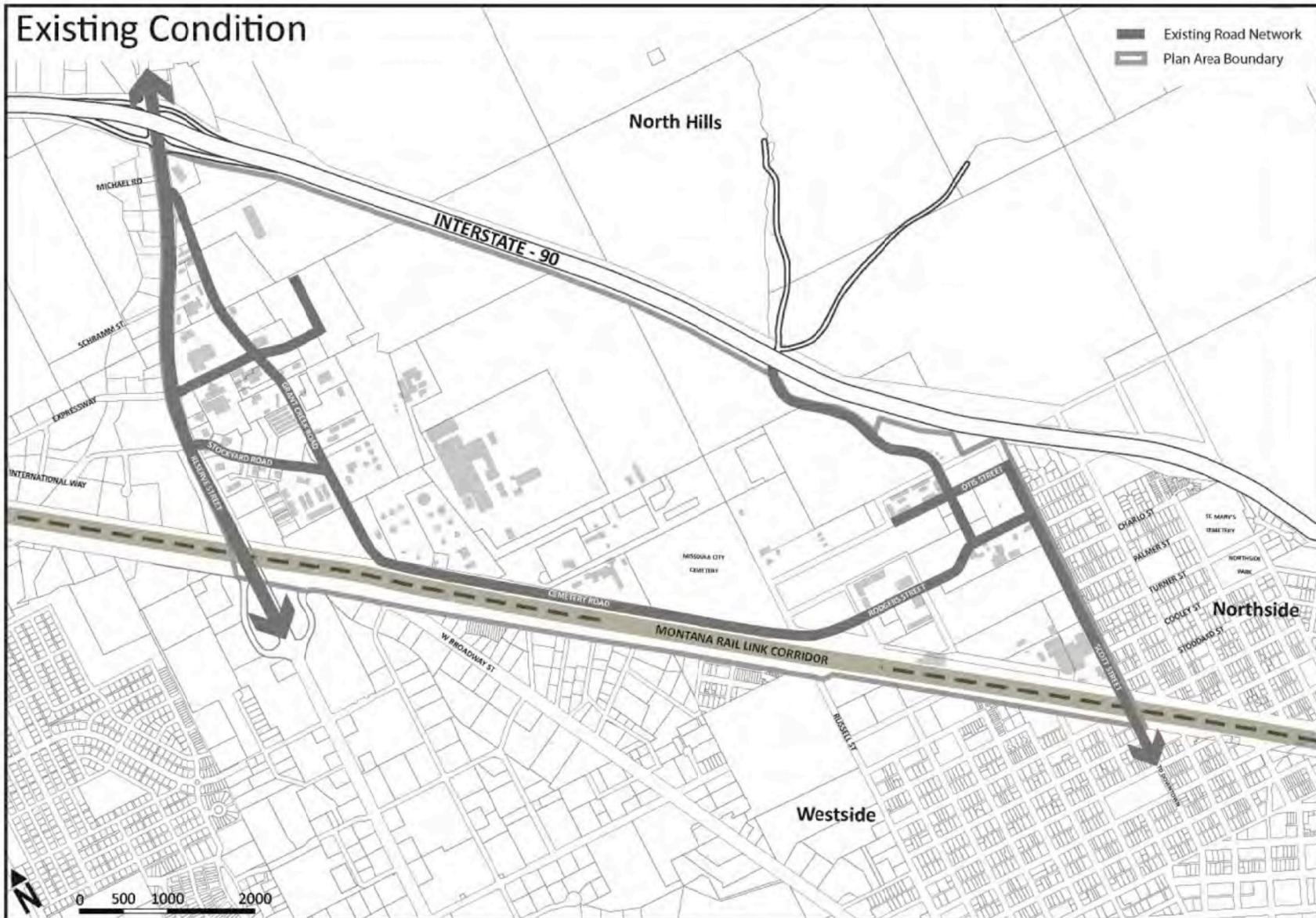


# PRELIMINARY PLAN CONCEPT

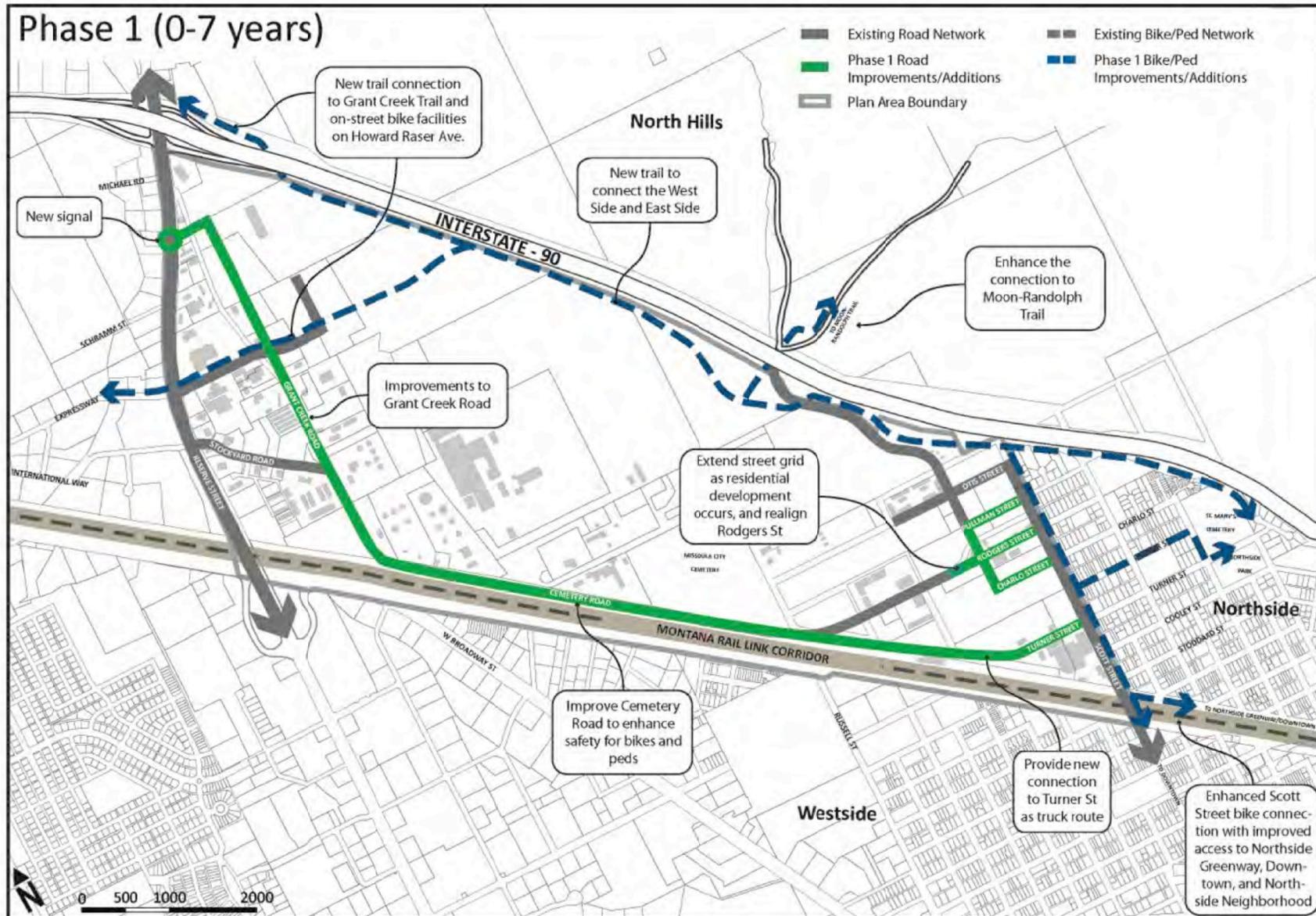
## SCOTT STREET



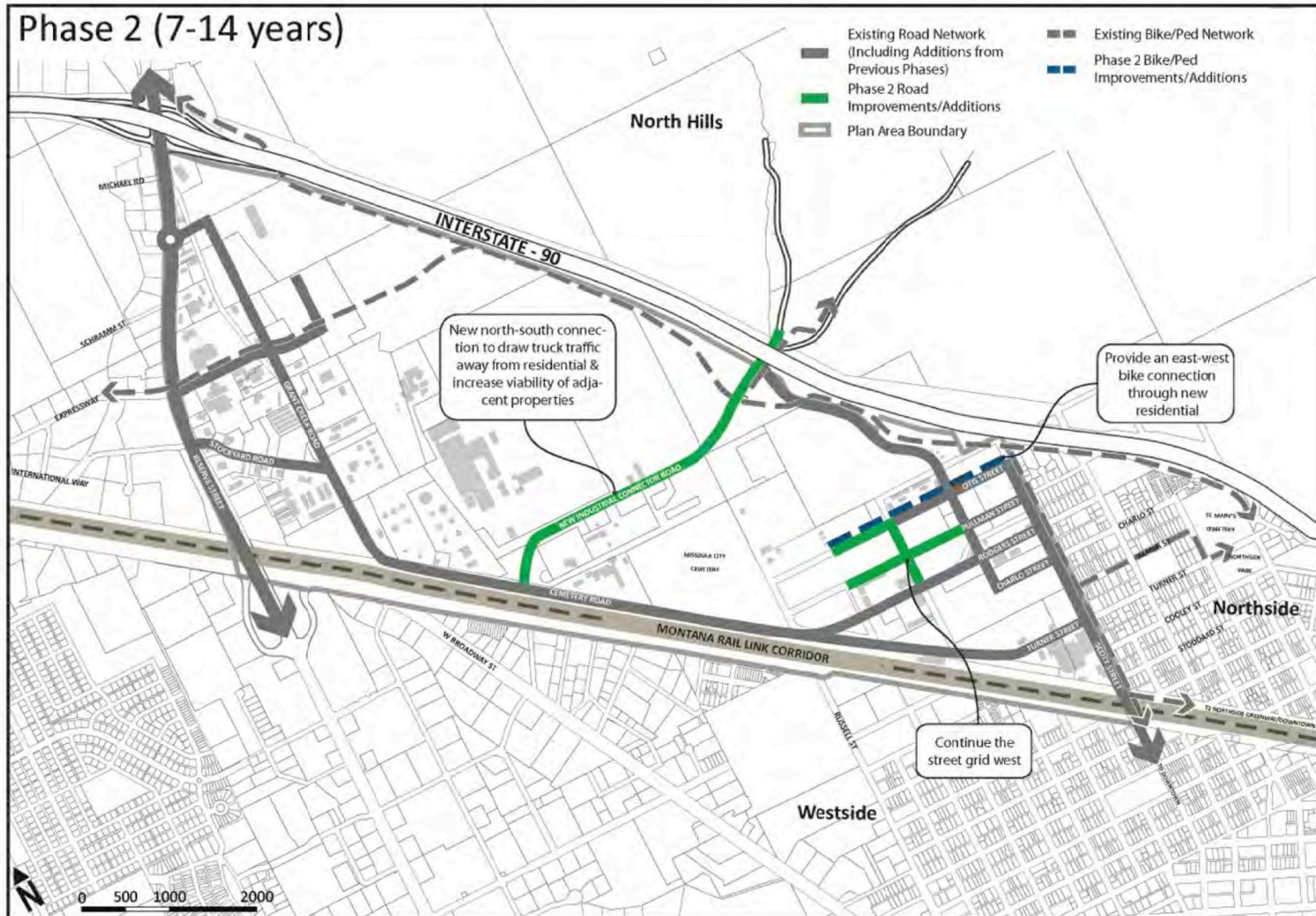
# PHASING CONCEPT (EXISTING)



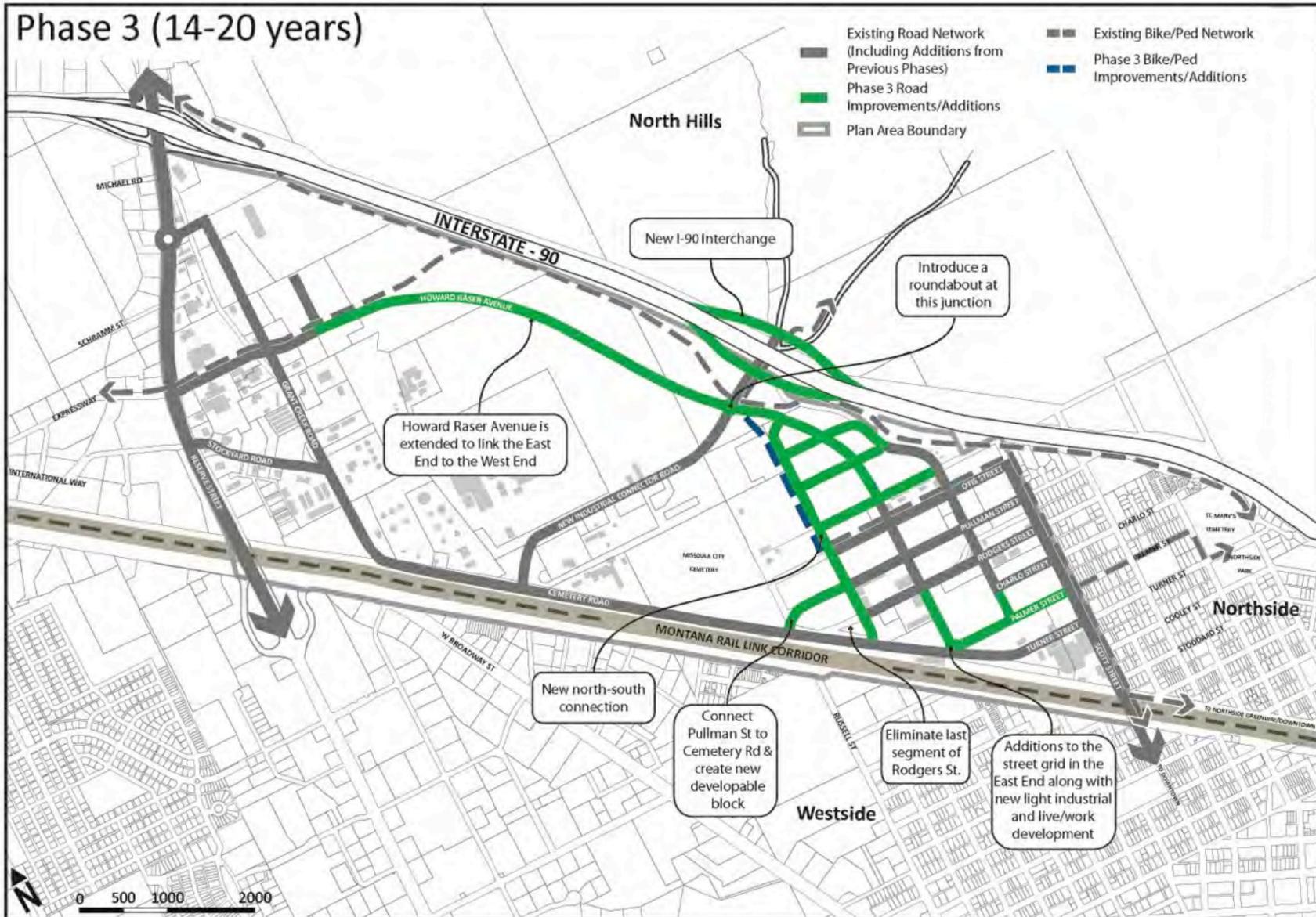
# PHASING CONCEPT (PHASE 1: 0-7 YEARS)



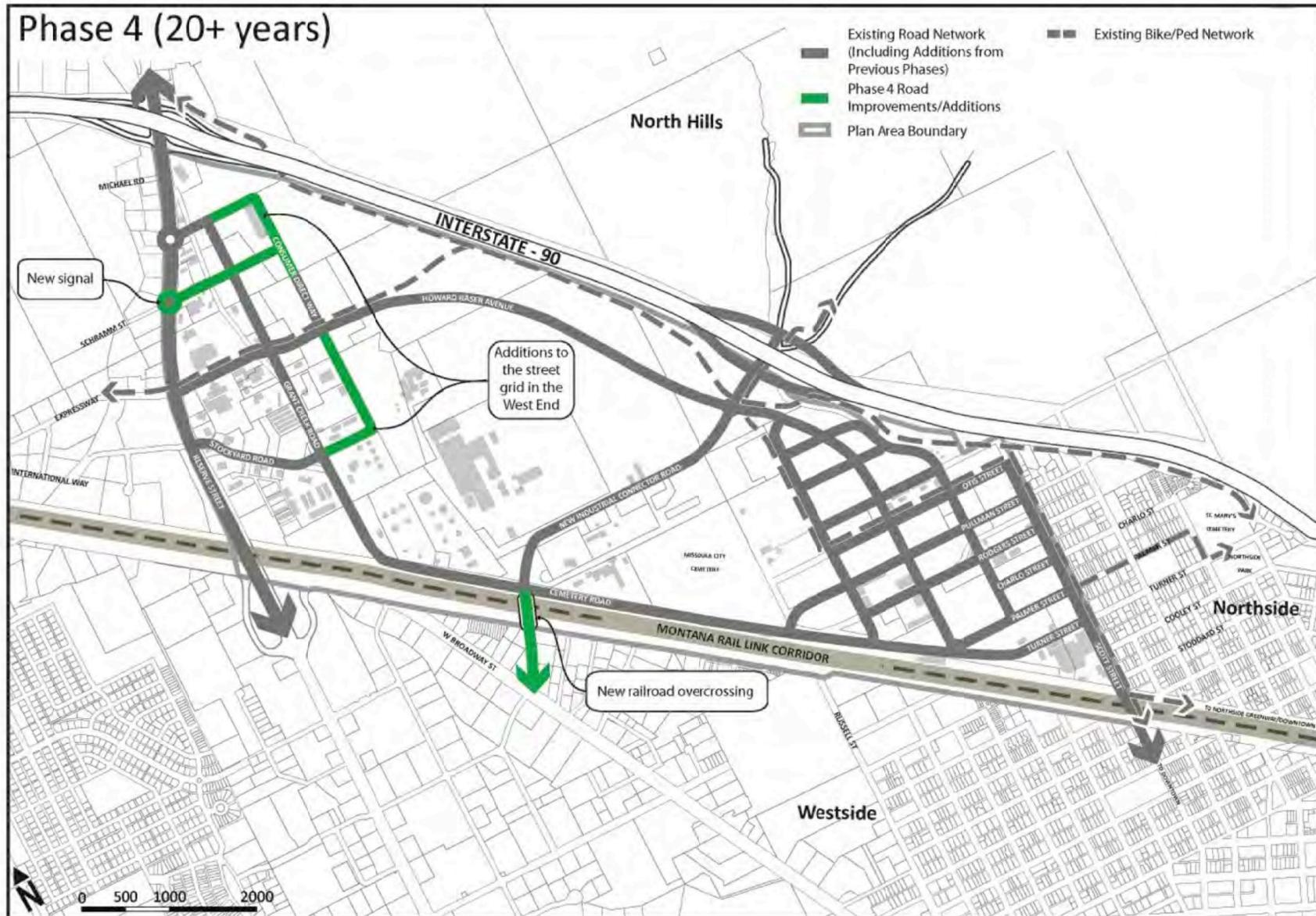
# PHASING CONCEPT (7-14 YEARS)



# PHASING CONCEPT (14-20 YEARS)



# PHASING CONCEPT (20+ YEARS)



# QUESTIONS?





# SMALL GROUP EXERCISE

### 1. Howard Raser Gateway (LOOKING EAST)

**KEY STREET FEATURES**

- Buffered bike lanes
- Wide sidewalks to encourage pedestrian activity
- Large landscaped strips with dense rows of street trees
- Parallel parking

**KEY DEVELOPMENT FEATURES**

- Buildings are built to the edge of the sidewalk
- Generous ground floor heights
- Potential for second story offices or accessory uses
- Small, pedestrian-scale storefronts

**STREET CHARACTER**

STREET CHARACTER	ITEMS TO CONSIDER
	<ul style="list-style-type: none"> <li>Width of sidewalks</li> <li>Bicycle facilities</li> <li>Landscaping features</li> <li>On street parking (on lock there-off)</li> <li>Width of travel lanes</li> </ul>
Add Photo	Add Photo

**DEVELOPMENT CHARACTER**

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER
	<ul style="list-style-type: none"> <li>Distance from buildings to street</li> <li>Setback character (landscaping, etc.)</li> <li>Location of parking</li> <li>Building height</li> <li>Building character</li> </ul>
Add Photo	Add Photo

### 2. Scott Street (LOOKING NORTH)

**KEY STREET FEATURES**

- Dedicated bike lanes
- Parallel parking on northbound side
- Wide sidewalks to encourage pedestrian activity

**KEY DEVELOPMENT FEATURES**

- Shallow front yards
- Street facing houses

**STREET CHARACTER**

STREET CHARACTER	ITEMS TO CONSIDER
	<ul style="list-style-type: none"> <li>Width of sidewalks</li> <li>Bicycle facilities</li> <li>Landscaping features</li> <li>On street parking (on lock there-off)</li> <li>Width of travel lanes</li> </ul>
Add Photo	Add Photo

**DEVELOPMENT CHARACTER**

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER
	<ul style="list-style-type: none"> <li>Distance from buildings to street</li> <li>Setback character (landscaping, etc.)</li> <li>Location of parking</li> <li>Building height</li> <li>Building character</li> </ul>
Add Photo	Add Photo

### 3. Reserve Street (LOOKING NORTH)

**KEY STREET FEATURES**

- Dedicated bike lanes
- Landscaped strips to buffer the street from pedestrians

**KEY DEVELOPMENT FEATURES**

- Deep landscaped setbacks to provide attractive street edge
- Parking is to the side or rear of building, not in front

**STREET CHARACTER**

STREET CHARACTER	ITEMS TO CONSIDER
	<ul style="list-style-type: none"> <li>Width of sidewalks</li> <li>Bicycle facilities</li> <li>Landscaping features</li> <li>On street parking (on lock there-off)</li> <li>Width of travel lanes</li> </ul>
Add Photo	Add Photo

**DEVELOPMENT CHARACTER**

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER
	<ul style="list-style-type: none"> <li>Distance from buildings to street</li> <li>Setback character (landscaping, etc.)</li> <li>Location of parking</li> <li>Building height</li> <li>Building character</li> </ul>
Add Photo	Add Photo

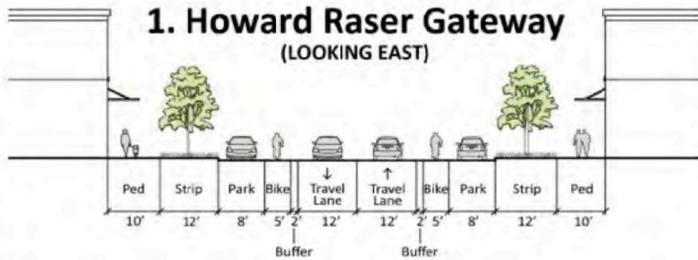
# SMALL GROUP EXERCISE

KEY STREET FEATURES	
<ul style="list-style-type: none"> <li>- Buffered bike lanes</li> <li>- Wide sidewalks to encourage pedestrian activity</li> <li>- Large landscaped strips with dense rows of street trees</li> <li>- Parallel parking</li> </ul>	

STREET CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>

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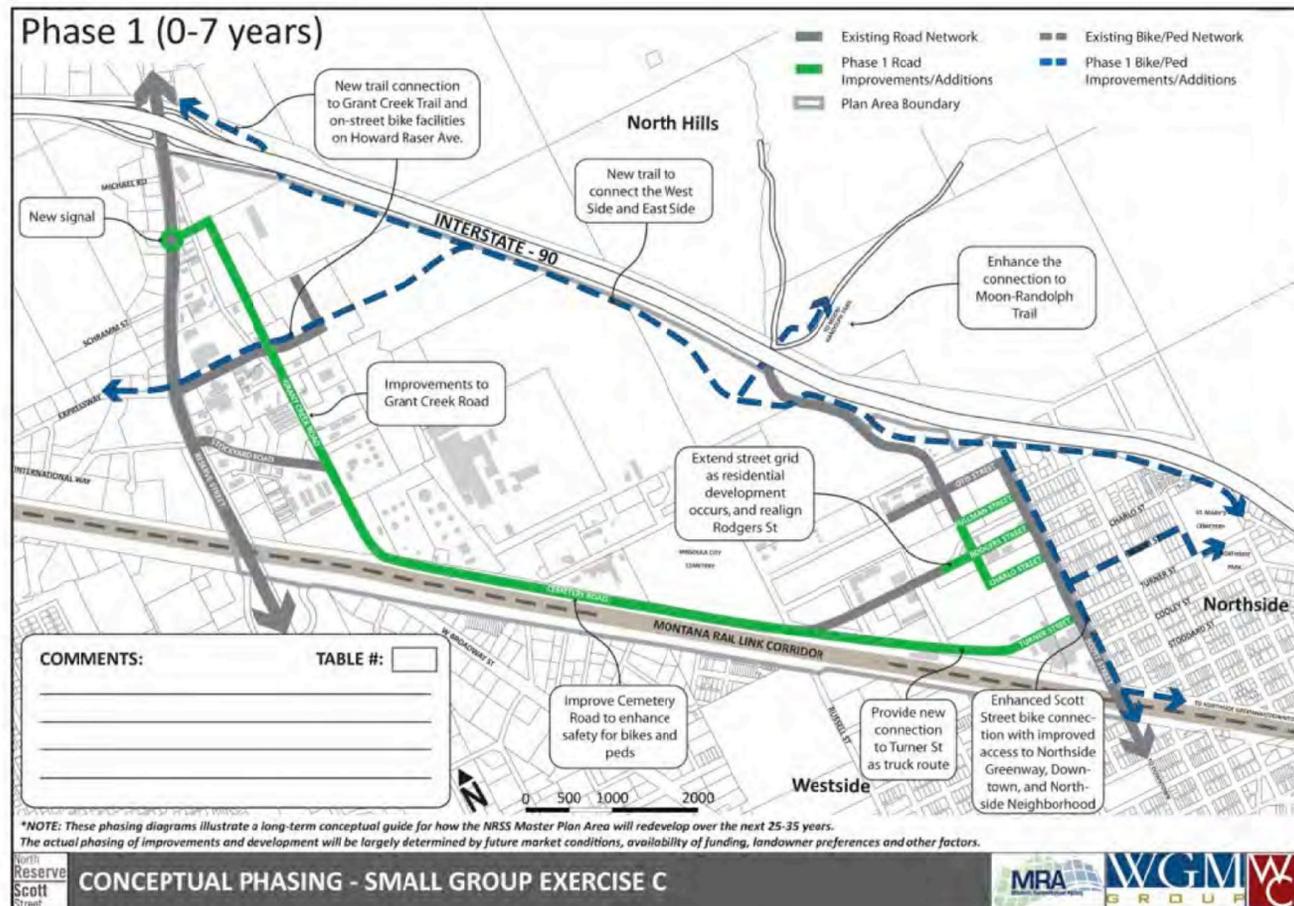
KEY DEVELOPMENT FEATURES	
<ul style="list-style-type: none"> <li>- Buildings are built to the edge of the sidewalk</li> <li>- Generous ground floor heights</li> <li>- Potential for second story offices or accessory uses</li> <li>- Small, pedestrian-scale storefronts</li> </ul>	

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>

Add Photo

ALTERNATE PHOTOS FOR 1. HOWARD RASER GATEWAY	
	
Notes:	Notes:
	
Notes:	Notes:
	
Notes:	Notes:

# SMALL GROUP EXERCISE



# NEXT STEPS

- Analysis and testing  
(development feasibility, traffic, utility infrastructure)
- Draft Master Plan
- Community Workshop #3

# COMMUNITY WORKSHOP #2 SUMMARY

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The second community workshop for the North Reserve | Scott Street Master Plan was held on February 11, 2016 at Ruby's Inn in Missoula. This workshop focused on presentation and community review of initial land use, circulation and urban design concepts developed for the Plan Area.

Approximately 40 members of the community were in attendance in addition to staff and the consultant team. The primary objectives for Community Workshop #2 were as follows:

- Provide an overview of the Master Plan project, purpose and process
- Summarize the outreach conducted to-date and review input received at Community Workshop #1
- Present an initial long-term vision and design concepts for the Plan Area
- Provide a preliminary conceptual phasing plan for development and improvements
- Obtain community input on proposed land uses, circulation improvements, urban design character and phasing concepts

## Introduction

Chris Behan, Assistant Director of the Missoula Redevelopment Agency (MRA), opened Community Workshop #2 by thanking participants for coming and providing a brief introduction to the project. Mr. Behan explained the importance of the project given the location in one of the city's Urban Renewal Districts. He highlighted the importance of the community input to the process in developing a long-term plan for the area's future. Mr. Behan then introduced the consultant team members, WGM Group and Winter & Company.

## Consultant Presentation

In this portion of the workshop, the consultant team delivered a formal presentation. Nore' Winter of Winter & Company began by presenting an overview of the Master Plan process to-date and the purpose of the project, including clarifying that the Master Plan is intended to do the following:

- Set a long-term vision (25-35 years) for the Plan Area's future
- Preserve options for the future
- Illustrate opportunities
- Provide information to property owners who may consider development of their land
- Guide government decision-making and investments in the area
- Plan for potential future land uses
- Identify transportation and other infrastructure improvements
- Recommend amenities and placemaking elements
- Provide an implementation strategy
- Determine potential implementation roles for the public and private sector

Nick Kaufman of WGM Group then continued the presentation, providing an overview of the outreach effort being undertaken for the project and a summary of the activities and input received at Community Workshop #1.

Brad Johnson from Winter & Company then presented a series of initial concepts for the Plan Area. The presentation of initial concepts included the following:

- Overview of the broad opportunities and “big picture” concept for the Plan Area (Opportunities Map)
- Overview of the potential land uses under consideration in different portions of the Plan Area (Preliminary Plan Concept)
- Overview of transportation improvements under consideration to address growth and mobility in the area, including vehicular (both truck and passenger vehicle), pedestrian and bicycle circulation (Preliminary Plan Concept)
- Overview of approach to street character and design in the Plan Area, including a brief presentation of conceptual street cross-sections for the western segment of Howard Raser Avenue and Scott Street

In the final portion of the presentation, Jeremy Keene of WGM Group presented slides showing a series of phasing diagrams to indicate how development and infrastructure improvements could potentially occur over a 20+ year timeframe. Mr. Keene explained that the timing of development and improvements would ultimately depend on private landowners’ desire to develop their property, but that the phasing diagrams do help to conceptually convey how implementation may occur.

The entire presentation is available for viewing at: <http://www.ci.missoula.mt.us/1791/District---North-ReserveScott-Street>

### **Small Group Activity**

After the presentation, workshop participants worked in small teams to review the Preliminary Plan Concept map and conceptual street cross-sections for Howard Raser Avenue, Scott Street and Reserve Street. Their goal was to work together to review, discuss and comment on the land uses and circulation concepts indicated on the Preliminary Plan Concept and the building character and street configuration illustrated for each streetscape.



*Workshop participants work over maps during the small group activity.*

## Report Back

After the small group exercise, a representative from each group was asked to summarize the results of their group's work to all workshop participants. Each report back highlighted major themes over a time period of less than five minutes.



*Selected images of group representatives summarizing the results of the Small Group Activity.*

The following bullets highlight verbal input provided by each group during the report back session:

### Group 1

- Happy with overall land use and connectivity concepts
- Work to make Cemetery Road bike friendly because experienced bicycle commuters will still use it
- New central Industrial Connector Road is critical to success of the Plan
- If a new interchange is added at Coal Mine Road, it should be coordinated with a potential railroad crossing
- We like the streetscape concept for Howard Raser Avenue, especially the buildings at the sidewalk edge. Please consider if protected bike lanes or an off-street bike path is more appropriate for this location.
- For Scott Street, consider snow removal; but please continue to consider right-of-way constraints
- Closely consider what types of buildings are realistic for Reserve Street; somewhat skeptical of the building options shown on the Activity Sheets

### Group 2

- Consider moving neighborhood retail node further west per the environmental cleanup constraints in the area; the current location shown for this use perhaps should be reserved for residential development
- Consider health concerns associated with residential close to industrial uses
- Interchange is shown to be long-term; should happen sooner to spur redevelopment
- Route trucks away from Scott Street and away from schools
- Consider the potential to tie into a future Russell Street bridge
- Reserve Street Section: Need to improve alternate routes for bikes so people don't have to rely on Reserve Street because its just too busy

### Group 3

- Concerned about Grant Creek Trail shown outside the Plan Area. There is no public right-of-way to accommodate it.
- I-90 interchange would be great; would create better connectivity to town
- Railroad overcrossing seems difficult, but its an interesting idea
- An I-90 interchange would strongly affect development throughout city
- Grant Creek Road/Howard Raser intersection is dangerous now, this needs to be cleaned up
- Consider a potential trail in East End along tracks and then extending north (Extend the Northside Greenway)
- Howard Raser Streetscape: Traffic is increasing, so carefully consider locating parking on-street. Ensure it is designed to be safe.
- Scott Street Streetscape: 10' travel lanes might be too small if you don't move trucks off of this road
- Scott Street Streetscape: housing types illustrated in the cross-section and photos seem appropriate
- Reserve Street: Support increased landscaping along street, but remember that businesses WILL require parking

### Group 4

- We support the idea of live-work (question: is it possible on west side too?)
- Creating a walkable node or "Mini Main Street" is a good idea and would be great for employees; create a "community" that is inviting
- We liked proposed central Industrial Connector Road
- Consider technical challenges of the connector road (rail spurs, property owners, existing infrastructure)
- Corridor Retail land use was popular at our table
- Consider on/off ramps at I-90/Reserve; can they be more efficient
- Maybe move Howard Raser Extension road closer to interstate
- Consider views from I-90 to potential road, greenspace and trail; looking at an open space and trail is better than a road
- Would MDT agree to traffic signal close to on-ramp? Consider capacity implications
- Scott Street Streetscape: We like the idea, but concerned about travel, bike and parking all together on one street; Need a better separation of bikes from traffic

### Group 5

- Concerned about traffic signal spacing, does it work? Ensure feasibility.
- Bike Trail along Freeway: would be serving undeveloped area, how does that relate to existing transient camps; safety, lighting is critical for this idea

- The residential area is too confined; street section, width, buildings, etc. are unrealistic for what's out there now
- Ensure that Turner Street extension does not create safety concerns related to increased southbound truck traffic
- Eastern residential area should be a purple/yellow checkerboard (residential/transitional industrial)
- This area needs a dog park

Group 6 (Note that Group 6 did not provide a verbal "report back", so the notes below are based on a review of the table's activity sheets.

- White Pine Park is a concern regarding parking and child safety
- Splitting the City yard and streets department with new roads also may create parking and safety problems
- Consider that adding trails may bring more dogs and vandalism to cemetery
- Howard Raser Avenue extension and central Industrial Connector Road may be too close to Roseburg, creating a potentially dangerous situation
- Consider placing bike path north of I-90 instead of on the south side
- Keep cemetery road as is, but add sidewalks
- Consider adding a frontage road to Reserve Street
- Retain cemetery land for cemetery or open space, do not change to residential
- Do not include Howard Raser Avenue Extension
- Retain neighborhood feel in East End
- Do not place houses too tightly next to one another
- Ensure adequate parking is provided for new development

#### Group 7

- We like the overall layout of uses
- White Pine Park has parking on-street, but no off-street parking; this may be needed
- Cemetery Road is constrained, but make sure there is a bike/pedestrian facility of some kind (widen if possible)
- Not sure bike connection under freeway is feasible; please consider
- We think the Industrial Connector needs to happen early, however the railroad overcrossing could happen later; truck traffic is problematic for the neighborhood
- Howard Raser Streetscape: Consider protected bike lanes with the bikeway in between the curb and parallel parking (so parking can protect bikes from vehicular traffic)
- Howard Raser Streetscape: Is there a need for on-street parking on the Hilton side? Please consider.
- Scott Street: Please ensure that bike lanes on Scott Street are adequate. 5.5 feet may be too skinny.
- Mix in some quaint retail uses alongside big boxes along Reserve
- Plant trees to add character and create a "sense of place"
- Reserve Street: Decrease lane widths if possible

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For more information on the project, access the official project website at:  
<http://www.ci.missoula.mt.us/1791/District---North-ReserveScott-Street>

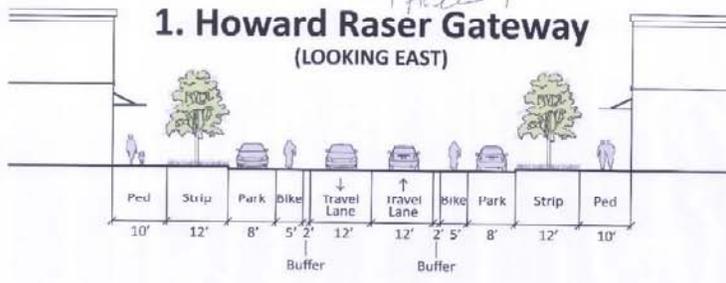
In addition to the project webpage, "Like" our project on Facebook or email [cbehan@ci.missoula.mt.us](mailto:cbehan@ci.missoula.mt.us) or [jkeene@wgmggroup.com](mailto:jkeene@wgmggroup.com) for more information.

TABLE 1

# 1. Howard Raser Gateway (LOOKING EAST)

KEY STREET FEATURES
- Buffered bike lanes
- Wide sidewalks to encourage pedestrian activity
- Large landscaped strips with dense rows of street trees
- Parallel parking

STREET CHARACTER	ITEMS TO CONSIDER:
<i>Overall OK, 1/2 sidewalk width &amp; building setback below existing (avg) on N side (akin South) - allows connection to bike path to the east</i>	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>



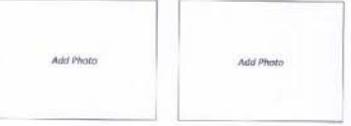
KEY DEVELOPMENT FEATURES
- Buildings are built to the edge of the sidewalk
- Generous ground floor heights
- Potential for second story offices or accessory uses
- Small, pedestrian-scale storefronts

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>

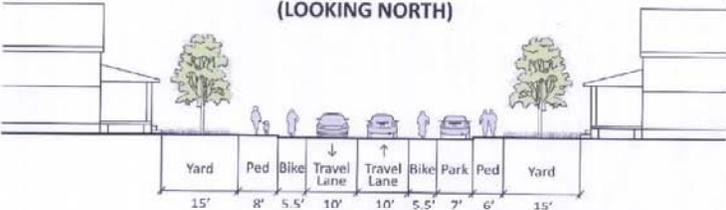


KEY STREET FEATURES
- Dedicated bike lanes
- Parallel parking on northbound side
- Wide sidewalks to encourage pedestrian activity

STREET CHARACTER	ITEMS TO CONSIDER:
<i>Question if parking on roadside - if so, places don't match street design to townhome. Think about snow storage, plowing on sidewalks</i>	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>



# 2. Scott Street (LOOKING NORTH)



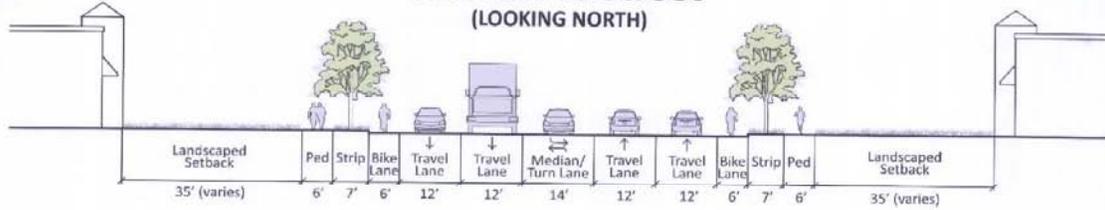
KEY DEVELOPMENT FEATURES
- Shallow front yards
- Street facing-houses

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
<i>Yes to development style</i>	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>



KEY STREET FEATURES
- Dedicated bike lanes
- Landscaped strips to buffer the street from pedestrians

# 3. Reserve Street (LOOKING NORTH)



KEY DEVELOPMENT FEATURES
- Deep landscaped setbacks to provide attractive street edge
- Parking is to the side or rear of building, not in front

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>





- Primary Bicycle Circulation
- Internal Circulation
- Typical Vehicular Circulation
- Truck Route
- Existing Traffic Signal
- Future Traffic Signal
- Plan Area Boundary
- Neighborhood Retail
- Corridor Retail
- Transitional Industrial
- Industrial Reserve
- Office/Corridor Retail Flex
- Residential
- Live/Work
- Open Space/Park

**COMMENTS:**

1) Discussed and mutually agree with current land use plan!

2) Generally agree with connectivity, however questions about the need for lights on both Schramm and Mavert Motor Sports road. New Ind Connector road is critical. Cemetery Road would be better served with a bike lane versus a sidewalk.

**TABLE #:** 1

*Important to have this connection to W Broadway at about same time as Interchange*

*critical for development*

\*NOTE - This map represents a long term conceptual vision for the area. Actual improvements and development will be largely determined by future market conditions, availability of funding, landowner preferences and other factors.

**PRELIMINARY PLAN CONCEPT - SMALL GROUP EXERCISE A**

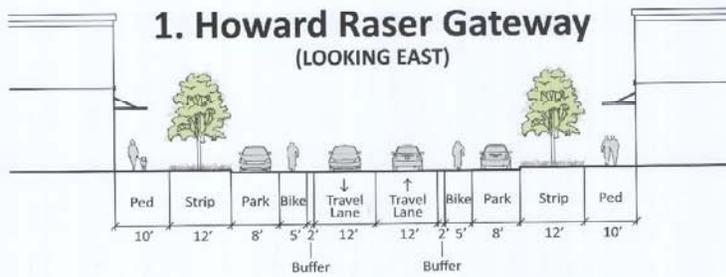


TABLE #1

KEY STREET FEATURES	
<ul style="list-style-type: none"> <li>- Buffered bike lanes</li> <li>- Wide sidewalks to encourage pedestrian activity</li> <li>- Large landscaped strips with dense rows of street trees</li> <li>- Parallel parking</li> </ul>	

STREET CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>

Add Photo	Add Photo
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KEY DEVELOPMENT FEATURES	
<ul style="list-style-type: none"> <li>- Buildings are built to the edge of the sidewalk</li> <li>- Generous ground floor heights</li> <li>- Potential for second story offices or accessory uses</li> <li>- Small, pedestrian-scale storefronts</li> </ul>	

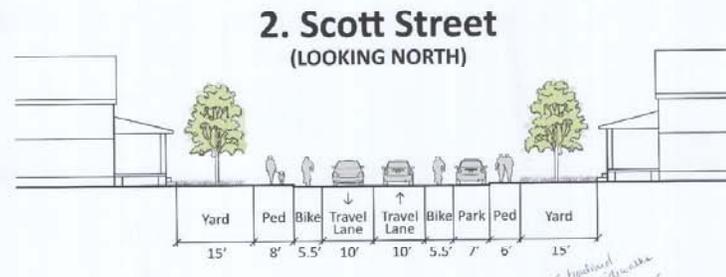
DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>

Add Photo	Add Photo
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KEY STREET FEATURES	
<ul style="list-style-type: none"> <li>- Dedicated bike lanes</li> <li>- Parallel parking on northbound side</li> <li>- Wide sidewalks to encourage pedestrian activity</li> </ul>	

STREET CHARACTER	ITEMS TO CONSIDER:
<p>Keep a soft buffer, grass areas between roads, and landscaping.</p> <p>Side mix use.</p>	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>

Add Photo	Add Photo
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KEY DEVELOPMENT FEATURES	
<ul style="list-style-type: none"> <li>- Shallow front yards</li> <li>- Street facing houses</li> </ul>	

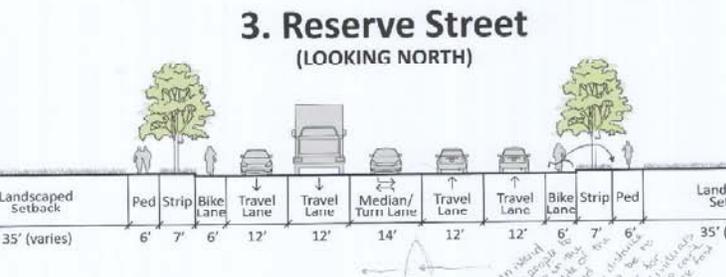
DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
<p>front yard to go edge from sidewalk and driveway on the front street</p> <p>show stepped height of building toward backyard sidewalk</p>	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>

Add Photo	Add Photo
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KEY STREET FEATURES	
<ul style="list-style-type: none"> <li>- Dedicated bike lanes</li> <li>- Landscaped strips to buffer the street from pedestrians</li> </ul>	

STREET CHARACTER	ITEMS TO CONSIDER:
<p>Protect bike lanes from traffic</p> <p>Use street width, extend in width of Reserve Street from people people to cross safely.</p> <p>Use bike path to Broad Creek connection from 2-10 with.</p>	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>

Add Photo	Add Photo
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Add Photo	Add Photo
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KEY DEVELOPMENT FEATURES	
<ul style="list-style-type: none"> <li>- Deep landscaped setbacks to provide attractive street edge</li> <li>- Parking is to the side or rear of building, not in front</li> </ul>	

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
<p>disturbance to sidewalk</p>	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>

Add Photo	Add Photo
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Table 2

Bike path  
line off figure 7

Ditch  
Issue

- Primary Bicycle Circulation
- Internal Circulation
- Typical Vehicular Circulation
- Truck Route
- Existing Traffic Signal
- Future Traffic Signal
- Plan Area Boundary
- Neighborhood Retail
- Corridor Retail
- Transitional Industrial
- Industrial Reserve
- Office/Corridor Retail Flex
- Residential
- Live/Work
- Open Space/Park

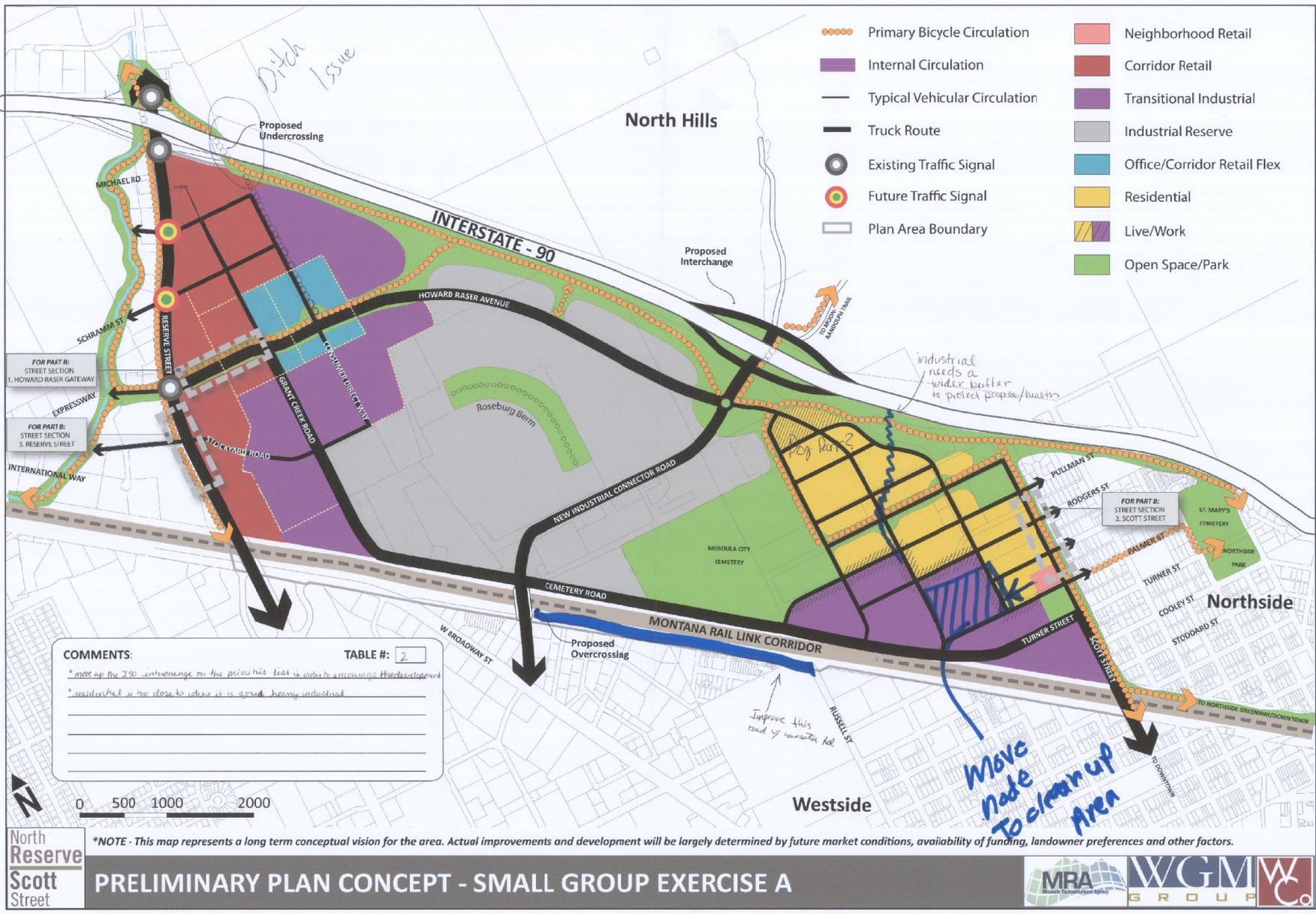


Table  
2

COMMENTS:	TABLE #:
* move up the 210 interchange on the plan this best is order encourage the development	2
* residential is too close to where it is a good heavy industrial	

industrial  
needs a  
wider buffer  
to protect people/health

Move  
made  
To clean up  
Area

\*NOTE - This map represents a long term conceptual vision for the area. Actual improvements and development will be largely determined by future market conditions, availability of funding, landowner preferences and other factors.

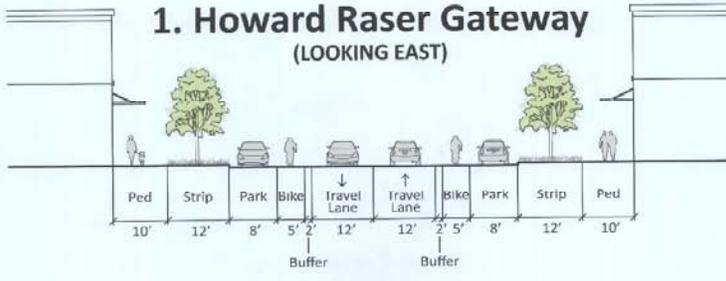
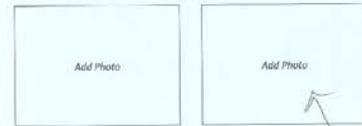
North  
Reserve  
Scott  
Street

PRELIMINARY PLAN CONCEPT - SMALL GROUP EXERCISE A



KEY STREET FEATURES	
<ul style="list-style-type: none"> <li>- Buffered bike lanes</li> <li>- Wide sidewalks to encourage pedestrian activity</li> <li>- Large landscaped strips with dense rows of street trees</li> <li>- Parallel parking</li> </ul>	

STREET CHARACTER	ITEMS TO CONSIDER:
<i>Private roads are not always private, not enough capacity for private</i>  <i>Traffic increasing - problem</i>  <i>Parking is key!</i>	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>



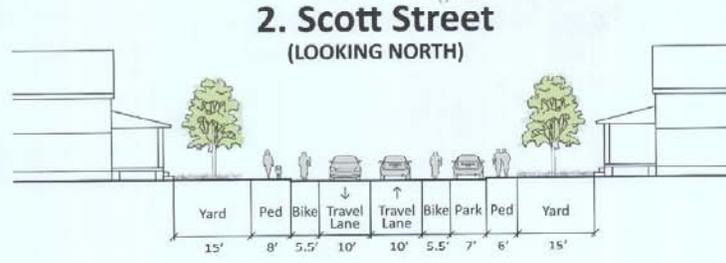
KEY DEVELOPMENT FEATURES	
<ul style="list-style-type: none"> <li>- Buildings are built to the edge of the sidewalk</li> <li>- Generous ground floor heights</li> <li>- Potential for second story offices or accessory uses</li> <li>- Small, pedestrian-scale storefronts</li> </ul>	

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>



KEY STREET FEATURES	
<ul style="list-style-type: none"> <li>- Dedicated bike lanes</li> <li>- Parallel parking on northbound side</li> <li>- Wide sidewalks to encourage pedestrian activity</li> </ul>	

STREET CHARACTER	ITEMS TO CONSIDER:
<i>Wonderful - Traffic lanes narrow? Still have truck traffic.</i>	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>



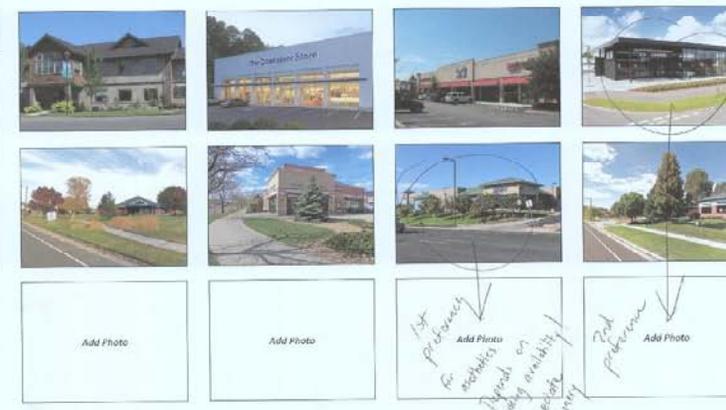
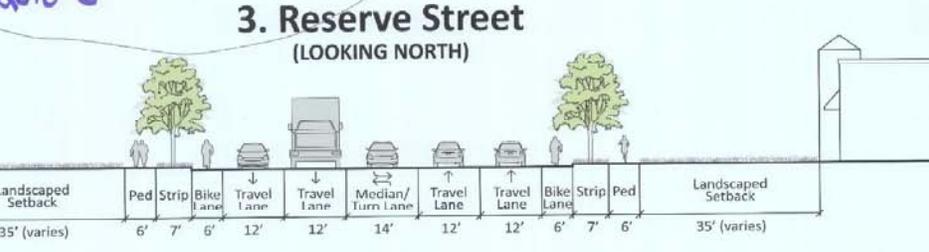
KEY DEVELOPMENT FEATURES	
<ul style="list-style-type: none"> <li>- Shallow front yards</li> <li>- Street facing houses</li> </ul>	

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>



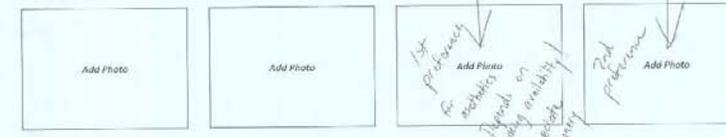
*Table 3*

KEY STREET FEATURES	
<ul style="list-style-type: none"> <li>- Dedicated bike lanes</li> <li>- Landscaped strips to buffer the street from pedestrians</li> </ul>	



KEY DEVELOPMENT FEATURES	
<ul style="list-style-type: none"> <li>- Deep landscaped setbacks to provide attractive street edge</li> <li>- Parking is to the side or rear of building, not in front</li> </ul>	

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>



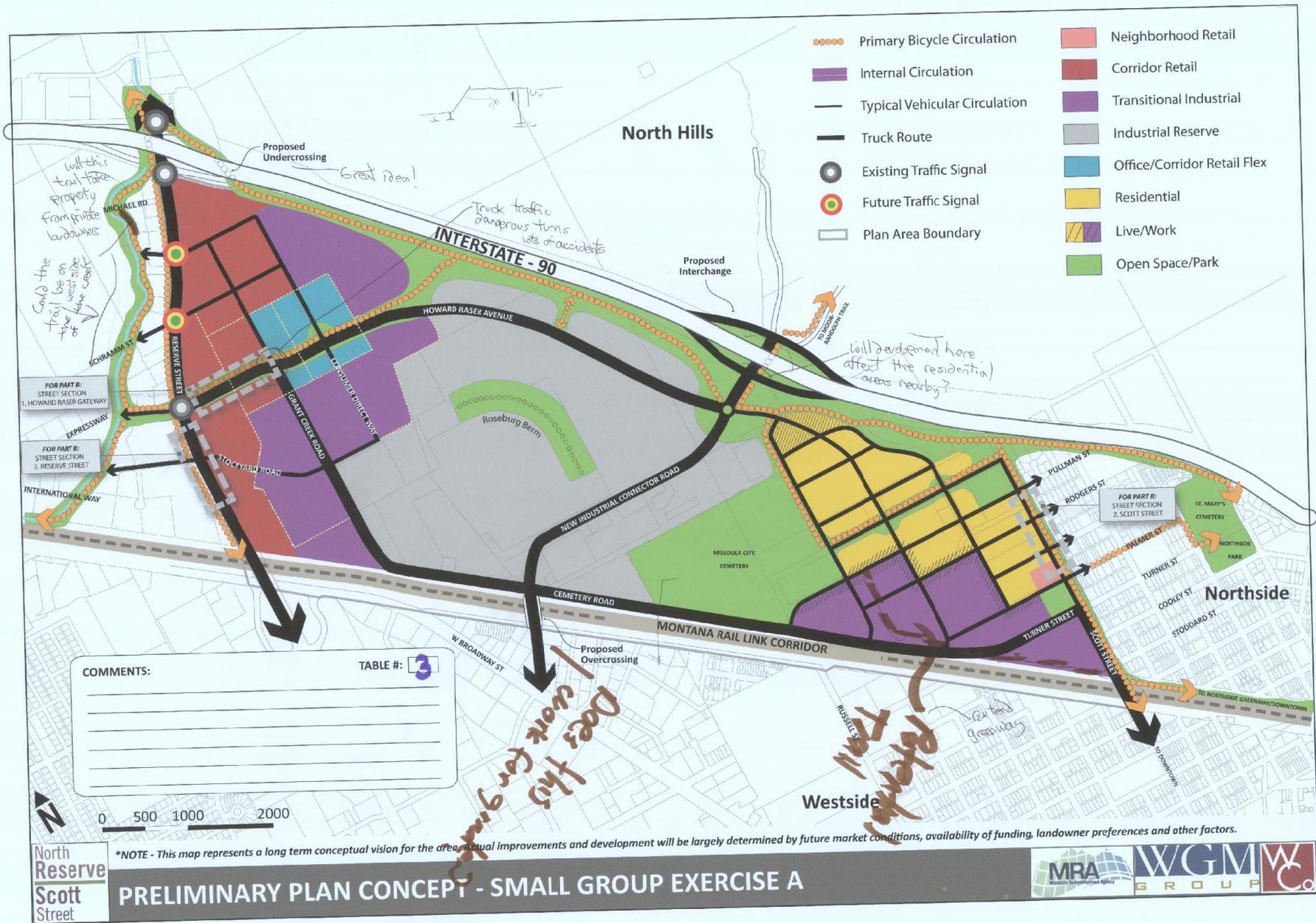
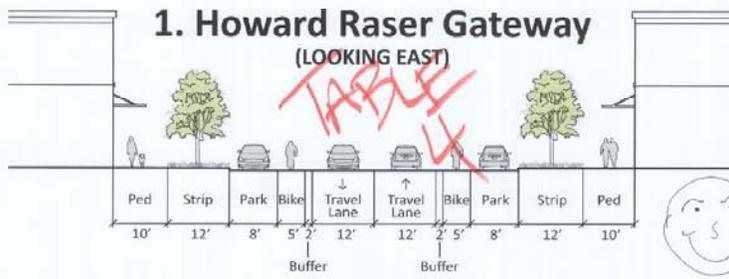


Table 3

KEY STREET FEATURES	
<ul style="list-style-type: none"> <li>- Buffered bike lanes</li> <li>- Wide sidewalks to encourage pedestrian activity</li> <li>- Large landscaped strips with dense rows of street trees</li> <li>- Parallel parking</li> </ul>	

STREET CHARACTER	ITEMS TO CONSIDER:
OK <i>No Higgins Street</i>	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>

Add Photo	Add Photo
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KEY DEVELOPMENT FEATURES	
<ul style="list-style-type: none"> <li>- Buildings are built to the edge of the sidewalk</li> <li>- Generous ground floor heights</li> <li>- Potential for second story offices or accessory uses</li> <li>- Small, pedestrian-scale storefronts</li> </ul>	

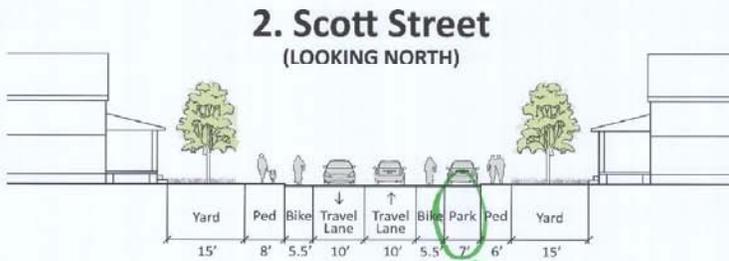
DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>

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KEY STREET FEATURES	
<ul style="list-style-type: none"> <li>- Dedicated bike lanes</li> <li>- Parallel parking on northbound side</li> <li>- Wide sidewalks to encourage pedestrian activity</li> </ul>	

STREET CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>

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KEY DEVELOPMENT FEATURES	
<ul style="list-style-type: none"> <li>- Shallow front yards</li> <li>- Street facing-houses</li> </ul>	

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
<i>Neighborhood style (sun over, canopy cover) on street</i>	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>

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KEY STREET FEATURES	
<ul style="list-style-type: none"> <li>- Dedicated bike lanes</li> <li>- Landscaped strips to buffer the street from pedestrians</li> </ul>	



KEY DEVELOPMENT FEATURES	
<ul style="list-style-type: none"> <li>- Deep landscaped setbacks to provide attractive street edge</li> <li>- Parking is to the side or rear of building, not in front</li> </ul>	

STREET CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>

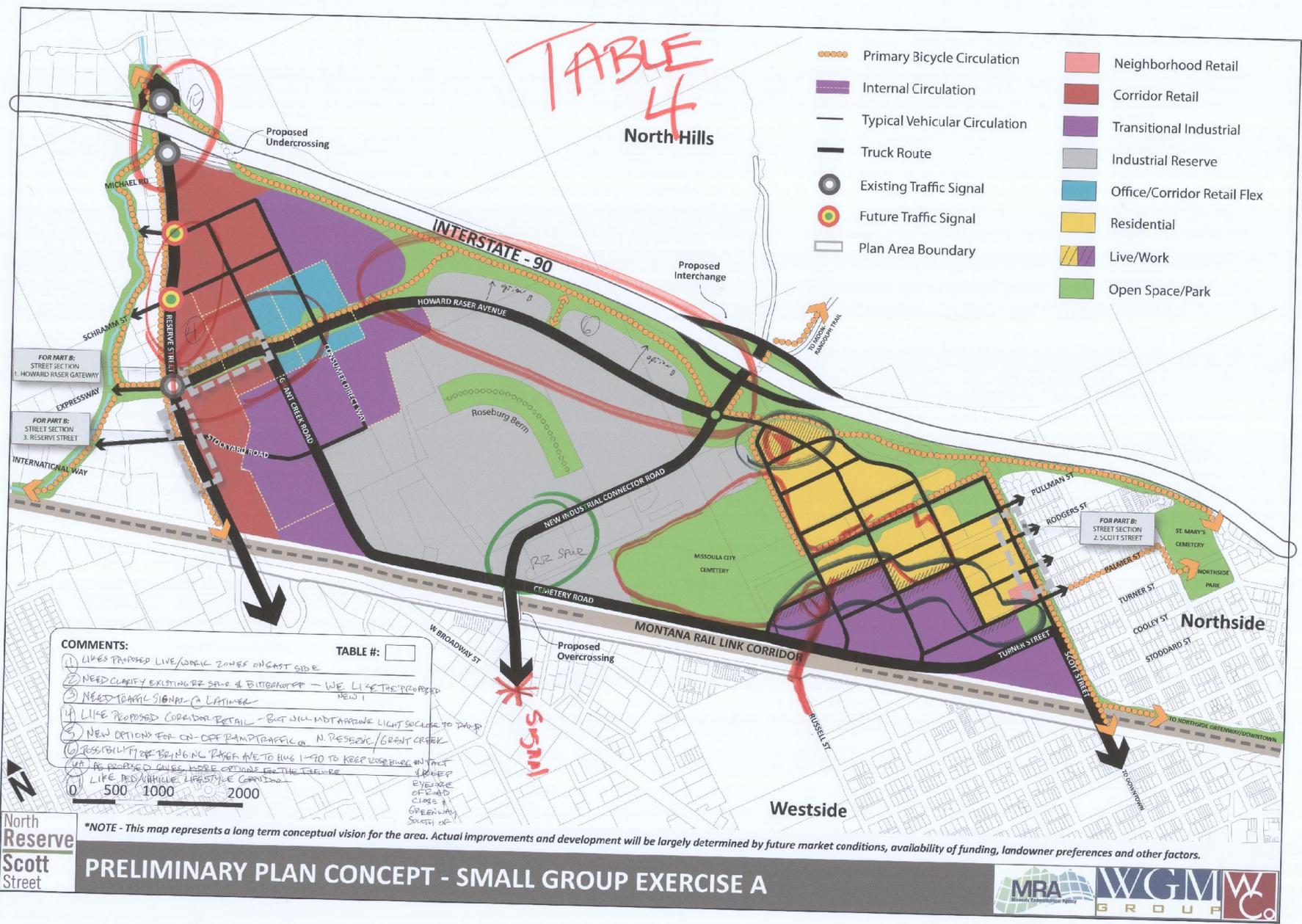
Add Photo	Add Photo
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DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>

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# TABLE 4

## North Hills



- Primary Bicycle Circulation
- Internal Circulation
- Typical Vehicular Circulation
- Truck Route
- Existing Traffic Signal
- Future Traffic Signal
- Plan Area Boundary
- Neighborhood Retail
- Corridor Retail
- Transitional Industrial
- Industrial Reserve
- Office/Corridor Retail Flex
- Residential
- Live/Work
- Open Space/Park

**COMMENTS:**

- 1) LIKE PROPOSED LIVE/WORK ZONES ON EAST SIDE
- 2) NEED CLARIFY EXISTING RR SLOPE & BITTERROOT - WE LIKE THE PROPOSED NEW 1
- 3) NEED TRAFFIC SIGNAL @ LATERAL
- 4) LIKE PROPOSED CORRIDOR RETAIL - BUT WILL NOT APPROVE LIGHT SIGNAL TO PARK
- 5) NEW OPTIONS FOR ON-OFF RAMP TRAFFIC @ N. RESERVE / GRANT CREEK
- 6) POSSIBILITY OF BRINGING PARK AVE TO HUG I-90 TO KEEP WORKING ON THAT
- 7) WE'D BE PROPOSED GIVES MORE OPTIONS FOR THE FUTURE
- 8) LIKE RED VEHICLE LIFESTYLE CORRIDOR

TABLE #:  

0 500 1000 2000

KEEP EYE ON  
 CLASS &  
 GREENWAY  
 SOUTH OF

**\*NOTE - This map represents a long term conceptual vision for the area. Actual improvements and development will be largely determined by future market conditions, availability of funding, landowner preferences and other factors.**

### PRELIMINARY PLAN CONCEPT - SMALL GROUP EXERCISE A

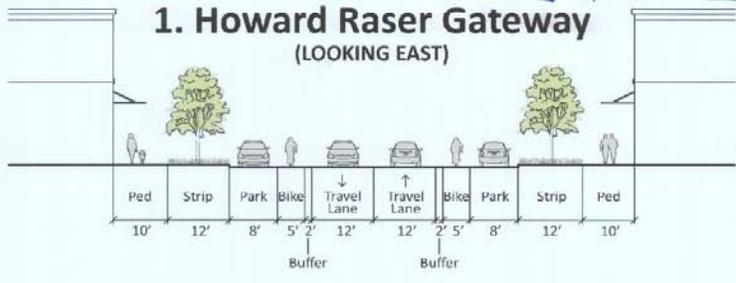


TABLE #5

KEY STREET FEATURES	
<ul style="list-style-type: none"> <li>- Buffered bike lanes</li> <li>- Wide sidewalks to encourage pedestrian activity</li> <li>- Large landscaped strips with dense rows of street trees</li> <li>- Parallel parking</li> </ul>	

STREET CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>

Add Photo	Add Photo
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KEY DEVELOPMENT FEATURES	
<ul style="list-style-type: none"> <li>- Buildings are built to the edge of the sidewalk</li> <li>- Generous ground floor heights</li> <li>- Potential for second story offices or accessory uses</li> <li>- Small, pedestrian-scale storefronts</li> </ul>	

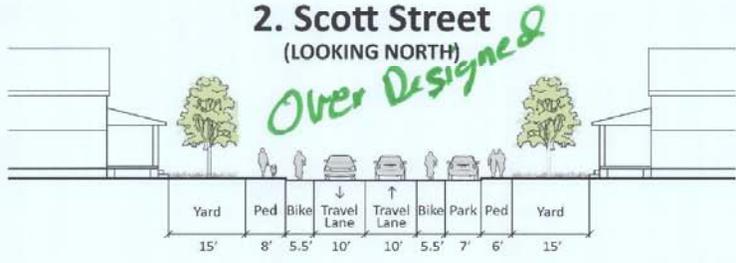
DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>

Add Photo	Add Photo
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KEY STREET FEATURES	
<ul style="list-style-type: none"> <li>- Dedicated bike lanes</li> <li>- Parallel parking on northbound side</li> <li>- Wide sidewalks to encourage pedestrian activity</li> </ul>	

STREET CHARACTER	ITEMS TO CONSIDER:
<p><i>OVER DESIGN</i></p> <p><i>TOO MUCH TOO SOON</i></p> <p><i>BUILD REQUIREMENTS TOO STRICT</i></p>	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>

Add Photo	Add Photo
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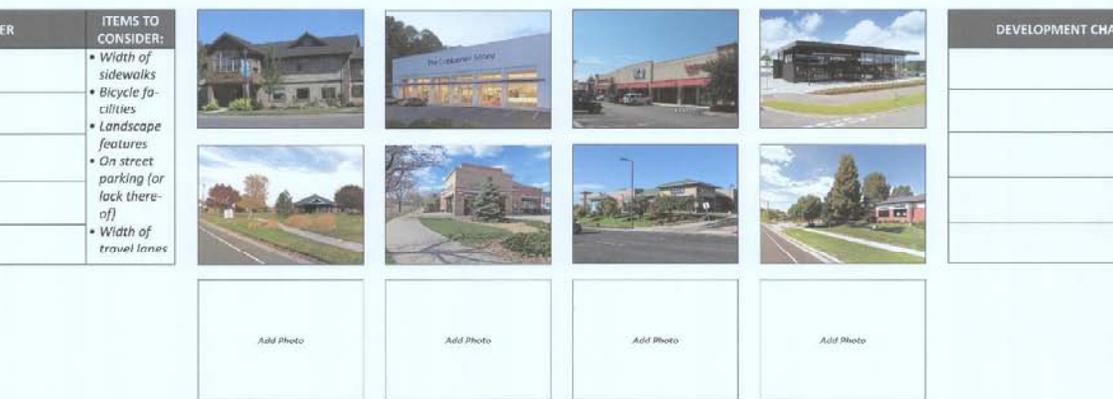
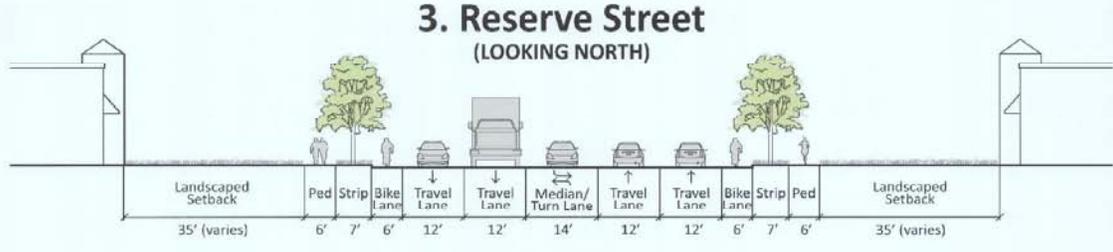


KEY DEVELOPMENT FEATURES	
<ul style="list-style-type: none"> <li>- Shallow front yards</li> <li>- Street facing houses</li> </ul>	

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
<p><i>DON'T "PACK" APPLIN</i></p> <p><i>NEIGHBORHOOD CHARACTER SIMPLER</i></p>	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>

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KEY STREET FEATURES	
<ul style="list-style-type: none"> <li>- Dedicated bike lanes</li> <li>- Landscaped strips to buffer the street from pedestrians</li> </ul>	



KEY DEVELOPMENT FEATURES	
<ul style="list-style-type: none"> <li>- Deep landscaped setbacks to provide attractive street edge</li> <li>- Parking is to the side or rear of building, not in front</li> </ul>	

STREET CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>

Add Photo	Add Photo
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DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>

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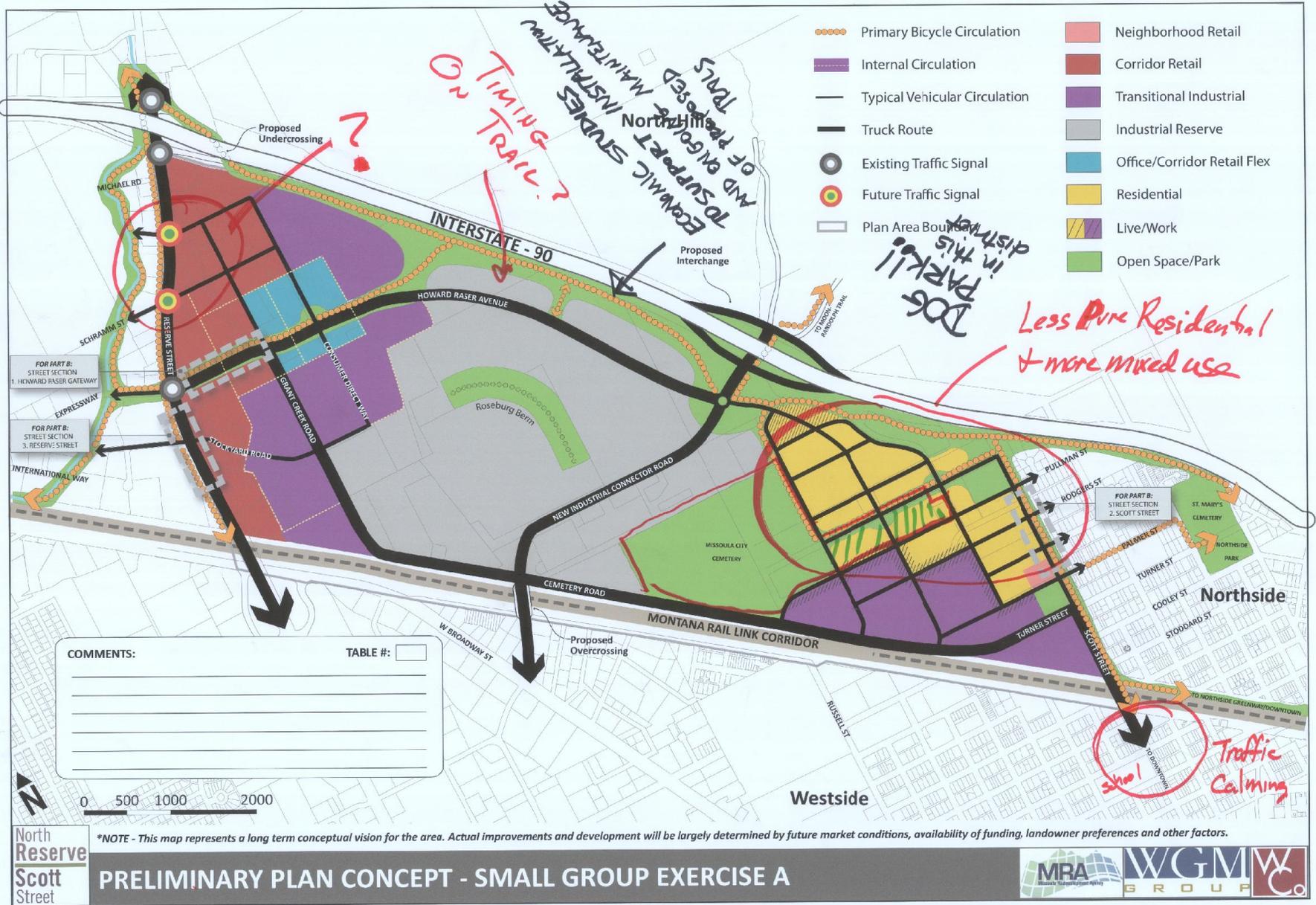
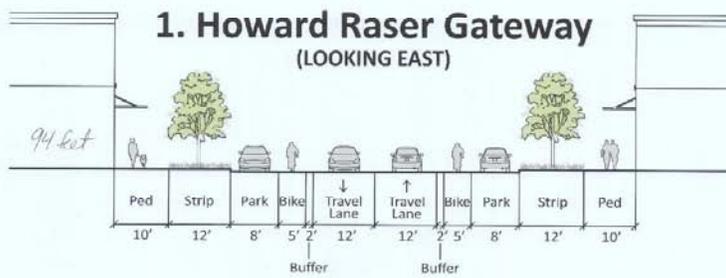


TABLE 5

KEY STREET FEATURES
<ul style="list-style-type: none"> <li>- Buffered bike lanes</li> <li>- Wide sidewalks to encourage pedestrian activity</li> <li>- Large landscaped strips with dense rows of street trees</li> <li>- Parallel parking</li> </ul>

STREET CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>
	<p><i>adding opinions from people that 14' would be a good width. it's good</i></p>

<i>bistro pic</i> Add Photo	Add Photo
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KEY DEVELOPMENT FEATURES
<ul style="list-style-type: none"> <li>- Buildings are built to the edge of the sidewalk</li> <li>- Generous ground floor heights</li> <li>- Potential for second story offices or accessory uses</li> <li>- Small, pedestrian-scale storefronts</li> </ul>

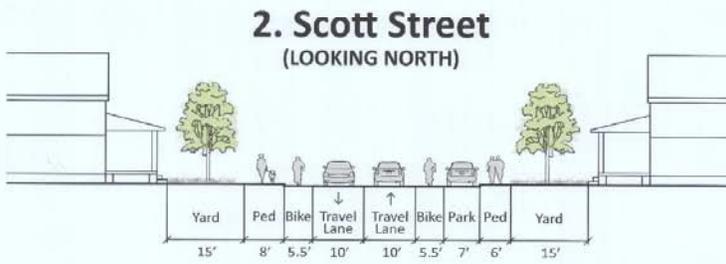
DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>
	<p><i>ward buffer</i></p> <p><i>consistent</i></p>

Add Photo	Add Photo
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KEY STREET FEATURES
<ul style="list-style-type: none"> <li>- Dedicated bike lanes</li> <li>- Parallel parking on northbound side</li> <li>- Wide sidewalks to encourage pedestrian activity</li> </ul>

STREET CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>
	<p><i>how do you engage developers to ensure parking is adequate when there is no off street parking, sound?</i></p>

Add Photo	Add Photo
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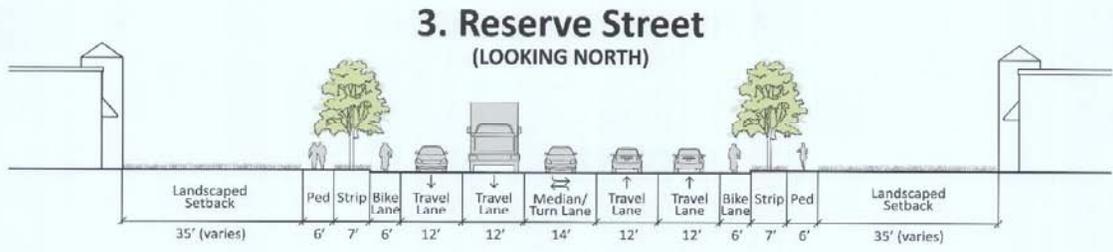


KEY DEVELOPMENT FEATURES
<ul style="list-style-type: none"> <li>- Shallow front yards</li> <li>- Street facing houses</li> </ul>

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>
	<p><i>keep neighborhood feel</i></p> <p><i>mixed use</i></p> <p><i>flexible</i></p> <p><i>not too tight</i></p>

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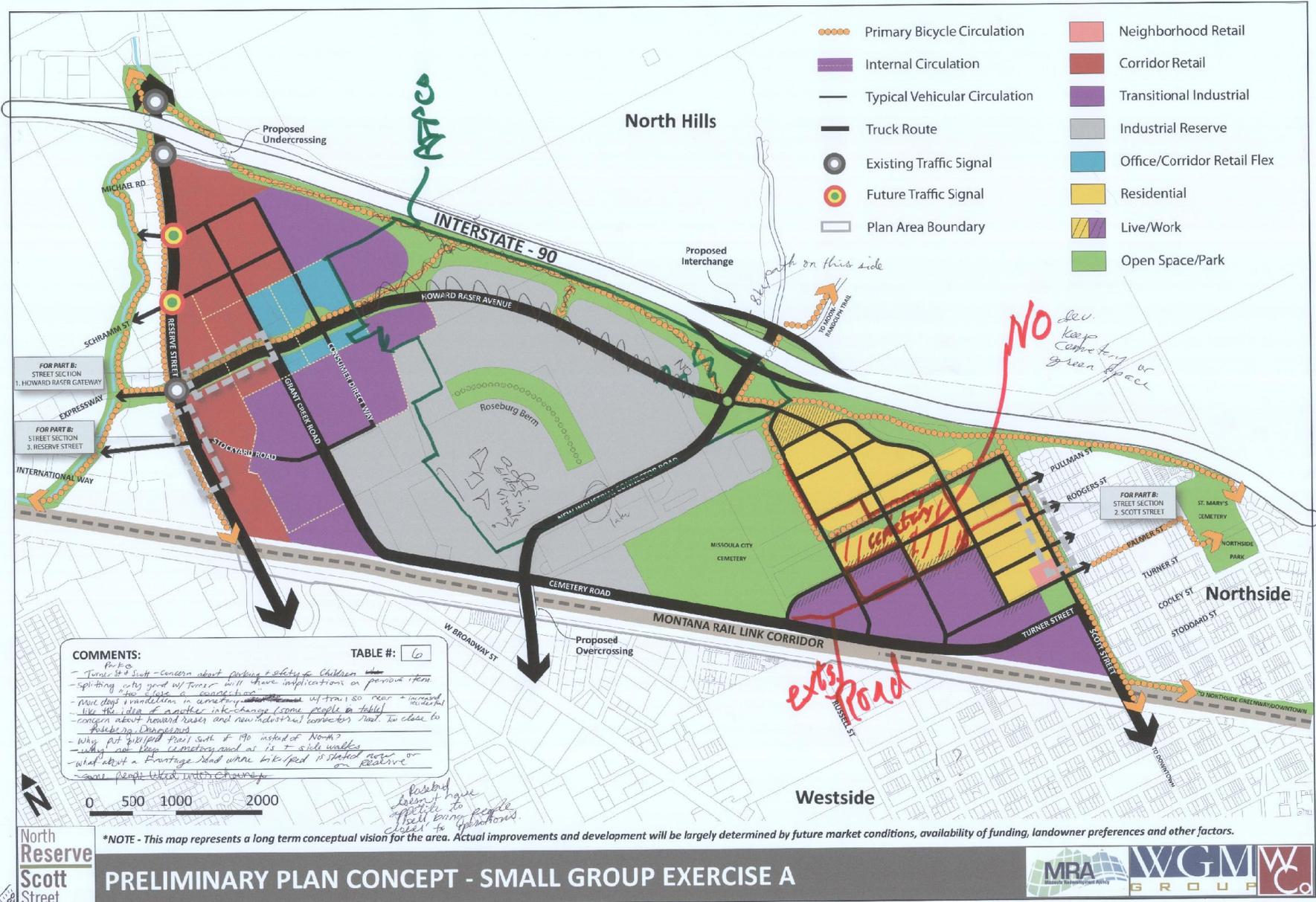
KEY STREET FEATURES
<ul style="list-style-type: none"> <li>- Dedicated bike lanes</li> <li>- Landscaped strips to buffer the street from pedestrians</li> </ul>



KEY DEVELOPMENT FEATURES
<ul style="list-style-type: none"> <li>- Deep landscaped setbacks to provide attractive street edge</li> <li>- Parking is to the side or rear of building, not in front</li> </ul>

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>

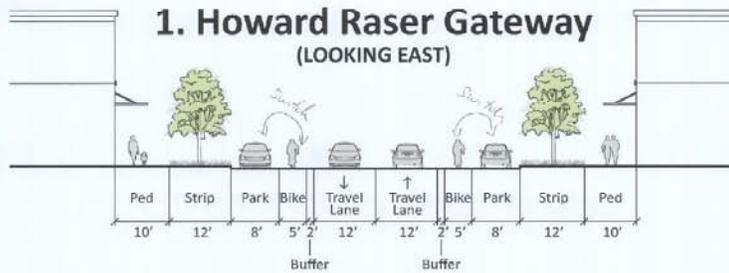
Add Photo	Add Photo
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KEY STREET FEATURES	
<ul style="list-style-type: none"> <li>- Buffered bike lanes</li> <li>- Wide sidewalks to encourage pedestrian activity</li> <li>- Large landscaped strips with dense rows of street trees</li> <li>- Parallel parking</li> </ul>	

STREET CHARACTER	ITEMS TO CONSIDER:
Mid-block crossing for Peds	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>

Add Photo	Add Photo
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KEY DEVELOPMENT FEATURES	
<ul style="list-style-type: none"> <li>- Buildings are built to the edge of the sidewalk</li> <li>- Generous ground floor heights</li> <li>- Potential for second story offices or accessory uses</li> <li>- Small, pedestrian-scale storefronts</li> </ul>	

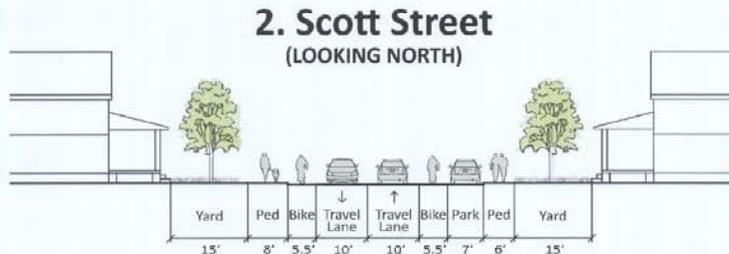
DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
Will there be parking assoc. w/ businesses? Is on-street parking access? What is min. req. for bike lane width? Enough local funds to support mixed use area - streets	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>

Add Photo	Add Photo
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KEY STREET FEATURES	
<ul style="list-style-type: none"> <li>- Dedicated bike lanes</li> <li>- Parallel parking on northbound side</li> <li>- Wide sidewalks to encourage pedestrian activity</li> </ul>	

STREET CHARACTER	ITEMS TO CONSIDER:
	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>

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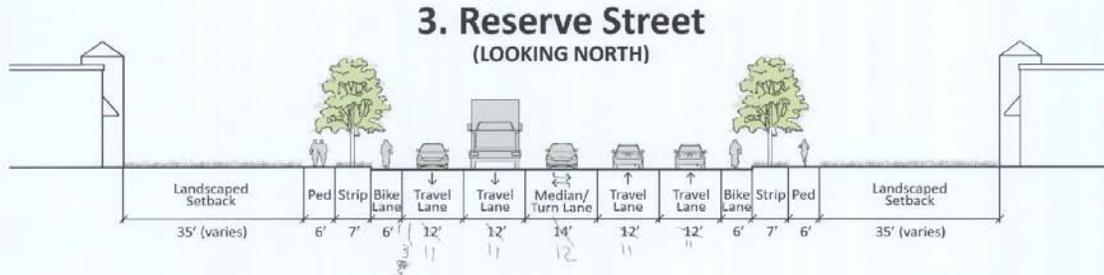


KEY DEVELOPMENT FEATURES	
<ul style="list-style-type: none"> <li>- Shallow front yards</li> <li>- Street facing-houses</li> </ul>	

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
TREES	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>

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KEY STREET FEATURES	
<ul style="list-style-type: none"> <li>- Dedicated bike lanes</li> <li>- Landscaped strips to buffer the street from pedestrians</li> </ul>	



STREET CHARACTER	ITEMS TO CONSIDER:
Reduce Travel lanes 11' and median to 12' - increase width of planting strip/land or buffer for bike lane	<ul style="list-style-type: none"> <li>• Width of sidewalks</li> <li>• Bicycle facilities</li> <li>• Landscape features</li> <li>• On street parking (or lack thereof)</li> <li>• Width of travel lanes</li> </ul>
Add controlled crossing	



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KEY DEVELOPMENT FEATURES	
<ul style="list-style-type: none"> <li>- Deep landscaped setbacks to provide attractive street edge</li> <li>- Parking is to the side or rear of building, not in front</li> </ul>	

DEVELOPMENT CHARACTER	ITEMS TO CONSIDER:
TREES	<ul style="list-style-type: none"> <li>• Distance from buildings to street</li> <li>• Setback character (landscaping, etc.)</li> <li>• Location of parking</li> <li>• Building height</li> <li>• Building character</li> </ul>

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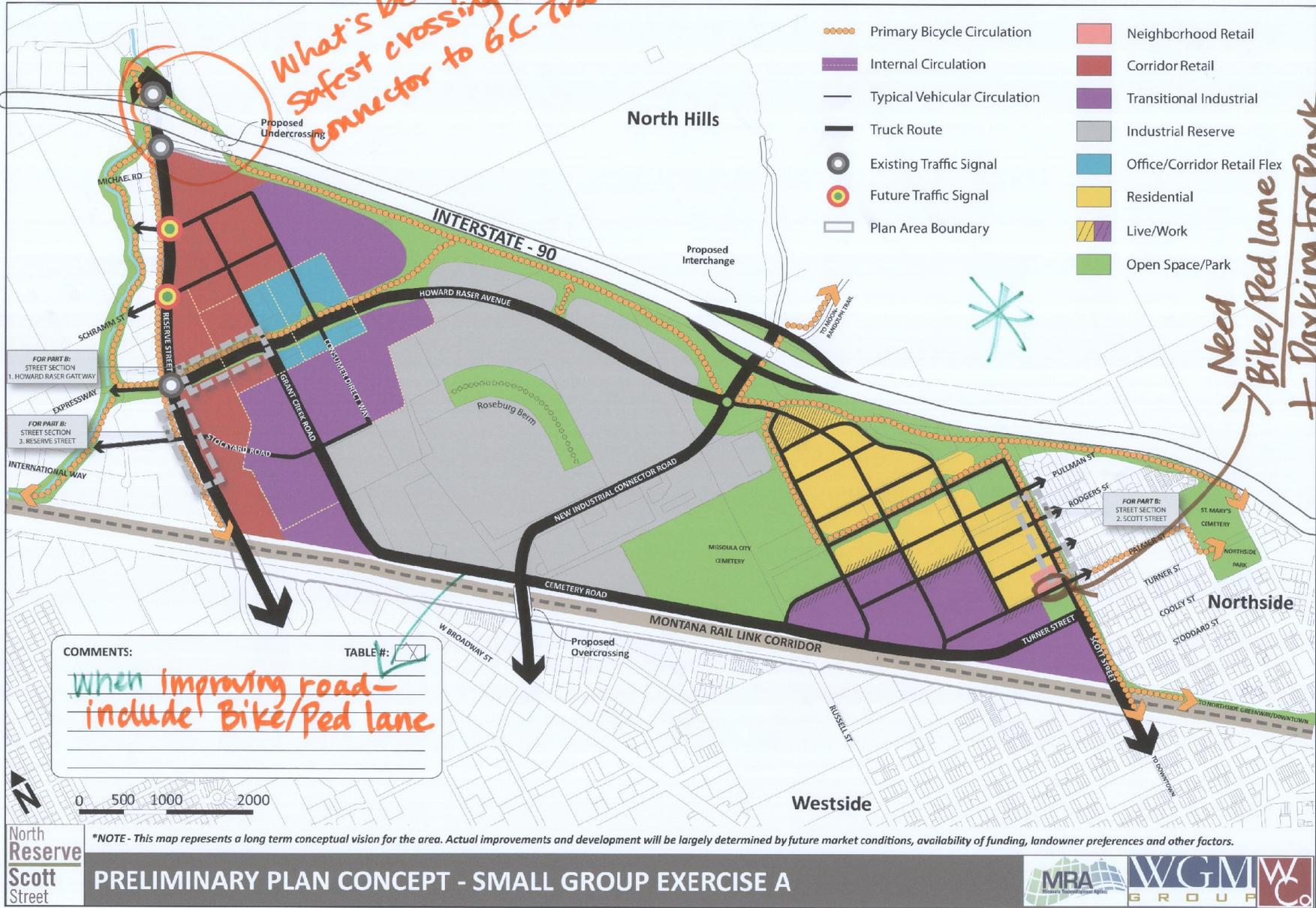
Table #17

TABLE #7

What's best/  
safest crossing &  
connector to G.C. Trail?

Need  
Bike/Ped lane  
+ Parking for Park

COMMENTS:  TABLE #:  
When improving road -  
include Bike/Ped lane

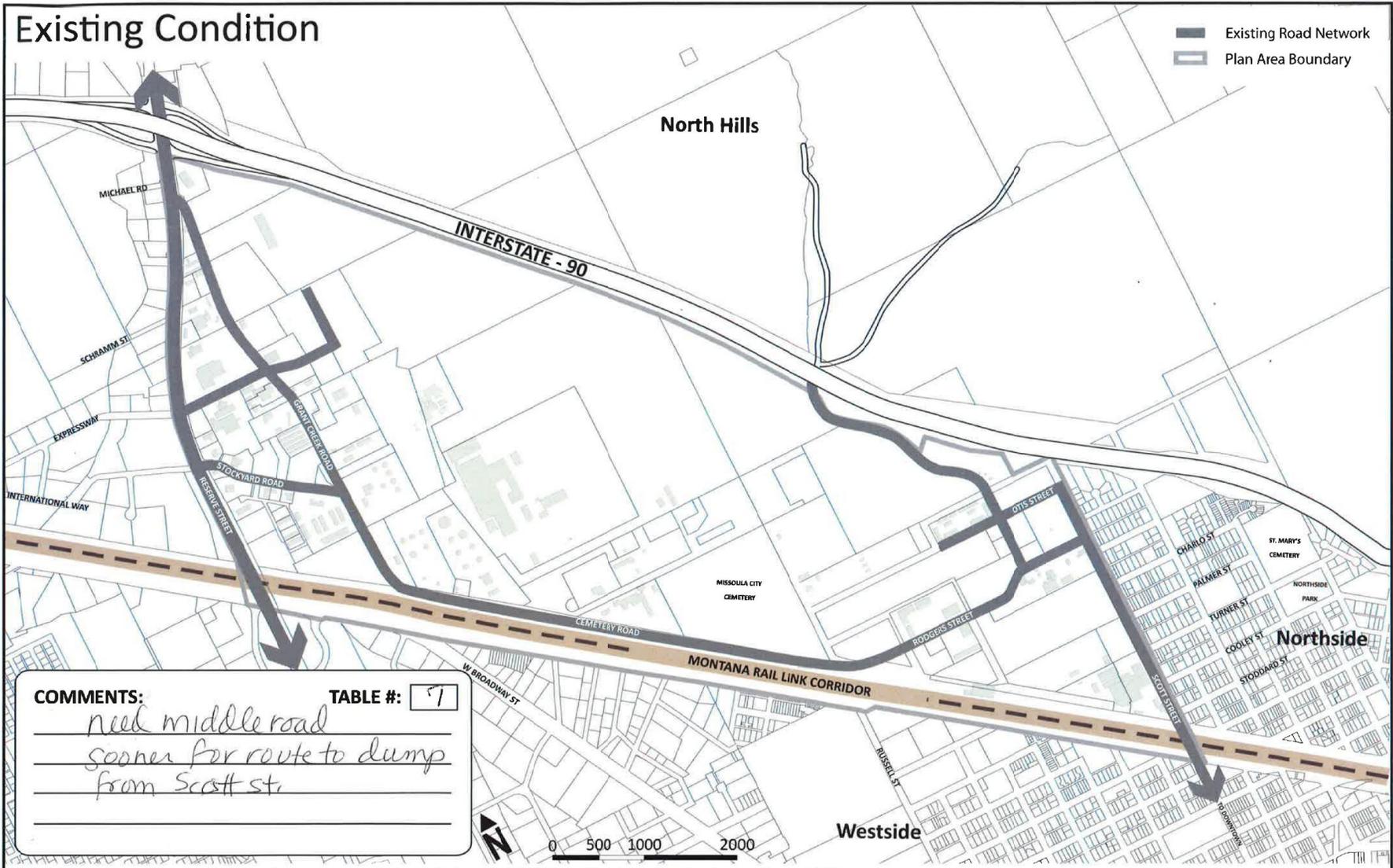


\*NOTE - This map represents a long term conceptual vision for the area. Actual improvements and development will be largely determined by future market conditions, availability of funding, landowner preferences and other factors.

PRELIMINARY PLAN CONCEPT - SMALL GROUP EXERCISE A



# Existing Condition



COMMENTS: need middle road sooner for route to dump from Scott st.

TABLE #: 57

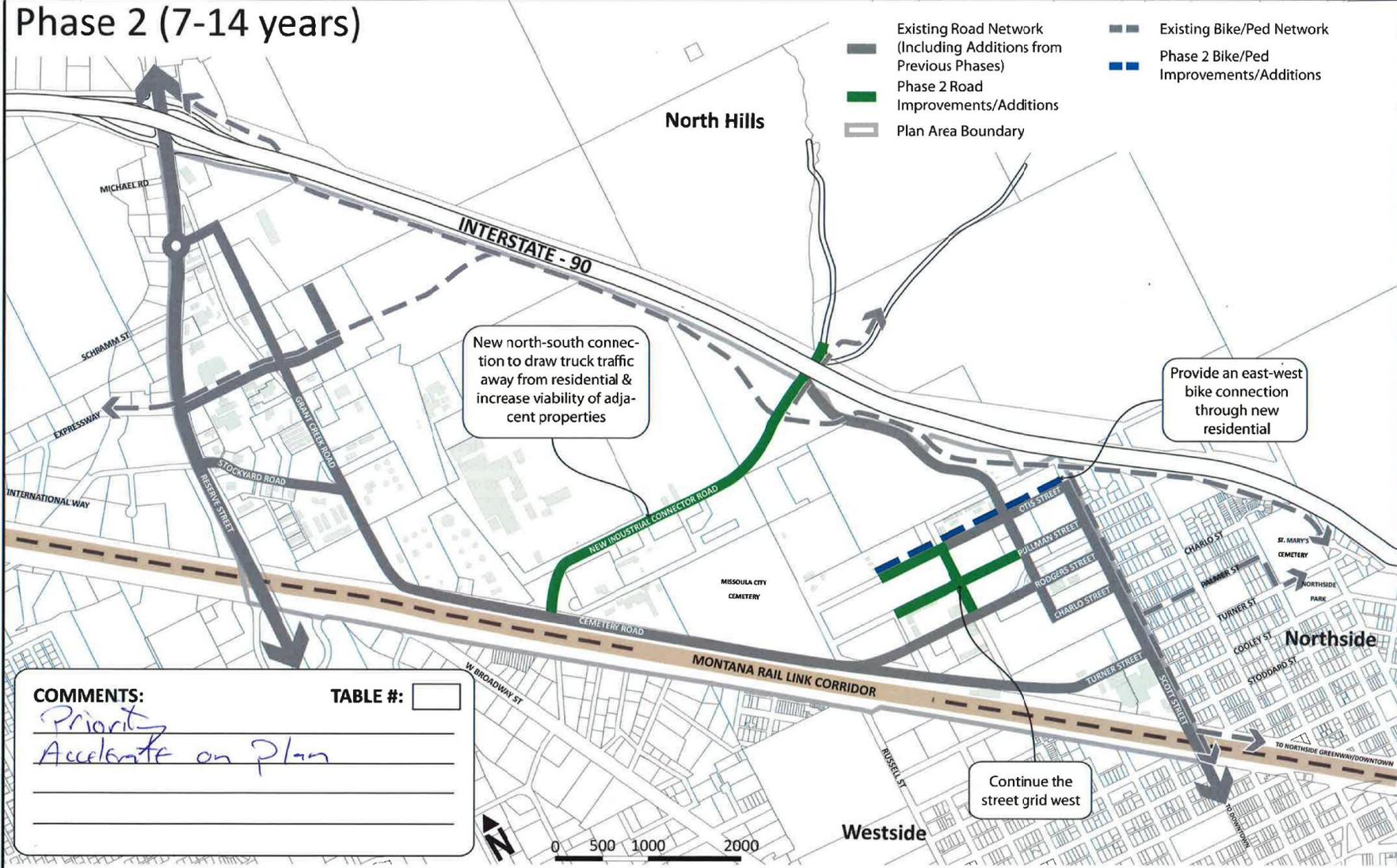
\*NOTE: These phasing diagrams illustrate a long-term conceptual guide for how the NRSS Master Plan Area will redevelop over the next 25-35 years. The actual phasing of improvements and development will be largely determined by future market conditions, availability of funding, landowner preferences and other factors.

North Reserve Scott Street

## CONCEPTUAL PHASING - SMALL GROUP EXERCISE C



# Phase 2 (7-14 years)



**COMMENTS:** Priority  
Accelerate on plan

**TABLE #:**

*\*NOTE: These phasing diagrams illustrate a long-term conceptual guide for how the NRSS Master Plan Area will redevelop over the next 25-35 years. The actual phasing of improvements and development will be largely determined by future market conditions, availability of funding, landowner preferences and other factors.*



## CONCEPTUAL PHASING - SMALL GROUP EXERCISE C



# North Reserve | Scott Street Master Plan Comment Sheet

- Need to be cognizant of new interchange and how that new road allows the Northside trail to Grant Creek to safely cross.
- As much as possible, build in buffer between bicycle facilities and traffic. Most of what we hear and learn is that the “interested but concerned” cyclists that could really expand cycling mode share won’t feel comfortable on standard bike lanes due to proximity of traffic. The perception of safety through physical separation is critical.
- Think about future transit interface: how does transit access pedestrian facilities. If there is no on-street parking, it’s harder to pick up/drop off without impacting bicycle facilities. Russell St has faced this issues. There’s design solutions but easier to take on-street parking land as a transit landing.
- Friendly, integrated communities need non-motorized transportation options.
  - Connectivity between neighborhoods.
- Please consider the urban forest in the plans!
  - Do you have enough space for a tree to grow to maturity?
  - Neighborhoods with trees are safer, healthier, and connect people.
  - Make sure water is available for trees!
- We need character!





# North Reserve

---

# Scott Street

## COMMUNITY WORKSHOP #3 DRAFT MASTER PLAN

North Reserve | Scott Street Master Plan

Wednesday, September 21, 2016



# PROJECT TEAM

## PROJECT LEAD

### **Missoula Redevelopment Agency (MRA)**

Ellen Buchanan

Chris Behan

Annette Marchesseault

## CONSULTANT TEAM

### **WGM Group**

Jeremy Keene, Nick Kaufman, Kate Dinsmore

### **Winter & Company**

Brad Johnson, Nore' Winter

### **Urban Advisors**

Ed Starkie

# TECHNICAL ADVISORY COMMITTEE

Mike Haynes, Development Services Director

Kevin Slovarp, City Engineer

Denise Alexander, Permits and Land Use Manager

Laval Means, Planning Services Manager

Donna Gaukler, Parks and Recreation Director

Nancy Hart, Senior Grants Administrator/Brownfields

John Wilson, Public Works Director

Jordan Hess, City Council/ASUM Transportation

John Harvala, City County Health Department & Water Quality District

Glen Cameron, MDT Missoula District

Vicki Crnich, MDT Urban Planning

Jessica Morriss, Transportation Planning

Tom Zavitz, Planning

# TONIGHT'S AGENDA

Open House 6:30-7:00

Presentation / Q&A 7:00-7:30

Open House Stations 7:30-8:30

- Reserve Street District
- Industrial Core
- Scott Street District
- Transportation & Connectivity

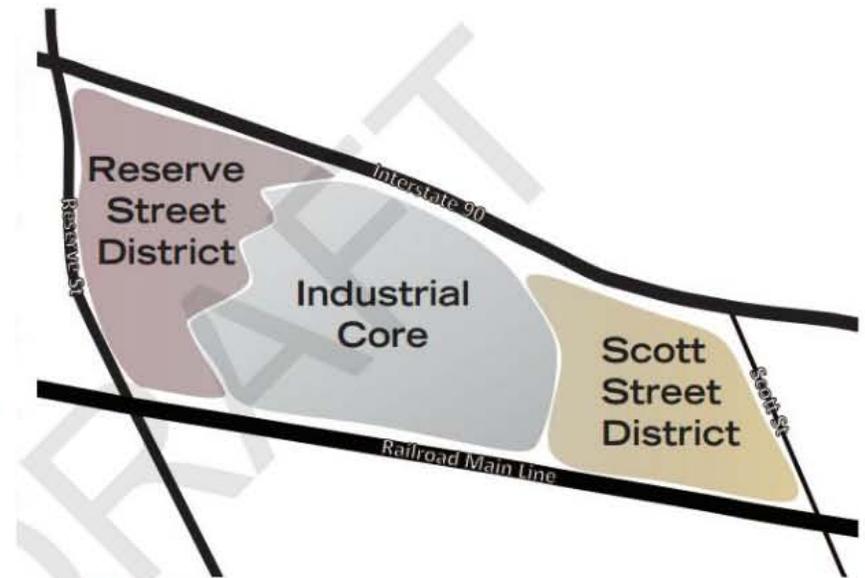


Figure 3-1: Plan Area Districts

## Why a Master Plan?

As one of the largest undeveloped areas in the Missoula urban area, the North Reserve | Scott Street Urban Renewal District presents a rare opportunity to build on successful industries, businesses, and neighborhoods. Due to its proximity to each other, these areas are well positioned to be able to cover past and future needs. The Urban Renewal District is a key element of investment and development in the area. With no clear plan in place to guide development, the Missoula Redevelopment Agency initiated a master planning process to comprehensively study the area, define a vision, and create a road map for future development and public infrastructure.

*The North Reserve | Scott Street Master Plan will be a guideline for development and infrastructure investment, as well as future regulatory changes in the District.*

### The Master Plan:

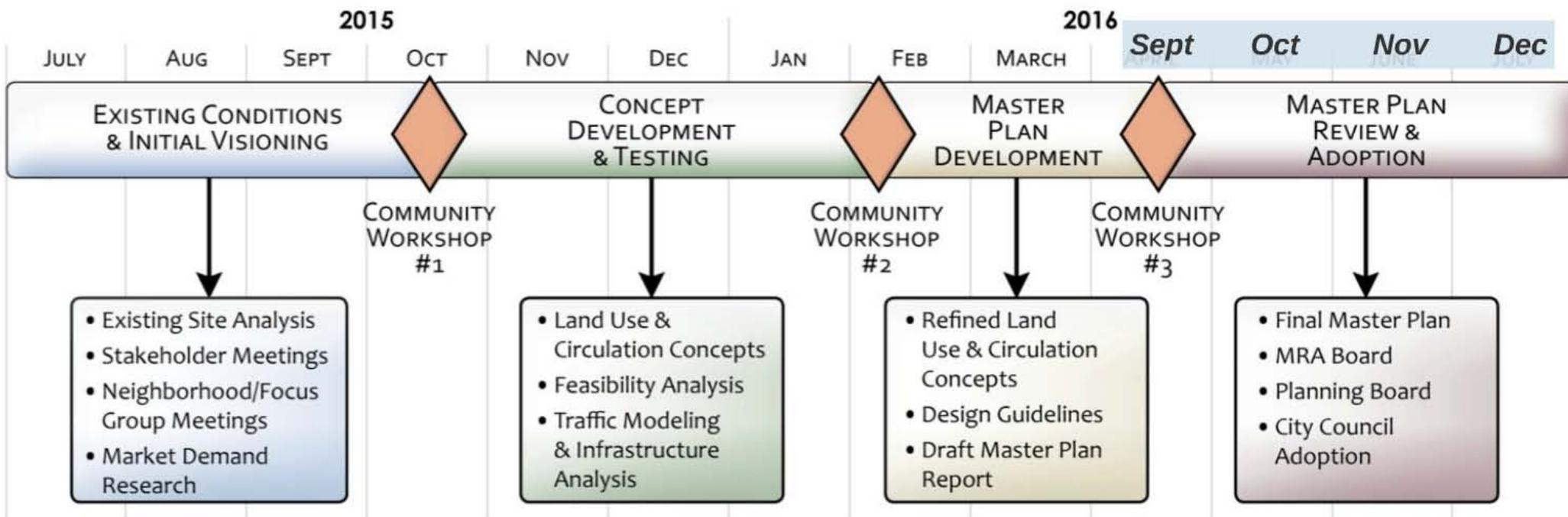
- Sets a **long-term** vision
- Preserves **options** for the future
- Illustrates **opportunities**
- Provides information to landowners who may consider **development** of their land
- Helps guide government **decision-making** and **investments**

# changes in the District.

## The Master Plan:

- Sets a **long-term** vision
- Preserves **options** for the future
- Illustrates **opportunities**
- Provides information to landowners who may consider **development** of their land
- Helps guide government **decision-making** and **investments**

# Process



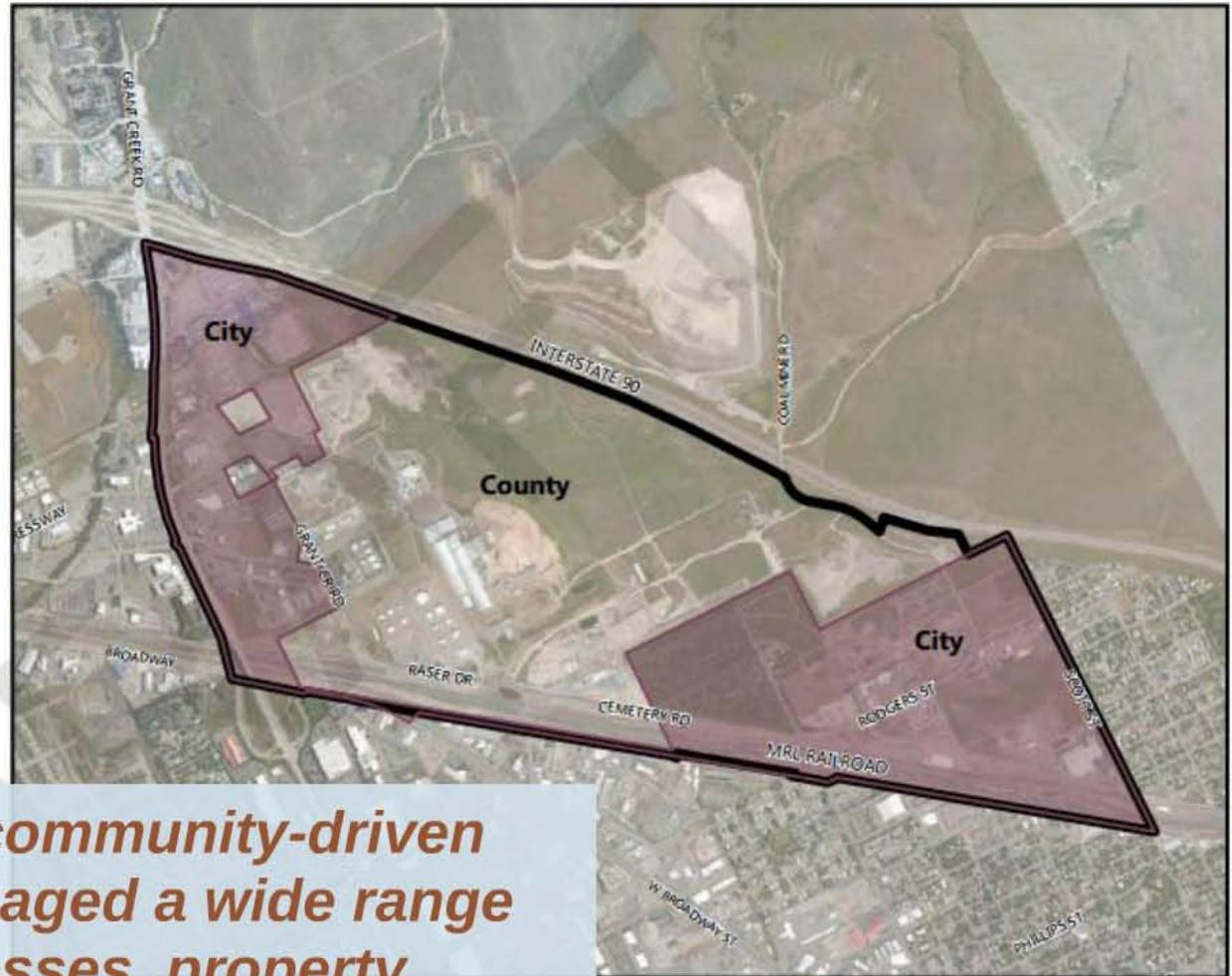
## Executive Summary

### Chapter 1: Introduction

Chapter 1 provides a description of the Plan Area, Plan Objectives, Public Outreach Process, and Related Plans that affect the area.

The Plan Area is composed of both City and County land and includes areas inside and outside of the Urban Renewal District (URD). The area is somewhat isolated from the rest of the community through a combination of man-made barriers including North Reserve Street, Interstate 90, and the Railroad. Many of the internal roads were only constructed to rural industrial standards and much of the area lacks access and connectivity. In a majority of cases there are no sidewalks. Vacant properties, gravel pits and construction storage areas are interspersed with residential, commercial, and heavy industrial uses creating a haphazard mix of often incompatible land uses.

The Master Plan provides a long-term vision along with recommended actions to promote rational and sustainable growth in the area. The Plan will guide



***The Plan represents a community-driven planning effort that engaged a wide range of stakeholders, businesses, property owners, and the general public to define the vision and content of the Plan.***

## Chapter 2: Existing Conditions

Chapter 2 evaluates existing conditions to provide an understanding of the character, land use, infrastructure, regulations, environmental concerns and market demand for the area.

The Plan Area has relatively few roads and limited connectivity. Blocks often exceed 1,000 feet between intersections, limiting options for pedestrians and bicycles and generally promoting auto-oriented land uses. Visual landmarks include the Hilton Garden Inn, which at six stories is the tallest building in the Plan Area, the Roseburg Berm – a man-made feature which helps contain sawdust – and the Republic Services’ landfill located just north of Interstate 90. Important community nodes include the Missoula City Cemetery and White Pine Park, which serve as gathering places and greenspace.

The City of Missoula Growth Policy and Zoning generally reflect the existing land uses. The Plan Area is predominately zoned for industrial use, which often allows less intensive uses such as commercial office or retail under City of Missoula zoning ordinances.

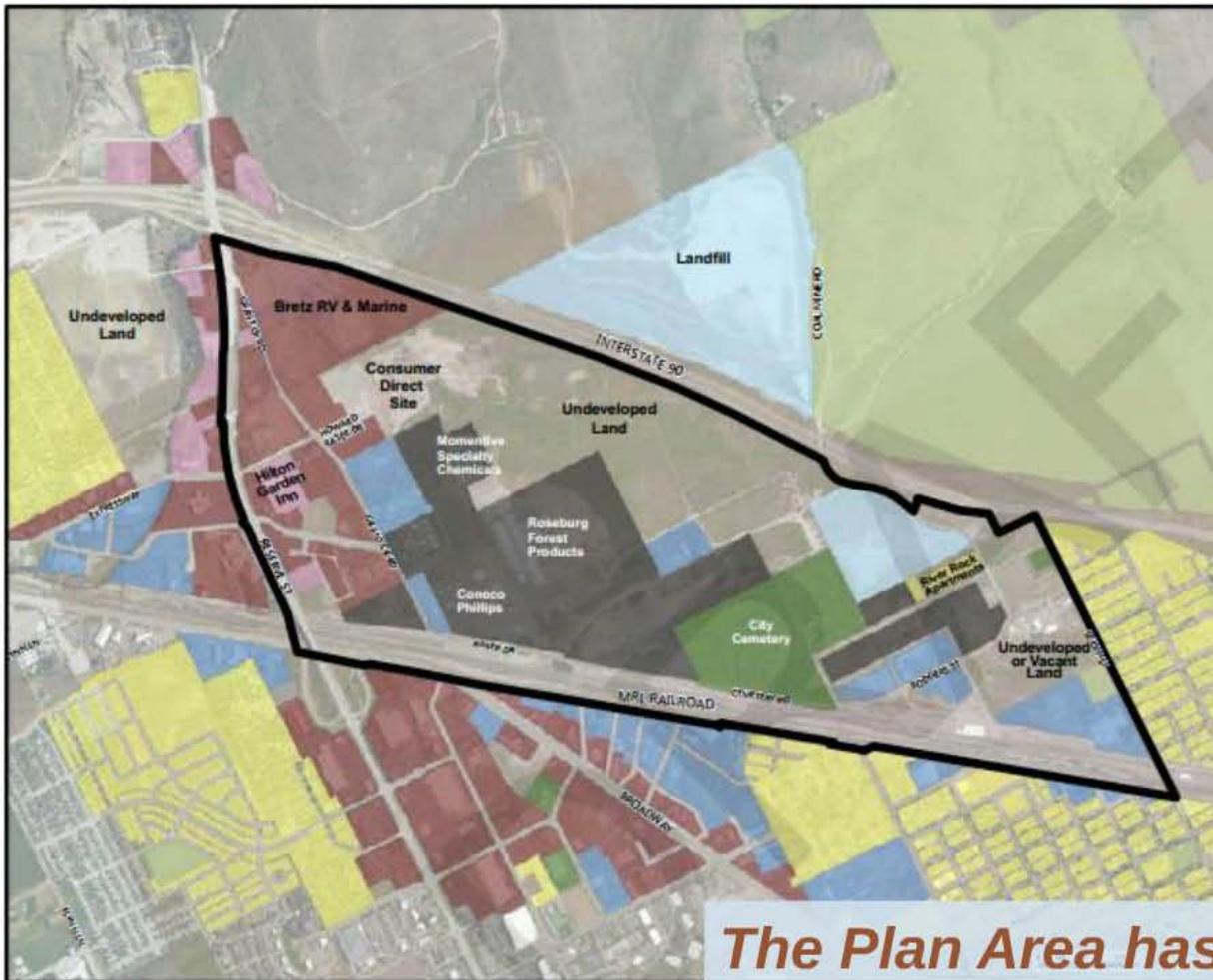


Figure 2-6: Existing Land Use Map

- Plan Area
- Residential
- Commercial
- Hotel
- Parks/Open Space
- Quasi-Public Lands & Institutions
- Light Industrial
- Heavy Industrial
- Landfill/Gravel Pit

*The Plan Area has a diverse range of land uses with relatively few roads and limited connectivity.*

## Executive Summary

### Utility Infrastructure

The Plan Area is served by all major utilities, but in some cases lacks adequate water pressure, sewer lift stations, and main extensions that would be needed to support new development. Broadband communication infrastructure exists within the Plan Area, but is not readily available or affordable for undeveloped properties.

### Environmental Constraints

Many large commercial and heavy industrial facilities have operated or continue to operate in and adjacent to the Plan Area. Regular, daily operations of these facilities inherently include environmental risks, including actual or potential releases of hazardous material to the environment via spills, emissions, discharges, or mishandling.

Historically, multiple releases to the environment have resulted in localized areas within the Plan Area where the soil and/or groundwater is contaminated.

### Market Demand

Market data indicates strong demand for housing, especially senior housing, as well as retail and office uses within the Missoula market area. This creates an opportunity for residential and commercial infill in the Plan Area, provided that they can be appropriately located and buffered from heavy industrial uses.

Demand may also exist for new industrial uses that can coexist with traditional heavy industry. This includes light manufacturing, fabrication, research and development, warehouse and distribution, and other cottage industries.

***The Plan considers existing infrastructure, environmental constraints, and market demand.***



**Significant broadband infrastructure exists in the Plan Area, but lacks “last mile” connectivity.**



**All documented environmental concerns are either undergoing active remediation efforts or are being monitored or otherwise managed.**



**Demand exists for housing, retail, and office as well as light industrial uses that can coexist with traditional heavy industry.**

### Chapter 3: Plan Vision

Chapter 3 articulates a vision for three unique sub-districts: the Reserve Street District, the Industrial Core, and the Scott Street District. Each district features specific land use recommendations and urban design concepts intended to enhance economic opportunities, create a unique identity, and improve livability in the area.

Figure 3-1 identifies the three districts and Figure 3-2 illustrates the key elements of the vision.

#### Overarching Principles

Overarching principles serve as a framework for the land use, circulation, and urban design concepts included in the Master Plan.

- Recognize the Importance of the Plan Area to Missoula and the Region
- Create Short-Term Flexibility and Long-Term Opportunities for Property Owners
- Preserve Opportunities for Existing and Future Heavy Industrial Users to Thrive
- Respond Appropriately to Context
- Transition Appropriately between Uses
- Create a Dynamic District where both Businesses and Missoulians can Thrive
- Create an Integrated, Multi-functional Open Space System
- Ensure that Private Development AND Public Improvements Work Together to Create a Well-Designed Plan Area
- Support the Plan Area with an Interconnected, Multi-Modal Transportation System that is Convenient for All Travel Modes

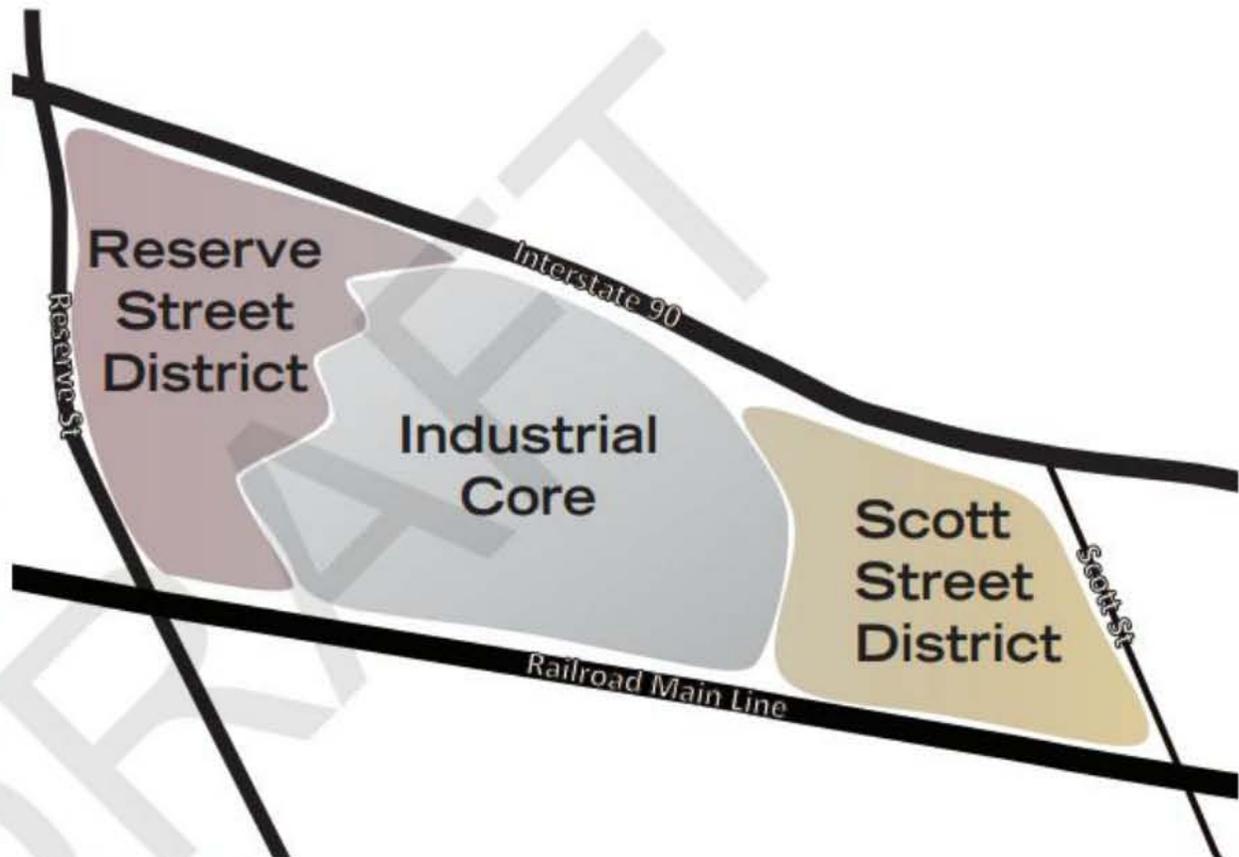


Figure 3-1: Plan Area Districts

***At the core of the Plan Vision, is the desire to preserve and retain viable industrial uses, while providing opportunities for new industry and related businesses.***

## Executive Summary

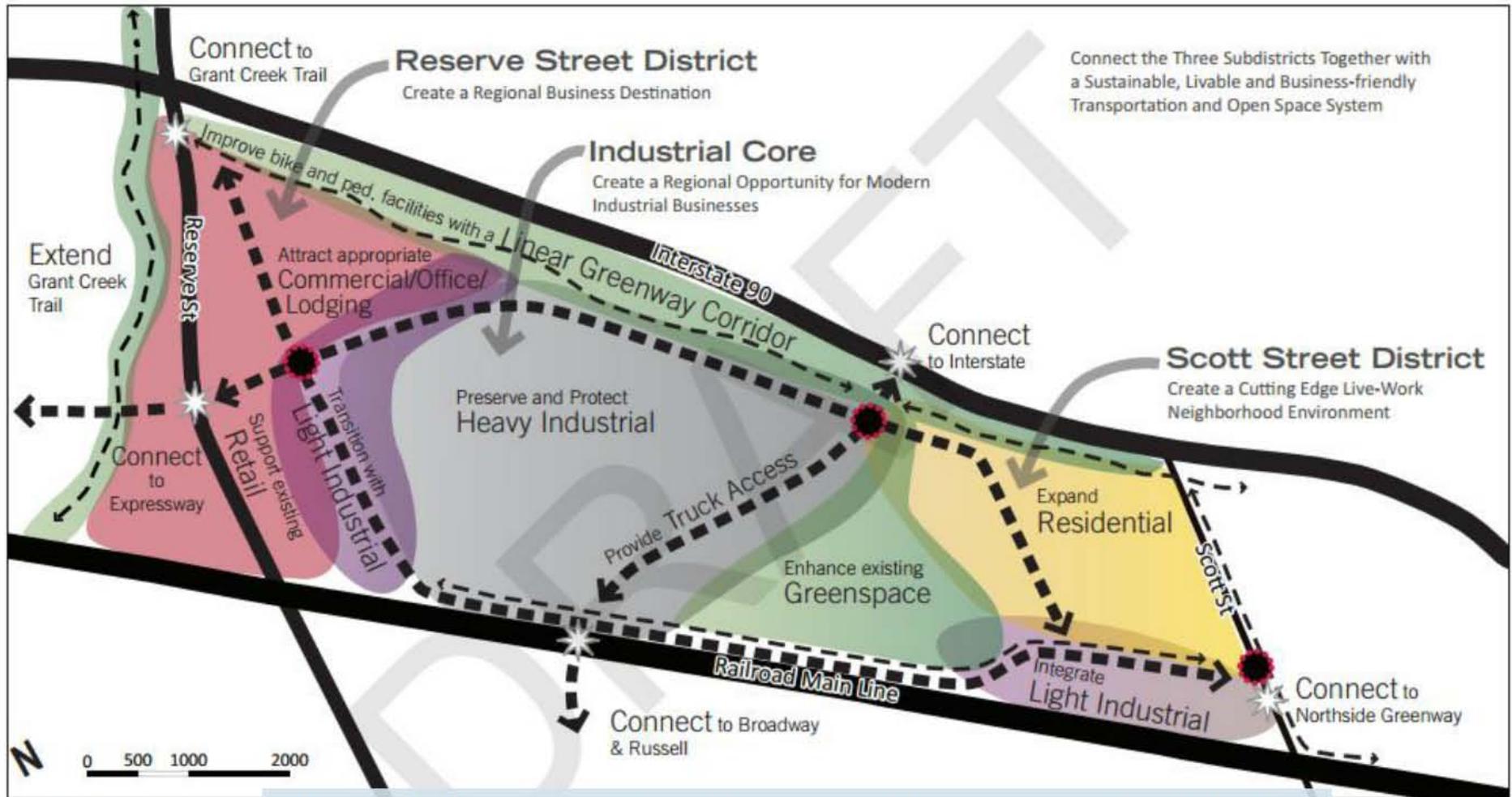


Figure 3-2: Plan Vision

***The Vision creates three unique sub-districts connected by a system of roads, trails, and open spaces.***

## Chapter 4: Plan Concept

Chapter 4 expands on the vision, establishing long-range goals for future land use, circulation, and urban design. The plan concept, shown in Figure 4-1, calls for a mix of commercial, industrial, and residential uses with appropriate buffers and open spaces to create a well-connected, livable neighborhood that builds on the existing uses and provides opportunities for new investment.

In the Reserve Street District, the plan calls for a mix of corridor retail uses including hotels, dining and entertainment anchored by a new office center. Between the commercial uses and housing.

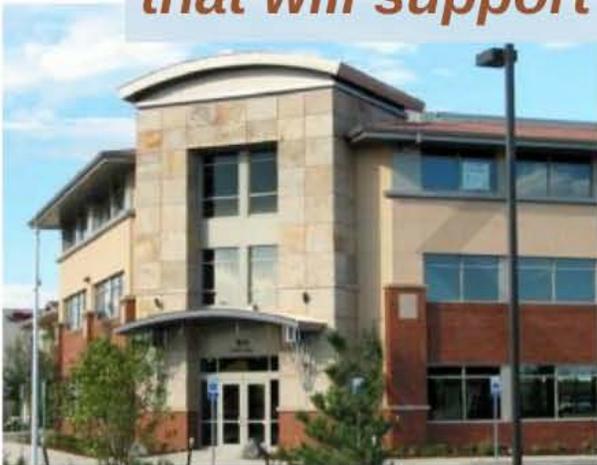
In the Industrial Core, the plan calls for preserving existing industrial uses while providing opportunities for new industry and related businesses. A band of transitional light industrial use is proposed along the western edge to create a transition to the Reserve Street District. Open space, parks, and greenways are proposed to create additional buffers and transitions.

In the Scott Street District, the plan calls for a mix of residential, live/work and transitional industrial uses. Residential areas are connected to the historic Northside Neighborhood along Scott Street

The plan emphasizes mobility throughout the Plan Area. Vehicle circulation, including future transit, is enhanced with an improved road network providing connectivity for commerce and work force between the sub-districts, and designated truck routes to minimize impacts on residential neighborhoods.

Pedestrian and bicycle circulation is enhanced through urban design concepts that improve safety and comfort for non-motorized users, including designing buildings to enhance the pedestrian experience and creating an area-wide bicycle network.

***Each sub-district has a unique identity to create sustainable, livable, business-friendly neighborhoods that will support existing and new development.***



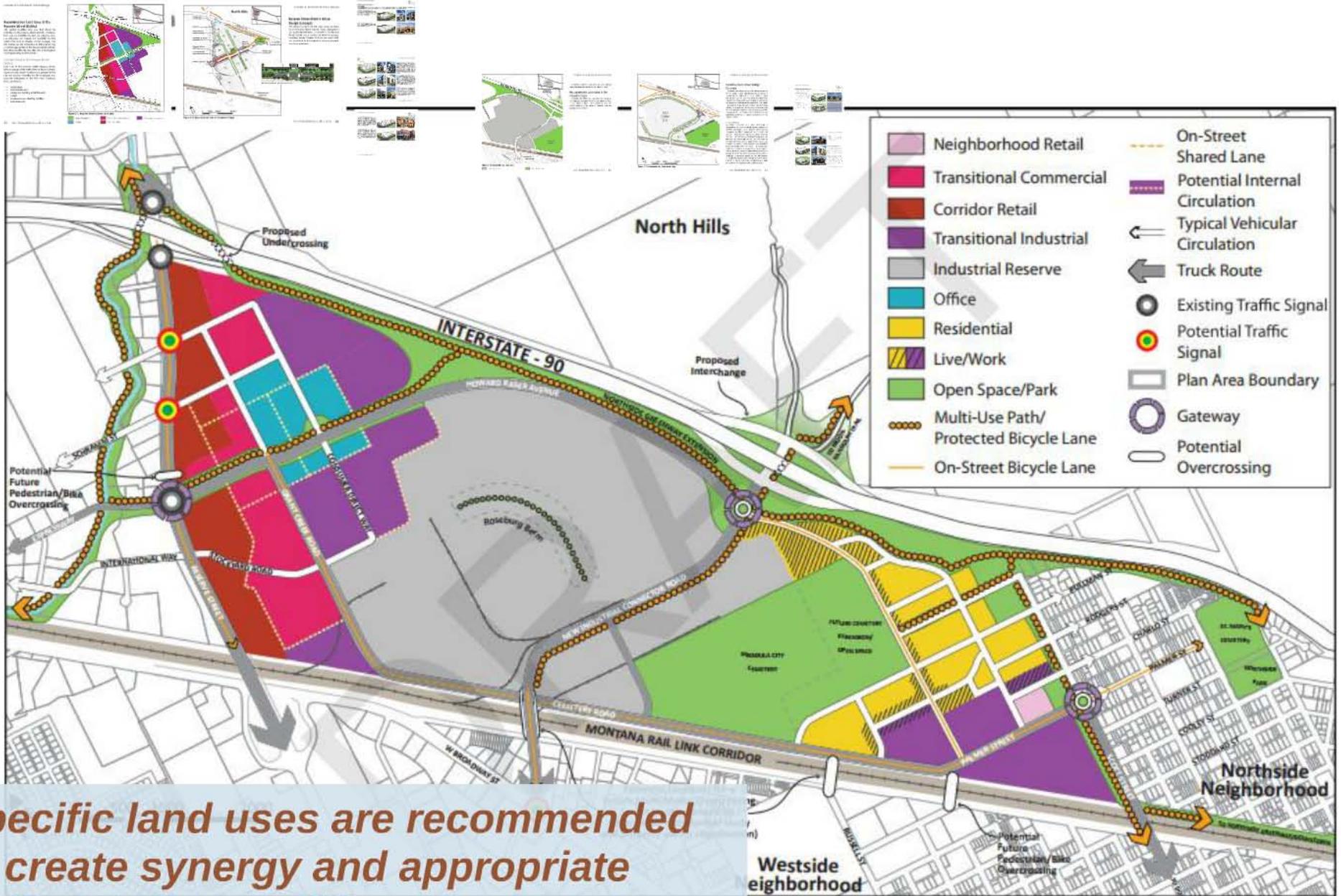
The Reserve Street District will be a mix of corridor retail uses anchored by a new office center.



The Industrial Core will remain industrial in character, with opportunities for new industry and related business.



Live/Work developments will help to transition between light industrial and residential areas in the Scott Street District.



*Specific land uses are recommended to create synergy and appropriate buffers between different uses.*



## Land Use Categories

The Land Use Categories shown in the Plan Concept Map, Figure 4-1, are described below.

### Corridor Retail

Corridor Retail includes commercial uses that are designed to take advantage of the traffic volume and high visibility along the Reserve Street and I-90 corridors. Potential uses include retail shopping, services, land extensive sales (like car dealerships), entertainment (such as theaters or indoor recreation uses), dining and lodging.



**Corridor Retail takes advantage of traffic flow and high visibility locations.**

### Transitional Commercial

Transitional Commercial is intended to provide a transition from the retail-focused area along Reserve Street to the Office core and Transitional Industrial areas to the east. This land use category is intended to accommodate the majority of uses intended for Office and Corridor Retail, but will also allow upper floor residential units.



**Transitional Commercial provides a transition between auto-oriented retail and office uses.**

### Office

Office is intended to accommodate professional offices that focus on providing services, as well as corporate offices for commercial or industrial businesses located in the Plan Area. Uses in the Office category typically have higher employment densities since their businesses are employee-driven. Potential office tenants include companies involved in technology, industrial manufacturing, transportation, building supply, construction, professional consulting services and health services.



**Office accommodates a range of larger scale professional offices and commercial uses.**

## Executive Summary

### Transitional Industrial

Transitional Industrial is intended to accommodate light industrial and commercial uses that focus on light manufacturing, indoor storage, research and development and other operations that are mildly intensive in nature, but do not have strong visual or physical impacts on their surroundings. Uses in the Transitional Industrial area will serve as a transition between more intensive heavy industrial operations and sensitive areas, such as Corridor Retail, Office or Residential.



**Transitional Industrial accommodates light manufacturing, storage, and R&D uses that do not have a strong visual or physical impact on adjacent properties.**

### Industrial Reserve

Industrial Reserve is intended to accommodate existing heavy industrial uses and their potential expansion, as well as professional offices that are directly associated with, but subordinate to primary heavy industrial operations. Industrial Reserve areas accommodate businesses that conduct intensive manufacturing, production, distribution or storage.



**Industrial Reserve accommodates heavy industrial uses, such as warehousing, manufacturing and materials storage.**

### Live/Work Residential

Live/Work is a specialized category that mixes elements of Transitional Industrial and Residential. Live/Work units combine limited assembly, art space, light manufacturing or other similar activities with living areas in the same building. Live/work spaces provide opportunities for entrepreneurs or small business owners to invest in space that can meet their business and living needs in one location, making these endeavors more economical. Live/work units typically provide a commercial storefront or working area on the ground floor and residential space on the upper floor.



**Live/Work units, as shown above, incorporate light manufacturing and residential uses within the same space.**

### Residential

Residential is intended to accommodate a mix of residential building types that complement the character and tradition of the Northside Neighborhood and take advantage of direct access to Downtown and existing nearby parks. Residential uses will range from small lot single family homes to moderate density residential apartments, townhomes, and condominiums. Development will also include a mix of subsidized affordable housing and market-rate workforce housing.



**Residential areas anticipate both single-family and multi-family development.**

### Neighborhood Retail

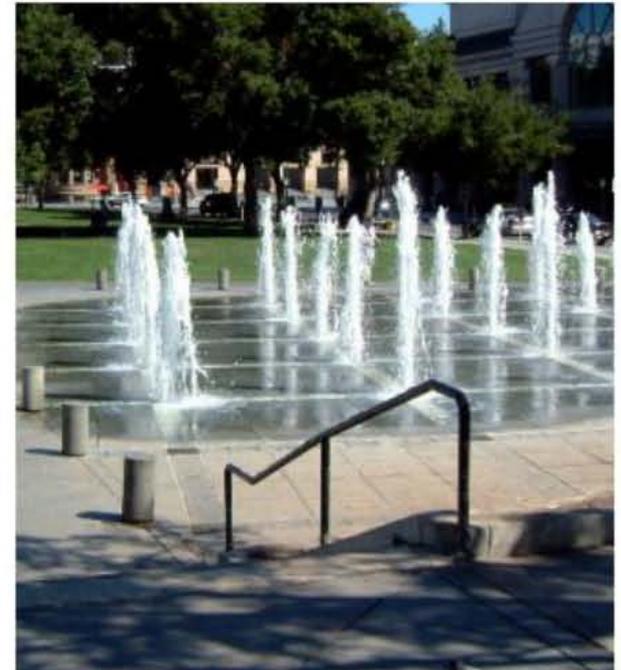
Neighborhood Retail includes small scale commercial uses that are intended to take advantage of the presence of nearby residences. Potential uses include small cafes, neighborhood groceries, coffee shops, dry cleaners, and other neighborhood services. Businesses in the Neighborhood Retail area should primarily serve residents and employees in the Plan Area and immediate surrounding neighborhoods.



**Neighborhood Retail development will serve the surrounding residential neighborhoods.**

### Open Space/Park

Open Space/Park is intended to complement other land uses by providing a wide variety of open space types, including hardscaped plazas, parks, cemeteries, linear greenways and undeveloped natural areas.



**The Open Space/Park land use category is intended to preserve some of the natural, open character in the Plan Area.**

## Executive Summary

### Circulation Concept

Recommendations for the circulation address mobility for all modes of transportation.

#### Pedestrian Circulation

Pedestrian safety, comfort and overall mobility are all primary objectives of the Master Plan. Pedestrian circulation should be prioritized in the design of public streets, private development and through the provision of off-street facilities.

- Pedestrian Friendly Streetscapes
- Improved Crossings
- Pedestrian Signalization
- Wayfinding and Signage
- Reduced Pedestrian-Vehicle Conflicts
- Block and Site Permeability
- Connectivity to Context



**Pedestrian safety, comfort, and overall mobility are primary objectives of the plan.**

#### Bicycle Circulation

Bicycle access and connectivity is a critical objective of the Master Plan. A clear circulation system should be established for bicyclists within the Plan Area through a variety of on and off-street facilities. A range of bicycle facilities is proposed to create a plan-wide bicycle system.

- Multi-Use Paths
- Protected Bike Lanes
- Bike Lanes
- Bike Routes
- Bicycle Facilities in Private Development
- Connectivity to Context



**A range of bicycle facilities is proposed to create the plan-wide bicycle system.**

#### Vehicular Circulation

The roadway network should provide options for passenger vehicles to reduce traffic congestion, substantially improve east-west connectivity and provide a preferred route for commercial trucks to help minimize their impact on sensitive areas.

- Internal Circulation
- Improvements to Citywide and Regional System
- Preferred Commercial Truck Route
- Potential Park and Ride Facilities
- Reserve Street Signalization
- Interstate-90 Interchange
- Future Railroad Crossing



**The Circulation Concept calls for establishing a preferred commercial truck route to minimize negative impacts on new development.**

## Urban Design Concept

### Public Realm

The public realm can be defined as those areas that serve private properties but allow full public access. Ensuring a high-quality public realm will depend on contributions from public improvements and private development.

### Urban Design & Placemaking Concepts

## Public Realm

- Provide Great Streets
- Minimize Surface Parking Impacts
- Acknowledge Gateways
- Consider Freeway Visibility
- Integrate and Expand Cemeteries as Amenities
- Preserve View Corridors on Public Streets
- Create a Green Connections for Vehicles, Bicyclists, and Pedestrians

### Private Realm

The private realm can be defined as those areas that are located on and directly related to the functions of private properties. Site design, building design and other elements of private development have a profound impact in the quality of the public realm.

## Private Realm

- Achieve Excellence in Design
- Promote Creativity
- Design with Consistency
- Design for Durability
- Enhance the Public Realm
- Enhance the Pedestrian Experience
- Provide Open Spaces
- Transition between Land Uses
- Provide Safe Vehicular Access



Neighborhood level design considerations should focus on how individual developments contribute to a functioning neighborhood.

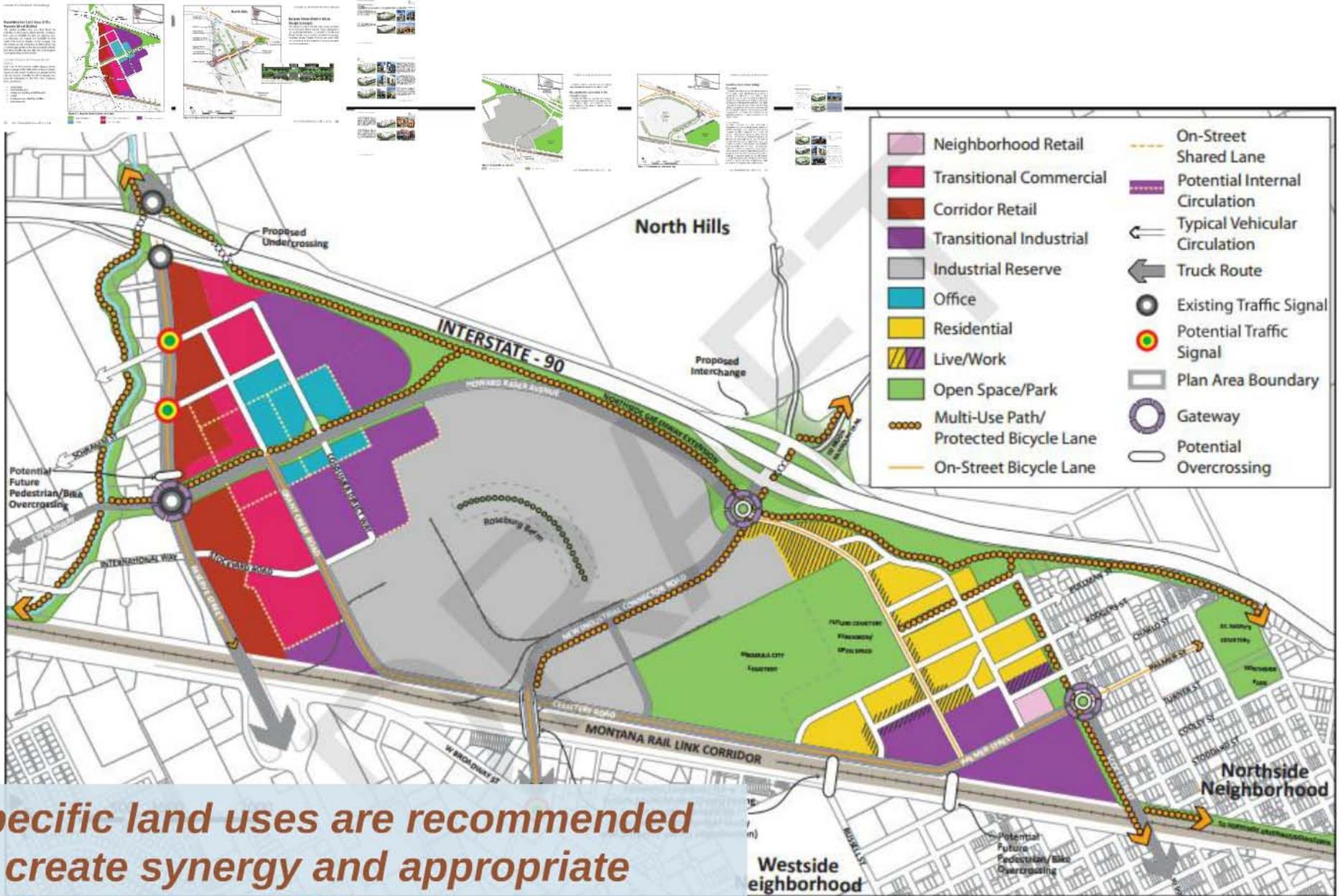


Site design considerations include the arrangement of buildings.



Building design focuses on the aesthetics of an individual structure.

*The Master Plan includes Design Guidelines to integrate both public and private spaces.*



*Specific land uses are recommended to create synergy and appropriate buffers between different uses.*

## Recommended Land Uses in the Reserve Street District

This section identifies land uses that should be prioritized in the Reserve Street District. Preferred land uses are identified by land use category. Land use categories are mapped and identified for the entire Plan Area in Chapter 4 Plan Concept. The lists below are not exhaustive in listing what may or not be appropriate in the Reserve Street District, but rather identify the uses that should be targeted most aggressively for the district.

### Corridor Retail in the Reserve Street District

Land uses in the Corridor Retail category should take advantage of the traffic flow on Reserve Street, respond to the street's function as a gateway to the City and provide amenities for the employees and residents anticipated in the Plan Area. Preferred land uses include:

- Retail Shops
- Personal Services
- Dining and Drinking Establishments
- Hotels
- Conference and Meeting Facilities
- Entertainment



**Figure 5-1: Reserve Street District Land Uses**



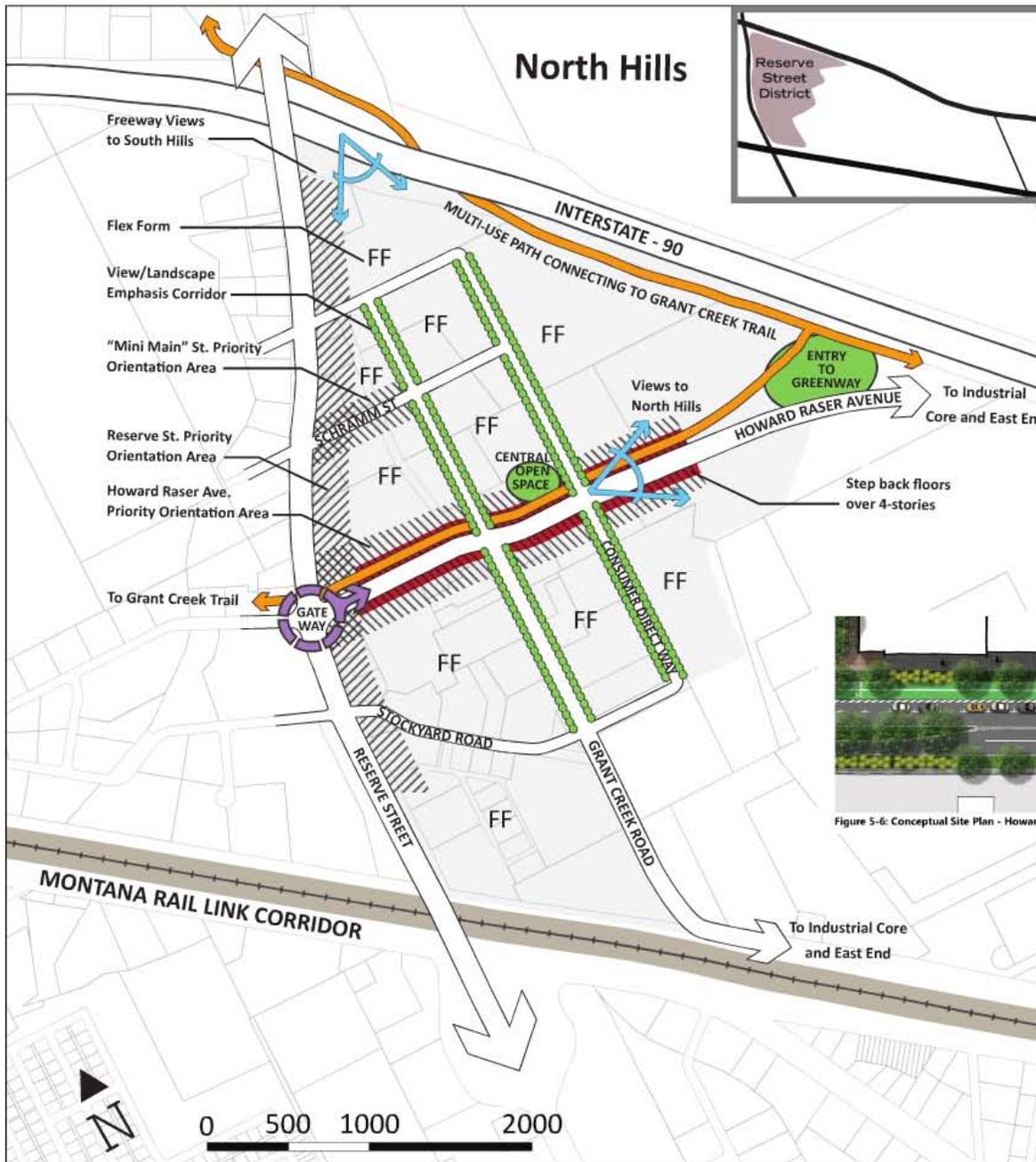


Figure 5-2: Reserve Street District Framework Map

## Reserve Street District Urban Design Concepts

This section identifies the key urban design concepts for the Reserve Street District. New development and public improvements undertaken in the Reserve Street District should seek to achieve the concepts described below. Projects that are consistent with and contribute to the realization of these concepts should be prioritized.

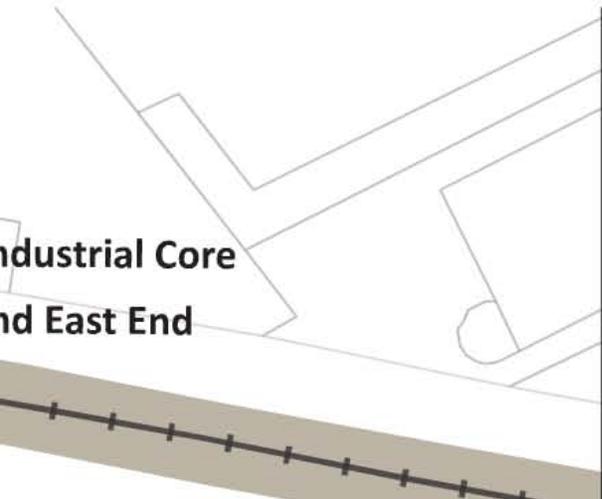


Figure 5-6: Conceptual Site Plan - Howard Raser Avenue Zoom-In

Step back floors  
over 4-stories



Figure 5-6: Conceptual Site Plan - Howard Raser Avenue Zoom-In





## Building Types in the Reserve Street District

The following building types are recommended for the Reserve Street District. It should be noted that in some cases it might be appropriate to horizontally mix the following building types on a single site provided that all uses are recommended in the applicable land use category identified for the site.

### Single-Story Retail (Single Tenant)

Retail commercial buildings housing a single tenant. This building type is appropriate in the Corridor Retail land use category. This includes larger format “big-box” single tenant buildings.



### Single-Story Retail (Multi-tenant)

Retail commercial buildings housing multiple tenants. This building type is appropriate in the Corridor Retail land use category.





**Commercial (employment/office focus)**  
 Buildings typically used to house professional offices and ancillary uses. Floorplate size and number of tenants can range significantly. In the Reserve Street District, it is anticipated that commercial office buildings will range from 2 to 6 stories. Commercial office buildings could house multiple tenants with shared common spaces or a single tenant. This building type is appropriate in the Office, Transitional Commercial and Transitional Industrial land use categories.



**Commercial (light industrial focus)**  
 Commercial buildings designed to house employees and storage, manufacturing, production, lab facilities, research and testing, or other activities. In the Reserve Street District, it is anticipated that commercial light industrial buildings will typically range from 1 to 2 stories. This building type is appropriate in the Transitional Commercial and Transitional Industrial land use categories, and to a lesser extent in the Office land use category.



**Hotels**  
 Hotels are designed to house overnight travelers or visitors to the and region. This building type is anticipated to range from 2 to 6 stories in the Reserve Street District. In many cases, Hotel buildings mix in retail elements in the ground floor, such as restaurants. This building type is appropriate within the Corridor Retail land use category.

## Chapter 5: Land Use & Urban Design



### Vertical Mixed Use (Residential)

Vertical mixed use buildings with a residential focus typically have retail ground floors with upper floor multi-family residential units. This building type is anticipated to range from 2 to 6 stories within the Reserve Street District. This building type is only appropriate within the Transitional Commercial land use category, and is anticipated to occur as the Reserve Street District matures.



### Vertical Mixed Use (Commercial)

Vertical mixed use buildings with a commercial focus typically have retail ground floors with upper floor office space. This building type is anticipated to range from 2 to 6 stories within the Reserve Street District. This building type is appropriate in the Office, Corridor Retail, Transitional Commercial, and to a lesser extent the Transitional Industrial land use categories.



This section presents land use and urban design recommendations specific to the Industrial Core.

### Recommended Land Uses in the Industrial Core

This section identifies the land uses that should be prioritized for new development and redevelopment in the Industrial Core. For this district, only the Open Space/Park and Industrial Reserve land use categories are present.



Figure 5-10: Industrial Core Land Uses



## Industrial Core Urban Design Concepts

This section identifies the key urban design concepts for the Industrial Core. New development and public improvements undertaken in the Industrial Core should seek to facilitate the concepts described. Projects that are consistent with and contribute to the realization of these concepts should be prioritized. The concepts below focus on preserving the existing industrial character of the area, while also providing for enhanced connectivity and business-supportive improvements. The Missoula City Cemetery is also addressed below as an integral component of the Industrial Core.

### I-90 Gateway

As noted in Chapter 4, a new interchange is proposed to facilitate improved highway access that benefits businesses in the Industrial Core and also improves circulation throughout the Plan Area and the City. Travelers entering the Plan Area from the north will interface with a proposed roundabout just south of the interchange that will facilitate travel to the Reserve Street District, Scott Street District and through the Industrial Core toward a new Broadway Street connection over the tracks. The roundabout presents an excellent opportunity to express a physical gateway through landscape design elements, signage or other features that could be featured in its design. It should be noted that the I-90 Gateway is intended to focus on celebrating entry to Missoula and the Plan Area, and is not intended to be a node for highway-oriented commercial development.

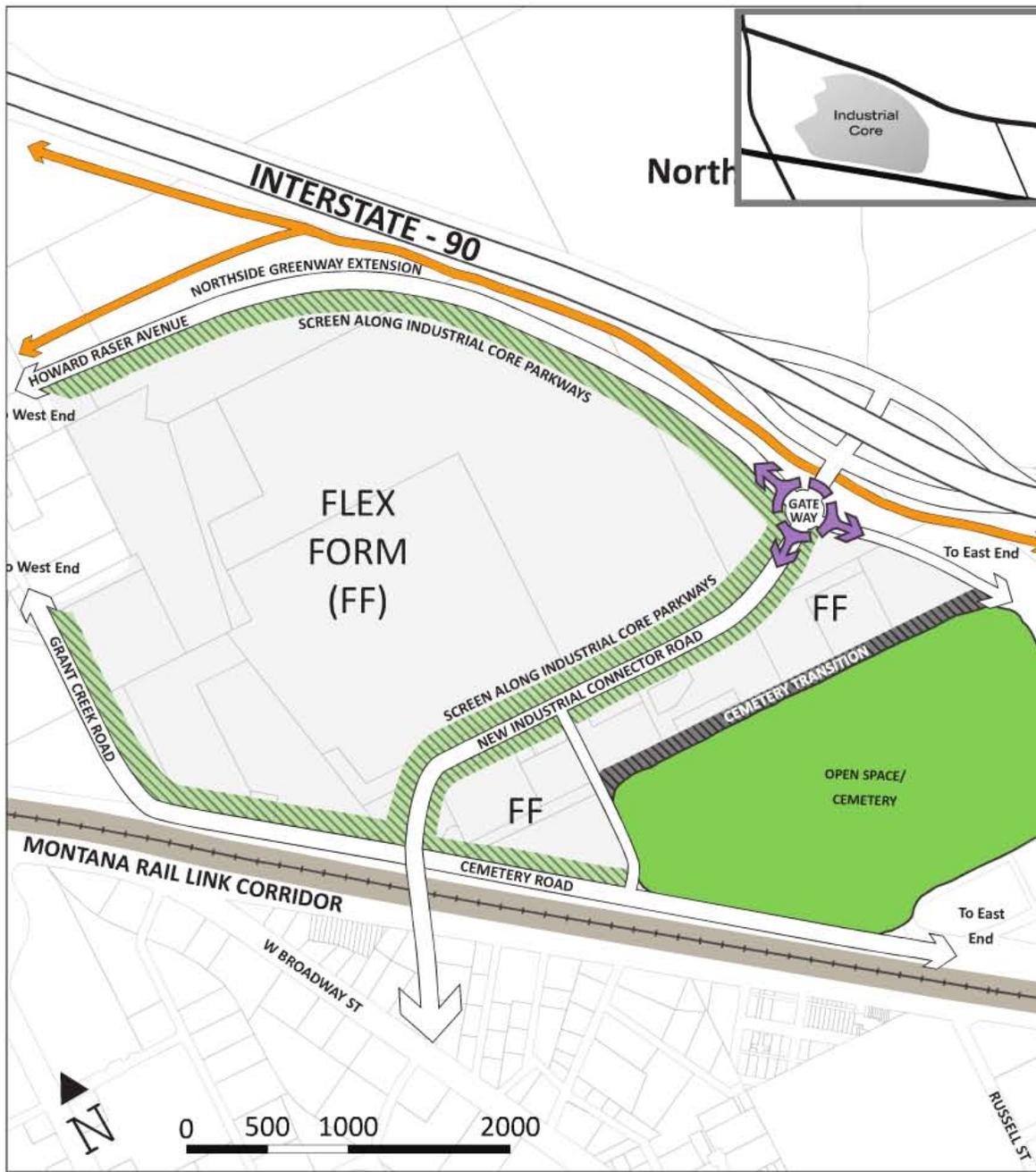
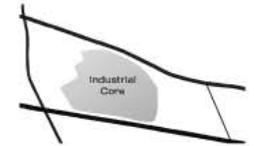


Figure 5-11: Industrial Core Framework Map

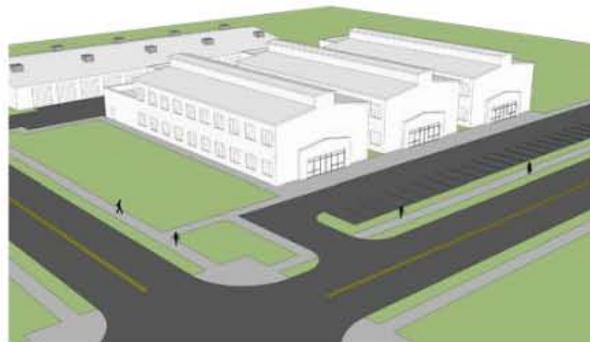


## Building Types in the Industrial Core

The following building types are recommended for the Industrial Core. It should be noted that in many cases it may be appropriate to horizontally mix the following building types on a single site provided that all uses are recommended in the applicable land use category for the site.

### Manufacturing and Processing

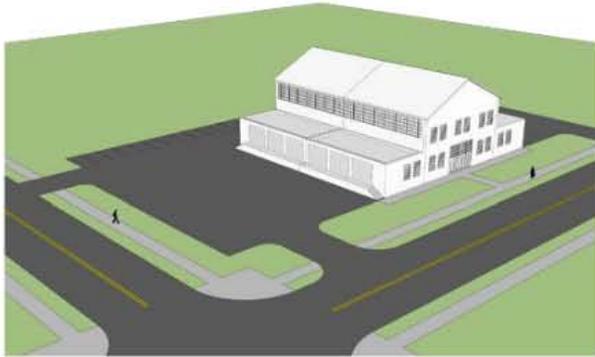
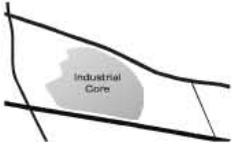
Commercial buildings designed for the primary purpose of manufacturing products, processing materials or other production-oriented activities. This building type ranges widely in its urban form in order to accommodate specific manufacturing and processing operations. This building type is appropriate in the Industrial Reserve land use category.



### Materials Storage

This building type includes tanks or other containers on a site that house materials, including chemicals, materials, oil and gas, and other materials. These “buildings” are not intended to house employees or human activity. This building type is appropriate in the Industrial Reserve land use category.





### Warehouse

This building type is typically a large floorplate, single story commercial building designed to house products for the purpose of commercial distribution. This building type is appropriate in the Industrial Reserve land use category.



### Commercial (light industrial focus)

Commercial buildings designed to house employees and storage, light manufacturing, lab facilities, research and testing, or other activities. In the Industrial Core, it is anticipated that commercial light industrial buildings will typically range from 1 to 2 stories. This building type is appropriate in the Industrial Reserve land use category as a subordinate building that is ancillary to a heavy industrial facility.



### Commercial (employment/office focus)

Buildings typically used to house professional offices and ancillary uses. Floorplate size and number of tenants can range significantly. In the Industrial Core, it is anticipated that commercial light industrial buildings will typically range from 1 to 2 stories, but could be taller. This building type is appropriate in the Industrial Reserve land use category as a subordinate building that is ancillary to a heavy industrial facility.

## Recommended Land Uses in the Scott Street District

This section identifies the land uses that should be prioritized for new development and redevelopment of the Scott Street District. Preferred land uses are identified for each land use category identified in Chapter 4 for the Scott Street District. The lists below are not exhaustive regarding what may or not be appropriate in the Scott Street District, but rather identify the uses that should be targeted most aggressively.

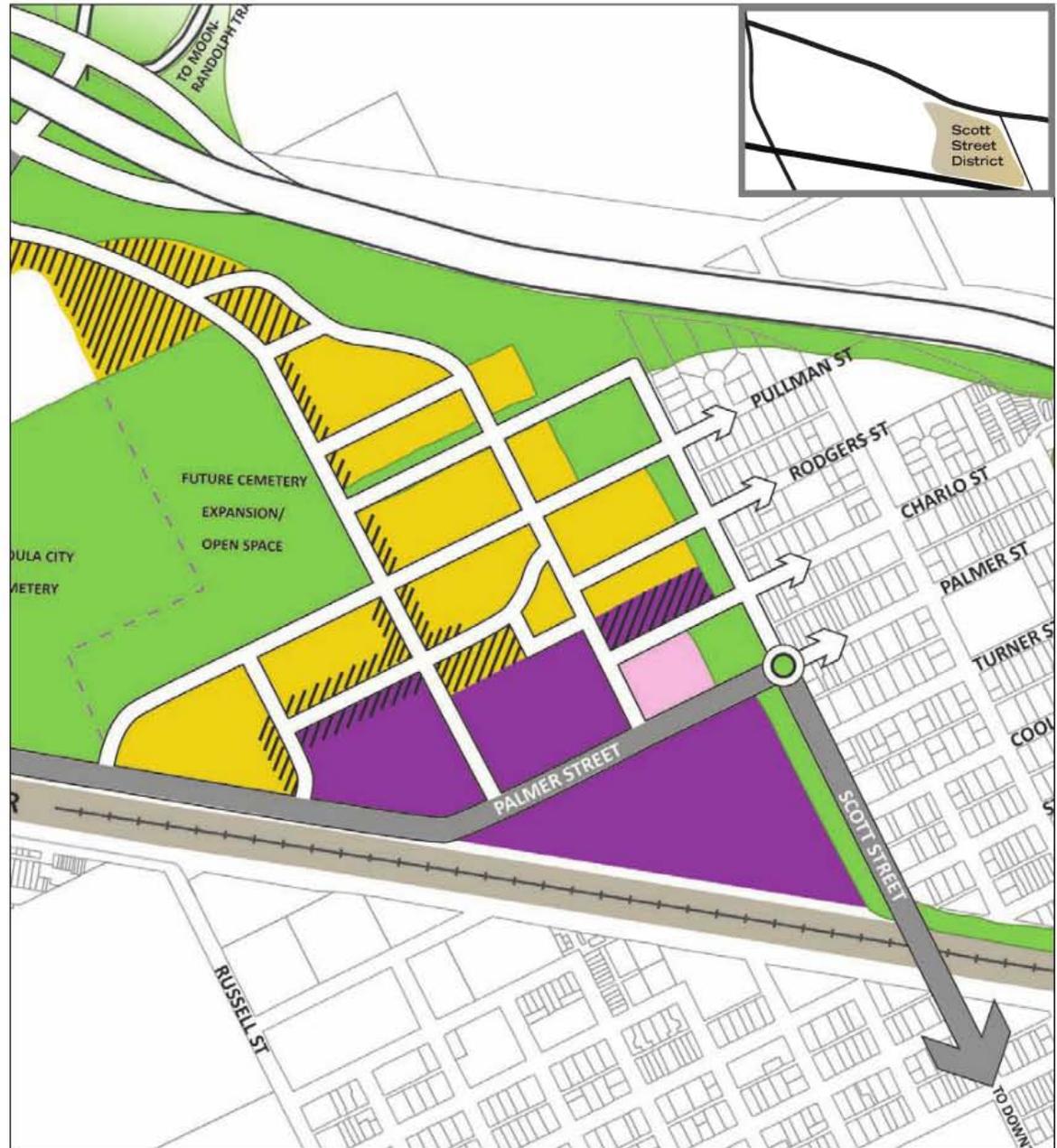
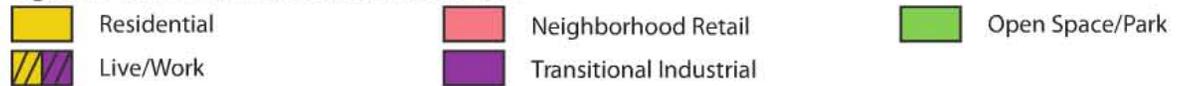


Figure 5-14: Scott Street District Land Uses



## Scott Street District Urban Design Concepts

This section identifies the key urban design concepts for the Scott Street District. New development and public improvements undertaken in the Scott Street District should seek to implement these concepts incrementally as the Plan Area redevelops. Projects that are consistent with and contribute to the realization of these concepts should be prioritized.

### Extension of the Northside Grid

Extension of the Northside Neighborhood's block and street pattern into the Scott Street District is a primary redevelopment goal of this Master Plan. New residential streets proposed for the Scott Street District should align streets to cleanly connect with established Northside streets and generally follow the traditional grid system. Flexibility should be allowed where distinctive architecture or open spaces create visual end points or other desirable development patterns. This will enhance connectivity overall, but will also serve to "bridge" and unify the two residential neighborhoods visually.



Figure 5-15: Scott Street District Framework Map



## Building Types in the Scott Street District

The following building types are recommended for the Scott Street District. It should be noted that in some cases it may be appropriate to horizontally mix the following building types on a single site provided that all uses are recommended in the applicable land use category for the site.



### Single-Family Homes

This building type includes a single dwelling unit built on a single lot within the Reserve Street District. This building type is prominent in the Northside Neighborhood and is appropriate within the Residential land use category in the Scott Street District. This building type is anticipated to range from 1 to 3 stories within the Scott Street District.



### Duplex

This building type includes two attached dwelling units in a single structure built on a single lot where at least one common wall is shared between the two units. This building type is appropriate within the Residential land use category in the Scott Street District. This building type is anticipated to range from 2 to 3 stories within the Scott Street District.

## Chapter 5: Land Use & Urban Design



### Townhomes

Townhomes are single family homes that are attached to one another. This building type typically includes 3 or more attached dwelling units. End units have openings on three sides, while interior units have openings only in the front and back. Usually, a garage is accessed via an alley. The main entrance faces a public street and sidewalk and often includes a front porch or stoop. This building type is appropriate within the Residential land use category in the Reserve Street District. This building type is anticipated to range from 2 to 3 stories within the Scott Street District.



### Flats

Flats are apartments that are stacked vertically without an internal corridor. Ground floor units include an individual entry while upper floors are accessed via a common stair core. Each building includes 4 to 6 units, depending on building height and unit size. Parking is "tucked" under the building for site efficiency. This building type is appropriate within the Residential land use category in the Reserve Street District. This building type is anticipated to range from 2 to 3 stories.



### Apartments

Apartments are multifamily buildings. Each unit is accessed via a common entrance and corridor. They are single-loaded (apartments on one side, shared corridor on the other) or double-loaded (apartments on both sides, shared corridor in the middle). Parking is provided on-site in surface lots, or in higher density options, could include podium parking (partial sub-grade.) This building type is appropriate within the Residential land use category and is anticipated to range from 2 to 4 stories.





### Single-Story Retail (Single Tenant)

Retail commercial buildings housing a single tenant. This building type is appropriate in the Neighborhood Commercial land use category.



### Single-Story Retail (Multi-tenant)

Retail commercial buildings housing multiple tenants. This building type is appropriate in the Neighborhood Commercial land use category.



### Vertical Mixed Use (Residential)

There may be potential for vertical mixed use building type with ground floor commercial and upper floor residential in the Scott Street District. This building type is only appropriate in the Neighborhood Commercial land use category. This building type is anticipated to range from 2 to 3 stories.

## Chapter 5: Land Use & Urban Design



### Live-Work

Live-Work are specialized units within buildings that provide separate spaces for both living and working (including light manufacturing, handicrafts, arts, and other low intensity commercial activities). Live-Work units can take many forms, including stand-alone structures that have separate spaces for living and working or individual units within large buildings that house multiple Live-Work units. This building type is appropriate within the Residential and Transitional Industrial land use categories in strategic locations and strategic edges per the Plan Concept presented in Chapter 3. This building type is anticipated to range from 1 to 3 stories.



### Commercial (light industrial focus)

Commercial buildings designed to house employees and storage, manufacturing, production, lab facilities, research and testing, or other activities. In the Scott Street District, it is anticipated that commercial light industrial buildings will typically range from 1 to 2 stories. This building type is appropriate in the Transitional Industrial land use category within the Scott Street District. This building type is anticipated to range from 1 to 3 stories.



## Chapter 5: Land Use and Urban Design

Chapter 5 provides more detailed direction for how the vision can be realized incrementally within each district.

The following topics are addressed for each District:

- **Preferred Land Uses.** Target land uses for each District by Land Use Category.
- **District Design.** Listing and description of the key urban design elements for each District, covering both contributions required from achieving the Plan vision.
- **Scale and Orientation.** Key scale and building orientation recommendations for private development, including guidance on target heights and identification of areas and edges where building orientation should be prioritized.
- **Site Design and Connections.** This section discusses how new development and private landowners in each District can help to incrementally facilitate improved Plan Area-wide access and connectivity.
- **Building Types.** List of recommended building types for each District.

## Chapter 6: Feasibility Analysis

Chapter 6 provides market feasibility analysis, utility infrastructure analysis, and traffic modeling to determine the feasibility of the plan recommendations.

### Market Feasibility

Market analysis projects that over the next 20 years there will be demand for nearly 2.8 million square feet of commercial, office, and transitional industrial space, 200 residential units within the Plan Area, and 100,000 square feet of parking, leaving about 200 developable acres in reserve. These projections are based on market-based feasibility elements that include reinforcement of existing businesses, opportunities for new businesses, public improvements, a range of housing opportunities, and walkable access to retail and services.

### Utility Infrastructure Analysis

Future development projections can be accommodated through extensions of the City of Missoula sewer system and Mountain Water Company water system. The sewer system will require up to three lift stations, depending on the timing and location of development. The water system will likely require construction of a new water storage reservoir and either individual booster pumps or a system-wide booster pump to increase pressure for fire protection in the northwest portion of the Plan Area.

The Plan Area has a large concentration of fiber-based broadband services, which are not widely available in unincorporated areas of Missoula County. This could be a significant comparative advantage for attracting key industry sectors. “Last-mile” broadband connections should be a high priority throughout the Plan Area.

### Traffic Modeling

Traffic modeling confirmed that development in the Plan Area will require new street connections to accommodate projected traffic demand. Projected traffic volumes generally range from 2,000 to 9,000 vehicles per day, which is within the range of two-lane collector streets with appropriate turn lanes at intersections. As volumes increase above 10,000 vehicles per day, consideration should be made for continuous two-way left-turn lanes and additional travel lanes to accommodate access and through capacity.

The traffic modeling also confirmed that there is strong regional demand for a north-south connection across the railroad to the interstate. While a large part of this demand originates from outside the Plan Area, the model showed that the Plan Area would also benefit from this added connectivity through reduced pressure on existing streets.

## Chapter 7: Implementation Strategy

Chapter 7 outlines a strategy to use public infrastructure investment as a tool to incentivize private development that is consistent with the Master Plan.

Key public infrastructure projects are evaluated based on the cost, benefits, and feasibility of completing each project. These projects are presented in phases to indicate priorities, recognizing that actual implementation of the plan will need to be flexible to respond to opportunities as private development occurs and funding resources become available.

### Policy & Regulatory Changes

The Master Plan provides a vision for rational and sustainable growth, and will serve as a guideline for investment and regulatory changes within the Plan Area. The goals of implementing policy changes are to provide additional support for enforcing the vision of the plan by the Missoula Redevelopment Agency, public funds needed to reflect the vision of the plan, roads, utilities, sidewalks, trails, and public spaces - of private investment.

The recommendations for plan approval and adoption include the Missoula Redevelopment Agency Board approval, adoption of the North Reserve|Scott Street Master Plan as an Issue Plan as part of the Our Missoula 2035 City Growth Policy, amending the Growth Policy Future Land Use Map as part of the Our Missoula 2035 City Growth Policy, and pursuing rezoning parcels within the Plan Area as needed to meet the vision of the plan.

### Tax Increment Financing

The North Reserve | Scott Street District has potential for a large amount of private investment because a majority of the Plan Area is currently undeveloped or underutilized. The potential private investment in the Plan Area could exceed \$700 million<sup>1</sup> over the next 20 years if the projected development occurs. This investment would generate almost \$10 million<sup>2</sup> in annual property tax revenue.

The public infrastructure investment necessary to support Phases 1-3 of the plan is estimated at \$48.5 million. A portion of this infrastructure will need to be in place prior to significant private investment occurring. Long-term infrastructure improvements, such as a new railroad crossing, would require additional funding beyond the 20 year plan projections.

The ability to use Tax Increment Financing to incentivize development and construct public infrastructure will be a powerful tool for implementing the plan. The Missoula Redevelopment Agency should seek to leverage Tax Increment Financing funding with private partnerships and other funding sources to maximize the benefit of these tax dollars.

***The Plan outlines a strategy to use public infrastructure investment as a tool to incentivize private development that is consistent with the Master Plan.***

<sup>1</sup> Based on \$175/sf construction costs for commercial and industrial uses and \$150/sf construction costs for residential uses. Residential units were estimated to be 1,200 square feet.

<sup>2</sup> Annual tax for commercial and industrial was estimated to be 1.5% of construction costs. Annual taxes for residential development were estimated as follows:

Property Taxes = 765 (Missoula Mill Rate)/1000 x Taxable Value of Property

Taxable Value = [Appraised Value (Construction Cost) - 44% (Exemption Amount)] x 0.0263 (Tax Rate)

## Chapter 7: Implementation Strategy

### Phase 1 (0-7 years)

In response to strong residential real estate demand anticipated in the short term, Phase 1 focuses on extending the street grid in the Scott Street District of the Plan Area. Enhancing east-west connectivity is also emphasized in Phase 1. A new non-motorized trail connection is envisioned at the northern edge of the Plan Area to provide safe east-west bicycle and pedestrian access as an alternative to Cemetery Road, which is currently constrained and presents challenges to bikers, pedestrians and drivers trying to share the road.

Improvements to Cemetery Road and Grant Creek Road are provided to the extent feasible to enhance safety and usability for vehicles, pedestrians, and bicyclists and maximize redevelopment opportunities. This includes a realignment of Grant Creek Road north of Howard Raser Avenue to create a better approach for the new signal and additional depth for developable parcels fronting Reserve Street.

Finally, this phase links Cemetery Road to Palmer Street and Scott Street to provide some relief of commercial traffic currently going through existing and planned residential areas in the Scott Street District.

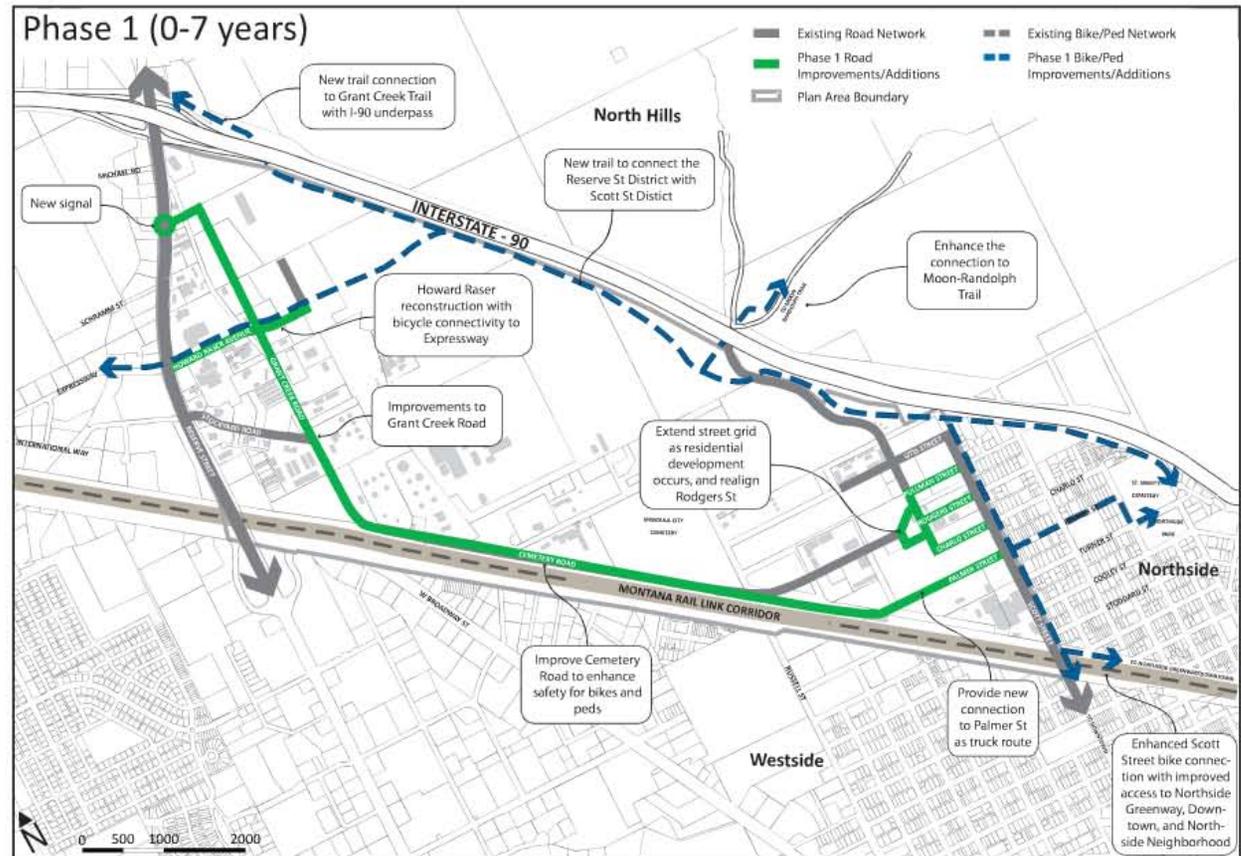


Figure 7-1: Phase 1 Infrastructure Improvements

## Phase 2 (7-14 years)

There are two primary objectives for Phase 2. First, the street grid in the Scott Street District should continue to extend as additional residential development occurs. This includes the opportunity for a land swap between City-owned property designated for future cemetery expansion and the former Morrison-Knudsen gravel pit now owned by MRL. Along with the extension of the street grid, additional residential development would require a land swap between the Missoula City Cemetery and MRL. This would allow the Missoula City Cemetery to have a contiguous property that expands to the northeast and allow for residential development southeast of the cemetery.

Second, a new north-south road should be constructed to improve circulation for trucks in the Plan Area, and to further draw truck traffic away from residential neighborhoods. This new Industrial Connector would provide an alternate route for truck traffic, avoiding the planned residential areas. This new road will also improve access to and the viability of adjacent properties for existing or new industrial or transitional industrial development.

This provides an opportunity to relocate existing industrial or light industrial uses from Midtown to the industrial areas within the Plan Area. Currently, there are many industrial businesses located along the railroad in Midtown that would be among more complementary land uses in the NRSS Plan Area. Relocating these businesses away from Midtown would allow for redevelopment and the addition of centrally located housing.

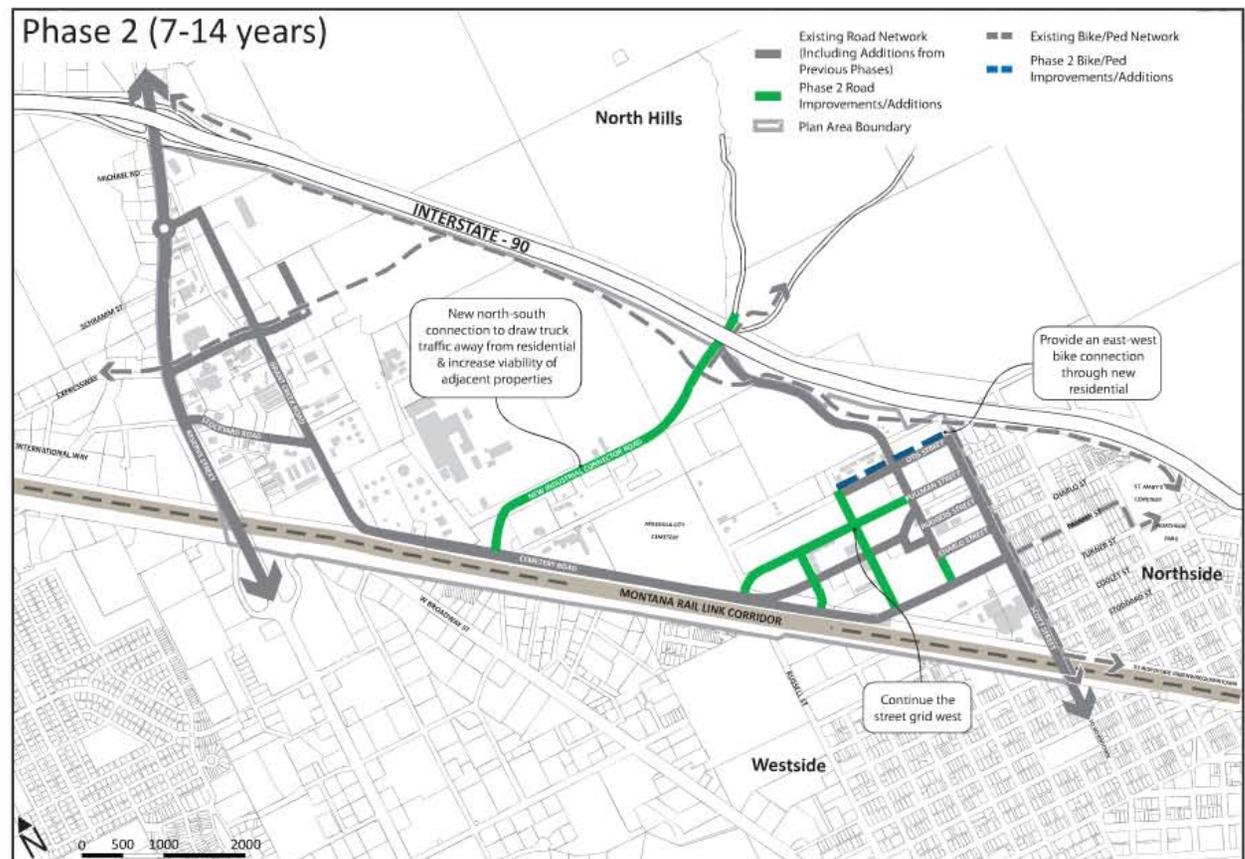


Figure 7-2: Phase 2 Infrastructure Improvements

The following tables list the proposed public infrastructure projects for Phase 2 addressing priority, cost, benefits, and feasibility. The projects are prioritized as a high, moderate, or low priority based on the feasibility of the project and the

necessity of the project for development to happen. Planning level costs are provided for each project. Costs are generally based on a linear foot cost for roads, trails, and utilities.

### Phase 3 (14-20 years)

In Phase 3, the grid in the Scott Street District is completed as residential, transitional industrial and “live-work” development fills in. The other two major improvements in this phase are a new I-90 interchange and a new east-west road that connects the Reserve Street District and Scott Street District in the Plan Area. Both of these circulation improvements would increase overall access to the Industrial Core and improve the potential for new industrial development or expansion of existing industrial uses. This proposed east-west connector is intended to be an “industrial parkway” that will serve as a truck route. The construction of the east-west connector is dependent on Roseburg deciding to develop their property. The interchange is anticipated for Phase 3 due to the high cost involved with building it and the landowner coordination that is anticipated to be required.

The following tables list the proposed public infrastructure projects for Phase 3 addressing priority, cost, benefits, and feasibility. The projects are prioritized as a high, moderate, or low priority based on the feasibility of the project and the necessity of the project for development to happen. Planning level costs are provided for each project. Costs are generally based on a linear foot cost for roads, trails, and utilities.

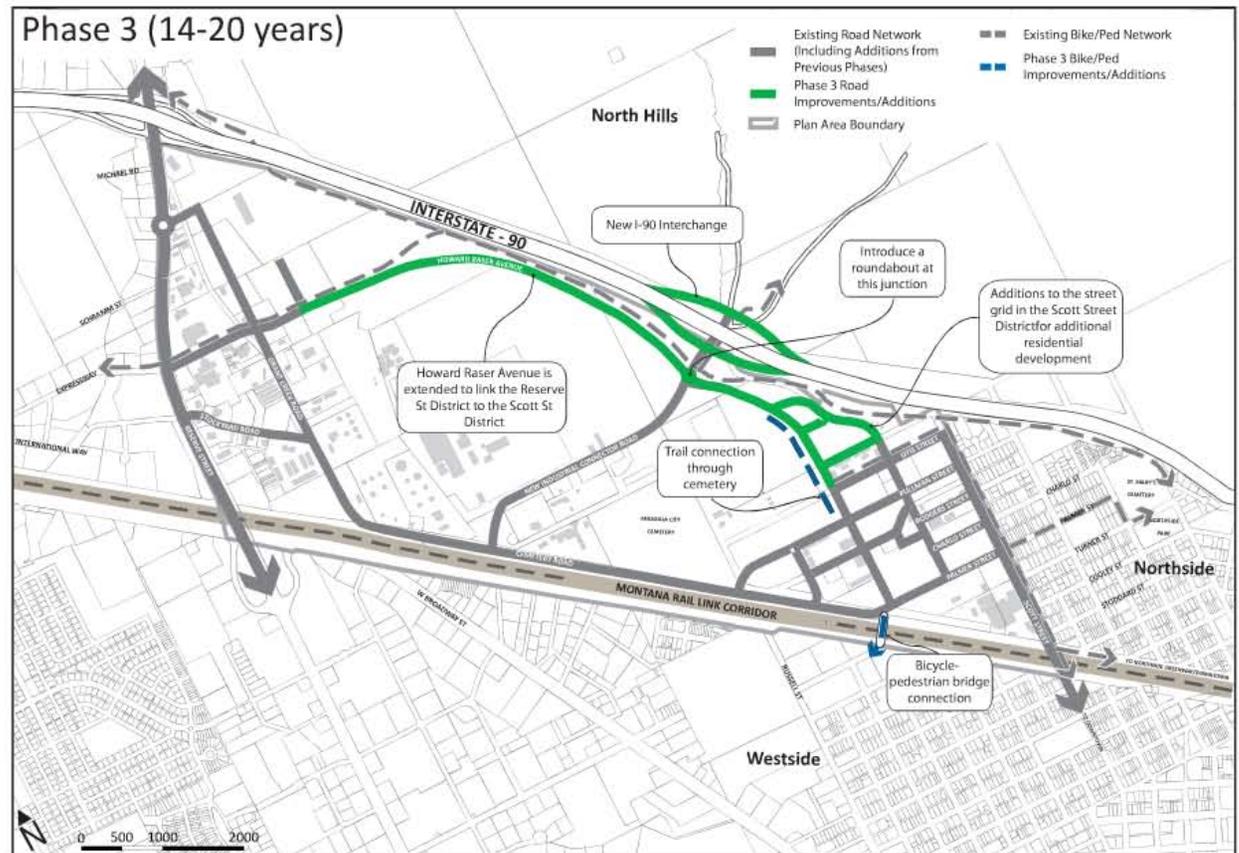


Figure 7-3: Phase 3 Infrastructure Improvements

## Chapter 7: Implementation Strategy

### Phase 4 (20+ years)

In the final phase, new roads are added to the Reserve Street District as commercial infill and redevelopment of the northwest corner of the Plan Area occurs. The grid will promote connectivity and efficient redevelopment opportunities. And finally, to improve city-wide circulation, a new railroad overcrossing is proposed. This is a long term improvement, but is important to help improve access to the Plan Area, relieve congestion on Reserve Street and enhance regional circulation. Transportation access to and from the south for industrial uses would also be significantly enhanced. While the timing of implementation of some of these improvements is in the future, the preservation of the planned corridors is important.

The following tables list the proposed public infrastructure projects for Phase 4 addressing priority, cost, benefits, and feasibility. The projects are prioritized as a high, moderate, or low priority based on the feasibility of the project and the necessity of the project for development to happen. Planning level costs are provided for each project. Costs are generally based on a linear foot cost for roads, trails, and utilities.

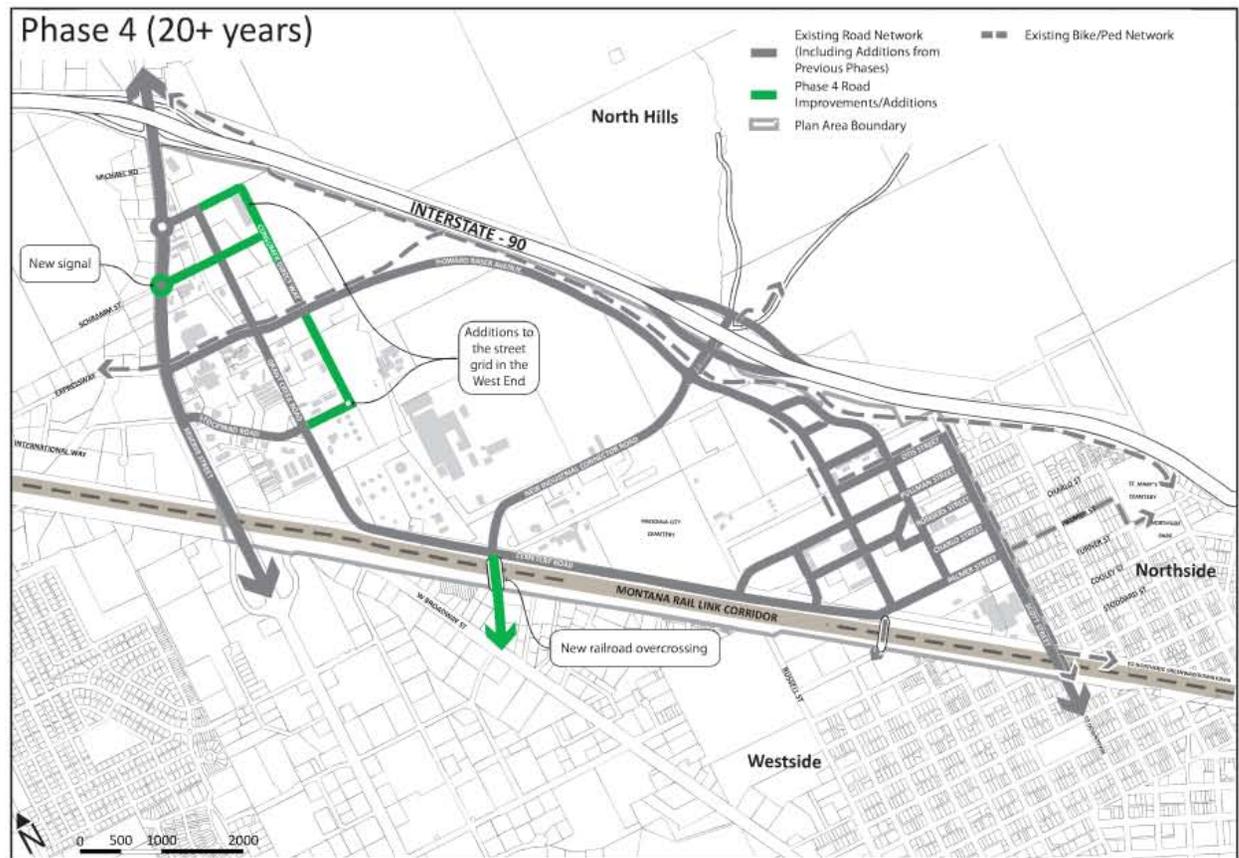
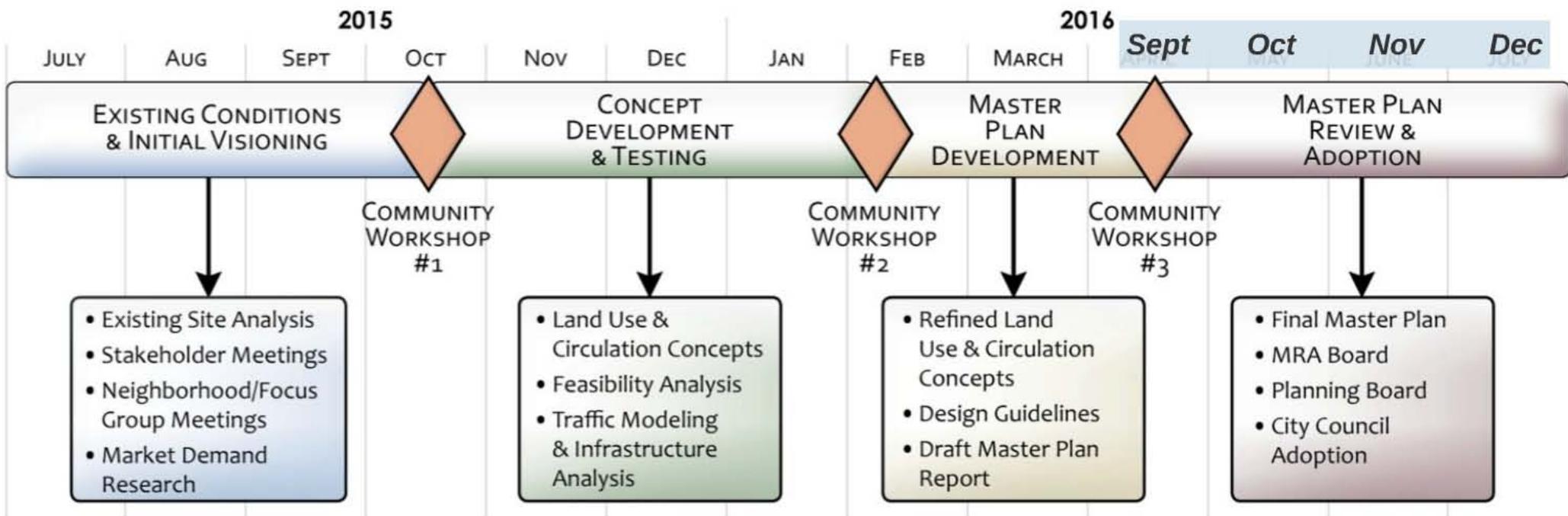


Figure 7-4: Phase 4 Infrastructure Improvements

# Next Steps

*Draft Plan Comments due October 5th*



# Draft Plan Comments due October 5th





# North Reserve Scott Street

## COMMUNITY WORKSHOP #3 DRAFT MASTER PLAN

North Reserve | Scott Street Master Plan  
Wednesday, September 21, 2016



**PROJECT PLAN**

- Project Name: North Reserve | Scott Street Master Plan
- Project Location: North Reserve, Scott Street
- Project Size: 100 Acres
- Project Start: 2016
- Project End: 2018

**Community Workshop #3**

**Why a Master Plan?**

The North Reserve | Scott Street Master Plan is a comprehensive plan that will guide the development of the North Reserve | Scott Street area. The plan will address the following issues:

- Land Use: The plan will identify the appropriate land use for each parcel in the area.
- Transportation: The plan will identify the transportation infrastructure needed to support the development.
- Utilities: The plan will identify the utility infrastructure needed to support the development.
- Environment: The plan will identify the environmental resources in the area and how to protect them.
- Community: The plan will identify the community resources in the area and how to enhance them.

**Next Steps**

The next steps in the process are:

- Finalize the draft master plan.
- Obtain approval from the local government.
- Begin construction of the development.



# Future Land Use Map Amendment

North Reserve Scott Street URD

Community Workshop

Laval Means  
Development Services  
*September 21, 2016*



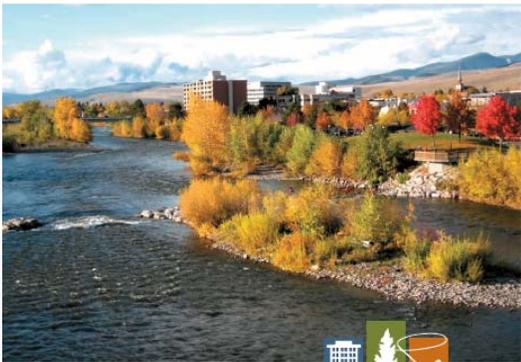
# Future Land Use Map Amendment



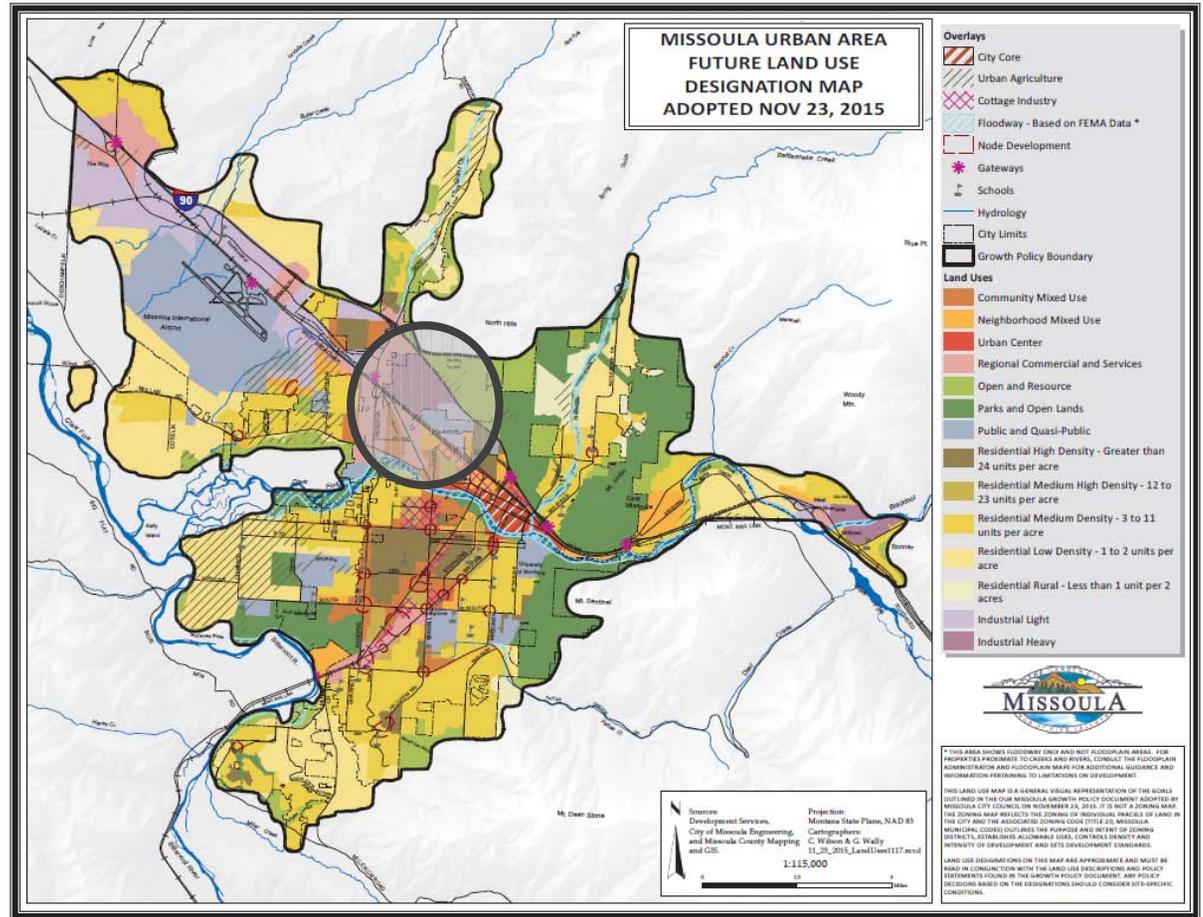
## Background



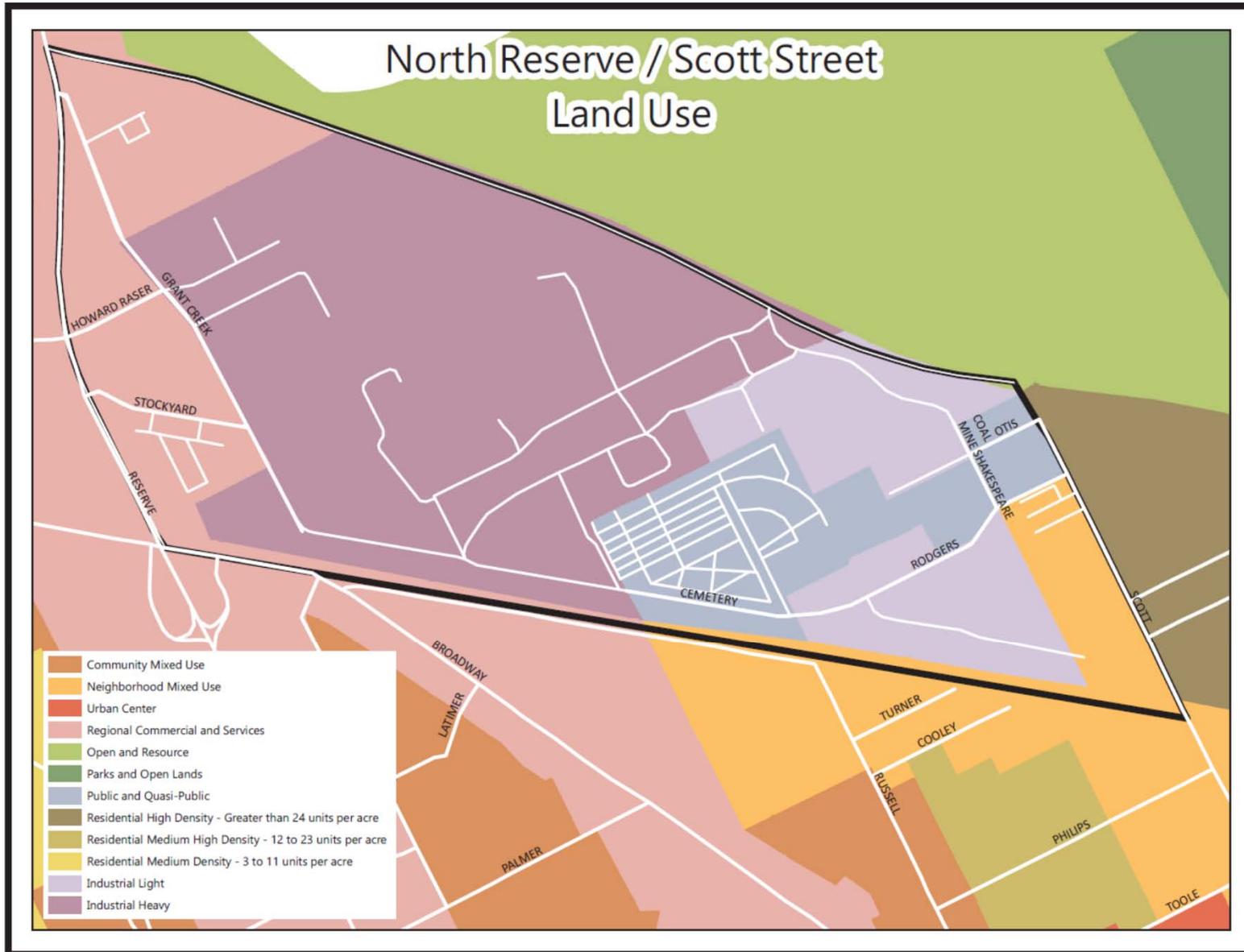
**CITY GROWTH POLICY**  
2035 | Adopted November 23, 2015



**OUR MISSOULA**  
Looking inward. Moving forward.



# Existing Land Uses



# Concept Map

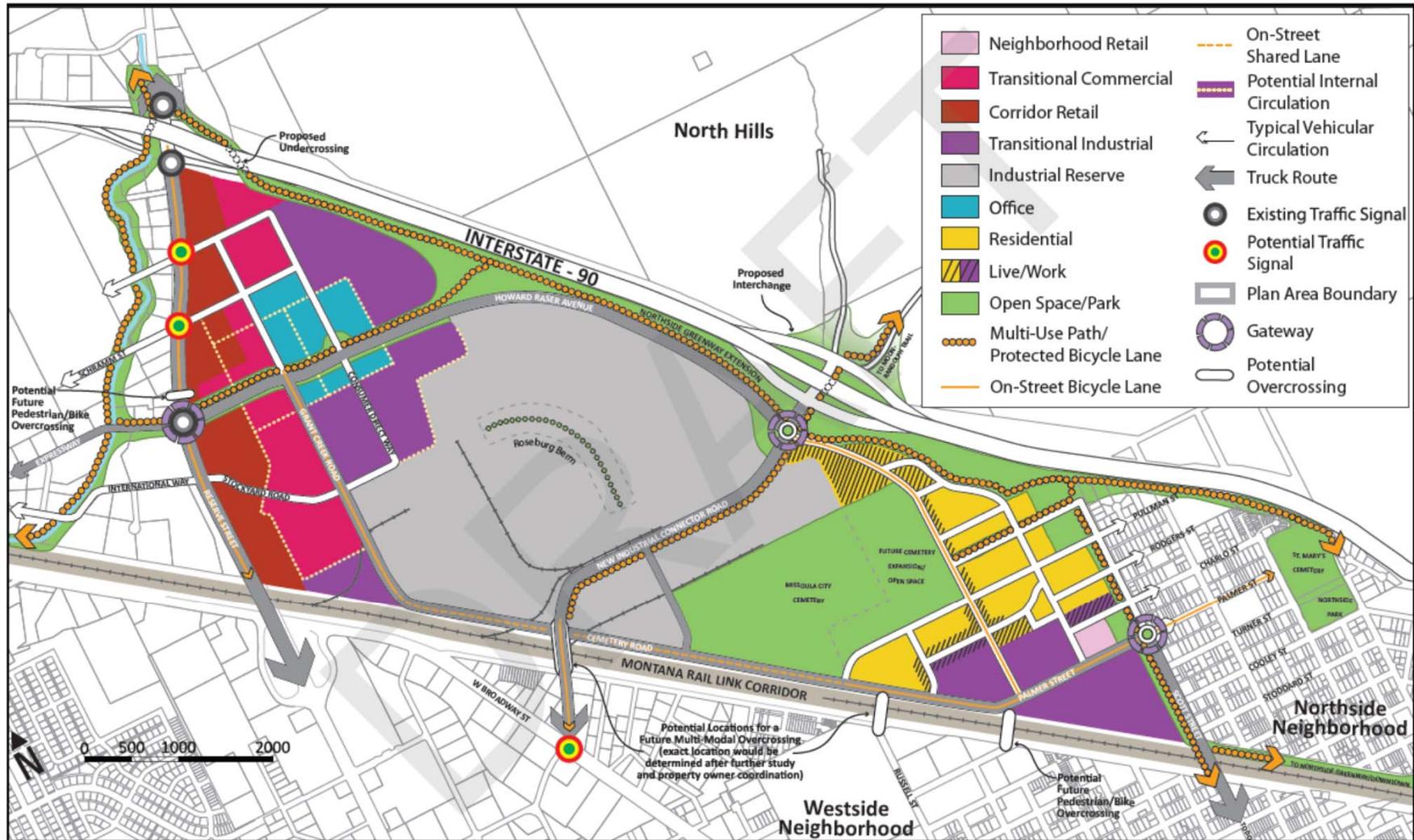
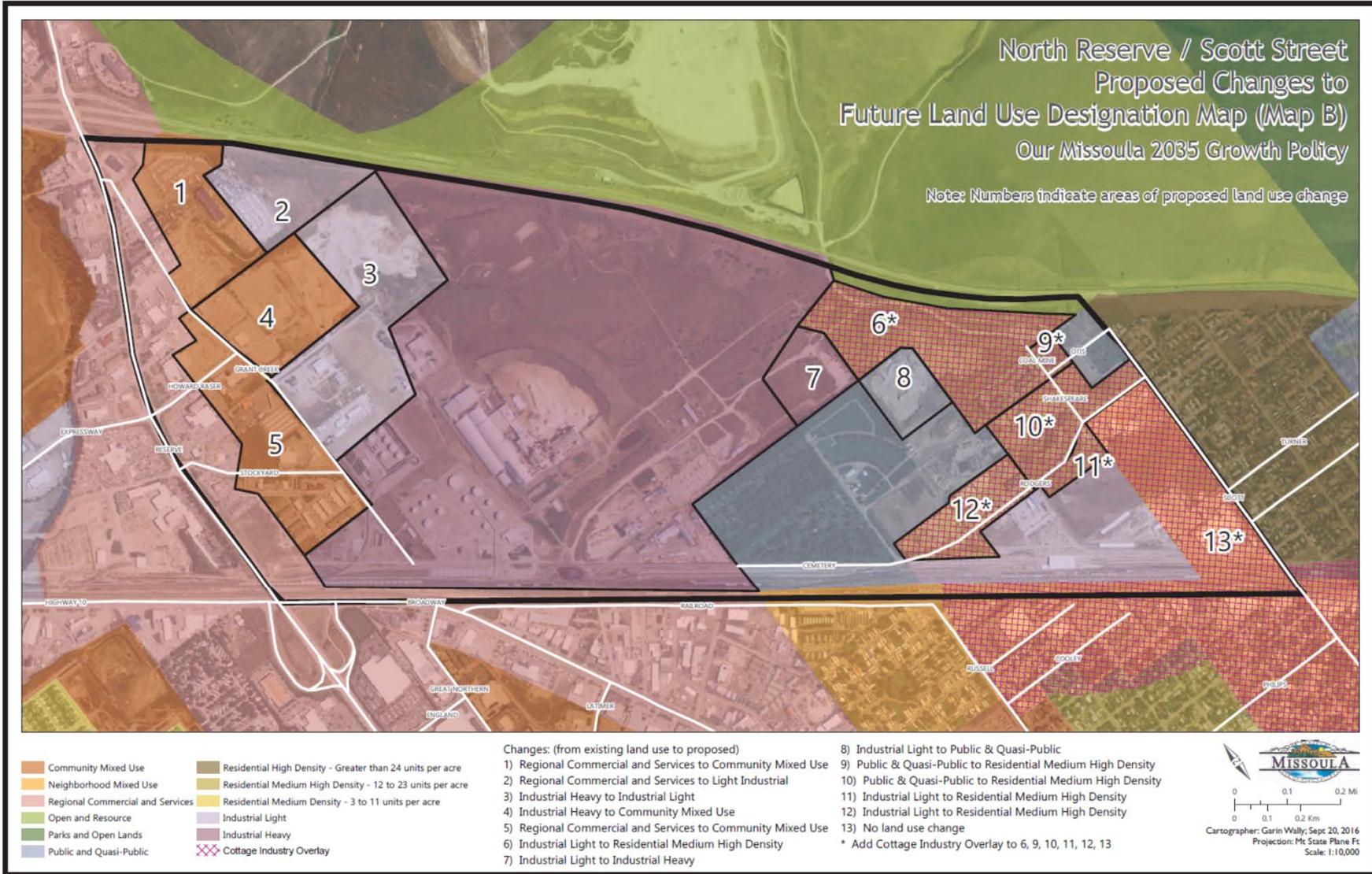


Figure 4-1: Plan Concept Map

# Future Land Use Map Amendment



### Targeted Growth Policy Amendment:

- Initiate through City Council support showing sufficient reason and public benefit.
- Collect public comment
- Planning Board recommendations
- City Council final review and adoption

## Next Steps

- Continue to coordinate with the North Reserve Scott Street Master Plan
- Collect comments through October 5<sup>th</sup>
  - Submit comments to [lmeans@ci.missoula.mt.us](mailto:lmeans@ci.missoula.mt.us) or through the NRSS Master Planning process
- Planning Board Public Hearing (TBD)
- City Council Public Hearing (TBD)

## Next Steps

- Questions?



## COMMUNITY WORKSHOP #3 SUMMARY

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The third community workshop for the North Reserve|Scott Street Master Plan was held on September 21, 2016 at Ruby's Inn in Missoula. The workshop focused on reviewing the draft master plan.

Approximately 25 members of the community were in attendance in addition to staff and the consultant team. The primary objectives for Community Workshop #3 were as follows:

- Present the draft Master Plan
- Explain the approval and adoption process
- Obtain community input on proposed land uses, transportation, design details, and implementation

The workshop began with an informal open house that allowed community members to visit four stations. The stations included the Reserve Street District, the Industrial Core, the Scott Street District, and transportation and connectivity. These stations gave attendees an opportunity to view details of the plan, ask questions, and provide comments.

The next segment of the workshop included a formal presentation. An introduction was given by Chris Behan, Assistant Director of the Missoula Redevelopment Agency (MRA), who thanked everyone for attending and noted that most of the faces in attendance had been at the previous two workshops.

Jeremy Keene, WGM Group, then reviewed the purpose of the Master Plan which is to guide development and infrastructure investment, as well as future regulatory changes in the District. The proposed vision, land uses, and design concepts for the three subdistricts, Reserve Street District, Industrial Core, and Scott Street District, were discussed in more detail along with transportation and connectivity. Market feasibility, utility infrastructure, and traffic modeling analysis were performed to determine the feasibility of the plan recommendations.

The implementation strategy is based on using public infrastructure investment to incentivize private development. Phasing diagrams were shown illustrating the recommended infrastructure priorities.

The next steps for the Master Plan include incorporating comments into the final Master Plan and MRA Board review and approval. In coordination with the Master Plan, the City will also consider an amendment to the Growth Policy, which will include a public hearing with Planning Board and City Council.

Laval Means, Planning Services Manager of the City of Missoula Development Services, then presented the proposed changes to the Growth Policy Future Land Use Map. The Our Missoula 2035 City Growth Policy was nearing completion as the North Reserve | Scott Street Master Plan process began. Thus, it was anticipated that changes to the Future Land Use Map would be necessary to better represent the vision of the Master Plan. The process for the changes to the Future Land Use Map will be done through a targeted growth policy amendment. This includes the initiation of the process by City Council (completed), a public comment period, Planning Board recommendation, and City Council final review and adoption.

Following the presentation, consultants were available at the open house stations to answer questions and take down comments. Comments received are attached.

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For more information on the project, access the official project website at: <http://www.ci.missoula.mt.us/1791/District--North-ReserveScott-Street>

In addition to the project webpage, “Like” the Missoula Redevelopment Agency on Facebook or email [cbehan@ci.missoula.mt.us](mailto:cbehan@ci.missoula.mt.us) or [jkeene@wgmgroupp.com](mailto:jkeene@wgmgroupp.com) for more information.

# COMMUNITY WORKSHOP #3

## COMMENTS

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The following is a summary of the comments received during the open house and Q&A portion of the workshop on 9/21/16:

### Transportation & Connectivity

- Cemetery Road and Grant Creek Road improvements are a priority for transportation
- Safety is a concern particularly with Costco and Cemetery Road access
- Road through Roseburg should not be shown on the map. Sets up public expectation that the road will be built in the near future when Roseburg has no desire for the road.
- Need to think about roundabouts
  - Do not need more signals.
  - Grant Creek Road and Howard Raser = traffic circle/roundabout
  - Roundabout is preferred over a signal on Reserve
  - Make North Reserve a string of roundabouts (No more signalized intersections, please). This would civilize traffic coming off/heading toward I-90 as well as provide low maintenance and pedestrian-friendly intersection on Reserve
  - Change the word 'signal' to 'intersection control' for final plan
- Parks and recreation improvements/opportunities
  - Trail system will be a huge improvement for the area and the City as a whole
  - Love the shared-use paths, the more the merrier
  - Bike trail should be north of I-90 between Grant Creek and Orange Street
  - Bike trail south of I-90
  - Outdoor play areas and children play areas
- Big trucks impact families that use this area on bikes. Need separate bike lanes
- How feasible is it to do the traffic improvements?
- Transportation system needs to be safe for employees
- Encouraged that Scott Street will not be a truck route
- Russell St overpass – think about it
- Excellent notion – railroad overpass joining with byway to new interchange – avoid putting in at Russell at all costs!!!!
- What about bus routes?
- How is the interchange initiated? Chicken and egg thing?

### **Reserve Street District**

- Excellent plan overall! We are very excited to participate in the plan. As a landowner in Phase I, we are very concerned about access to Maverick Motorsports. With a better understanding of that access we could begin our remodeling next year.
- Excited about Phase I. Encourage appropriate access. Maverick Motorsports is going to add on a new structure.
  - Right in, right out not possible
  - Favor roundabout
- I am in favor of the proposed changes to the land use map for the purpose of facilitating this vision
- What is the 'national' perspective?
- Could the Yellowstone Pipeline be abandoned?

### **Scott Street District**

- Concern about I-90 interchange land uses
  - Residential next to heavy industrial does not protect the industrial areas
  - Does the County allow residential next to industrial areas?
  - Concern for North Hills development. Interchange would put pressure on the North Hills for development
- Market demand for "live-work" properties is highly questionable in my opinion
- The atelier (live-work) areas are brilliant
- Are we moving the neighborhood park?
  - Worked hard to get the area shown as a park cleaned up to a residential standard and now it's being made into a park
  - Negates all the hard work to get the park
  - Keep park where it is
- Residential construction in Scott Street area should be limited to two stories

### **Industrial Core**

- Heavy industrial isn't protected
- Emergency planning services – zone map for disaster impacted areas

## Erica Laferriere

---

**From:** Jeremy Keene  
**Sent:** Wednesday, April 20, 2016 10:09 AM  
**To:** Kate Dinsmore  
**Subject:** FW: Feedback on NRSS plan

FYI

Jeremy Keene, P.E.  
**WGM Group, Inc**

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**From:** Jeremy Keene  
**Sent:** Wednesday, February 24, 2016 4:26 PM  
**To:** 'Bruce Kramer' <BruceK@consumerdirectcare.com>  
**Cc:** Nick Kaufman <Nkaufman@wgmgroup.com>; 'CBehan@ci.missoula.mt.us' <CBehan@ci.missoula.mt.us>; EMAIL FILE BASKET <EMAILFILEBASKET@wgmgroup.com>  
**Subject:** RE: Feedback on NRSS plan

Thank you for the feedback, Bruce.

Jeremy Keene, P.E.  
**WGM Group, Inc**

150406

---

**From:** Bruce Kramer [<mailto:BruceK@consumerdirectcare.com>]  
**Sent:** Wednesday, February 24, 2016 3:10 PM  
**To:** Jeremy Keene <[JKeene@wgmgroup.com](mailto:JKeene@wgmgroup.com)>; 'CBehan@ci.missoula.mt.us' <[CBehan@ci.missoula.mt.us](mailto:CBehan@ci.missoula.mt.us)>  
**Cc:** Nick Kaufman <[Nkaufman@wgmgroup.com](mailto:Nkaufman@wgmgroup.com)>  
**Subject:** Feedback on NRSS plan

Hello Jeremy and Chris,

Thanks again for all the work that you are putting into the North Reserve | Scott Street URD Master plan. I felt the initial sessions were very well done, and in reviewing the documents online, I am impressed with the progress to date.

I have two comments regarding improvements on Grant Creek Road and Howard Raser Avenue (see red arrow on map below):

- 1) Add a truck friendly roundabout at this intersection
  - a. "Truck friendly" would allow trailers to easily ride across the center island to ease the left hand turns when approaching from the south
  - b. The roundabout will allow traffic from all directions to navigate the intersection efficiently and successfully (including new traffic to and from the east of that intersection)
  
- 2) Add bus stops with benches and cover in the intersection for either just south of the intersection or where the bus route turns and heads west.

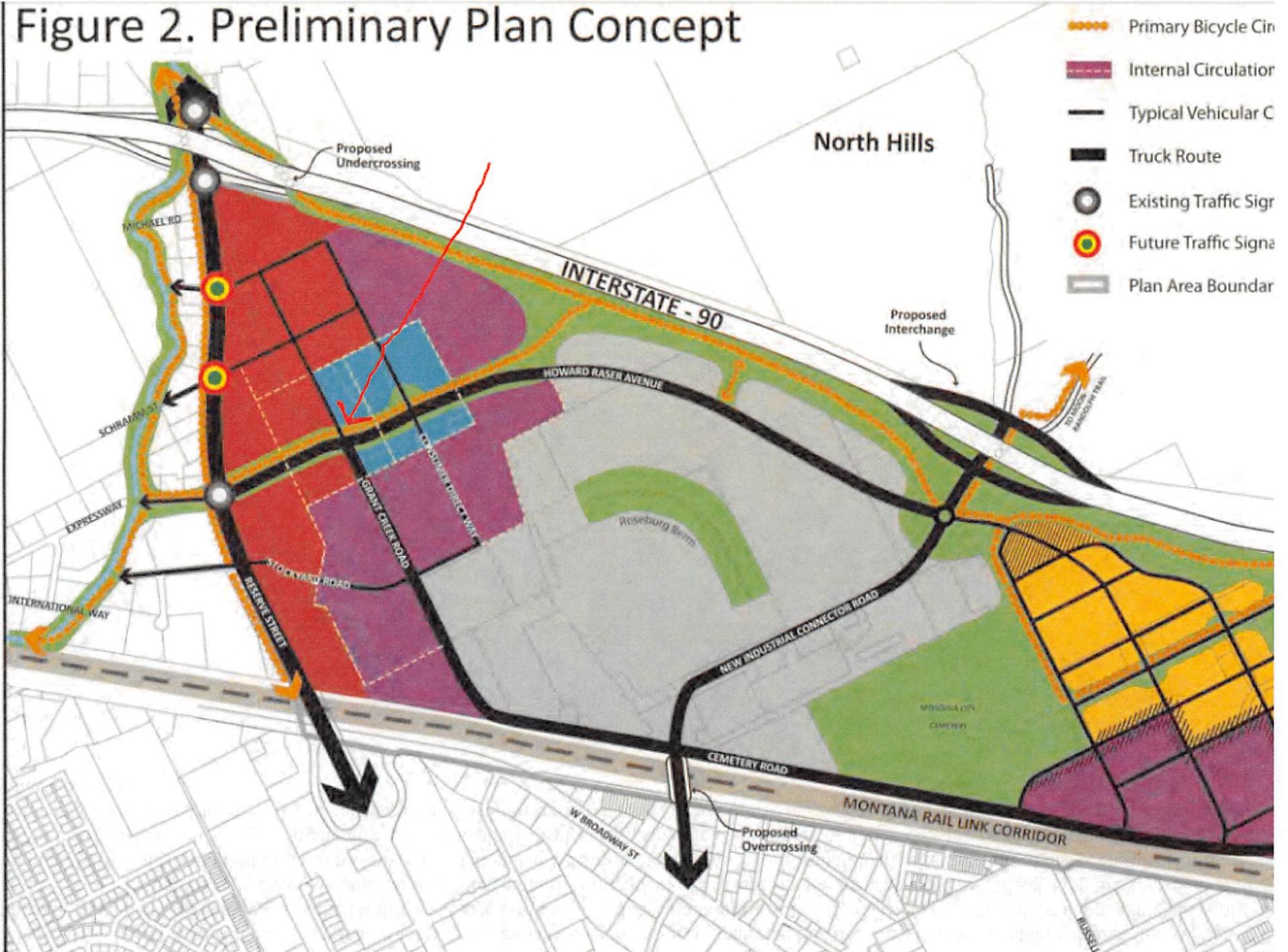
Thanks for taking these comments. Please let me know if you have any questions.

**Bruce Kramer**  
Vice Chairman

**Consumer Direct Care Network**  
(406) 532-1900 x 1938 | [www.consumerdirectcare.com](http://www.consumerdirectcare.com)

125 Bank Street, Suite 200  
Missoula, MT 59802

# Figure 2. Preliminary Plan Concept



## Erica Laferriere

---

**From:** Jeremy Keene  
**Sent:** Wednesday, April 20, 2016 10:10 AM  
**To:** Kate Dinsmore  
**Cc:** EMAIL FILE BASKET  
**Subject:** FW: N. Reserve St. / Scott St. Urban Renewal District

150406

Jeremy Keene, P.E.  
**WGM Group, Inc**

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**From:** Kevin Slovarp [mailto:KSlovarp@ci.missoula.mt.us]  
**Sent:** Monday, March 14, 2016 1:01 PM  
**To:** Chris Behan <CBehan@ci.missoula.mt.us>  
**Cc:** Jessica Morriss <JMorriss@ci.missoula.mt.us>; Jeremy Keene <JKeene@wgmgroup.com>  
**Subject:** RE: N. Reserve St. / Scott St. Urban Renewal District

Chris,  
Thanks for the email and information.

Planning documents need to have big picture items included within them even if they don't make sense in today's view of future needs. In this case the big picture item is a Russell St. extension over the railroad tracks and connect to I-90 at Coal Mine Road. If the Russell St. extension isn't included in the N. Reserve St. / Scott St. URD infrastructure plan then folks planning and implementing future transportation projects will not further its potentially formation (corridor preservation, inclusion of features with of future adjacent development, etc.). And, will point to its exclusion out of the URD infrastructure plan as the reason why it's not being 'considered' during future development reviews and other planning processes.

I don't think that the current Russell Street Project precludes continuing Russell St. to the north and eventually connecting to I-90. In addition, I don't believe that recent development on the north end of Russell St. disallows a Russell St. bridge in this area.

At this time, my comment to the plan is to include the Russell St. connection for the reasons I stated above. I will review and comment on other aspects of the major traffic changes proposed by the plan at a later time.

Thanks,  
Kevin

---

**From:** Chris Behan  
**Sent:** Monday, March 14, 2016 9:03 AM  
**To:** Kevin Slovarp  
**Cc:** Jessica Morriss; Jeremy Keene ([jkeene@wgmgroup.com](mailto:jkeene@wgmgroup.com))  
**Subject:** RE: N. Reserve St. / Scott St. Urban Renewal District

Kevin,

Russell Street had been discussed several times during the process including a letter to the City Council from the Cemetery Board and communications from the Northside/Westside Neighborhood. However, the cues to looking elsewhere for a corridor to the Interstate at Coal Mine Road were the treatment of the north leg of the Broadway/Russell Street intersection in the upcoming Russell Street project and the amount of recent construction of multifamily and commercial project on the north end of Russell Street that seems to pinch the right-of-way for future use as a primary route to the Interstate. The plan shows a corridor from the Interstate at Coal Mine Road that uses an existing private road primarily used to access adjacent industrial uses and the landfill. Apparently, as much as 30% of the trash trucks use this existing. The crossing shown is near a former at-grade crossing closed by MRL several years ago and connects to Broadway at a suggested traffic light or roundabout. The plan shows the Interstate interchange and railroad crossing is in the 20-year + phase.

I agree that the obvious route is Russell Street as it would be the only direct arterial crossing the entire valley linking to the Interstate. It seems like the planning and development direction has been to avoid this connection so it was moved it west along Broadway.

I hope that you do comment on the railroad crossing and other major traffic changes proposed by the plan. Your perspective is very important to the plan and future of the urban renewal district.

Thanks,

Chris

Chris Behan  
Missoula Redevelopment Agency  
140 West Pine Street  
Missoula, Montana 59802  
(406) 552-6155  
[cbehan@ci.missoula.mt.us](mailto:cbehan@ci.missoula.mt.us)

---

**From:** Kevin Slovarp  
**Sent:** Sunday, March 13, 2016 7:47 AM  
**To:** Chris Behan <[CBehan@ci.missoula.mt.us](mailto:CBehan@ci.missoula.mt.us)>  
**Cc:** Jessica Morriss <[JMorriss@ci.missoula.mt.us](mailto:JMorriss@ci.missoula.mt.us)>  
**Subject:** N. Reserve St. / Scott St. Urban Renewal District

<http://www.ci.missoula.mt.us/DocumentCenter/View/33486>

Chris,

I'd be happy to attend the upcoming MRA Regular Board Meeting on Wednesday to discuss the Master Plan Process and Preliminary Plan Concept. But, what I'm most interested in is if WGM's preliminary plan includes the Russell Street connection over the railroad tracks and to the interstate. Can you tell me if that future project is included in the preliminary plan? During Jeremy Keene's visit to City staff on January 15 he presented a concept plan that did not include the Russell St. connection over the railroad track to I-90. During that meeting, both Jessica and I said that this connection needed to be included in the plan for possible corridor preservation.

Thanks,

Kevin

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## Erica Laferriere

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**From:** Jeremy Keene  
**Sent:** Thursday, March 17, 2016 4:52 PM  
**To:** Brad Johnson (brad@winterandcompany.net); Noré Winter; Nick Kaufman; Kate Dinsmore  
**Cc:** EMAIL FILE BASKET  
**Subject:** FW: North Reserve/Scott Street Master Plan

FYI

Jeremy Keene, P.E.  
**WGM Group, Inc**

150406

**From:** Michael Stevenson [mailto:mstevenson1349@gmail.com]  
**Sent:** Thursday, March 17, 2016 1:18 PM  
**To:** cbehan@ci.missoula; Jeremy Keene <JKeene@wgmgroup.com>  
**Subject:** North Reserve/Scott Street Master Plan

Gentlemen:

I am a partner in the Scott Street LLP and I am writing in regards to the subject plan and your plan's proposed design use for our 19.2 acres parcel on the old Whitepine site. We have established with the DEQ and the public prior that our intended use of the property was to be developed commercial/industrial. The DEQ originally agreed and stated the cleanup to be commercial. But succumbing to public comment revised the cleanup to half residential and half commercial, which has its foundation in compromise not logic and even further convoluted matters. The draft Master Plan being put forth is not in parallel with our intended use for our 19.2 acres. Therefore allow this to be our formal disagreement with your plan's intended purpose of developing half our property for residential uses and pushing streets through the property to the vacated Bulwer Street.

Obviously, the facts surrounding the issue of dividing the property are not being considered due to third party desires or proposals of others and we as the owners of the property feel they are relevant and compelling and should be the influential in your thought process. They are:

Because the DEQ decided to clean half our property to a residential standard and half to a commercial standard does not change the zoning to allow commercial/industrial/residential to apply to all 19.2 acres. Our intentions has not waived, as we see the property being used for commercial/industrial utilization as it has been for the last 100+ years.

There exists a deed covenant on all 19.2 acres that disallows the property to be developed for residential purposes unless agreed to by Huttig and DEQ.

Huttig has provided to SSSLP an environmental indemnification on the property. According to our legal counsel the indemnity is not transferable for all or any portion of the 19.2 acres. He has therefore concluded the only way the indemnity can stay with the property is for a buyer to purchase SSSLP as an entity and retain title under SSSLP. The No Further Action Directives issued by the DEQ is inclusive of reopeners at their discretion. Without the indemnity in place the potential exists that after development occurred a buyer and subsequent third parties could be at risk for future added cleanup measures. These costs would then be born by the then current owner. A financial/lending institution would find the indemnity of high value in a risk analysis for funding the development of the site.

Per the City of Missoula Planning Department it would cost between \$50k-75k to subdivide the 19.2 acres. We are not acceptable to pay that cost.

If the property would be divided in half for some unexplained reason the resulting value impacts to the western half would be a devaluation due to smaller commercial/industrial development opportunities.

The rail access/easement component to our property is also a very desirable element of our property per the City's Mr. Grunke. He told us that there exists very few properties like ours for development within the city limits of Missoula and our property holds tremendous commercial development opportunities.

As your plan is considering an off ramp from Interstate 90 via Coal Mine Road or Roseburg Inc property this should add more credence to the use of SSSLP 19.2 acres for commercial development and the opportunity of **jobs**. Should the development of an east west transportation corridor develop coinciding with the off ramps this would enhance commercial development from Reserve to Scott immeasurably.

We have had these same detailed discussions with WGM in the past but apparently to no avail.

Where you see houses shoehorned into 10 acres we see 19.2 acres developed to create sustainable jobs. Our intended use is compatible with the properties surrounding us even including the Clawson property. We as the owners of our property for 17 years, waiting for the DEQ to move forward with cleaning up our property, are not openly inclined to having third parties now dictate how to move forward in developing our property within our existing legal limits. Your serious consideration is requested to revise your current design proposal for the SSSLP 19.2 acres is requested.

Thanks

Mike Stevenson  
Partner  
SSLLP

## Erica Laferriere

---

**From:** Jeremy Keene  
**Sent:** Wednesday, April 20, 2016 10:09 AM  
**To:** Kate Dinsmore  
**Subject:** FW: NRSS Public Comments

FYI

Jeremy Keene, P.E.  
**WGM Group, Inc**

---

**From:** Jeremy Keene  
**Sent:** Wednesday, February 24, 2016 4:31 PM  
**To:** Cindy Kuns <CKuns@wgmgroup.com>; Kate Dinsmore <kdinsmore@wgmgroup.com>; Nick Kaufman <Nkaufman@wgmgroup.com>; Erica Laferriere <elaferriere@wgmgroup.com>  
**Cc:** Brad Johnson (brad@winterandcompany.net) <brad@winterandcompany.net>; Noré Winter <nore@winterandcompany.net>  
**Subject:** NRSS Public Comments

Hi Team,

I've started a folder on Dropbox for public comments so they are easily accessible for Brad and Nore.

[https://www.dropbox.com/sh/9zn9wrr03oz6bb1/AAD4Yk\\_p8qja2yvpVmfSO5Asa?dl=0](https://www.dropbox.com/sh/9zn9wrr03oz6bb1/AAD4Yk_p8qja2yvpVmfSO5Asa?dl=0)

These will be forwarded to the Email File Basket as well.

Jeremy Keene, P.E.  
**WGM Group, Inc**

---

**From:** Heidi West [<mailto:HWest@ci.missoula.mt.us>]  
**Sent:** Wednesday, February 24, 2016 4:21 PM  
**To:** Chris Behan <[CBehan@ci.missoula.mt.us](mailto:CBehan@ci.missoula.mt.us)>; Ellen Buchanan <[EBuchanan@ci.missoula.mt.us](mailto:EBuchanan@ci.missoula.mt.us)>; Jeremy Keene <[JKeene@wgmgroup.com](mailto:JKeene@wgmgroup.com)>  
**Cc:** Bryan von Lossberg <[BvonLossberg@ci.missoula.mt.us](mailto:BvonLossberg@ci.missoula.mt.us)>  
**Subject:** North Reserve Scott Street URD

In the aftermath of the second planning meeting for the North Reserve Scott Street URD, it has been brought to my attention that the citizens of the northside neighborhood would appreciate a way to submit input into the planning process without having to be present at the planning meetings since people have conflicts with the meeting dates and time but still have valuable information and opinions to contribute.

Is it possible to institute a process for collecting written comments in the time period between the most recent meeting and the third and final planning event?

Thank you,

Heidi West

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## Erica Laferriere

---

**From:** Jeremy Keene  
**Sent:** Wednesday, April 20, 2016 10:03 AM  
**To:** Kate Dinsmore  
**Cc:** EMAIL FILE BASKET  
**Subject:** FW: Old Grant Creek Road

150406

Jeremy Keene, P.E.  
**WGM Group, Inc**

---

**From:** Mark Bretz [mailto:mbretz@bretzrv.com]  
**Sent:** Friday, March 11, 2016 12:52 PM  
**To:** Jeremy Keene <JKeene@wmggroup.com>  
**Cc:** Nick Kaufman <Nkaufman@wmggroup.com>; Brad Farnsworth <b.farnsworth@bretzrv.com>  
**Subject:** Old Grant Creek Road

Jeremy,

After our meeting at Roseburg you asked my thoughts on keeping some version of Old Grant Creek road open to access the motorcycle shop. At that time I told you I thought I could be more flexible to that than I had been in the past. Upon giving it more thought I think I need to stand with my previous thoughts. For all of these changes to be advantageous to us we need to get Reserve street exposure in a lot that is contiguous with our existing lot. For that to happen Old Grant Creek Road north of our entrance would need to be closed.

The motorcycle shop currently has no legal access onto Old Grant Creek road so this would not change their legal traffic flow.

Mark Bretz

## Erica Laferriere

---

**From:** Jon Harvala <jharvala@co.missoula.mt.us>  
**Sent:** Friday, January 29, 2016 1:31 PM  
**To:** Cindy Kuns  
**Subject:** Re: North Reserve|Scott Street Master Plan TAC Meeting

Cindy:

On Figure 21, Environmental Assessment the Phillips 66 terminal is labeled correctly. The petroleum releases at the Phillips 66 terminal are identified by the previous joint operators Conoco and Exxon/Mobil (No e). The facility you have labeled as Exxon Mobile is actually a relatively new petroleum products terminal owned and operated by CHS (formerly Cenex Harvest States). There have been no petroleum releases at the CHS terminal to date.

Jon

Jon Harvala

Missoula Valley Water Quality District

406-258-3109

[jharvala@co.missoula.mt.us](mailto:jharvala@co.missoula.mt.us)

>>> Cindy Kuns <CKuns@wgmgroup.com> 1/27/2016 2:09 PM >>>

Just a quick reminder that we've got a Technical Advisory Committee meeting tomorrow, January 28<sup>th</sup>, for the North Reserve|Scott Street Master Plan project. It's scheduled from 2-3pm at the Jack Reidy conference room at MRA's office at 140 W. Pine.

### Cindy Kuns

*Project Assistant*



1111 E. Broadway  
Missoula • MT • 59802  
E-mail: [CKuns@wgmgroup.com](mailto:CKuns@wgmgroup.com)  
406-728-4611 x 126 • FAX: 406-728-2476

<http://www.wgmgroup.com>



# Missoula City Cemetery

2000 Cemetery Road Missoula, Montana 59802 Phone:(406) 552-6070 Fax:(406) 327-2173  
Email: cemetery@ci.missoula.mt.us Website: www.ci.missoula.mt.us/cemetery

February 4, 2016

Attn: Nick Kaufman, WGM

Re: North Reserve/Scott Street Development Project

Dear Sir,

We, the Missoula City Cemetery Board of Trustees, wish to express our concerns over the initial proposal of development involving land purposed for cemetery use. The cemetery has a sacred obligation to the public to care for the remains of the citizens who built this community by preserving and maintaining this land with respect and honor for their final resting place.

We are not in opposition of development of the area surrounding the cemetery, however, future development must remain focused on the purpose of Missoula City Cemetery. Development must happen in a respectful manner for past, current, and future families whose loved ones are laid to rest here.

The cemetery master plan for future growth has not been considered in the proposal. The cemetery developed a master plan in the 1950s which continues to be considered in all future development. We, the board of trustees, have been entrusted by the public with the stewardship of preserving this sacred site into perpetuity. We continue to honor our oath of preserving and maintaining the dignity and future growth of cemetery.

Some of our main concerns are as follows:

- **The permanent loss of land** intended for the purpose of cemetery growth results in the inability of the cemetery to meet the future burial needs of our community as our community continues to grow.
- **Transitional use** of land purposed for the cemetery potentially results in permanent loss. It is not a matter of if the cemetery needs the land, but when.
- **Trails and Housing Development** increases the risk of vandalism, noise, and unleashed dogs.
- **Lack of privacy, dignity, and respect** for families during their time of loss or visitation of loved ones.
- **Preservation of community history** past, current, and future.
- **Losing a safe environment** for the Police Department SWAT training and certification of canines and motorcycles.

Again, we are not in opposition of development, however, development must respect the sacred purpose of the cemetery.

Chairperson

Co-Chairperson

CC: Missoula City Council and Missoula Redevelopment Agency

## Erica Laferriere

---

**From:** Annette Marchesseault <AMarchesseault@ci.missoula.mt.us>  
**Sent:** Friday, July 22, 2016 5:13 PM  
**To:** Kate Dinsmore; Jeremy Keene  
**Cc:** Chris Behan; Ellen Buchanan  
**Subject:** NRSS Master Plan

Jeremy and Kate-

Here are my comments RE the NRSS Master Plan, most of which we discussed at Wednesday's meeting. I focused most on the details and specific guidelines. Thanks for providing such a thorough and comprehensive master plan.

### Executive Summary

- Reference the market analysis in Chapter 6 & Appendix C, which is a critical part of the overall plan.

### Master Plan Document

- Is there opportunity to further reduce the amount of required parking? Encourage shared parking arrangements. Note the City's maximum parking policy.
- Discourage single-story buildings, particularly in residential and retail areas. Encourage minimum 2-story buildings as much as possible, even in the Scott Street District. Taller buildings help reinforce the street edge.
- Encourage consistency in building placement/setback dimensions, placing buildings relatively close to the street to reinforce the street edge.
- In Chapter 5, note that there are detailed Design Guidelines in Appendices A and B.
- Page 62, Figure 5-8: Is there an opportunity to extend the "Mini Main Street" more than one block? Consider parallel parking along the street rather than angled parking to reduce the street width. Angled parking is less pedestrian friendly and less safe than parallel parking. Reference in the middle column on page 62 is for Figure 5-8 not 5-7.
- Encourage green infrastructure and sustainable building practices throughout the district.

### Appendix B: Streetscape Character

- Page 2, Figure B-3: Consider removing this as an acceptable alternative to reinforce that the preference is to avoid parking between the street and the buildings as indicated on page 3.
- Page 3, second bullet: Remove the qualifier clause "where feasible" to reinforce that the strong preference is to avoid parking between buildings and the street.

- Page 4, Figure B-4: Revise diagram to show parking behind the buildings to reinforce the statement on page 5 that that is the preference for locating surface parking.
- Page 5, first and second bullets: Remove the qualifier clauses “where possible”
- Page 6, Figure B-5: Consider parallel parking along the street rather than angled parking to reduce the street width. Angled parking is less pedestrian friendly and less safe than parallel parking.
- Page 9, second and third bullets: Consider recommending an acceptable range of building setbacks to establish some consistency.
- Page 14, Figure B-9: Consider increasing the ROW dimension to 68’ to allow for 10-wide boulevards and large street trees.
- Page 16, Figure B-11: Consider increasing the ROW dimension to allow street trees between the curb and sidewalk. If homeowners do not plant trees in their front yards there will not be a consistent street tree edge.
- Page 18, Figure B-12: Consider increasing the ROW dimension to allow street trees between the curb and sidewalk. If homeowners do not plant trees in their front yards there will not be a consistent street tree edge.
- Consider adding guidelines to address street furnishings, signage and lighting.

**Annette R. Marchesseault, RLA**

Project Manager/Redevelopment Specialist

Missoula Redevelopment Authority

140 West Pine

Missoula, MT 59802

406-552-6163

Fax 406-552-6162

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## Kate Dinsmore

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**From:** Kevin Slovarp <KSlovarp@ci.missoula.mt.us>  
**Sent:** Thursday, August 04, 2016 8:57 AM  
**To:** Jeremy Keene; Jonathan Gass  
**Cc:** John Wilson; Gordy Hughes; Jason Diehl; Ellen Buchanan; Chris Behan  
**Subject:** RE: City Engineering's Comments to Admin Draft - N Reserve Scott St. Master Plan

Jeremy and Jon,

After talking with Fire, I wanted to revise my last comment (in my August 1, 2016 letter) as it relates to the report listing a 2-hour duration for the estimated fire flow demand. City PW and Fire would be more comfortable with language that removed the 2-hour reference and added a statement that any new development in the area must meet the requirements set forth in the current version of the adopted fire code for both flow and duration.

Thanks,  
Kevin

---

**From:** Kevin Slovarp  
**Sent:** Monday, August 1, 2016 9:20 AM  
**To:** Jeremy Keene (JKeene@wgmgroup.com) <JKeene@wgmgroup.com>; Jonathan Gass (JGass@wgmgroup.com) <JGass@wgmgroup.com>  
**Cc:** Mike Haynes <MHaynes@ci.missoula.mt.us>; Laval Means <LMeans@ci.missoula.mt.us>; Denise Alexander <DAlexander@ci.missoula.mt.us>; Jessica Morriss <JMorriss@ci.missoula.mt.us>; Ellen Buchanan <EBuchanan@ci.missoula.mt.us>  
**Subject:** City Engineering's Comments to Admin Draft - N Reserve Scott St. Master Plan

Jeremy,

Please find attached a letter documenting City Engineering's comments to the Administrative Draft. It mostly has to do with the traffic modeling analysis section of the report but there are also a couple of comments related to utilities.

Thanks,  
Kevin

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## Erica Laferriere

---

**From:** Crnich, Victoria <vcrnich@mt.gov>  
**Sent:** Thursday, June 30, 2016 2:05 PM  
**To:** Jeremy Keene  
**Subject:** RE: Administrative Draft - North Reserve | Scott Street Master Plan

Hi Jeremy- one comment. On Figure 2 and Figure 4-1, would it be possible to revise the legend to “Proposed Future Traffic Signal”? It’s clear if you read the text that these are suggested locations, however, if somebody was just flipping through the document it reads like these are planned locations.

---

**From:** Jeremy Keene [mailto:JKeene@wgmgroup.com]  
**Sent:** Monday, June 27, 2016 11:53 AM  
**To:** Ellen Buchanan (ebuchanan@ci.missoula.mt.us); Chris Behan (cbehan@ci.missoula.mt.us); 'kslovarp@ci.missoula.mt.us'; 'dalexander@ci.missoula.mt.us'; 'lmeans@ci.missoula.mt.us'; 'dgaukler@ci.missoula.mt.us'; 'nharte@co.missoula.mt.us'; 'jwilson@ci.missoula.mt.us'; 'jordan.hess@umontana.edu'; 'jharvala@co.missoula.mt.us'; 'gcameron@mt.gov'; 'vcrnich@mt.gov'; 'mhaynes@ci.missoula.mt.us'; 'jmorris@ci.missoula.mt.us'; 'amarchesseault@ci.missoula.mt.us'; tzavitz@ci.missoula.mt.us  
**Cc:** Nore Winter; Brad Johnson (brad@winterandcompany.net); Harry Brennan; Kate Dinsmore; Nick Kaufman; Mark Bancale; Jonathan Gass; Cindy Kuns  
**Subject:** Administrative Draft - North Reserve | Scott Street Master Plan

Hi All,

Thanks for all the great input you provided in helping us craft the NRSS Master Plan. Attached is an Executive Summary of the “Administrative Draft” and a link below the full report. This is intended to be a first look at the complete plan for members of our Technical Advisory Committee and other key stakeholders. It is not intended for public release. We would like to get feedback from the TAC prior to releasing a public draft.

You can download the complete Draft Master Plan, Executive Summary, Appendices, Public Outreach Summary here:  
<https://www.dropbox.com/sh/2z9pvmqshs166zg/AACvyqLxkKOKt6qx9fAbcjS8a?dl=0>

We would appreciate having comments by July 15<sup>th</sup>.

Thank you,

**Jeremy Keene, P.E.**  
*Principal Engineer*



## DEVELOPMENT SERVICES

435 RYMAN • MISSOULA, MT 59802 - 4297 • (406) 552-6630 • FAX: (406) 552-6053

July 15, 2016

Jeremy Keene, P.E.  
Principal Engineer  
WGM Group  
1111 E. Broadway  
Missoula, MT 59802

Subject: Administrative Draft North Reserve Scott Street Master Plan

Dear Jeremy,

Thank you for allowing Development Services Technical Advisory participants to review and provide comments on the administrative draft of the North Reserve Scott Street Master Plan. The following are general comments from the planning and transportation divisions of Development Services. We hope these comments help to strengthen this solid plan and we are happy to discuss with you more specific details if desired.

The draft master plan represents a strong vision for the future of this area and we support the direction the plan lays out for land use and transportation. The plan outlines great concepts for transition from existing uses to new potential uses; a strong sense of organized sub-districts; an opportunity for a neighborhood node of activity in the Scott Street District; a network of multi-modal transportation with an emphasis on safe, comfortable travel; attention paid to shifting truck traffic away from established neighborhoods; recognition of views; and a realistic sense of what may be accomplished in an area of Missoula that has a multitude of challenges to overcome in order to create a successful district.

### Planning Section:

- Please provide a description of how the plan will be sanctioned (or blessed) in order to move the vision into reality. Do you anticipate taking it to City Council for their support and approval?
- The Implementation Chapter should also address zoning implementation. The land use vision is only as meaningful as the desire to implement. Some of the vision is a further refinement of the general land use guidance from the City's Growth Policy. Some of the vision is consistent with existing zoning. However, in areas where the vision suggests limitations on the current zoning or suggested changes to the general land uses (due to conflicting visions), then this plan should spell out how to go forward with implementing the vision.
- The plan is very site responsive, yet it is important to consider how these recommendations relate to the rest of the city with other commercial sub-centers, both existing and emerging (consider Brooks Street, Russell Street, and the Downtown including the Riverfront Triangle, Sawmill District and West Broadway). Early in the document it would be good to describe how the recommendations of this area are unique, needed and do not take away from the needs and capacity in other areas. We

believe that part of what may make this area appropriate to fulfill the vision of a “citywide and regional business district” is that there is available and flexible land, making it less of a challenge to develop than other business districts that would require redevelopment.

- The Plan should recognize that while we can guide additional office use space around the existence of newly developing offices, that function will remain remote from other services and will continue to function as a commuting destination, not easily accessed by adjacent residential until the trails and street system is established.
- Land along Reserve Street is considered Regional Commercial and recommends residential use development in very limited conditions. Those conditions include having neighborhood support services, such as grocery, to support residential. Land between the railroad and Interstate 90 is within an area considered food desert (according to the City Growth Policy, Map18) so neighborhood service uses (i.e. grocery) is needed and should be aligned with establishing residential in the area.
- Consideration has been given to the blend of land uses from the Northside Neighborhood into this study area. The residential land use is described to complement the residential character of the Northside Neighborhood, recommending mid-range density and small-lot single family. This is a point where a description for implementation is needed because current zoning of the proposed residential land use is either City M1R-2 (allowing up to 43 du/ac) or County I2 (Heavy Industrial). So, how should we move forward with the vision for less density or annexing the Heavy Industrial area into a medium range residential density zone?
- Land uses along the proposed new interchange and industrial connector road are described as being Industrial Reserve. Typical interchanges end up with uses that attract travelers from the highway, such as fueling stations, convenience stores, etc. Since the vision is to not include such uses in the vicinity of the interchange and instead provide land uses that serve the local community, it will be important to describe the limitations in zoning to ensure that the travel-related uses are not permitted.
- A review of the proposed land uses compared to the City Growth Policy general land uses shows that there are three areas that conflict with the Growth Policy land use designations. We are bringing those areas to your attention and recognize that as a result of this more detailed planning we may need to revisit the general land uses of the Growth Policy. This, again, is something that could be pointed out as part of the Implementation Chapter. Those areas are:
  1. The proposed office use is in an area designated as Heavy Industry in the City Growth Policy (CGP).
  2. The proposed residential land use near the near interchange is in an area designated as Light Industrial in the CGP.
  3. There’s an area proposed as residential that is in an area designated as Public/Quasi Public in the CGP.

## **Transportation Planning**

- The master plan appropriately recognizes the existing barriers and constraints to multi-modal travel – narrow ROW along Cemetery Rd., industrial land uses and heavy truck traffic, and impossible/difficult to cross transportation corridors on the S, W, and N sides of the project area. To mitigate these barriers, the master plan identifies several strategies to facilitate biking and

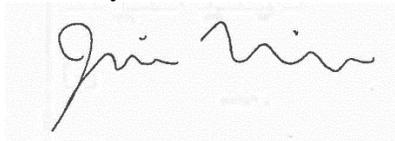
walking and the plan concept calls for a mix of facilities, from shared use paths to on-street bike lanes and sidewalks to non-motorized bridges and tunnels.

- Consider adding an Overarching Principle about the importance of providing safe, comfortable, and convenient connections for all travel modes.
- In the Plan Concept, Bicycle Circulation section, consider adding a sentence to the last bullet point to prioritize connections to adjacent neighborhoods (Northside, Westside, Grant Creek, Capt. John Mullan) along with already mentioned Downtown and regional recreational destinations.
- Please show all non-motorized connections in close-up maps of Chapter 5, especially the bridge over the tracks on Palmer St.
- To facilitate non-motorized connections to and from the proposed residential areas and mixed use development of the Scott Street District, the bike-ped bridge at Palmer St. over railroad tracks should be a higher priority. The grade of Scott St. Bridge does not meet ADA standards, the existing Northside Bridge is more than ½ mile east of Scott St., and the proposed bridge over the tracks to connect to Broadway will be carrying heavy truck and freeway traffic. This bridge at Palmer St. should be added to all maps of the area and we desire to see it included in Chapter 7 as a high priority.
- On pages 96-97, the plan acknowledges the current lack of facilities to accommodate biking and walking while also recognizing the transformative potential of adding non-motorized facilities. With this as a priority for the plan area, and with the evidence from other sections of town that have safe, comfortable, and convenient non-motorized facilities and subsequently high rates of biking and walking, we recommend reevaluating the parking calculations in chapter 5 (currently shown as greater than the requirements in Title 20). This plan represents an opportunity to discuss area-wide TDM strategies to reduce dependence on and use of single occupancy vehicles. While we applaud the creative thinking and wide application of bicycle and pedestrian facilities in the plan, the wide travel lanes and abundant parking lots will continue to encourage driving and may further inhibit multimodal activity in the plan area. We suggest developing a TDM plan for the area, reducing parking to at least Title 20 levels and considering the use of parking structures, rather than large surface lots.
- We fully support the plan's incorporation of protected bike lanes and as we move closer to implementation, we would like to see details of how people will merge into these bidirectional facilities from standard bike lanes (e.g. from the Scott St Bridge).
- On page 49, please provide larger-scale diagrams of the phasing concept or refer to Implementation Chapter.
- We support the plan's incorporation of the additional interchange at I-90 at Coal Mine Road as a means to create additional access options for freight (both rail and truck). Perhaps a discussion with MRL would be beneficial to see if there are opportunities to enhance inter-modal access, i.e. the transfer of rail freight to truck and vice versa and the creation of a facility to support such activities could be a large economic development opportunity, as well as transportation grant opportunity, as FHWA is keenly interested in facilitating freight activity. The \$2.25 million cost-estimate for the interchange, however, seems low.

- We also support the plan’s recommendation regarding the extension of Russell St. vs. an extension of the new industrial connector road to W. Broadway. While an extension of Russell Street may appear to be the most straight-forward connection, impacts to surrounding existing neighborhoods, as well as to new residential in the Scott Street District would be great. In terms of regional connectivity, especially if an intermodal freight center were created along/near the new industrial connector road, a connection to W. Broadway appears to provide greater opportunity to support these uses and growth goals, as well as relieve traffic on other north-south routes.

Thank you for considering the above comments. We look forward to plan refinement and ultimate implementation of the ideas put forth in the document. Please feel free to contact us if you have any questions.

Sincerely,



Jessica Morriss, AICP  
Transportation Planning Manager  
City of Missoula/Missoula MPO

- Cc: Mike Haynes, AICP, Development Services Director  
Laval Means, Planning Division Manager  
Denise Alexander, Permit and Land Use Division Manager  
Kevin Slovarp, City Engineer

## Erica Laferriere

---

**From:** Donna Gaukler <DGaukler@ci.missoula.mt.us>  
**Sent:** Monday, July 18, 2016 10:26 AM  
**To:** Jeremy Keene; Kate Dinsmore  
**Cc:** Chris Behan  
**Subject:** RE: Administrative Draft - North Reserve | Scott Street Master Plan

After a somewhat quick review by Parks, we think the plan represents smart, active built, community design.

While I have some concerns regarding the cost (vs payback) of infrastructure improvements, the vision is what I think the community and stakeholders requested.

From a park and citizen perspective, I would like to emphasize the value of creating a “park space” at the cemetery. I am a bit concerned about the cost vs benefit (and the family donation of the lands) of moving White Pine Park. I think the greenway along 1-90 and the connection across Reserve are major community benefits.

Thank you,

*Donna*

Donna Gaukler, Director  
Missoula Parks and Recreation  
(406) 552-6265 [dgaukler@ci.missoula.mt.us](mailto:dgaukler@ci.missoula.mt.us)  
[www.missoulaparks.org](http://www.missoulaparks.org)

Remember to RECREATE today!

---

**From:** Jeremy Keene [mailto:JKeene@wgmgroup.com]  
**Sent:** Monday, June 27, 2016 11:53 AM  
**To:** Ellen Buchanan; Chris Behan; 'kslovarp@ci.missoula.mt.us'; 'dalexander@ci.missoula.mt.us'; 'lmeans@ci.missoula.mt.us'; 'dgaukler@ci.missoula.mt.us'; 'nharte@co.missoula.mt.us'; 'jwilson@ci.missoula.mt.us'; 'jordan.hess@umontana.edu'; 'jharvala@co.missoula.mt.us'; 'gcameron@mt.gov'; 'vcnich@mt.gov'; 'mhaynes@ci.missoula.mt.us'; 'jmorriss@ci.missoula.mt.us'; 'amarchesseault@ci.missoula.mt.us'; Tom Zavitz  
**Cc:** Nore Winter; Brad Johnson (brad@winterandcompany.net); Harry Brennan; Kate Dinsmore; Nick Kaufman; Mark Bancale; Jonathan Gass; Cindy Kuns  
**Subject:** Administrative Draft - North Reserve | Scott Street Master Plan

Hi All,

Thanks for all the great input you provided in helping us craft the NRSS Master Plan. Attached is an Executive Summary of the “Administrative Draft” and a link below the full report. This is intended to be a first look at the complete plan for members of our Technical Advisory Committee and other key stakeholders. It is not intended for public release. We would like to get feedback from the TAC prior to releasing a public draft.

You can download the complete Draft Master Plan, Executive Summary, Appendices, Public Outreach Summary here:

<https://www.dropbox.com/sh/2z9pvmqshs166zg/AACvyqLxkKOKt6qx9fAbcjS8a?dl=0>

We would appreciate having comments by July 15<sup>th</sup>.

Thank you,

**Jeremy Keene, P.E.**

*Principal Engineer*



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150406

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## Erica Laferriere

---

**From:** Kevin Slovarp <KSlovarp@ci.missoula.mt.us>  
**Sent:** Thursday, August 04, 2016 8:57 AM  
**To:** Jeremy Keene; Jonathan Gass  
**Cc:** John Wilson; Gordy Hughes; Jason Diehl; Ellen Buchanan; Chris Behan  
**Subject:** RE: City Engineering's Comments to Admin Draft - N Reserve Scott St. Master Plan

Jeremy and Jon,

After talking with Fire, I wanted to revise my last comment (in my August 1, 2016 letter) as it relates to the report listing a 2-hour duration for the estimated fire flow demand. City PW and Fire would be more comfortable with language that removed the 2-hour reference and added a statement that any new development in the area must meet the requirements set forth in the current version of the adopted fire code for both flow and duration.

Thanks,  
Kevin

---

**From:** Kevin Slovarp  
**Sent:** Monday, August 1, 2016 9:20 AM  
**To:** Jeremy Keene (JKeene@wgmgroup.com) <JKeene@wgmgroup.com>; Jonathan Gass (JGass@wgmgroup.com) <JGass@wgmgroup.com>  
**Cc:** Mike Haynes <MHaynes@ci.missoula.mt.us>; Laval Means <LMeans@ci.missoula.mt.us>; Denise Alexander <DAlexander@ci.missoula.mt.us>; Jessica Morriss <JMorriss@ci.missoula.mt.us>; Ellen Buchanan <EBuchanan@ci.missoula.mt.us>  
**Subject:** City Engineering's Comments to Admin Draft - N Reserve Scott St. Master Plan

Jeremy,  
Please find attached a letter documenting City Engineering's comments to the Administrative Draft. It mostly has to do with the traffic modeling analysis section of the report but there are also a couple of comments related to utilities.

Thanks,  
Kevin

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E-2016-0251

August 1, 2016

Jeremy Keene, P.E.  
Principal Engineer  
WGM Group  
1111 E. Broadway  
Missoula, MT 59802

Subject: Administrative Draft – North Reserve Scott Street Master Plan

Dear Mr. Keene,

I was not able to review the draft report prior to you receiving a letter dated July 15, 2016 from Jessica Morriss, Development Services and so my comments to the administrative draft were not included in that letter. This letter documents my comments to the administrative draft which are not entirely consistent with earlier Development Services comments but they have been reviewed by Mike Haynes and Jessica Morriss prior to sending.

The following comments are referencing the Traffic Modeling Analysis section of the administrative draft. These comments are based on not only the administrative draft plan concept(s) and recommendation but also keeping the City's transportation network and functionality in perspective.

1. Scenario B doesn't show projected traffic volumes with the existing street network. It looks like the information (traffic volumes) shown for Scenario A are also shown for Scenario B. It's necessary to see what traffic volumes from a reviewing information standpoint to know what the projected traffic volumes with the existing street network are in order to provide informed comments to this draft report. Without this information it's difficult to determine how projected traffic volumes will change with relation to the other scenarios. It's difficult to determine how other scenarios compare to the baseline and the effects of new roadway connections.
2. Scenario C data informs us that we should desire to include another north-south street connection within the plan area. Scott St. under this scenario may be considered to be reconstructed with a continuous two-way left-turn lane and additional travel lanes to accommodate access and through capacity. A reconstructed Scott St. to accommodate a higher traffic volume wouldn't be supported if other alternatives exist. Another north-south connection within the plan area is further supported by noting that the Reserve St. traffic volumes (south of W. Broadway) increase from 30,500 ADT to 39,900 ADT. If another north-south connection isn't constructed it may not be too long in the future that Reserve St. may need to be 6 lanes wide to accommodate traffic volumes.
3. City Council would need to determine if Palmer St. could be added to the list of truck routes as contained within Missoula Municipal Code 10.32.

4. The traffic volumes in Scenario D support the need for a new interchange. This proposed interchange would reduce traffic volumes on Reserve St., Grant Creek Rd. and Howard Raser Ave. as depicted in the plan area. It would also reduce traffic volume at the existing I-90 interchanges at Reserve St. and Orange St.
5. Since the case for a new interchange and north-south extension has been well documented and determined, the only real question at this time is which alternative for the north-south extension is recommended and forwarded in this plan. My recommendation is to support the Russell St. extension over the railroad tracks and provide for an Industrial Connector roadway between Russell St. and Cemetery Rd. This Industrial Connector roadway is in the same location as shown in Scenario F but is not the full Industrial Connector extension from W. Broadway to the I-90 interchange. My recommendation is supported by the following:
  - a. The Industrial Connector roadway between Russell St. and Cemetery Rd. will allow for investment into the industrial core area, guide development and preserve corridor. As mentioned in the draft report this Industrial Connector roadway still has the potential to serve a large area of undeveloped land north of the railroad tracks.
  - b. The Industrial Connector extension is projected to be 10,650 ADT in Scenario F but could be constructed to a lower standard (less lanes and overall width) as project volumes on the Industrial Connector roadway are projected to be approximately 4,000 ADT.
  - c. The first bullet on Page 111, reads that the W. Broadway Connection (Industrial Connector extension) is projected to have 52% more traffic demand than the Russell St. extension (14,300 ADT vs. 9,400 ADT). As I mentioned above, there are approximately 4,000 ADT on the Industrial Connector roadway, primarily to serve the planned industrial area adjacent to this roadway, and if Russell St. extension is constructed then this traffic is likely to use Russell St. to access this roadway. I don't believe that this roadway was included in the modeling for Scenario E (Russell St. extension). Once you add 4,000 ADT to the Russell St. model then the volumes are more balanced as to the number of trips on each extension scenario. The Russell St. extension is projected to create about 13% more demand on Coal Mine Road interchange (13,900 ADT vs. 12,650). This pulls more traffic from other interchanges namely Reserve St. and Orange St.
  - d. The Industrial Connector extension as shown in Scenario F does not connect to Cemetery Rd. which leads to an underutilization of the Rodgers St./Cemetery Rd./Grant Creek Rd. connector (only 850 ADT). The Russell St. extension also does not connect but the projected ADT for the Rodgers/Cemetery/Grant Creek connector in this scenario shows better utilization.
  - e. There are similar constraints for either extension alternative.
  - f. The Industrial Connector extension will likely require reconstruction of Latimer St. and American Way between W. Broadway and Reserve St. and construction of a traffic signal at the Latimer St./W. Broadway intersection. None of these likely improvements are shown or documented in the plan.
  - g. The Russell St. extension reduces more traffic (roughly 800 ADT) off of Orange St. than the Industrial Connector extension.

- h. Russell St. extension reduces vehicle volumes on Reserve St. by 350 ADT over the Industrial Connector extension.
- i. The Russell St. extension reduces travel times over the Industrial Connector extension.
- j. The Russell St. extension could provide the bike/pedestrian facilities as mentioned in one of Jessica Morriss' comments from her July 15, 2016 letter, instead of the Palmer St. bike/pedestrian bridge over the railroad tracks as these two facilities are in the same general proximity. Cost savings would be expected by not constructing duplicate facilities.
- k. The Russell St. extension north of the railroad tracks would not necessarily go through the planned residential area but adjacent to the Scott Street District and the cemetery. There are existing situations in Missoula of residential on one side and commercial on the other (Scott St. Bridge).
- l. The current Russell St. Reconstruction Project goes through an existing residential neighborhood. This project has moved forward because it's the best transportation solution for the entire City's transportation network. The same argument can and should be made for the Russell St. extension.
- m. Russell St. right-of-way north of W. Broadway north to the railroad tracks is 110' between Cooper St. and Maple St. then 80' north of Maple St. to W. Railroad St. This existing right-of-way width certainly supports more of a collector roadway section and was likely a collector roadway was likely contemplated when the right-of-way was obtained.
- n. What is being contemplated/planned to be constructed in this area of the City should not decide what is best for the City's transportation system/network. The Russell St. extension would provide a grid road system/network to mid-town and would be more easily navigated and same travel time by citizens and visitors. The Russell St. expansion would provide a direct route from I-90 to mid-town and the south hills area.

In conclusion, the Russell St. extension for the above stated reasons is the extension alternative that should be moved forward for future implementation in the North Reserve/Scott Street Master Plan.

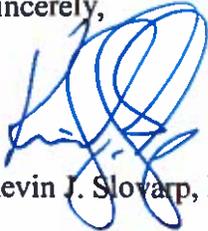
Please note that Development Services Transportation and Engineering staff would be supportive of including the Russell St. extension in the plan if it's a 2 or 3 vehicular lane complete street instead of a 5 vehicular lane complete street as we believe the 2 to 3 lane street is more feasible and desirable for the planned area.

In addition to the Traffic Modeling Analysis comments as stated above John Wilson and I have reviewed the Sewer and Water Infrastructure Analysis sections and have the following comments:

1. In Figure 6-4, the line types and call-outs for the different pipe types and sizes is not legible on an 8 ½ x 11 sheet of paper. Consider making these line types and colors distinct enough to differentiate.

2. There is a concern about using a 2-hour duration for the estimated fire flow demand in this industrial area. Please confirm adequacy of the duration with the City of Missoula Fire Department.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kevin J. Slovák', with a stylized flourish at the end.

Kevin J. Slovák, P.E.

City Engineer

cc: Mike Haynes, AICP, Development Services Director  
Laval Means, Planning Division Manager  
Denise Alexander, Permit and Land Use Division Manager  
Jessica Morriss, AICP, Transportation Planning Manager  
Ellen Buchanan, Missoula Redevelopment Agency Director

## Kate Dinsmore

---

**From:** Crnich, Victoria <vcrnich@mt.gov>  
**Sent:** Thursday, June 30, 2016 2:05 PM  
**To:** Jeremy Keene  
**Subject:** RE: Administrative Draft - North Reserve | Scott Street Master Plan

Hi Jeremy- one comment. On Figure 2 and Figure 4-1, would it be possible to revise the legend to “Proposed Future Traffic Signal”? It’s clear if you read the text that these are suggested locations, however, if somebody was just flipping through the document it reads like these are planned locations.

---

**From:** Jeremy Keene [mailto:JKeene@wgmgroup.com]  
**Sent:** Monday, June 27, 2016 11:53 AM  
**To:** Ellen Buchanan (ebuchanan@ci.missoula.mt.us); Chris Behan (cbehan@ci.missoula.mt.us); 'kslovarp@ci.missoula.mt.us'; 'dalexander@ci.missoula.mt.us'; 'lmeans@ci.missoula.mt.us'; 'dgaukler@ci.missoula.mt.us'; 'nharte@co.missoula.mt.us'; 'jwilson@ci.missoula.mt.us'; 'jordan.hess@umontana.edu'; 'jharvala@co.missoula.mt.us'; 'gcameron@mt.gov'; 'vcrnich@mt.gov'; 'mhaynes@ci.missoula.mt.us'; 'jmorriss@ci.missoula.mt.us'; 'amarchesseault@ci.missoula.mt.us'; tzavitz@ci.missoula.mt.us  
**Cc:** Nore Winter; Brad Johnson (brad@winterandcompany.net); Harry Brennan; Kate Dinsmore; Nick Kaufman; Mark Bancale; Jonathan Gass; Cindy Kuns  
**Subject:** Administrative Draft - North Reserve | Scott Street Master Plan

Hi All,

Thanks for all the great input you provided in helping us craft the NRSS Master Plan. Attached is an Executive Summary of the “Administrative Draft” and a link below the full report. This is intended to be a first look at the complete plan for members of our Technical Advisory Committee and other key stakeholders. It is not intended for public release. We would like to get feedback from the TAC prior to releasing a public draft.

You can download the complete Draft Master Plan, Executive Summary, Appendices, Public Outreach Summary here: <https://www.dropbox.com/sh/2z9pvmqshs166zg/AACvyqLxkKOKt6qx9fAbcjS8a?dl=0>

We would appreciate having comments by July 15<sup>th</sup>.

Thank you,

**Jeremy Keene, P.E.**  
*Principal Engineer*



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## Kate Dinsmore

---

**From:** Annette Marchesseault <AMarchesseault@ci.missoula.mt.us>  
**Sent:** Friday, July 22, 2016 5:13 PM  
**To:** Kate Dinsmore; Jeremy Keene  
**Cc:** Chris Behan; Ellen Buchanan  
**Subject:** NRSS Master Plan

Jeremy and Kate-

Here are my comments RE the NRSS Master Plan, most of which we discussed at Wednesday's meeting. I focused most on the details and specific guidelines. Thanks for providing such a thorough and comprehensive master plan.

### Executive Summary

- Reference the market analysis in Chapter 6 & Appendix C, which is a critical part of the overall plan.

### Master Plan Document

- Is there opportunity to further reduce the amount of required parking? Encourage shared parking arrangements. Note the City's maximum parking policy.
- Discourage single-story buildings, particularly in residential and retail areas. Encourage minimum 2-story buildings as much as possible, even in the Scott Street District. Taller buildings help reinforce the street edge.
- Encourage consistency in building placement/setback dimensions, placing buildings relatively close to the street to reinforce the street edge.
- In Chapter 5, note that there are detailed Design Guidelines in Appendices A and B.
- Page 62, Figure 5-8: Is there an opportunity to extend the "Mini Main Street" more than one block? Consider parallel parking along the street rather than angled parking to reduce the street width. Angled parking is less pedestrian friendly and less safe than parallel parking. Reference in the middle column on page 62 is for Figure 5-8 not 5-7.
- Encourage green infrastructure and sustainable building practices throughout the district.

### Appendix B: Streetscape Character

- Page 2, Figure B-3: Consider removing this as an acceptable alternative to reinforce that the preference is to avoid parking between the street and the buildings as indicated on page 3.
- Page 3, second bullet: Remove the qualifier clause "where feasible" to reinforce that the strong preference is to avoid parking between buildings and the street.
- Page 4, Figure B-4: Revise diagram to show parking behind the buildings to reinforce the statement on page 5 that that is the preference for locating surface parking.
- Page 5, first and second bullets: Remove the qualifier clauses "where possible"
- Page 6, Figure B-5: Consider parallel parking along the street rather than angled parking to reduce the street width. Angled parking is less pedestrian friendly and less safe than parallel parking.
- Page 9, second and third bullets: Consider recommending an acceptable range of building setbacks to establish some consistency.
- Page 14, Figure B-9: Consider increasing the ROW dimension to 68' to allow for 10-wide boulevards and large street trees.
- Page 16, Figure B-11: Consider increasing the ROW dimension to allow street trees between the curb and sidewalk. If homeowners do not plant trees in their front yards there will not be a consistent street tree edge.
- Page 18, Figure B-12: Consider increasing the ROW dimension to allow street trees between the curb and sidewalk. If homeowners do not plant trees in their front yards there will not be a consistent street tree edge.

- Consider adding guidelines to address street furnishings, signage and lighting.

**Annette R. Marchesseault, RLA**

Project Manager/Redevelopment Specialist

Missoula Redevelopment Authority

140 West Pine

Missoula, MT 59802

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Fax 406-552-6162

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# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** July 20, 2016

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

---

**SUBJECT:** Administrative Draft Review

---

**BY:** Kate Dinsmore

---

**ATTENDEES:** Chris Behan, MRA  
Ellen Buchanan, MRA  
Annette Marchesseault, MRA  
Nore Winter, Winter and Co.  
Brad Johnson, Winter and Co.  
Harry Brennan, Winter and Co.  
Jeremy Keene, WGM Group  
Kate Dinsmore, WGM Group

---

The following is a summary of the meeting held July 20<sup>th</sup> with the Missoula Redevelopment Agency (MRA) to review the Administrative Draft of the North Reserve Scott Street Master Plan. Written comments are attached.

## Economics/Market Demand

- Include a brief discussion of the economic forecasting in the Executive Summary since it was the basis for decision making. Reference where to find additional market demand information within the plan.
- Ask Jenn Ewan with MEP to review plan. Find out if there is demand for any types of uses that haven't been included in the plan.

## Conceptual Site Plan p. 58-59

- Encourage less parking
- Potential to provide better shared parking opportunities and incentives for providing less parking
- What parking ratio was used by Consumer Direct?
- Would like to see more density and buildings with more stories

# North Reserve

## Scott Street

### Reserve Street Setback p.56

- 35' setback should be a maximum and not a requirement
- Buildings closer to the street are preferred

### "Mini" Main Street

- Could this be more than one block?
- Preference for parallel parking or back-in angle parking over angle parking
- Angle parking increases pedestrian crossing distance
- Angle parking provides more parking than parallel which is desired for retail uses

### ROW Widths

- Are the ROW widths shown wide enough?
- Easier to establish the correct width now than needing more ROW later
- p.10 of Appendix B
  - How will the landscape buffer shown on private property be required?
    - Wider ROW would allow this to be required
    - Zoning also has requirement for landscaping between parking and the ROW

### Missing Design Guideline Requirements

- No blank, unarticulated building walls facing the street
- Subsurface utilities required

### Broadband

- Emphasize the importance of broadband capacity
- Add to infrastructure section and overarching principles
- Conduit should be installed with new construction

### Implementation

- Clarify adoption process.
  - Primary purpose of plan is to guide MRA investment
  - Some proposed land uses are in conflict with Growth Policy
  - Plan should be an amendment to the Growth Policy
  - Discuss with Laval and Mike at Development Services
- How will zoning be addressed?

- Existing zoning allows uses that may not be compatible with plan (i.e. residential in industrial areas)
- Re-zoning piecemeal is messy, should be addressed comprehensively rather than project by project.
- Re-zoning could be controversial if viewed as “down-zoning”
- City is currently working on developing design standards. Those standards could potentially include the NRSS area.

#### Next Steps

- Meet with Development Services to discuss implementation
- Meet with MEP to review admin draft
- Meet with primary stakeholders before release of public draft
  - Bretz
  - MRL
  - Roseburg
  - City Cemetery
  - Catholic Cemetery
  - CHS
  - Scott Street Partners
  - Consumer Direct
- Press release to announce public draft and upcoming public workshop
- Release public draft in mid-to-late August
- Schedule public workshop in September at Ruby’s

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** August 2, 2016

---

**PROJECT NAME:** North Reserve | Scott Street Master Plan

---

**SUBJECT:** Missoula Economic Partnership – Admin Draft Review

---

**BY:** Jeremy Keene

---

**ATTENDEES:** James Grunke, MEP  
Jenn Ewan, MEP  
Eliud ?, MEP  
Kate Dinsmore, WGM Group  
Jeremy Keene, WGM Group

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The following is a summary of the meeting held August 2<sup>nd</sup> with the Missoula Economic Partnership (MEP) to review the Administrative Draft of the North Reserve Scott Street Master Plan.

Are there specific properties that businesses/developers are looking for?

- High demand for light commercial/industrial uses
  - 1-3 acre sites
  - 5-15,000 SF buildings, with some up to 22,000 SF
- Small companies looking for ready to move tenant spaces
  - Software, IT, digital media, small manufacturing
  - Looking for smaller spaces about 2,000 SF
- Larger companies looking to build/own
  - 7 acre min. parcel size
  - 40-70,000 SF buildings
- Strong interest in live/work space
- Desire for combined manufacturing/showroom space
- Strong interest in intermodal rail/highway access
  - Bonner Transfer was working on this in Bonner, but has access issues
  - MEP has requests 3-4 times/year for rail/highway sites.

# North Reserve

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## Scott Street

The biggest obstacle is available land with a willing seller. Expectations of land value are not in line with the market. Aggregating smaller parcels is difficult.

- Industrial use is primarily going to Bonner right now
  - \$3.50-\$5.00/SF finished space (land and building)
  - Limited remaining land
  - Harris Thermal site in Riverside could provide additional supply of land
- Airport Industrial Park (Missoula County) is nearly full
  - \$3.50/SF improved land cost (without building)
- Smurfit Stone (Frenchtown) site requires extensive cleanup and will not be available for redevelopment for many years.
- Montana Rail Link has only looked at rail customers to lease their property, but may be considering sale of surplus property.
- Roseburg has not been interested in additional development, considers excess land a buffer.
- White Pine Site is undergoing cleanup but may have deed restriction that does not allow residential.

Is the Master Plan helpful for prospective businesses/developers? What are the locational factors?

- Transitional industrial and live/work areas are a strong element of the plan.
- Land cost is a big factor.
- Proximity to housing/downtown and amenities is not typically mentioned, but could be used to market properties in the plan area.
- Rail/interstate access is important.
- Relocation of industrial users from other parts of town is a good concept.

## Erica Laferriere

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**From:** Elizabeth Crawford <elizabethc@consumerdirectcare.com>  
**Sent:** Friday, September 30, 2016 10:18 AM  
**To:** Jeremy Keene; 'cbehan@ci.missoula.mt.us'  
**Subject:** FW: Improve your new commute before it starts!

As an employee of Consumer Direct Care Network, I am writing to compliment you on a great start to planning the NRSS - a meaningful part of the Missoula community. Your vision works to create a cohesive plan, tying three subdistricts together with a sustainable, livable and business friendly transportation and open space system. I am excited to be part of a company that is a successful and growing anchor business in this area.

The NRSS plan has many elements that will benefit businesses, homeowners, and recreationalists, while leaving the door open for opportunity in the future. Three elements of the North Reserve Scott Street plan deserve further consideration:

1) **Improvements to Grant Creek and Cemetery roads, including a traffic circle at the corner of Grant Creek and Howard Raser.**

Safety and quality of work life is a top priority for all CDCN employees and our client base. As the first heavy traffic load to this district, I believe we need to expedite road improvements. This will benefit me as an employee, but will also benefit Consumer Direct clients, many of whom are older adults, people with physical and developmental disabilities, and families with school-age children.

2) **Open space recreational opportunities to include an all ability playground.** As a Missoulian and as a Consumer Direct employee, I believe our community is stronger when we encourage both healthy business grown and healthy families. Many families are comprised of people of diverse abilities and every family member should enjoy accessible recreational opportunities in our city.

3) **A safe, off-road trail with connectivity to existing city trail systems** that includes pedestrian, bike and wheelchair circulation.

I encourage the regional Planning Board, and City Council to refine the plan timeline surrounding the Grant Creek road improvements, consider an all abilities playground, and invest in a truly connective train system.

Sincerely,  
Elizabeth Crawford

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## Erica Laferriere

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**From:** Kathleen Denman <KathleenD@consumerdirectcare.com>  
**Sent:** Friday, September 30, 2016 11:28 AM  
**To:** Jeremy Keene  
**Subject:** NRSS

Dear NRSS Planning Consortium:

As an employee of Consumer Direct Care Network, I am writing to compliment you on a great start to planning the NRSS - a meaningful part of the Missoula community. Your vision works to create a cohesive plan, tying three subdistricts together with a sustainable, livable and business friendly transportation and open space system. I am excited to be part of a company that is a successful and growing anchor business in this area.

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I encourage the regional Planning Board, and City Council to refine the plan timeline surrounding the Grant Creek road improvements, consider an all abilities playground, and invest in a truly connective train system.

Sincerely,

**Kathleen Denman | Appeals & Collections Lead**

**Consumer Direct Care Network | Claims**

607 SW Higgins Ave

Missoula, MT 59803

P: 406.532.1900 F: 406.532.1922

[www.consumerdirectcare.com](http://www.consumerdirectcare.com)

## Erica Laferriere

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**From:** Dave Edgell <DaveE@edgellbuilding.com>  
**Sent:** Friday, September 30, 2016 9:30 AM  
**To:** Jeremy Keene  
**Subject:** North Reserve Comments

Jeremy

Anywhere that you design intersections, I would strongly recommend roundabouts vs signals. With the potential 2 additional signals that you were talking about and the one at Mary's Ave, adding three more signals on Reserve is frankly irresponsible. All they do is bunch up traffic and will almost bring Reserve to a standstill. If roundabouts were well designed and built at all the intersections on Reserve, it would not need the extra two lanes that the DOT is considering. Part of the issue is how they are designed. No roundabout needs a right turn lane, if you want to turn right, turn right. They don't need the concrete wheel ramp either. There are tens of thousands of roundabouts in Europe and not one has either of these features. Why do we? Why are we spending money to make these structures less functional.

Live work units have a nice ring, but are not accepted in the market. We designed Hellgate Meadows to have them, and not one has been utilized that way.

Thank you for listening.

David Edgell  
Edgell Building, Inc.  
316 Expressway  
Missoula, MT 59808

Phone: 406-721-1826  
Fax: 406-721-4500



## Erica Laferriere

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**From:** Jean Graham <JeanG@consumerdirectcare.com>  
**Sent:** Friday, September 30, 2016 10:00 AM  
**To:** Jeremy Keene; cbehan@ci.missoula.mt.us  
**Subject:** North Reserve/Scott Street (NRSS Master Plan)

Dear NRSS Planning Consortium:

As an employee of Consumer Direct Care Network, I am writing to compliment you on a great start to planning the NRSS - a meaningful part of the Missoula community. Your vision works to create a cohesive plan, tying three subdistricts together with a sustainable, livable and business friendly transportation and open space system. I am excited to be part of a company that is a successful and growing anchor business in this area.

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- 3) **A safe, off-road trail with connectivity to existing city trail systems** that includes pedestrian, bike and wheelchair circulation.

I encourage the regional Planning Board, and City Council to refine the plan timeline surrounding the Grant Creek road improvements, consider an all abilities playground, and invest in a truly connective train system.

Sincerely,  
Jean Graham (Missoula Resident)

**Jean Graham | Team Lead**  
**Consumer Direct Care Network | Claims Department**  
Missoula, MT 59803  
P: 406.303.3021 F: 406.532.1922  
[www.consumerdirectcare.com](http://www.consumerdirectcare.com)

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## Erica Laferriere

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**From:** Hogan, Patricia <phogan@mt.gov>  
**Sent:** Wednesday, September 28, 2016 5:54 PM  
**To:** Jeremy Keene  
**Cc:** 'Patricia Hogan' (reckless50@gmail.com)  
**Subject:** NRSS Draft Master Plan - roundabouts on Reserve St

H, Jeremy – I really enjoyed the presentation on this Master Plan last week at Workshop #3.

This week I listened to a TRB webinar on **'Roundabouts and access management'**, which seems to me very convincing on the *feasibility of making N Reserve into a roundabout corridor*. You may already be familiar with these concepts, but in case you want to see it, here it is:

<http://onlinepubs.trb.org/onlinepubs/webinars/160926.pdf>

Thanks for your service.

**Patricia A. Hogan** | 1650 South 12th West | Missoula MT 59801  
406.543-5509 - h | 406.523.5865 - w | phogan@mt.gov

“Time flies like an arrow. Fruit flies like a banana.”

## Erica Laferriere

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**From:** Kelly Jepson <KellyJ@consumerdirectcare.com>  
**Sent:** Friday, September 30, 2016 9:35 AM  
**To:** Jeremy Keene; cbehan@ci.missoula.mt.us  
**Subject:** RE: NRSS Master Plan

Dear NRSS Planning Consortium:

As an employee of Consumer Direct Care Network, I am writing to compliment you on a great start to planning the NRSS - a meaningful part of the Missoula community.

The NRSS plan has many elements that will benefit businesses, homeowners, and recreationalists, while leaving the door open for opportunity in the future. Three elements of the North Reserve Scott Street plan deserve further consideration:

- 1) **Improvements to Grant Creek and Cemetery roads, including a traffic circle at the corner of Grant Creek and Howard Raser.**  
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I encourage the regional Planning Board, and City Council to refine the plan timeline surrounding the Grant Creek road improvements, consider an all abilities playground, and invest in a truly connective train system.

Sincerely,  
Kelly Jepson

**Kelly Jepson | Policy Analyst**  
**Consumer Direct Care Network |**  
C: 406.214.9060  
[www.consumerdirectcare.com](http://www.consumerdirectcare.com)

## Erica Laferriere

---

**From:** Jeremy Keene  
**Sent:** Friday, September 30, 2016 9:43 AM  
**To:** Nick Kaufman; Kate Dinsmore; Brad Johnson (brad@winterandcompany.net); Nore Winter; Chris Behan (cbehan@ci.missoula.mt.us); Laval Means  
**Subject:** NRSS - Neighborhood Meeting

I presented the Draft Master Plan at the Northside/Westside Neighborhood Council meeting last night. There were about 30 people in attendance. There wasn't much time for questions/comments, but the primary concern expressed was increased traffic on Scott Street as the plan area develops.

I encouraged members to provide comments by email before next week and left a copy of the draft plan and a stack of my business cards.

### Jeremy Keene, P.E.

*Principal Engineer*



1111 E. Broadway  
Missoula • MT • 59802  
E-mail: [JKeene@wgmgroup.com](mailto:JKeene@wgmgroup.com)  
406-728-4611 x 131 • FAX: 406-728-2476

<http://www.wgmgroup.com>

150406

## Erica Laferriere

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**From:** Ruth Kleinjan <RuthK@consumerdirectcare.com>  
**Sent:** Monday, October 03, 2016 6:37 AM  
**To:** Jeremy Keene; cbehan@ci.missoula.mt.us  
**Subject:** North Reserve/Scott Street plan

Dear NRSS Planning Consortium:

I am an employee of Consumer Direct Care Network, and am looking forward to the day we occupy our new building with all our employees in one place. As a commuter from Stevensville, I envision my Missoula workplace as my workday home. Please seriously consider the following improvements to the North Reserve/Scott Street plan. I believe these will make the area safer, more business friendly, and assist with traffic safety.

**Improvements to Grant Creek and Cemetery roads, including a traffic circle at the corner of Grant Creek and Howard Raser.**

Safety and quality of work life is a top priority for all CDCN employees and our client base. As the first heavy traffic load to this district, I believe we need to expedite road improvements. This will benefit me as an employee, but will also benefit Consumer Direct clients, many of whom are older adults, people with physical and developmental disabilities, and families with school-age children.

**A safe, off-road trail with connectivity to existing city trail systems** that includes pedestrian, bike and wheelchair circulation.

I encourage the regional Planning Board, and City Council to refine the plan timeline surrounding the Grant Creek road improvements, and invest in a truly connective train system.

Sincerely,  
Your Name

**Ruth Kleinjan | Billing Team Lead**  
**Consumer Direct Care Network | Claims**  
607 SW Higgins Ave  
Missoula, MT 59803  
P: 406.532.1910 | F: 406.532.1922  
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## Erica Laferriere

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**From:** Bruce Kramer <BruceK@consumerdirectcare.com>  
**Sent:** Tuesday, October 04, 2016 9:56 AM  
**To:** Jeremy Keene; 'CBehan@ci.missoula.mt.us'  
**Cc:** John DiBari; Cynthia Rademacher  
**Subject:** North Reserve / Scott Street Master Plan comments  
**Attachments:** NRSS\_Letter.pdf

Dear Mr. Keene and Mr. Behan,

Please see attached for my comments regarding the North Reserve / Scott Street Master Plan. Thank you for the work on the Master Plan and for consideration of these comments.

**Bruce Kramer**  
Vice Chairman

**Consumer Direct Care Network**  
(406) 532-1900 x 1938 | [www.consumerdirectcare.com](http://www.consumerdirectcare.com)

125 Bank Street, Suite 200  
Missoula, MT 59802

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October 3, 2016

Jeremy Keene  
WGM Group  
1111 E Broadway  
Missoula, MT 59802



Re: North Reserve/Scott Street Urban Renewal Plan Comments

Dear Jeremy,

Thank you for the opportunity to comment on the North Reserve/Scott Street Plan (Plan). This has obviously been a major effort. If we may, Roseburg Forest Products (Roseburg) would like to offer the following comments:

1. The Plan mentions several times that the Roseburg's berm is a "a man-made feature which helps contain sawdust." The original intent of the berm was actually to create a visual barrier for the facility. Throughout recent history (at least since the 1990s), the Roseburg facility has been concerned about the general negative perception of industrial operations and the potential for encroachment into the heavy industrial zoned areas. Accordingly, the berm was a project to help minimize the public's view of the facility. Its ability to contain sawdust was a side benefit.

Page 12 of the Plan states "Man-Made Berm and Tree Line. A man-made berm associated with the Roseburg Forest Products facility helps to contain sawdust associated with this commercial operation. This feature is visible from several points in and outside of the Plan Area and distinct due to its height and the row of trees planted at its apex." This is actually a heavy industrial manufacturing operation rather than a "commercial" operation.

2. The plan also promotes the extension of Howard Raser Dr., stating specifically "Preferred commercial truck routes serve all of the Industrial Reserve areas via Grant Creek Road, Cemetery Road, and an extended Howard Raser Drive." (p. 45). "The Howard Raser Avenue Experience is envisioned to be a critical connection for vehicles, bicycles and pedestrians, connecting the Reserve Street District, Industrial Core and Scott Street District. In addition to serving as a connector, the corridor is to be punctuated by a series of unique open spaces. As a truly green connector, the character of the street should transform from west to east from a business and employment oriented corridor to a heavily landscaped industrial parkway before

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finally splitting into a grid of neighborhood streets leading to a variety of open spaces in the Scott Street District.” (p. 47).

Roseburg is not supportive of the extension of Howard Raser Drive for numerous reasons, including:

- Most of the extension would run directly through Roseburg land
  - Roseburg would be required to forfeit many acres of land in order to accommodate the expansion
  - The Plan provides no explanation for how these acres would be acquired other than a vague reference to a need to work with Roseburg and creates a false impression about the viability of the Plan
  - The road would bring the public closer to the facility which runs counter to Roseburg’s attempts to create an adequate buffer between its operations and the public
  - Ongoing and future Roseburg operations rely on ample land ownership for air quality modeling/monitoring purposes
3. I-90 Interchange (I-90 Gateway) and “New Industrial Connector Road.” As mentioned several times in the Plan “the current undercrossing of I-90 by Coal Mine Road is proposed to be reconfigured as a full highway interchange with westbound and eastbound on- and off-ramps.” (p. 45).

Roseburg is not supportive of this interchange location. It appears that much, if not all of this interchange is located on Roseburg property. In addition:

- Roseburg would be required to forfeit many acres of land in order to accommodate the expansion
- The Plan provides no explanation for how these acres would be acquired other than a vague reference to a need to work with Roseburg and creates a false impression about the viability of the Plan
- The road would bring the public closer to the facility which runs counter to Roseburg’s attempts to create an adequate buffer between its operations and the public
- Ongoing and future Roseburg operations rely on ample land ownership for air quality modeling/monitoring purposes

The southern portion of the “New Industrial Road” also appears to encroach on Roseburg property. If constructed where it is proposed, it will impose a fairly major road in between Roseburg and the industrial facilities to the south, and it will create a large physical separation between Roseburg and the pond that Roseburg uses as a reservoir for its fire suppression water. This may not only potentially reduce the size of the reservoir, but if any future repairs are needed to the underground pipeline, it will result in substantial expense and road closures.

4. Greenway and trail system “Open Space/Park” and Northside Greenway is a prioritized part of the Plan .p.42.

Roseburg is not supportive of this bicycle/pedestrian area for numerous reasons, including:

- Most of the Greenway would run directly through Roseburg land
  - Roseburg would be required to forfeit many acres of land in order to accommodate the Greenway
  - The Plan provides no explanation for how these acres would be acquired other than a vague reference to a need to work with Roseburg and creates a false impression about the viability of the Plan
  - The Greenway would bring the public closer to the facility which runs counter to Roseburg's attempts to create an adequate buffer between its operations and the public
  - Bringing the public closer to heavy industrial activity has the potential to create an unsafe environment
  - Ongoing and future Roseburg operations rely on ample land ownership for air quality monitoring purposes
5. The need for extended city services is discussed in Chapter six. Figure 6-5 indicates running a 12-inch water main all the way across Roseburg property. Roseburg is not supportive of the water main extension for numerous reasons, including:
- Most of the extension would run directly through Roseburg land
  - Roseburg would be required to forfeit many acres of land in order to accommodate the extension
  - The Plan provides no explanation for how these acres would be acquired other than a vague reference to a need to work with Roseburg and creates a false impression about the viability of the Plan
6. Figures 6-6 and 6-7 indicate the projected increase of literally thousands more vehicles passing through the heavy industrial area on a daily basis if the plan is adopted. Roseburg is not supportive of this increased traffic for numerous reasons, including:
- The increased traffic would bring the public closer to the facility which runs counter to Roseburg's attempts to create an adequate buffer between its operations and the public
  - Ongoing and future Roseburg operations rely on ample land ownership for air quality monitoring purposes
7. Roseburg appreciates the acknowledgement of the current industrial uses (p.21), and the potential environmental constraints (p.22). It is important that the public appreciates these attributes of this area, and that those attributes are not necessarily conducive with more intense use and increased population.
8. Appendix A, page 15 contains the Industrial Reserve Design Guidelines. The General Intent section of the guidelines states "The Industrial Reserve area includes a vast area in the interior of the Plan Area. The Industrial Reserve area is designated for heavy industry and intended to preserve the current industrial operations that are located here, while also allowing new industrial development if market conditions favor it. This area is also intended to accommodate

accessory office uses when they are necessary for industrial operations. Lot sizes in the Industrial Reserve area tend to be quite large, and structures tend to be located on the interior of the lots. Large setbacks and fencing ensure development in the Industrial Reserve is mostly secluded from the public realm.

This text inappropriately gives the impression that the City will only allow new industrial development “if market conditions favor it.” The properties are currently zoned for heavy industrial uses and neither the plan nor the City should be in the position to allow new development based on their interpretation of market conditions. Though the text states the Industrial Reserve area is intended to preserve the current industrial operations, as noted above, most of the goals of the plan are counter to this intent and, indeed, will make it more difficult to allow industrial operations to continue and for new ones to be developed.

Section I-1 of the Design Guidelines on page 15 suggests requiring fencing and landscaping to increase public safety. Not encouraging the public to encroach on these areas would be a more effective way to accomplish that goal.

9. Appendix C, the Market Overview and Land Use, (and corresponding text in the Plan) offers vague references to the potential development of hundreds of additional acres of industrial land uses. The references do not indicate where this land is and whether it includes Roseburg’s property. Including Roseburg’s property in these assumptions is unrealistic. The Market Overview states that residential development “may” not be appropriate adjacent to Roseburg’s property. In fact, it is not at all appropriate. The Market overview states that industrial land uses which generate significant amounts of traffic may also not be compatible with Roseburg’s property. Yet, the connector roads proposed in the Plan will do just that, bringing significant traffic to the area adjacent, and even through, Roseburg’s property as proposed.

In summary, Roseburg has long valued the buffers we have kept between the facility and the public. We believe those buffers are vital to Roseburg’s continued existence and operations. The buffers have served as a benefit to all members of the community. This plan appears to box RFP in from all side with new, large roadways (p. 75), proposes to move commercial office, retail and residential ever closer to heavy industrial and manufacturing, and, assumes that Roseburg will convey or forfeit the property in order to accomplish that goal. Accordingly, Roseburg is not in a position to support the Plan as proposed.

Again, thank you for the opportunity to review and comment. Please let me know if you have any questions about the information presented here.

Sincerely,



Mark Allen

Plant Manager, Missoula Composites

## Erica Laferriere

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**From:** Laura Morss <LauraM@fullcirclemhc.com>  
**Sent:** Friday, September 30, 2016 10:52 AM  
**To:** Jeremy Keene; cbehan@ci.missoula.mt.us  
**Subject:** NRSS plan

Dear NRSS Planning Consortium:

Thank you for working on the NRSS plan! I am excited to be part of a company (Consumer Direct) that is a successful and growing anchor business in this area.

Please further consider these three elements:

**1) Improvements to Grant Creek and Cemetery roads & traffic circle at the corner of Grant Creek and Howard Raser.**

As the first heavy traffic load to this district, I believe we need to expedite road improvements. This will benefit Consumer Direct employees but most importantly our clients, many of whom are older adults, people with physical and developmental disabilities, and families with school-age children.

**2) Open space recreational opportunities to include an all-ability playground.** I believe our community is stronger when we encourage healthy families.

Many families are comprised of people of diverse abilities and every family member should enjoy accessible recreational opportunities in our city.

**3) A safe, off-road trail with connectivity to existing city trail systems** that includes pedestrian, bike and wheelchair circulation.

Please consider these road improvements, the all-abilities playground, and the trail system.

Sincerely,

**Laura Morss | Administrative Assistant**

**Consumer Direct Care Network MT | Behavioral Health**

*Formerly known as Full Circle Counseling Solutions*

2291 W. Broadway

Missoula, MT 59808

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## Erica Laferriere

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**From:** KC Nelson <kellyn@fullcirclemhc.com>  
**Sent:** Friday, September 30, 2016 11:33 AM  
**To:** Jeremy Keene; cbehan@ci.missoula.mt.us  
**Subject:** NRSS Master Plan

Dear NRSS Planning Consortium:

As an employee of Consumer Direct Care Network, I am writing to compliment you on a great start to planning the NRSS - a meaningful part of the Missoula community. Your vision works to create a cohesive plan, tying three subdistricts together with a sustainable, livable and business friendly transportation and open space system. I am excited to be part of a company that is a successful and growing anchor business in this area.

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Sincerely,

**KC Nelson | Administrator**

**Consumer Direct Care Network MT | Behavioral Health**

*Formerly known as Full Circle Counseling Solutions*

2291 W. Broadway

Missoula, MT 59808

P: 406-532-1619 F: 406-532-1616

[www.fullcirclemhc.com](http://www.fullcirclemhc.com)

## Erica Laferriere

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**From:** Ruth Reineking <rreineking@gmail.com>  
**Sent:** Thursday, September 29, 2016 4:00 PM  
**To:** Jeremy Keene  
**Subject:** NRSS URD

Hello, Jeremy,

It occurred to me after the meeting at Ruby's last week that I should have asked you to talk about the broadband infrastructure in the NRSS URD. Although the executive summary sections indicate that "last-mile" connectivity could be expensive for small businesses, the feasibility analysis on page 102 indicates the overall availability could be a competitive advantage in this area. It seems to me that it could make a critical mass of various businesses, including live-work developments, happen sooner rather than later if developers were more aware of it. And then brewpubs, distilleries and coffee shops are sure to follow that live-work demographic, right?

I suggest that the report emphasize the positive aspects of the broadband availability in this URD, and that it be included in future presentations. Assuming it really is a great advantage. In which case, the advantages should be stated in the executive summary, for those in your audience that are going to stop reading after the executive summary and aren't going to continue to page 102. If the Next Generation Broadband Feasibility Study from Magellan Advisors includes a map of some sort, that might be helpful in your report, too.

Broadband connectivity should also be emphasized in the Implementation sections, repeatedly. I assume there would be some estimated additional cost related to streets and trails, but mention could be added to all the benefit columns (public benefits, city benefits, investor benefits).

Thanks.

Ruth

## Erica Laferriere

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**From:** Michael Stevenson <mstevenson1349@gmail.com>  
**Sent:** Friday, September 09, 2016 11:10 AM  
**To:** Jeremy Keene; Kris Kok; Gene Mallette; Ross Gibson; Mark Denton; Joe Brooke  
**Subject:** Re: North Reserve/Scott Street Master Plan

The NE corner of property in 4,1 is still shown residential in the draft as is the bulk of our property. Also in the text and in other figures the draft plan calls for our property to be residential. All the streets on our property that are proposed require right of way purchase then it calls for a SID on the landowners to pay for the improvements. The streets also cross our rail easement which would diminish the value and utilization of our property. That's not a win. So in the big picture nothing was revised essentially in the plan. So I submit this as my formal comment that I disagree with the plan as proposed for the SLLP property for all the reasons submitted in my prior emails to you.

Mike Stevenson  
SLLP Partner

On Thu, Sep 8, 2016 at 2:42 PM, Jeremy Keene <[JKeene@wgmgroup.com](mailto:JKeene@wgmgroup.com)> wrote:

Hi Mike,

Thanks for the meeting back on August 24<sup>th</sup>. You should have received an email this week regarding the September 21<sup>st</sup> workshop and a link to the Draft Plan. In response to your concerns, we changed the recommended land use from Residential to Transitional Industrial on the northeast portion of your property (see Figure 4.1). This is consistent with the existing zoning and would still allow residential use, if someone finds a way to make it work.

We hope this addresses your concern. Please let us know if you have any additional feedback on the plan.

Thanks,

Jeremy Keene, P.E.  
**WGM Group, Inc**

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**From:** Jeremy Keene  
**Sent:** Friday, August 19, 2016 2:04 PM

**To:** 'Michael Stevenson' <[mstevenson1349@gmail.com](mailto:mstevenson1349@gmail.com)>  
**Subject:** RE: North Reserve/Scott Street Master Plan

Hi Mike,

I was able to reschedule my other meeting, so we are confirmed for 10:00 on the 24<sup>th</sup> at Prentice Lumber.

Thanks,

Jeremy Keene, P.E.  
**WGM Group, Inc**

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**From:** Jeremy Keene  
**Sent:** Thursday, August 18, 2016 3:03 PM  
**To:** 'Michael Stevenson' <[mstevenson1349@gmail.com](mailto:mstevenson1349@gmail.com)>  
**Cc:** [cbehan@ci.missoula](mailto:cbehan@ci.missoula); Nick Kaufman <[NKaufman@wgmgroupp.com](mailto:NKaufman@wgmgroupp.com)>; Brad Johnson ([brad@winterandcompany.net](mailto:brad@winterandcompany.net)) <[brad@winterandcompany.net](mailto:brad@winterandcompany.net)>  
**Subject:** RE: North Reserve/Scott Street Master Plan

Hi Mike,

Thanks for your thoughtful letter regarding the White Pine site. We've given considerable thought to how to incorporate this unique property into the plan. We recognize that you and your partners have invested considerable time and money in the property. It is not our intent to dictate how you develop your property, but rather to look for opportunities that are compatible with your goals as well as the surrounding neighborhood.

We will be releasing the Draft Master Plan in early September. Would you and your partners be available for a meeting next week to get a preview and discuss some of the specific issues detailed below?

Best Regards,

**Jeremy Keene, P.E.**  
*Principal Engineer*



1111 E. Broadway  
Missoula • MT • 59802  
[E-mail: JKeene@wmggroup.com](mailto:JKeene@wmggroup.com)  
406-728-4611 x 131 • FAX: 406-728-2476

<http://www.wmggroup.com>

150406

**From:** Michael Stevenson [<mailto:mstevenson1349@gmail.com>]  
**Sent:** Thursday, March 17, 2016 1:18 PM  
**To:** [cbehan@ci.missoula](mailto:cbehan@ci.missoula); Jeremy Keene <[JKeene@wmggroup.com](mailto:JKeene@wmggroup.com)>  
**Subject:** North Reserve/Scott Street Master Plan

Gentlemen:

I am a partner in the Scott Street LLP and I am writing in regards to the subject plan and your plan's proposed design use for our 19.2 acres parcel on the old Whitepine site. We have established with the DEQ and the public prior that our intended use of the property was to be developed commercial/industrial. The DEQ originally agreed and stated the cleanup to be commercial. But succumbing to public comment revised the cleanup to half residential and half commercial, which has its foundation in compromise not logic and even further convoluted matters. The draft Master Plan being put forth is not in parallel with our intended use for our 19.2 acres. Therefore allow this to be our formal disagreement with your plan's intended purpose of developing half our property for residential uses and pushing streets through the property to the vacated Bulwer Street.

Obviously, the facts surrounding the issue of dividing the property are not being considered due to third party desires or proposals of others and we as the owners of the property feel they are relevant and compelling and should be the influential in your thought process. They are:

Because the DEQ decided to clean half our property to a residential standard and half to a commercial standard does not change the zoning to allow commercial/industrial/residential to apply to all 19.2 acres. Our intentions has not waived, as we see the property being used for commercial/industrial utilization as it has been for the last 100+ years.

There exists a deed covenant on all 19.2 acres that disallows the property to be developed for residential purposes unless agreed to by Huttig and DEQ.

Huttig has provided to SSSLP an environmental indemnification on the property. According to our legal counsel the indemnity is not transferable for all or any portion of the 19.2 acres. He has therefore concluded the only way the indemnity can stay with the property is for a buyer to purchase SSSLP as an entity and retain title under SSSLP. The No Further Action Directives issued by the DEQ is inclusive of reopeners at their discretion. Without the indemnity in place the potential exists that after development occurred a buyer and subsequent third parties could be at risk for future added cleanup measures. These costs would then be born by the then current owner. A financial/lending institution would find the indemnity of high value in a risk analysis for funding the development of the site.

Per the City of Missoula Planning Department it would cost between \$50k-75k to subdivide the 19.2 acres. We are not acceptable to pay that cost.

If the property would be divided in half for some unexplained reason the resulting value impacts to the western half would be a devaluation due to smaller commercial/industrial development opportunities.

The rail access/easement component to our property is also a very desirable element of our property per the City's Mr. Grunke. He told us that there exists very few properties like ours for development within the city limits of Missoula and our property holds tremendous commercial development opportunities.

As your plan is considering an off ramp from Interstate 90 via Coal Mine Road or Roseburg Inc property this should add more credence to the use of SSSLP 19.2 acres for commercial development and the opportunity of **jobs**. Should the development of an east west transportation corridor develop coinciding with the off ramps this would enhance commercial development from Reserve to Scott immeasurably.

We have had these same detailed discussions with WGM in the past but apparently to no avail.

Where you see houses shoehorned into 10 acres we see 19.2 acres developed to create sustainable jobs. Our intended use is compatible with the properties surrounding us even including the Clawson property. We as the owners of our property for 17 years, waiting for the DEQ to move forward with cleaning up our property, are not openly inclined to having third parties now dictate how to move forward in developing our property within our existing legal limits. Your serious consideration is requested to revise your current design proposal for the SSSLP 19.2 acres is requested.

Thanks

Mike Stevenson

Partner

SSLLP

## Erica Laferriere

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**From:** Trahan, Syris <STrahan@mt.gov>  
**Sent:** Friday, September 16, 2016 7:27 AM  
**To:** Jeremy Keene  
**Subject:** Draft North Reserve | Scott Street Master Plan

Good Morning Jeremy,

Thank you for providing the Montana Department of Environmental Quality (DEQ) the draft Master Plan and notifying DEQ of the public comment period. DEQ appreciates the effort that the planning team has expended in preparation of the plan. DEQ's comments are limited to the designation of a particular area in the Scott Street Region as future residential property. Specifically, the northwestern portion of the Missoula White Pine Sash Superfund Facility (Facility) is currently designated for residential development in the Master Plan. This identified future use is inconsistent with DEQ's Record of Decision (ROD) for the Facility, which determined that the reasonably anticipated future use of that portion of the Facility as commercial/industrial. This does not mean that no residential development could ever occur on the western portion of the Facility; however, it would require additional investigation and remediation not called for in the ROD, to ensure that Facility conditions are protective of a residential use scenario. If you have any questions, please contact Moriah Bucy at 444-6366.

Cheers,

Syris Trahan  
Project Officer  
Montana Department of Environmental Quality  
406.444.6556  
[strahan@mt.gov](mailto:strahan@mt.gov)

## Erica Laferriere

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**From:** Kylene Taylor <pkylene@hotmail.com>  
**Sent:** Friday, September 30, 2016 11:05 AM  
**To:** Jeremy Keene; cbehan@ci.missoula.mt.us  
**Subject:** NRSS plan

Dear NRSS Planning Consortium:

As an employee of Consumer Direct Care Network, I am writing to compliment you on a great start to planning the NRSS - a meaningful part of the Missoula community. Your vision works to create a cohesive plan, tying three subdistricts together with a sustainable, livable and business friendly transportation and open space system. I am excited to be part of a company that is a successful and growing anchor business in this area.

The NRSS plan has many elements that will benefit businesses, homeowners, and recreationalists, while leaving the door open for opportunity in the future. Three elements of the North Reserve Scott Street plan deserve further consideration:

- 1) **Improvements to Grant Creek and Cemetery roads, including a traffic circle at the corner of Grant Creek and Howard Raser.** Safety and quality of work life is a top priority for all CDCN employees and our client base. As the first heavy traffic load to this district, I believe we need to expedite road improvements. This will benefit me as an employee, but will also benefit Consumer Direct clients, many of whom are older adults, people with physical and developmental disabilities, and families with school-age children.
- 2) **Open space recreational opportunities to include an all ability playground.** As a Missoulian and as a Consumer Direct employee, I believe our community is stronger when we encourage both healthy business grown and healthy families. Many families are comprised of people of diverse abilities and every family member should enjoy accessible recreational opportunities in our city.
- 3) **A safe, off-road trail with connectivity to existing city trail systems** that includes pedestrian, bike and wheelchair circulation.

I encourage the regional Planning Board, and City Council to refine the plan timeline surrounding the Grant Creek road improvements, consider an all abilities playground, and invest in a truly connective train system.

Sincerely,  
Kylene Taylor  
Missoula Resident and HR Department Employee for Consumer Direct Care Network

## Erica Laferriere

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**From:** CO-Missoula, Chuck Thompson <Chuck.Thompson@chsinc.com>  
**Sent:** Thursday, September 22, 2016 1:56 PM  
**To:** Jeremy Keene  
**Subject:** Grant Creek Road Design

Jeremy,

I was at the workshop last night, and appreciated the information provided. I am glad that the city is looking at a long range view instead of random development.

I am responsible for the Cenex on North Reserve. I did not notice until looking at page 60 of the review, that realignment of Grant Creek Road is being proposed. My concern is access to the new road from our property and if we will have a connector road? Also, we currently have great ingress/egress to Grant Creek Road, and I am assuming if you did stay on the current right of way we would be limited as far as number and width of approaches to our property.

I also am interested in the possibility of land swaps if Grant Creek Road is realigned. My contact information is below, if you would like to discuss.

Thank you.

*Chuck Thompson*

General Manager  
CHS Mountain West Co-op  
4570 N Reserve, Missoula, Mt 59808  
(406)543-8383 Office  
(406)370-0038 Cell





# Missoula Cemetery

(406) 552-6070 • Fax: (406) 327-2173 • E-mail: cemetery@ci.missoula.mt.us  
2000 Cemetery Road • Missoula, Montana 59802  
www.ci.missoula.mt.us/cemetery

October 6, 2016

Dear Mr. Kaufman,

We, the Missoula City Cemetery Board of Trustees, wish to express our continued concerns over certain proposals regarding cemetery land in the North Reserve - Scott Street Urban Renewal District Plan.

Our first letter of concern was dated February 2, 2016 and sent to WGM Group, all Missoula City Council members, and the Missoula Redevelopment Agency. While some of our concerns have been addressed, it appears we again must make clear that we remain steadfast in our duty to preserve cemetery land for its intended purpose.

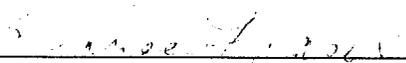
You presented an updated land use plan to us at our September 1<sup>st</sup> board meeting. The proposal as we understood at that time consisted of a land trade which would square off the cemetery and allow better residential flow. We were assured this land trade would be acre for acre.

Upon reviewing the updated North Reserve - Scott Street Urban Renewal District Plan there are some discrepancies between it and what you presented to us. The following are our key areas of concern but are not all inclusive:

- **Land designation continues to read Open Space/Parks/Cemetery.** Cemetery land needs clearly designated as cemetery land. Cemetery land is not park land for public use or open space.
- **New entrance.** Upon review of page 80 of your written proposal, the cemetery wishes to firmly state that we do not desire, need, or want a second entrance. The proposal shows a buffer of parkland and trails incorporated using cemetery land. This directly contradicts your statements made in the September board meeting.
- **Pullman Street.** It was not disclosed that Pullman Street would extend through the front parcel of cemetery land and connect into Rodgers Street using cemetery property.
- **Residential.** It was not disclosed that residential development would be placed between cemetery land and Rodgers Street.

Let us reaffirm that we are not opposed to development surrounding the cemetery, however, development must respect the sacred purpose of the cemetery and must not include the blatant appropriation of cemetery land.

We would like to invite you to attend our next board meeting scheduled for noon on November 3, 2016 to address these concerns and any others we may have.

  
Sharee Fraser, Chairperson

  
Kim Seeberger, Co-Chairperson

Enclosures: Approved cemetery board minutes - September 2016

CC: Missoula City Council, Missoula Redevelopment Agency

# North Reserve | Scott Street Master Plan Meeting Record

<b>MEETING DATE:</b>	November 3, 2016
<b>PROJECT NAME:</b>	North Reserve   Scott Street Master Plan
<b>SUBJECT:</b>	Cemetery BOD Meeting: WGM Group to Hear and Respond to Concerns
<b>BY:</b>	Nick Kaufman
<b>ATTENDEES:</b>	<b>Missoula City Cemetery</b> Sharee Fraser– Chair, Cemetery Board of Directors (BOD) Kim Ceeberger – Cemetery BOD Marjorie Jacobs– Cemetery BOD Ron Regan – Director, City Cemetery Mary Ellen Stubb – Administrative Manager, Cemetery Lani Moore – Administrative Assistant IV, Cemetery <b>Missoula Redevelopment Agency</b> Ruth Reineking – Missoula Redevelopment Agency (MRA) Board Chris Behan – Assistant Director MRA <b>WGM Group</b> Jeremy Keene – Principal Engineer Nick Kaufman– Planner

The Cemetery Board of Director’s meeting was opened by Sharee Fraser. The agenda was amended to place the North Reserve|Scott Street Master Plan discussion first on the Agenda.

Compiler’s Notes: The purpose of this portion of the meeting was for MRA and WGM Group to listen to the City Cemetery Board and staff concerns relative to the Reserve|Scott Street Master Plan as expressed in a letter to MRA and testimony in a MRA BOD meeting. Taking into consideration the previous comments and today’s comments, the goal is to continue the conversation to see how the plan could better address their concerns. I have highlighted major concerns expressed during the meeting in **bold** text and highlighted in **gray** the ways in which the plan could better address the concerns relative to the City Cemetery.

Introduction – Introductions were made. See above for members present.

- Chris opened the conversation and explained why MRA is planning this area

# North Reserve | Scott Street Master Plan Meeting Record

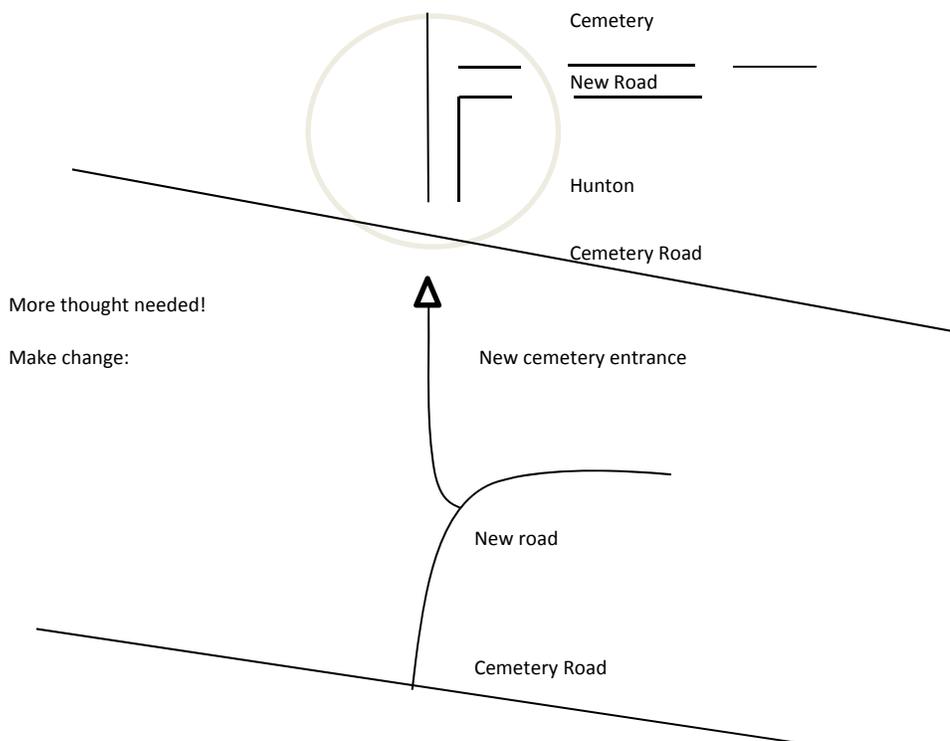
- It will help guide the use of vacant land in the area
- It will allow a better response to development pressure from both ends of the area
  - We live in a constrained valley - there is scarce land and we need to plan for the efficient and economic use of land to the best benefit of the land owners and the community
  - Needed to know more about the area
    - Constraints to development
    - Establish metrics for how MRA participates in this area
  - The planning will result in a Land Use Map change to Growth Policy and be a guiding document for MRA
- Ruth: Worked on the Growth Policy process for the City of Missoula
- Nick: Planning is all about controlling your own destiny in the face of outside pressure for development
- Jeremy: Planning preserves options for the future
  - Guides and controls how public money can be spent
  - The Master Plan does nothing, but is a vision that can be variable when implemented by development
  - The plan is not equivalent to an engineering design – the next steps are the land owner’s decisions
  - Jeremy provided the following handouts:
    - Executive summary
    - Graphic from Master Plan, Figure 5-15, Scott Street area
    - Land Use Map that has aerial photo behind the land use
- **Sharee stated that he finds the designations “Open Space/Park” to be offensive. The land in question is cemetery land.**
  - **The cemetery land is not a park nor open space**
- Nick: At this point would you all be willing to define the cemetery boundary on the Land Use Map so we can all see what the plan is calling for relative to the cemetery ownership?
- Ron used his maps and the Land Use Map to define a boundary and discussion followed about the land use designations, proposed road alignments etc.
  - Surveyors were out and two stakes were set, Ron was not sure what they were for
    - \*Compiler’s Note: The stakes make survey monuments for existing road right-of-way
- Jeremy: Need to find a location for the roads that are shown as general alignments. That will shake out with development proposals.
- **Ron: When we met with Nick, the Cemetery BOD liked the buffer on the west.**

# North Reserve | Scott Street Master Plan Meeting Record

- The Cemetery BOD's ideas are represented on the plan, but all the ideas result in loss of cemetery land rather than adjoining land that will benefit from the ideas as well as the cemetery.
- Kim: Another new entrance is asking for trouble
  - Invites interlopers in
  - Thievery – vandalism
  - Do not make it a park – can't get it back easily
  - Do not put the entrance on residential side
- Sharee: There has been NO approval of the land swap between the cemetery and the gravel extraction area yet. That should happen first.
- Jeremy: That is heavy lifting and requires the will on the land owner's part to make it happen.
- Ron commented about the City Shops use of a portion of the cemetery property. This area was actually a gravel pit area – Sharee wants it cleaned up.
  - Weeds
  - Abandoned fluid tanks
  - It creates a bad image for the cemetery.
- Ron: Joe Pratt and Ed Clay stripped top soil and mined gravel.
  - Now it is currently Street Department use.
- Ron: The cemetery land is finite. When the land is gone, it is gone.
- Jeremy: Here are the changes we can make:
  - Take the "Linear Park" and take the new entrance off the plan.
  - Take off the "Open Space" and "Park" designations on cemetery land.
  - We need to keep the roads.
- Jeremy: We anticipate ROW would come from land trades with no net reduction of cemetery land.
- Chris: Suggests we place this language in the plan, "Implementation of the plan, dedication of rights-of-way, and proposed land exchanges should result in no net reduction of cemetery land," or similar language that meets the intent.
- Ruth: Suggests a change to the color we use for the cemetery land on the Land Use Plan Map.
- Jeremy: We will change the color of the cemetery land use on the plan.
- Ron: How many acres will the elements of the land use plan consume? I want to know how much land is needed in a land exchange.
- Jeremy: We will compute that and get it to you.
- Ruth: Development proposals drive the implementation of the plan.
- Ron: Interchange and railroad overpass are vital components for more transportation outlets from the plan area.

# North Reserve | Scott Street Master Plan Meeting Record

- Ron: Please talk to us about the proposed road on the southwest border of cemetery.
- Jeremy: We need that road to connect to transportation links to the future overpass. We can move the road off the cemetery property by moving westerly from your boundary.
  - Cemetery current entrance: How would our current entrance function with Pullman Street?
    - Concern for security at entrance
    - Ron: It seems to be 80' – 100' off Hunton's fence



- Jeremy: We can change the configuration of the roads that intersect near the current cemetery entrance to better address the concerns.
- Ron: Noted that the cemetery has no funds.
- Nick: I suggest that the implementation could come from developer funds or tax increment funds.
- Chris: On separate topic, I talked about BN railroad. They can do a 100-year lease but cannot sell land.

Compiler's Notes: We appreciate the BOD and staff of the Missoula City Cemetery for taking the time to meet with us and continue the conversation. At several times during the meeting,

# North Reserve | Scott Street Master Plan Meeting Record

we checked back with the attendees and read back their concerns as we recorded them. We also read back the changes that could be made to the plan. There seemed to be consensus, at the end of the meeting, that we listened to the concerns that were brought up and that the proposed changes addressed them.

## **Northside/Westside Neighborhood Council Leadership Team Meeting Agenda**

Date: August 29, 2016  
Time: 6:30 P.M.  
Location: Burns St. Bistro  
1500 Burns St.  
Missoula, MT 59802

\*Refreshments will be served

- 
1. Welcome and History of Neighborhood Councils – Jane Kelly, Neighborhood Coordinator
  2. North Reserve Master Plan – Jeremy Keene, Principal Engineer WGM Group
  3. Lowell School Update – Steve Miller, Project Manager and Brad O’Neill, Superintendent, Dick Anderson Construction
  4. Missoula Community Food Co-op – Christian Russell
  5. Leadership Team Elections
  6. Orange Street Construction Roundabout Update – Heidi West, City Council
  7. Q&A with City Council Members – Heidi West and Bryan von Lossberg
  8. Public comment on non-agenda items
  9. Announcements

Jane Kelly, Neighborhood Coordinator	<a href="mailto:jkelly@ci.missoula.mt.us">jkelly@ci.missoula.mt.us</a>	552-6081
Jeremy Keene, WGM Group	<a href="mailto:jkeene@wgmgroup.com">jkeene@wgmgroup.com</a>	
728-4611		
Steve Miller, Dick Anderson Construction	<a href="mailto:smiller@daconstruction.com">smiller@daconstruction.com</a>	721-8912
Brad O'Neill, Dick Anderson Construction	<a href="mailto:boneill@daconstruction.com">boneill@daconstruction.com</a>	721-8912
Christian Russell, Missoula Community Food Co-op	<a href="mailto:info@missoulafoodcoop.com">info@missoulafoodcoop.com</a>	728-2369
Heidi West, City Council	<a href="mailto:hwest@ci.missoula.mt.us">hwest@ci.missoula.mt.us</a>	747-9158
Bryan von Lossberg, City Council	<a href="mailto:bvonlossberg@ci.missoula.mt.us">bvonlossberg@ci.missoula.mt.us</a>	285-1857
Northside/Westside Leadership Team	<a href="mailto:north-westside@missoula-neighborhoods.org">north-westside@missoula-neighborhoods.org</a>	

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** September 29, 2016

**PROJECT NAME:** North Reserve | Scott Street Master Plan

**SUBJECT:** CHS/Cenex – Reserve Street Stakeholder Meeting

**BY:** Jeremy Keene

**ATTENDEES:** Dustin Smith  
Chuck Thompson

- Future road through pumps
  - 60' right-of-way available, relocate pump islands and tank
- Signed with Schramm
- Diesel island – relocate or make smaller?
- Driveway access for semi-trucks
- Propane and truck yard on MRL property near cemetery
  - Rail 80% of propane
  - Jerry Thorsled – Energy Partners
  - Transfer to 3,500 gallon trucks and 9,000 gallon transfer truck
- Move from supply – outdoor storage, feed to new location?

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** September 9, 2016

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** Consumer Direct Stakeholder Meeting

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**BY:** Jeremy Keene

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**ATTENDEES:** Ben Bledsoe  
Cynthia R.  
Annette  
Chris Behan  
Ellen Buchanan  
Jeremy Keene

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## Interests/Concerns:

- Roundabout
  - Grant Creek Road/Raser Dr
- Zoning
  - Less permissive
- Bus stop
  - Near Grant Creek Road/Raser Dr
  - Mountain Lion route planning
- Bike path/greenspace/park/plaza
- Street lights
- Cemetery road improvements
- Costco deal
  - Would cause signal to be warranted
  - Would generate money for improvements to Grant Creek Road
    - Could include roundabout
- Consumer Direct fully occupied by May 2017
  - Around 240 employees
  - Long term around 350 employees

# North Reserve | Scott Street Master Plan Meeting Record

<b>MEETING DATE:</b>	August 23, 2016
<b>PROJECT NAME:</b>	North Reserve   Scott Street Master Plan
<b>SUBJECT:</b>	Consumer Direct Stakeholder Meeting
<b>BY:</b>	Jeremy Keene
<b>ATTENDEES:</b>	Bruce Kramer Bill Woody Greer Woody Ben Bledsoe Cynthia Rademacher Coco Ballew Jeremy Keene

The following is a summary of discussion regarding the Draft Master Plan recommendations. The purpose of the Master Plan is to guide MRA investment and regulatory changes in the district. The Plan will also guide regulatory changes such as the Growth Policy and future zoning changes, allowing for flexibility and change as the area redevelops.

#### Key Concerns/Issues:

- Access to Grant Cr Road and Reserve Street for 200+ Consumer Direct (CD) employees will be important when new building opens.
  - Consider roundabout at Raser/Grant Cr Road
  - Consider adding turn lanes at Raser/Reserve signal
- Support the bike plan and boulevard street design concepts
  - How will bike path be coordinated with CD parking currently under construction? This may require retrofitting parking lot.
- Cemetery Road needs improvement. This should be a high priority.
- Does the Plan preclude Costco?
  - The Plan does not consider Costco specifically, but provides design guidelines and concepts that may or may not fit Costco's plan.

# North Reserve | Scott Street Master Plan Meeting Record

- The Plan does not change existing zoning, so Costco would be allowed if it can meet current zoning requirements.
- Concern that traffic generated by Costco would negatively affect CD employees and clients.
  - Other uses more similar to CD would be better.
  - CD would support rezoning in the Reserve Street District to be more in line with the Plan's land use recommendations.
- Public Workshop #3, September 21<sup>st</sup>.

**LAND USE & PLANNING COMMITTEE AGENDA  
CITY COUNCIL CHAMBERS  
140 West Pine Street  
Missoula, Montana  
September 7, 2016, 2:40 PM - 3:45 PM**

**Members:** Emily Bentley, Chair; Julie Armstrong, Michelle Cares, John DiBari, Annalise Hedahl, Jordan Hess, Gwen Jones, Marilyn Marler, Bryan von Lossberg, Harlan Wells, Heidi West, Jon Wilkins

**I. Administrative Business**

A Roll Call– [History](#)

**II. Public Comment on Items not Listed**

**III. Regular Agenda**

**Note:** *The committee will discuss the following item(s) and take public comment on each of them during the meeting.*

A [Conditional Use Request – 2232 Hilda Avenue \(Accessory Dwelling Unit Request\)–Jenny Baker, Development Services](#) [History](#)

**Recommended motion:**

Pre-public hearing informational item.

B [Future Land Use Map Amendments/North Reserve-Scott Street URD–Emily Bentley](#) [History](#)

**Recommended motion:**

Move to direct staff to consider amendments to the Future Land Use Map to reflect the vision established in the North Reserve-Scott Street Master Plan.

**IV. Adjournment**

*Note: The City makes reasonable accommodations for any known disability that may interfere with a person's ability to participate in this meeting. Persons needing accommodation must notify the City Clerk's Office to make needed arrangements. Please call 552-6080 or write to Martha Rehbein, 435 Ryman Street, Missoula, Montana 59802, to make your request known.*

# North Reserve | Scott Street Master Plan Meeting Record

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**MEETING DATE:** August 31 Through September 6, 2016

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**PROJECT NAME:** North Reserve | Scott Street Master Plan

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**SUBJECT:** Roseburg Forest Products (RFP) Stakeholder Contacts

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**BY:** Nick Kaufman

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**ATTENDEES:** Emails; Phone Conversations; Meetings

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8/31/2016 - I called Ellen Buchannan to coordinate the WGM call to Ellen Porter regarding updating her on the North Reserve Street/Scott Street Master Plan and any call MRA or the mayor were making to Roseburg relative to Bretz or Costco. Ellen was in a meeting and later communicated that I should go ahead and make the call to Ellen Porter, hopefully before the mayor's call at 4 pm.

8/31/2016 - I made two calls to Ellen Porter and left voice mail messages.

8/31/2016 - Ellen Porter returned my call and left me a voice mail message.

9/1/2016 2:15pm – Mark Allen called and left a voice mail message for me to call him.



NBX Message  
Notification.msg

9/1/2016 2:20pm – I called Mark Allen and then met him at the Roseburg site. We took his truck and went north from the plant to the Johnson Bros. property and then down past the Consumer Direct Building. Mark had spoken to Ellen Porter, who had spoken to the mayor. Mark wanted me to explain to him where Costco was going, how much land they needed, and how much land they needed from Mark Bretz. I informed Mark that WGM was not working on the Costco project and that we had never seen a Costco site plan. I told Mark I would let MRA know his questions so they could respond. Mark told

# North Reserve | Scott Street Master Plan Meeting Record

me that Ellen Porter received my messages but would be out of the office Friday and Monday and back in the office on Tuesday.

9/2/2016 9:00 am – I rode over to MRA and dropped in on Chris Behan. Chris had been previously made aware of Roseburg's requests through channels other than WGM Chris was scrambling to get out maps and areas for Roseburg. I emailed Ellen Porter and cc'd Mark Allen with an update on what MRA was doing for them. Later in the day Chris Behan called Anna Vickers, WGM Receptionist to request contact information for Roseburg. We assume the information went out to Roseburg following the call to Anna.



RE update.msg

9/6/2016 8:46 am – I called Ellen Porter and left her a voicemail message.

9/6/2016 9:09 am – I emailed Ellen Porter and cc'd Mark Allen with a pdf of the Plan Concept Map and a brief explanation of the phasing implementation and the protection of the heavy industrial users.



FW Scan.msg

9/6/2016 9:50 am – Ellen Porter called me and we had the following discussion:

- RFP would not just give the land up for the trail, cross road, I-90 and N-S connection and still be able to operate the plant.
- It is disingenuous to put those land consumptive elements in the plan without any realistic idea of what the impact to the plant would be. The plan should discuss relocation of the plant and the costs and benefits associated with relocating the plant.
- It would take upwards of \$100 million to relocate the plant (general cost).
- How much is the property worth as an asset to the city, tax revenue, sales and bringing in more business.
- Plant relocation could be mutually beneficial to Roseburg and to the city.

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- She will talk to Mark about a potential location, Frenchtown is an option and would allow RFP to keep the same employees.
- Relocate to an appropriate location where development will not encroach and not in the middle of the city.
- RFP owns the last, best place in the city of Missoula (NPK would not want the plant to move out of Missoula) Ellen shares my concern and would want to keep the plant in Missoula. Keeping the plant in Missoula could be a condition of relocation.
- It is only fair that MRA, if they are really sincere, they need to address RFP's sustainability – RFP cannot give up parts of their property without threatening the plant.

I reviewed the conversation with Jeremy Keene shortly after Ellen Porter and I finished our discussion.

Missoula Cemetery Board Meeting  
Thursday, September 1, 2016  
12:00pm  
Missoula City Cemetery Office

**Minutes**

**Present:** Sharee Fraser, Kim Seeberger, Mary Lou Cordis, Pat McHugh, Ron Regan, Mary Ellen Stubb  
Bryan Von Lossberg (City Council), Nick Kaufman (WGM)

**Absent:** Marjorie Jacobs, Lani Moore

**LAND: Northside Urban Renewal District.** Nick Kaufman (WGM) presented the revised land use concept. The major change for the cemetery from the original proposal involves trading some cemetery land for land currently owned by MRL, specifically in their gravel pit area adjacent to the cemetery. This land swap would then allow the residential plans to surround the back parcel of the cemetery.

Mr. Kaufman assured the cemetery board that the concerns in their letter (dated February 4, 2016) were heard:

- The sanctity of the cemetery grounds are important to uphold.
- Trails are not conducive to that mission so all trails will be outside the cemetery perimeter.
- The intended purpose for land accumulation was for burial purposes and it is important not to lose cemetery land. The proposed land swap maintains cemetery land and allows the residential plan to flow better.

Mr. Regan stressed that the land swap would be acre for acre so no cemetery land would be lost. Squaring up the cemetery would be beneficial in many ways like roads, irrigation, and green space in place of the berms. He felt we could not ask for anything better. Board members agreed. Mr. Regan did request that there be a buffer between the cemetery and the residential. He asked that a boulevard with trees border the cemetery, curb/gutter/road/sidewalk then separate the boulevard from the first row of residential homes, and the first row of homes be single story. The board strongly agreed. Mr. Regan then suggested that a buffer of some kind also be placed along the back fence of the cemetery to block the railroad spur and all the items stored there. This becomes an issue when selling graves. Mr. McHugh asked about environmental testing with the land swap. Mr. Kaufman said all new purchases are checked for environmental contamination.

There was much discussion on the overall plans for roads, trails, business and residential areas. The Russell Street overpass was discussed. Mr. Kaufman stated that federal money could not be used in a way that interfered with parkland zoning and the cemetery land falls within that zoning. The Russell Street connection will be outside the cemetery. Squaring up the cemetery preserves cemetery land and allows better options for this new interchange.

Mrs. Fraser commended WGM on how well they have listened to and addressed the concerns of the board. Mr. Regan also thanked Mr. Kaufman for listening to the board and developing different options that met the goals of all parties. Mr. Kaufman stated the board has allowed him to see a new perspective of function of a cemetery of which he was unaware.

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** September 1, 2016

**PROJECT NAME:** North Reserve | Scott Street Master Plan

**SUBJECT:** City Cemetery Board of Directors Stakeholder Meeting

**BY:** Nick Kaufman

**ATTENDEES:** Ron Regan, City Cemetery Manager  
Mary Ellen, City Cemetery Sexton  
Brian VonLossberg, City Council  
Kim  
Pat  
Board Chair

The following is a summary of discussion with the City Cemetery Board of Directors regarding the Draft Master Plan recommendations.

The purpose of the Master Plan is to guide MRA investment and regulatory changes in the district. The Plan is expected to be adopted as an amendment to the Growth Policy, which could influence future zoning changes.

The Plan identifies strong demand for commercial and residential development, as well as potential for new small-scale light industrial (e.g. fabrication, R&D, warehouse & distribution).

The city cemetery adjoins the plan proposal to expand residential uses west of Scott Street in the northeastern portion of the planning area.

We listened to the concerns we heard in previous stakeholder meetings with both cemeteries. We moved trails away from the cemeteries and tried to provide options for the city cemetery to expand in a more compact way utilizing land trade with the land owned by Washington Corporations, which is currently a former gravel operation.

# North Reserve | Scott Street Master Plan Meeting Record

## Key Concerns/Issues:

- Ron would like to see a land swap between the owners of the gravel operation and the city to make the city cemetery more centralized.
- The NRSS plan shows this concept and he likes that, as does his board.
- Ron feels that homes adjacent to the cemetery will invite vandalism. Therefore:
  - He likes the plan proposal to have a road as an easterly edge to the proposed new city cemetery configuration.
  - He does not like the residential (live-work) that is proposed to adjoin the city cemetery on the northeastern edge. If residential is built here it should be single story and have a fence for cemetery security.
- They are pleased that we took the trail alignments out of the cemetery and away from the cemetery edge.
- They like the road buffer on the east.
- They like the land trade with the gravel operation.

# North Reserve | Scott Street Master Plan Meeting Record

<b>MEETING DATE:</b>	August 31, 2016
<b>PROJECT NAME:</b>	North Reserve   Scott Street Master Plan
<b>SUBJECT:</b>	City Cemetery and Catholic Cemetery Stakeholder Meeting
<b>BY:</b>	Nick Kaufman
<b>ATTENDEES:</b>	Mike Hamlin, Manager, Saint Mary's Catholic Cemetery Ron Regan, City Cemetery Manager Mary Ellen, City Cemetery Sexton

The following is a summary of discussion with the manager and sexton of the city cemetery and the manager of Saint Mary's Cemetery regarding the Draft Master Plan recommendations.

The purpose of the Master Plan is to guide MRA investment and regulatory changes in the district. The Plan is expected to be adopted as an amendment to the Growth Policy, which could influence future zoning changes.

The Plan identifies strong demand for commercial and residential development, as well as potential for new small-scale light industrial (e.g. fabrication, R&D, warehouse & distribution).

The city cemetery and the catholic cemetery are central in location to the plan proposal to expand residential uses west of Scott Street in the northeastern portion of the planning area.

We listened to the concerns we heard in previous stakeholder meetings with both cemeteries. We moved trails away from the cemeteries and tried to provide options for the city cemetery to expand in a more compact way utilizing land trade with the land owned by Washington Corporations that is currently a former gravel operation.

# North Reserve | Scott Street Master Plan Meeting Record

Key Concerns/Issues:

## Saint Mary's Cemetery Issues:

- The Catholic Diocese of Helena has combined all of their cemeteries under one director: Director of Catholic Cemeteries, Dan Hash 406-603-0865. Mike Hamlin is the local sexton for St. Mary's Catholic Cemetery. Jim Carney is the financial analyst for the diocese 406-465-1388.
- If the land around new Saint Mary's is sold for development they will have only 200 grave sites left for sale. This does not count the land under the developed baseball field and community gardens near Old Saint Mary's Cemetery that occupy cemetery land. The politics of moving those uses could be a concern.
- Mike hopes the diocese will leave some land west of the statue at New Saint Mary's for grave development but it is beyond his control.
- Mike feels that the residential development that is adjacent to Old Saint Mary's Cemetery uses the cemetery as open space for frisbee, dog walking etc., that is not respectful of the sacred ground.
- Last year Mike had 60 burials and only 8 were traditional casket burials.
- Mike expressed no concerns regarding the land use plan and the land use designations or the proposed street system.

## City Cemetery Issues:

- Ron would like to see a land swap between the owners of the gravel operation and the city to make the city cemetery more centralized.
- The NRSS plan shows this concept and he likes that.
- Ron feels that homes adjacent to the cemetery will invite vandalism. Therefore:
  - He likes the plan proposal to have a road as an easterly edge to the proposed new city cemetery configuration.
  - He does not like the residential (live-work) that is proposed to adjoin the city cemetery on the northeastern edge. If residential is built here it should be single story and have a fence for cemetery security.
- They are pleased that we took the trail alignments out of the cemetery and away from the cemetery edge.
- They like the road buffer on the east.
- They like the land trade with the gravel operation.

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- They invited us to the Cemetery Board Meeting 9/1/16.

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** August 25, 2016

**PROJECT NAME:** North Reserve | Scott Street Master Plan

**SUBJECT:** Bretz RV Stakeholder Meeting

**BY:** Jeremy Keene

**ATTENDEES:** Mark Bretz  
Brad Farnsworth  
Jeremy Keene

The following is a summary of discussion regarding the Draft Master Plan recommendations. The purpose of the Master Plan is to guide MRA investment and regulatory changes in the district. The Plan will also guide regulatory changes such as the Growth Policy and future zoning changes, allowing for flexibility and change as the area redevelops.

The Plan calls for preserving existing heavy industrial uses with appropriate light industrial transitions between the west end of the plan area (the “Reserve Street District”). The plan calls for minor short term changes to land owned by Bretz to facilitate redevelopment along Reserve Street, and longer term concepts for Bretz property to redevelop with higher intensity uses. This includes realignment of Grant Cr Road to create better spacing for a new Reserve Street signal.

A final Public Workshop will be held September 21<sup>st</sup> to get feedback on the Draft Master Plan.

#### Key Concerns/Issues:

- Realignment of Grant Cr Road requires replacement land
  - Roseburg declined offer to lease land
  - Access to motorcycle shop is an issue
- New signal is important for customer access
  - Grant Cr Road should be stop control with free E-W movement on new road

# North Reserve | Scott Street Master Plan Meeting Record

- New signal may not be warranted without Costco
  - What did signal warrant study include?
  - Bretz has 200+ RV's/day
  - Consumer Direct will eventually have 400 employees
  - Stockman's Bank interested in old hotel property
- Open to trail concept
  - Note existing irrigation ditch crosses under interstate near proposed location

# North Reserve | Scott Street Master Plan Meeting Record

<b>MEETING DATE:</b>	August 24, 2016
<b>PROJECT NAME:</b>	North Reserve   Scott Street Master Plan
<b>SUBJECT:</b>	Scott Street Partners - White Pine Site Stakeholder Meeting
<b>BY:</b>	Jeremy Keene
<b>ATTENDEES:</b>	Mike Stevenson Joe Brook Gene Bob Ross Kris Cook

The following is a summary of discussion with Scott Street Partners regarding the Draft Master Plan recommendations.

The purpose of the Master Plan is to guide MRA investment and regulatory changes in the district. The Plan is expected to be adopted as an amendment to the Growth Policy, which could influence future zoning changes.

The Plan identifies strong demand for commercial and residential development, as well as potential for new small-scale light industrial (e.g. fabrication, R&D, warehouse & distribution).

White Pine site is zoned M1R-2 (Limited Industrial-Residential). This allows a wide range of commercial and residential uses, as well as limited industrial use. The Growth Policy future land use map includes both Light Industrial and Neighborhood Mixed Use on the White Pine property.

#### Key Concerns/Issues:

- Partnership probably won't develop the property – preference is to sell (\$6M)
- Cleanup on east half could be complete next spring

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- Remainder of property is 4-5 year process unless DEQ approves an alternative to land treatment.
- Could land treatment occur off-site?
  - Would allow redevelopment of property to happen sooner
  - DEQ may not allow
- Plan should allow all available options under current zoning
- Residential development may not be feasible
  - Deed restrictions exist
  - Indemnity related to cleanup is non-transferable
  - Residential is not economical with cleanup (west half is additional \$2M to cleanup to residential standard)
- Plan should not restrict or set expectations that site will be residential
  - Change plan designation to Transitional Industrial with Live/Work
- Partnership already gave land for existing park. New park would have to be purchased.

# North Reserve | Scott Street Master Plan Meeting Record

**MEETING DATE:** August 24, 2016

**PROJECT NAME:** North Reserve | Scott Street Master Plan

**SUBJECT:** Montana Rail Link (MRL) Stakeholder Meeting

**BY:** Jeremy Keene

**ATTENDEES:** Tom Walsh  
Van Blakely  
Jim Becker  
Joe Genti  
Jeremy Keene

The following is a summary of discussion regarding the Draft Master Plan recommendations. The purpose of the Master Plan is to guide MRA investment and regulatory changes in the district. The Plan will also guide regulatory changes such as the Growth Policy and future zoning changes, allowing for flexibility and change as the area redevelops.

The Plan calls for preserving existing industrial uses and providing opportunities for new industry. This could include new small-scale/artisan manufacturing, warehousing, and intermodal rail/highway transfer.

The Plan also recommends residential development in the east end of the plan area (the “Scott Street District”), including a potential land trade between City-owned property set aside for future cemetery use and a former gravel pit now owned by Montana Rail Link. This would make a more contiguous residential area and increase the open space buffer between residential and industrial uses.

A final Public Workshop will be held September 21<sup>st</sup> to get feedback on the Draft Master Plan.

# North Reserve | Scott Street Master Plan Meeting Record

## Key MRL Concerns/Issues:

- Intermodal hubs have not been successful in Montana – volume is too small.
  - Billings closed
  - Shelby is struggling
  - Bonner has a less-traditional hub which is focused on an individual business – this might be a better model.
- MRL property is currently used for a variety of customers, often on a temporary/interim basis
  - Proximity to landfill is important to MRL - allows disposal of old track materials
- MRL is not actively selling land
  - Former gravel pit may or may not be useful for rail customers
  - Unlikely MRL would do residential development (land swap would need third party)
- MRL needs:
  - Rail-served businesses
  - Buffer/protection from public (safety/security/noise)
- Recognize the need for improved north-south connectivity (overcrossing and new interchange) to relieve pressure on Reserve Street
  - Benefit to MRL/Washington Corp. offices if less traffic on Reserve
  - Benefit to Orange Street
  - Overcrossing is a concern for railroad. Both locations cross multiple tracks (Russell location is wider)