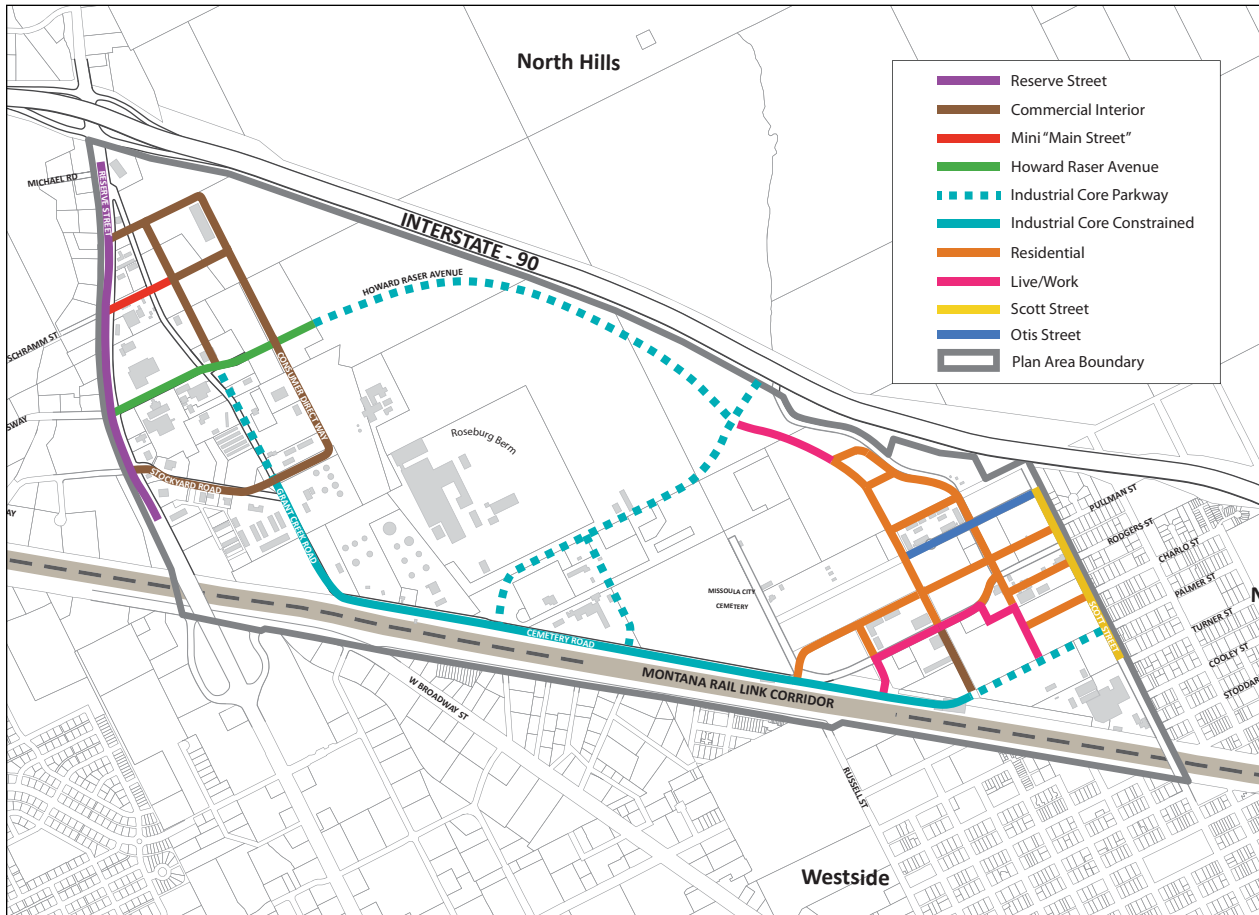


# Appendix B: Streetscape Character Guidelines

Streets are critical in defining the design character of the Plan Area. Whether one travels through the North Reserve|Scott Street area by foot, automobile or bike; the character of public streets will strongly impact experience. Streetscape character is defined by a variety of elements in the public right of way as well as privately owned areas that abut a street right of way. Streetscape character elements include travel lane widths, sidewalks, bicycle facilities, above-ground utility infrastructure, landscape elements, street trees, setback areas and building edges.



**Figure B-1: Streetscape Character Typologies Map**

This Appendix provides preferred streetscape typologies for all existing and proposed streets within the Plan Area, represented by a recommended street cross-section(s) for each. The design illustrated for each street is intended to serve as a general guide for elements and dimensions. However, the design of individual streets will still need to be considered on a case-by-case basis in order to take into account site constraints and other factors. This case-by-case consideration should include a public process to gather feedback and guidance.

The cross-sections shown in this appendix include existing and future streets. In all cases, the sections identify the approximate existing right-of-way (where the street exists) in order to show where additional right-of-way is required. In cases, more than one option is shown. Streetscape Character Typologies are shown in Figure B-1, with individual recommended cross-sections provided on the following pages.

The dimensions shown in the cross-sections on the following pages generally are consistent with, or exceed, the minimum standards for streets in the City of Missoula Subdivision Regulations Table .2A. The street sections in this appendix are designed with specific streets in mind, and represent configurations and dimensions that are tailored to each street's context. Generally, it is anticipated that the right of way for streets in the Plan Area will include all of the elements in between the outer edges of sidewalks.

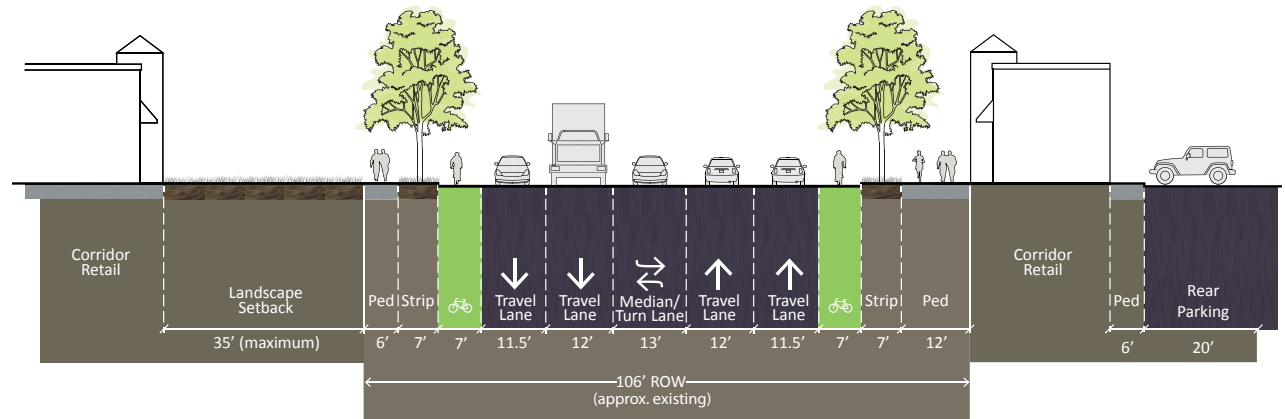
## Appendix B: Streetscape Character Guidelines

### Reserve Street Corridor

This streetscape character typology is recommended for the existing Reserve Street Corridor. Since this street was recently designed, the guidelines in this section focus on private realm design. Use these guidelines in coordination with the design guidelines for private development provided in Appendix A and the urban design recommendations provided in Chapter 5.

#### Streetscape Intent

The Reserve Street Corridor is intended to accommodate high volumes of regional and local automobile traffic in an auto-oriented commercial and retail setting. The Reserve Street Corridor should accommodate adequate bicycle and pedestrian facilities to provide safe, multi-modal circulation options.



**Figure B-2: Proposed Reserve Street Preferred Option**

### Streetscape Guidelines (Private Development)

- Orient a building and all primary entries toward Reserve Street.
- Avoid the placement of surface parking adjacent to Reserve Street. Do not locate parking between a building and the Reserve Street Corridor.
- Allow setbacks from Reserve Street to vary along the Corridor provided that adequate sidewalk facilities and separation of pedestrian facilities from the roadway are included.

### Streetscape Guidelines (Public Right-of-Way)

- In most cases, the public right-of-way is in place and unlikely to change significantly. Where significant redevelopment occurs that results in a change to the public right-of-way (likely the sidewalks and planting areas), provide adequate sidewalk facilities (at least 6').

### Assumptions/Clarifications

- The Reserve Street roadway (travel lanes, turn lanes and bike lanes) are unlikely to change during the lifetime of the Master Plan.

### Relationship to Subdivision Regulations (Table .2A)

- No changes are being proposed for the curb-to-curb widths or dimensions of other facilities. Where sidewalks and/or landscape areas change in coordination with new development, the streetscape typology identified meets or exceeds all minimum dimensions identified in the Subdivision Regulations.

## Appendix B: Streetscape Character Guidelines

### Commercial Interior

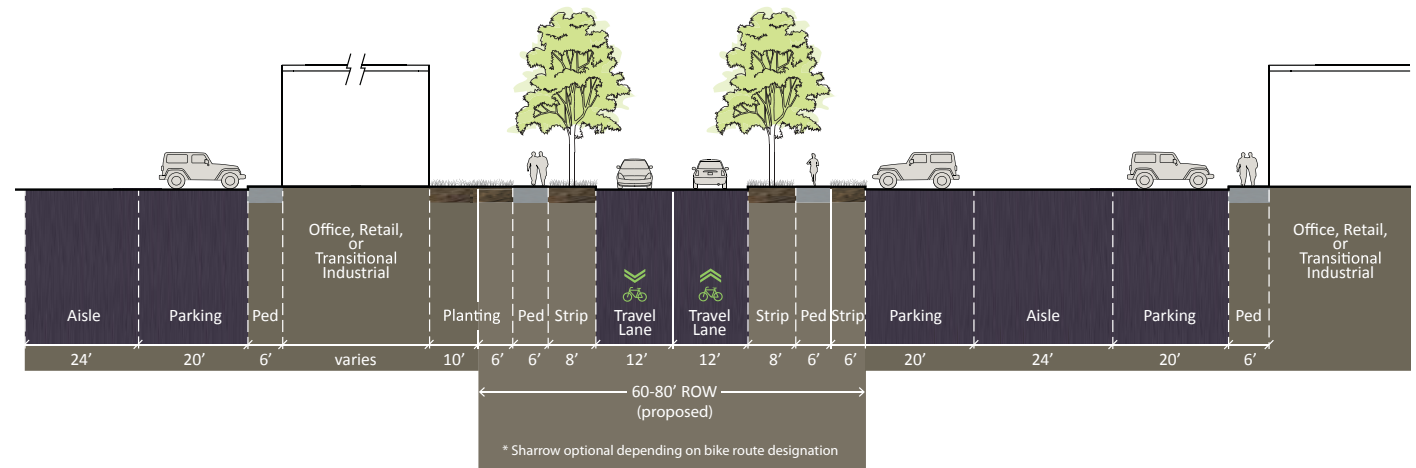
This streetscape character typology is recommended for Commercial Interior streets as shown on Figure B-1. Use in coordination with the design guidelines for private development provided in Appendix A and the urban design recommendations provided for the Reserve Street and Scott Street Districts in Chapter 5.

#### Streetscape Intent

Serve a variety of commercial, residential and employment related slow speed, vehicular traffic as well as provide comfortable facilities for pedestrians. Limited bicycle facilities that facilitate access destinations and primary bicycle facilities should be provided. Commercial Interior streets should be designed to accommodate commercial truck traffic in a more limited fashion than designated truck routes.



**Sharrow.**



**Figure B-4: Proposed Commercial Interior Street**

### Streetscape Guidelines (Private Development)

- Orient a building and a primary entry toward a Commercial Interior street.
- Locate surface parking behind or to the side of buildings.
- If surface parking is provided adjacent to a Commercial Interior street, provide landscape screening and/or decorative fencing between the parking area and the public right-of-way.

### Streetscape Guidelines (Public Right-of-Way)

- Provide adequate sidewalks (at least 6') along all Commercial Interior streets. Provide planting areas, street trees and/or other vegetative buffers between a sidewalk and the roadway.
- Consider adding on-street parallel parking if a proposed development that meets the vision of this Master Plan desires it.
- Provide adequate lane widths to accommodate limited commercial truck traffic (at least 12').
- Provide shared lane markings, or "sharrows," on the street to create awareness of the potential for bicycle activity.

### Assumptions/Clarifications

- This street typology is recommended for new or significantly reconfigured streets constructed independently or in coordination with redevelopment projects.

### Relationship to Subdivision Regulations (Table .2A)

- The Commercial Interior streetscape typology meets the majority of the minimum standards for Urban Collector streets established in Table .2A of the City of Missoula Subdivision Regulations. The Commercial Interior street typology is nominally below minimum standards set forth for curb-to-curb widths in the Subdivision Regulations. If proposed curb-to-curb widths need to be extended, bike lanes should be considered to add additional width.



## Appendix B: Streetscape Character Guidelines

### Mini “Main Street”

This streetscape character typology is recommended for a proposed eastbound extension of Schramm Street east of Reserve Street as shown on Figure B-1. Use these guidelines in coordination with the design guidelines for private development provided in Appendix A and the urban design recommendations provided for the Reserve Street District in Chapter 5.

#### Streetscape Intent

The Mini “Main Street” through the Reserve Street District is intended to be one of the signature streets in the Plan Area. It should be be designed as a pedestrian-oriented retail segment that complements Howard Raser Avenue, with buildings and shop fronts oriented toward the street. Its design should be in the spirit of a downtown-style “Main Street,” but adjusted as appropriate to respond to this more suburban style setting. The street’s design should provide excellent facilities for pedestrians and short-term parking for retail shoppers. The street is not intended to function as a primary bicycle connector.



Diagonal on-street parking and sharrow.

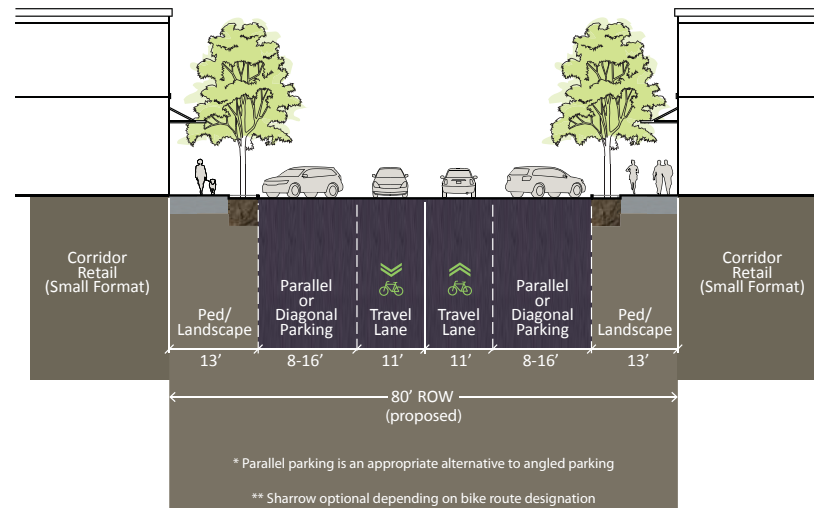


Figure B-5: Proposed Mini “Main Street”

### Streetscape Guidelines (Private Development)

- Orient a building and all primary entries toward the Mini “Main Street.”
- Provide active uses and a building’s edge at the back of the sidewalk. Provide surface parking behind the building to minimize visibility from the Mini “Main Street.” Encourage visibility and pedestrian-level articulation of a building façade adjacent to the Mini “Main Street.”

### Streetscape Guidelines (Public Right-of-Way)

- Provide excellent sidewalk facilities (at least 10’) on the Mini “Main Street.” Provide pedestrian areas that are wide enough to safely accommodate outdoor seating, street furnishings and other elements.
- Consider using special pavers or other special materials, landscape elements, signage, public art and other streetscape design elements to distinguish this special street.
- Provide angled or parallel parking, “main street” style on-street parking.
- Minimize lane widths to discourage commercial truck traffic and slow vehicle speeds.
- Provide shared lane markings, or “sharrows,” to accommodate limited bicycle circulation to destinations within the Mini “Main Street” segment.

### Assumptions/Clarifications

- This street typology is recommended to occur in coordination with significant redevelopment on adjacent sites. The recommended streetscape typology assumes expansion of the right-of-way in coordination with new development.

### Relationship to Subdivision Regulations (Table .2A)

- The Mini “Main Street” streetscape typology meets or exceeds all minimum standards for Urban Local Street Commercial/Industrial streets established in Table .2A of the City of Missoula Subdivision Regulations. Minimum standards for angled parking are not addressed in the Subdivision Regulations.

## Appendix B: Streetscape Character Guidelines

### Howard Raser Avenue

This streetscape character typology is recommended for the Howard Raser Avenue from Reserve Street to Consumer Direct Way as shown on Figure B-1. Use these guidelines in coordination with the design guidelines for private development provided in Appendix A and the urban design recommendations provided for the Industrial Core in Chapter 5.

#### Streetscape Intent

Howard Raser Avenue through the Reserve Street District is intended to be one of the signature streets in the Plan Area. The street must maximize multi-modal access, balancing the needs of trucks, bicyclists, pedestrians and adjacent business owners within a pedestrian-oriented street flanked by a mix of primarily retail and employment uses. The street's design should provide excellent facilities for all modes and an increased landscape character to reinforce its function as a western gateway to the Plan Area and part of the of the Plan Area's primary greenspace in the Howard Raser Greenway. The street design must integrate with the existing operations of the Hilton Garden Inn.



Two-way cycle track.

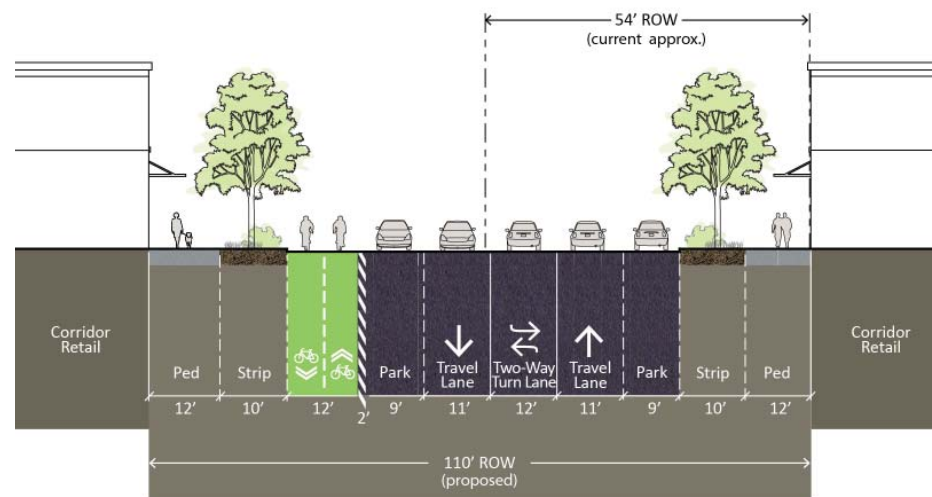


Figure B-6: Proposed Howard Raser Avenue



### Streetscape Guidelines (Private Development)

- Orient a building and all primary entries toward Howard Raser Avenue.
- West of Grant Creek Road, provide active uses and a building edge at the back of the sidewalk. Provide surface parking behind the building to minimize visibility from Howard Raser Avenue. Seek to minimize building setbacks while still providing ample space for the street design concept demonstrated in Figure B-6. If providing accessible open space or other pedestrian amenities, set buildings back farther, as appropriate.
- East of Grant Creek Road, provide surface parking behind the building to minimize visibility from Howard Raser Avenue. Provide increased landscaping and additional setbacks from Howard Raser Avenue as compared to Howard Raser Avenue west of Grant Creek Road.

### Streetscape Guidelines (Public Right-of-Way)

- Provide excellent sidewalk facilities (at least 10') along Howard Raser Avenue street segments. Provide generous planting areas between the dedicated sidewalk area and the curb. Intermix landscaping with sidewalk facilities if desired, provided that high volumes of pedestrian activity are accommodated. Provide pedestrian areas that are wide enough to safely accommodate outdoor seating, street furnishings and other elements.
- Consider using special pavers or other special materials, landscape elements, signage, public art and other streetscape design elements to distinguish this special street.
- Provide a two-way protected cycle-track on the north side of the street that connects directly to the bicycle facilities on Howard Raser Greenway. Protect it from the travel lanes with a two-foot striped buffer and plastic bollards or some other acceptable buffer.
- Provide parking between the cycle-track and travel lanes to provide additional protection from vehicles. Provide parallel parking on the south side of the street. Provide wider parking widths (9') to further accommodate room for commercial truck traffic.
- Provide lane widths to accommodate a high frequency of commercial truck traffic (at least 11').
- Provide a center two-way turn lane to accommodate vehicle queuing and access to retail businesses.

### Assumptions/Clarifications

- This street typology is recommended to occur in coordination with significant adjacent redevelopment and with a professional street design process. Coordinate with the Hilton Garden Inn and other adjacent property owners on the design process to ensure sensitive integration of existing businesses and properties. The recommended streetscape typology assumes expansion of the right-of-way on the north side of the street in coordination with new development.

### Relationship to Subdivision Regulations (Table .2A)

- The Howard Raser Avenue streetscape typology meets or exceeds all minimum standards for Urban Collector (with parking) and Minor Arterial (with parking) streets established in Table .2A of the City of Missoula Subdivision Regulations. Minimum standards for two-way cycle tracks are not addressed in the Subdivision Regulations.

## Appendix B: Streetscape Character Guidelines

### Industrial Core Parkway

This streetscape character typology is recommended for Industrial Core Parkway streets as shown on Figure B-1. Use in coordination with the design guidelines for private development provided in Appendix A and the urban design recommendations provided for the Industrial Core in Chapter 5.

#### Streetscape Intent

Serve a variety of commercial vehicular and truck traffic, but also accommodate connecting retail, residential and employment traffic. This streetscape typology should accommodate bicycle and pedestrian facilities significantly separated from the roadway to minimize conflicts with truck and other commercial traffic



Multi-use path.

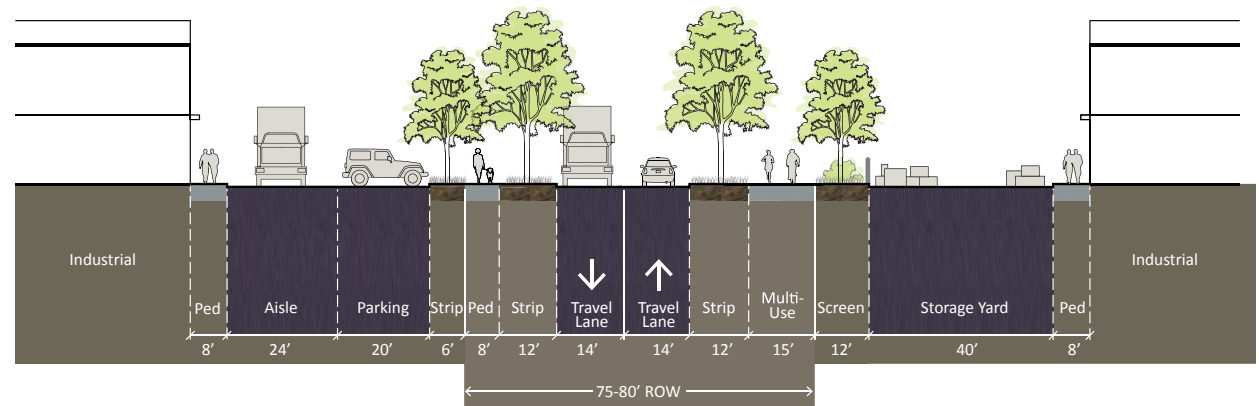


Figure B-7: Proposed Industrial Core Parkway

### Streetscape Guidelines (Private Development)

- Where feasible and compatible with business operations, orient a building and an entry toward an Industrial Core Parkway street.
- When surface parking is provided adjacent to a Industrial Core Parkway street, provide a landscape buffer area between the parking area and the public right-of-way.
- When outdoor storage or intensive industrial operations are located adjacent to an Industrial Core Parkway street, provide a landscape buffer, vegetative screening and potentially fencing as appropriate.

### Streetscape Guidelines (Public Right-of-Way)

- Provide adequate sidewalks (at least 6') along all Industrial Core Parkway streets. Provide planting areas, street trees and/or other vegetative buffers between a sidewalk and the roadway. Avoid monotonous turf planting strips without street trees or other vegetation.
- Where multi-use paths are provided adjacent to an Industrial Core Parkway, provide a generous multi-use path width (at least 12').
- Consider adding on-street parallel parking if a proposed development that meets the vision of this Master Plan desires it.
- Provide significant lane widths to accommodate a high frequency of commercial truck traffic (at least 14') and the potential to safely maneuver around a temporarily stalled commercial truck.

### Assumptions/Clarifications

- This street typology is recommended for new streets or significantly reconfigured streets constructed independently by Missoula Redevelopment Agency or in coordination with redevelopment projects. In some cases, a center turn lane of 12' may need to be added to this proposed cross section based on vehicular travel demand. Where no active redevelopment opportunity exists adjacent to the roadway, the distance of a multi-use path from the roadway may increase.

### Relationship to Subdivision Regulations (Table .2A)

- The Industrial Core Parkway streetscape typology meets the majority of the minimum standards for Urban Collector streets established in Table .2A of the City of Missoula Subdivision Regulations. The Industrial Core Parkway street typology is nominally below minimum standards set forth for curb-to-curb widths in the Subdivision Regulations.

## Appendix B: Streetscape Character Guidelines

### Industrial Core Constrained

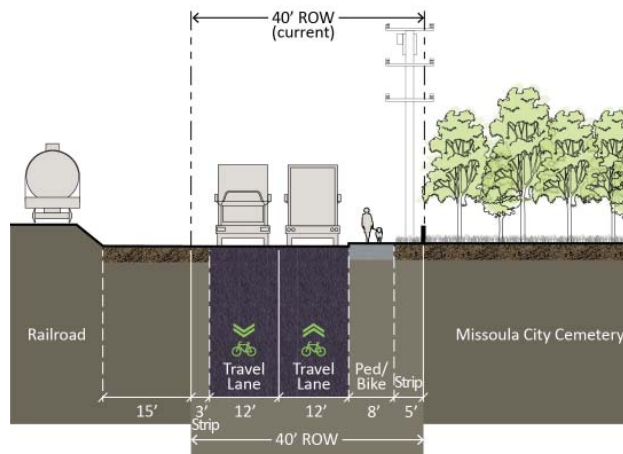
This streetscape character typology is recommended for Industrial Core Constrained streets as shown on Figure B-1.

#### Streetscape Intent

Serve a variety of commercial vehicular and truck traffic within a constrained right-of-way that is difficult to expand. This is particularly evident on Cemetery Road in between the rail right-of-way and the Missoula City Cemetery, where there is a 40' right-of-way, but there is little opportunity to expand the road onto private land because of the presence of grave sites, utilities or rail operations. Since it is anticipated that some bicyclists will continue to use Constrained routes in spite of alternative options, this street type should seek to accommodate bicycle facilities or shared pedestrian and bicycle facilities to the extent possible while still maintaining the street as a commercial truck route.



**Sharrow.**



**Figure B-8: Proposed Industrial Core Constrained**



### Streetscape Guidelines (Private Development)

- See Streetscape Guidelines (Private Development) for Industrial Core Parkway.

### Streetscape Guidelines (Public Right-of-Way)

- Provide adequate sidewalks (at least 6') along all Industrial Core Constrained streets if at all possible. Design sidewalks to also accommodate bicycle circulation under emergency circumstances.
- Provide lane widths to adequately accommodate a high frequency of commercial truck traffic (at least 12' under constrained conditions).

### Assumptions/Clarifications

- This street typology is recommended for segments of the proposed truck route with constrained right-of-way widths that are unlikely to be expanded within the next 20 years due to property and infrastructure constraints. As a base case, a 40' right-of-way is assumed. This reflects the right-of-way dimensions between the rail right-of-way and the Missoula City Cemetery. Seek to expand rights-of-way on Industrial Core Constrained streets in order to provide facilities consistent with those identified for the Industrial Core Parkway street typology.

### Relationship to Subdivision Regulations (Table .2A)

- This street typology does not meet the minimum standards established in Table .2A of the City of Missoula Subdivision Regulations. The constrained right-of-way creates difficulties in meeting minimum standards.

## Appendix B: Streetscape Character Guidelines

### Residential Street

This streetscape character typology is recommended for new streets designated Residential on Figure B-1. Use in coordination with the design guidelines for private development provided in Appendix A and the urban design recommendations provided for the Scott Street District in Chapter 5.

#### Streetscape Intent

Provide a comfortable, neighborhood street that minimizes conflicts between vehicles and pedestrians and accommodates limited bicycle circulation. Residential development should be visually and physically connected to the public street and sidewalk areas. Non-local vehicular traffic, and particularly commercial truck traffic, should be minimized. The street should accommodate traffic at slow speeds.



Parallel on-street parking and sharrow.

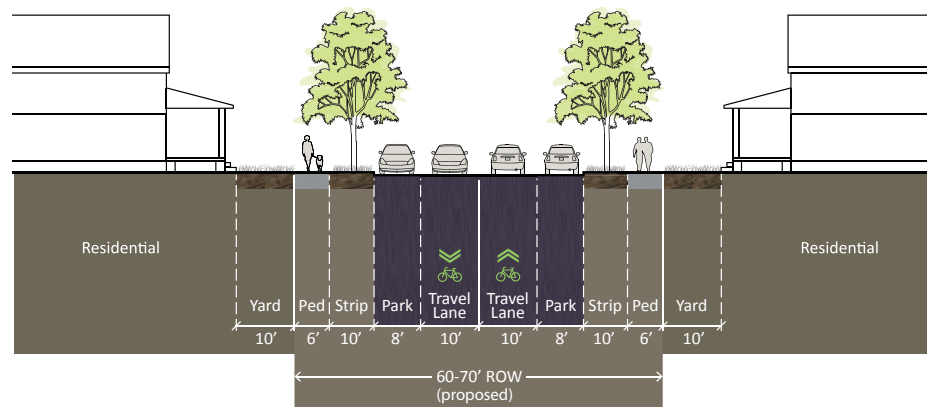


Figure B-9: Proposed Residential Street

### Streetscape Guidelines (Private Development)

- Orient a door(s) and/or porch toward the street.
- Create an alley wherever possible and locate garages there.
- Access garages via the alley system.
- Minimize and consolidate vehicular access points along public streets.

### Streetscape Guidelines (Public Right-of-Way)

- Provide adequate sidewalks (at least 6') along all Residential streets.
- Provide a landscape buffer between sidewalks and the public street (curb).
- Plant a landscape buffer with street trees consistent with Table .2A in the City of Missoula Subdivision Regulations and Title 12 Chapter 12.32 Comprehensive Tree and Shrub Planting, Pruning, and Maintenance Regulations.
- Provide on-street parallel parking for use of residences and as a barrier for pedestrians.
- Provide shared lane markings, or “sharrows,” on the street to create awareness of the potential for bicycle activity.
- Minimize lane widths to discourage commercial truck and other cut-through traffic. Consider the use of traffic calming measures as necessary.

### Assumptions/Clarifications

- This street typology is recommended for new residential streets constructed or significantly reconfigured in coordination with development projects.

### Relationship to Subdivision Regulations (Table .2A)

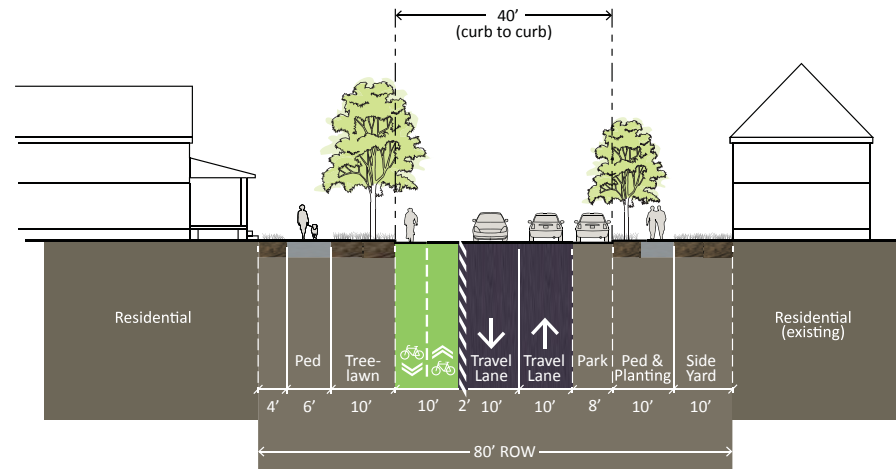
- The Residential streetscape typology meets or exceeds all minimum standards for Local Residential Streets established in Table .2A of the City of Missoula Subdivision Regulations.

### Scott Street

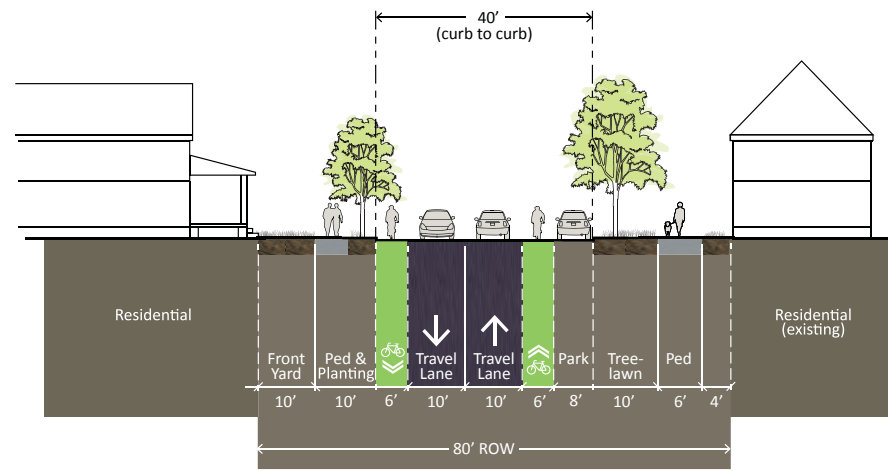
This streetscape character typology is recommended for the portion of Scott Street as shown in Figure B-1. Use in coordination with the design guidelines for private development provided in Appendix A and the urban design recommendations provided for the Scott Street District in Chapter 5.

#### Streetscape Intent

Provide a comfortable and specialized neighborhood street aligned with the current Scott Street that minimizes conflicts between vehicles and pedestrians and accommodates excellent bicycle circulation as a connector between the proposed Howard Raser Greenway system, the Northside Greenway and Downtown. Residential development should be visually and physically connected to Scott Street and sidewalk areas. Non-local, vehicular traffic, and particularly commercial truck traffic, should be minimized. The street should accommodate traffic at slow speeds. Design the street to minimize construction impacts on existing development on the east side of the street, where pedestrian facilities are already provided.



**Figure B-10: Proposed Scott Street Preferred Option**



**Figure B-11: Proposed Scott Street Alternative Option**





**Protected bike lane (Scott Street Alternative Option).**

### Streetscape Guidelines (Private Development)

- Orient a door(s) and/or front porch toward Scott Street.
- Create alley access wherever possible and locate garages there.
- Access garages via the alley system.
- Discourage access directly to Scott Street to private alley systems.

### Streetscape Guidelines (Public Right-of-Way)

- Provide adequate sidewalks (at least 6') along all Scott Street (except where an existing sidewalk under 6' in width is being retained).
- Provide on-street parallel parking for residential parking on at least one side on the east side of the street.
- Provide a two-way, protected cycle track or bike lanes on the west side of the street. Protect it from the travel lanes with a two-foot striped buffer and plastic bollards.
- Minimize lane widths to discourage commercial truck and other cut-through traffic. Consider the use of traffic calming measures as necessary.

### Assumptions/Clarifications

- This street typology is recommended as an adaptation of the existing Scott Street. As such, it assumes that the sidewalk facilities and other infrastructure on the east side of the street are retained. Expansion of the street facilities and right-of-way is assumed to occur on the west side of the street in coordination with new development.

### Relationship to Subdivision Regulations (Table .2A)

- The Scott Street streetscape typology meets or exceeds all minimum standards for Local Residential Streets established in Table .2A of the City of Missoula Subdivision Regulations. The existing regulations do not provide minimum standards for cycle track facilities.

## Appendix B: Streetscape Character Guidelines

### Otis Street

This streetscape character typology is recommended for Otis Street as shown in Figure B-1. Use in coordination with the design guidelines for private development provided in Appendix A and the urban design recommendations provided for the Scott Street District in Chapter 5.

#### Streetscape Intent

Provide a comfortable and specialized neighborhood street aligned with the current Otis Street that minimizes conflicts between vehicles and pedestrians and accommodates excellent bicycle circulation as a connector between the proposed Howard Raser Greenway system, the Scott Street and Cemetery/Proposed linear park space. Residential development should be visually and physically connected to Otis Street and sidewalk areas. Non-local, vehicular traffic, and particularly commercial truck traffic, should be minimized. The street should accommodate traffic at slow speeds. Reconfiguration of this street in coordination with new development should be designed to coordinate with the existing River Rock Apartments development.



Cycle track.

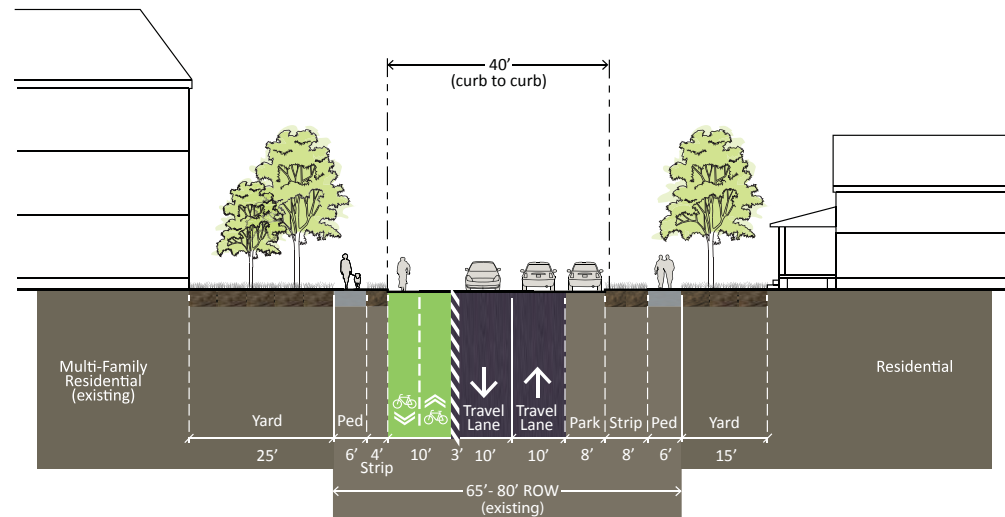


Figure B-12: Proposed Otis Street

### Streetscape Guidelines (Private Development)

- Orient a door(s) and/or front porch toward Scott Street.
- Create alley access wherever possible and locate garages there.
- Access garages via the alley system.
- Discourage access directly from Otis Street to private alley systems to minimize conflicts with proposed bicycle facilities.

### Streetscape Guidelines (Public Right-of-Way)

- Provide adequate sidewalks (at least 6') along all Otis Street (except where an existing sidewalk under 6' in width is being retained).
- Provide on-street parallel parking for residential parking on at least one side on one side of Otis Street.
- Provide a two-way, protected cycle track on the north side of the street. Protect it from the travel lanes with a two-foot striped buffer and plastic bollards or some other acceptable buffer.
- Minimize lane widths to discourage commercial truck and other cut-through traffic. Consider the use of traffic calming measures as necessary.

### Assumptions/Clarifications

- Reconfiguration of this street will likely require close coordination with the River Rock Apartments landowner to ensure that access and safety is maintained at current levels or improved.

### Relationship to Subdivision Regulations (Table .2A)

- The Otis Street streetscape typology meets or exceeds all minimum standards for Local Residential Streets established in Table .2A of the City of Missoula Subdivision Regulations. The existing regulations do not provide minimum standards for cycle track facilities.

## Appendix B: Streetscape Character Guidelines

### Live/Work Street

This streetscape character typology is recommended for streets that accommodate pedestrian-oriented live/work streets. Use these guidelines in coordination with the design guidelines for private development provided in Appendix A and the urban design recommendations provided in Chapter 5.

#### Streetscape Intent

The Live/Work Street is intended to accommodate generous pedestrian facilities and moderate commercial truck activity.



Parallel on-street parking and sharrow.

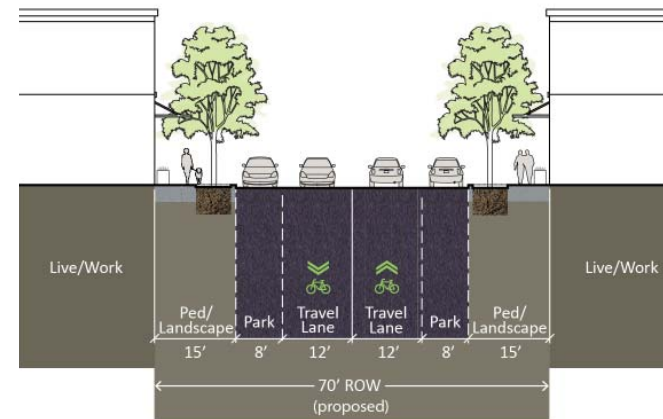


Figure B-13: Proposed Live/Work Street



### Streetscape Guidelines (Private Development)

- Orient a building and all primary entries toward the Live/Work Street.
- Where feasible, provide active uses or pedestrian level articulation at the street edge. Locate a building's edge at the back of the sidewalk if possible. Provide surface parking and access behind the building to minimize visibility from the street.

### Streetscape Guidelines (Public Right-of-Way)

- Provide excellent sidewalk facilities (at least 10') on the Live/Work Street. Provide pedestrian areas that are wide enough to safely accommodate outdoor seating, street side loading/unloading, street furnishings and other elements.
- Provide on-street parallel parking to accommodate commercial parking needs and to help protect pedestrians.
- Provide travel lanes adequate to accommodate limited commercial truck traffic.
- Provide shared lane markings, or "sharrows," to accommodate limited bicycle circulation to destinations on a Live/Work Street.

### Assumptions/Clarifications

- This street typology is recommended for new and significantly reconfigured streets that will occur in coordination with significant redevelopment on adjacent sites.

### Relationship to Subdivision Regulations (Table .2A)

- The Live/Work streetscape typology meets or exceeds all minimum standards for Urban Local Street Commercial/Industrial streets established in Table .2A of the City of Missoula Subdivision Regulations.