

## PROJECT SUMMARY

<b>Owner(s):</b>	Homes for Missoula, LLC
<b>Representative:</b>	IMEG CORP
<b>Subdivision Name:</b>	Carrera Commons Subdivision
<b>Number of Lots Proposed:</b>	10 Lots
<b>Number of Acres:</b>	1.58 ACRES
<b>Abbreviated Legal:</b>	The South 110' of Lot 5 of Curtis & Major's Addition, as described in Bk. 1088, Pg. 547, Micro Records of Missoula County, located in the (SW 1/4) of S20, T13 N, R19 W, P.M.M., Missoula County, Montana; containing 1.58 acres, more or less.

### **Project Summary:**

The Carrera Commons Subdivision proposes 10 Lots to be utilized for residential housing options which is intended to support and reflect the character of existing residential neighborhoods in the vicinity. The property is located on the west side of South Curtis Street and south of Lovegrove Court and is assigned a physical address of 123 S. Curtis St., Missoula, MT 59801. The lots will be connected to the City of Missoula water and sewer systems.

All structures on the property have been recently demolished which included a single-family home built in 1935, a single detached garage built in 1965 and another smaller shed towards the back of the property. These observations have been supported by site visits from IMEG Corp. staff in 2023 and can be reviewed through publicly available CAMA data as generated within the sites Property Record Card. However, given the age of the structures, preliminary discussions with the City of Missoula Historic Preservation Office (CHPO) took place and they recommended photos of the potentially historic structures (i.e. buildings, structures, and objects that will be at least 50 years old at the time of project completion) be taken prior to demolition. Additionally, Elizabeth Johnson with the CHPO went out to the site and verified that the existing structures did not retain sufficient integrity or architectural significance to be eligible for listing in the National Register of Historic Places. Please see the CHPO Correspondence and Site Photos included in Section E of this submittal.

The property contains an existing irrigation ditch responsible for delivering irrigation water for agricultural purposes to the surrounding properties. This irrigation ditch will be contained within a proposed 12' Irrigation Ditch Easement that runs along the western property line of the proposed subdivision. In addition, an existing private branch extends off this irrigation ditch along the western property line. It is assumed the private branch exists along the northern portion of the property. The exact location, length, size, and condition of this branch is unknown as the ditch company does not keep record of private branches and correspondence with the previous landowner has not allowed permission for the ditch company to observe or cap this line. The approximate location of the private irrigation lateral along the northern property boundary has been shown on the Existing Conditions exhibit within the Supplemental Data Sheets in Section A. This lateral will be capped and abandoned prior to final plat approval. Please see the Orchard Homes Ditch Company Correspondence email in Section E for further clarification.

Please note, The Orchard Homes Ditch Company is a private ditch company, and assessments are decided via their by-laws. Review of the DNRC water rights query system, property's title report, and tax bill do not show allocations of water via the existing irrigation ditch nor any annual assessments from the Orchard Homes Ditch Company. That being said, the property will be assessed for irrigation water by the Orchard Homes Ditch Company even though water may not be directly deliverable or used on the subject property. There are no other water user facilities (head gates, ditches, pipes, etc.) on the subject property. There are no other floodplains; surface water features; springs; irrigation ditches within or adjacent to the proposed subdivision.

The existing plant community on the subject property generally includes existing trees, shrubs, and grasses. The site contains the same soil type throughout and is classified as Urban Land according to the NRCS Soils Report. As a result, the site forms a relatively uniform patch of similar plant communities. The irrigation ditch transversing the western property line consists of intermixed noxious weeds, with a concentration of Canada Thistle, and grasses. There are no wetland and/or riparian resource areas located on property. Please reference the Vegetation Exhibit (in Section B) and the Existing Conditions Sheet (within the Supplemental Data Sheets located in Section A). The Weed Management and Revegetation Plan in Section C further summarizes native and invasive species on this site.

A Geotechnical Evaluation Report, completed by Pilch Engineering, LLC, has been conducted for the project site to outline subsurface soil conditions, provide an overview of the natural subgrade and recommended footings for future construction, and provide an overview of pavement or asphalt to be used for the proposed roadway. A field exploration was conducted and included four test pits on the project site, shown in the Exploration Locations Map within the Report. These test pits were used to determine onsite soil conditions as they relate to construction. The field exploration and laboratory testing were used in the preliminary on-site stormwater management design described in the Preliminary Grading and Drainage Engineering Design Report included herein. Groundwater was not observed in any of the four exploratory test pits at the time of field exploration (November 2023). That being said, groundwater levels on the subject property are dependent on seasonal precipitation, local irrigation practices, land uses, and runoff conditions. While adjacent well logs (GWIC ID #329990, #189526 and #282851) indicate groundwater to be 21' - 26' below the ground surface, the LaFave Map provided in Section D shows the groundwater elevation to be approximately 3142' mean sea elevation at this location, which is approximately 16.5' below the surveyed elevation of the subject property. . No portion of the subject property contains, or has contained, any jurisdictional wetlands nor are there any navigable streams present on the subject property. Therefore, no 310, 404, 124, or 318 permit is required. A Water and Sanitation Report is also provided in Section D outlining the proposed connection to Missoula Water Municipal Facilities, solid waste disposal and stormwater systems.

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#### **Summary of Roads:**

S. Curtis Street is adjacent to the proposal's eastern property line. This street is classified as an Urban Collector (without parking), providing the main ingress and egress for the development. Generally, S. Curtis Street contains two 12.5' driving lanes, intermittent 5-foot sidewalks and curb and gutter constructed within a 60-foot right-of-way. Directly adjacent to the subject property Curtis Street provides an 8' wide pedestrian asphalt trail along the east side of the road. If deviations to the subdivision standards are supported the proposal will construct public half-street improvements across the frontage of the subject property providing an adequate transition into existing infrastructure and adds to improve public safety as the area redevelops. These improvements are proposed to include a 3.9' foot public right-of-way dedication, one 5-foot sidewalk with 7-foot boulevard along the western

side of the roadway. According to the Long-Range Transportation Plan (ID #118) the subject property is a part of the "Curtis St Complete Street" recommendations to further improve connectivity in Missoula. The Bicycle Facilities Master Plan includes the project site in a "Neighborhood Greenway" which would accommodate low traffic speeds and give bicycle and pedestrian travel priority. The goals provided within these plans generally focus on active transportation and complete street designs. The developer of this site would help support these goals through the investments of both motorized and non-motorized facilities, as described throughout this application.

Due to the limited connectivity options this subdivision is proposing an internal roadway, Pit Lane, that would result in a dead-end street. The proposed right of way is proposed to extend to the western property line for the possibility of future connection to roadway infrastructure in the adjacent subdivision, Craftsman Place. The subject property is relatively narrow and small while taking into consideration current road standards and the allowable building areas. The cul-de-sac roadway is proposed to be a Low Density Local Residential Street with two 10' travel lanes with a 7' boulevard and 5' sidewalk spanning the length of the southern portion of the road. A 7' parking lane is proposed along the northern portion of the roadway as well. The 5' sidewalk running the length of the roadway's southern edge will expand to a 6' sidewalk on the periphery of the cul-de-sac and be constructed to support emergency vehicles mounting the curb and using the sidewalk for turning radii. The proposed internal roadway will meet the requirements of the City Engineer and Fire Chief and does not exceed 600-feet.

A more detailed summary of roadways within a quarter-mile radius of the project is included in the Subdivision Application. To provide a very brief summary, S. 3<sup>rd</sup> Street West is classified as a Minor Arterial that generates traffic from Reserve Street into the inner-city road network. Reserve Street is west of the subject property which contains existing sidewalk infrastructure. Reserve Street will be used by residents of this development, therefore, additional trips per day will be added to this road as a result of this subdivision. However, the roadway is an arterial thoroughfare designed for high-capacity urban traffic and is not expected to be directly impacted. Wyoming Street is a varying width right-of-way that will likely be used by new residents of this development and is largely considered a Local Collector. The existing condition of this roadway consists of intermittent boulevard and sidewalks improvements near the subdivision. Bike lanes become more apparent near the intersection of Wyoming Street and N Russell Street. Other roadways in the vicinity are not anticipated to be impacted by residents of this division area because they are not intended for through traffic and as a result will not see a significant impact due to the proposed development.

#### **Summary of Non-Motorized Facilities:**

As described above, the internal roadway, Pit Lane, is proposed to include a 31.5' right-of-way, one 7-foot-wide parking lane, one 5-foot sidewalk and one 7-foot-wide boulevard along the southern portion of the roadway. Adjacent residential development and existing easements along the western property line makes connection into Ramers Court unachievable at the time of this development. As mitigation, the applicant also proposes a 20' wide Non-Motorized Access and Utility Easement for future connections to adjacent pedestrian facilities. Please refer to the Preliminary Plat to reference existing pedestrian easements in the adjacent subdivision, Craftsman Place.

The Milwaukee Trail, an asphalt shared use pathway, exists north of the property and is not fully accessible via sidewalk infrastructure. However, there is the asphalt trail on the east side of the road that does provide connectivity to Milwaukee Trail. Therefore, as future infill developments occur in the vicinity of this project site, additional sidewalks will be constructed, offering improved future connection to those existing non-motorized facilities in the area.

### **Summary of Utility Services:**

The property has historically been served by private well and municipal sewer service. The exact location of the well could not be determined at time of survey but is expected to have existed in or near the residence which was demolished. The previous sewer connection has been capped off the eastern property line, reference Permit #2023-MSS-SWR-00837. The existing well that had been serving the recently demolished single-family home built in 1935, has been properly abandoned with bentonite according to GWIC ID #329990. There is an existing 6" steel water main in South Curtis Street, and the project will include a proposed 8" water main extension. There is existing 8" sewer mains north, south, and east of the subject property, and so no sewer main extension will be required as part of the proposed subdivision. The project will connect to the southern sewer main as that will result in shorter services and the least disturbance to the site given the proposed roadway and homesite locations. A fire hydrant exists northeast of the property and is generally located at the corner of S Curtis Street and Trail Street. Further, a fire hydrant is being proposed at the northeastern property corner to service the subject property. Please see the proposed Utility Construction Plans included in Section D of this submittal for more information on proposed utility services. The Existing Conditions sheet includes the depths of water mains, water lines, sewer mains, and associated facilities. The approximate location of all gas lines, electric, cable TV, telephone lines, and streetlights are shown on the Existing Conditions sheet included within the Supplemental Data Sheets in Section A.

### **Variance Requests:**

This project includes four variance requests pertaining to:

- (1) Sections 3-020 Table .2A, 3-020.3.C, 3-020.4.N. and 3-020.15.D., Proposed "Pit Lane" requests deviation from the Table .2A pertaining to the street width (BoC to BoC), right-of-way width, parking lane requirements, sidewalk, and boulevard requirements as stipulated for Low Local Density Residential Street
- (2) Section 3-020.5., The applicant is requesting a Cul-de-Sac where they are otherwise prohibited. The cul-de-sac is designed to exceed a radius of 45' without a center island due to the mountable curb and sidewalk design. The newly proposed internal roadway, Pit Lane, will not exceed 600 feet in length.
- (3) Sections 3-020 Table .2A, 3-020.15.D, and 3-020.4. N., Requests deviation from the 80' ROW, and a 5-foot bike lane along the frontage of the property.
- (4) Section 3-030.2.A (2), the proposed design requests deviation from the 480 feet block length requirements in urban-suburban subdivisions with a proposed block length of 512 ft.

### **Zoning and Growth Policy:**

The property is intended to be rezoned to RT5.4 Residential (two-unit/townhouse) allowing for similar building types and property line setbacks but will allow for two-unit townhomes. The RT5.4 Residential (two-unit/townhouse) dictates a minimum parcel size of 5,400 sq ft (gross density calculation). This proposal will comply with this zoning district through proposing residential dwelling units on each parcel that will be constructed with a common or abutting wall along shared property lines. Further, relatable zoning districts would include RT10, R8, and R5.4 intended for a density of anywhere between 5 to 11 du/acre; depending upon the zoning district. This project falls within the density recommendations for the proposed zoning intended for residential dwelling units on each parcel.

The applicable regional plans for this proposal include 'Our Missoula' 2035 City Growth Policy, the Reserve Street Area Plan (1995 update) and River Road/Emma Dickinson Infrastructure Plan. The property is not subject to any overlay districts. This proposed zoning would continue to incorporate infill that will support the land use designation of Residential Medium Density as provided within the 'Our Missoula' City Growth Policy. The proposal is compatible with neighborhood plans, zoning ordinances, and considers the character of the neighborhood and those in the vicinity of the project site. The rezoning of this site promotes development flexibility, while at the same time helping to ensure that new

development will adhere to the applicable regulations and standards outlined in the 'Our Missoula' City Growth Policy.

A more detailed description of how this project complies with the zoning and growth policies provided above can be found in the Subdivision Application included in Section A.