



RESOLUTION NO. 2001-028

A RESOLUTION TO ADOPT THE RESERVE AREA "B" COMPREHENSIVE PLAN AMENDMENT, AN AMENDMENT TO THE MISSOULA AIRPORT DEVELOPMENT PARK MASTER PLAN & STRATEGIC IMPLEMENTATION.

WHEREAS, 76-1-604 M.C.A. authorizes the County of Missoula to adopt and amend comprehensive plans; and

WHEREAS, the County of Missoula did adopt the Missoula Airport Development Park Master Plan in 1996; and

WHEREAS, the Resolution of Intent to amend the plan was advertised in the *Missoulian* to notify the public of the proposed Plan Amendment on March 18 and March 25, 2001; and


WHEREAS, the plan amendment was reviewed and approval was recommended by the Missoula Consolidated Planning Board at a public hearing on February 20, 2001; and

WHEREAS, the plan amendment was reviewed and approved by the Missoula Board of County Commissioners at a public hearing on March 7, 2001.

NOW, THEREFORE, BE IT RESOLVED that the Missoula Board of County Commissioners hereby adopts the RESERVE AREA "B" COMPREHENSIVE PLAN AMENDMENT of the MISSOULA AIRPORT DEVELOPMENT PARK MASTER PLAN & STRATEGIC IMPLEMENTATION PLAN, a copy of which is available in the Missoula Office of Planning and Grants.

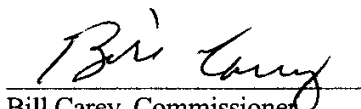
PASSED AND ADOPTED this 27th day of March, 2001.

ATTEST:


Vicki Zeier,
Clerk and Recorder

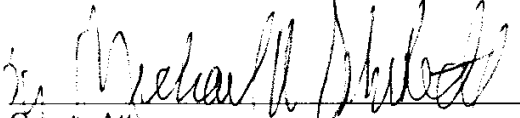
BOARD OF COUNTY COMMISSIONERS
Missoula County, Montana


Barbara Evans, Chairman


Bill Carey, Commissioner


Jean Curtiss, Commissioner

APPROVED AS TO FORM AND CONTENT:


County Attorney



Missoula County Vickie M Zeier RES

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Page: 2 of 6
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RESERVE AREA "B" COMPREHENSIVE PLAN AMENDMENT

An Amendment to the Missoula Airport Development Park Master Plan

**Approved by:
Missoula Board of County Commissioners
Missoula, Montana
March 7, 2001**

**Prepared by:
WGM Group, Inc.
Wesmont Building and Development
Office of Planning & Grants**



RESERVE AREA "B" COMPREHENSIVE PLAN AMENDMENT

Missoula Airport Development Park Master Plan: Comprehensive Plan Amendment

The Need for an Amendment to the Missoula Airport Development Park Master Plan

In the 1975 Urban Comprehensive Plan, the area north of the airport, between West Broadway and Interstate 90 (over 400 acres), was designated as "Rural, Medium Density Residential." Portions of the area were zoned for residential use. Only a small area, about 60 acres encompassing Momont Industrial Park, was designated as "Light Industrial."

The 1990 and 1995 Urban Comprehensive Plan Update placed what is now the Missoula Development Park within the Urban Service Area. In 1996, the County Commissioners adopted the Missoula Airport Development Park Master Plan, which called for commercial and industrial uses of varying degrees over the entire site. This plan replaced previous plans and changed the land use designation of over 400 acres of land previously designated for residential use. The 1998 Urban Comprehensive Plan Update designated the site as being within the Primary Urban Growth Area.

The Missoula Airport Development Park Master Plan identified two "Reserve Areas" within the master plan. The land use description for the "Reserve Areas" from the Missoula Airport Development Park Master Plan is "Reserved for future undetermined uses." Criteria to be considered for designating land uses on the "Reserve Areas" include coordinating with future road construction and utilities and formulation of development controls with consideration of on-site and off-site development. The area specifically proposed for plan amendment is a portion of Reserve Area "B". There are a number of reasons to request a Comprehensive Plan Amendment:

Site Capability

There is no mention of the soils, topography or drainage relative to the land use recommendations in the Missoula Airport Development Park Master Plan. Reserve Area "B" has the most broken topography on the site with slopes up to 8%. Three drainages cross the site and the soils are expansive silts. These physical characteristics severely limit the potential of Reserve Area "B" for commercial and industrial use. Amending the Missoula Airport Development Park Master Plan to allow transitional, mixed-use residential on Reserve Area "B" provides an opportunity for development that can be designed sensitive to the land capability of the site. Residential development can incorporate the natural features of the site into the design. The rolling topography adds interest to a residential design.

Site Suitability

The Missoula Airport Development Park Master Plan did not address the cultural aspects of creating a new employment center on land previously planned for residential development such as existing land uses, adjoining zoning, connections to residential areas, transition between residential areas and the Missoula Development Park, and connections within the Missoula Development Park that would allow employees to access common areas and future services. Amending the Missoula Airport Development Park Master Plan to allow transitional, mixed-uses at the east end of the Development Park and mixed use residential on Reserve Area "B" would provide a logical transition between the commercial and residential land. This would, in turn, allow for connections to the Missoula Development Park from the residential areas to the east rather than creating a barrier between the commercial and residential areas.



Land Use Compatibility and Integration

The Missoula Airport Development Park Master Plan does not address housing in and adjacent to the plan area. The plan does talk about residential uses along Butler Creek Road but fails to mention residential uses north, across Interstate 90, the residential uses west of the airport and, most importantly, the residential zoning adjacent to the entire east portion of the Missoula Development Park. Amending the Missoula Airport Development Park Master Plan to allow transitional, mixed-uses at the east end of the Development Park and mixed use residential on Reserve Area "B" would recognize the relationship between an employment center and a source of labor, integrate mixed uses into the area and encourage service providers to locate in the Missoula Development Park. It would also define the boundary for commercial development, reduce the propensity for inappropriate "commercial and industrial creep" into residential areas, and set the standard for residential development to the east.

Support Services

The Missoula Airport Development Park Master Plan does not address needed service industries for the future users of the Missoula Development Park. "During interviews with existing businesses in and adjacent to the park, concern over the limited number of supporting business services (i.e., computer and machinery repair, copy services, restaurants, etc.) in the area was consistently expressed." (Page II-2)

If the plan were to have included a discussion of transitional zones, as proposed with this amendment, between the Missoula Development Park and the adjoining residentially zoned land, it may have recognized that many of the "supporting business services" also provide service to residential areas. This would in turn, by encouraging appropriate residential use in transitional zones (adjacent to existing residentially zoned land), increases demand for support services and accelerates market viability for such uses. Such a strategy compliments both the residential and industrial uses.

Mixed Use – Residential and Commercial Neighborhood

This plan amendment adds a land use designation to the Missoula Airport Development Park Master Plan known as "Mixed Use – Residential and Commercial Neighborhood." The proposed land use designation is described below.

This designation is proposed for areas that may sustain a variety of uses. Performance standards are implemented to provide compatibility between uses. The uses include parks and buffer areas, a range of residential uses, offices or small scale commercial and retail uses that can be developed within a complex or with other uses.

Objectives of the Mixed Use – Residential and Commercial Neighborhood

- Protect the value of the "University, Business and Technology" land use designation west of Reserve Area "B".
- Protect the value of the "Urban Single Family" land use designation east of Reserve Area "B".
- Allow a variety of land uses including residential, office and small scale commercial in a pattern that will provide a transition in Reserve Area "B" from the planned "University, Business and Technology" to the west and "Urban Single Family" area to the east.
- Develop performance standards to ensure compatibility between land uses.



- Design streets to connect to existing streets and encourage the establishment of a grid system street and alley pattern. Street design should also provide options for connection to future streets to the east and west.
- Provide street trees along boulevards adjacent to curbs.
- Provide suitable buffering that can be accomplished with any or a combination of the following: construction techniques, appropriate setbacks, landscaping, building orientation and visual screening along Interstate 90, where residential uses adjoin Expressway, and adjacent to the Light Industrial zone.
- Provide connections to park areas so that adjoining residential and commercial neighborhoods have access.
- Encourage well-designed neighborhood commercial uses that act as a transition and provide goods and services to the residential neighborhood as well as to the employees in the commercial and industrial neighborhood.
- Transitional development is especially needed adjacent to Community Commercial and Light Industrial zones. Transition can be accomplished with any or a combination of the following: construction techniques, setbacks from adjacent potentially non-compatible uses, landscaping (including trees and berms for visual screening), building orientation, and transitional type uses. Transitional type uses are multi-family development, neighborhood commercial and/or work/live development and appropriately designed residential.
- Non-motorized improvements, including boulevard sidewalks and a trail system, should be established in order to connect Reserve Area "B" to DeSmet School, commercial activity along Reserve Street, and places of employment. Consideration should also be given to potential future connections to areas yet to be developed.
- Encourage neighborhood elements that fit within a mixed-use neighborhood and help to build a community, such as diverse housing types, meeting places, outdoor recreation places, public trails, childcare facilities, church, community gardens, and personal services businesses.

Area of Plan Amendment

The Missoula Airport Development Park Master Plan, on Page V-15, identifies "Two development Reserve Areas . . . at both the southern and northern ends of the park." The area specifically proposed for plan amendment is a portion of the southern Reserve Area north of Expressway, also known as Reserve Area "B" on the Missoula Development Park Preliminary Plat adopted by the BCC on September 25, 1996. Please refer to a portion of the Missoula Development Park Base Map on the following page for the proposed location of this designation. This area is identified with the understanding that land use designations shown on the Missoula Development Park Base Map, the official land use map for the Missoula Airport Development Park Master Plan, are not intended to be interpreted as strict legal descriptions but to indicate general areas to guide policy application.



MISSOULA DEVELOPMENT PARK

BASE MAP

