

ADMINISTRATIVE MEETING

December 2, 2015

4:00 p.m. to 6:00 p.m.

Room 326

AGENDA

1. **Call to order, introductions, opening comments**
2. **November 18, 2015 Administrative Meeting summary**
3. **Commission comments, questions**
 - Upcoming appointments
4. **City Manager's Report**
5. **Department discussions**
 - Department**
 - a) **Community Development**
 - TIF District Discussion**
 - **Consensus Direction to Manager:**
6. **Committee discussions**
 - a) Audit Committee, City-County Board of Health, Civic Center Board, L&C County Mental Health Advisory Committee, Montana League of Cities & Towns
– Mayor Jim Smith
 - b) Audit Committee, Board of Adjustment, Helena Chamber of Commerce Liaison, Information Technology Committee, Transportation Coordinating Committee
– Commissioner Dan Ellison
 - c) Non-motorized Travel Advisory Board, Transportation Coordinating Committee
– Commissioner Matt Elsaesser
 - d) ADA Compliance Committee, Business Improvement District/Helena Parking Commission, City-County Parks Board, Montana Business Assistance Connection
– Commissioner Andres Haladay
 - e) Audit Committee, City-County Administration Building (CCAB), Public Art Committee
– Commissioner Haque-Hausrath
 - f) Helena Citizens Council
7. **Review of agenda for December 7, 2015 & December 14, 2015 Commission meetings**
8. **Public comment**
9. **Commission discussion and direction to City Manager**
10. **Adjourn**

City of Helena, Montana

ADA NOTICE

The City of Helena is committed to providing access to persons with disabilities for its meetings, in compliance with Title II of the Americans with Disabilities Act and the Montana Human Rights Act. The City will not exclude persons with disabilities from participation at its meetings or otherwise deny them the City's services, programs, or activities.

Persons with disabilities requiring accommodations to participate in the City's meetings, services, programs, or activities should contact the City's ADA Coordinator, Elroy Golemon, as soon as possible to allow sufficient time to arrange for the requested accommodation, at any of the following:

(406) 447- 8490

TTY Relay Service 1-800-253-4091 or 711

citycommunitydevelopment@helenamt.gov

316 North Park, Avenue, Room 440, Helena, MT 59623

City of Helena, Montana

Memo

To: Ronald J. Alles, City Manager
From: Sharon Haugen, Director
CC: File
Date: 11/30/2015
Re: Railroad Tax Increment District Plan and process

Attached is the draft ordinance to adopt the Railroad Urban Renewal District Plan that will create the Railroad Urban Renewal District and will allow the use of tax increment financing, as well as other sources of funding to complete the goals identified in the Plan.

The Plan outlines the conditions of “blight” that were recognized in the Resolution of Necessity that was adopted by the Helena City Commission on September 14, 2015. This Resolution, in part, directed the development of an Urban Renewal Plan for this area. The City has hired WGM, Inc. to complete the plan. The Plan and its goals and objectives are the commutation of the review of previous planning efforts involving the Sixth Ward, several stakeholder interviews, a public meeting, and the results of a couple of visioning sessions conducted in partnership with the EPA, Lewis and Clark County and the City. From these processes, a series of Goals were developed for the Plan. Also as a result of public comment changes were made to the proposed District boundaries to exclude certain properties that are currently in the Helena BID District (as a result of a request of the Helena BID) and the exclusion of some property owned by Northwestern Energy which contained a large amount of personal property that is used to repair and build infrastructure for that company. This inventory is in a constant flux and its inclusion may create too much fluctuation in the tax increment being created in the District. Other boundary changes were a result of a desire to include complete blocks and portions of roads that were previously dissected by the earlier boundary.

City staff and the consultants also met with the Lewis and Clark County/City of Helena Planning Board in two informational meetings. One meeting outlined the TIF planning process and the second, held November 17, outlined the goals and objectives of the Plan and reviewed how the goals of the proposed Plan were consistent with the City’s adopted Growth Policy. The role of the Planning Board in this process is to determine if the proposed Plan is consistent with the current Growth Policy. The Goals and the objectives of the Plan were available for the Planning Board’s review at that meeting; however since the complete draft was not available, the Planning Board will meet on December 8 to

make the final determination of consistency for the Plan. The draft motion for the Planning Board outlines the Goals of the City's Growth Policy and how the proposed Plan is consistent with that document

The adoption of the ordinance is one of the last steps in the process for the creation of the Railroad Urban Renewal District. This step involves both first passage of the proposed ordinance, at which time a public hearing date is set. The date for the formal hearing on the adoption of the Plan is January 24, 2016. In between the first and second passage, certified letters will be sent to all 200+ property owners within the District in addition to proper legal notice in the newspaper. A list of interested persons who have expressed interest in the project will also be used to further notice the public. Once the Ordinance is passed, the Plan, in addition to all supporting documentation will be send to the Montana Department of Revenue for their certification. Once that is completed, then the District is formally approved.

December 8, 2015

To: The Lewis and Clark County /City of Helena Consolidated Planning Board

FM: Sharon Haugen< Community Development Director

RE: Consideration of Railroad TIF District Urban Renewal Plan

BACKGROUND

On September 14, 2015 the Helena City Commission voted unanimously to adopt a Resolution of Necessity for the Railroad area. The Resolution states “Blight exists in the area and that rehabilitation and/or redevelopment are necessary, and that an urban renewal plan will be developed to address the blight. The terms “blight” and “urban renewal” are those used in the Montana laws that authorize urban renewal districts and tax increment financing (tif) A copy of a fact sheet describing the TIF process is attached to this memo.

On October 6, 2015 the Consolidated Planning Board heard an informational presentation regarding urban renewal statutes, tax increment financing, and how the City of Helena may use those tools to redevelop certain declining portions the community. The presentation covered this potential Urban Renewal District and the Downtown Master Plan and the Planning Board’s role in informing the City Commission’s decisions regarding these issues. The Helena Zoning Commission was also invited

To address blighted conditions in the Railroad District, the City of Helena is embarking on a program of redevelopment and revitalization through the creation of the Railroad Urban Renewal District. The Railroad URD is a result of the Helena City Commission’s desire to work with local residents, business owners and others to revitalize the Sixth Ward/Midtowne/Railroad district and to provide additional resources to help accomplish these goals.

Pursuant to Section 7-15-4213, MCA, a URD plan must be reviewed by the local government's planning board as to its conformity with the growth policy, and the zoning within the URA must be reviewed by the local government's planning board's as to whether it is zoned for use in accordance with the growth policy

To facilitate Planning Board’s review and recommendation on the conformance of the Railroad URD Plan with the *2011 Helena Growth Policy* and accordance of the zoning within the Railroad URA with the City of Helena ‘*Growth Policy*, a copy the North Reserve-Scott Street Urban Renewal District Plan has been provided to the Planning Board as an attachment to this staff report.

RAILROAD URD STUDY AREA DESCRIPTION

Helena's Railroad District is characterized by a mix of historical residential, commercial and industrial development, with some modern development—primarily light industrial and commercial—located along arterials and in the northwest portion of the district. The URD study area is bi-sected by Montana Avenue, which runs north-south through the district's center, and by Montana Rail Link's main line, which runs east-west through the district. Historic development in the area is associated with the presence of the railroad, as is some of the more recent development. Different land uses predominate in the east and west portions of the district as it has been defined in this study, creating two distinct sections.

The eastern portion of the proposed Railroad URD centers on the historic Northern Pacific Railroad depot. The depot stands along the south side of the tracks) on Railroad Avenue. Helena's oldest extant commercial district lines the opposite side of Railroad Avenue, facing the depot and the tracks. Light industrial businesses currently operate around the east end of Railroad Avenue, while off its west end more recent commercial development leads up to Montana Avenue and the new Helena Area Transit Service building. Historic residential blocks radiate south (and north, across the tracks) from this commercial core, and the first few of these blocks to the south lie within the proposed south district boundary. The southwest corner of this east section of the district contains what is known as the Caird property

The west section of the Railroad URD study area correlates to the roughly triangular area marked by Montana Avenue, Lyndale Avenue, and N. Last Chance Gulch. In contrast to the east section, the west section of the proposed Railroad URD contains little residential development, with only two residential sites (a trailer park and an apartment complex that may have started as a motel) located north of Lyndale, and a few residential buildings located along the district's southern boundary. A variety of commercial development defines the west section. Historically industrial, the area now houses industrial, retail, service, and office spaces as well as Memorial Field and Memorial Park. Businesses in this section include a variety of warehouses, Pacific Hide and Steel, utilities like Century Link and Northwest Energy, the Lewis and Clark Brewing Company, building supply businesses like Habitat for Humanity's Re-Store, auto sales and servicing, and Disability Rights Montana. Retail and office spaces are concentrated along the section's arterials, especially Lyndale Avenue. Memorial Field and Memorial Park are located just south of the tracks and east of N. Last Chance Gulch. (See attached map)

Conditions of Blight in the District

1 Substantial physical dilapidation, deterioration, age obsolescence, or defective construction, material, and arrangement of buildings or improvements, whether residential or nonresidential. Numerous buildings in the area are deteriorated and dilapidated. Examples can be found throughout the district, and include both residential and commercial/industrial properties. Moreover, other improvements in the area are noticeably deteriorated, including many sections of sidewalks and portions of some streets

2 Inappropriate or mixed uses of land or buildings. The core of the Railroad URD study area is commercial and light industrial, with residential uses found mainly at the southern fringes. The primary exception to this pattern is a trailer court, Van's Mobile Home Park, located just north of the railroad tracks between Dodge and National avenues (at 804 Phoenix). The trailer court forms a residential island that suggests an incompatible mix of land uses. A

lack of sidewalks exacerbates the safety and access issues posed by the trailer court's location, as do the nature of nearby businesses and the character of their sites, as well as the proximity of the actively-used train tracks themselves. Two other sites in the district also constitute noticeable examples of incompatible mixes of land or building uses. The first is a day care and small attached graveled playground located in a commercial block at the 6-legged intersection of Gallatin, Helena, and Roberts. The second is the Memorial Park Apartment complex, sandwiched between Lyndale Avenue and Memorial Drive just east of the busy intersection of Lyndale and North Last Chance Gulch

3. Defective or inadequate street layout. Multiple instances of defective or inadequate street layout are apparent in the district, creating problems with circulation and connectivity. The most obvious of these is the five-legged intersection of Lyndale, Helena, and Montana Avenues "Malfunction Junction. The problems at Malfunction Junction are compounded by a second major problem area immediately to the north, the Montana Avenue crossing of the railroad mainline. Additional problems with street layout or adequacy include the six-legged intersection of Gallatin, Helena, and Roberts.¹³ Moreover, street layouts throughout the district are grossly inadequate in terms of provision for bicycles and pedestrians. Most streets in the area lack sidewalks and many of the existing sidewalks are in disrepair

4. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness. There are several sites throughout the district that suffer from access issues due to lot layout, most noticeably those near intersections. Examples of this can be found at the Malfunction Junction intersection and at the intersection of Chestnut Street and North Last Chance Gulch.

5. The existence of conditions that endanger life or property by fire or other causes. Numerous unsafe conditions exist in the district. Impediments to the provision of emergency services and the lack of adequate sidewalks endanger life, as does the presence of toxic substances in areas regularly used by residents, like residential yards. The absence of sidewalks and bicycle facilities seriously endangers pedestrians and cyclists, especially along arterials like Montana Avenue and at railroad crossings. Unsafe conditions are also created by deteriorated sidewalks and streets, as well by the existence of contaminated sites, including several related to the rail yard itself. A large open ditch runs along the west side of Montana Avenue and descends sharply into large culverts via deep, unfenced holes that pose a grave danger and immediate danger to cars, bikes, and pedestrians alike.

REVIEW CRITERIA

There is no specific review criterion for a Planning Board recommendation on the conformance of an Urban Renewal District Plan with the jurisdiction's Growth Policy and accordance of the zoning within an Urban Renewal Area(URA) with the Policy.

FINDINGS OF FACT

Background

1. The City of Helena adopted its current Growth Policy on May9, 2011 through Resolution No. 19828
2. The Lewis and Clark County/City of Helena Consolidated Planning Board serves as the Planning Board for the City of Helena
3. The Growth Policy deals with broad land use issues, policies, and designations; it does not identify specific zoning. Zoning is one of the means of implementing the Growth Policy, no specific zoning recommendations are made in the document. Instead the Growth Policy provides a set of general, community-wide policies and guidelines to assist the general public, local government, and developers in making informed land use decisions
4. The establishment of specific zoning classification and the assignment of those zoning classifications to parcels of land within the City of Helena are performed through the purpose and intent of *Title 11*, the Helena City Code, and must meet the criteria and guidelines pursuant to Section 76-2-301, et. Seq, MCA.
5. The City of Helena, is proposing to establish the Railroad Urban Renewal Area (URA), create the Railroad Urban Renewal District (URD) and adopt the Railroad Urban Renewal District Plan (Plan) with a Tax Increment Financing (TIF) provision pursuant to Title 7, Chapter 15, Part 42 and 43 of the MCA.
6. The Railroad URD encompasses an area straddling the Montana Rail Link tracks and bounded by interstate 15 on the east and North Last Chance Gulch on the west. (see attached map)
7. The City of Helena has contracted with WGM, Inc. to prepare the Railroad Urban Renewal District Plan at the request of the Missoula City Council in order to use Tax Increment Financing for rehabilitation and revitalization among other financial and programmatic tools to address blighted conditions and promote redevelopment in the Railroad URA.
8. In accordance with Section 7-15-4213, MCA, a URD plan must be reviewed by the local government's planning board to determine its conformity with the growth policy, and the planning board must make a recommendation to the local governing body with respect to its conformance.
9. Furthermore, the local government's planning board must review the zoning within the URD as to its accordance with the growth policy and make a recommendation to the local governing body pursuant to its findings.
10. The Lewis and Clark Consolidated Planning Board has the authority under 7-15-4213 MCA to determine if the Railroad Urban Renewal District plan is in conformance with the 2011 Growth Policy

Growth Policy Goals and Objectives

11 Applicable goals and policies from the growth policy and the evaluation of conformance of the Railroad Urban Renewal Plan with those goals and policies are outlined below

12. The Economic Conditions chapter of the Helena 2011 Growth Policy have the following policies that relate to the creation of an urban renewal district in this area and the goals identified in the URD plan

Goal: Promote and sustain economic vitality while maintaining and enhancing the quality of human and natural environments.

Objectives:

- Direct community incentive programs and other financial resources to job development, both to retain and expand existing industries and attract new ones.
- Promote new development while mitigating environmental impacts, protecting established areas,

- and maintaining the interest of the greater community.
- Foster diversification of the economic base.
- Promote positive partnerships between public and private sectors within the Helena area to encourage a healthy business community.
- Support efforts to encourage the creation and expansion of small business and help reduce the rate of failure.
- Promote development of resources that facilitate sound business development.
- Promote the concentration of specialized industries within the city where specialized infrastructure, information, and labor advantages of greater concentration could promote economic development and desirable growth.
- Maintain and protect cultural resources recognizing that they are an important and irreplaceable asset that can attract business to the area.
- Continue to plan for infrastructure expansions and increasing city services to maintain the high quality business environment needed to support our economy.

13. The Railroad URD Plan has the following goals and/or projects to develop partnerships with local property owners to expand business opportunities in the area; work with the Helena College to identify training opportunities and diversify the District's economy and by promoting the District as a place to do business,

14. The URD plan is conformance with the 2011 Growth Policy Goals and Objectives related to Economic Conditions because it encourages the use of incentives to improve the infrastructure and further support those city service is needed for redevelopment of the area and further business expansions; it encourages the potential of developing future industries such as tourism and retail opportunities while preserving the historic nature and other cultural resources;

Public Facilities and Services

15. The Public Facilities and Services chapter of the Helena 2011 Growth Policy have the following policies that relate to the creation of an urban renewal district in this area and the goals identified in the URD plan

Goals

Protect and enhance the natural environment; promote efficient use of community infrastructure, services, and transportation networks; and conserve resources.

Objectives

- Address public safety issues and potential hazards for areas located adjacent to and in the City.
- Encourage infill development on vacant and underutilized land and full utilization of properties currently served by, or in close proximity to, infrastructure with a scale and quality that is compatible with the surrounding neighborhood
- Create a public-works funding system that will divide the the cost of providing infrastructure and protecting the environment between the public and those developing land
- Maintain safety as people travel in the community

16. The Railroad URD Plan has the following goals and/or projects: by encouraging the planning and prioritization of needed improvements for both motorized and non motorized transportation as identified in the Helena Area Long Range Transportation Plan and encouraging needed upgrades to water, wastewater and storm water infrastructure for the area.

17. The URD plan is conformance with the 2011 Growth Policy Goals and Objectives related to Public Facilities and Services because it encourages the use of incentives to improve the infrastructure and transportation network in the URA; it recognizes the importance of both motorized and non-motorized facilities in the further redevelopment of the area and provides further incentives and resources to address those needs.

Transportation

18 . The Transportation chapter of the Helena 2011 Growth Policy has the following policies that relate to the creation of an urban renewal district in this area and the goals identified in the URD plan

Goal:

A multimodal transportation system that:

- meets the current and future transportation needs of the greater Helena area including, but not limited to, travel by automobile;
- minimizes demand for petroleum products and emissions of green-house gases by promoting transportation choices and efficient land use patterns;
- promotes public health by facilitating non-motorized transportation;
- meets the unique transportation needs of the area's elderly, disabled, and disadvantaged populations;
- respects the area's natural and historic context and minimizes adverse impacts to the environment and existing neighborhoods;
- provides for transportation choices in the community to allow safe and efficient travel;
- minimizes vehicle miles traveled;
- promotes a development pattern that is more compact and less dispersed;
- connects to regional transit.

Objectives:

- Plan a logical, long-range arterial system, including interstate access, that promotes a compact, highly interconnected urban land use pattern and can be systematically implemented by right-of-way reservations and advance acquisition procedures.
- Implement policies and decisions to ensure that bicyclists and pedestrians can use and cross major roadways and highways leading to the surrounding area.
- Include appropriate facilities that are safe, comfortable, integrated and convenient for travel by persons of all ages and abilities, automobile, foot, bicycle, and public transit in major street improvement projects and developing areas.

19. The Railroad URD Plan has the following goals and/or projects by encouraging the implementation of the non motorized and motorized infrastructure projects identified in the most recent long range transportation plan and by encouraging projects that will increase access and connectivity both within the District and with other parts of the community.of.....

20. The URD plan is conformance with the 2011 Growth Policy Goals and Objectives related to Transportation because it encourages the use of all modes of transportation and identifies potential projects that could enhance the area's transportation system, increase connectivity within the area and to other parts of the community

Culture

21 . The Culture chapter of the Helena 2011 Growth Policy has the following policies that relate to the creation of an urban renewal district in this area and the goals identified in the URD plan

Goal:

Strengthen the relationship between Helena's cultural assets and overall economic vitality, social welfare, and quality of life of the community. Helena's diverse cultural life is broadly defined as including the visual and performing arts, history, library, education, recreation, and its people.

Objectives

- Continue to explore and increase options to support cultural tourism, enhance economic development, address social and cultural issues in the community, and encourage community pride and aesthetics
 - Support the economic and social vitality of historic districts by measures such as business improvement districts, tax increment financing districts, zoning, and neighborhood planning
22. The Railroad URD Plan has the following goals and/or projects by emphasizing the District's historic importances and encouraging the promotion of the railroad depot area as a defining feature of the District; developing interpretive signage and other marking programs that incorporate the area's historic importance and by working with BNSF and other to pursue highlighting the railroad's historic importance.
23. The URD plan is conformance with the 2011 Growth Policy Goals and Objectives related to Culture because it projects, such as the development of the Depot neighborhood to promote cultural tourism,

Land Use

24. The Land Use chapter of the Helena 2011 Growth Policy has the following policies that relate to the creation of an urban renewal district in this area and the goals identified in the URD plan

Goal:

Protect and enhance the natural environment; protect cultural and historical assets; preserve and enhance community aesthetics; protect established neighborhoods and address compatibility of uses; and promote efficient use of community infrastructure, services, and transportation networks, energy, and resources.

Objectives

- Address overall development functionality to:
 - Increase energy efficiency, reduce vehicle trips, maintain air quality, and minimize noise;
 - Provide cohesive neighborhoods and pedestrian-friendly environments with connected transportation linkages with walkable block lengths or pedestrian corridors for physical connectivity, and a sense of community.
 - Provide opportunities for mixed-use development and reduce the need for automobiles, encourage walking, and save energy through infill development
- Implement the mixed-use areas and urban standards boundary identified on the Future Land Use Map, update the Growth Policy as new issues arise and make the mixed use areas a priority when developing neighborhood plans.
- Minimize functional and visual impacts of entry corridors and non-residential development on existing residential neighborhoods
- Foster open-space connectivity around the city to link parks, open spaces, and water bodies through pedestrian and bicycle trails and minimize development impacts on open space.
- Promote development of dense and intense land uses both in the city and in close proximity to existing city services to better utilize city infrastructure and encourage the shared use of storm water ponds to ensure efficient expenditure of public funds.

25. The mixed use designations on the future land use map may create a desire to establish new zoning districts or zoning overlays. The URD plan is conformance with the 2011 Growth Policy Goals and Objectives related to Land Use because it encourages the use of incentives, design standards etc to encourage mixed use development and redevelopment of infill areas, it promotes walkability within the area and provides for enhancements of Memorial Park a, Centennial Trail and other public investments that are not standard infrastructure improvements

26. The Future Land Use Map in the 2011 Helena Growth Policy reflects the community interest in preserving natural resource values, avoiding environmental degradation, preserving

public investments in infrastructure, and providing for efficient, cost-effective expansion of the community

27 . The Future Land Use Map designed some parts of the City as Mixed Use areas. The Railroad URD includes one such designation. The concept of mixed-use development can be an important growth management policy for the City of Helena. If properly planned and developed, mixed-use areas will mature into quality neighborhoods that enjoy higher densities, a mix of activities, more transportation options, and convenient shopping and services.

28 The mixed use areas are priority areas for developing neighborhood plans.

29 There are primarily three different land use designations for this area on the Growth Policy's Future Land Use Map. (See attached map)

- **Commercial** The area primarily west of Montana Avenue and bordering Montana Avenue on the east is designated Commercial. The Commercial land designation is for lands where the predominant use is the transaction of goods or services such as retail, office, restaurants, entertainment, etc.; areas are usually near arterials or have good access to major streets; these properties would have limited single-unit residential uses but may include high density residential uses and residences associated with a commercial use.
- The land area east of Montana Avenue and south of the railroad tracks has been designated Mixed Use. The Mixed Use designation is for areas that include a variety of complementary and integrated uses, such as, but not limited to, all forms of residential, office, light industrial/manufacturing, retail, public, or entertainment. Development is usually in a denser comprehensive pattern to achieve a unified, functional, efficient, and aesthetically appealing physical setting; provides opportunities for connectivity, public transportation, and walkability; these areas do not use the traditional segregation of uses.
- **The area** east of Montana Avenue and north of the railroad tracks is designated Manufacturing/Industrial. This designation is for areas that have access to utilities and major transportation networks such as highways, railroad, and the airport; could have heavy-truck traffic; and may be less desirable for other uses. It is intended for both heavy and light manufacturing.

30. The Railroad URD includes an area designated as Mixed Use **Area H: Montana Avenue/ Harris Street/ Railroad Tracks**. This area contains a mixture of residential, educational, commercial, and industrial uses. Revitalization of the area that preserves the historic character of the district and appropriate redevelopment and infill that continues the mix of a higher concentration of uses, particularly along Montana Avenue, should be promoted.

31 . *The URD plan is conformance with the 2011 Growth Policy Goals and Objectives related to Land use Culture because it promotes mixed uses in the URA, encourages infill development and using existing infrastructure to guide development projects; it identifies the need for pedestrian facilities to encourage a more cohesive neighborhood.*

Compliance with Zoning

32. The City of Helena has typically used Euclidian zoning which focuses on land uses and their separation or compatibility with surrounding land uses. Other types of zoning options include design standards that address building and site design, including parking, landscaping, and signage. Form-based codes primarily focus on building shape instead of use, and may include an element of site design. "Hybrid" or "composite" zoning uses selected requirements from a variety of sources, and may regulate uses, building form and site design

33. The mixed use designations on the future land use map may create a desire to establish new zoning districts or zoning overlays

34. The property contained within the boundaries of the URD is zoned Commercial Light

Manufacturing(CLM) and Manufacturing /Industrial(M/I) (primarily along the railroad tracks); -
2 (general commercial) along Montana and Lyndale Avenue); limited amounts of R-O
residential office and residential B-1 district

35 The CLM district provides for the community's commercial and light manufacturing needs. These uses generally need access to the city's transportation amenities and should be located to reduce adverse impacts upon residential neighborhoods in the city.

36 The MI district provides for manufacturing and other industrial uses.

The B provides for compatible residential uses and a broad range of commercial and service uses that serve large areas of the city and that are normally required to sustain a community. B-1 district provides for a compatible mixture of residential, public, and small scale commercial uses that serve as transitions between zoning district.

37. The RO district provides for a compatible mix of higher density residential development with professional and business offices and associated service uses.

38 The Memorial Park area owned by the City is zoned PLI (Public Lands and Institutions)

39 All of the current zoning of the property within this boundary is consistent with the Future Land Use designations in the 2011 Growth Policy

40 The Railroad Urban Renewal District Plan support the mixture of Commercial Light Manufacturing (CLM), Manufacturing Industrial (M-I)General Commercial (B-2); Neighborhood Commercial (B-1) and Public Lands and Institutions (PLI) land use classifications within the Railroad URD and does not recommend any zone changes at this time.

41 *The Railroad Urban Renewal Plan is in conformance with the 2011 City of Helena y Growth Policy and that the area of the Railroad Urban Renewal Plan is zoned for uses in accordance with the 2011City of Helena Growth Policy Growth Policy per 7-15-4213 et al of Parts 7-15-4201 and 4301, et Seq., Montana Code Annotated (MCA).*

Draft RECOMMENDED MOTION

The Lewis and Clark County /City of Helena Planning Board, based on its review and findings, recommends to the Helena City Commission that the Railroad Urban Renewal District Plan is in conformance with the 2011 City of Helena y Growth Policy and that the area of the Railroad Urban Renewal Plan is zoned for uses in accordance with the 2011City of Helena Growth Policy Growth Policy per 7-15-4213 et al of Parts 7-15-4201 and 4301, et Seq., Montana Code Annotated (MCA).

ORDINANCES OF THE CITY OF HELENA, MONTANA

ORDINANCE NO. _____

AN ORDINANCE CREATING THE RAILROAD URBAN RENEWAL DISTRICT, ESTABLISHING THE BOUNDARIES THEREOF, AND ADOPTING THE RAILROAD URBAN RENEWAL DISTRICT PLAN, INCLUDING A TAX INCREMENT PROVISION PURSUANT TO TITLE 7, CHAPTER 15, PARTS 42 AND 43, MONTANA CODE ANNOTATED

WHEREAS, the procedure provided in Title 7, Chapter 15 Parts 42 and 43 of the Montana Code Annotated (MCA) authorizes municipalities to exercise statutory Urban Renewal powers for redevelopment and rehabilitation through urban renewal plans and projects; and

WHEREAS, the Helena City Commission adopted Resolution No. 20215, Resolution of Necessity, that found the Railroad Urban Renewal District within the City of Helena is a blighted area, that its rehabilitation and/or redevelopment is necessary in the interests of the public health, safety, morals, or welfare of the residents of the city of Helena, and directing that an urban renewal plan for the Railroad Urban Renewal District be developed; and **WHEREAS**, the City of Helena is interested in using Tax Increment Financing as a tool to foster rehabilitation and redevelopment in accordance with 7-15-4282, MCA, therefore, pursuant to 7-15-4212, MCA, the City of Helena caused an urban renewal plan to be prepared.

WHEREAS, the city contracted with WGM Group to prepare an

ORDINANCES OF THE CITY OF HELENA, MONTANA

Ord. _____

renewal plan for the Railroad Urban Renewal District; and

WHEREAS, a Railroad Urban Renewal District Plan, attached hereto as Exhibit "A," has been prepared to guide the rehabilitation and redevelopment of the blighted area established by Resolution No. 20215 by:

- Emphasizing the District's historic importance as the "area's most valuable asset" through revitalization of properties and associated streetscapes by historic preservation and heritage preservation.
- Increasing property utilization and function through rehabilitation and adaptive re-use of housing, commercial and public buildings, and beautifying streetscapes
- Expanding and diversifying the District's economy through the promotion of the District's historic and proposed mix of residential, commercial, and light industrial uses as a unique, identifying feature for business.
- Creating an inviting venue by developing planning tools to address eight key urban design elements: Imageability, Enclosure, Human Scale, Transparency, Complexity, Coherence, Legibility, and Linkage.
- Addressing public infrastructure needs by planning and

ORDINANCES OF THE CITY OF HELENA, MONTANA

Ord. _____

prioritizing public infrastructure in coordination with the city's transportation planning system and capital improvements planning process, planning for primary motorized access to and from the District, motorized within the District, and addressing non-motorized transportation needs.

- Providing for the public and environmental health by reduction in crime and environmental pollution problems, the development of green infrastructure and buildings, providing recreational opportunities, and providing complete street access for those with disabilities.
- Authorizing the use of tax increment financing in support of making rehabilitation and redevelopment improvements. As revenues permit, the City of Missoula may issue tax increment financed bonds in support of these activities; and

WHEREAS, on December 8, 2015 the Helena/Lewis and Clark County Consolidated Planning Board found that the proposed Railroad Urban Renewal District Plan is in conformance with the adopted city of Helena growth policy adopted in 2011 and the proposed Railroad Renewal District to be zoned for use in accordance with the

ORDINANCES OF THE CITY OF HELENA, MONTANA

Ord. _____

Growth Policy; and

WHEREAS, the Helena City Commission held a duly noticed public hearing on January 24, 2016 to consider whether the Railroad Urban Renewal District Plan is in conformance with the city of Helena adopted growth policy.

BE IT ORDAINED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA:The City commission hereby finds, determines and declares that the Railroad Urban Renewal District Plan ("Plan") conforms to the 2011 City of Helena Growth Policy.

2. The Plan, attached hereto as Exhibit "A," is hereby adopted. The Railroad Urban Renewal District Plan contains a provision for the use of tax increment financing pursuant to 7-15-4282 through 7-15-4292, MCA, as funds become available.

4. For the purpose of calculating the incremental taxable value for each year of the life of the District, the base taxable value shall be calculated as the taxable value of all real and personal property within the District, as of January 1, 2016.

5. Lewis and Clark County is hereby authorized to segregate, as received, the tax increment derived in the District, and use and

ORDINANCES OF THE CITY OF HELENA, MONTANA

Ord. _____

deposit such increment into the District Fund for use as authorized by the Act and as authorized herein or by the Council from time to time.

6. The tax increments received from the District may be used to directly pay costs of approved urban renewal projects and programs in accordance with 7-15-4288 and 4292 MCA , to pay debt service on bonds issued to finance urban renewal projects as defined under the Montana Urban Renewal Law as may from time to time be approved by the Council, in accordance with 7-15-4289 MCA.

The commission hereby authorizes the use of tax increment in the District to be used to pay debt service on internal and bank financed loans issued to finance all or a portion of the costs of eligible improvements in compliance with the Montana Urban Renewal Law and subject to any limitations imposed by the Montana Constitution.

**FIRST PASSED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA,
THIS 7th DAY OF DECEMBER, 2015.**

ATTEST:

MAYOR

CLERK OF THE COMMISSION

ORDINANCES OF THE CITY OF HELENA, MONTANA

Ord. _____

FINALLY PASSED BY THE COMMISSION OF THE CITY OF HELENA,
MONTANA, THIS 24nd DAY OF JANUARY, 2015.

MAYOR

ATTEST:

CLERK OF THE COMMISSION