ADMINISTRATIVE MEETING

July 20, 2016
4:00 p.m. to 6:00 p.m.
Room 326

AGENDA

1. **Call to order, introductions, opening comments**
2. **July 6, 2016 Administrative Meeting summary**
3. **Commission comments, questions**
   - Upcoming appointments
4. **City Manager's Report**
5. **Department discussions**

Public Works

a) Transportation Coordinating Committee (TCC) Urban Route Recommendations

➢ **Consensus Direction to Manager:**

Community Development

a) Trinity Development Annexation

➢ **Consensus Direction to Manager:**

b) Downtown Master Plan (visit: http://downtownhelena.com/dhibid/bid/ to view the master plan and associated appendices)

➢ **Consensus Direction to Manager:**

c) Proposed R/U (Residential/Urban) Zoning District

➢ **Consensus Direction to Manager:**

6. **Committee discussions**

a) Audit Committee, City-County Board of Health, L&C County Mental Health Advisory Committee, Montana League of Cities & Towns
– Mayor Jim Smith

b) Mayor Pro-Tem, Audit Committee, Helena Chamber of Commerce Liaison, Information Technology Committee, Transportation Coordinating Committee
– Commissioner Dan Ellison

c) ADA Compliance Committee, Audit Committee, City-County Parks Board , Civic Center Board
– Commissioner Rob Farris-Olsen

d) Board of Adjustment, City-County Administration Building (CCAB), Non-Motorized Travel Advisory Board, Transportation Coordinating Committee
– Commissioner Andres Haladay

e) Business Improvement District/Helena Parking Commission ,Montana Business Assistance Connection, Public Art Committee
– Commissioner Ed Noonan

f) Helena Citizens Council

City of Helena, Montana

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7. **Review of agenda for July 25, 2016 Commission meeting**
8. **Public comment**
9. **Commission discussion and direction to City Manager**
10. **Adjourn**

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

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Date: **July 15, 2016**

TO: **Randall Camp, Public Works Director**

FROM: **Ryan Leland, City Engineer**
David Knoepke, Civil Engineer

Subject: Urban Funds Allocation

Presently, the City of Helena, Lewis and Clark County and East Helena have an Urban Funds balance of $4,568,135. The annual allocation is $1,043,290. Urban funds are for use on the Urban Highway System. The Urban Highway System is the highways and streets that are in and near incorporated cities with populations of over 5,000 and within urban boundaries established by the department, that have been functionally classified as either urban arterials or collectors, and that have been selected by the commission, in cooperation with local government authorities, to be placed on the urban highway system [MCA 60-2-125(6)].

Montana's Urban Highway Program is provided under State law (MCA 60-2-126 & 60-2-125) and sub-allocations of federal Surface Transportation Program Funds (STP) by the Montana Transportation Commission. The Transportation Commission determines the program funding level which is currently at $11.3 million annually. Distribution of the funds is through 19 urban areas based on the decennial census population and MCA 60-3-111.

Discussion of allocation of the urban funds balance began in June 2015. In the September and November 2015 Transportation Coordinating Committee (TCC) meeting priorities were presented from Helena, East Helena and Lewis and Clark County. A special meeting was convened on December 2, 2015 to allocate the urban funds but consensus could not be reached. It was then that the creation of a decision matrix was tasked to staff. Through June 2016 staff revised the decision matrix with comments from TCC members. At the June 2016 TCC meeting the decision matrix was adopted in its current form by a unanimous vote of the TCC members. At the July 12th, 2016 meeting the results of the matrix were presented to the TCC. The top five roadways and the respective scores are listed below:

- U-5802 Custer Avenue – 95
- U-5809 Montana Avenue – 90.25
- U-5805 Benton Avenue – 86.5
- U-5826 Lincoln Road – 84.25
- U-5810 Henderson Street – 82.25
    - One observation from the top five results is 4 out of the 5 roadways feed into Custer Avenue thus improving these collector roadways prior to improving the arterial roadway (Custer) would yield minimal results other than a new roadway.

According the by-laws of the TCC one of the stated purposes is "to establish with the Montana Department of Transportation local priorities for expenditures of all State and Federal Transportation Improvements Funds available through the Department of Transportation consistent with Federal and State regulations."

Attachments:
Bylaws of the Transportation Coordinating Committee
Memorandum of Agreement for Continuing Transportation Planning in the Helena Area
Decision Matrix
Decision Matrix Results

MEMORANDUM OF AGREEMENT
FOR CONTINUING TRANSPORTATION PLANNING
IN THE HELENA AREA

This Memorandum of Agreement is entered into this day August 12, 2014, by and between the State of Montana Department of Transportation hereinafter called the "State", the City of Helena hereinafter called the "City", City of East Helena herein after called "East Helena", and Lewis & Clark County hereinafter called "County".

WHEREAS, it is the desire of the signatory agencies to have future transportation projects for the Helena Urban Transportation Planning Area that are based on a continuing comprehensive transportation planning process carried on cooperatively by the state and local community; and

WHEREAS, the parties to the Agreement desire to cooperate in transportation planning now in progress and in the comprehensive planning program of the Helena area, and further desire to insure that transportation planning is an integral part of continuing comprehensive planning; and

WHEREAS, the Consolidated Helena and Lewis & Clark County Planning Board is a legally constituted agency and is authorized to carry out comprehensive planning programs, through its respective jurisdictional planning divisions in the Helena area; and

WHEREAS, the City of East Helena Planning Board is a legally constituted entity and is authorized to carry out comprehensive planning for its jurisdictional planning area; and

WHEREAS, transportation decisions affect patterns of land development and the transportation choices of all citizens. Transportation is defined to include all modes including alternated modes such as bus, bicycle and pedestrian;

NOW, THEREFORE BE IT RESOLVED that the parties hereto do mutually agree as follows:

I. **A Transportation Coordination Committee (TCC)** is hereby established to consider projects and provide recommendations for the Helena Transportation Planning Area, and to develop, adopt, monitor and implement an urban transportation plan and related programs. The TCC shall consist of the following officials who shall all be voting members unless designated as non-voting.

City Commission – Two (2) members
Lewis & Clark County Board of Commissioners – Two (2) members
Montana Department of Transportation – One (1) member
East Helena – One (1) member
Federal Highway Administration Division Administrator (or the Administration's designate) – One (1) ex-officio member, non-voting
Helena Lewis and Clark County Consolidated Planning Board – Chairman (or the Board's designate) – One (1) member
Helena Citizens Council – One (1) member
Two "at-large" citizens appointed by the City of Helena, one non-voting
Two "at-large" citizens appointed by Lewis and Clark County, one non-voting

The citizen members of the Committee shall be appointed by the appropriate governing body for terms of two years, not exceeding two consecutive terms. Additional members of the Committee may be appointed by a majority of the membership if the need arises.

II. Planning Area – As a minimum, continuing, comprehensive transportation planning will be conducted in that portion of the Helena area that is expected to become urban in character during a twenty-year period. The type of transportation planning that will be conducted outside the urban area and within the Helena Transportation Planning Area will be determined and approved by the TCC.

III. Scope of Services – The transportation planning process shall be:

1. Cooperative in that the State, County, City and East Helena shall cooperatively accomplish the transportation planning process.

2. Comprehensive in that all elements affecting transportation in the Helena Transportation Planning Area and adjacent areas shall be considered.

3. Continuing in that the planning process is intended to continue indefinitely and shall be maintained as long as this agreement is in force.

The operational scope of the transportation planning process will involve performing the following functions:

a) Collection, maintenance, analysis and dissemination of basic planning and engineering data.

b) Service to public and private sectors, especially by provision of current information concerning plans, program recommendations, design data and their implementation.
c) Preparation, updating and revision of long and short range plans for the physical development of the Helena Transportation Planning Area and translation of these plans into recommendations for implementation.
d) Production and distribution of reports, maps, etc. for documentation and information purposes, participation in meetings, seminars, etc. necessary to coordinate the planning and planning implementation activities at the various levels of government and conducting public information programs.
e) Research and development of estimating, forecasting and other planning procedures.

In addition such other transportation planning services shall be carried out as consistent with the stated purpose of the TCC in its bylaws.

IV. Citizen Participation – The TCC will provide for public involvement and input in the local transportation planning process by inviting comment from local citizens on major transportation planning issues, programs and projects. In addition the Committee conducts special public information and participation programs as necessary for transportation planning.

V. Changes in Agreement – Any alteration, extension or supplement to the terms of this agreement, as detailed herein, shall be agreed to in writing by the signatory parties.

VI. Termination of Agreement – Either party may terminate its interest and obligation under this Agreement by giving at least sixty (60) days notice in writing to the other parties.

VII. Nondiscrimination – The LOCAL GOVERNING AUTHORITIES will require during the performance of nay work arising out of this agreement that the agreement, for itself, its assignees and successors shall comply with all nondiscrimination regulations shown in Exhibit "A". All agreements entered into by MDT must contain a Title VI clause and the attachment in Exhibit "A".

VIII. Governing Law – This agreement shall be governed by the laws of the State of Montana Venue for any litigation will be in Lewis and Clark County, State of Montana.

In the case of conflict between the obligation imposed by this agreement and Montana law, then Montana law will control.

IN WITNESS whereof parties hereto have set their hands and affixed their seals:

CITY OF HELENA

By:_____ Date:_____

Mayor, City of Helena

APPROVED AS TO FORM:

Thomas J. Jodoin

PRINT NAME THOMAS J. JODOIN

TITLE CITY ATTORNEY

LEWIS & CLARK COUNTY

By:_____ Date: 10-10-2014

Chairman, Board of County Commissioners

ATTEST:

Paulette DeHart

Paulette DeHart, Clerk of the Board

CITY OF EAST HELENA

By:_____ Date: 9/25/14

Mayor, City of East Helena

MONTANA DEPARTMENT OF TRANSPORTATION

By:_____ Date:_____

Montana Department of Transportation

Approved for Legal Content

EXHIBIT A

NON-DISCRIMINATION NOTICE

During the performance of this Agreement, the City of Helena (hereafter in this Section "the Party"), for itself, its assignees and successors in interest, agrees as follows:

A) **COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 FOR FEDERAL-AID CONTRACTS**

(1) Compliance with Regulations: The Party shall comply with all Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation, 49 Code of Federal Regulations (CFR), Part 21, as they may be amended (hereafter referred to as the Regulations), which are incorporated by reference and made a part of this Agreement, even if only state funding is here involved.

(2) Nondiscrimination: The Party, with regard to the work performed by it during the Agreement, shall not discriminate on the grounds of sex, race, color, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The Party shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR Sec. 21.5.

(3) Solicitations for Subcontracts, Including Procurement of Materials and Equipment: In all solicitations, whether by competitive bidding or negotiation by the Party for work to be performed under a subcontract, including procurement of materials or leases of equipment, any potential subcontractor or supplier shall be notified by the Party of the Party's obligations under this Agreement and the Regulations relative to nondiscrimination.

(4) Information and Reports: The Party will provide all reports and information required by the Regulations, or directives issued pursuant thereto, and permit access to its books, records, accounts, other sources of information and its facilities as may be determined by State or the Federal Highway Administration (FHWA) to be pertinent to ascertain compliance with Regulations or directives. Where any information required of the Party is in the exclusive possession of another who fails or refuses to furnish this information, the Party shall so certify to the Department or the FHWA as requested, setting forth what efforts it has made to obtain the information.

(5) Sanctions for Noncompliance: In the event of the Party's noncompliance with the nondiscrimination provisions of this Agreement, State may impose sanctions as it or the FHWA determines appropriate, including, but not limited to,

(a) Withholding payments to the Party under the Agreement until the Party complies, and/or

(b) Cancellation, termination or suspension of the Agreement, in whole or in part.

(6) Incorporation of Provisions: The Party will include the provisions of paragraphs (1) through (6) in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The Party will take such action with respect to any subcontract or procurement as the State or the FHWA may direct to enforce such provisions including sanctions for noncompliance: Provided, however, that in the event the Party is sued or is threatened with litigation by a subcontractor or supplier as a result of such direction, the Party may request the State to enter into the litigation to protect the interests of the State, and, in addition, the Party or the State may request the United States to enter into such litigation to protect the interests of the United States.

B) COMPLIANCE WITH THE MONTANA GOVERNMENTAL CODE OF FAIR PRACTICES, SEC. 49-3-207, MCA

In accordance with Section 49-3-207, MCA, the Party agrees that for this Agreement all hiring will be made on the basis of merit and qualifications and that there will be no discrimination on the basis of race, color, religion, creed, political ideas, sex, age, marital status, physical or mental disability, or national origin by the persons performing the Agreement.

C) COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT (ADA)

(1) The Party will comply with all regulations relative to implementation of the AMERICANS WITH DISABILITIES ACT.

(2) The Party will incorporate or communicate the intent of the following statement in all publications, announcements, video recordings, course offerings or other program outputs: **"The Party will provide reasonable accommodations for any known disability that may interfere with a person in participating in any service, program or activity offered by the Party. In the case of documents, recordings or verbal presentations, alternative accessible formats will be provided. For further information call the Party."**

(3) All video recordings produced and created under contract and/or agreement will be closed-captioned.

D) COMPLIANCE WITH PARTICIPATION BY DISADVANTAGED BUSINESS ENTERPRISES IN DEPARTMENT OF TRANSPORTATION FINANCIAL ASSISTANCE PROGRAMS, 49 CFR PART 26

Each Agreement the Department signs with a Party (and each subcontract the prime contractor signs with a subcontractor) must include the following assurance:

The Party, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Party shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the Party to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.

BYLAWS
of the
TRANSPORTATION COORDINATING COMMITTEE

The function, duties, membership and responsibilities of the Transportation Coordinating Committee are as follows:

ARTICLE I – TRANSPORTATION COORDINATING COMMITTEE

Section 1. Name

The name of this committee shall be the Transportation Coordinating Committee (TCC).

Section 2. Origin

The Transportation Coordinating Committee is provided for in the Memorandum of Agreement which has been cooperatively agreed to by the three agencies consisting of the City, County, and the State.

Section 3. Purpose

The purpose of the Transportation Coordinating Committee is outlined in the six following statements:

1) to facilitate the improvement of the transportation system within the agreed upon Helena Urban Area of Lewis & Clark County

2) to provide for joint transportation planning, design, and construction of transportation facilities between the City, County and State.

3) to establish with the Montana Department of Transportation local priorities for expenditures of all State and Federal Transportation Improvements Funds available through the Department of Transportation consistent with Federal and State regulations.

4) to adopt a transportation plan.

5) to implement a transportation capital improvements program.

6) to encourage, coordinate, and monitor the progress of efforts to implement transportation priorities.

Section 4. Function

This Committee shall manage the executive business of the Helena Urban Area Transportation Plan Update. The Committee shall work closely with the City, County and State to develop and keep current urban transportation planning, design, and construction in the Helena area. The Committee shall adopt and recommend implementation of long- and short-range transportation programs for the Helena urban area. The Committee shall transmit all reports and recommendations related to the continuing transportation planning for the urban area to the various agencies for final adoption and implementation.

Section 5. Membership

The Transportation Coordinating Committee shall consist of the following officials:

1) City Commission - Two (2) members of the Helena City Commission appointed by the Mayor with the approval of the City Commission. Terms of office shall run for one calendar year from January 1 to December 31 (or until a successor is appointed the following month).

2) County Commission - Two (2) members of the Board of County Commissioners, Lewis & Clark County. Terms of office shall run for one calendar year from January 1 .to December 31 (or until a successor is appointed the following month).

3) A fifth (5th) voting member, representing the Montana Department of Transportation chosen by the Director of the Montana Department of Transportation, and agreed upon by the other voting members. The term of office shall be for one calendar year from January 1 to December 31 (or until a successor is appointed the following month).

4) The Division Administrator of the Federal Highway Administration, or the Administration 1s designate, and the Chairman of the Consolidated Helena and Lewis & Clark Planning board, or the Board's designate, and a member of the Helena Citizen's Council, shall be ex officio, non-voting members.

Section 6. Organization

The officers of the Transportation Coordinating Committee shall consist of a Chairman and Vice-Chairman elected by the voting membership. The term of office shall be for one calendar year running from January 1 to December 31 (or until a successor is appointed the following month). The Vice-chairman shall preside in the event of absence of the Chairman. The Committee shall provide a recording secretary who shall take, transcribe and distribute minutes.

ARTICLE II - DUTIES

Section 1. Duties and Responsibilities

The Transportation Coordinating Committee shall have the following duties and responsibilities:

1) Serve as a forum between the governmental and planning agencies in the area.

2) Periodically review the progress of comprehensive transportation planning for the urban area.

3) Adopt long- and short-range programs, establish project priorities, and recommend implementation of the individual projects by the appropriate agencies.

Section 2. Duties of Officers

1) The Chairman, or Vice Chairman in the absence of the Chairman, shall preside at all meetings of the Transportation Coordinating Committee and call special meetings as needed.

2) The secretary shall record the minutes and attendance; notify members of the meetings and other such duties that may be required by the Chairman.

Section 3. Coordination with other officials staff citizens' groups and other organizations

1) To best carry out its duties, the Transportation Coordinating Committee will assign staff tasks as required to accomplish its work and will receive input and consultation from interested individuals, groups and public and private organization/citizens. During periods of intense activities, the Committee may instruct staff and representatives of relevant agencies involved, to meet and review specific transportation planning products and report back to the Committee.

ARTICLE III - MEETINGS

The Transportation Coordinating Committee shall meet as necessary to carry out its duties. A majority of the voting members shall constitute a quorum. Time and place for the meetings shall be set by the Chairman. The Transportation Coordinating Committee shall meet a minimum of once a year or as required to carry out the duties and responsibilities of this committee.

Meetings shall be held in conformance with appropriate sections of the Montana Codes Annotated (MCA) which concern open meeting laws.

Specifically, all meetings shall be open to the public. Reasonable public notice shall be given prior to meetings.

Section 1. How Adopted

These articles may be adopted by a majority of the Transportation Coordinating Committee.

Section 2. How Amended

These articles may be amended by a majority of the Transportation Coordinating Committee.

CRITERIA	DESCRIPTION	SCORING VALUES					Total Score
A	CONNECTS DESTINATION CENTERS	NO = 0	YES = 5				5
B	TRANSPORTATION GAP	DOES NOT ADDRESS A GAP = 0	PARTIALLY COMPLETES A GAP 5*LENGTH OF PROJECT/TOTAL GAP LENGTH	PROJECT COMPLETES A GAP = 5			5
C	SCHOOL PROXIMITY	SCHOOL WITHIN 1 MILE = 5	SCHOOL WITH 1/2 MILE = 7	SCHOOL WITHIN 1/4 MILE = 10			10
D	CURRENT V/C	LESS THAN .6 = 0	<0.6<0.8=1.25	<0.8<0.9=2.5	<0.9<1.00=3.75	<1.0=5	5
E	FUTURE V/C	LESS THAN .6 = 0	<0.6<0.8=2.5	<0.8<0.9=5	<0.9<1.00=7.5	<1.0=10	10
F	CHANGE OF LOS WITH PROJECT	NO LOS CHANGE = 0	LOS 1-STEP (D TO C) = 1	LOS 2-STEP (D TO B) = 2	LOS 3-STEP OR MORE (D TO A) = 5		5
G	SIDEWALK PRESENT/GAPS	SIDEWALKS PRESENT BOTH SIDES GOOD CONDITION = 0	SIDEWALKS PRESENT BOTH SIDES FOR 100-70% PROJECT LENGTH =8	SIDEWALKS PRESENT BOTH SIDES FOR 70-50% PROJECT LENGTH = 9	SIDEWALKS PRESENT BOTH SIDES FOR 50-0% PROJECT LENGTH = 10		10
H	BIKE FACILITIES	MEETS LRTP RECOMMENDATIONS = 0	100-70% FACILITIES COMPLETED = 8	70-30% FACILITIES COMPLETED = 9	NO FACILITIES COMPLETED = 10		10
I	ADA FACILITIES	100% ADA COMPLIANT = 0	100-70% ADA COMPLAINT = 8	70-50% ADA COMPLAINT = 9	LESS THAN 50% ADA COMPLAINT = 10		10
J	FATALITIES IN PROJECT AREA	NO = 0	YES = 5				5
K	CRASHES IN PROJECT AREA IN LAST FIVE YEARS	LESS THAN 5 = 0	5 TO 10 = 2.5	10 TO 15 = 5	15 TO 20 = 7.5	GREATER THAN 20 = 10	10
L	FUNDING	FUNDED = 0	1-2 FUNDING SOURCE = 3	GREATER THAN 3 FUNDING SOURCES = 5			5
M	IDENTIFIED IN LRTP	NO = 0	YES = 5				5
N	DESIGN LIFE OF ROADWAY REMAINING	15-20 Years Remaining = 0	10-15 Years Remaining = 2	5-10 Years Remaining = 4	0-5 Years Remaiining = 5		5
							100

CRITERIA	U-5802 Custer Avenue	U-5804 Skyway Drive	U-5805 Benton Avenue	U-5806 Airport Road	U-5807 Last Chance Gulch Washington Strret	U-5808 Colonial Drvie	U-5809 Montana Avenue	U-5810 Henderson Street	U-5811 South Montana Avenue	U-5812 Neill Avenue/11th Avenue	U-5813 Railroad Avenue/Lambor n Street	U-5814 6th Avenue	U-5815 Cruse Avenue	U-5816 Broadway Avenue	U-5818 Canyon Ferry Road	U-5819 Fee Street	U-5820 Green Meadow Drive	U-5822 Hauser Boulevard	U-5823 York Road	U-5824 Oro Fino Gulch	U-5825 Colonial Drive	U-5826 Lincoln Road	U-5827 Saddle Drive
A	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0	5	0	5	0	5	5	0
B	5	5	5	5	5	0	5	5	5	5	5	5	5	5	5	0	5	5	5	5	0	5	5
C	10	5	10	5	10	10	10	10	10	7	10	10	10	10	0	7	7	10	0	0	10	10	0
D	5	0	5	0	0	1.25	3.75	1.25	0	2.5	0	0	0	1.25	1.25	5	0	0	0	0	0	1.25	0
E	10	5	7.5	7.5	2.5	5	7.5	5	0	7.5	0	0	0	2.5	7.5	5	0	0	0	0	0	5	0
F	2	0	2	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	0
G	10	10	9	10	9	0	10	10	0	8	10	8	9	8	10	9	10	9	***	***	0	10	0
H	9	10	10	10	10	10	9	9	10	10	9	0	10	10	10	10	10	0	10	10	10	8	10
I	10	10	10	10	10	9	10	9	9	9	10	8	9	9	10	9	10	9	***	***	9	10	8
J	5	0	0	0	5	0	5	5	0	0	0	0	0	0	5	0	0	0	5	0	0	5	0
K	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
L	5	3	3	3	3	3	5	3	3	5	3	3	3	3	3	3	3	3	3	3	3	3	3
M	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
N	4	5	5	5	5	4	4	5	5	5	5	5	4	4	4	5	4	4	4	5	4	5	4
	95	73	86.5	75.5	79.5	62.25	90.25	82.25	62	80	72	59	70	72.75	75.75	69	69	55	47	38	56	84.25	45

MEMORANDUM

July 14, 2016

TO: Ronald J. Alles, City Manager

FROM: Thomas J. Jodoin, City Attorney
Sharon Haugen, Community Development Director
Ryan Leland, City Engineer

SUBJECT: Annexation of "Trinity" Development and proposed deferral of conditions of annexation

On May 9, 2016, the Helena City Commission passed a resolution of intention to annex an undefined 5-acre portion of property owned by the Resurrection Cemetery Association, Inc. The area under discussion is located immediately north of Sanders Street and east of Jordan Drive. Resolution of Intention No. 20245 required certain infrastructure to be installed to city standards or deferred pursuant to a development agreement. Those conditions can be summarized briefly as requiring (1) full buildout of Sanders Street and Jordan Drive to their intersection, (2) installation of the attendant water, wastewater, and stormwater infrastructure in those rights of way, and (3) installation of off-site improvements to Sanders Street identified by the applicant-provided traffic impact study (hereafter "TIS") attached here.

The applicant, Trinity Development Partnership, LLC ("Trinity"), has proposed to eliminate two conditions and meet the remaining conditions of annexation by entering into a development agreement that specifies the timing of when the abovementioned infrastructure will be installed. Trinity's Annexation Conditions Removal Request is attached here. This memo discusses the deferral plan first and then concludes with the request to eliminate conditions.

The reason for a request to defer installation of infrastructure is the need by the applicant to obtain annexation of a 5-acre portion of property so that building to City standards can commence. Due to construction timing, it is not likely that all infrastructure can be completed this building season. Such a delay, because there would be no annexation, effectively delays the construction of commercial structures on the 5-acre portion currently under consideration.

Accordingly, Trinity has proposed a deferral plan as part of the development agreement. The draft development agreement is attached here. That plan calls for the City and Trinity to enter into the agreement as a means of satisfying the annexation conditions requiring infrastructure installation. That agreement then defines two "phases" of infrastructure installation. The first phase ("Phase I") would defer installation of on-site infrastructure specific to the 5-acre portion of the property until such infrastructure is needed for the foundation permit, building permit, or final occupancy. The offsite improvements to Sanders Street and Custer Avenue would similarly be deferred and required to be completed before final occupancy of any structure on that 5-acre portion of property is granted. The draft development agreement would ensure the construction of water, wastewater (subject to a Commission decision whether to eliminate this condition), stormwater, and Sanders Street immediately adjacent to the 5-acre portion of property.

Specifically, Trinity has proposed that development agreement defer those infrastructure requirements to coincide with the building of any structure on that 5-acre portion of property. Trinity does propose to prepare a final plat that would formally create the 5-acre portion tract (via boundary line relocation) and dedicate the necessary Sanders Street right-of-way adjacent to that 5-acre tract. That component would not be deferred.

Infrastructure not immediately adjacent to the 5-acre portion of property would be deferred to the second phase ("Phase II"). This deferred infrastructure installation is proposed by Trinity to be "secured" by precluding further development of the "remainder" of its property. This means that Trinity would agree to not construct any building or structure requiring water or wastewater service on the remainder property until the owner applies for and receives annexation and subdivision approval and installs the deferred infrastructure.

With that background in mind, there remain several issues on which City staff and Trinity need Commission consensus/guidance.

I. Installation of wastewater infrastructure in Sanders Street adjacent to 5-acre portion of the property

Condition 1(e) requires the installation of a wastewater main in the dedicated Sanders Street right-of-way. Trinity has requested that the City eliminate this condition as not needed because the 5-acre portion of the property can be served by a private lift station serving development on the 5-acre portion of the property and then conveying that wastewater via a long "force" service line to the wastewater main behind Target which ultimately connects to the Skelton Lift Station.

City staff has concerns that not installing a wastewater main in Sanders Street adjacent to the 5-acre portion of the property will afford an opportunity for the property west of Sanders Street to connect into this long service line. Such an arrangement, while not prohibited now, would be if that lot is in different ownership. A lift station may not service multiple property owners and service lines may not cross another property. Thus, when annexation, subdivision, and building permits for the lot west of Sanders Street occur, the owner would need to either install the wastewater main in Sanders Street that Trinity is proposing not to install, or obtain a variance from the City Commission from subdivision and wastewater rules found in the City Code. A third alternative, which is also not recommended, is for the lot west of Sanders Street to connect directly into the wastewater main behind Target. That main ultimately connects to the Skelton Lift Station and is at capacity.

The ultimate risk of not installing a wastewater main in Sanders Street adjacent to the 5-acre portion of the property is that the remainder of the property will be served by a larger public lift station while the 5-acre portion will have its own private system and a long service line across another property.

II. Clarification of "additional center left turn lane" condition

The February 2016 TIS recommended a "protected southbound left-turn phase" to mitigate the decrease in the level of service at the Sanders/Custer intersection. A "protected left-turn phase" in this particular

context means a green left turn arrow that specifically protects the left turn movement from other traffic from Sanders Street eastbound onto Custer Avenue. Currently, that movement is not "protected" and must yield to vehicles traveling north on Custer Avenue.

In early March 2016 the MDT provided comments on the February 2016 TIS which are attached here. The comments stated that access to Custer is currently experiencing congestion and long delays and that "no additional green time could be considered since the existing traffic signal is in coordination with other Custer Avenue traffic signals."

The staff report and Commission-adopted resolution of intention included a condition [1(d)(ii)] for "an additional center left turn lane from Sanders Street onto Custer." This condition confused the center turn lane along the length of Sanders Street with the issue of alleviating impacts of queuing vehicles attempting to turn left off of Sanders Street onto Custer Avenue (i.e., the protected southbound left turn phase).

Staff recommends that the Commission accept a center left turn lane along the length of Sanders Street. The issue of the impacts of vehicle queuing is, however, not resolved given MDT's comments that the proposed mitigation of a "protected left-turn phase" cannot be accommodated. Thus, the recommendations of the TIS cannot be implemented as required by the resolution of intention.

Trinity has provided supplemental information regarding this issue which is attached here. Trinity's conclusion is that Phase I will result in an increased delay of 8 seconds and add 80 feet of vehicle queuing for vehicles turning left off of Sanders Street onto Custer Avenue. Trinity's TIS concludes that this does not degrade the intersection any further than its current "E" level of service.

III. Level of immediate installation of Sanders Street and Jordan Drive

The conditions of annexation require the dedication and installation of Sanders Street and Jordan Drive to their intersection to City collector street standards. As partially explained above, Trinity has proposed to dedicate the right-of-way for Sanders Street immediately adjacent to the 5-acre portion of property and defer the installation of the remainder portion as part of Phase II, concurrent with construction of commercial buildings on that portion of property. The crux of the issue deals with the remainder of the northward extension of Sanders Street and eastern extension of Jordan Drive. Trinity proposes to construct a 24'-wide private drive that would be (1) built to City standards for base and surface construction, but not to "complete streets" standards; and (2) open to the public. As a result of this proposal, the dedication of public right-of-way and build out of Jordan Drive and Sanders Street to collector street standards would be completed with future development of Phase II. Additionally, as part of Trinity's completion of Lewis and Clark County building for lease or rent permit review to operate a mini-storage facility, Trinity must obtain the requisite permits from the City to access Jordan Drive. Trinity has proposed that the above described 24'-wide private drive serve as a "temporary" extension of Jordan Drive in its application for a drive approach.

Trinity's proposal does raise issues. The TIS and subsequent "updates" and "clarifications" describe this 24'-wide private drive as open to the public and functioning as a critical access to the 5-acre portion of the property and providing access from the mini-storage facility to the existing Jordan Street right-of-way

maintained by the City. The TIS and its associated updates indicate that there is some impact to the intersections of Sanders/Custer and Jordan/Montana (25% of the 2200 vehicle trips per day generated by Phase I proposed to use Jordan to Montana, 75% to use Sanders to Custer). However, the TIS doesn't analyze the effects of drive through traffic that would use this private road as a means to avoid the Custer/Montana intersection. Modeling done in conjunction with the Greater Helena Area Long Range Transportation Plan – 2014 Update, page 69, shows that traffic volumes reached nearly 3,000 vehicle trips per day on Sanders to Ptarmigan (Jordan) connection. There is no doubt that Sanders Street and Jordan Drive need to be improved to City standards. The issues are whether (1) the impacts of such a connection have been properly analyzed, (2) whether a 24'-wide private drive is sufficient to handle not only Phase I developed traffic, but also pass through traffic, and (3) whether deferral for an indefinite period of time is appropriate.

Correspondingly, water and wastewater infrastructure in Jordan Drive and Sanders Street would be deferred in the same fashion. Since it makes imminent sense to install such infrastructure with the construction of the roads, staff is recommending that water and wastewater infrastructure be constructed as well if the Commission does not agree with deferral of the construction of Sanders Street and Jordan Drive to City standards.

Since there isn't a larger plan of development, it is unknown what size pipes are needed, what looping system is required, location of service line stubs, or even lift station capacity. However, it should be made clear that even with a development agreement that defers the street, water, and wastewater, and a requirement that installation of this infrastructure occur before any Phase II structure can be built, there is no guarantee that development will occur in the immediate future.

The future construction of Sanders Street and Jordan Drive are dependent on an affirmative action by Trinity which the City cannot compel. Until a subdivision is proposed, the area will be served by a 24'-wide private drive that would essentially function as a public road. While the TIS does analyze the impact of the Phase I development, it does not analyze the potential impact to Sanders/Custer and Jordan/Montana of pass through traffic using this 24'- wide private drive to avoid the Custer/Montana intersection.

The City and the MDT have a meeting set for July 15, 2016 to discuss these issues. It should be noted that much of the traffic issues in the area of Montana and Custer/Sanders are directly impacted by the lack of capacity of Custer Avenue west of Montana due to only one lane of westbound traffic.

City staff would like Commission guidance on the above issues which are summarized as follows:

1. Does the Commission want to eliminate the condition requiring the installation of a wastewater main in the Sanders Street right-of-way adjacent to Phase I?

2. Does the Commission want to require only a center turn lane along the length of Montana Avenue? How does the Commission want to address the impacts of Phase I to the left-turn queuing movement off of Sanders Street to Montana Avenue?

3. Is the Commission comfortable with an "interim" 24'-wide private drive by deferring the dedication of right-of-way and complete build out of Sanders Street and Jordan Drive and associated water and wastewater mains in that right-of-way until future subdivision or annexation? Is the Commission satisfied with the lack of analysis of effects that such a connection would have on Jordan (Ptarmigan)/Montana and Sanders/Custer intersections?

abelin traffic services

Trinity Center Phase 1
Traffic Impact Study

Helena, Montana

Prepared For:

Stahly Engineering & Associates, Inc
3530 Centennial Drive
Helena, MT 59601

February, 2016

130 South Howie Street
Helena, Montana 59601

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Trinity Center Phase 1
Traffic Impact Study
Helena, Montana

A. EXECUTIVE SUMMARY

Phase 1 of the Trinity Center development consists of a proposed Hotel and Restaurant located at the north end of Sanders Street. The development would also include the construction of 500 Mini-Storage units along the north side of Ptarmigan Lane and a new road connection between Ptarmigan Lane and Sanders Street. The section of Custer Avenue near the proposed development is operating near LOS C in the AM peak and LOS D in the PM peak. The addition of more vehicles will decrease the LOS in this area. Phase 1 of the Trinity Center would increase the total vehicle delay at the Sanders Street Intersection by 2-7 seconds. This delay could be minimized by installing a right-turn lane for westbound traffic (from Custer Avenue) at the intersection and adding a protected southbound left-turn phase. It may also be desirable to remove the on-street parking along north Sanders Street and add a center left-turn lane to increase the capacity of this roadway. The intersection of Ptarmigan Lane with North Montana Avenue is currently functioning at a poor level of service but will not meet any warrants for signalization with Phase 1 of the Trinity Center.

B. PROJECT DESCRIPTION

This document studies the possible effect on the surrounding road system from Phase 1 of the proposed Trinity Center Development located at the North end of Sanders Street in Helena, Montana. Phase 1 of the project includes a hotel and a restaurant.

C. EXISTING CONDITIONS

The subject property for Phase 1 of the Trinity Center consists of five-acres of land located at the north end of Sanders Street in Helena, Montana. The property is located west of I-15 just north of the Lowes Home Improvement store. See **Figure 1** for a location map of the proposed development.

Adjacent Roadways

Interstate-15 passes along the east side of the Trinity Center property. This access controlled highway is operated under the jurisdiction of the Federal Highway Administration (FHWA). There are full movement interchanges at Custer Avenue, Cedar Street, and Prospect Avenue. According to traffic counts conducted in 2014, the roadway currently carries 16,400 Vehicles per Day (VPD) south of Custer Avenue.

Custer Avenue is an east/west minor arterial roadway which provides access to the businesses and commercial areas. The road has a five-lane cross-section between Montana Avenue and Washington Street. The road has a posted speed limit of 35 MPH and currently carries 22,700 VPD. There are existing traffic signals at Montana Avenue, Sanders Street, I-15 north/south ramps, and Washington Street.

Figure 1- Proposed Development Site

Sanders Street is a local route which is maintained by the City of Helena. The road provides access to the commercial area north and south of Custer Avenue. The road has a paved width of 38 feet with on-street parking. Traffic volumes on Sanders Street have increased significantly in recent years as commercial developments have been constructed in this area. Traffic data collected by ATS in February 2016 indicates that Sanders Street currently carries 4,400 VPD north of Custer Avenue. Sanders Street currently provides access to a gas station/casino, a home improvement store, two restaurants, a hotel, a bank, and a paint store.

North Montana Avenue is a north/south minor arterial roadway which provides access through much of Helena. The road has a five-lane cross-section north of Custer Avenue and currently carries 19,600 VPD. The intersections of Custer Avenue and Partridge Place are currently signalized.

Ptarmigan Lane (Jordan Drive) is an east/west route that passes along the north side of the Macy's shopping center. The road currently ends 500 feet east of Montana Avenue and carries low traffic volumes. The road has an urban cross-section and a paved width of 32 feet.

Traffic Counts

Traffic data for the Custer Avenue Corridor was available from the Montana DOT. The data included peak-hour turning movement counts at all of the signalized intersections from Montana Avenue to Washington Street for 2014 and 2012. MDT also provided the current Synchro intersection traffic model and signal timing information from MDT to assist with the analysis of the Custer Avenue corridor. Abelin Traffic services also collected new traffic data along Sanders Street and Ptarmigan Lane in February 2016 for use in this study.

Historic Traffic Data

Abelin Traffic Services collected historic traffic data for the surrounding road system to help develop short-term background growth rates for the area. The information indicates that traffic volumes along Custer Avenue and North Montana Avenue have increased steadily over the past ten years at a rate of 2.7%. The historic data shows a large jump in traffic volumes from 2013 to 2014 and then a large decrease again in 2015. This may just be a data anomaly and may not represent actual growth patterns in the area. The historic traffic data for the area is shown in **Table 1**.

Table 1 – Historic Average Daily Traffic Data

Location	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Custer Ave. East of MT Ave.	14260	11690	15540	18010	17650	17840	17460	20460	23620	27890	22735
MT Ave. North of Custer Ave.	17700	18690	22550	17530	23860	19330	20260	19530	21960	23990	19608
Custer East of I-15	15210	13390	16190	16820	17070	19510	16390	18810	18860	23940	20794
I-15 South of Custer Ave.	8060	7300	7450	8590	8420	7990	8010	15530	16990	16250	16399

The Greater Helena Area Long Range Transportation Plan 2014 Update suggests that Custer Avenue will see a 30% increase in traffic volumes over the next 20 years. Considering that traffic volumes have increased 45% of the last ten years, it is likely that the Transportation Plan is underestimating the future traffic volumes along this corridor.

Level of Service

Using the data collected for this project, ATS conducted a Level of Service (LOS) analysis at area intersections. This evaluation was conducted in accordance with the procedures outlined in the Transportation Research Board's *Highway Capacity Manual (HCM) - Special Report 209* and the Synchro intersection analysis software (Version 7). Intersections are graded from A to F representing the average delay that a vehicle entering an intersection can expect. Typically, a LOS of C or better is considered acceptable for peak-hour conditions.

Table 2 –Existing 2015 Level of Service Summary

	AM Peak Hour		PM Peak Hour	
Intersection	**Delay (Sec.)**	**LOS (V/C)**	**Delay (Sec.)**	**LOS (V/C)**
Custer Avenue & Montana	41.2	D (0.82)	53.6	D (0.98)
Custer Avenue & Sanders	14.2	B (0.51)	47.4	D (0.83)
Custer Avenue & I-15 SB	6.3	A (0.52)	3.7	A (0.54)
Custer Avenue & I-15 NB	21.7	C (0.63)	28.0	C (0.67)
Montana & Ptarmigan Ln.*	30.7/17.0	D/C (.08/.03)	66.4/31.0	F/D (.50/.28)

*Eastbound/Westbound LOS and Delay

Table 2 shows the existing 2015 LOS for the AM and PM peak hours without the traffic from the Trinity Center development. The LOS calculations are included in **Appendix B.** The analysis shows that some of these intersections are currently operating at or above their ideal capacity (LOS C). This section of Custer Avenue has become one of the busiest roads in Helena and it is likely that it will continue to have capacity issues into the future. The corridor is almost completely built out and it is unlikely that any physical improvement (new lanes/road connections) will create any major capacity improvements to this roadway.

In 2015 MDT reviewed the Custer/Sanders intersection to determine of a protected southbound left-turn phase was warranted. The study concluded that a protected southbound left-turn phase was not warranted at that time, but would be beneficial if traffic volumes along north Sanders Street increased.

The Greater Helena Area Long Range Transportation Plan 2014 Update suggests a variety of road improvements in this area. MSN-8 is the Sanders Street extension with connection to Ptarmigan Lane and Jordan Drive (south of the Helena Valley Irrigation Canal). The recommendation also includes continuing Sanders Street north across the irrigation canal to provide a connection to the Heller property to the north. MSN-1 recommends reconstructing

Custer Avenue from Montana Avenue to Green Meadow Drive to improve capacity, and TSM-29 suggest lane improvements on North Montana Avenue. These improvements would improve the connectivity and capacity of these corridors, but may not provide any specific improvements for the Custer Avenue corridor east of Montana Avenue.

D. PROPOSED DEVELOPMENT

Phase 1 of the Trinity Center consists of two commercial buildings that would be located at the northern end of Sanders Street. The buildings would include a 107 room hotel, a sit-down restaurant, and up to 500 mini storage units located adjacent to Ptarmigan Drive. Construction of Phase 1 would likely be completed in 2018. The project would also include an informal road connection north to connect with Ptarmigan Lane (Jordan Drive) to the west.

E. TRIP GENERATION AND ASSIGNMENT

ATS performed a trip generation analysis to determine the anticipated future traffic volumes from the subdivision using the trip generation rates contained in *Trip Generation* (Institute of Transportation Engineers, Ninth Edition). These rates are the national standard and are based on the most current information available to planners. A vehicle "trip" is defined as any trip that either begins or ends at the development site. ATS determined that the critical traffic impacts on the intersections and roadways would occur during the weekday morning and evening peak hours. Phase 1 of the Trinity Center would produce 175 AM peak hour trips, 173 PM peak hour trips, and 2,271 daily trips. The trip generation rates and totals are shown in **Table 3**.

Table 3 - Trip Generation Rates

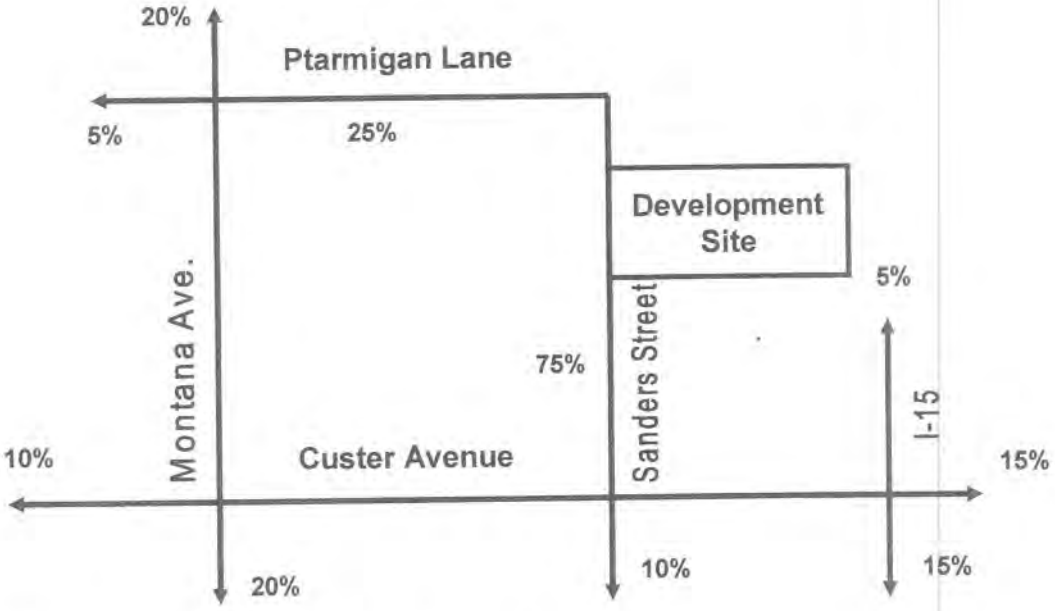
Land Use	Units	AM Peak Hour Trip Ends per Unit	Total AM Peak Hour Trip Ends	PM Peak Hour Trip Ends per Unit	Total PM Peak Hour Trip Ends	Weekday Trip Ends per Unit	Total Weekday Trip Ends
Sit-Down Restaurant	10	10.81	108	9.85	99	127.15	1,272
Hotel	107	0.53	57	0.6	64	8.17	874
Storage Units	500	0.02	10	0.02	10	0.25	125
Total			**175**		**173**		**2,271**

It is also likely that some traffic from Phase 1 of the Trinity Center will be captured within the other commercial developments in the area. It is highly likely that some traffic from the hotel will use one of the two other restaurants on Sanders Street or will visit the shopping center or restaurants to the west of the project site without using any of the Custer Avenue or Montana Avenue intersections. It is also likely that some traffic from the proposed restaurant will share trips with the other retail and commercial businesses in the vicinity resulting fewer 'new' trips to the area. It would be reasonable to assume that up to 10% of the traffic from Phase 1 of the Trinity Centers would not account for new trips on the surrounding road system.

F. TRIP DISTRIBUTION

The traffic distribution and assignment for the proposed subdivision was based upon the existing ADT volumes along the adjacent roadways and the peak-hour turning volumes. With the new connection to Ptarmigan Lane to the north of the project it is expected that 10% of the traffic from Phase 1 of the Trinity Center will use this route. It is also expected that the new route will be utilized by approximately 5-10% of the existing traffic on Sanders Street (5-10% of 4,400 vpd) as an alternative route through the area. To account for this re-routing of existing traffic, the new vehicle trips from the Trinity Center were modeled at 25% north to Ptarmigan Lane and 75% south to Sanders Street. The overall trip distribution of the traffic from Phase 1 of the Trinity Center with the correction for the re-direction of existing traffic is shown in **Figure 2.**

Figure 2 – Trip Distribution



G. TRAFFIC IMPACTS OUTSIDE THE DEVELOPMENT

Using the trip generation and trip distribution numbers, ATS determined the future Level of Service for the area intersections. The anticipated intersection LOS with Phase 1 of the Trinity Center is shown in **Table 4**. These calculations are based on the projected model volumes included in **Appendix A** of this report.

The Assumptions used for the traffic calculations report include:

- New road connection to Ptarmigan lane constructed with Phase 1,

- 10% of new traffic from Phase 1 to Ptarmigan Lane connection,
- 5-10% of existing Sanders Street traffic to Ptarmigan Lane connection,
- 10% internal capture of new traffic form Phase 1.

Table 4 indicates that Phase 1 of the project will increase the delay slightly along Custer Avenue (2-7 seconds of increased delay at Sanders Street). The LOS at the intersection of Custer/Sander could be improved slightly if a right-turn lane were installed for westbound traffic at the intersection. This modification would improve the capacity of this intersection slightly and bring the total delay down to near the current conditions. The addition of this turn lane may require significant changes to existing utilities located at the intersection. Overall, Phase 1 would increase traffic volumes at the Custer Avenue/Sanders Street intersection by 35%. The traffic impacts at the other intersections along the Custer Avenue corridor would be negligible.

It is likely that the added traffic from the Trinity Center Phase 1 would create sufficient volume to the Custer/Sanders intersection to warrant a protected southbound left-turn phase at the intersection as identified previously by MDT. The addition of this phase would not likely have a major impact on the overall LOS at the intersection, but would improve the LOS for southbound traffic. The developers should work with MDT to implement this additional protected phase as needed.

Table 4 –Level of Service Summary
With the Trinity Center Phase 1

	AM Peak Hour		PM Peak Hour	
Intersection	Delay (Sec.)	LOS (V/C)	Delay (Sec.)	LOS (V/C)
Custer Avenue & Montana	41.9	D (0.86)	52.6	D (0.89)
Custer Avenue & Sanders	16.0	B (0.56)	54.9	D (0.99)
Custer Avenue & I-15 SB	6.5	A (0.54)	3.9	A (0.55)
Custer Avenue & I-15 NB	22.6	C (0.64)	28.5	C (0.68)
Montana & Ptarmigan Ln.*	34.1/14.9	D/B (.10/.07)	95.5/38.7	F/E (.63/.40)

*Eastbound/Westbound LOS and Delay

The connection to Montana Avenue at Ptarmigan Lane would improve the overall connectivity with the existing road network. The intersection of Ptarmigan Lane with North Montana Avenue is currently functioning at a poor level of service. The LOS at this intersection will be effected slightly by Phase I of the Trinity Center. The only way to effectively improve the LOS at this intersection would be with the installation of a traffic signal. However, the intersection will not have sufficient traffic to meet any signalization warrants with Phase I of the project. It should also be noted that the Montana DOT generally requests at least 1,300 feet between traffic signals on primary routes. The distance from Ptarmigan Lane and the existing signal at Partridge Place is only 600 feet. In the future if more phases of the Trinity Center are constructed it may be desirable to remove the signal at Partridge Place and move it to Ptarmigan Lane to more effectively serve traffic in the area.

It is projected that total traffic volumes along Sanders Street will reach 6,500 VPD with the construction of Phase 1 of the Trinity Center. It may be desirable to remove the on-street parking along north Sanders Street and add a center left-turn lane to improve the capacity of the roadway.

H. IMPACT SUMMARY & RECOMMENDATIONS

The section of Custer Avenue near the proposed development is operating near LOS C in the AM peak and LOS D in the PM peak. The addition of more vehicles will decrease the LOS in this area. Phase 1 of the Trinity Center would increase the total vehicle delay at the Sanders Street Intersection by 2-7 seconds. This delay could be minimized by installing a right-turn lane for westbound traffic (from Custer Avenue) at the intersection and adding a protected southbound left-turn phase. The operations of this intersection are under the jurisdiction of MDT and any proposed improvements to the intersection would require MDT warrant analysis, review and approval. It may be desirable to remove the on-street parking along north Sanders Street and add a center left-turn lane to increase the capacity of this roadway. These alterations can be performed by re-striping the lane layout within the existing road width of Sanders Street. Any modification to Sanders Street will require approval by the City of Helena and will need to conform to the City's Complete Streets policies. The intersection of Ptarmigan Lane with North Montana Avenue is currently functioning at a poor level of service but will not meet any warrants for signalization with Phase 1 of the Trinity Center.

STAHLY ENGINEERING & ASSOCIATES, INC. EST. 1970

Engineers and Land Surveyors

3530 Centennial Drive, Helena, MT 59601 • phone: 406-442-8594 fax: 406-442-8557 • seaeng@mt.net

July 7, 2016

City of Helena
Community Development Division
Planning Department
Attn: Dustin Ramoie
316 N. Park Avenue
Helena, MT 59623

Subject: **Trinity Center**
Annexation Conditions Removal Request

Dear Mr. Ramoie:

In response to the Resolution of Intent to Annex for the subject project adopted by the City Commission on 5/9/16 under Resolution No 20245, we respectfully request the following infrastructure conditions be removed as follows with justification.

Resolution of Intent to Annex Condition to be Removed;

d. install the recommendations from the Traffic Impact Study, including;
ii. an additional center left turn lane from Sanders Street onto Custer Avenue

Justification;

The recommendations from the Traffic Impact Study (TIS) were misconstrued by City Staff as the TIS does not state any "additional" center left turn lane. The TIS recommendation is to "add a protected southbound left-turn phase" which refers to the traffic signal operation/timing at the existing Sanders/Custer intersection and to "re-stripe Sanders Street within the existing road width to add a two-way center left turn lane" which refers to Sanders Street north of the existing southbound left turn lane at the Custer Avenue intersection. This clarification was brought to City Staff attention in a letter from Stahly Engineering dated 4/13/16 in response to the draft conditions and was further clarified in a letter from Abelin Traffic Services dated 6/3/16. An additional center left turn lane implies a second left turn lane since one already exists, this poses potential operational and safety difficulties at the intersection and is not feasible due to the existing development and numerous utilities located at this location. Attached is an exhibit depicting the proposed striped lane re-configuration within the existing Sanders Street located south of the Trinity Center and north of the existing southbound left turn lane at the Custer Avenue intersection.

Green-E Certified Renewable Energy stock with 30% post consumer waste and 100% soy based ink.

Resolution of Intent to Annex Condition to be Removed;

e. install a wastewater main in the dedicated Sanders Street right-of-way

Justification;

A wastewater main is not needed in the Sanders Street right-of-way directly adjacent to the proposed 5 acre tract requested to be annexed since the property will be served by a lift station and force main as noted in condition f. Due to the existing topographical gradient at this project site being downward sloping from the southwest to northeast, a conventional gravity sanitary sewer collection main in Sanders Street is unable to serve the proposed Trinity Center Phase I. Further, the area located immediately west of the proposed Trinity Center Phase I can be served by a gravity service with the existing sanitary sewer main located immediately west of the Trinity Center property. Attached is a Trinity Center Sanitary Sewer Master Plan showing the intent to serve the development on the property and that the gravity sanitary sewer main requested by this condition is not needed.

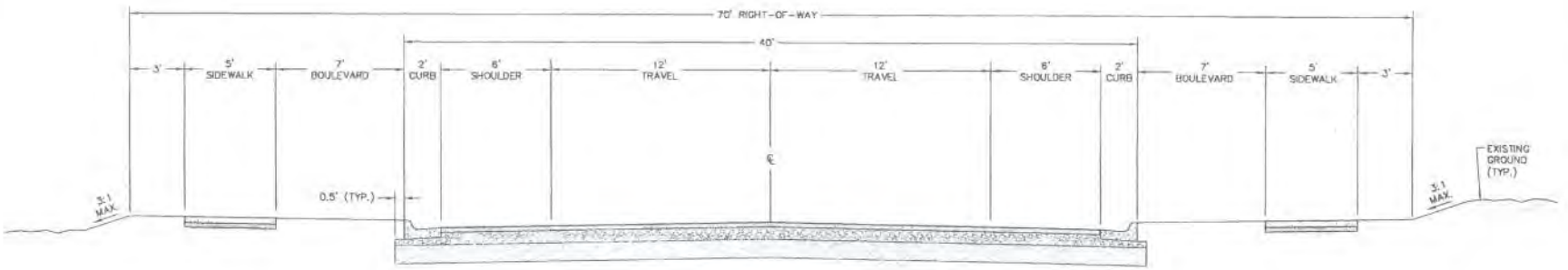
Sincerely,

STAHLY ENGINEERING & ASSOCIATES, INC.

Greg Wirth, P.E.
Senior Project Engineer

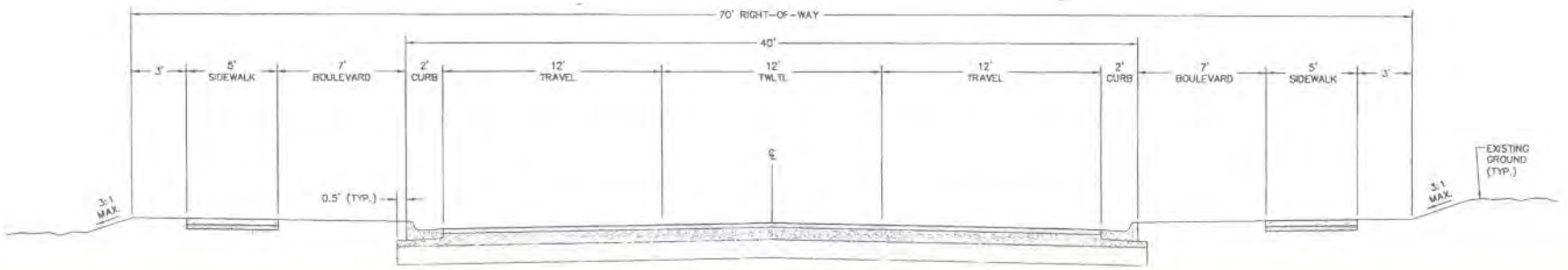
cc: John Amsden (Trinity Center)

Enclosure: Sander Street Striping Exhibit
Trinity Center Sanitary Sewer Master Plan



SANDERS STREET - EXISTING STRIPING

NO SCALE



SANDERS STREET - PROPOSED STRIPING

NO SCALE

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PRELIMINARY
NOT FOR CONSTRUCTION

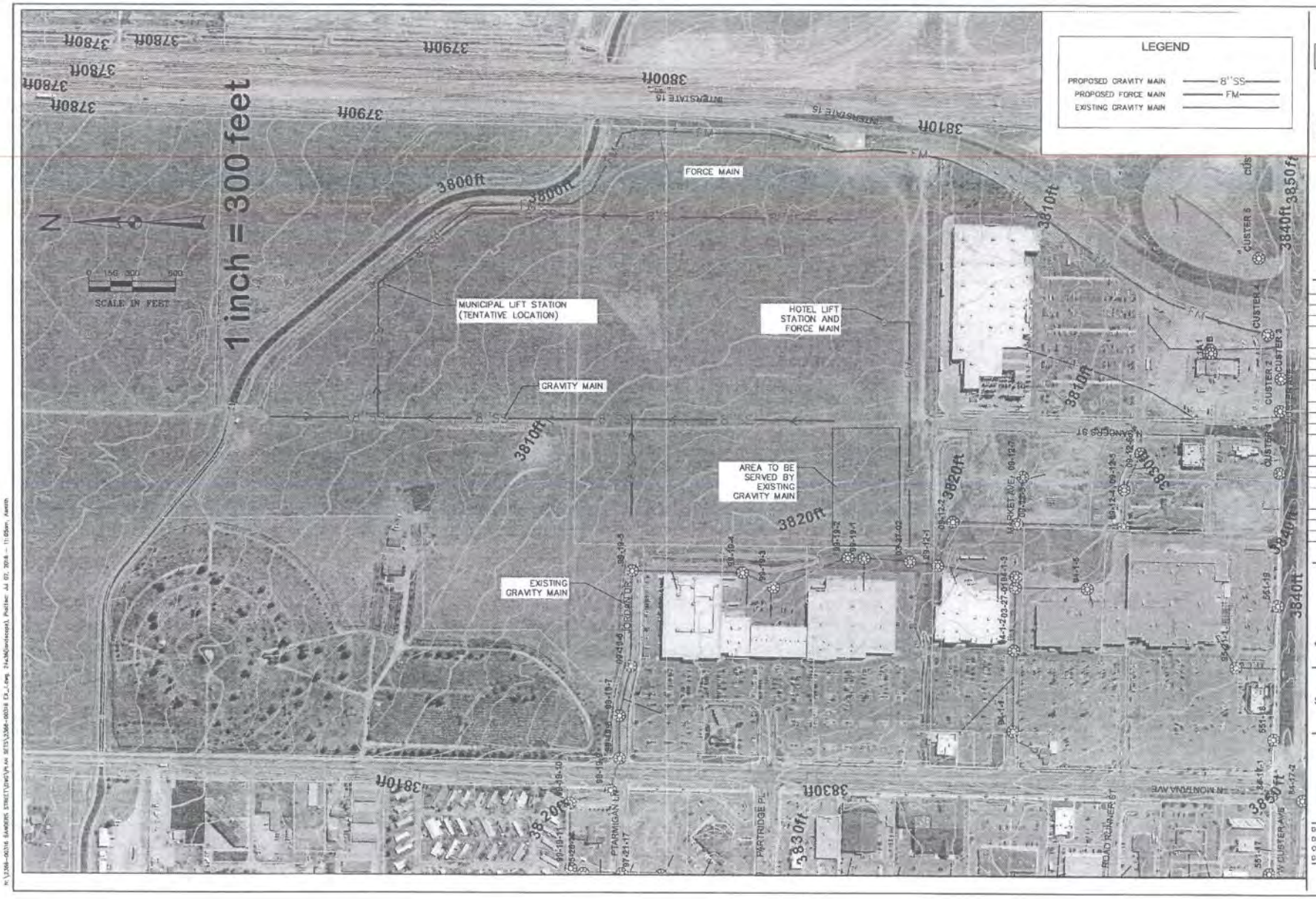
SANDERS STREET STRIPING EXHIBIT

TRINITY CENTER

HELENA, MT.

DESIGNED: GDW
DRAWN: GDW
CHECKED: GDW
DATE: 7-5-16

SHEET
EX1.1



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PRELIMINARY
NOT FOR CONSTRUCTION

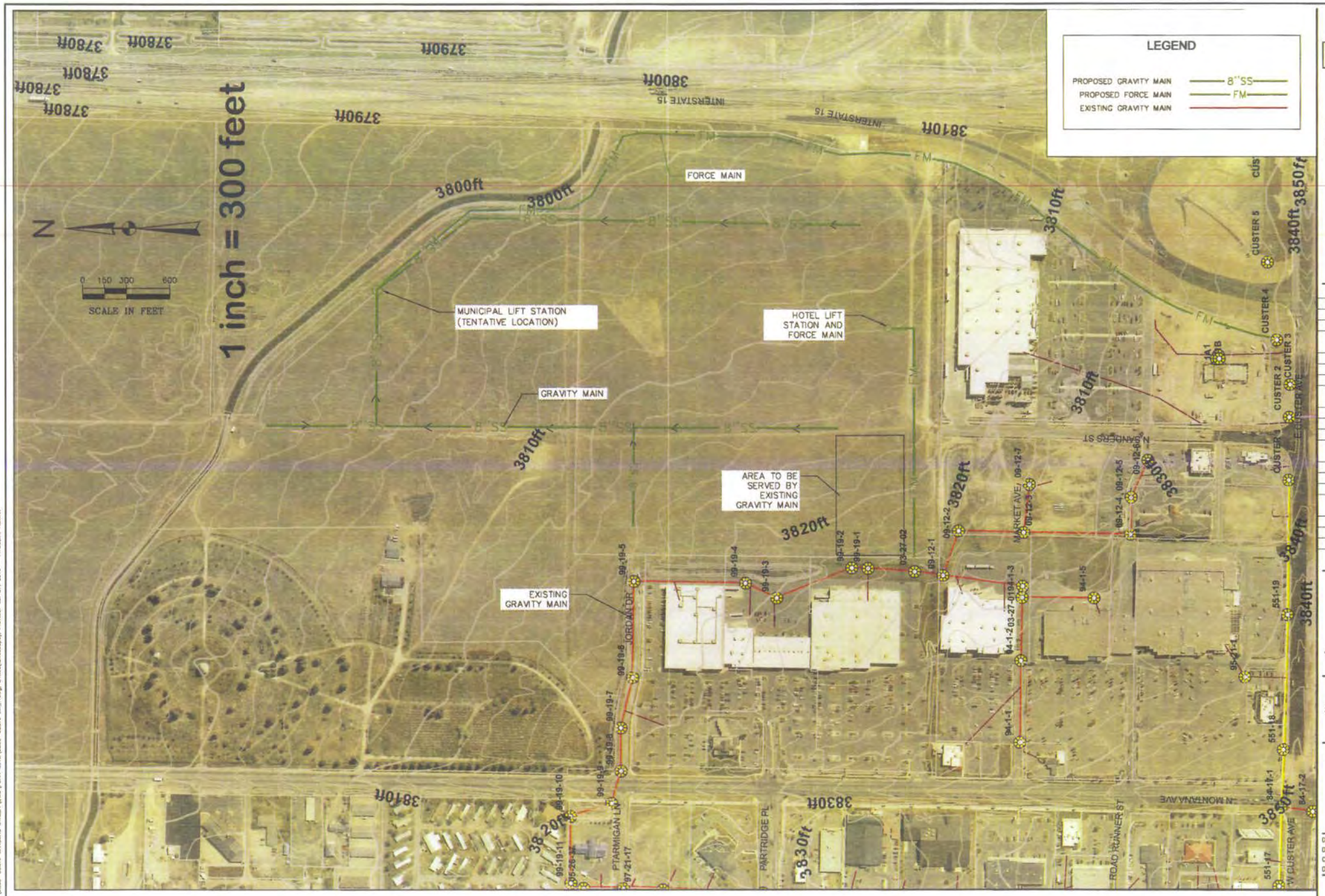
SANITARY SEWER MASTER PLAN

TRINITY CENTER

HELENA, MT

DESIGNED: GDW
DRAWN: ALE
CHECKED: GDW
DATE: 7-7-16

SHEET
EX1.0



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DESCRIPTION

PRELIMINARY
NOT FOR CONSTRUCTION

SANITARY SEWER MASTER PLAN

TRINITY CENTER

HELENA, MT

DESIGNED: GDW
DRAWN: ALS
CHECKED: GDW
DATE: 7-7-16

SHEET
EX1.0

N:\2366-0316 SANDERS STREET\DWG\PLAN SETS\2366-0316 EX1.dwg, 24x36(Landscape), Portec Jul 07, 2016 - 11:05am, Aamith

City Attorney's Office
316 North Park Avenue
Room 203
Helena, MT 59623
(406) 457-8595

AGREEMENT FOR SATISFACTION OF ANNEXATION CONDITIONS

THIS AGREEMENT is made and entered into this _____ day of _____, 2016, by and between **TRINITY DEVELOPMENT PARTNERSHIP, LLC, on behalf of RESURRECTION CEMETERY ASSOCIATION, INC,** 321 E. Main Street, Suite 1E, Bozeman, Montana 59715 ("Owner"), and the **CITY OF HELENA, MONTANA,** a municipal corporation organized and existing under the laws of the State of Montana, 316 North Park Avenue, Helena, Montana 59623 ("City").

RECITALS

1. **Property Benefited:** The property being benefited by the improvements ("Property") is described as follows:

Tract B-1-A as shown on Certificate of Survey No. 3207070, filed in the office of the Clerk and Recorder of Lewis and Clark County, located in Helena, Lewis and Clark County, Montana.

2. **Annexation Conditions:** Owner applied for annexation into the City for a five (5) acre portion of the Property, more specifically defined as Tract _____ as shown on Certificate of Survey No. _____. Pursuant to Resolution of Intention No._____ Owner is required to install the following infrastructure, or enter into an agreement acceptable to the City that defines the timing of dedication of public rights-of-way and deferment of the installation of improvements relative to the "remainder" portion of the Property and Tract _____ [5 acre parcel], prior to annexation.

a. Sign a waiver of right to protest an SID for future street improvements.

b. Dedicate to the City public right-of-way for Sanders Street and Jordan Drive to their intersection. Install Jordan Drive and Sanders Street to city collector standards.

c. Install a westbound right hand turn lane on Custer Avenue onto Sanders Street.

d. Install the recommendations from the Traffic Impact Study including:

1. Re-striping on Sanders Street;
2. An additional center left turn lane from Sanders Street onto Custer Avenue; and
3. Removal of on-street parking on Sanders Street

e. Install a wastewater main in the dedicated Sanders Street right-of-way.

f. Install a single lift station with the force main located within right-of-way or an exclusive easement, with capacity necessary to serve B-2 zoning district uses for the proposed 5 acre parcel for annexation. Any lift station serving more than one lot must be owned and operated by the city of Helena, built to city standards, and the property where the public lift station is located dedicated to the city of Helena.

g. Install a water main in the dedicated Jordan Drive and Sanders Street rights-of-way.

3. **Completed conditions:** Owner has dedicated and the City has accepted right-of-way for Sanders Street sufficient for collector street width adjacent to Tract_____ as shown on Certificate of Survey No._____.

4. **Deferral of Installation of Infrastructure:** Owner and City desire to bifurcate and defer the above described remaining infrastructure into two distinct phases. Phase I consists of Tract _____ and Phase II is Tract _____as shown on certificate of survey No. _____. Phase II is not currently proposed for annexation at this time. This Agreement defines the requirements and timing of infrastructure for each phase.

AGREEMENT

1. **Binding Covenant:** Owner agrees that this Agreement constitutes covenants that run

with the property described above, and the benefits and burdens hereof are binding upon and inure to the benefit of all successors in interest to all parties hereto. Owner agrees that this Agreement may be recorded with the Clerk and Recorder of Lewis & Clark County, Montana, and encumbers the Property.

2. **Phase I Infrastructure Improvements:** Owner agrees to the financial responsibility for the installation and construction of the following infrastructure to City standards relative to Phase I.

a. Sign a waiver of right to protest an SID for future street improvements.

b. Dedicate to the City, via an amended plat, right-of-way necessary for the extension of Sanders Street as a minor collector street along the entire length of the western boundary of Phase I. Owner is responsible for the costs of surveying and preparation and filing of an amended plat. Further, Owner agrees to install and construct Sanders Street to City standards for a minor collector street along the entire length of the western boundary of the Phase I.

c. Install a westbound right hand turn lane on Custer Avenue onto Sanders Street.

d. Install the recommendations from the Traffic Impact Study:

1. Re-striping on Sanders Street;
2. An additional center left turn lane from Sanders Street onto Custer Avenue; and
3. Removal of on-street parking on Sanders Street

e. Install a wastewater force main, to city standards, in the dedicated Sanders Street right-of-way adjacent to Phase I.

f. Install a single lift station within the Phase I with the force main located within right-of-way or an exclusive easement, with capacity necessary to serve B-2 (General Commercial) zoning district uses for Phase I. Any lift station serving more than one lot must be owned and operated by the city of Helena, built to city standards, and the property where the public lift station is located dedicated to the city of Helena.

g. Install a water main, to city standards, in the dedicated Sanders Street right-of-way adjacent to Phase I.

3. **Timing of Phase I Infrastructure Installation:** The installation and final acceptance of the Phase I infrastructure improvements may be deferred according to the following

Comment [TJJ1]: Developer is asking to "alter" this condition…to a "two way center turn lane" rather than an additional left turn lane from Sanders onto Custer.

Comment [TJJ2]: Developer is asking to remove this condition.

schedule:

a. The required water infrastructure described above may be deferred until an above ground building permit is issued. Before the issuance of any building permit, including a foundation permit, plans for required water infrastructure must be submitted and approved and the required water infrastructure must be installed and interim accepted by the City.

b. The required wastewater infrastructure described above may be deferred until final occupancy is requested for any structure on the Phase I property. Before the issuance of any building permit, including a foundation permit, plans for required wastewater infrastructure must be submitted and approved.

c. The installation of the extension of Sanders Street, immediately adjacent to Tract _____ as shown on Certificate of Survey No. _____ as a minor collector street may be deferred until final occupancy is requested for any structure on the Tract _____. Owner agrees and understands that Sanders Street must be installed and constructed to City standards for a minor collector street for the entire dedicated Sanders Street and receive final acceptance from the City before final occupancy of any structure on Tract _____ may be issued by the City. Owner understands and agrees that a twenty foot (20') wide asphalt access road connecting the western end of Jordan Drive to the northern end of Sanders Street adjacent to Tract _____ as shown on Certificate of Survey No. _____ be constructed prior to final occupancy of any structure on Tract _____ as shown on Certificate of Survey No. _____.

d. The installation and construction of a westbound right hand turn lane on Custer Avenue onto Sanders Street may be deferred until final occupancy is requested for any structure on the Phase I property. Owner agrees and understands that a right hand turn lane for Custer Avenue onto Sanders Street must be installed and constructed to Montana Department of Transportation standards before final occupancy of any structure on Tract ____ may be issued by the City.

e. The installation and construction of the re-striping on Sanders Street, the additional center left turn lane from Sanders Street onto Custer, and the removal of on-street parking on Sanders Street may be deferred until final occupancy is requested for any structure on Tract _____ Owner agrees and understands that the re-striping on Sanders Street, the additional center left turn lane from Sanders Street onto Custer, and the removal of on-street parking on Sanders Street all must be installed and constructed to City or Montana Department of Transportation standards, as applicable before final occupancy of any structure in Phase I may be issued by the City. Owner understands that prohibition of on-street parking on Sanders Street requires separate commission action.

Comment [TJJ3]: Depending on decision by commission to remove condition to install wastewater in Sanders adjacent to Phase 1 lot

Comment [TJJ4]: As proposed by developer. Level of construction depends on commission decision.

Comment [TJJ5]: Depending on decision by commission to alter/remove condition to add an additional left turn lane from Sanders onto Custer

Comment [TJJ6]: Same

f. Owner may request extensions or further deferral of improvements described under d. and e. past final occupancy of any structure on Tract _____ due to delay of government review if Owner has diligently pursued all needed permits and review from local and state agencies.

4. **Phase II Infrastructure Improvements:** Owner agrees to the financial responsibility for the installation and construction of the following infrastructure to City standards relative to Phase II.

a. Sign a waiver of right to protest an SID for future street improvements.

b. Dedicate to the City, via an amended plat or subdivision, right-of-way necessary for the extension of Sanders Street and Jordan Street as a minor collector to their intersection. Owner is responsible for the costs of surveying and preparation and filing of an amended plat. Further, Owner agrees to install and construct Sanders Street and Jordan Street to City standards for a minor collector street to their intersection.

c. Install a wastewater main, to city standards, in the dedicated Sanders Street and Jordan Street rights-of-way.

d. Install a water main, to city standards, in the dedicated Jordan Drive and Sanders Street rights-of-way.

5. **Timing of Phase II Infrastructure Installation** The installation and final acceptance of the Phase II infrastructure improvements may be deferred until such time that Phase II is developed. Owners agree and understand that no development or use on Phase II may occur until the Owner applies for an receives further annexation and subdivision approval, and no development of this lot shall occur until all Phase II infrastructure requirements describe above are completed or until a future development agreement is approved to satisfy future subdivision conditions as placed by the Helena City Commission. Owner understands and agrees that no building or structure requiring water or sewer facilities shall be constructed or utilized on Phase II until this restriction is lifted. This restriction runs with the land and is revocable only by further subdivision or the written consent of the City of Helena.

Comment [TJJ7]: Dependent on commission consensus of deferral of Sanders and Jordan construction and attendant w, ww, sw, infrastructure.

To this extent Owner agrees to place the following note on the amended plat filed to create

the Phase I tract and dedicate Sanders Street right-of-way adjacent to Phase I:

"Notice Is Hereby Given to all potential purchasers of Tract B-1-A as shown on Certificate of Survey No. 3207070 on file with the Lewis and Clark County Clerk and Recorder, in Lewis and Clark County, Montana that the annexation of the 5 acre "Phase I" portion of the above mentioned Tract was approved by the City Commission without completion of all the off-site improvements required by Resolution No_____.

As such, this Restriction is filed with the Amended Plat_____ under Certificate of Survey No._____that stipulates that no further development or new use of this Tract will occur without further annexation, subdivision, or development review, and no development of this lot shall occur until all on and off-site improvements are completed as required by Resolution No._____ or until a future development agreement is approved to satisfy future subdivision conditions as placed by the Helena City Commission.

The Owner agrees that no building or structure requiring water or sewer facilities will be constructed or placed on the Property until this restriction is lifted. No building permits will be issued for Tract_____ as shown on Certificate of Survey No._____ on file with the Lewis and Clark County Clerk and Recorder until all annexation conditions required by Resolution No._____ are completed and accepted by the City of Helena. This restriction runs with the land and is revocable only by further subdivision or the written consent of the City of Helena.

6. **Solid Waste:** Owner hereby petitions the City for municipal garbage service for that Phase I portion of the property. The parties agree that municipal garbage service will be extended to the Property as soon as legally possible.

7. **Additional Instruments:** Whenever so requested, Owner or Owner's heirs, successors, and assigns will sign additional petitions or other instruments required by the City to establish a special improvement district or other procedure for financing installation of the required improvements described above.

8. **Notices:** Written notices between the City and Owners shall be deemed given if sent by first-class mail, postage prepaid, to the principal address of each party. The City may use the name and address of the most recent Owner of the Property as shown by the records in the office of the Clerk and Recorder of Lewis & Clark County for notice.

9. **Default:** Failure of or unreasonable delay by either party to perform any term or provision of this Agreement shall constitute a default hereunder. In the event of any alleged default or breach of any term or condition of this Agreement, the party alleging such default or breach shall give the other party not less than thirty (30) days' written notice specifying the nature of the alleged default and the manner in which it may be satisfactorily cured. During any such 30-day period, the party charged shall not be considered in default for purposes of termination or instigation of legal proceedings.

If either party fails to perform a condition of this Agreement, the other party, after providing the defaulting party a 30-day written notice demanding a default be cured, is entitled to all of the remedies provided by law or by this Agreement, including but not limited to damages and specific performance.

IN WITNESS WHEREOF, the parties have executed this Agreement the day and year first above written.

TRINITY DEVELOPMENT PARTNERSHIP, LLC, on behalf of RESURRECETION CEMETERY ASSOCIATION, INC

By_____
_____, President

CITY OF HELENA, MONTANA

By_____
Ronald J. Alles, City Manager

ATTEST:

By_____
Debbie Havens, City Clerk

APPROVED AS TO FORM:

By_____
Thomas J. Jodoin, City Attorney

STATE OF MONTANA)
) **ss.**
COUNTY OF LEWIS AND CLARK)

DRAFT

On this _____ day of _____, 2016, before me, the undersigned, a Notary Public for the State of Montana, personally appeared _____, the president of Trinity Development Partnership, LLC, known to me or proved to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same in such capacity.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year first above written.

_____

(Print Name) _____

Notary Public for State of Montana

SEAL **Residing at** _____

My Commission expires _____

STATE OF MONTANA)

) **ss.**

COUNTY OF LEWIS AND CLARK)

On this _____ day of _____, 2016, before me, the undersigned, a Notary Public for the State of Montana, personally appeared **Ronald J. Alles and Debbie Havens,** the City Manager and City Clerk of the City of Helena, Montana, known to me to be the persons whose names are subscribed to the foregoing instrument, and acknowledged to me that they executed the same in such capacities.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year first above written.

_____

Kimberly Ann Sell

Notary Public for State of Montana

SEAL **Residing at Helena, Montana**

My Commission expires 4/30/2019.

MDT

Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Michael T. Tooley, Director
Steve Bullock, Governor

March 7th, 2016

Dustin Ramoie
Senior Planner
City of Helena
316 N. Park Avenue
Helena, MT 59623

Subject: Trinity Center TIS Review Request

Dustin, the Montana Department of Transportation (MDT) has reviewed the Traffic Impact Study (TIS) which only considers Phase 1 of the development. We have the following comments:

1. The TIS only analyzes the first phase of this development. Based on the available land area additional development could take place in the future. The TIS also suggests a connection of Sanders north to the Heller property which would add more traffic to the access locations.

2. This development accesses MDT facilities in only two locations Custer Avenue (at Sanders Street) and Montana Avenue (at Ptarmigan); access to Custer is currently experiencing congestion and long delays. **No additional green time can be considered since the existing traffic signal is in coordination with other Custer Avenue traffic signals.**

3. Westbound Custer is currently over-capacity and frequently experiences long delays and excessive backup of traffic that pose serious operational and safety concerns throughout the segment of Custer between the I-15 interchange to Montana Avenue. **The Level of Service (LOS) analysis for the PM westbound through movement at the Montana Avenue intersection is reported as LOS 'F' and a v/c ratio of 1.06 which is defined as overcapacity. Furthermore this does not take into account the network impacts of the congestion that results in stopped vehicles within the other intersections on Custer. This will remain an issue until further improvements on Custer Avenue to the west of Montana Avenue are considered.** Improvements discussed below do not fully address this concern and are only considered minor mitigation to address additional traffic on Custer imposed by this development.

4. Based on the above concerns we offer the following comments:

   - **Custer Avenue and Sanders Street**
     Given the operational issues stated previously, the development should consider installation of a westbound right turn lane on Custer Avenue at Sanders Street. Based on information provided in the TIS this improvement should be considered for Phase I.

   - **Montana and Ptarmigan**
     As further phases are built out the TIS should consider extension of the northbound through lane on Montana Avenue (currently ending at Partridge) to end at Ptarmigan as a right turn lane drop. In addition the TIS should consider future traffic control at this location as further development continues. Both of these improvements will ensure

abelin traffic services

June 3, 2016

Greg Wirth, P.E.
Stahly Engineering & Associates, Inc.
3530 Centennial Drive
Helena, MT 59601

RE: Trinity Center Sanders Street Turn Lanes

Greg, it has come to my attention that the City of Helena would like some clarification as to the recommend roadway improvements for Phase 1 of the Trinity Center. The recommendations from the February 2016 Traffic Impact Study prepared for the project included the following suggested improvements for Sanders Street:

> "Phase 1 of the Trinity Center would increase the total vehicle delay at the Sanders Street Intersection by 2-7 seconds. This delay could be minimized by installing a right-turn lane for westbound traffic (from Custer Avenue) at the intersection and adding a protected southbound left-turn phase. The operations of this intersection are under the jurisdiction of MDT and any proposed improvements to the intersection would require MDT warrant analysis, review and approval. It may be desirable to remove the on-street parking along north Sanders Street and add a center left-turn lane to increase the capacity of this roadway. These alterations can be performed by re-striping the lane layout within the existing road width of Sanders Street."

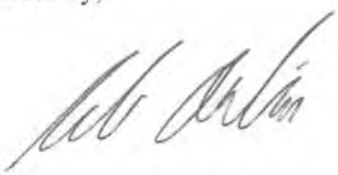
The City has requested clarification of these recommendations regarding the specific lane improvements to the Sanders Street/Custer Avenue intersection. The recommendations for Phase 1 of the Trinity Center include the additional of a center two-way left-turn lane on Sanders Street and the additional of a southbound left-turn signal phase at the Custer Avenue intersection. The recommendations do not suggest adding dual left-turns for southbound traffic at Custer Avenue from Sanders Street at this time. The existing southbound lane configuration on Sanders Street would remain at the Custer Avenue intersection. The additional center two-way left-turn lane would be added on Sanders Street north of the existing southbound left-turn lane. The recommendations also include the additional of a separated right-turn lane for westbound traffic on Custer Avenue at Sanders Street.

While a dual left-turn lane could provide capacity benefits in certain conditions and may eventually be necessary at this location, at this time there is not sufficient traffic to necessitate a dual left-turn lane on Sanders Street. Dual left-turn lanes can complicate signal phasing plans and restricts left-turn movements during much of the north/south green phase, which unnecessarily increases vehicle delay outside of peak traffic periods. The additional of a southbound left-turn signal phase as suggested by MDT and the recommended westbound right-turn lane would be a more appropriate initial mitigation measure for improving delay at the intersection.

130 South Howie Street
Helena, Montana 59601

If you have any additional questions about the recommended improvements please feel free to contact me at 406-459-1443.

Sincerely,



Bob Abelin, P.E. PTOE
Abelin Traffic Services, Inc.

abelin
traffic
services

June 6, 2016

Greg Wirth, P.E.
Stahly Engineering & Associates, Inc.
3530 Centennial Drive
Helena, MT 59601

RE: Trinity Center Sanders Street Signal Phasing

The Traffic Impact Study for Phase 1 of the Trinity Center suggested that the delay at the Sanders Street intersection could be minimized by installing a right-turn lane for westbound traffic (from Custer Avenue) at the intersection and adding a protected southbound left-turn phase. The Montana DOT suggested in their review letter dated March 7, 2016 that due to the congestion and long delays currently experienced on Custer Avenue "No additional green time can be considered since the existing traffic signal is in coordination with other Custer Avenue traffic signals." The comment suggests that MDT is not in favor of an additional left-turn signal phase for southbound traffic at Sanders Street due to the lack of extra available green time at the signal. The signal phase and the right-turn lane cannot be installed without MDT approval.

The Montana DOT is in favor of the installation of the westbound right-turn lane to improve capacity at the intersection. The installation of the right-turn lane would be a significant benefit for the intersection and would mitigate most of the traffic impacts from Phase 1 of the Trinity Center. The installation of a designated left-turn signal phase could provide additional mitigation for the intersection, but cannot be implemented at this time without MDT approval.

The developers plan to construct the new portions of North Sanders Street and Ptarmigan Drive with an interim two-lane cross-section with plans to widen the road to accommodate future traffic volumes with later phases of the Trinity project. The interim road would have minimal side-street approaches and would mostly function as a cut-through route. It is expected that up to 25% of the development traffic (~600 vehicles) plus an additional 500-1,000 existing vehicles on Sanders Street would utilize the new route for a total of 1,500 to 2,000 VPD on the new sections of roadway. This is well within the capacity of the proposed two-lane cross-section.

If you have any additional questions about the recommended improvements please feel free to contact me at 406-459-1443.

Sincerely,

Bob Abelin, P.E. PTOE
Abelin Traffic Services, Inc.

130 South Howie Street
Helena, Montana 59601

abelin traffic services

June 24, 2016

Greg Wirth, P.E.
Stahly Engineering & Associates, Inc.
3530 Centennial Drive
Helena, MT 59601

RE: Trinity Center Sanders Street LOS Details

Greg, it is my understanding that the City of Helena would like some additional details regarding the recommendations from the TIS for Phase 1 of the Trinity Center and the review comments provided by MDT. The City also requested additional information relating to the existing and future Level of Service at the intersection of Sanders Street and Custer Avenue. Using the MDT Synchro model for the corridor, ATS and Stahly Engineering performed a detailed LOS analysis for the intersection during the critical PM peak-hour for existing and future traffic conditions to evaluate delay and queueing characteristics on specific lanes. Note that this analysis showed some minor operational variations from the results contained in the original TIS produced for the project. The critical intersection operations details are shown below in **Table 1**.

Table 1 - Custer Avenue & Sanders Street Operations Details

PM Peak Hour	Overall Intersection Delay / LOS	Southbound Left-turn Volume	Southbound Left-Turn Delay / LOS	Southbound 95% Queue Length	Westbound Through Delay / LOS
Existing Conditions	46.0 / D	312 VPH	57.2 / E	406 Feet	42.6 / D
Future Trinity Phase 1	51.6 / D	340 VPH	64.8 / E	484 Feet	57.0 / D
Future With WB Right-turn Lane	42.0 / D	340 VPH	64.8 / E	484 Feet	31.2 / C

The table shows the existing and future overall LOS for the Custer Avenue/Sanders Street intersection with the current intersection geometry and with an additional westbound right-turn lane as suggested in the TIS. The protected southbound left-turn phase recommended in the TIS report has been rejected by MDT due to overall corridor timing concerns and the lack of available green time. Upon review of the TIS, MDT has stated that no additional green time can be considered for the Custer Avenue/Sanders Street intersection for the addition of the protected left-turn phase.

The detailed reports suggest that the overall delay at the intersection would increase by approximately six seconds per vehicle with the proposed Trinity Center Phase 1. If the right-turn lane were installed for westbound traffic on Custer Avenue, the overall delay at the intersection would improve by four seconds per vehicle above current conditions and the LOS for westbound traffic would increase to 'C'. However, it should be noted with the current MDT signal timing plans, the installation of the right-turn lane will not improve the delay or queue length for southbound traffic from the Trinity Center. With Phase 1 of the Trinity Center the southbound left-turn delay will increase by

approximately eight seconds per vehicle and the 95th % queue length will increase by 80 feet (four vehicles) with or without the proposed right-turn lane on Custer Avenue. The 95th % queue length is defined as the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The details LOS reports are attached.

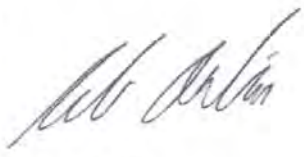
Additional benefits from the proposed Trinity Center Phase 1 will be the establishment of a formal connection between Sanders Street and Ptarmigan Lane, which has the potential of distributing traffic through the area and road connectivity to the north.

The summary of the impacts and mitigation strategies from Phase 1 of the Trinity Center include:

1. The Montana DOT will not allow a protected left-turn phase from Sanders Street at Custer Avenue as recommended in the TIS, but the addition of the separated westbound right-turn lane will improve the overall LOS at the intersection without the protected left-turn phase.
2. The interim road proposed to connect Sanders Street with Ptarmigan Lane (Jordan Drive) will help distribute traffic from the Trinity Center and the other developments in the area. This road would be initially constructed to a width of 20-feet and widened in the future as needed. While the 20-foot road width is less than standard, it will have sufficient capacity to carry the 1,500-2,000 VPD expected with Phase 1 of the project. Generally a narrow urban street would be expected to have a carrying capacity only slightly below the capacity of a standard-width urban street (6,000 – 8,000 VPD). Without any adjacent approaches, the capacity of the interim Sanders Street connector will be more controlled by the intersection capacity at the two ends than the width of the interim street.
3. The limiting factor for the capacity of the Ptarmigan Lane (Jordan Drive) & North Montana Avenue intersection will be linked to the level of left-turn traffic at the intersection. The intersection will primarily serve right-turning traffic onto North Montana Avenue with minimal delay. The level of delay for left-turning traffic may be high, but the overall number of left-turning vehicles is expected to be low (less than 10 VPH). It should also be noted that drivers on Ptarmigan Lane can reach the existing traffic signal at Partridge Place which has considerable reserve capacity for left-turning traffic.

If you have any additional questions about the recommended improvements please feel free to contact me at 406-459-1443.

Sincerely,



Bob Abelin, P.E. PTOE
Abelin Traffic Services, Inc.

Lanes, Volumes, Timings
6: Custer Ave & Sanders St

6/21/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	1108	68	180	1072	136	80	60	208	312	56	48
Ideal Flow (vphpl)	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Lane Width (ft)	13	11	11	14	11	11	12	12	12	12	12	11
Grade (%)		2%			-2%			2%			2%	
Storage Length (ft)	175		135	230		0	135		135	110		110
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	110		233	171		25	25		25	120		120
Lane Util. Factor	1.00	0.95	1.00	1.00	*0.85	*0.85	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.983				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1572	2941	1316	1656	2639	0	1521	1601	1361	1521	1601	1316
Flt Permitted	0.081			0.117			0.720			0.718		
Satd. Flow (perm)	134	2941	1316	204	2639	0	1153	1601	1361	1150	1601	1316
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30		9				208			48
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1332			513			563			646	
Travel Time (s)		22.7			8.7			15.4			17.6	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	84	1108	68	180	1072	136	80	60	208	312	56	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	1108	68	180	1208	0	80	60	208	312	56	48
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	R NA	L NA	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.26	1.26	1.09	1.23	1.23	1.21	1.21	1.21	1.21	1.21	1.26
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50		50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt			Perm		Perm	Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	25.0	25.0	5.0	25.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	38.5	38.5	15.0	38.5		41.0	41.0	41.0	41.0	41.0	41.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	25.0	66.0	66.0	25.0	66.0	0.0	59.0	59.0	59.0	59.0	59.0	59.0
Total Split (%)	16.7%	44.0%	44.0%	16.7%	44.0%	0.0%	39.3%	39.3%	39.3%	39.3%	39.3%	39.3%
Maximum Green (s)	21.0	59.5	59.5	21.0	59.5		53.0	53.0	53.0	53.0	53.0	53.0
Yellow Time (s)	3.0	4.1	4.1	3.0	4.1		3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	1.0	2.4	2.4	1.0	2.4		2.8	2.8	2.8	2.8	2.8	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.5	6.5	4.0	6.5	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	Max	Max	Max
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		25.0	25.0		25.0		28.0	28.0	28.0	28.0	28.0	28.0
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	0
Act Effct Green (s)	77.5	65.7	65.7	86.8	71.2		53.0	53.0	53.0	53.0	53.0	53.0
Actuated g/C Ratio	0.52	0.44	0.44	0.58	0.47		0.35	0.35	0.35	0.35	0.35	0.35
v/c Ratio	0.53	0.86	0.11	0.69	0.96		0.20	0.11	0.34	0.77	0.10	0.10
Control Delay	39.8	59.9	31.4	33.4	43.1		35.4	33.4	5.6	57.2	33.2	8.7
Queue Delay	0.0	0.0	0.0	0.0	1.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	59.9	31.4	33.4	44.0		35.4	33.4	5.6	57.2	33.2	8.7
LOS	D	E	C	C	D		D	C	A	E	C	A
Approach Delay		57.0			42.6			17.2			48.4	
Approach LOS		E			D			B			D	
90th %ile Green (s)	14.0	59.5	59.5	21.0	66.5		53.0	53.0	53.0	53.0	53.0	53.0
90th %ile Term Code	Gap	Coord	Coord	Max	Coord		Hold	Hold	Hold	MaxR	MaxR	MaxR
70th %ile Green (s)	10.5	62.7	62.7	17.8	70.0		53.0	53.0	53.0	53.0	53.0	53.0
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Hold	Hold	Hold	MaxR	MaxR	MaxR
50th %ile Green (s)	8.5	65.8	65.8	14.7	72.0		53.0	53.0	53.0	53.0	53.0	53.0
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Hold	Hold	Hold	MaxR	MaxR	MaxR
30th %ile Green (s)	7.5	69.0	69.0	11.5	73.0		53.0	53.0	53.0	53.0	53.0	53.0
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Hold	Hold	Hold	MaxR	MaxR	MaxR
10th %ile Green (s)	6.0	71.7	71.7	8.8	74.5		53.0	53.0	53.0	53.0	53.0	53.0
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Hold	Hold	Hold	MaxR	MaxR	MaxR
Stops (vph)	59	874	90	108	883		55	40	19	274	37	8
Fuel Used(gal)	2	32	2	3	23		1	1	1	6	1	0
CO Emissions (g/hr)	141	2244	135	203	1641		82	59	91	448	58	27
NOx Emissions (g/hr)	27	437	26	40	319		16	12	18	87	11	5
VOC Emissions (g/hr)	33	520	31	47	380		19	14	21	104	13	6
Dilemma Vehicles (#)	0	100	0	0	37		0	0	0	0	0	0
Queue Length 50th (ft)	57	490	31	74	420		54	39	0	271	37	0
Queue Length 95th (ft)	m101	#678	m73	150	#881		98	75	57	#406	70	30
Internal Link Dist (ft)		1252			433			483			566	
Turn Bay Length (ft)	175		135	230			135		135	110		110
Base Capacity (vph)	278	1289	594	322	1257		407	566	615	406	566	496
Starvation Cap Reductn	0	0	0	0	10		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.86	0.11	0.56	0.97		0.20	0.11	0.34	0.77	0.10	0.10

Intersection Summary

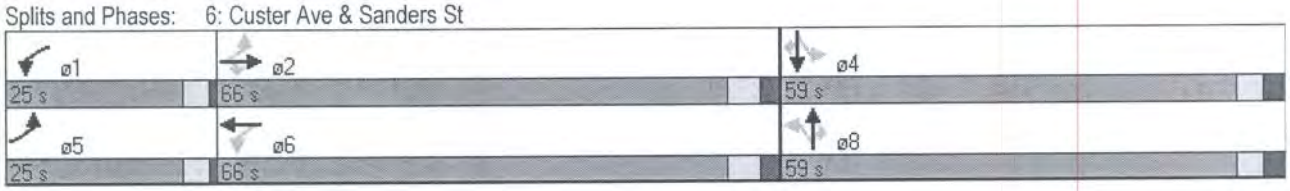
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 40 (27%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 46.0	Intersection LOS: D
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	

* User Entered Value

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Custer Ave & Sanders St



Lanes, Volumes, Timings
6: Custer Ave & Sanders St

6/21/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	104	1108	68	180	1072	172	80	70	208	340	64	63
Ideal Flow (vphpl)	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Lane Width (ft)	13	11	11	14	11	11	12	12	12	12	12	11
Grade (%)		2%			-2%			2%			2%	
Storage Length (ft)	175		135	230		0	135		135	110		110
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	110		233	171		25	25		25	120		120
Lane Util. Factor	1.00	0.95	1.00	1.00	*0.85	*0.85	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1572	2941	1316	1656	2629	0	1521	1601	1361	1521	1601	1316
Flt Permitted	0.063			0.117			0.715			0.711		
Satd. Flow (perm)	104	2941	1316	204	2629	0	1145	1601	1361	1139	1601	1316
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30		12				208			63
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1332			513			563			646	
Travel Time (s)		22.7			8.7			15.4			17.6	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	104	1108	68	180	1072	172	80	70	208	340	64	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1108	68	180	1244	0	80	70	208	340	64	63
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	R NA	L NA	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.26	1.26	1.09	1.23	1.23	1.21	1.21	1.21	1.21	1.21	1.26
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50		50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt			Perm		Perm	Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	25.0	25.0	5.0	25.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	38.5	38.5	15.0	38.5		41.0	41.0	41.0	41.0	41.0	41.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	25.0	66.0	66.0	25.0	66.0	0.0	59.0	59.0	59.0	59.0	59.0	59.0
Total Split (%)	16.7%	44.0%	44.0%	16.7%	44.0%	0.0%	39.3%	39.3%	39.3%	39.3%	39.3%	39.3%
Maximum Green (s)	21.0	59.5	59.5	21.0	59.5		53.0	53.0	53.0	53.0	53.0	53.0
Yellow Time (s)	3.0	4.1	4.1	3.0	4.1		3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	1.0	2.4	2.4	1.0	2.4		2.8	2.8	2.8	2.8	2.8	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.5	6.5	4.0	6.5	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	Max	Max	Max
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		25.0	25.0		25.0		28.0	28.0	28.0	28.0	28.0	28.0
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	0
Act Effct Green (s)	79.0	65.7	65.7	86.5	69.8		53.0	53.0	53.0	53.0	53.0	53.0
Actuated g/C Ratio	0.53	0.44	0.44	0.58	0.47		0.35	0.35	0.35	0.35	0.35	0.35
v/c Ratio	0.65	0.86	0.11	0.69	1.01		0.20	0.12	0.34	0.85	0.11	0.12
Control Delay	48.7	60.4	31.8	33.4	55.5		35.4	33.7	5.6	64.8	33.5	7.7
Queue Delay	0.0	0.0	0.0	0.0	1.4		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	60.4	31.8	33.4	57.0		35.4	33.7	5.6	64.8	33.5	7.7
LOS	D	E	C	C	E		D	C	A	E	C	A
Approach Delay		58.0			54.0			17.8			52.8	
Approach LOS		E			D			B			D	
90th %ile Green (s)	16.4	59.5	59.5	21.0	64.1		53.0	53.0	53.0	53.0	53.0	53.0
90th %ile Term Code	Gap	Coord	Coord	Max	Coord		Hold	Hold	Hold	MaxR	MaxR	MaxR
70th %ile Green (s)	12.6	62.7	62.7	17.8	67.9		53.0	53.0	53.0	53.0	53.0	53.0
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Hold	Hold	Hold	MaxR	MaxR	MaxR
50th %ile Green (s)	9.9	65.8	65.8	14.7	70.6		53.0	53.0	53.0	53.0	53.0	53.0
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Hold	Hold	Hold	MaxR	MaxR	MaxR
30th %ile Green (s)	8.2	69.0	69.0	11.5	72.3		53.0	53.0	53.0	53.0	53.0	53.0
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Hold	Hold	Hold	MaxR	MaxR	MaxR
10th %ile Green (s)	6.6	71.7	71.7	8.8	73.9		53.0	53.0	53.0	53.0	53.0	53.0
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Hold	Hold	Hold	MaxR	MaxR	MaxR
Stops (vph)	77	881	93	107	933		55	46	19	299	42	10
Fuel Used(gal)	3	32	2	3	28		1	1	1	8	1	0
CO Emissions (g/hr)	191	2258	138	203	1926		82	69	91	524	66	34
NOx Emissions (g/hr)	37	439	27	39	375		16	13	18	102	13	7
VOC Emissions (g/hr)	44	523	32	47	446		19	16	21	122	15	8
Dilemma Vehicles (#)	0	99	0	0	39		0	0	0	0	0	0
Queue Length 50th (ft)	77	495	32	76	434		54	46	0	306	42	0
Queue Length 95th (ft)	m126	#680	m73	145	#951		98	84	57	#484	78	34
Internal Link Dist (ft)		1252			433			483			566	
Turn Bay Length (ft)	175		135	230			135		135	110		110
Base Capacity (vph)	265	1289	594	322	1229		405	566	615	402	566	506
Starvation Cap Reductn	0	0	0	0	6		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.86	0.11	0.56	1.02		0.20	0.12	0.34	0.85	0.11	0.12

Intersection Summary

Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 40 (27%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 51.6		Intersection LOS: D	
Intersection Capacity Utilization 89.2%		ICU Level of Service E	
Analysis Period (min) 15			

* User Entered Value

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Custer Ave & Sanders St

Lanes, Volumes, Timings
6: Custer Ave & Sanders St

6/21/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	104	1108	68	180	1072	172	80	70	208	340	64	63
Ideal Flow (vphpl)	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Lane Width (ft)	13	11	11	14	11	11	12	12	12	12	12	11
Grade (%)		2%			-2%			2%			2%	
Storage Length (ft)	175		135	230		230	135		135	110		110
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	110		233	171		25	25		25	120		120
Lane Util. Factor	1.00	0.95	1.00	1.00	*0.85	*0.85	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1572	2941	1316	1656	2685	1141	1521	1601	1361	1521	1601	1316
Flt Permitted	0.118			0.117			0.715			0.711		
Satd. Flow (perm)	195	2941	1316	204	2685	1141	1145	1601	1361	1139	1601	1316
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30			111			208			63
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1332			513			563			646	
Travel Time (s)		22.7			8.7			15.4			17.6	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	104	1108	68	180	1072	172	80	70	208	340	64	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1108	68	180	1072	172	80	70	208	340	64	63
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	R NA	L NA	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.26	1.26	1.09	1.23	1.23	1.21	1.21	1.21	1.21	1.21	1.26
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template						Right						
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	25.0	25.0	5.0	25.0	25.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	38.5	38.5	15.0	38.5	38.5	41.0	41.0	41.0	41.0	41.0	41.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	25.0	66.0	66.0	25.0	66.0	66.0	59.0	59.0	59.0	59.0	59.0	59.0
Total Split (%)	16.7%	44.0%	44.0%	16.7%	44.0%	44.0%	39.3%	39.3%	39.3%	39.3%	39.3%	39.3%
Maximum Green (s)	21.0	59.5	59.5	21.0	59.5	59.5	53.0	53.0	53.0	53.0	53.0	53.0
Yellow Time (s)	3.0	4.1	4.1	3.0	4.1	4.1	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	1.0	2.4	2.4	1.0	2.4	2.4	2.8	2.8	2.8	2.8	2.8	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.5	6.5	4.0	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	Max	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		25.0	25.0		25.0	25.0	28.0	28.0	28.0	28.0	28.0	28.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	78.9	65.7	65.7	86.5	69.8	69.8	53.0	53.0	53.0	53.0	53.0	53.0
Actuated g/C Ratio	0.53	0.44	0.44	0.58	0.47	0.47	0.35	0.35	0.35	0.35	0.35	0.35
v/c Ratio	0.52	0.86	0.11	0.69	0.86	0.29	0.20	0.12	0.34	0.85	0.11	0.12
Control Delay	35.9	60.4	31.8	33.4	33.0	8.0	35.4	33.7	5.6	64.8	33.5	7.7
Queue Delay	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.9	60.4	31.8	33.4	34.6	8.0	35.4	33.7	5.6	64.8	33.5	7.7
LOS	D	E	C	C	C	A	D	C	A	E	C	A
Approach Delay		56.9			31.2			17.8			52.8	
Approach LOS		E			C			B			D	
90th %ile Green (s)	16.3	59.5	59.5	21.0	64.2	64.2	53.0	53.0	53.0	53.0	53.0	53.0
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Hold	Hold	Hold	MaxR	MaxR	MaxR
70th %ile Green (s)	12.5	62.7	62.7	17.8	68.0	68.0	53.0	53.0	53.0	53.0	53.0	53.0
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Hold	Hold	Hold	MaxR	MaxR	MaxR
50th %ile Green (s)	9.8	65.8	65.8	14.7	70.7	70.7	53.0	53.0	53.0	53.0	53.0	53.0
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Hold	Hold	Hold	MaxR	MaxR	MaxR
30th %ile Green (s)	8.2	69.0	69.0	11.5	72.3	72.3	53.0	53.0	53.0	53.0	53.0	53.0
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Hold	Hold	Hold	MaxR	MaxR	MaxR
10th %ile Green (s)	6.6	71.7	71.7	8.8	73.9	73.9	53.0	53.0	53.0	53.0	53.0	53.0
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Hold	Hold	Hold	MaxR	MaxR	MaxR
Stops (vph)	71	881	93	107	713	66	55	46	19	299	42	10
Fuel Used(gal)	2	32	2	3	18	2	1	1	1	8	1	0
CO Emissions (g/hr)	168	2258	138	203	1254	107	82	69	91	524	66	34
NOx Emissions (g/hr)	33	439	27	39	244	21	16	13	18	102	13	7
VOC Emissions (g/hr)	39	523	32	47	291	25	19	16	21	122	15	8
Dilemma Vehicles (#)	0	99	0	0	37	0	0	0	0	0	0	0
Queue Length 50th (ft)	70	495	32	76	377	38	54	46	0	306	42	0
Queue Length 95th (ft)	m122	#680	m73	145	#737	118	98	84	57	#484	78	34
Internal Link Dist (ft)		1252			433			483			566	
Turn Bay Length (ft)	175		135	230		230	135		135	110		110
Base Capacity (vph)	305	1289	594	322	1250	590	405	566	615	402	566	506
Starvation Cap Reductn	0	0	0	0	68	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.86	0.11	0.56	0.91	0.29	0.20	0.12	0.34	0.85	0.11	0.12

Intersection Summary

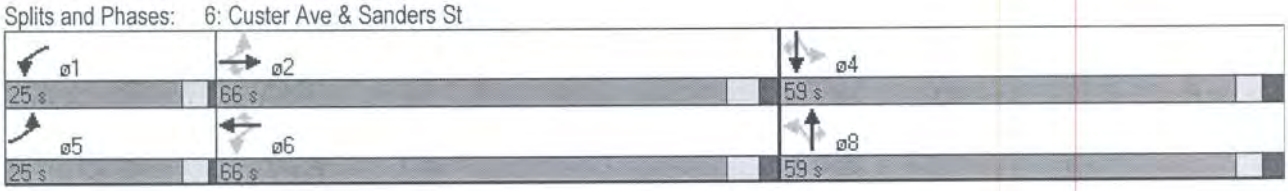
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 40 (27%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 42.0	Intersection LOS: D
Intersection Capacity Utilization 88.9%	ICU Level of Service E
Analysis Period (min) 15	

* User Entered Value

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Custer Ave & Sanders St



- Traffic volumes on Canyon Ferry Road, west of Wylie Drive, decreased by 8 percent.

Alt-8: Sanders Street Extension (Custer Avenue to Ptarmigan Lane)

This model alternative extends Sanders Street north of its current northerly terminus, and then wraps around to the west to intersect with Ptarmigan Lane. The road would be built to a City collector standard, and mimic the portion of Sanders Street recently built just south of Custer Avenue (i.e. two lanes). Scenario analysis results indicated:

- Traffic volumes on Custer Avenue between Montana Avenue and Sanders Street decreased by approximately 5 percent and travel times decreased by 15 percent.
- Traffic volumes on Montana Avenue between Custer Avenue and Ptarmigan Lane decreased by approximately 8 percent and travel times decreased by nearly 8 percent.
- Traffic volumes carried by the new extension reached nearly 3,000 vpd.

Alt-9: Head Lane Extension (Country Club Avenue to Williams Street)

This model run included a two-lane collector roadway connecting the intersection of Head Lane and Country Club Avenue to the approximately 90 degree bend in the existing Williams Street to the southwest (see **Figure 4.14**). Scenario analysis results indicated:

- Traffic volumes on Birdseye Road between Williams Street and Country Club Avenue decreased by over 40 percent, however, little impact was noted with regard to travel time.
- Traffic volumes on Williams Street west of the new extension increased by 15 percent.
- Traffic volumes carried by the new extension were over 900 vpd.
- Traffic volumes on both Head Lane and Franklin Mine Road increased by more than 11 percent.

Alt-10: Broadway Extension (Colonial Drive to U.S. Highway 12)

This model run would extend Broadway as a two-lane minor arterial roadway. It would extend east of its intersection with Colonial Drive, traverse under I-15 (i.e. grade separated), and then curve to the north to align with 18th Street. It would follow the 18th Street alignment all the way to the intersection with U.S. Highway 12. Scenario analysis results indicate:

- Traffic volumes on Broadway west of Colonial Drive increased by nearly 95 percent and travel times increased by about 50 percent.
- Traffic volumes on the new extension exceeded 10,500 vph.
- Traffic volumes on US 12 west of 18th Street decreased by nearly 11 percent.
- Traffic volumes on Colonial Drive north of Broadway decreased by nearly 23 percent.

Alt-11: Benton Avenue (Neill Avenue to Euclid/Lyndale Avenue)

This model run includes modifying Benton Avenue, between Neill Avenue and Euclid/Lyndale Avenues. Currently a four-lane principal arterial, the road would be modified such that there would be two (2) northbound lanes and one (1) southbound lane (i.e. three (3) lanes total). On-street bicycle lanes on each side of the roadway would also be included. Scenario analysis results indicate:

- Traffic volume on Benton Avenue, south of Euclid/Lyndale Avenues, decreased by around two percent.
- Traffic on Last Chance Gulch between Lyndale and Neill Avenues increased by nearly 24 percent.
- Traffic volumes on Park Avenue, south of Neill Avenue, decreased by 23 percent.
- Traffic volumes on Last Chance Gulch, south of Neill Avenue, decreased by nearly 21 percent.

Alt-12: S. Montana Avenue (Broadway to Prospect Avenue)

The segment of South Montana Avenue between Broadway and Prospect Avenue is currently a four-lane minor arterial facility, with two lanes in each direction. A model run incorporating a "road diet" is desirable between Broadway and Prospect Avenue. The road diet configuration would include one travel lane in each direction, and a two-way left-turn lane (TWLTL) in the center. On-street bicycle lanes on each side of the roadway would also be included. Scenario analysis results indicate:

- Traffic volumes on South Montana Avenue, north of Prospect Avenue, decreased by less than one percent.
- Traffic volumes on South Montana Avenue, south of 11th Avenue decreased, by four percent.
- Traffic volumes on Sanders Street south of 11th Avenue increased by 12.5 percent.
- Traffic volumes on Broadway, east of South Montana Avenue, decreased by over 33 percent.

Alt-13: Roberts Street Closure (Bozeman Street to Phoenix Avenue)

This alternative would result in the closure of Roberts Street between Bozeman Street and Phoenix Avenue. This alternative included removing the link from the future year 2035 model scenario to assess the resulting impacts on area roadways if Roberts Street was no longer in service. As with other model runs, this run was for the future year 2035 model scenario. Scenario analysis results indicate:

- Traffic volumes on South Montana Avenue, north of Prospect Avenue, increased by 2.6 percent.
- Traffic volumes on South Montana Avenue, north of Bozeman Street, increased by 1.3 percent.
- Traffic volumes on Roberts Street, south of Bozeman Street, decreased by 86.8 percent.
- Traffic volumes on Roberts Street, north of Phoenix Street, decreased by over 99 percent.

Due to the heightened interest in the potential closure of Roberts Street, some qualitative measures were also reviewed, as follows:

Non-Motorized Travel

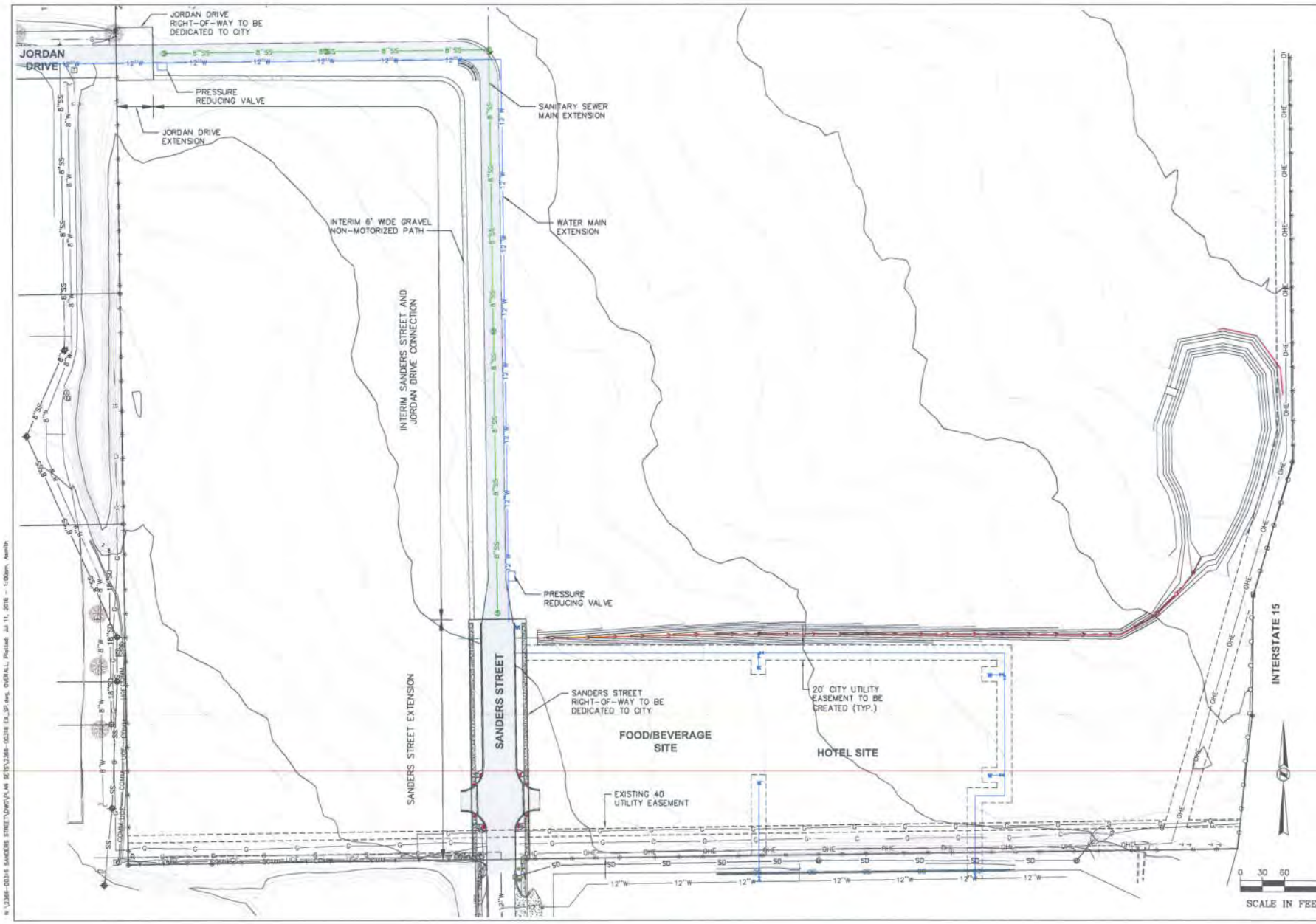
The closure of Roberts Street would eliminate north and south pedestrian and bicycle movements that presently exist. If closed, pedestrians and bicyclists would be required to utilize Bozeman Street, Montana Avenue, and Phoenix Avenue to traverse in a north / south manner. This would result in approximately 0.5 miles of out of direction travel (each way). This additional length of travel results in added travel time to non-motorized trips in this area.

Emergency Service Response

Similar to the non-motorized impacts described above, the closure of Roberts Street may present out of direction travel for emergency response providers (police, fire and ambulance). The distance for out of direction travel could be a maximum 0.50 miles – similar to non-motorized uses – depending on the route taken by the responders.

Transit Access

The closure of Roberts Street is not expected to delay or affect transit service patrons accessing the HATS facility from a length / out of direction travel perspective. The closure of Roberts Street would result in similar lengths of travel using Roberts Street / Bozeman Street as using Phoenix Avenue / Montana Avenue. However without any improvements to Montana Avenue the pedestrian infrastructure is essentially absent to provide a safe pedestrian environment along Montana Avenue.



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ISSUE/REVISION		
No.	DATE	BY
1	7-11-16	GDW
DESCRIPTION		
FIRST ISSUE		
No.	DATE	BY
2		
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No.	DATE	BY
3		
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5		
DESCRIPTION		

PRELIMINARY
NOT FOR CONSTRUCTION

OVERALL EXTENSION PLAN EXHIBIT

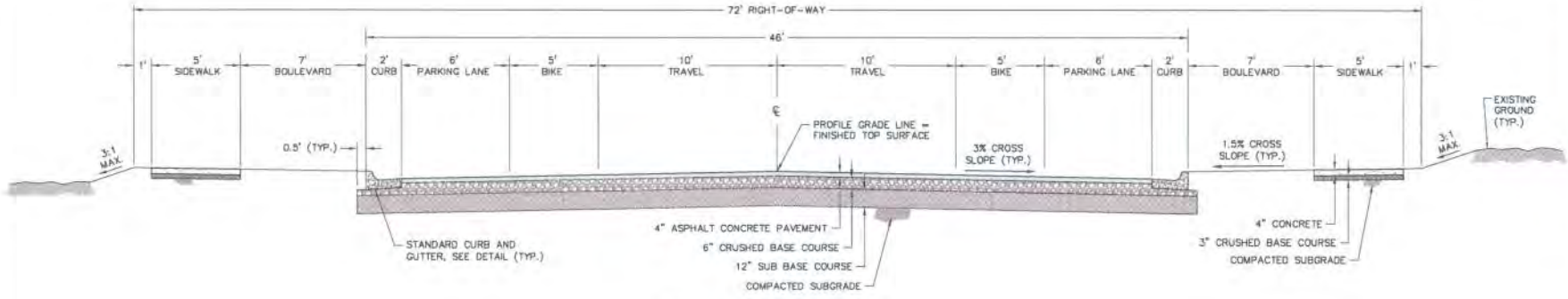
TRINITY CENTER

HELENA, MT

DESIGNED: GDW
DRAWN: ALS
CHECKED: GDW
DATE: 7-11-16

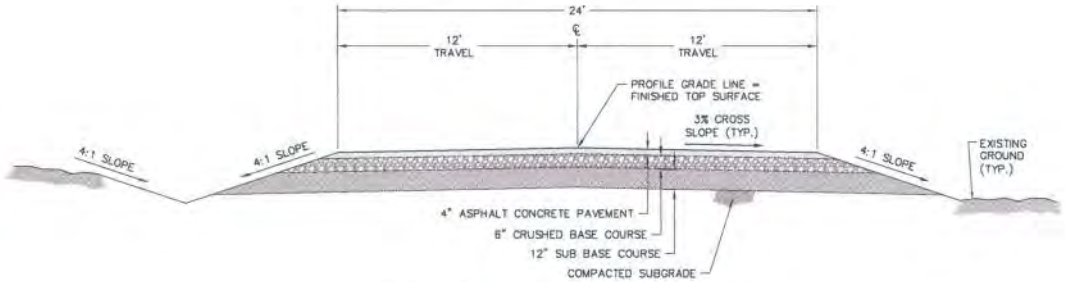
SHEET
1 OF 2

N:\2366-0316 SANDERS STREET\DWG\PLAN SET\2366-0316 EX_SP.dwg, OVERALL, Plotted: Jul 11, 2016 - 1:00pm, Aamin



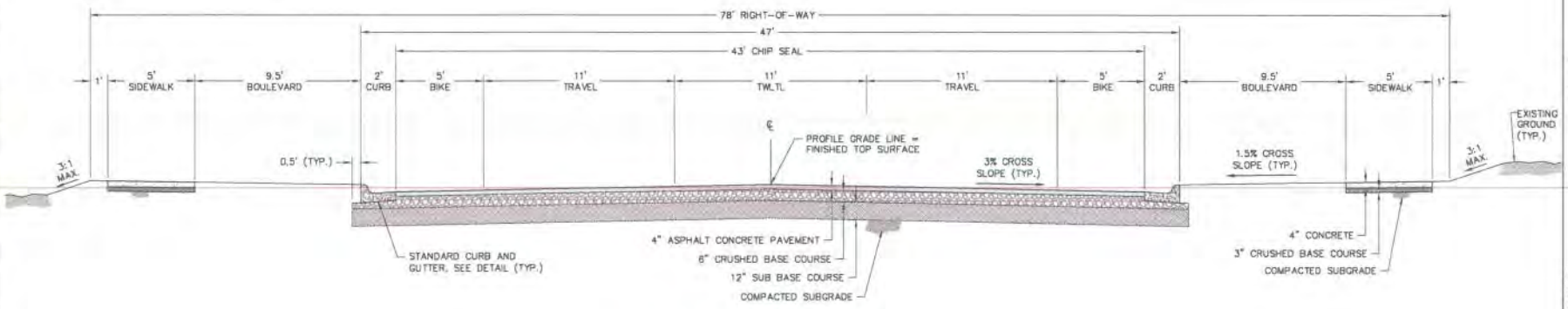
JORDAN DRIVE EXTENSION

NO SCALE



INTERIM SANDERS / JORDAN CONNECTION

NO SCALE



SANDERS STREET EXTENSION

NO SCALE

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ISSUE/REVISION

No.	DATE	BY
1	7-11-16	GDW

DESCRIPTION

FIRST ISSUE

No.	DATE	BY
2		

DESCRIPTION

No.	DATE	BY
3		

DESCRIPTION

No.	DATE	BY
4		

DESCRIPTION

No.	DATE	BY
5		

DESCRIPTION

PRELIMINARY
NOT FOR CONSTRUCTION

STREET SECTIONS EXHIBIT

TRINITY CENTER

HELENA, MT.

DESIGNED: GDW
DRAWN: ALS
CHECKED: GDW
DATE: 7-11-16

SHEET
2 OF 2

CITY OF HELENA PLANNING DIVISION
316 North Park Avenue
Helena, Montana 59623

DATE: July 12, 2016
RU District Zoning Amendments
Telephone: 406-447-8448

MEMO

TO: Ronald J. Alles, City Manager

FROM: H. Elroy Golemon, City Planning Division
Sharon Haugen, Community Development Director

SUBJECT: Zoning Amendment to City Code to establish an R-U (Residential-Urban) Zoning District

The process to amend the City of Helena Zoning Ordinance can be found in Section 11-1-10 of City Code. The following is a brief summary of the amendment process: A public hearing before the Zoning Commission must be conducted to obtain facts and information from interested parties. The public hearing must be legally advertised at least fifteen (15) days prior to the public hearing. The Zoning Commission recommendation must be based on information presented at the hearing. The recommendation and pertinent information are forwarded on to the City Commission for consideration and receive public testimony. The City Commission may by ordinance approve, deny or change the Zoning Commission recommendation.

On Tuesday June 14, 2016, the Helena Zoning Commission held a public hearing and Unanimously recommended approval (3:0 vote) for the adoption of an Ordinance to establish an RU (Residential-Urban) Zoning District by amending the following Sections of City Code:

- Section 11-2-2, Intent of Zoning Districts.
- Section 11-2-3, Land Use Table for Zoning Districts.
- Section 11-4-2 (E), Lot Requirements by Zoning District.
- Section 11-23-10, Sign Uses for Specified Districts.

Since February 2015, the Helena Zoning Commission has conducted several work sessions to develop design guidelines for future development and redevelopment in the City of Helena. Due to recent discussions related to multi-dwelling unit development in the current R-2 (Residential) District, the Zoning Commission has worked to create a new mixed-use zoning district.

In addition, the Zoning Commission met with members the City of Helena-Lewis and Clark County Consolidated Planning Board in the Spring of 2016 to discuss the Planning Board's vision of the Growth Policy and development of a new zoning district. This new district incorporates requests from the community to establish a zoning district that permits dimensional standards similar to the existing R-4 District (greater building height and lot coverage) but restricts residential development to those similar to an existing R-2 District (residential uses limited to single and two units). This new zoning district would accommodate compact

residential development and provide the ability to more accurately evaluate the impacts to traffic and infrastructure.

The 2011 Helena Growth Policy adopted on May 09, 2011, identifies the concept of mixed-use development as an important growth management policy for the City of Helena. Currently the City of Helena characterizes mixed-use development as places where people can work, live, and play and contain a variety of complementary and integrated uses.

In addition, mixed-use areas, when properly planned and developed, will mature into quality neighborhoods that enjoy higher densities, a mix of activities, more transportation options, and convenient shopping and services.

The proposed R-U District zoning would be consistent with the mixed use concept of the Growth Policy. Based on the mixed use concept of the Growth Policy, the R-U Zoning Ordinance amendment, as recommended by the Zoning Commission, is intended to provide for the following elements at a higher density associated with urban type development:

- Single and two dwelling unit development similar to the current R-1 and R-2 (Residential) Districts.
- A compatible mix of professional and business offices and associated service uses and signage allowances similar to the uses of the current R1/R2 and R-4/ R-O Districts.
- Establish setbacks, lot coverage and building heights designed to encourage higher densities and mixed uses.

In order to inform the public and to provide opportunities to participate in these sessions, the agendas and related meeting information was distributed to the media. Meeting materials and information were provided to members of the Helena Citizens Council, members of the Helena Business Improvement District, and other interested parties. Agendas and related meeting materials for the proposed R-U District were placed on the City of Helena website and City meeting calendar for interested members of the public. Public notice was published in the Helena Independent Record 15 days prior to the scheduled June 14, 2016 City of Helena Zoning Commission public hearing.

Next Steps

1) Possible work session(s)
2) City Commission Public Hearing

CITY OF HELENA PLANNING DIVISION
316 North Park Avenue
Helena, Montana 59623

File: R-U District.ZOA
Date: June 08, 2016
406-447-8448

TO: Helena Zoning Commission
Sharon Haugen, Director of Community Development

FROM: H. Elroy Golemon, City Planning Division

SUBJECT: Consider the Adoption of an Ordinance to establish an RU (Residential-Urban) Zoning District and Amending the following Sections of City Code:

(1). Amend the Intent of Zoning Districts in Section 11-2-2 of City Code to include the Intent of the R-U (Residential-Urban) District.

(2). Amend the Land Use Table for Zoning Districts in Section 11-2-3 of City Code to include the Permitted, Conditional and Not Permitted Residential and Commercial Uses of the R-U (Residential-Urban) District.

(3). Amend the Lot Requirements by Zoning District in Section 11-4-2 (E) of City Code to include the district dimensional requirements for the R-U (Residential-Urban) District.

(4). Amend the Sign Uses for Specified Districts Section in Section 11-23-10 of City Code, R-O and PLI Districts and make the sign requirements for the R-U (Residential-Urban) District the same as the R-O District.

OVERVIEW

GENERAL INFORMATION

PUBLIC HEARING DATES:
Zoning Commission -- 6:00 P.M. Tuesday, June 14, 2016
City Commission -- 6:00 P.M. Monday, July 11, 2016

APPLICANT: City of Helena
316 North Park Avenue
Helena, MT 59623

DESCRIPTION

Since February 2015, the Helena Zoning Commission has conducted several work sessions to develop design guidelines for future development and redevelopment in the City of Helena. Due to recent discussions related to multi-dwelling unit development in the current R-2 (Residential) District, the Zoning Commission has worked to create a new mixed use zoning district. This district is intended to provide for a single and two dwelling unit development and a compatible mix of professional and business offices and associated service uses. The zoning commission also identified district dimensional standards and signage requirements for the proposed zoning district.

In order to get a sense of what was needed for possible land uses and dimensional standards for a new mixed use zoning district, the Zoning Commission conducted site visits as part of the work session process. These sites included areas such as: the Capital Hill Mall, Last Chance Gulch and Lyndale Avenue, Benton and Euclid Avenues, Malfunction Junction and the Caird Property, Lewis and Clark Brewing Area, and Henderson and Euclid Avenues.

RECOMMENDATIONS

Motion 1:
Staff recommends approval of the adoption of an Ordinance, amending the Sections 11-2-2, 11-2-3 and 11-4-2(E) of City Code to include the intent, the permitted uses, conditional uses, and uses not permitted and the district dimensional standards for the R-U (Residential-Urban) District.

Motion 2:
Staff recommends approval of the adoption of an Ordinance, amending the Sign Uses for Specified Districts Section in Section 11-23-10 of City Code, R-O and PLI Districts and make the sign requirements for the R-U (Residential-Urban) District the same as the R-O District.

EVALUATION

2011 HELENA GROWTH POLICY

The 2011 Helena Growth Policy adopted on May 09, 2011 identifies the concept of mixed-use development as an important growth management policy for the City of Helena. Currently the City of Helena characterizes mixed-use development as places where people can work, live, and play and contain a variety of complementary and integrated uses.

In addition, mixed-use areas when properly planned and developed, will mature into quality neighborhoods that enjoy higher densities, a mix of activities, more transportation options, and convenient shopping and services.

The proposed R-U District would allow for up to two dwelling units on a property, and compatible

commercial uses, as permitted in the R-2 District. In addition, the proposed R-U District zoning would be consistent with the mixed use concept of the Growth Policy. The proposed R-U District may help create a coordinated development pattern that is unified, functional and efficient by conserving land, energy, and infrastructure while minimizing the potential for sprawl.

A list of the Growth Policy goals and objectives that support the proposed ordinance is included at the end of this staff report.

Montana Zoning Criteria

Montana MCA Section 76-2-304 identifies the criteria and guidelines for zoning regulations, stating:

(1) Zoning regulations must be:
(a) made in accordance with a growth policy; and
(b) designed to:
(i) secure safety from fire and other dangers;
(ii) promote public health, public safety, and the general welfare; and
(iii) facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements.

(2) In the adoption of zoning regulations, the municipal governing body shall consider:
(a) reasonable provision of adequate light and air;
(b) the effect on motorized and non-motorized transportation systems;
(c) promotion of compatible urban growth;
(d) the character of the district and its peculiar suitability for particular uses; and
(e) conserving the value of buildings and encouraging the most appropriate use of land throughout the jurisdictional area.

One of the functions of zoning is to prevent hazards that may occur from inappropriate development of residential, commercial, and industrial uses and the overcrowding of future development. Any new development or redevelopment of property must comply with the zoning requirements of the district the property is located. In addition, any construction or remodeling must comply with the currently adopted editions of the building and fire codes. Police and fire protection would be provided by the City of Helena.

The traffic analysis used to compare the vehicle traffic generated between the current City of Helena mixed use zoning designations that allow for multi-dwelling units of 3 or more on a property (R-O and R-4 Districts) and compatible noncommercial uses on a 5 acre site would generate approximately 1,947 vehicle trips per day (vpd). In comparison, the proposed R-U District that only allows for single and two dwelling units but has the same compatible non-commercial uses would generate approximately 2,043 (vpd) on a 5 acres site, or 96 additional vehicle trips over the current R-4 and R-O Districts. This increase is the result of eliminating multi-dwelling units in the Proposed R-U District and using the next use commonly found in the mixed use district. (See appendix for traffic analysis charts).

Urban growth supports and encourages a higher density and intensity of uses, activities, and

development within a smaller region or geographic area. Therefore, urban growth requires the development of public facilities and services, such as water, sewer, schools, parks and a transportation network, which supports higher density and intensity of uses. In addition, all property located in the proposed R-U District will be served by an established transportation system that is capable of supporting the traffic generated by the uses allowed in the zoning district.

The various zoning districts and their accompanying regulations are intended to protect the public health and general welfare by identifying appropriate land uses for the various zoning districts throughout the community. In addition, the provisions outlined in Title 11: Zoning, City Code, are designed to ensure that property located in a specific zoning district will be developed in accordance with the zoning requirements and restrictions such as: use, size, setbacks, lot coverage, off-street parking, landscaping, and screening.

The district dimensional standards proposed for the R-U District are as follows:
Lot Area: No minimum; Lot width: No Minimum; Lot Coverage: 60% maximum and an additional 5% for a porch attached to the front or side; No minimum front, rear, or side lot line setbacks; 42-foot maximum building height; and No minimum floor area. A Table that compares the proposed R-U Districts dimensional requirements to similar districts in Missoula, Bozeman, and Billings has been provided in the appendix.

The residential uses of the proposed R-U District are the same as the City of Helena's current R-1 and R-2 (Residential) Districts with the exception of multi-dwelling unit uses. As proposed the, multi-dwelling unit use is not permitted in the R-U District, and requires a Conditional Use Permit in the R-1 and R-2 Districts. The non-commercial uses proposed for the R-U District exactly match the uses that are either permitted, conditionally permitted, or not permitted in the current R-O and R-4 Districts.

Based on the comparison table of current uses listed below, there would be little change if any that the proposed zone R-U District would have on the current uses allowed in the current zoning designations throughout the City. Since the district is intended to support a mixed low density residential and compatible commercial uses, it could help support new development, infill and redevelopment, and may be used as a transitional buffer between current residential and commercial districts. Therefore, the proposed R-U District appears to be consistent with the character of the district and its suitability for particular uses.

The following are the proposed revisions to City Code needed to establish the R-U District: (The proposed new language is underlined, and any the language to be deleted is shown with strike-through).

Intent of R-U District:

The R-U (Residential Urban) Districts provide for a single and two dwelling unit developments, and a compatible mix of professional and business offices and associated service uses.

Sign Uses for Specified Districts Section in Section 11-23-10 of City Code:

R-O, R-U and PLI Districts:

A. Only freestanding, awning, wall, or marquee signs conforming to subsection 11-23-8M of this chapter, lighted or unlighted, are permitted. Each principal building will be permitted an aggregate sign area not to exceed forty (40) square feet in the R-O and R-U districts and one hundred (100) square feet in the PLI district. Freestanding signs shall not exceed eighteen feet (18') in height. Signs in these districts may advertise only the name, address and services offered by professionals and services allowed.

B. Directional signs as referenced in subsection 11-23-8J of this chapter.

C. Temporary signs as provided for in subsection 11-23-9C of this chapter.

Land Use Table Amendments:

11-2-3: LAND USE TABLE FOR ZONING DISTRICTS:

Use	OSR	RU	R-1/R-2	R-3	R-4/R-O	B-1	B-2	B-3	CLM	M-I	PLI	Airport	Supplemental Requirements
RESIDENTIAL USES:													
Boarding/rooming house, 1-3 residents	P	P	P	P	P	P	P	P	P	P	NP	NP	B-2, B-3, CLM and M-I districts, see subsection 11-2-5C of this chapter
Boarding/rooming house, 4-20 residents	NP	NP	NP	NP	P	P	P	P	P	P	NP	NP	B-2, B-3, CLM and M-I districts, see subsection 11-2-5C of this chapter
Community residential facility, type I, 1-12 residents	P	P	P	P	P	P	P	P	CUP	NP	NP	NP	
Community residential facility, type II, 13 or more residents	NP	CUP	CUP	CUP	P	P	P	P	CUP	NP	P	NP	

Mobile home park	NP	**CUP**	CUP	CUP	P	CUP	CUP	NP	NP	NP	NP	NP	See chapter 7 of this title
Residence, single-dwelling unit	P	**P**	P	P	P	P	P	P	P	P	NP	NP	B-2, B-3, CLM and M-I districts, see subsection 11-2-5C of this chapter
Residence, two-dwelling units	CUP	**P**	P	P	P	P	P	P	P	NP	NP	NP	B-2, B-3 and CLM districts, see subsection 11-2-5C of this chapter RU District, Stand-alone single or duplex structures
Residence, multiple-dwelling units (3 or more units)	NP	**NP**	**CUP**	P	P	P	P	P	CUP	NP	NP	NP	
NONRESIDENTIAL USES:													
Agricultural Uses:													
Horticulture	P	**P**	P	P	P	P	P	P	P	P	P	P	
Community Services/Uses:													
Administrative government agency	NP	**P**	NP	NP	P	P	P	P	P	NP	P	P	
Animal shelter	NP	**NP**	NP	NP	NP	NP	CUP	NP	CUP	CUP	P	NP	
Community center	NP	**NP**	NP	NP	NP	P	P	P	P	NP	P	NP	
Community cultural facility	NP	**CUP**	CUP	CUP	CUP	P	P	P	NP	NP	P	P	
Correctional facility	NP	**NP**	NP	NP	NP	NP	NP	NP	CUP	CUP	CUP	NP	
Prerelease center	NP	**NP**	NP	NP	NP	CUP	CUP	CUP	CUP	NP	CUP	NP	
Public safety facility	CUP	**CUP**	CUP	CUP	CUP	P	P	P	P	P	P	P	

Worship facility	NP	P	CUP	CUP	P	P	P	P	P	NP	P	NP	
Education:													
Higher education	NP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	P	NP	P	NP	
Instructional facility	NP	P	NP	NP	P	P	P	P	P	P	P	P	
K-12	NP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	NP	P	NP	
Food And Beverage Sales:													
Casino	NP	NP	NP	NP	NP	NP	CUP	CUP	CUP	NP	NP	NP	See chapter 40 of this title.
Restaurant	NP	P	NP	NP	P	P	P	P	CUP	NP	NP	P/CUP	Airport district, see subsection 11-2-5E2 of this chapter
Restaurant, drive-in	NP	NP	NP	NP	NP	NP	P	P	NP	NP	NP	NP	
Specialized food production	NP	NP	NP	NP	NP	P	P	P	P	P	NP	NP	
Tavern	NP	NP	NP	NP	NP	NP	P	P	CUP	NP	NP	P/CUP	Airport district, see subsection 11-2-5E2 of this chapter; PLI district, see subsection 11-2-5D of this chapter
Healthcare:													
Healthcare center	NP	P	NP	NP	P	P	P	P	NP	NP	NP	NP	
Healthcare facility	NP	CUP	NP	NP	CUP	CUP	P	P	NP	NP	P	NP	
Industrial/Manufacturing:													
Contractor yard	NP	NP	NP	NP	NP	NP	CUP	NP	P	P	NP	NP	
Industrial, heavy	NP	NP	NP	NP	NP	NP	NP	NP	CUP	P	NP	NP	

Industrial, light	NP	**NP**	NP	NP	NP	CUP	CUP	CUP	P	P	NP	P	
Industrial park	NP	**NP**	NP	NP	NP	NP	NP	NP	CUP	P	NP	NP	
Junkyard	NP	**NP**	NP	NP	NP	NP	NP	NP	CUP	P	NP	NP	
Motor vehicle wrecking facility	NP	**NP**	NP	NP	NP	NP	NP	NP	NP	CUP	NP	NP	
Overnight Accommodations:													
Bed and breakfast	CUP	**CUP**	CUP	CUP	CUP	P	P	P	NP	NP	NP	NP	
Campground/RV park	NP	**NP**	NP	NP	NP	NP	CUP	NP	CUP	NP	NP	NP	
Country inn	NP	**CUP**	NP	CUP	CUP	P	P	P	NP	NP	NP	NP	
Emergency shelter	NP	**CUP**	NP	NP	CUP	CUP	CUP	CUP	CUP	NP	CUP	NP	
Hotel/motel	NP	**NP**	NP	NP	NP	CUP	P	P	NP	NP	NP	CUP	
Recreation, Indoor:													
Indoor entertainment, sports and recreation	NP	**CUP**	NP	NP	CUP	P	P	P	P	P	NP	CUP	
Recreation, Outdoor:													
Open space	P	**P**	P	P	P	P	P	P	P	P	P	P	
Outdoor entertainment, sports and recreation	NP	**NP**	NP	NP	NP	NP	CUP	CUP	CUP	CUP	P	CUP	
Parks/playgrounds	P	**P**	P	P	P	P	P	P	P	NP	P	CUP	
Rental And Repair:													
General repair	NP	**CUP**	NP	CUP	CUP	P	P	P	P	P	NP	NP	R-3, R-O and B-1 districts, see subsection 11-2-5F of this chapter

Large equipment rental	NP	**NP**	NP	NP	NP	NP	P	NP	P	P	NP	NP	
Small equipment rental	NP	**NP**	NP	NP	NP	P	P	NP	P	P	NP	NP	
Sales:													
Agriculture supply sales	NP	**NP**	NP	NP	NP	NP	P	NP	P	P	NP	NP	
Auction sales	NP	**NP**	NP	NP	NP	P	P	P	P	NP	NP	NP	B-1 district, see subsection 11-2-5B of this chapter
Construction material sales	NP	**NP**	NP	NP	NP	NP	P	NP	P	P	NP	NP	
General retail sales	NP	**NP**	NP	NP	NP	P	P	P	P	NP	NP	NP	B-1 district, see subsection 11-2-5B of this chapter
Manufactured housing sales	NP	**NP**	NP	NP	NP	NP	P	NP	P	P	NP	NP	
Sexually oriented business	NP	**NP**	NP	NP	NP	NP	NP	NP	CUP	NP	NP	NP	
Shopping center	NP	**NP**	NP	NP	NP	NP	CUP	CUP	CUP	NP	NP	NP	
Services:													
Administrative services	NP	**P**	NP	NP	P	P	P	P	P	NP	NP	P	
Artisan shop	NP	**CUP**	NP	CUP	CUP	P	P	P	P	P	NP	NP	
Commercial kennel	NP	**NP**	NP	NP	NP	CUP	CUP	CUP	P	P	NP	NP	
Crematorium	NP	**NP**	NP	NP	NP	NP	NP	NP	P	P	NP	NP	
Daycare, adult (up to 12)	P	**P**	P	P	P	P	P	P	CUP	NP	P	NP	
Daycare center (13 or more children)	NP	**CUP**	CUP	CUP	CUP	P	P	P	CUP	NP	P	CUP	See chapter 38 of this title
Daycare, family	P	**P**	P	P	P	P	P	P	CUP	NP	NP	NP	

Daycare, group	P	**P**	P	P	P	P	P	P	CUP	NP	NP	NP	
Financial services	NP	**CUP**	NP	NP	CUP	P	P	P	NP	NP	NP	NP	
Funeral home	NP	**NP**	NP	NP	NP	P	P	P	P	P	NP	NP	
General/professional services	NP	**P**	NP	CUP	P	P	P	P	P	NP	NP	NP	
Veterinary clinic, large animals	NP	**NP**	NP	NP	NP	NP	CUP	NP	P	P	NP	NP	
Veterinary clinic, small animals	NP	**NP**	NP	NP	NP	P	P	P	P	P	NP	NP	
Storage:													
Agricultural commodity storage facility	NP	**NP**	NP	NP	NP	NP	NP	NP	P	P	NP	NP	
Fuel tank farm	NP	**NP**	NP	NP	NP	NP	NP	NP	CUP	CUP	NP	P	
Ministorage facility	NP	**NP**	NP	NP	NP	NP	CUP	CUP	P	P	NP	NP	
Warehouse	NP	**NP**	NP	NP	NP	NP	CUP	NP	P	P	NP	NP	
Temporary Uses By District:													
Carnivals and circuses	NP	**NP**	NP	NP	NP	NP	P	P	P	P	P	NP	
Itinerant outdoor sales with business license	NP	**NP**	NP	NP	NP	P	P	P	P	NP	NP	NP	
On site construction office	P	**P**	P	P	P	P	P	P	P	P	P	P	
Outdoor concerts and theatrical performances	P	**NP**	NP	NP	NP	P	P	P	P	P	P	P	
Transportation:													
Airport	NP	**NP**	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	Airport district, see subsection 11-2-5E of this chapter

Bus terminal	NP	**NP**	NP	NP	NP	CUP	P	P	P	NP	CUP	NP	
Freight terminal	NP	**NP**	NP	NP	NP	NP	NP	NP	P	P	NP	P	
Parking lot	NP	**CUP**	CUP	CUP	CUP	P	P	P	P	P	P	P	See chapter 22 of this title
Parking structure	NP	**NP**	NP	NP	NP	CUP	CUP	CUP	P	P	P	P	
Railroad yard	NP	**NP**	NP	NP	NP	NP	NP	NP	P	P	NP	NP	
Utilities:													
Composting	NP	**NP**	NP	NP	NP	NP	NP	NP	P	P	NP	NP	
Recycling	NP	**NP**	NP	NP	NP	NP	NP	NP	P	P	NP	NP	
Utility, distributed power	P	**P**	P	P	P	P	P	P	P	P	P	P	
Utility, major	NP	**NP**	NP	NP	NP	NP	NP	NP	NP	P	P	NP	See subsection 11-2-5G of this chapter
Utility, minor	P	**P**	P	P	P	P	P	P	P	P	P	P	See subsection 11-2-5G of this chapter
Vehicle Trade And Service:													
Vehicle fuel sales	NP	**NP**	NP	NP	NP	NP	P	NP	P	NP	NP	NP	Airport district, see subsection 11-2-5E of this chapter
Vehicle repair	NP	**NP**	NP	NP	NP	NP	CUP	NP	P	P	NP	NP	
Vehicle sales and rental	NP	**NP**	NP	NP	NP	NP	P	NP	P	NP	NP	P	Airport district, see subsection 11-2-5E of this chapter
Vehicle services	NP	**NP**	NP	NP	NP	NP	P	NP	P	P	NP	NP	

P =	The use is permitted in the district by right, consistent with applicable development standards.
CUP =	The use is allowed in the district through the conditional use process.
NP =	The use is not permitted in the district.

11-4-2 (E) LOT REQUIREMENTS BY ZONING DISTRICT

	OSR (Open Space/ Residential)	RU (Residential Urban)	R-1/R-2 (Residential)	R-3 (Residential)	R-4/R-O (Residential-Office)
Lot area	1-3 acres; no more than 1 DU per acre for cluster development. See section 11-2-5 of this title	**No minimum**	No minimum	For multiple DUs 2,000 square feet per DU For single DUs or nonresidential no minimum	For multiple DUs 1,200 square feet per DU For single DUs or nonresidential no minimum
Lot width	No minimum	**No minimum**	No minimum	No minimum	No minimum
Lot coverage	No maximum	**60 percent maximum** **Additional 5 percent for porch attached to front or side**	30 percent maximum Additional 5 percent for porch	40 percent maximum Additional 5 percent for porch	60 percent maximum
Front lot line setback	25 feet from right of way	**0 foot minimum**	10 foot minimum	10 foot minimum	10 foot minimum
Rear lot line setback	No minimum except 25 feet from right of way	**0 foot minimum**	10 foot minimum	10 foot minimum	10 foot minimum
Side lot line setback	No minimum except 25 feet from right of way	**0 foot minimum**	8 foot minimum	6 foot minimum for each side yard	6 foot minimum
Height	24 foot maximum	**42 foot maximum**	24 foot maximum	24 foot maximum	36 foot maximum
Minimum floor area	No minimum	**No minimum**	No minimum	No minimum	No minimum

	B-1 (Neighborhood Business)	B-2 (General Commercial)	B-3 (Central Business)	CLM (Commercial-Light Manufacturing)
Lot area	For multiple DUs 1,000 square feet per DU No minimum for single DUs or nonresidential	No minimum	No minimum	No minimum
Lot width	No minimum	No minimum	No minimum	No minimum
Lot coverage	Residential uses, 60 percent maximum No maximum for nonresidential uses	No maximum	No maximum	No maximum
Front lot line setback	No minimum	No minimum	No minimum	15 foot minimum
Rear lot line setback	15 foot minimum	No minimum unless abutting residential zone, then 15 foot minimum	No minimum	No minimum unless abutting residential zone, then 15 foot minimum
Side lot line setback	6 foot minimum	No minimum unless abutting residential zone, then 10 foot minimum	No minimum	No minimum unless abutting residential zone, then 15 foot minimum
Height	36 foot maximum	42 foot maximum	70 foot maximum	60 foot maximum

	M-I (Manufacturing And Industrial)	PLI (Public Lands And Institutions)	Airport
Lot area	No minimum	No minimum	No minimum
Lot width	No minimum	No minimum	No minimum
Lot coverage	No maximum	No maximum	No maximum
Front lot line setback	15 foot minimum	No minimum	No minimum
Rear lot line setback	No minimum unless abutting residential zone, then 15 foot minimum	No minimum unless abutting residential zone, then 15 foot minimum	No minimum

Side lot line setback	No minimum unless abutting residential zone, then 15 foot minimum	No minimum unless abutting residential zone, then 15 foot minimum	No minimum
Height	60 foot maximum	60 foot maximum	See chapter 35, "Airport Zoning Regulations", of this title

Public Comment

As of Wednesday, June 08, 2016, no public comment had been received about this proposal.

CONCLUSION

The proposed adoption of an Ordinance amending Title 11, Chapters 2, 4, and 23 of City Code to establish regulations for the proposed R-U (Residential-Urban) District is consistent with the 2011 Growth Policy and the Montana Zoning Criteria.

APPENDIX

2011 HELENA GROWTH POLICY

The following goals and objectives of the 2011 Helena Growth Policy support the proposed ordinance amendments to establish the proposed R-U District:

Housing: *Support infill development of additional housing that harmonizes with the character of existing neighborhoods.*

- *Encourage the development of housing located in proximity to physical, technological, social, and economic infrastructure.*
- *Develop and preserve housing to minimize impacts on natural resources and the physical environment and to maximize social resources while meeting emerging needs.*

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

- *Support efforts to encourage the creation and expansion of small business and help reduce the rate of failure.*
- *Facilitate the permitting process while maintaining the public interest.*
- *Review City zoning requirements to identify and remove unnecessary impediments to commercial and industrial development, while protecting established areas with the appropriate standards and promoting the interests of the greater community.*

Public Facilities and Services: *Protect public health and ensure public safety.*

Land Use: *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, transportation networks, energy and resources.*

- *Provide opportunities for mixed-use development and reduce the need for automobiles, encourage walking, and save energy through infill development.*
- *Minimize functional and visual impacts of ...non-residential development on existing residential neighborhoods.*

Uses for Traffic Analysis

- **Zoning Districts under 3 acres use Medium Intensity for 100% of the developable area**
- **If use requires a CUP, traffic generation for the specific use should be used**
- **Applicant can submit another calculation proposal but must include explanation for alternate method**

R-4/R-O Residential Office					Example 5 acre (217,800 sf) parcel
Provide for a compatible mix of higher density residential development with professional and business offices and associated service uses.	High	Restaurant	Restaurant ITE #931 89.95/1,000 sf gfa	10%	217,800sf X 10% =21,780sf X 60% max lot coverage = 13,068 gfa divided by 1,000 =13.068 X 89.95= 1,176 trips
	Medium	Residential multiple dwelling units (One unit per every 1,200 sf of lot area per City Code)	ITE #220 6.65 /unit	50%	217,800sf X 50% = 108,900sf divided by 1,200 = 90.75mdu X 6.65= 605 trips
	Low	Single Family – 1 per lot Estimate- 5,000sf lot	ITE #210 9.52 / unit	40%	217,800sf X 40% =87,120sf divided by 5,000 = 17.4 X 9.52 = 166 trips
					1,176 + 605 +166 = **1,947 estimated vehicle trips** (maximum build out –60% lot coverage as a restaurant =130,680 gfa divided by 1,000 X 89.95= 11,755 trips)

Zoning District Intent	*Intensity*	*Use*	*Traffic generation # weekday vehicle trips/per ITE*	*Percent of traffic generation mix for TIS*	*How to calculate* (always round up)
R-U Residential-Urban					Example 5 acre (217,800 sf) parcel
The R-U (Residential Urban) Districts provide for a single and two dwelling unit development and a compatible mix of professional and business offices and associated service uses.	High	Restaurant	Restaurant ITE #931 89.95/1,000 sf gfa	10%	217,800sf X 10% =21,780sf X 60% max lot coverage = 13,068 gfa divided by 1,000 =13.068 X 89.95= 1,176 trips
	Medium	General/ professional services	ITE #710 11.03/1000 sf gfa	50%	217,800sf X 50% = 108,900sf X 60% max lot coverage = 65,340gfa divided by 1,000= 63.54 x 11.03= 701 trips
	Low	Single Family – 1 per lot Estimate- 5,000sf lot	ITE #210 9.52 / unit	40%	217,800sf X 40% =87,120sf divided by 5,000 = 17.4 X 9.52 = 166 trips
					1,176 + 701 +166 = **2,043 estimated vehicle trips** (maximum build out –60% lot coverage as a restaurant =130,680 gfa divided by 1,000 X 89.95= 11,755 trips)

Minutes
Zoning Commission Meeting
June 14, 2016, 6:00 p.m.
City-County Building, Commission Chambers

Commission Members Present:
Mike McCabe
Tim Meldrum
Allison Mouch

Staff Present:
Sharon Haugen, Community Development Director
Thomas Jodoin, City Attorney
Iryna O'Connor, Deputy City Attorney
Ellie Ray, Planner I
Elroy Golemon, Zoning Officer
Helen Sautter, Administrative Assistant III

Commission Members Absent:

Rebecca Harbage and Tyler Emmert

Members of the Public Present:

Jeff Larson, chuck Ballard, Alan Bock, and Ben Lesofski

Call to Order:

Chairman Meldrum opened the meeting at 6:00 p.m. A quorum of three (3) was noted.

New Business:

Public Hearing #1:

Consider a resolution granting a Conditional Use Permit (CUP) to allow a 52,795 gross square foot Mini-storage Facility to be located in the B-2 (General Commercial District) District; for Remainder Tract 1-A, as shown on Certificate of Survey 3266569, Lewis and Clark County, Montana with a property address of 3108 McHugh Lane.

Staff Presentation:

Staff provided a presentation including a summarization of the staff report, photographs of the subject property, adjacent properties, and vicinity map.

Staff noted there were two typographical errors in the staff report 1) on page 3, the number of units when built out is stated as 12 units; it will actually be 40 or more units and 2) the conclusion should have stated under #1: The proposed conditional use will not significantly increase risk to the public health, safety, or general welfare.

The CUP is for an extension of the existing AAA Storage Facility (within county limits) to allow a Mini-storage facility that will provide 9,900 sf of gross floor area (gfa) of storage units. Initially the lot will be used as an interim storage parking facility for storage of

recreational vehicles, boats, etc. The facility will be phased in over the next two years and will be accessible 24-hours a day.

Adjacent property uses include commercial, office, a Christian school, and Remington Apartments.

Staff read the CUP evaluation criteria and factors of City Code 11-3-5 A.1 and A.2.

Routes of pedestrian access connecting the proposed Mini-storage Facility site to the sidewalk along the McHugh Lane right-of-way must be clearly delineated at the initial interim storage parking phase of the development, and must be installed prior to receiving a building permit for the storage units. Vehicular and bicycle traffic will access the property the property via McHugh and Custer. Based on 9,900 sf gfa, the proposed Mini-storage Facility would generate approximately 24.75 vpd. Motor vehicle traffic generated by the proposed Mini-storage Facility use would have minimal effect on the existing street system.

In the interest of mitigating potential glare from vehicle glass and lights for the proposed mini-storage use, the applicant will be responsible for screening the facility from the adjacent Remington Apartments. The developer intends to install new lighting that complies with Helena City Code 10-2-2 commercial lighting standards that address horizontal cutoff, height restrictions, light trespass, and light intensity.

As of June 14, 2016, no comments in support or opposition of this proposal have been received.

Staff recommended approval of the resolution granting the Conditional Use Permit (CUP) with the four conditions noted in the staff report.

Questions asked of Staff:

Ms. Mouch asked for clarification on the timeframe of the site build out and the applicant being able to meet the above mentioned conditions within one year of the CUP approval. Ms. Haugen responded all four of the recommended conditions would need to be met before any use of the property or building of the storage units takes place.

No additional questions asked of staff.

Public Comment:

Chairman Meldrum opened the public comment period by inviting the applicant to comment.

The applicant, Jeff Larson (representing the Doug Byrd), residing at 28 Antler Avenue, Clancy noted the client is in agreement with the four conditions. The client intends to build the buildings in excess of a year from approval of the CUP.

Questions asked of the Applicant

Mr. Larson confirmed for Ms. Mouch that the current fencing will be removed for circulation between the existing AAA Storage facility and the proposed expansion. A screening fence will be added between the Mini-storage Facility and the Christian school that will be in place within one year.

No additional questions were asked of the applicant.

Alan Bock, Brokers First Real Estate, residing at 1940 University Street, has worked with the Clevengers (property owners) for 12 years and spoke in favor of proposal.

Chuck Ballard, residing at 285 Jackson Creek Road, Clancy, has a neighboring property on Custer Avenue, Meineke, noted AAA has been a great neighbor and spoke in favor of the proposal.

Ben Lesofski, residing at 30 South Grand, East Helena, and school board chairman of the Christian school spoke in support of the proposal.

As there was no additional public comment, the public portion of the comment period was closed.

Motion:

Mr. McCabe asked for clarification from City Attorney Jodoin regarding Section 11-3-9 of City Code. Attorney Jodoin responded the conditions of the CUP state all *conditions must be met prior to any storage on the property*.

Chairman Meldrum asked if the property would be re-platted. Mr. Larson responded it would not.

Ms. Mouch motioned approval a Conditional Use Permit (CUP) to allow a 52,795 gross square foot Mini-storage Facility to be located in the B-2 (Central Commercial District) District; for Remainder Tract 1-A, as shown on Certificate of Survey 3266569, Lewis and Clark County, Montana with a property address of 3108 McHugh Lane with the following conditions:

1. A designated ADA compliant parking space must be installed in accordance with the 2010 Americans with Disabilities design standards before utilizing the subject property for any storage activity.
2. Pedestrian route of travel from the parking area and ADA space to the sidewalk adjacent to McHugh Lane must be installed.
3. Screening shall be placed along the northern border of the property to provide a buffer from vehicle light and windshield glare.
4. Prior to any storage use on the subject property, all conditions must be met within one year of CUP approval, as per 11-3-9 of the Helena City Code.

Mr. McCabe seconded the motion. The motion was unanimously approved 3:0. This will be heard by the City Commission on July 11, 2016 at 6:00 p.m.

Public Hearing #2:

Consider the adoption of an ordinance to establish an R-U (Residential-Urban) Zoning District by amending the following Sections of City Code:

(A) Amend the Intent of Zoning Districts in Section 11-2-2 of City Code to include the Intent of the R-U (Residential-Urban) District.

(B) Amend the Land Use Table for Zoning Districts in Section 11-2-3 of City Code to include the Permitted, Conditional, and Not Permitted Residential and Commercial Uses of the R-U (Residential-Urban) District.

(C) Amend the Lot Requirements by Zoning District in Section 11-4-2 (E) of City Code to include the district dimensional requirements for the R-U (Residential-Urban) District.

(D) Amend the Sign Uses for Specified Districts Section in Section 11-23-10 of City Code, R-O, and PLI Districts, and make the sign requirements for the R-U (Residential-Urban) District the same as the R-O District.

Staff Presentation:

Staff provided a presentation including a summarization of the staff report.

Discussions regarding the need for this new district have been ongoing since February 2015. Several work sessions were conducted on this subject. A joint work session was also conducted with the Zoning Commission and Planning Board to discuss the Planning Board's vision of the 2011 Growth Policy, mixed use, and the concepts of this new zoning district. Public notification of these work sessions was made.

The Intent of the R-U Districts is to provide for a single and two-dwelling unit development and a compatible mix of professional and business offices and associated service uses.

The proposed R-U District would allow for up to two dwelling units on a property, and compatible commercial uses, as permitted in the R-2 District. In addition, the proposed R-U District zoning would be consistent with the mixed use concept of the Growth Policy. The proposed R-U District may help create a coordinated development pattern that is unified, functional, and efficient by conserving land, energy, and infrastructure while minimizing the potential for sprawl.

The residential uses of the proposed R-U District are the same as the City of Helena's current R-1 and R-2 (Residential) Districts with the exception of multi-dwelling unit uses. As proposed the, multi-dwelling unit use is not permitted in the R-U District, and requires a Conditional Use Permit in the R-1 and R-2 Districts. The non-commercial uses proposed for the R-U District exactly match the uses that are either: Permitted, Conditionally Permitted, or Not Permitted in the current R-O and R-4 Districts.

The district dimensional standards proposed for the R-U District are as follows:

Lot Area: No minimum; Lot width: No Minimum; Lot Coverage: 60% maximum and an additional 5% for a porch attached to the front or side; No minimum front, rear, or side lot line setbacks; 42-foot maximum building height; and No minimum floor area. A Table that compares the proposed R-U Districts dimensional requirements to similar districts in Missoula, Bozeman, and Billings has been provided in the appendix to the staff report.

The proposed R-U District commercial uses are similar to those found in the R-O/R-4 District. Signage requirements proposed for the R-U District are similar to the signage requirements in the R-O and PLI Districts.

Staff read MCA 76-2-304, Zoning Criteria.

2011 Growth Policy identified mixed-use development as an important growth management policy for the City.

The proposed adoption of an ordinance amending Title 11, Chapters 2, 4, and 23 of City Code to establish regulations for the proposed R-U (Residential-Urban) District is consistent with the 2011 Growth Policy and the Montana Zoning Criteria.

As of June 14, 2016, no public comment in support or opposition has been received.

Staff recommended approval of the two motions.

Motion 1:
Approval of the adoption of an ordinance amending the Sections 11-2-2, 11-2-3 and 11-4-2(E) of City Code to include the intent, the permitted uses, conditional uses, and uses not permitted and the district dimensional standards for the R-U (Residential-Urban) District.

Motion 2:
Approval of the adoption of an ordinance amending the Sign Uses for Specified Districts Section in Section 11-23-10 of City Code, R-O and PLI Districts and make the sign requirements for the R-U (Residential-Urban) District the same as the R-O District.

Questions asked of Staff:

Chairman Meldrum inquired about overnight accommodations as noted in the Land Use Table and the definition of CUP; a CUP is something that is permitted but a CUP is required so that there is the ability to stipulate conditions for approval. Ms. Haugen responded a CUP is permitted but it is assumed it has different impacts than a permitted use and the conditions are designed to mitigate the issues. The threshold for conditional use is "a significant impact."

Chairman Meldrum confirmed that multiple-dwelling units will not be permitted and then asked about Community Residential Facilities, Type I being permitted and Type II requiring a CUP. Attorney Jodoin noted Type I facilities, according to statute, need to be treated as a single-family residential unit. Regarding Type II facilities, all of the

Permitted, Not Permitted, and CUP designations in the proposed Land Use Table amendment match the R-4/R-O District.

Mr. McCabe commented that in previous Zoning Commission work sessions, it had been agreed that the R-U District would contain residential uses and professional uses that could be operated out of a residence and CUPs would be eliminated from this new district.

Mr. McCabe noted his concern about Bed & Breakfast facilities (requiring a CUP) and their sponsoring of large activities such as wedding parties, receptions, and the like, which could cause a large increase in the number of people and vehicles trips into the area and may "substantially [change] the nature of the neighborhood."

Ms. Haugen commented that the Zoning Commission had asked staff to add the uses permitted in R1 and R2 to the Land Use Table for the R-U District.

Ms. Mouch commented about some uses in the Land Use Table that are Not Permitted, such as Community Center and not having a category for neighborhood grocery. Staff responded that a neighborhood grocery would fall under the category of General Retail Sales. Attorney Jodoin pointed out fraternal lodges (which function almost as a tavern) would be included as a Community Center. The definition of Community Center is: *A building or portion thereof used for short term and intermittent meetings or gatherings of individuals that are generally open to the public for purposes of recreation, sharing information, entertainment, socializing, or similar activities, and includes fraternal, social or civic clubs, lodges, and union halls.*

Chairman Meldrum and Mr. McCabe agreed with Ms. Mouch that having a neighborhood grocery/small market in the R-U District was favorable for the neighborhood.

After much discussion about uses in the R-U District, it was agreed that uses in the R-U District would be revisited at a later date. Attorney Jodoin noted the definitions in the Zoning Ordinance need to be cleaned up to eliminate inconsistencies.

No questions were asked of staff.

Public Comment:

Chairman Meldrum opened the public comment period by inviting the public to comment.

As there was no public comment, the public portion of the comment period was closed.

Motion 1:

Mr. McCabe motioned approval of adoption of an ordinance amending the Sections 11-2-2, 11-2-3 and 11-4-2(E) of City Code to include the intent, the permitted uses,

conditional uses, and uses not permitted and the district dimensional standards for the R-U (Residential-Urban) District.

Chairman Meldrum seconded the motion. The motion passed unanimously (3:0).

Motion 2:

Ms. Mouch asked for an update on the sign ordinance. Attorney Jodoin noted a very rough draft has been created to revise the sign ordinance. Community Development and Legal staff continue to work on the revision of the sign ordinance.

Ms. Mouch motioned approval of the adoption of an ordinance, amending the Sign Uses for the Specified Districts Section in Section 11-23-10 of City Code, R-O, and PLI Districts, and make the sign requirements for the R-U (Residential-Urban) District the same as the R-O District.

Mr. McCabe seconded the motion. The motion passed unanimously (3:0).

Public Hearing #3:

Consider pre-zoning to the R-2 (Residential) District and upon annexation amending the official zoning map for the city of Helena for property legally described as Lots 31& 32, Block 182 of the Syndicate & Brooke Additions, Lewis and Clark County, Montana.

After public notice was published in the Helena Independent Record, it was discovered that the property was pre-zoned on March 23, 2015, Resolution No. 20152 and no action is needed on this agenda item.

Next Meeting

The next Zoning Commission meeting is scheduled for August 9, 2016.

General Public Comment:

There were no general public comments.

Adjournment:

Meeting adjourned at 7:00 p.m.

ORDINANCES OF THE CITY OF HELENA, MONTANA

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTIONS 11-2-2, 11-2-3, AND 11-4-2(E) OF THE HELENA CITY CODE TO INCLUDE THE INTENT, THE PERMITTED USES, CONDITIONAL USES, AND USES NOT PERMITTED IN THE DISTRICT DIMENSIONAL STANDARDS FOR R-U (RESIDENTIAL-URBAN) DISTRICTS

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA:

Section 11-2-2 of the Helena City Code is hereby amended as follows:

11-2-2: **INTENT OF ZONING DISTRICTS:** The city is hereby divided and classified into the following zoning districts that are intended to provide for development in conformance with the system of services available, the slope of the land, or any other limiting factors to serve such development while preserving the quality of the area. These zoning districts are described as follows:

A. The OSR (open space/residential) district . . .

E. The R-U (residential-urban) Districts provide for stand-alone single or duplex structures, and a compatible mix of professional and business offices and associated service uses.

~~E~~F. The B-1 . . .

~~F~~G. The B-2 . . .

~~G~~H. The B-3 . . .

~~H~~I. The CLM . . .

~~I~~J. The M-I . . .

~~J~~K. The PLI . . .

~~K~~L. The T . . .

~~L~~M. The airport . . . . (Ord. 3097, 4-7-2008; amd. Ord. _____, __-__-2016)

11-2-3: **LAND USE TABLE FOR ZONING DISTRICTS:** Permitted, conditionally permitted, and not permitted uses for the zoning districts are shown in table 1 of this section. The key for this table is as follows:

P = The use is permitted in the district by right, consistent with applicable development standards.

CUP = The use is allowed in the district through the conditional use process.

NP = The use is not permitted in the district.

Use	OSR	RU	R-1/R-2	R-3	R-4/R-O	B-1	B-2	B-3	CLM	M-I	PLI	Airport	Supplemental Requirements
RESIDENTIAL USES:													
Boarding/rooming house, 1-3 residents	P	P	P	P	P	P	P	P	P	P	NP	NP	B-2, B-3, CLM and M-I districts, see subsection 11-2-5C of this chapter
Boarding/rooming house, 4-20 residents	NP	NP	NP	NP	P	P	P	P	P	P	NP	NP	B-2, B-3, CLM and M-I districts, see subsection 11-2-5C of this chapter
Community residential facility, type I, 1-12 residents	P	P	P	P	P	P	P	P	CUP	NP	NP	NP	

Community residential facility, type II, 13 or more residents	NP	CUP	CUP	CUP	P	P	P	P	CUP	NP	P	NP	
Mobile home park	NP	CUP	CUP	CUP	P	CUP	CUP	NP	NP	NP	NP	NP	See chapter 7 of this title
Residence, single-dwelling unit	P	P	P	P	P	P	P	P	P	P	NP	NP	B-2, B-3, CLM and M-I districts, see subsection 11-2-5C of this chapter
Residence, two-dwelling units	CUP	P	P	P	P	P	P	P	P	NP	NP	NP	B-2, B-3 and CLM districts, see subsection 11-2-5C of this chapter RU District, Stand-alone single or duplex structures
Residence, multiple-dwelling units (3 or more units)	NP	NP	CUP	P	P	P	P	P	CUP	NP	NP	NP	
NONRESIDENTIAL USES:													
Agricultural Uses:													
Horticulture	P	P	P	P	P	P	P	P	P	P	P	P	
Community Services/Uses:													
Administrative government agency	NP	P	NP	NP	P	P	P	P	P	NP	P	P	
Animal shelter	NP	NP	NP	NP	NP	NP	CUP	NP	CUP	CUP	P	NP	
Community center	NP	NP	NP	NP	NP	P	P	P	P	NP	P	NP	

Community cultural facility	NP	CUP	CUP	CUP	CUP	P	P	P	NP	NP	P	P	
Correctional facility	NP	NP	NP	NP	NP	NP	NP	NP	CUP	CUP	CUP	NP	
Prerelease center	NP	NP	NP	NP	NP	CUP	CUP	CUP	CUP	NP	CUP	NP	
Public safety facility	CUP	CUP	CUP	CUP	CUP	P	P	P	P	P	P	P	
Worship facility	NP	P	CUP	CUP	P	P	P	P	P	NP	P	NP	
Education:													
Higher education	NP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	P	NP	P	NP	
Instructional facility	NP	P	NP	NP	P	P	P	P	P	P	P	P	
K-12	NP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	NP	P	NP	
Food And Beverage Sales:													
Casino	NP	NP	NP	NP	NP	NP	CUP	CUP	CUP	NP	NP	NP	See chapter 40 of this title.
Restaurant	NP	P	NP	NP	P	P	P	P	CUP	NP	NP	P/CUP	Airport district, see subsection 11-2-5E2 of this chapter
Restaurant, drive-in	NP	NP	NP	NP	NP	NP	P	P	NP	NP	NP	NP	
Specialized food production	NP	NP	NP	NP	NP	P	P	P	P	P	NP	NP	
Tavern	NP	NP	NP	NP	NP	NP	P	P	CUP	NP	NP	P/CUP	Airport district, see subsection 11-2-5E2 of this chapter; PLI district, see

													subsection 11-2-5D of this chapter
Healthcare:													
Healthcare center	NP	P	NP	NP	P	P	P	P	NP	NP	NP	NP	
Healthcare facility	NP	CUP	NP	NP	CUP	CUP	P	P	NP	NP	P	NP	
Industrial/Manufacturing:													
Contractor yard	NP	NP	NP	NP	NP	NP	CUP	NP	P	P	NP	NP	
Industrial, heavy	NP	NP	NP	NP	NP	NP	NP	NP	CUP	P	NP	NP	
Industrial, light	NP	NP	NP	NP	NP	CUP	CUP	CUP	P	P	NP	P	
Industrial park	NP	NP	NP	NP	NP	NP	NP	NP	CUP	P	NP	NP	
Junkyard	NP	NP	NP	NP	NP	NP	NP	NP	CUP	P	NP	NP	
Motor vehicle wrecking facility	NP	NP	NP	NP	NP	NP	NP	NP	NP	CUP	NP	NP	
Overnight Accommodations:													
Bed and breakfast	CUP	CUP	CUP	CUP	CUP	P	P	P	NP	NP	NP	NP	
Campground/RV park	NP	NP	NP	NP	NP	NP	CUP	NP	CUP	NP	NP	NP	
Country inn	NP	CUP	NP	CUP	CUP	P	P	P	NP	NP	NP	NP	
Emergency shelter	NP	CUP	NP	NP	CUP	CUP	CUP	CUP	CUP	NP	CUP	NP	
Hotel/motel	NP	NP	NP	NP	NP	CUP	P	P	NP	NP	NP	CUP	

Recreation, Indoor:													
Indoor entertainment, sports and recreation	NP	CUP	NP	NP	CUP	P	P	P	P	P	NP	CUP	
Recreation, Outdoor:													
Open space	P	P	P	P	P	P	P	P	P	P	P	P	
Outdoor entertainment, sports and recreation	NP	NP	NP	NP	NP	NP	CUP	CUP	CUP	CUP	P	CUP	
Parks/playgrounds	P	P	P	P	P	P	P	P	P	NP	P	CUP	
Rental And Repair:													
General repair	NP	CUP	NP	CUP	CUP	P	P	P	P	P	NP	NP	R-3, R-O and B-1 districts, see subsection 11-2-5F of this chapter
Large equipment rental	NP	NP	NP	NP	NP	NP	P	NP	P	P	NP	NP	
Small equipment rental	NP	NP	NP	NP	NP	P	P	NP	P	P	NP	NP	
Sales:													
Agriculture supply sales	NP	NP	NP	NP	NP	NP	P	NP	P	P	NP	NP	
Auction sales	NP	NP	NP	NP	NP	P	P	P	P	NP	NP	NP	B-1 district, see subsection 11-2-5B of this chapter
Construction material sales	NP	NP	NP	NP	NP	NP	P	NP	P	P	NP	NP	
General retail sales	NP	NP	NP	NP	NP	P	P	P	P	NP	NP	NP	B-1 district, see subsection 11-2-5B of this chapter

Manufactured housing sales	NP	NP	NP	NP	NP	NP	P	NP	P	P	NP	NP	
Sexually oriented business	NP	NP	NP	NP	NP	NP	NP	NP	CUP	NP	NP	NP	
Shopping center	NP	NP	NP	NP	NP	NP	CUP	CUP	CUP	NP	NP	NP	
Services:													
Administrative services	NP	P	NP	NP	P	P	P	P	P	NP	NP	P	
Artisan shop	NP	CUP	NP	CUP	CUP	P	P	P	P	P	NP	NP	
Commercial kennel	NP	NP	NP	NP	NP	CUP	CUP	CUP	P	P	NP	NP	
Crematorium	NP	NP	NP	NP	NP	NP	NP	NP	P	P	NP	NP	
Daycare, adult (up to 12)	P	P	P	P	P	P	P	P	CUP	NP	P	NP	
Daycare center (13 or more children)	NP	CUP	CUP	CUP	CUP	P	P	P	CUP	NP	P	CUP	See chapter 38 of this title
Daycare, family	P	P	P	P	P	P	P	P	CUP	NP	NP	NP	
Daycare, group	P	P	P	P	P	P	P	P	CUP	NP	NP	NP	
Financial services	NP	CUP	NP	NP	CUP	P	P	P	NP	NP	NP	NP	
Funeral home	NP	NP	NP	NP	NP	P	P	P	P	P	NP	NP	
General/professional services	NP	P	NP	CUP	P	P	P	P	P	NP	NP	NP	
Veterinary clinic, large animals	NP	NP	NP	NP	NP	NP	CUP	NP	P	P	NP	NP	

Veterinary clinic, small animals	NP	NP	NP	NP	NP	P	P	P	P	P	NP	NP	
Storage:													
Agricultural commodity storage facility	NP	NP	NP	NP	NP	NP	NP	NP	P	P	NP	NP	
Fuel tank farm	NP	NP	NP	NP	NP	NP	NP	NP	CUP	CUP	NP	P	
Ministorage facility	NP	NP	NP	NP	NP	NP	CUP	CUP	P	P	NP	NP	
Warehouse	NP	NP	NP	NP	NP	NP	CUP	NP	P	P	NP	NP	
Temporary Uses By District:													
Carnivals and circuses	NP	NP	NP	NP	NP	NP	P	P	P	P	P	NP	
Itinerant outdoor sales with business license	NP	NP	NP	NP	NP	P	P	P	P	NP	NP	NP	
On site construction office	P	P	P	P	P	P	P	P	P	P	P	P	
Outdoor concerts and theatrical performances	P	NP	NP	NP	NP	P	P	P	P	P	P	P	
Transportation:													
Airport	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	Airport district, see subsection 11-2-5E of this chapter
Bus terminal	NP	NP	NP	NP	NP	CUP	P	P	P	NP	CUP	NP	
Freight terminal	NP	NP	NP	NP	NP	NP	NP	NP	P	P	NP	P	

Parking lot	NP	CUP	CUP	CUP	CUP	P	P	P	P	P	P	P	See chapter 22 of this title
Parking structure	NP	NP	NP	NP	NP	CUP	CUP	CUP	P	P	P	P	
Railroad yard	NP	NP	NP	NP	NP	NP	NP	NP	P	P	NP	NP	
Utilities:													
Composting	NP	NP	NP	NP	NP	NP	NP	NP	P	P	NP	NP	
Recycling	NP	NP	NP	NP	NP	NP	NP	NP	P	P	NP	NP	
Utility, distributed power	P	P	P	P	P	P	P	P	P	P	P	P	
Utility, major	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	P	NP	See subsection 11-2-5G of this chapter
Utility, minor	P	P	P	P	P	P	P	P	P	P	P	P	See subsection 11-2-5G of this chapter
Vehicle Trade And Service:													
Vehicle fuel sales	NP	NP	NP	NP	NP	NP	P	NP	P	NP	NP	NP	Airport district, see subsection 11-2-5E of this chapter
Vehicle repair	NP	NP	NP	NP	NP	NP	CUP	NP	P	P	NP	NP	
Vehicle sales and rental	NP	NP	NP	NP	NP	NP	P	NP	P	NP	NP	P	Airport district, see subsection 11-2-5E of this chapter
Vehicle services	NP	NP	NP	NP	NP	NP	P	NP	P	P	NP	NP	

ORDINANCES OF THE CITY OF HELENA, MONTANA

Ord. No. _____

(Ord. 3097, 4-7-2008; amd. Ord. 3104, 11-3-2008; amd. Ord. 3112, 5-18-2009; amd. Ord. 3129 and 3132, 8-23-2010; amd. Ord. 3189, 5-5-2014; amd. Ord. _____, __-__-2016)

. . . .

11-4-2: **LOT REQUIREMENTS FOR ZONING DISTRICTS:** Buildings must conform to the dimensional standards for a lot as follows:

A. . . .

E. The dimensional, area, and coverage requirements for lots in the various zoning districts are shown in table 2 of this section.

TABLE 2
LOT REQUIREMENTS BY ZONING DISTRICT

DU = Dwelling Unit

	OSR (Open Space/ Residential)	RU (Residential Urban)	R-1/R-2 (Residential)	R-3 (Residential)	R-4/R-O (Residential-Office)
Lot area	1-3 acres; no more than 1 DU per acre for cluster development. See section 11-2-5 of this title	No minimum	No minimum	For multiple DUs 2,000 square feet per DU For single DUs or nonresidential no minimum	For multiple DUs 1,200 square feet per DU For single DUs or nonresidential no minimum
Lot width	No minimum	No minimum	No minimum	No minimum	No minimum
Lot	No maximum	60 percent	30 percent	40 percent	60 percent

coverage		**maximum** **Additional 5 percent for porch attached to front or side**	maximum Additional 5 percent for porch	maximum Additional 5 percent for porch	maximum
Front lot line setback	25 feet from right of way	**0 foot minimum**	10 foot minimum	10 foot minimum	10 foot minimum
Rear lot line setback	No minimum except 25 feet from right of way	**0 foot minimum**	10 foot minimum	10 foot minimum	10 foot minimum
Side lot line setback	No minimum except 25 feet from right of way	**0 foot minimum**	8 foot minimum	6 foot minimum for each side yard	6 foot minimum
Height	24 foot maximum	**42 foot maximum**	24 foot maximum	24 foot maximum	36 foot maximum
Minimum floor area	No minimum	**No minimum**	No minimum	No minimum	No minimum

	B-1 (Neighborhood Business)	**B-2 (General Commercial)**	**B-3 (Central Business)**	**CLM (Commercial-Light Manufacturing)**
Lot area	For multiple DUs 1,000 square feet per DU	No minimum	No minimum	No minimum

	No minimum for single DUs or nonresidential			
Lot width	No minimum	No minimum	No minimum	No minimum
Lot coverage	Residential uses, 60 percent maximum No maximum for nonresidential uses	No maximum	No maximum	No maximum
Front lot line setback	No minimum	No minimum	No minimum	15 foot minimum
Rear lot line setback	15 foot minimum	No minimum unless abutting residential zone, then 15 foot minimum	No minimum	No minimum unless abutting residential zone, then 15 foot minimum
Side lot line setback	6 foot minimum	No minimum unless abutting residential zone, then 10 foot minimum	No minimum	No minimum unless abutting residential zone, then 15 foot minimum
Height	36 foot maximum	42 foot maximum	70 foot maximum	60 foot maximum

	M-I (Manufacturing And Industrial)	**PLI (Public Lands And Institutions)**	**Airport**
Lot area	No minimum	No minimum	No minimum
Lot width	No minimum	No minimum	No minimum

Lot coverage	No maximum	No maximum	No maximum
Front lot line setback	15 foot minimum	No minimum	No minimum
Rear lot line setback	No minimum unless abutting residential zone, then 15 foot minimum	No minimum unless abutting residential zone, then 15 foot minimum	No minimum
Side lot line setback	No minimum unless abutting residential zone, then 15 foot minimum	No minimum unless abutting residential zone, then 15 foot minimum	No minimum
Height	60 foot maximum	60 foot maximum	See chapter 35, "Airport Zoning Regulations", of this title

(Ord. 2097, 4-7-2008; amd. Ord. 3104, 11-3-2008; amd. Ord. _____, __-__-2016)

FIRST PASSED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA, THIS _____ DAY OF_____, 2016.

_____
MAYOR

ATTEST:

_____
CLERK OF THE COMMISSION

ORDINANCES OF THE CITY OF HELENA, MONTANA

Ord. No. _____

FINALLY PASSED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA, THIS _____ DAY OF _____, 2016.

_____
MAYOR

ATTEST:

_____
CLERK OF THE COMMISSION

ORDINANCES OF THE CITY OF HELENA, MONTANA

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTION 11-23-10 OF THE HELENA CITY CODE TO MAKE THE SIGN REQUIREMENTS FOR THE R-U (RESIDENTIAL-URBAN) DISTRICT THE SAME AS THE SIGN REQUIREMENTS OF THE R-O DISTRICT

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA:

That Section 11-23-10 of the Helena City Code is hereby amended as follows:

11-23-10: **SIGN USES FOR SPECIFIED DISTRICTS:** The following regulations shall apply to all signs erected or maintained in the districts as listed below. The signs shall be subject to the general and special provisions as listed in this chapter. Refer to subsection 11-23-9B of this chapter for prohibited signs and locations.

OSR, R-1 and R-2 districts: . . .

R-O, R-U, and PLI districts:

A. Only freestanding, awning, wall, or marquee signs conforming to subsection 11-23-8M of this chapter, lighted or unlighted, are permitted. Each principal building will be permitted an aggregate sign area not to exceed forty (40) square feet in the R-O and R-U district and . . . . (Ord. 2813, 10-20-1997; amd. Ord. _____, __-__-2016)

ORDINANCES OF THE CITY OF HELENA, MONTANA

Ord. No. _____

FIRST PASSED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA, THIS _____ DAY OF _____, 2016.

_____
MAYOR

ATTEST:

_____
CLERK OF THE COMMISSION

FINALLY PASSED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA, THIS _____ DAY OF _____, 2016.

_____
MAYOR

ATTEST:

_____
CLERK OF THE COMMISSION