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October 20, 2021

City of Helena Planning Board

Re: West Side Subdivision Proposed Conditions of Approval

Dear Planning Board Members:

On behalf of Eco Development, LLC, the developer of the West Side Subdivision, WWC Engineering is submitting a review of the proposed conditions of approval and recommended revisions for your considerations. We would like to thank you and City Staff for the thoughtful analysis and consideration of the proposed West Side Subdivision. We respectfully request your consideration of revising the following conditions of approval included in the Consolidated Helena & Lewis and Clark Planning Board Staff Report dated October 14, 2021. We have reiterated each condition and provided comment, suggested revisions (if necessary), and discussion on reasons for the requested revision.

1. The developer must coordinate with MDT and provide a bond for this potential future signal. (Subdivision Condition #1, MUTCD 4C.01, Phase 1)

Revised condition to read, “Based on an updated traffic impact study and signal warrant analysis for each phase, if a traffic signal is required, the developer must coordinate with MDT on review of a traffic signal at the Granite Avenue and Highway 12 intersection. If MDT agrees with the installation of a signal at this intersection, the developer shall install or provide a bond for a signal at that time. (Subdivision Condition #1, MUTCD 4C.01)”

Discussion

- 1) The condition as written indicates that a bond should be provided for a signal with Phase 1 of the development even though a traffic signal may not be warranted, and MDT may not allow a signal at Phase 1 of the development. The developer agrees to install a signal if it is warranted, and MDT approves a signal at this intersection.***
- 2) The requirement for the signal should be based on need and tying this condition to the updated TIS and signal warrants with each phase allows the City and the Developer to install or bond for the signal when it is necessary.***
- 3) Finally, Highway 12 is owned, operated, and maintained by MDT and the requirement to install the signal should be based on approval by MDT. If MDT does not allow a signal at this intersection based on their analysis, then the Developer should not be required to install or bond for the signal.***

2. The developer must complete traffic volumes/ signal warrants be checked during buildout after each phase during mid-week while school is in session. (Subdivision Condition #2, After Each Phase)

The developer agrees to this condition with no changes.

3. The developer must complete a vehicle circulation and congestion study around Kessler School prior to final platting of Phase 3 to determine the need for a signal at the Granite Avenue and Highway 12 intersection to increase pedestrian safety. (Subdivision Condition #3, Phase 3)

The developer agrees to this condition with no changes.

4. Park Drive and Hauser Boulevard (north/south) should be built to minor collector Complete Street Standards. (Subdivision Condition # 4, Phase 1)

Revised condition to read, “Hauser Boulevard (north/south) of the subdivision should be improved to Local Road Complete Street Standards. (Subdivision Condition # 4, Phase 1)”

New additional condition to read, “Park Drive (north/south) of the subdivision should be improved to a Local Road Complete Street Standards. (Subdivision Condition #4, Phase 3)”

Discussion

- 1) ***Park Drive is not adjacent to the Phase 1 of the subdivision and does not become part of the access plan until Phase 3 of the subdivision. The only access to Park Drive for Phase 1 and 2 is a proposed emergency access road that will be provided for secondary access in case of emergencies. Park Drive improvements should be made a separate condition required for Phase 3 of the subdivision.***
- 2) ***The TIS submitted with the application indicates none of the adjacent roads to the subdivision exceed 1,500 trips per day which is maximum for a local road. We respectfully request that Hauser Park Drive in these locations be required to be local road as traffic will not exceed 1,500 trips per day and does not meet the requirement for a minor collector as defined in the City of Helena Engineering Standards.***

5. Hauser Boulevard from Park Drive to Granite Avenue (east/west) should be built to Major Collector Complete Street Standards. (Subdivision Condition #5, Phase 1)

Revised condition to read, “Hauser Boulevard from Park Drive to Granite Avenue (east/west) should be improved to a Minor Collector Complete Street Standards. (Subdivision Condition #5, Phase 1)”

Discussion

- 1) ***the TIS submitted with the application indicates that this section of Hauser Boulevard will not exceed 3,000 trips per day at full buildout of the subdivision which is the requirement to go to a major collector standard. We respectfully request that this section of Hauser be required to be constructed to a minor collector standard as we do not exceed 3,000 trips per day and does not meet the requirements for a major collector as defined in the City of Helena Engineering Standards.***



6. Granite Avenue from Hauser Boulevard to Knight Street should be improved to Major Collector Complete Street Standards. (Subdivision Condition #6, Phase 1)

Revised condition to read, “Granite Avenue from Hauser Boulevard to Knight Street should be improved to a Minor Collector Complete Street Standards. (Subdivision Condition #5, Phase 1)

Discussion

- 1) *the TIS submitted with the application indicates that this section of Granite Avenue will not exceed 3,000 trips per day at full buildout of the subdivision which is the requirement to go to a major collector standard. We respectfully request that this section of Granite be required to be constructed to a minor collector standard as we do not exceed 3,000 trips per day and does not meet the requirements for a major collector as defined in the City of Helena Engineering Standards.*

7. The developer will install bump outs at either end of the Kessler School drop off point on Granite Street to increase safety for pedestrians and install a solar powered speed limit sign at the Granite Avenue and Knight Street intersection. (Subdivision Condition #7, Phase 1)

Revised condition to read, “The developer has agreed to voluntarily install bump outs at either end of the Kessler School drop off point on Granite Street to increase safety for pedestrians and install a solar powered speed limit sign at the Granite Avenue and Knight Street intersection. (Subdivision Condition #7, Phase 1)”

Discussion

- 1) *Based on a meeting with the School District and the City of Helena, it was determined the speed concerns are existing and not caused by the development. The developer agrees that this is a safety concern at Kessler School and in partnership with the City and the School has agreed to voluntarily make these improvement in these locations to help provide for safety of the kids and the community. The developer would like it reflected in the condition that this was voluntarily offered.*

8. The existing City of Helena 24-inch diameter steel water main crossing the proposed subdivision, known as the cross-town connector, must be kept at its current burial configuration, and kept so that it is no shallower than 6.5 feet below ground surface (BGS) and no deeper than 7.5 feet BGS. (Subdivision Condition #8, Phase 1 & 2)

We request that this condition of approval be removed.

Discussion

- 1) *The City Engineering Standards outlines allowable bury depths including minimum bury depth and therefore as long as we meet current Engineering Standards with the design of the subdivision as would be required under normal circumstances then this condition is not necessary.*



- 2) ***Other portions of this water main exceed 7.5-ft bury depth and it seems unreasonable to require the developer to meet a separate standard specific to this development that is outside of the City Engineering Standard requirements.***
- 3) ***During the design of the subdivision, the City requested that the existing water main be placed in a proposed street right-of-way. This dictated much of the design of the north portion of the subdivision. This condition will be make it difficult to construct Livezey Street without exceeding the maximum bury depth of 7.5-ft and still meet City of Helena road standards.***
- 4) ***During the entire review process the City never mentioned or brought up this as an issue and this is the first time we have seen this requirement.***

9. A plan for noxious and invasive species control on any land dedicated as city parkland and all open space lots will be submitted and approved by the city and implemented prior to final platting. (Subdivision Condition #9, MCA 7-22-2116, Phase 1)

The developer agrees to this condition with no changes.

10. A fuels mitigation plan must be submitted and approved by the city and implemented on all parkland dedications and all open space lots prior to final platting. (Subdivision Condition #10, Phase 1)

The developer agrees to this condition with no changes.

11. Prior to final plat approval, any new storm drainage facilities must be within an easement granted to the City that allows for access and maintenance and restricts any encroachments. (Subdivision Condition #11, City Subdivision Regulations 12-4-5, Phase 1)

The developer agrees to this condition with no changes.

12. In accordance with city standards all sewer mains that are at or exceed 75% capacity will have to be upsized by the developer. (Subdivision Condition #12, Each Phase)

Revised condition to read, "Updated flow meter data and downstream sewer capacity calculations shall be prepared and submitted to the City for each phase. In accordance with city standards, if updated flow meter data and capacity calculations require upgrades, sewer mains that are at or exceed 75% capacity will have to be upsized by the developer. (Subdivision Condition #12, Each Phase)"

Discussion

- 1) ***The upsizing of downstream sewer mains should be based on current collected and available data for each phase. The Developer proposes to continue to work with the City on monitoring flow meter data through phasing of the project to determine the need for and when sewer mains may need to be upgraded.***
- 2) ***Preliminary sewer flows are conservative estimates of potential flow rates that the development and the area may produce. Actual usage data is typically lower than preliminary sewer flow calculations and over the build out of the development the flows will be replaced by actual usage data and based on current real-time data rather than preliminary calculations.***



13. The following improvements identified in the in the Traffic Impact Study to be completed in Phase 1 must be completed prior to final plat of Phase 1.
- a. Livezey Avenue, Livezey Court, Lee Court and Crowley Court should be designed and constructed to City of Helena local road standards.
 - b. The intersection of Livezey Avenue and Lee Court will be an uncontrolled intersection.
 - c. Livezey Avenue and Crowley Court access to Hauser Boulevard will require stop sign control.
 - d. An emergency access road from the intersection of Livezey Avenue and Lee Drive shall be constructed to a minimum 24-ft gravel surface south to Park Avenue following the future alignment for Lee Drive and Brakeman Avenue. A minimum 30-ft emergency access easement shall be provided on the Phase 1 final plat. The emergency access shall be maintained by the applicant or the HOA until the final alignment is constructed with Phase 3 and dedicated to the City of Helena (Subdivision Condition #13, Phase 1)

The developer agrees to this condition with no changes.

14. Improvements listed in the Traffic Impact Study to be completed in Phase 2 must be completed prior to final plat of Phase 2. (Subdivision Condition #14, Phase 2)

The developer agrees to this condition with no changes.

15. Improvements listed in the Traffic Impact Study to be completed in Phase 3 must be completed prior to final plat of Phase 3. (Subdivision Condition #15, Phase 3)

The developer agrees to this condition with no changes.

16. Improvements listed in the Traffic Impact Study to be completed in Phase 4 must be completed prior to final plat of Phase 4. (Subdivision Condition #16, Phase 4)

The developer agrees to this condition with no changes.

The developer and WWC appreciate the Planning Boards consideration of the above information during the review of the proposed subdivision and preparation of the findings of fact and conditions of approval. We agree with the recommendation of staff to approve the subdivision with conditions.

Sincerely,



Jeremy Fadness, P.E.
Project Manager

