

##	Source	Comment	Revised (Y/N)
1	Community Open House	Change zoning to allow more infill development Allow greater lot coverage Allow fewer parking spaces / lots Encourage ADUs (a path towards funding, one stop shop for permitting, ADU houseplans)	N
2	Community Open House	Mixed-use 4-5 story "village" development at whole Custer-Montana intersection - walkability, bike-friendly - like Paris, France village concept (former shopko property)	N
3	Community Open House	Wildlife Corridor Study Mtn View Meadows - So. Hills Interchange connector to E Helena include trails, bikeways, and possible wildlife overpass/underpass so antelope can reach the springs just west of Mountain View Meadows Elk are showing up at Selma Held Park - Nob Hill and crossing the interstate seasonally north of Montana - Need corridor planning now	Y
4	Community Open House	We appreciate the goal of public transport - ours is lacking!	N
5	Community Open House	On thje 9th Avenue block - keep the homes! Please do not turn out homes into commercial properties. You can't buy is out!	Y
6	Community Open House	How do you plan to make the housing affordable like you're saying you want to implement	N
7	Community Open House	Not everyone needs to live by Downtown or by the Capital. You can build out in the valley or out towards East Helena. No need for "denser" housing!!!	N
8	Community Open House	You say Helena has "small town character" yet you're pushing expansion with condensing living areas	N
9	Community Open House	"Variety of housing" like camper trailers or tiny houses? Because homes aren't getting cheaper & there's still not a concrete solution that's provided	N
10	Community Open House	There is no support in paying for the mandatory compliances we've had to make and are making as property owners	N
11	Community Open House	How many people do you really think will want an ADU?	N
12	Community Open House	We'd appreciate the possibility of mechanisms to allow us to work on/improve our private property, with less/no permit fees	N
13	Community Open House	Solar energy is <u>NOT</u> effective in Montana. Silly!	N
14	Community Open House	We appreciate the want to develop careers for trade workers	N
15	Community Open House	We support the incentivizing of underutilized parcels! We'd love to partake in this.	N
16	Community Open House	Selfie spot - Do one on the firetower!	N
17	Community Open House	Love the proposed "potential passenger rail route" Any plans for North to South Montana Ave?	N
18	Community Open House	"walkability" should apply to weeds/branches/snow	N
19	Community Open House	Gardens by the YMCA behind Nosweat?	N
20	Community Open House	The plan to organize uses into designated areas should also have room to flex & accommodate unique opportunities	N

21	Community Open House	RE: Urban Residential - As Downtown residents who commutes by foot mainly to support our favorite local businesses, get to work, and walk our dogs, I am less than impressed with the lack of expectation/monitoring of sidewalks all year. Winter -- so many rentals that do not shovel, many of them public services and subsidized housing. How are people supposed to safely walk? Summer -- tumbleweed et al growing out of the sidewalk cracks and 5 years of gravel accumulation are horrible eyesores and hazards to blind folks alike. I'm sorry but to the discerning Downtown is looking SHABBY! Also more tech/innovation Downtown. That's where young people want to live and spend their dough -- not stinky town over there. ewe!	Y
22	Community Open House	Preserving small-town character in the State Capitol is a laughable goal. Better to modernize & let small-towns keep their character. Don't let a NIMBY mindset destroy the ability to accommodate new growth. Pick a lane.	N
23	Community Open House	Get the City mobilization up with at minimum a bus line and more appropriately, trams/streetcars with dedicated lanes/lights. Do not make public transit sit in traffic	N
24	Community Open House	We complain about MTDOT controlling out city streets & their widths/speed limits. But if we will take all the other streets, narrow them, slow them, increase crossings, put far more pedestrian and cyclist-friendly infrastructure in then DOT can see that we don't need vehicles wherever they need to be. We may even invest in smaller, specialized emergency vehicles so we don't send the largest/most expensive truck to every call	N
25	Community Open House	If we will stop trying to make the entire town a "charming & historic" area we can instead focus on infill building up instead of out and making central areas more compact. Doing this will make all the history stand out.	N
26	Community Open House	Historically, Helena had taller buildings, we need to allow higher-rise and more infill. If we have more people living Downtown, we'll improve everything.	N
27	Community Open House	Remove parking lots! Our mixed-use areas are almost all paved lots that don't need to be there	N
28	Community Open House	Change for parking - read "The High Cost of Free Parking"	N
29	Community Open House	Improve what you have and plan for its maintenance. If a developer is going to build the infrastructure in the Growth Area great, but they shouldn't be able to unless they plan for future maintenance too...	N
30	Community Open House	Fire depts need various vehicle types. Look up micro-fire response and micro-EMT/ambulances Japan. We can do without sending a big truck everywhere	Y
31	Community Open House	If everything is historic, nothing is. Get rid of buildings that don't contribute. Put a marker	N
32	Community Open House	Reducing constraints to housing development - PLEASE don't turn Helena into another big city. We live here because Helena is a sweet, lovely place to live. We're here because its NOT a big city.	N
33	Community Open House	Air quality - if you continue to develop Helena, our air and water quality will suffer - nobody wants that	N
34	Community Open House	If you allow the permitting process and regulations to be relaxed the buildings will not be built with quality and longevity. The current regulations are in place to make sure things are built safely and sustainably	N
35	Community Open House	This project should be voted on not decided by the City	N

36	Community Open House	<p>Bike trail comments</p> <p>1. Crossing @ Benton is hazardous/ I bike up Nature Park/Bill Roberts to get to 10-mile, I have to get off my bike and walk very close to Benton Ave traffic, or cross illegally to get to the sidewalk. Also need a curb cut on Carroll Collage side of trail</p> <p>2. When heading to town under the tunnel, there needs to be a sign - turn right Brewhouse, straight Merrijo road, left front street to town but needs a curb cut. Now you have to jump the curb</p> <p>3. Henderson x-ing is dangerous</p>	Y
37	Community Open House	<p>Not bike trail but other comments</p> <p>Need more multi-use areas, walkable neighborhoods</p> <p>Need a convenience store on walking mall for asundries</p> <p>Love Last Chance Gulch on walking mall now. Hawthorne, 10 mile, Hoppers - it's wonderful</p>	N
38	Community Open House	<p>PARKS: Add a recommendation that the City should inventory &amp; assess "seldom-used" parks - divest from these properties, sell or swap for higher ROI properties. Specifically, get rid of the two lots of Lockey Park - east of Lamborn. These are <u>never</u> used - why support them?</p>	Y
39	Community Open House	<p><u>Air Quality</u> - It makes <u>no</u> sense for the city to support giving low income households free fire wood to burn (LieAP). It pollutes the city during poor air vent and is harmful to households.</p>	N
40	Community Open House	<p><u>Air Quality Cont.</u> - Add a recommendation -or- make a statement that says "...the city in cooperation with state and county health departments should/will seek alternative energy sources for low-income households to promote improved public health. Wood burning is discouraged and should be phased-out"</p>	N
41	Community Open House	<p>Chp 7 - Please put bike trails/paths on the quieter streets (e.g. Breckenridge not Broadway) and use paint to delinrate bike lanes - yes its inexpensive and people can still park on the streets AND bike more safely in Helena</p> <p>Please prioritize safe and complete streets at schools and eventually (!) we will have a better and more walkable, bikeable community. THANK YOU.</p>	N
42	Community Open House	<p>Consider sponsoring (City leading by example) (monthly or weekly) bike to work days during the summer &amp; spring/fall for school kids bike to school dats/walking school buses are awesome!</p>	Y
43	Community Open House	<p>Please make the areas east and west of north Montana urban residential (not suburban residential) and keep city infrastructure costs (water, sewer, and roads) lower - build at a greater density within the City limits and allow less dense development within the county (and encourage the county to blend its density to be greater as its closer to city limits. Look at Strong Towns - build more density and save city infrastructure costs AND help maintain the community character of Helena.</p>	N
44	Community Open House	<p>Incomes numbers are made up should be lower even if I take your number the cost of housing should be around 300k How do you plan to fix that.</p>	N
45	Community Open House	<p>How do you plan to continue conserve of land, air, and water</p>	N
46	Community Open House	<p>Your number don't match 22,000 - 39,000 using your graph</p>	N
47	Community Open House	<p>Where are the new roads, wheres the traffic going to go</p>	N
48	Community Open House	<p>Expand focus of geothermal and solar retrofitting to more than new developments. Can we focus on lowering permitting costs/subsidizing solar/geo projects on existing properties/etc. Generally greater focus from <u>NEW</u> development -&gt; upgrading existing infrastructure?</p>	Y

49	Community Open House	Are there benefits to keeping ag/multi-use parcels near to town? Why run a strong focus on buying out ag land/open space rather than vertical density-building in town?	N
50	Community Open House	How does this plan manage/account for the trend of insolvency in local government and out natural obsession with growth? How do you anticipate wealth segregation in these continuously outward-focused developments?	N
51	Community Open House	Present vs Future Need - Can a factor of our "growth" be taking care/stewarding failing infrastructure rather than prioritizing new development?	N
52	Community Open House	"Future Proofing" - Why are we developing to a finished state rather than building infrastructure in an iterative way? Making infrastructure "modify-able" in units, rather than building complete fully-formed projects Where is the incentive for iterative advancement?	N
53	Community Open House	Underground parking?	N
54	Community Open House	Find space for unhoused to park cars and campers - possible supervised by non-profits? In the event Gods Love Shelter closes - Do we have an alternate plan space for urban camping - unsheltered w/ bathrooms - limited stay	N
55	Community Open House	We <u>desperately</u> need a "real" bus service with a route and schedule	N
56	Community Open House	Paid parking downtown seriously discourages potential customers going Downtown. Paid parking is hobbling Downtown businesses	N
57	Community Open House	The city and county need ot take responsibility for the many homeless people on our sidewalks and streets. The city has over 300 parcels of land. Some of these lots may be appropriate for a haven (tent camping) during this period of hardship	Y
58	Community Open House	What about hospitals	N
59	Community Open House	Change wording or explain more what potential gateway is	Y
60	Community Open House	What about technology infrastructure like internet	N
61	Community Open House	What about roundabouts or road expansions	N
62	Community Open House	What about apartment complexes	N
63	Community Open House	How about we review zoning and developing controls that prevent someone from placing a toilet or porta potty on someones property	N
64	Community Open House	Allow people to build on otherwise worthless properties or a lot city property to help the homeless	N
65	Community Open House	I would appreciate a more nuanced policy for the use of e-bikes on some of the trails in the city, particularly where they provide a way to transit from one section of the City to another. Could there be a way to allow bicycles that have electric assist while still avoiding the problems of e-moto dirt bikes? I am primarily interested in transportation scenarios, not recreation or fitness.	N
66	Community Open House	I also am very interested in solutions to improve cycling and walking North and South in the city. I feel comfortable moving East to West (especially in the South) but find N-to-S much more challenging.	N
67	Community Open House	Like the zones ID'd in the plan - need/could add gateways at 6th and or Broadway for tourists coming from MHS	Y

68	Community Open House	"The Gulch" brand - not sure Downtown was in agreement - change to "Downtown Helena"	Y
69	Community Open House	Open Space - As the space between Knob Hill and Mountain View gets developed how can we add open space for a wildlife corridor?	N
70	Community Open House	Multi-use paths - How can we connect paths on W. Custer to Washington Street	N
71	Community Open House	Schools - Add to map schools outside city limits - Warren, Jim Darcy, Rossiter	N
72	Community Open House	Like Complete Streets! More trees, more bike paths, thinner/narrower roads	N
73	Community Open House	Love seeing passenger rail, also would like to see fixed bus routes come back	N
74	Community Open House	Events/Tourism - Where/how do we invest in new wayfinding signs to welcome visitors to Helena? -> Found it! Pg 94 - Like downtown and city gateways	N
75	Community Open House	"AND RESTORE" THE ENVIRONMENT	N
76	Community Open House	Network of seperated ADA bike, walk, STROLL PATHS	N
77	Community Open House	Protect and restore watershed and advocate for H2O quality entire basin	N
78	Community Open House	Green roofs and solar on and with city facilities, encourage private	N
79	Community Open House	Incorporate "Greening America's Capitals" and Daylight Last Chance Creek	N
80	Community Open House	Solar for economic development and housing including thermal	N
81	Community Open House	Map and advocate for protection of upstream to water supply and include dedicated section to water and all waterway for setback, riparian protection	N
82	Community Open House	Add turn out lane on Montana Avenue	N
83	Community Open House	Introduce better bike riding education - some sort of public service announcement like Colorado?	Y
84	Community Open House	Mental Health Services - something that has no charge to it - potentially a non-profit	N
85	Community Open House	Add recommendation about adding in roundabouts	Y
86	Community Open House	I live on 9th Ave and Washington Drive, it looks like we (9th Ave Neighbors) are shown as commercial. Please adjust to make residential for 9th Ave neighbors? See screenshot and shared. Thank you!	Y
87	Community Open House	You say 11th Street/Montana will be at capacity in 2035. It is already at capacity!! Who are you kidding?	N
88	Community Open House	How are areas highlighted prioritized in terms of importance to put money in it? Parks vs housing are areas in greater need - been inventoried?	N
89	Community Open House	In transportation how many cars are in Helena? % of population that walks/bikes/drives?	N
90	Community Open House	How does the City coordinate with the county's surrounding area of impact for projects? And would there Jefferson and Broadwater the 2 most?	N
91	Community Open House	Bigger question - how do you convince residents to invest in their community?	N

92	Community Open House	Cultural/community/parks are important pieces who drives their car and retention?	N
93	Community Open House	And clean environment attract	N
94	Community Open House	In "final" condition new development Rights for green, community a public safety item as incentive and tax payer protect Envir... map out water resources including historic channels Establish dark sky zoning overlay to protect birds, sleep, a military training jobs	N
95	Community Open House	HHW and beneficial diversion plan for valley and city combined for green job, soil conserve, environment, and seniors by allowing smaller collect bins and keeping resources saving 300 gallon bins - also to prevent street conflicts	N
96	Community Open House	City should look at creative solutions to work with private developers to achieve goals for development	Y
97	Community Open House	FLU Designations - Suburban residential - change some of the "should" to "can" statements	Y
98	Community Open House	Add Recommendation - Evaluate the responsibility of sidewalk maintenance	Y
99	Community Open House	Who is responsible for keeping ADA street corners accessible and cleaned? South side, east bound broadway good example	N
100	Community Open House	What is there for young people to do in Helena besides the skate park and the sleeping giant wall climbing?	N
101	Community Open House	Please make a pedestrian crossing with lights to get across HWY 12 at Dakota/Lyndale and another one at Harrison Ave at Euclid so folks can get across without feeling as if they are going <u>to get runover!</u> Another one at Hauser crossing Benton. People in cars and tracks need to <u>calm down!</u>	N
102	Community Open House	Econ Dev Septemberfest in the best Make workforce parking free Add crosswalks in 11th corridor	N
103	Community Open House	Community Facilities and Public Services Sun Run fundraising for energy turn off sprinklers in parks when it rains Schools and city aren't the same	N
104	Community Open House	Parks and Open Space Why aren't there any recommendations? More ADA on trails?	N
105	Community Open House	Cultural Resources and Placemaking Make sure streetscape is pedestrian friendly - not too tall for cars to not see people Cyrrent cedar signage isnt user friendly (easily missed)	N
106	Community Open House	Land Use Framework Is it different at all? Annex possibilities	N
107	Community Open House	Housing and Neighborhoods Complete Neighborhoods!!! Also finish those that currently don't have sidewalks (start with safe routes to school)	Y
108	Community Open House	Transportation and Mobility Shrink cruise crosswalks for pedestrians Add flags are more intersections (Bend, OR and many other places have flex for pedestrians to carry across the road)	N



109	Community Open House	Transportation Use minor nearby roads but also paint the ground Minimat - keep stop signs reduce to 11 ave 1 direction	N
110	Online Public Comment Box Survey	If I could get permitting to have overnight access to parks, I'd be willing to put in the work to offer up to 12 running/biking events/year. Estimated revenue generation would be \$5,000,000-\$10,000,000/year for the community.	N
111	Online Public Comment Box Survey	I tried the link to download the Draft Land Use Plan. All I got wa an error message. Where is it?	N
112	Online Public Comment Box Survey	Page 11: "In 2023, Helena's median household income rose to approximately \$74,543,..." That is actually the median income for L&C County. Helena was \$69,341 according to the bar graphs above the paragraph.	Y
113	Online Public Comment Box Survey	Page 10 - Age Between 2010 and 2023, the number of residents aged 65 and older grew by 69%, contributing to the overall rise in median age. This trend reflects broader national patterns of aging populations ...I don't agree. This demographic shift reflects our land use choices. We build housing for out-of-staters to buy for their retirement. We don't build housing for families or working people.	N
114	Online Public Comment Box Survey	Pg 11 - Income "At the same time, the percentage of households earning less than \$25,000 declined by - 2.1%, suggesting an overall upward trend in income levels. These changes indicate a stronger local economy and a growing middle- to upper-income population. However, they also highlight potential challenges related to affordability, as rising incomes can drive up housing costs and living expenses, potentially outpacing wage growth for lower-income households." There is nothing potential about is. Rising housing costs definitely outpaced wages from 2020 to 2024. It has stabilized some now. You assume that if households earning less than \$25,000 declined then that means incomes are increasing. I think it is more likely those people became homeless or were forced to leave the community.	Y
115	Online Public Comment Box Survey	24 - Suburban Residential Suburban Residential is financially un-sustainable and environmentally disastrous. We should do everything possible to prevent this land use.	N
116	Online Public Comment Box Survey	Pg 24 -More large scale commercial development should be prioritized along high-traffic corridors such as East Custer Avenue and Interstate 15 to maximize visibility and accessibility. This is the conventional wisdom but does it actually make sense? These high traffic corridors are supposed to be moving cars at high speed. But the traffic going to the commercial business caused them to be congested. Ideally, the highways for through traffic and the access for the commercial businesses would be separate.	Y
117	Online Public Comment Box Survey	The process applied geospatial analytical tools to examine and assess potential future growth and development. --- What does that mean?	N
118	Online Public Comment Box Survey	Page 14 Improving Transportation and Mobility. This section mischaracterizes the input you received. Next to housing, the number one concern was that we have a walkable community with safe routes to schools.	Y

119	Online Public Comment Box Survey	<p>Page - 31:</p> <p>1,311 acres for Suburban Residential, 1,448 acres for Urban Residential, 828 acres for Mixed Use, 2 acres for Downtown. Based on the calculation presented, the City's future land use plan can accommodate a potential population increase of 22,000 to 39,000 new residents, suggesting there is plenty of land available for housing development. With this analysis, the City can carefully evaluate the types of growth it permits, particularly regarding sprawl. The City should work to avoid unsustainable expansion that could strain public utilities and services and lead to diminishing land availability, consequently driving up development and housing costs.</p> <p>This is insane. No amount of expansion or growth can ever be "sustainable". Everything has to stop growing at some point. No acres should be designated to become suburban - You can't build any suburban sprawl without straining public utilities and services and taking on debt that can't be repaid without more growth.</p> <p>Why is 20 years our horizon for planning? Will we grow in the next 20 years? Probably. Will we still be growing in the year 2065? Not likely. The entire country is essentially at zero growth. So why are we not planning for the inevitable top of the curve and the contraction that follows?</p>	N
120	Online Public Comment Box Survey	<p>P 33 - Missing Middle Housing</p> <p>The apartment pictured on the left couldn't be built today in the zone where it is located. A lot of our missing middle housing is old mansions that were converted to apartments. The city building codes and zoning would prevent anyone from doing that now.</p>	N
121	Online Public Comment Box Survey	<p>The fixation on density and the pervasive use of planning tropes and catchphrases that say nothing meaningful about what Helena should do is impressive. In my humble opinion the city should have paid about \$20 for this type of analysis. The pictures and formatting are pretty though...</p>	N
122	Online Public Comment Box Survey	<p>Neither link works. It says I don't have access to the file and it won't open.</p>	N
123	Online Public Comment Box Survey	<p>There was a lot of focus on water in the plan - this is good; however, nowhere in the document actually talks about the population carrying capacity of the area in question in regards to water. What is the maximum number of people that can live here with the available water we have? What is that number and what steps are we taking to be sure we're well under that?</p>	N
124	Online Public Comment Box Survey	<p>Land use planning in Helena should include finding land suitable for use by our growing population of homeless persons. I am not referring to another physical "shelter", shelters are expensive, they require maintenance, and they are by definition limited in space. We have shelters in Helena presently, but we still have unsheltered persons tent camping under bridges, in parks, and on the streets until the police evict them. It seems that these people can take care of themselves, if we would let them. It is a civic as well as an economic imperative that our city serve these persons. They need a place where they can camp temporarily and unmolested during hard times. After all many of them previously lived as "normal" working citizens of Helena.</p>	Y



125	Online Public Comment Box Survey	<p>I appreciate the time and effort that produced this document. I have lived my life in Montana. I was born in Libby. I attended college in Bozeman, and for the past 30 years I have resided in Helena. Bozeman, Missoula, and Kalispell have failed to be successful at what your Land Use Plan attempts. More growth brings more money which drives up land values. The poor remain poor. They struggle. We can't turn back the clock.</p> <p>Let's focus on what we can do. Three of Helena's many strengths are open land, its citizens, and clean water. Build affordable housing with a collaborative approach. There are nonprofit entities, grant writers, creative government funding, private donors, etc. When I grew up no one slept outside and was homeless. I even slept on a few floors. Thank you for your time.</p>	N
126	Online Public Comment Box Survey	<p>Please reconsider the proposed bike lanes on residential streets like Hauser Blvd. There is significant use by homeowners utilizing on street parking and restricting that to only one side of the street to accommodate a bike lane may not provide enough space for all who need to utilize that space. Work/utility vehicles frequently utilize on street parking while servicing homes and a bike lane restricting that use sets up an inconvenient and possibly dangerous situation.</p> <p>I get it - a bike lane to encourage more commuting seems like a good idea - but it s not practical especially in a climate like Montana's that experiences long weather stretches when riding a bike is not practical or safe. The majority of residents drive cars here and we need spots to park them and also spots for utility and service vehicles when we need work done on our homes.</p>	N
127	Online Public Comment Box Survey	<p>Transportation and Mobility: The "bus system" in Helena operates more like a taxi or Uber/Lyft service than a city bus system. It works well for one to arrive at a previously arranged medical appointment, or for the mobility impaired who would find it difficult to walk from a bus stop to their destination, because it will pick up a rider and deliver them to any location within the city limits. However, it is inconvenient and difficult for a tourist who wishes to use public transit to travel between attractions such as our historic downtown, the capital complex, the Myna Loy Center, shopping centers, or the airport for a number of reasons;</p> <p>A rider cannot take the bus to the airport because the airport is not in the city limits. There is no bus service on the weekends or federal holidays, and there is no bus service after 6:00PM.</p> <p>Service to East Helena is limited to two hours in the morning and two hours in the afternoon.</p> <p>Curb to Curb service should be scheduled one day in advance, which is not usually compatible with a tourist's agenda or a resident's spontaneous needs.</p> <p>In addition, an app is necessary to schedule a pick up via curb to curb service which is aggravating when the rider should be able to simply walk to the bus stop and wait.</p> <p>Curb to curb service could continue to serve its small sector of subscribers, but to better serve the residents at large and to encourage tourists to visit our city, a traditional bus service is necessary.</p>	N

128	Online Public Comment Box Survey	Community Facilities and Public Services: Helena's original downtown is a historical treasure struggling to survive. Nearly all of essential shopping takes place in the outlying box stores and shiny new national-name shops and restaurants. Small novelty shops open and close continually. The downtown hosts a number of historic, multi-floored buildings, many of which are lying empty. Much of the problem lies in the fact that Last Chance Gulch, or the main street, does not lead to anything of popular interest. Shops in the downtown complex cannot count on capturing many potential shoppers as they pass through town. To stimulate the downtown area, and to preserve this historic site, some creative planning is necessary. First, the parking kiosks need to be removed and adequate free parking established. After all, all of the box stores have lots of free parking. Second, the city should work with the owners of the historic downtown buildings to offer reasonable lease agreements for potential businesses. Third, new businesses should be encouraged to locate in the historic downtown Helena rather than on the edges of the city.	N
129	Online Public Comment Box Survey	Housing and Neighborhoods: Homelessness is an ever present sight in Helena. Unsheltered individuals are often seen camping and sleeping in public parks, on the sidewalks, under bridges, and elsewhere. There are nonprofit efforts to build or re-purpose existing buildings as shelter for these individuals but there are still many who are left out in the cold. When they try to survive in a sleeping bag and tent on public property they are evicted by law enforcement. Government exists to provide the services which the individual is unable to provide for themselves. The City of Helena and Lewis & Clark County, should work together to assist these unsheltered residents, many of which lived as contributing members of society in Helena before tough times hit. For those unsheltered residents, city or county land should be set aside as a temporary refuge for the unsheltered who are capable of existing in a tent and sleeping bag, without fear of being evicted.	Y
130	Online Public Comment Box Survey	If you want the downtown to be a vibrant area, you need to figure out how to find suitable free parking - especially for those who work downtown. Most downtown businesses have a narrow profit margin and those who are employed there -retail especially- do not make great wages. We are also back in the situation we had in the 80's when we had to drive to Missoula or Bozeman for shopping. I was surprised to see that the largest employers were healthcare related. Does that mean we are an older population? If so, where are the higher tech jobs that make more money? I love our little Helena, but find it difficult to see it as a place where our younger generation can find reasonable paying jobs. I also think that the higher cost of housing with our lower paying jobs deters young people from settling here.	N

131	Online Public Comment Box Survey	<p>This is a good plan. I have a few comments:</p> <ol style="list-style-type: none"> <li>1. Urgency and specificity: There are a lot of good recommendations here, but I worry that the lack of clear timelines will mean they just never get implemented. I've lived in Helena 13 years now and things just do not move quickly enough in this town. I recommend identifying at least a few clear specific priority items that have a target of completion within the next 3-5-10 years. I know all the realities of city operations, how long things take, and uncertainty over funding, but picking out a few specific items is a start and will have a meaningful impact.</li> <li>2. Bike infrastructure: I love how much attention the plan pays to improving non-car infrastructure in Helena. Here too, I beg for some bolder commitments so that this doesn't drag on another 20 years. Helena has the most potential of almost any city in the country when it comes to bike transportation and we should seize on it. I would especially recommend prioritizing protected lane infrastructure. While they require a more significant commitment of resources, the data are increasingly showing that physically separated lanes are the safest for cars and cyclists, and that the safer lanes do more to encourage cycling transportation. Painted lanes, especially in some of the more car-intensive parts of the city, are simply not safe enough. (I speak from experience, some of the designated bike routes in this city are terrifying.)</li> </ol> <p>Thanks for work on this plan!</p>	Y
132	Online Public Comment Box Survey	<p>Thank you for all the wonderful work.</p> <p>Comments:</p> <ol style="list-style-type: none"> <li>1. We are liking the 5-way stop at Last Chance/Helena Ave/Neill Ave/Cruise Ave</li> <li>2. Would like to see improvements made to the Legrande Trail between Holter Street and Grant Street.</li> <li>3. We are liking the close to traffic Legrande trail from Silverette to gate at top of Legrande before heading down to US hwy 12</li> <li>4. Weed control on alley ways, vacant lots and city properties would be a big improvement and helpful to homeowners who try to implement weed control.</li> </ol>	N

133	Online Public Comment Box Survey	<p>Thanks for the opportunity to comment, my thoughts are below. Please focus the present the transportation chapter more on neighborhood vitality, the Commission Strategic Goal, rather than engineering for cars.</p> <ol style="list-style-type: none"> <li>1) Provide streetscape concepts, traffic calming, tree coverage, pedestrian connectivity, etc.</li> <li>2) Identify safe routes to school corridors based on comments in map.social</li> <li>3) Identify intersections that need improvements for pedestrian connectivity and provide sample pedestrian treatments to shorten crossing distances and encourage pedestrian use.</li> <li>4) State that any street improvements must be funded commensurate of the users. City residents should not have to fund or have the burden of wasteful car centric infrastructure to support non-City residents.</li> <li>5) Reduce parking requirements to avoid huge, wasteful parking lots. How can the existing lots be re-purposed for taxable area?</li> <li>6) Require building to be placed with street frontage so pedestrian don't have to walk through a maze of parking.</li> <li>7) Street improvements must be based on proper urban design for context sensitive solutions, not traffic volumes.</li> <li>8) No street expansions based on traffic capacity, the goal should be to reduce the vehicle miles traveled.</li> <li>9) Identify how the City is to implement the Complete Street Policy, including maintenance projects.</li> </ol> <p>Thanks, Greg Wirth</p>	Y
134	Online Public Comment Box Survey	<ol style="list-style-type: none"> <li>1) The City hired an entity to build a traffic model. The Plan should provide a recommendation to eliminate traffic impact studies for development. These studies are regulatory barriers and lead to poor decision making and community design derived by transportation engineering criteria based on highways.</li> <li>2) The neighborhood traffic calming program needs to be revamped to actually deliver projects and not shift the burden to residents.</li> </ol>	Y
135	Online Public Comment Box Survey	<p>This arcgis comment box has a ~250 word limit. How does one submit a 750 word comment?</p> <p>Paul Cartwright cartwright@montana.com</p>	N

136	Online Public Comment Box Survey	<p>1. Functional Classification- Roads: All of Saddle Road is closer to the "Major Collector" category; currently the section between Gold Rush and Cabernet Drive is shown as a "Local Road", which is not how it is used or likely to be used with the South Hills community growth. Gold Rush would ideally be classified as a "Local Road" because many of us move here for the neighborhood walking/park walks. Also, it is dangerous in winter for pedestrians (the slope and ice, and blind curves, no street lights), regardless of classification, please keep the lower speed for Gold Rush Ave., and encourage reduced traffic volumes for our kids pedestrian community members.</p> <p>2. Agree strongly that Helena's street improvements (all categories) should be designed to enhance pedestrian and bike safety; Would like to see Protected Bike Lanes for all evacuation/snow routes and school zones; and park/trail connectivity to neighborhoods and shops/restaurants should also be prioritized.</p> <p>3. South Hills area needs to promote restaurants and higher density [affordable] rental housing (e.g. an apartment type complex) to accommodate especially health care and education worker wages.</p> <p>4. Ensure that the City allocates the necessary funding to ADA accessibility improvements. I have mobility issues and have to work from home although I work for a federal contractor company with four downtown Gold Block office spaces leased; we can't find suitable office spaces elsewhere let alone that meet ADA obligations.</p>	N
137	Online Public Comment Box Survey	ENVIRONMENTAL ISSUES should include infrastructure retrofits or plumbing/fixture replacements for lead found in our city's buildings, including any schools. Is there a way for the city to help ensure our community, city workers, children, teachers and others are not being exposed to lead-contaminated water sources in these old buildings. There is NO SAFE level of lead in drinking water.	Y
138	Online Public Comment Box Survey	<p>Pg. 51</p> <p>The topography of downtown is a barrier to bicycle commuting. To cross downtown, bicycles have to climb a hill during rush hour traffic, while many vehicles are passing them. A low-stress protected bike route to access and cross downtown should be a priority.</p>	Y
139	Online Public Comment Box Survey	<p>Page 61</p> <p>The map shows "Proposed Bikeway or Multi-Use Path," but it seems like a bikeway could mean anything from some paint on the road for a "bike lane" to actual protected separated facilities. It is not clear whether the map is proposing real infrastructure that will actually make a difference, or just more painted bike lanes.</p>	N
140	Online Public Comment Box Survey	Many of the examples on page 54 are marked differently on the map on page 55.	Y

141	Online Public Comment Box Survey	<p>Reference: all edge of planning area maps along traffic corridors transiting open spaces.</p> <p>We have to acknowledge the temporary plight of our unsheltered neighbors during temperatures below freezing. Consequently we need “bothies,” such as those in the outdoor areas of Scotland scattered across the open space areas, public lands and residentially zoned areas closer than 200 feet to roads (Orofino, Grizzly, Davis, etc) so their vaulted toilets can be pumped to disposal trucks when needed. The toilet section can remain accessible year around for passing hikers and bikers. The inclement weather sleeping compartments can remain locked until opened by property owners or city authorities during hazardous cold weather. Expecting unsheltered people to survive extremely cold nights, or freeze to death, is a stressful immoral weight on the people of Helena. It needs to be addressed in a way that fits with the outdoor life style of our community. I suggest that the bothies be treated as a type of “auxiliary dwelling.”</p> <p>From walking among sleeping unsheltered neighbors during cold snaps, my personal estimate was that 24 were in danger of hypothermia for lack of shelter even on the floor of Gods love or Our Place. Six bothies scattered through our open areas would be sufficient.</p> <p>John B Driscoll 30 South Davis Street Helena, Montana 59601</p>	N
142	Online Public Comment Box Survey	<p>Years ago the City Staff advised me that the concept of creating at least two layers of underground parking across Cruse Avenue east of the Jackson Street Parking structure with lower and upper levels being entered from the north and south ends, respectively, of the Jackson Street structure, is in the too hard to do category because Urban Renewal left a lot of expensive infrastructure challenges Under Cruse Avenue, the main one being no sewer and water sufficient to pressurize water to an 8 or 10 story Multifamily Housing structure.</p> <p>Especially if Helena Housing properties farther south along Cruse Avenue are becoming more promising candidates for Multifamily Housing construction, as I was recently advised by City Staff, then a concentrated look at placing robust infrastructure underneath Cruse had become highly desirable.</p> <p>Sincerely, John Driscoll Vice President and Treasurer Steward Community Land Trust 30 South Davis Street Helena, MT 59601 Cell: 406-437-1526 driscolljohn37@gmail.com</p>	N



143	Online Public Comment Box Survey	<p>In all instances replace “alternative” transportation with “active” transportation.</p> <p>p. 24 Suburban Residential: As currently written, this paragraph by prioritizing single family detached homes would undercut much of the rest of the Land Use Plan. Suggested revision: Suburban Residential: While allowing for some larger lots and single family detached homes, these areas should allow for a variety of housing types. A mix of housing types like row houses, duplexes, small apartment buildings and smaller homes will encourage greater social, economic and age diversity, allowing seniors to age in place. Appropriate mixed use within residential neighborhoods will encourage active transportation and allow mobility without a car. Reducing household transportation costs can help offset housing costs.</p> <p>p. 33 Encourage the development of grid pattern streets in all neighborhoods. Grid patterns as opposed to cul-de-sacs provide greater connectivity for all transportation modes and decrease response times for fire and police.</p> <p>p. 33 Add this recommendation. “No neighborhood can be exempt from change; no neighborhood should experience radical change.” Chuck Marohn</p> <p>p. 44 Pay careful attention to transportation infrastructure for all travel modes. The safety and well being of Helena residents must not be sacrificed to accommodate commuters who live outside of the city and work in Helena.</p>	Y
144	Online Public Comment Box Survey	<p>p. 54 Functional Classification: Functional classifications were designed to apply to branching suburban systems and were not intended to be applied to the existing urban grid system of streets. If possible, the functional classification should be removed from traditional neighborhood streets to make them more walkable and safer for bicycling. If functional classification is retained for urban streets, it should be accompanied by strict standards which prevent widening, increasing speed limits and other changes to accommodate motorists at the expense of users of active transportation.</p> <p>P56. Add to paragraph on complete streets: “ By allowing households to reduce their dependence on autos for transportation, complete streets contribute to balancing housing costs by allowing residents to get by with fewer cars per household.</p> <p>Ensure pedestrians, bicyclists, seniors and disability advocates are considered in all roadway projects.</p> <p>Analyze pedestrian and bicycle crashes and identify potential safety improvements</p> <p>p. 66 Restrict further development in the Wildland Urban Interface</p> <p>p. 70 Encourage permeable surface treatments in new development or redevelopment</p> <p>p. 78 Develop a bike network to allow non motorized access for all ages and abilities to trailheads ,allowing residents and tourists to arrive at trailheads via active transportation, reducing the need for extra parking at trailheads.</p>	Y
145	Online Public Comment Box Survey	Not everyone uses sharepoint. Please share another way.	N
146	Online Public Comment Box Survey	<p>Pg 39 - This map could bankrupt the city of Helena. Low-density suburban housing does not pay its own way for the infrastructure that it needs. But under Senate Bill 382, if a proposed subdivision or major zoning change is in conformance with the newly adopted community land use plan, the city has little option but to accept it.</p> <p>If developers decide to fill all of the proposed growth areas with large lots of single family housing, the city's finances will be crushed under the infrastructure debt. Large lots and single family suburban neighborhoods should be non-conforming in all zones, so that the city has the option to review and reject any such development.</p>	N

147	Online Public Comment Box Survey	There should be a buffer along Ten Mile Creek to provide for animal habitat and prevent lawn fertilizer from getting in the creek.	N
148	Online Public Comment Box Survey	Page 61 map indicates that both Hauser and Knight have proposed bikeway paths. Those streets are residential with many sections of incomplete sidewalks which pushes pedestrians onto the street to walk in many places. This issue needs to be addressed first before adding restrictive lanes for bicycles into the mix. There also are no street lights west of Garrison. This is a safety issue which again should have priority over introducing increased bicycle traffic. Realistically with Helena's climate you really can only safely ride bicycles when there is no snow or ice on the roads. A year-round dedicated lane for bicycles only is not the best use for a residential street that already is fairly narrow. If parking is prohibited on one side of the street then residents with mobility issues would have difficulty accessing their own front doors and walkways. Some ADA planning would be nice to see to address these concerns. It seems these plans favor bicycle riders over the residents of these areas.	N
149	Online Public Comment Box Survey	As someone who regularly uses different forms of transportation around Helena (car, walk, bike), there are some important things I believe need to be addressed by this plan. One major part of the plan is how it classifies and prescribes development for the city. For future development in subdivisions, grid patterns should be encouraged instead of allowing for cul-de-sacs, as cul-de-sacs create fragmented transportation networks and can put stress on major thoroughfares unnecessarily. Another change for future development should be to allow a variety of housing types in the Suburban Residential area - higher density housing reduces the average trip length of citizens to go to work and run errands, reducing traffic. Along with these changes for developments, there must be a higher priority on non-car transportation options. Any changes or new infrastructure should be required to include adequate facilities for all modes of travel, including dedicated bike lanes and fully connected sidewalks. Alongside this, the plan should make provisions to develop an urban non-motorized transportation network - identifying ideal arterial and connector routes for non-motorized travel, and divesting infrastructure from cars to make them more multi-modal - including protected bike lanes, pedestrian bulb-outs, and traffic calming measures.	N
150	Online Public Comment Box Survey	page 57: reducing lane widths will not have the effect of slowing traffic as suggested in this report and definitely will not improve pedestrian and bicycle safety. The best way to reduce traffic speed on a residential street like Hauser is to add some strategic stop signs. This will also encourage motorists that are in a hurry to use a larger thoroughfare like Euclid for East-West travel. To improve pedestrian safely sidewalks need to be improved/added where they are absent. This needs to happen BEFORE any bike lanes are added to roadways other wise you just end up with bikes running over pedestrians that have been forced to walk in the street because no sidewalks are available. The lack of sidewalks is a serious ADA issue. The pushing forward with bicycle lanes just sound like someone on the planning board likes to ride their bike and is imposing their will on the rest of the city at the expense of pedestrians.	N

151	Online Public Comment Box Survey	<p>p.61 proposed bikeway or multi-use path along west Hauser and Knight streets. Both of those streets west of Glendale don't even have curbs and proper drainage gutters. Garbage cans are set out right next to the street and few if any sidewalks exist. I'm hoping the plan is for multi-use paths for pedestrians to use as well as bicycles as there is no safe way to walk around that area without either being in the roadway or on someone's property. But ideally the issue of gutters and drainage gets addressed first.</p> <p>p.60 sidewalk improvements. The sidewalks that are being installed with new construction on the west side aren't consistent in width or location in relation to the street so using them as an actual walking path is useless. I wish it were possible to retrofit sidewalks along streets all around Helena to improve walking access for the city, but I can see that would be prohibitively expensive. But new construction should be cohesive so that new houses and their sidewalks link up to previous and future sidewalks.</p>	N
152	Online Public Comment Box Survey	<p>Thank you for the opportunity to comment. I would like to see a valley-wide bicycle network developed to encourage more biking/walking. I would like to further request that bikers &amp; walkers be considered in all roadway construction projects. Specifically, I would like to see the Centennial Trail completed, from Spring Meadow to Wal-Mart. Lastly, I would like to thank the City for the outstanding work they have already completed over the years in regard to bicycle/ped facilities.</p>	N
153	Online Public Comment Box Survey	<p>It has just come to our attention that our 100 percent urban residential neighborhood south of the alley between 11th Avenue and 9th Avenue west of Montana is colored red for commercial in the draft plan. It has been purely residential for more than 100 years. There are 2 state buildings on the north side of the alley at the corner of Montana and 11th and the corner of Montana and Washington Drive but the properties in between are also residential. The same urban residential is true for all of the homes on the north side of 9th Avenue from Washington Drive east to Roberts, after which there are state buildings. Please advise how I need to proceed to get this corrected. Thank you. Dan Hollow and Karen Ogden, 1224 9th Avenue.</p>	Y
154	Online Public Comment Box Survey	<p>Pages 60-62:</p> <p>It is worth noting that the usefulness of car alternatives (walking, biking, public transit) . Suggest including recommendation that winter conditions be considered when planning these routes. For example, guarded bike lanes maybe be challenging to plow and certain narrow roads may be too narrow to maintain bike lanes in the winter.</p>	Y
155	Online Public Comment Box Survey	<p>Helena has a number of unsigned intersections in residential areas which are especially hazardous to cyclists and pedestrians. Pages 57-61 do mention improving bike infrastructure and sidewalk connectivity for safety but do not mention improving road signage or structure (e.g roundabouts). This could be an effective and relatively easy way to improve road safety for all users.</p>	N
156	Online Public Comment Box Survey	<p>The public transit plan seems insufficient to meet needs of a growing city that is growing significantly faster than anticipated in 2019. The proposed bus system (62-63) lacks connectivity to other transport areas (the airport, other bus routes) and may benefit from connectivity to schools (middle and high schools). It is understandable that Helena may be hesitant to employ a more robust transport system initially due to high cost and long-term infrastructure commitment. Rather than updating the current plan, could the city consider a long-term bus route plan or staged route development to include such features?</p>	N

157	Online Public Comment Box Survey	<p>Page 30 has repetitive language: “Issues and Opportunities: As of 2022, the City had over 16,500 homes, with single-family detached houses making up 52.4% of the housing stock. Over the past five years, the median sales price of homes in Helena has experienced fluctuations. As of 2022, the City had over 16,500 homes, with single-family detached houses making up 52.4% of the housing stock. Over the past five years, the median sales price of homes in Helena has experienced fluctuations.”</p> <p>Have you considered recommending mixed use in residential areas? Neighborhood commercial would be a great benefit to people further from downtown, and arterials could benefit from more residential and commercial development, particularly near Last Chance Gulch, Montana Ave, and Euclid.</p> <p>Recommendations are repeated on page 48.</p> <p>It would be great to see a more clear recommendation to fully connect the walking mall north of Neill Ave, all the way to the Carroll campus. The “Great Northern” district on the north side is totally disconnected from the rest of the mall, which really does not allow it to be fully utilized.</p> <p>I didn’t read anything about the impact of climate change on recreation activities. There has been an effort to create an indoor recreation facility in town to accommodate activities in Helena’s freezing winters, but also on days when it’s too smoky to enjoy Helena’s trails. It would be great to see a recommendation speaking to that need here.</p>	Y
158	Email to City Staff	Page 27 - FLUP - David would like the Transit Center on N. Montana to be designated Utilities and Transportation Land Use. It may be shown as mixed use	Y
159	Email to City Staff	P. 60 - mention that the LRTP planing process is currently underway	Y
160	Email to City Staff	P. 62 - expand the paragraph beginning with "Capital Transit, Helena..." to include how someone currently accesses the on-demand or curb-to-curb system; and address the recommendation outlining a desire to implement the Engineering standards relative to transportation stops and facilities. These such facilities are no longer mentioned in city code or the standards.	Y
161	Email to City Staff	P. 62 - photo doesn't match text	Y
162	Email to City Staff	P. 57 - Riding on the sidewalk, while not prohibited by state law or local ordinance, is widely recognized as unsafe for both pedestrians and cyclists and should not be encouraged by the city. The reference to incomplete sidewalk infrastructure for cyclists as an alternative to riding with traffic contradicts the emphasis on improving the safety of road cyclists. Some cyclists will still choose to ride on the sidewalk on dangerous roads and when it is perceived to be the best option, but the city should refrain from encouraging this and instead aggressively pursue complete streets and multi-modal infrastructure goals so this ceases to be the dilemma.	N
163	Email to City Staff	I propose replacing the phrase “choosing to travel” with simply “traveling via bike”. Many cyclists ride by necessity and would otherwise experience the transportation insecurity acknowledged in the public transit section. Additionally, there is an urgent need to change the broader cultural perception that cyclists make the “choice” to put themselves in harm’s way when they encounter conflict or collision with vehicles and, because of that, assume the responsibility for the consequences of unconscientious driving. This is the kind of perception that encourages cyclists to avoid riding in the road, or at all, as to not inconvenience motorists. While the suggestion may seem pedantic, I believe a minor change would do well to echo the accessibility and equity language applied to the pedestrian facilities and public transit sections and strengthen the messaging around our goal of promoting cycling and reducing traffic and emissions.	Y

164	Email to City Staff	Analysis of new development should include analysis of VMTs as a metric of traffic impact and an assessment of progress towards our sustainability goals, rather than/in addition to other conventional measures such as traffic flow, congestion, parking, etc. "Walk/Bike Scores" could also be considered in development impact analysis and would be good to reference in the policy. The noted volume/capacity projections are a great segue into a goal of reducing car dependency.	N
165	Email to City Staff	There could be clarification of the proposed density of the various residential designations and how those densities were determined. Several members of the public expressed concern that designations of low and moderate density contradict the communities infill and sustainable density goals. Considerations like infrastructure and the proposed density patterns in the land use map and accompanying text is unclear. Clarifying these factors would dispel misconceptions that the primary purpose of these designations is to accommodate the public's various lifestyle preferences rather than public service, conservation planning, or coordination with the County. Additionally, it would be good to include the potential unit per acre densities within the map key for context.	N
166	Email to City Staff	A map of existing conditions does not appear to be included in this draft. Was this intentional or am I mistaken? Since this was a major part of the plan's development it should absolutely be included.	N
167	Email to City Staff	The fire risk map that was included in the 2019 growth policy was critical in communicating the relative risk for wildfire that exists in the city. Without including this element in the growth policy, not only can the city not directly refer back to it for future planning policies and regulations, but it does not challenge the assumption much of the public may hold that the risk of wildfire is determined by living in wildland urban interface outside of city limits. As the previous map showed, the risk is not exclusive to outside of town or even the outer edges of town, but impacts a large transect of the community. When the potential for structure to structure conflagration is considered, the risk extends even further. Awareness of the collective risk of wildfire should be continually impressed upon the public in order to promote broad wildfire safety and mitigation behaviors. The reality is, the community risk would be greatly reduced if everyone used fire resilient construction practices and routinely engaged in fire mitigation and maintenance behaviors, whether they reside in the city or not. Education and awareness are crucial to promoting these behaviors and including this information in the growth policy will be crucial in developing future community planning efforts. Please reinsert the fire risk map into the growth policy update. If the information presented in the map is out of date, the most accurate, up to date information from statewide fire risk mapping should be used until it is able to be updated on a finer scale.	N
168	Email to City Staff	The Helena valley has been inhabited by Indigenous peoples for over 10,000 years, including the Confederate Salish and Kootenai Tribes and the Blackfeet and was a significant travel route and crossover point for many others. Please, at minimum, include an acknowledgement of the people whose ancestral lands the city now occupies.	Y