



Item #16

Public Hearing - Zoning map amendment to **change the zoning** for the property addressed as 805 2nd Street SW and legally described as Lot 1-A of the Amended Plat of Lot 1, Garden Home Tracts and Mark 23A of COS 4153, Located in the Southeast $\frac{1}{4}$ of Section 11, T20N, R3E, P.M.M., Cascade County, Montana, **from R-1 Single-family Suburban to M-2 Mixed-use Transitional.**



At Minimum - Basis of Decision Zoning Map Amendment

1. The amendment is consistent with and furthers the intent of the City's growth policy;
2. The amendment is consistent with and furthers adopted neighborhood plans, if any;
3. The amendment is consistent with other planning documents adopted by the City Commission, including the river corridor plan, transportation plan, and sub-area plans.
4. The code with the amendment is internally consistent;
5. The amendment is the least restrictive approach to address issues of public health, safety, and welfare;
6. The City has or will have the financial and staffing capability to administer and enforce the amendment



Proposed Project Background

- Applicant: Craig and Robert Stainsby
- Location: 805 2nd St SW
- Property Size: 4.46 acres
- Request: To rezone from R-1 to M-2
- Development: 92 total units of multi-family

Phase 1: 36-unit apartment building

Phase 2: 42-unit apartment building

14 townhome units

92 total units

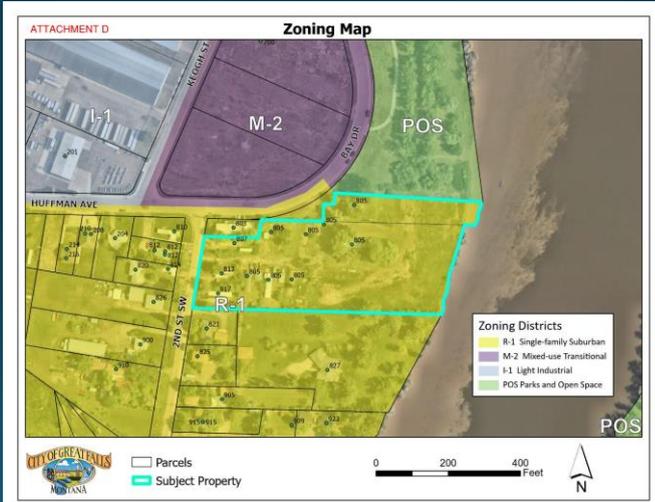


Aerial Map





Zoning Map



Site Photos



Looking north towards intersection of 2nd ST SW and Bay Drive



Site Photos



Looking south From Bay Drive



Preliminary Site Plan



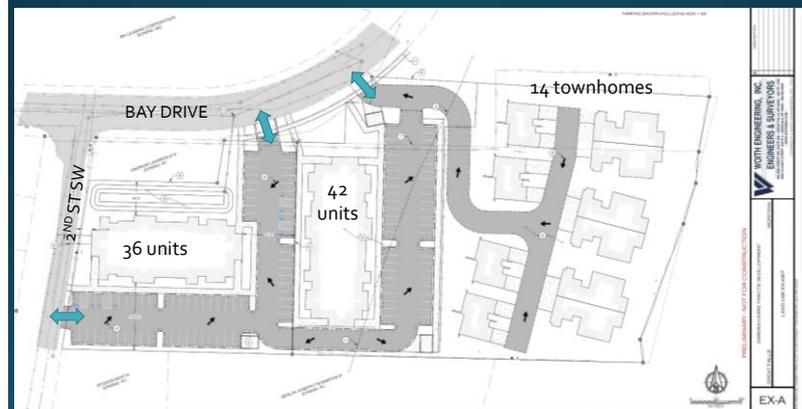


Access & Parking Proposal

Two (2) accesses off of Bay Drive
 One (1) access off of 2nd St SW
 Parking: Ph 1 = 69 spaces, Ph 2 = 50 spaces
 119 total spaces (117 required)
 *Note that the proposed parking meets the
 City Code requirement of 1.5 spaces per
 Apartment.



Preliminary Site Plan





Bay Drive Parkland Access

- Propose to use existing access through parkland onto Bay Drive.
- Will enter into an agreement with COGF to build and maintain this access before a building permit is issued.

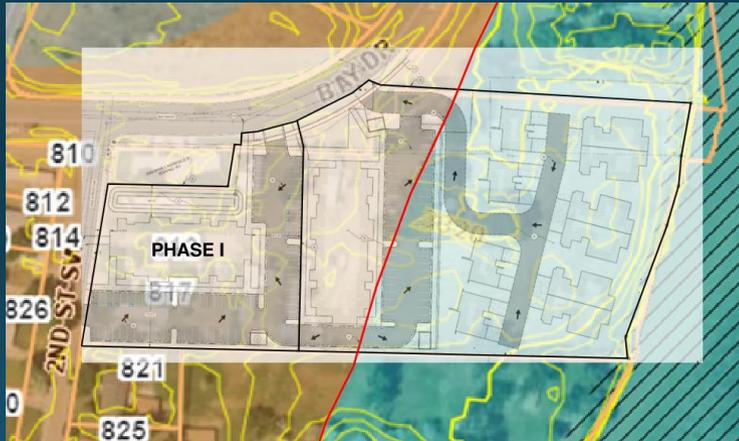


Floodplain Analysis

- Part of property within 100 yr floodplain (blue)
- Phase 1 (36-plex) is outside of floodplain
- Phase 2 (42-plex and townhomes) will require 310 permit and CLOMR-F from FEMA to place fill within 100 yr floodplain
- Any proposed work upon the bank or within the floodway may require review by Cascade Conservation District, Montana Fish Wildlife and Parks, and Army Corps Engineers.



Floodplain Analysis

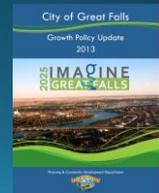


Growth Policy Analysis

- Staff confirms that the proposed zoning map amendment to allow higher-density development on an infill parcel is supported by the City's Growth Policy. This is needed to provide additional housing, and the amendment must be consistent with multiple plan policies.
- Note the Growth Policy has a planning horizon until **2025**.

Social – Housing (page 134)

- Soc1.4.2: Expand the supply of residential opportunities, including single-family homes, apartments, manufactured homes, and assisted living facilities.
- Soc1.4.6: Encourage a variety of housing types and densities so that residents can choose by price or rent, location, and place of work.





Growth Policy Analysis (Cont.)

Environmental – Urban Form (page 144)

- Env2.3.1: In order to maximize existing infrastructure, identify underutilized parcels and areas with infill potential as candidates for redevelopment in the City.

Physical - Land Use (page 162)

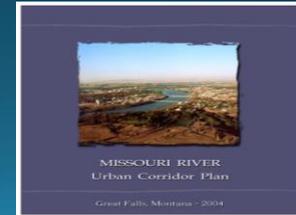
- Phy4.1.4: Foster the development of safe, walkable, neighborhoods with a mix of uses and diversity of housing types.
- Phy4.1.5: Encourage and incentivize the redevelopment or adaptive reuse of vacant or underutilized properties so as to maximize the City's existing infrastructure.

The proposed zoning map amendment will enable these policies to be addressed and further the implementation of the Growth Policy.



Missouri River Urban Corridor Plan Analysis

- Subject Property is located within “Primary Impact Area” of the plan
- Primary impact area includes “lands with strong relationships to the river that are most central to the Corridor Plan”
- The plan identifies appropriate riverfront uses and specifically lists:
2-4 story rental apartments & townhouses.



Area Water, Sewer, Storm Capacity



Area Water, Sewer, Storm Capacity

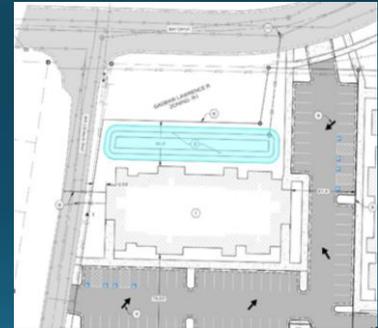
- Water System Demand
- 184 tenants * 100 gallons per capita day + irrigation
- 31,223 gallons per day or 22 gallons per minute
- Peak hour demand of 120.34 gpm is added to the system, the resultant pressure drop of 0.24 psi
- Therefore, this development will not have a significant impact on the water pressure in the area.
- Sewer System Demand

Area Water, Sewer, Storm Capacity

- Sewer System Demand
- 184 tenants * 100 gallons per capita day (DEQ 4)
- Peaking Factor 4.16
- 76,544 gallons per day or 52 gallons per minute
- Existing 12" sanitary sewer main has capacity of 1,315 gpm
- Therefore, this development will not have a significant impact on the sewer system in the area.

Area Water, Sewer, Storm Capacity

- Storm System Demand
- Per design manual, detain runoff, treat, and limit discharge to a lesser rate into the city's existing 36" main
- Prevents direct runoff into the Missouri River





Traffic Review

- Code requires Traffic Impact Analysis when estimated peak-hour trips generated by proposed development exceeds 300 peak-hour trips.
- City has the option to require one if the estimated peak-hour trips exceed 200 peak-hour trips.
- Proposed development is estimated to generate 43 peak-hour trips.
- Staff has performed an analysis based on public interest in the proposed use.



Traffic Review

Trip Generation: Average trips can be estimated using trip-generation rates from actual studies. New trips are estimated, and trips from the previous use are subtracted.

- 78 units of Multifamily Housing (Low Rise) would be expected to generate an average of 6.74 trips per dwelling unit on a weekday, for a total estimated average of **526 trips** per weekday.
- 14 units of Single-Family Attached Housing would be expected to generate an average of 7.20 trips per dwelling unit on a weekday, for a total estimated average of **101 trips** per weekday.
- 14 Mobile Home Park units would be expected to generate an average of 7.12 trips per dwelling unit on a weekday, for a total estimated average of **100 trips** per weekday. These trips are subtracted to assess the development's impact.
- The total estimated increase in daily trips generated by the development is **527 average daily weekday trips**.



Traffic Review (Cont.)

Trip Distribution: New trips are distributed by the favorability of each potential route, including likely destinations, design limitations (width, travel speeds, traffic control, lighting, etc.), directness, congestion, etc.



Traffic Review (Cont.)

Existing and Projected Future Traffic: Growth in traffic is used to analyze impact upon the existing street network.

STREET SEGMENT	DAILY VOLUME (DATE)	PROJECTED DAILY GROWTH	PROJECTED DAILY VOLUME	2023 PEAK HOUR VOLUME	PROJECTED PEAK HOUR GROWTH	PROJECTED PEAK HOUR VOLUME
Bay Drive (north of the development)	627 (2022)	185	812	n/a	12	n/a
Huffman Ave. (west of 2 nd St. SW)	810 (2022)	211	1,021	n/a	14	n/a
10 th Ave SW (btwn 4 th & 6 th Sts SW)	399 (2023)	132	531	52	9	61
2 nd St SW (south of Huffman Ave)	333 (2023)	132	465	39	9	48



Traffic Review (Cont.)

Trip Generation, Distributed



Traffic Review (Cont.)

Bike/Pedestrian Review

- Development would construct trail connection to River's Edge Trail in Garden Home Park.
- Bike route along 10th Avenue SW/2nd Street SW would see additional traffic. However traffic growth is projected to be relatively low and is not anticipated to adversely affect bicyclist safety (growth of 9 vehicles during peak hour, or around 1 additional vehicle per 6 ½ minutes).
- Current pedestrian use of 10th Avenue SW/2nd St SW is mainly off paved travel surface – any growth in pedestrian use would be expected to use same off-street path-of-travel.



Traffic Review (Cont.)

Street Design

- Huffman Avenue/Bay Drive are built to typical local street standards. Pavement width is approx. 36', allowing for safe usage with room for parking and two travel lanes.
- 2nd Street/10th Ave SW has room for two-way traffic on the paved surface. Unpaved "boulevard" areas are used for parking or are landscaped.



Traffic Review (Cont.)

Conclusions/Recommendations

- Traffic will increase along area routes; however, current and projected daily volumes are in line with volumes on a typical local roadway, and current and projected peak hour volumes do not indicate congestion is likely to occur.
- Roadway designs are appropriate to safely carry projected volumes.
- Construction of a shared use path between the proposed development and Garden Home Park trail will provide a safe, off-street connection.
- No street modifications or improvements are expected to be necessary to accommodate the traffic generated by the proposed development.



Voluntary Development Agreement

- Developers expressed willingness to include voluntary commitments beyond M-2 zoning district
- Listed within *Draft Voluntary Development Agreement provided in packet*

Voluntary agreement commits to:

- *92 total dwelling units*
- *Increased setbacks*
- *Eliminated by-right land uses*
- *Screening between residential uses*
- *Off-site trail connection*
- *Be recorded and run with the land*



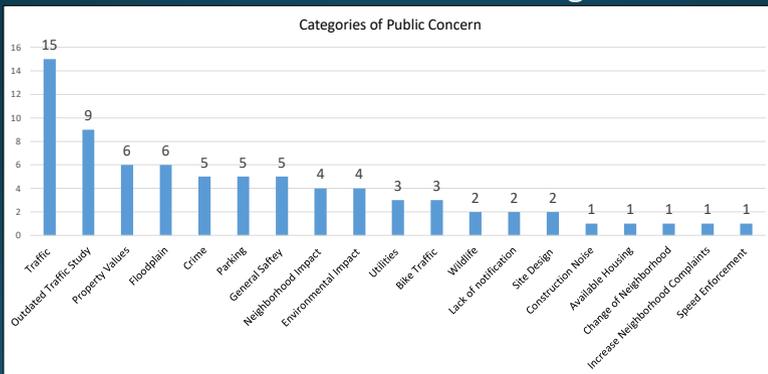
Neighborhood Council #2

- Applicant presented at the Nov 8 meeting.
- Members in attendance made comments that not enough of the neighborhood was aware of the proposal or the meeting.
- A second meeting was held on Dec 6.
- Residents expressed various concerns, including traffic and safety.
- NC #2 did not take action on Dec 6, but at its Feb 13 meeting, it was voted unanimously to recommend denial of the request.



Public Comment - Opponents

- Provided in packet as *Attachment H: Public Comment*
- Staff received 25 comments in opposition
- Concerns are summarized into the categories below:



Formal Protest

- Residents within 150 feet of the subject property have filed a formal protest of the request.
- Documentation is provided as *Attachment J – Public Comment – Formal Protest*.
- Per OCCGF 17.16.40.040 and MCA ## the request may not become effective except upon a favorable vote of two-thirds (2/3) of the present and voting members of the City Commission.



Public Comment - Proponents

- 11 letters were received in favor of the proposed request.
- On behalf of businesses, groups, and other organizations regarding:
 - The need for housing to attract workforce.
 - The need for housing to support Military Service Members.
 - The proposal will improve the neighborhood's aesthetics and values.
 - The proposal will improve the utilization of the riverfront.
 - The need for any housing in general.



Findings of Fact Zoning Map Amendment

1. The amendment is consistent with and furthers the intent of the City's growth policy.

- The proposed zoning map amendment is consistent with the overall intent and purpose of the City of Great Falls 2013 Growth Policy Update.
- Staff finds the City's Growth Policy supports the proposed zoning map amendment to facilitate higher density development upon an infill parcel, particularly to provide needed housing.



Findings of Fact Zoning Map Amendment (Cont.)

Social – Housing (page 134)

- Soc1.4.2: Expand the supply of residential opportunities including single family homes, apartments, manufactured homes, and assisted living facilities.
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The proposed zoning map amendment will enable these policies to be addressed and further the implementation of the Growth Policy.



Findings of Fact Zoning Map Amendment (Cont.)

2. The amendment is consistent with and furthers adopted neighborhood plans, if any.

- The subject property is located in Neighborhood Council #2
- Because there is no adopted neighborhood plan adopted for the general area, the amendment does not conflict with Criterion #2



Findings of Fact Zoning Map Amendment (Cont.)

3. The amendment is consistent with other planning documents adopted by the City Commission, including a river corridor plan, transportation plan, and sub-area plans.

- The subject property is located within the “Primary Impact Area” of The Missouri River Urban Corridor Plan shown on page 15 of plan
- Request and the proposed development meet multiple goals of the Missouri River Urban Corridor Plan. Staff finds consistency between request and the plan



Findings of Fact Zoning Map Amendment (Cont.)

4. The code with the amendment is internally consistent

The subject property is located within the “Primary Impact Area” of The Missouri River Urban Corridor Plan shown on page 15 of plan

- Rezone will not be in conflict with any portion of the existing City Code and will be internally consistent
- Developers expressed willingness to include voluntary commitments beyond M-2 zoning district



Findings of Fact Zoning Map Amendment (Cont.)

5. The amendment is the least restrictive approach to address issues of public health, safety, and welfare.

- No existing public health, safety, or welfare issues that have been identified for this property
- The proposed development will require water and sanitary sewer services to be extended from the utility mains that surround the property



Findings of Fact Zoning Map Amendment (Cont.)

5. The amendment is the least restrictive approach to address issues of public health, safety, and welfare.

- Proposal will trigger stormwater quantity and stormwater quality requirements.
- These items, and public safety, will be addressed during building permit review to ensure City requirements are met and safe access is provided within the property and to the surrounding streets.



Findings of Fact Zoning Map Amendment (Cont.)

5. The amendment is the least restrictive approach to address issues of public health, safety, and welfare.

- Residents to the south have expressed concern that traffic safety impacts will be excessive.
- Staff analysis indicates that because potential residential trips will be dispersed in three different directions, and that additional traffic generated by the project can be reasonably accommodated by the existing nearby street system.



Conditions of Approval

- 1. General Code Compliance.** The proposed project shall be developed consistent with the conditions in this report and all codes and ordinances of the City of Great Falls, the State of Montana, and all other applicable regulatory agencies.
- 2. Land Use & Zoning.** The proposed plans shall conform to the M-2 Mixed-use Transitional zoning district development standards contained within the Official Code of the City of Great Falls.



Conditions of Approval

- 3. Engineering Review.** The final engineering drawings and specifications for improvements to the subject property shall be submitted to the City Public Works Department for review and approval.
- 4. Agreement with the Park and Recreation Department.** Prior the time of building permit must enter into an agreement with the City regarding the installation and maintenance of proposed improvements to the City's property adjoining the owner's site that will be used for access.



Suggested Motion

"I move that the City Commission (approve/deny) Ordinance 3264 allowing the rezone request from R-1 Single-family Suburban to M-2 Mixed-use Transitional for the property legally described in the Staff Report, the accompanying Findings of Fact, subject to the Conditions of Approval being fulfilled by the applicant, and accept the Voluntary Development Agreement."