

# Mullan Area Neighborhoods

## The Plan



[mullanareamasterplan.com](http://mullanareamasterplan.com)



Missoula  
County



City of  
Missoula

DOVER, KOHL & PARTNERS  
town planning



**JACOBS**

**PROJECT**

# THE SITE

# 1,855 ACRES



Airport

Grant Creek

West Broadway

Dougherty Ranch

Flynn Lane  
Mary Jane Blvd

England Blvd

Riata Park

George Elmer Dr.

Flynn Ranch

Hellgate School

Flynn Lowney Ditch

Hiawatha Farm

Hiawatha Road

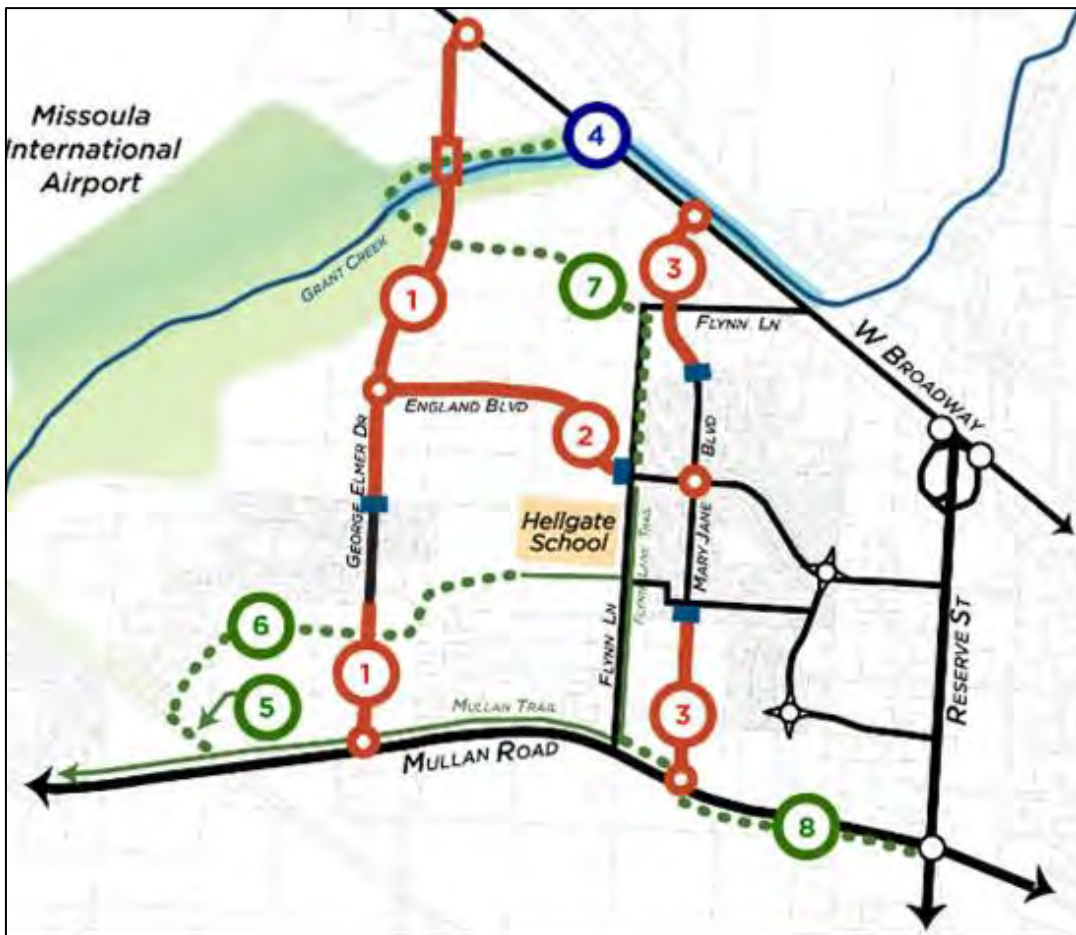
Mullan Rd

Mullan Rd

Reserve Street

# Missoula received a B.U.I.L.D GRANT

- B.U.I.L.D Grant builds major streets and trails
- Better Utilizing Investments to Leverage Development (B.U.I.L.D) is a discretionary grant program included in the American Recovery and Reinvestment Act of 2009
- \$13M Awarded (\$23M estimated and requested)
- “30% Design” by July 2020 (roads, trails, stream). Overall timeline: 5 to 6 years



## STREET IMPROVEMENTS

- ① George Elmer Drive
- ② England Boulevard
- ③ Mary Jane Boulevard

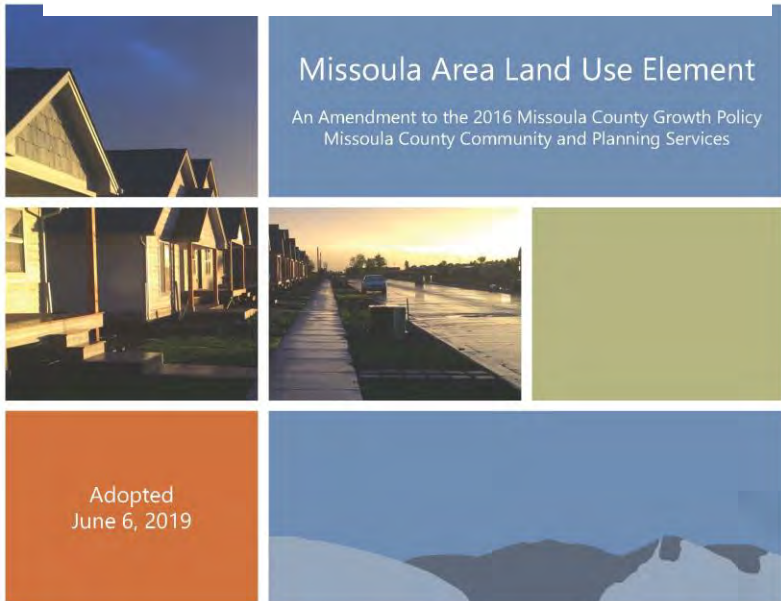
## STREAM RESTORATION

- ④ Grant Creek Restoration

## TRAIL IMPROVEMENTS

- ⑤ Milwaukee Trail
- ⑥ Tipperary Way Trail
- ⑦ Flynn Lane Trail
- ⑧ Mullan Trail

# MISSOULA GROWTH POLICY LAND USE ELEMENT 2019



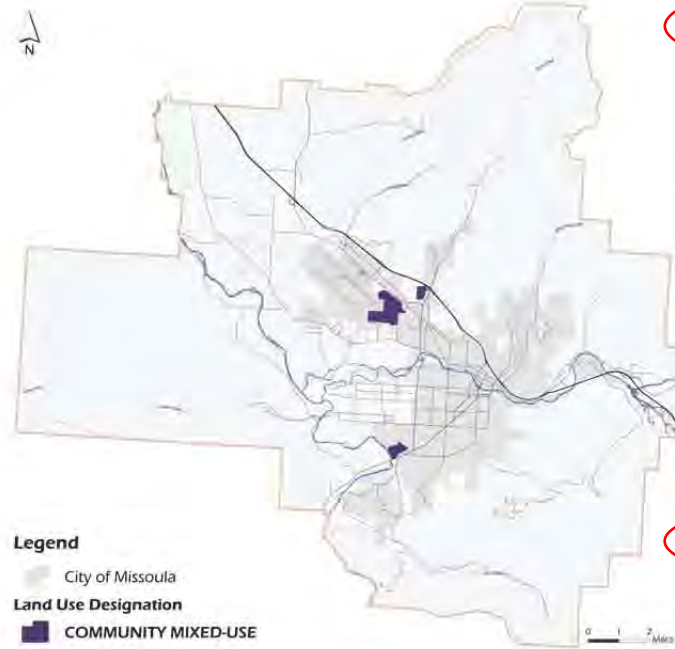
Missoula Area Land Use Element  
An Amendment to the 2016 Missoula County Growth Policy  
Missoula County Community and Planning Services

Adopted  
June 6, 2019

## COMMUNITY MIXED-USE

### GOALS

- Accommodate a substantial portion of future growth.
- Provide for a mix of primarily residential, commercial, and civic activity in a well-connected, walkable pattern.
- Provide opportunities for retail, service, and employment.
- Accommodate higher intensity residential choices that contribute to countywide housing diversity.



Community Mixed-Use is 708 acres, 0.5% of the planning area.



Photo Credits:  
Photo by Carolyn Torma [CC BY-NC 4.0]. Copyright 2012 American Planning Association. [https://planning-org-u/ploadead-media-s3.amazonaws.com/imagebank/219-CG\\_Community\\_Garden\\_Hancock\\_MI.JPG](https://planning-org-u/ploadead-media-s3.amazonaws.com/imagebank/219-CG_Community_Garden_Hancock_MI.JPG)  
Photographer: Dean Brennan, FAICP. Al Zelnka, FAICP. Copyright American Planning Association.  
Photo by Carolyn Torma Copyright American Planning Association. [https://planning-org-u/ploadead-media-s3.amazonaws.com/imagebank/375-LV\\_Housing\\_The\\_District\\_at\\_Green\\_Valley\\_Henderson\\_NV.JPG](https://planning-org-u/ploadead-media-s3.amazonaws.com/imagebank/375-LV_Housing_The_District_at_Green_Valley_Henderson_NV.JPG)

### LAND USES

Land use is a mix of residential, neighborhood services, offices, retail and institutional uses. Master planning may be necessary to determine location of facilities, like parks, open space, agriculture, roads, non-motorized facilities, storm water, water, and sewer.

### CHARACTER

Currently, these areas are primarily undeveloped but adjacent to appropriate levels of infrastructure and services.

A mix of building types will provide for a range of housing options and mix of uses. Single-family, two-family, and multi-family dwellings are the primary residential building types.

A mix of uses can be both horizontally and vertically integrated. Building design is sensitive to its relationship to adjacent uses.

Building fronts and entrances are oriented towards the street. Parking and utilities for multi-family and commercial buildings are oriented toward the rear of buildings away from the street and front facade.

Commercial uses are typically located on arterial or collector roads.

### INTENSITY

Average residential density is 15 units per acre.

Commercial and mixed-use buildings may range from small (1,000 square feet) to an anchor size (45,000 square feet or greater if vertically integrated).

### MOBILITY AND ACCESS

A mix of land uses and access to nearby destinations and amenities encourages walking, biking, and transit use.

All roads should provide non-motorized facilities. Additional separation for non-motorized facilities, such as protected or buffered bike lanes, boulevard sidewalks, and enhanced crossings, are needed when vehicle speed and traffic volume increase.

Arterial and collector roads are in a traditional grid pattern, or irregular pattern depending on topography.

The local street network disperses traffic through a well-connected grid system, or an irregular system depending on topography, with short block lengths.

**PROCESS**

# PROJECT TIMELINE

Kick-Off through Plan Completion



**PROJECT  
KICK-OFF**

**JAN 2020**



**VIRTUAL  
CHARRETTE**

**MARCH 23 - 27**



**PLAN  
WORKSHOP**

**AUGUST**



**APPROVAL  
PROCESS**

**FALL 2020**



**ANALYSIS**



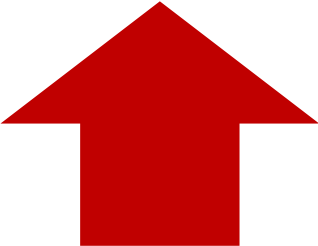
**DRAFTING  
THE PLAN**



**PLAN  
REVISIONS**



**PLAN  
ADOPTION**



# Virtual Charrette Hub

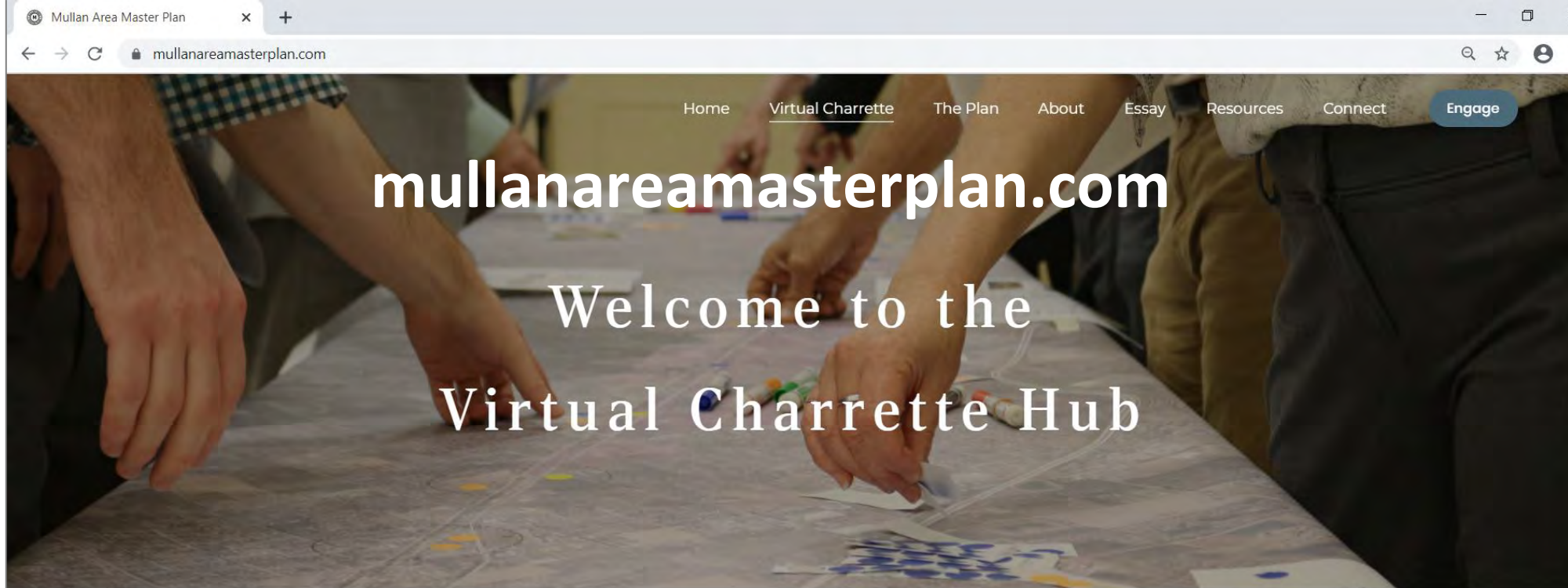
Virtual Charrette:  
**March 23 to 27**

How well did it work?  
Overview Film

- 325 views by end of the week-long charrette
- 470 views five weeks after charrette
- **719** views eleven weeks after the charrette

Website

- 18,200 visits one week after charrette
- **26,750** visits eleven weeks after event



## About the Virtual Charrette

This site provides an overview of the Virtual Charrette held March 23rd to 27th. It includes a list of the events and meetings that took place throughout the week. A summary of each day's events is included below, including a series of videos explaining the planning process and the work completed during the Charrette. We encourage you to visit this page often and to share this website with everyone in Missoula.

Visit the [Engage](#) page at anytime to give us your feedback. The Virtual Charrette will not be the only time residents and stakeholders can participate. A workshop and a full adoption process are expected in the late summer of 2020.

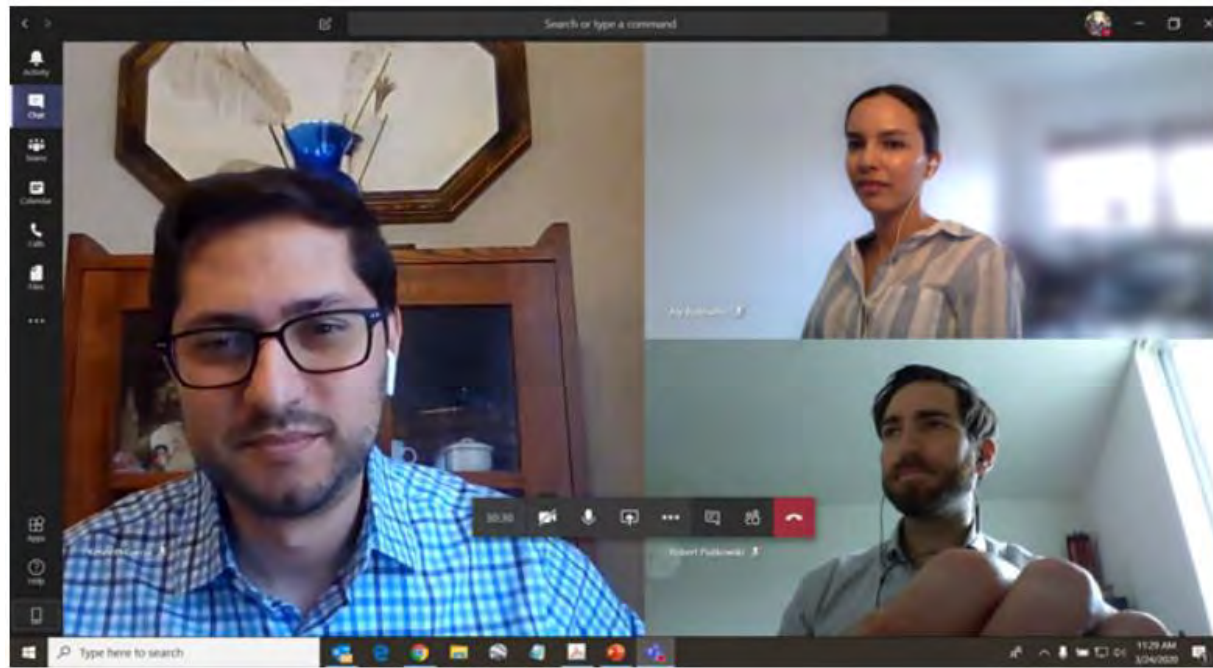
We may all be physically isolated but we will come together and work together in other ways.

[View the Draft Plan Elements](#)



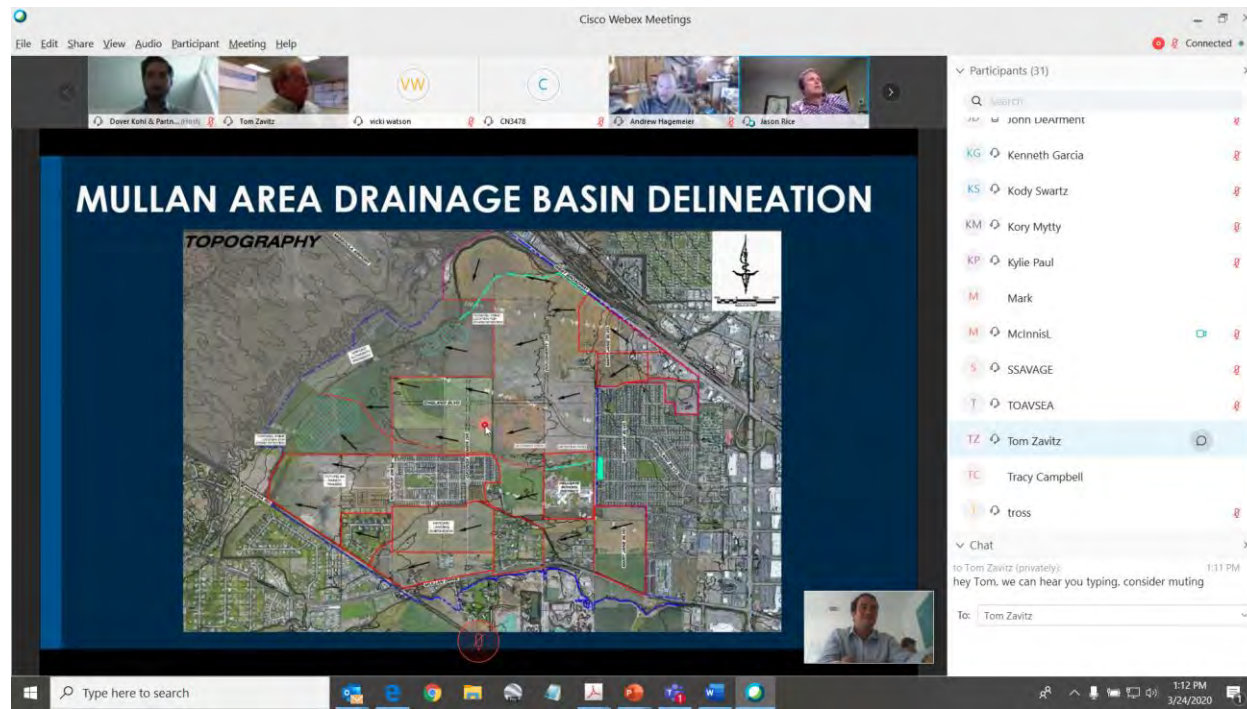
# Virtual Studio

Hour-long live discussions with plan team



# Stakeholder Meetings

Hour-long live discussions with plan team on certain topics



## Some Meeting Topics

- Water Quality
- Housing
- Transportation
- Parks
- Homeowners Assoc.
- Transportation & Infrastructure
- Real Estate Dev.
- Agriculture
- Sustainability
- Economic Development
- Land Owners
- B.U.I.L.D Team
- Placemaking
- Climate Adaptation

# Project Films

Films recapping the discussion and directing people to the polls.

How well did it work?

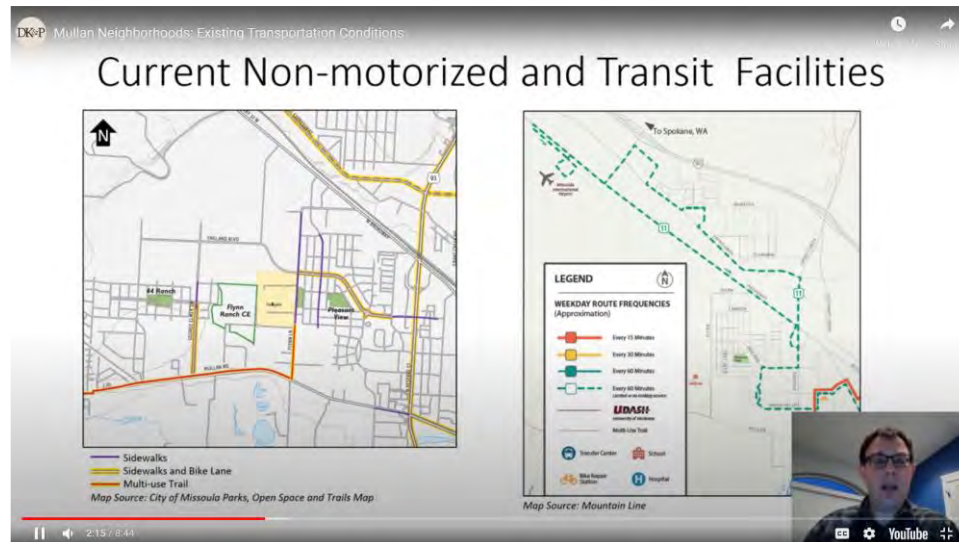
- 26 Films (5 to 15 min)
- 1,085 views  
1 week after charrette
- 2,400+ views  
4 weeks since charrette
- **3,800+** views  
11 weeks since charrette



Urban Design



Stormwater & Infrastructure



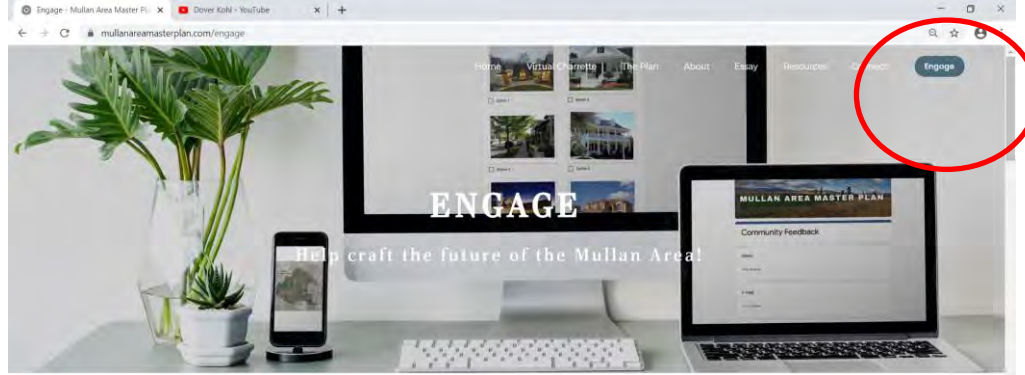
Transportation



Environment

# Engage Tab

Polls, questions, maps, short surveys, long surveys



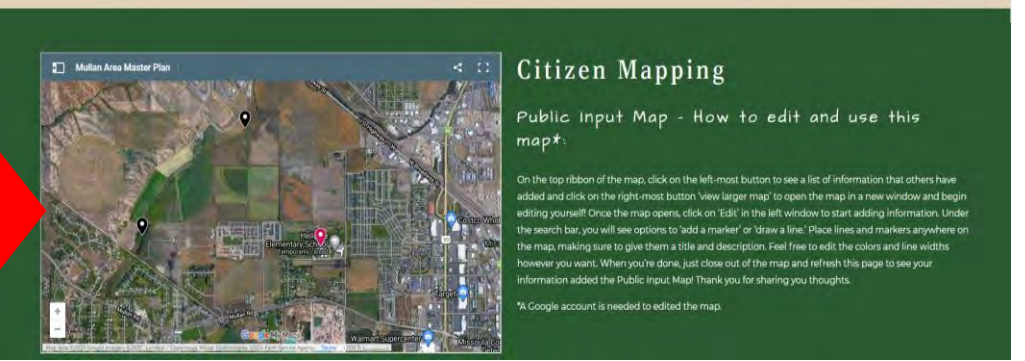
POLL QUESTIONS



SURVEYS



MAPPING



ONE WORD THAT COMES TO MIND ABOUT THE MULLAN AREA:

NOW...

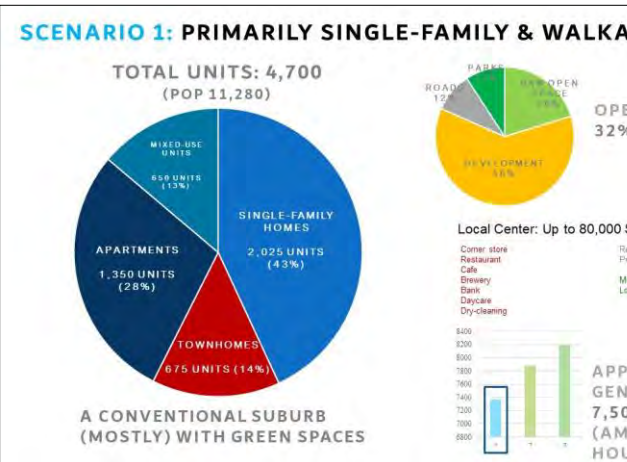


ONE WORD THAT COMES TO MIND ABOUT THE MULLAN AREA:

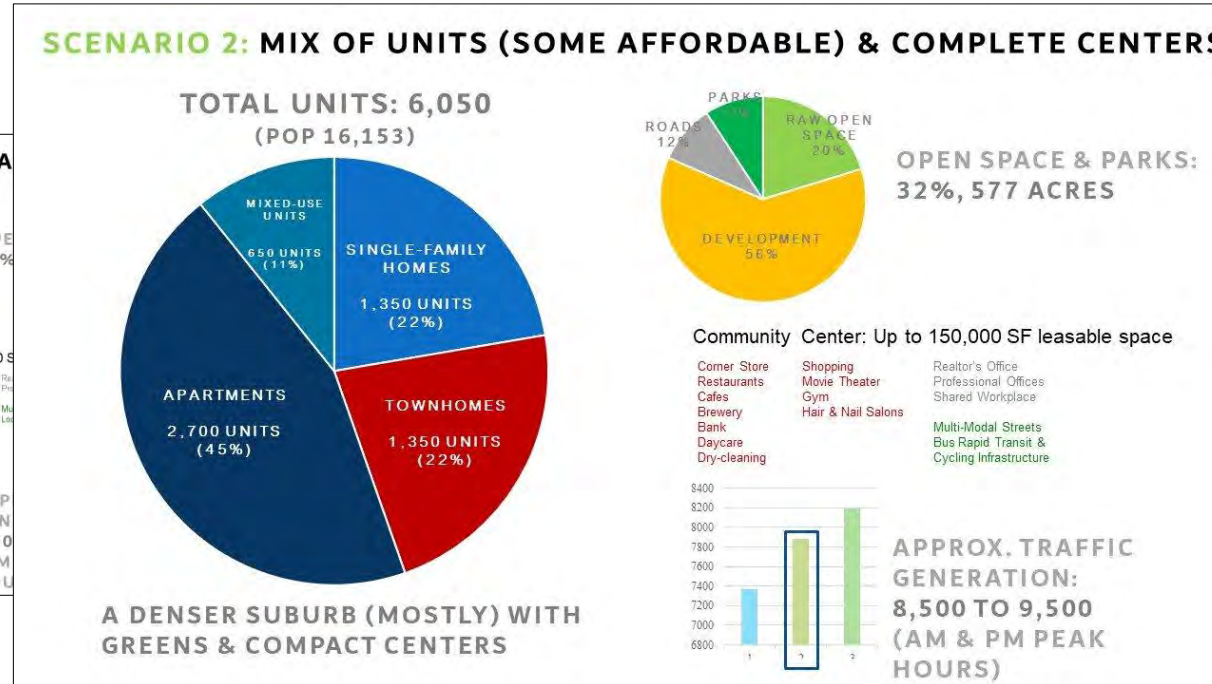
IN THE FUTURE...



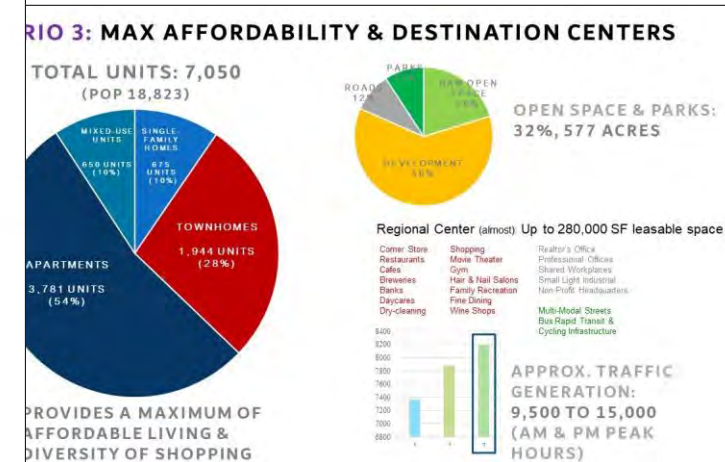
# POLLING QUESTIONS DAY 1: (240 RESPONDENTS)



**15%**



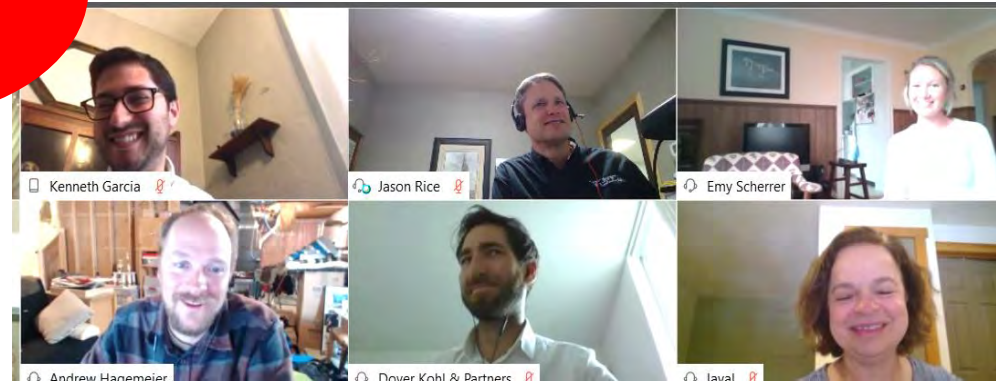
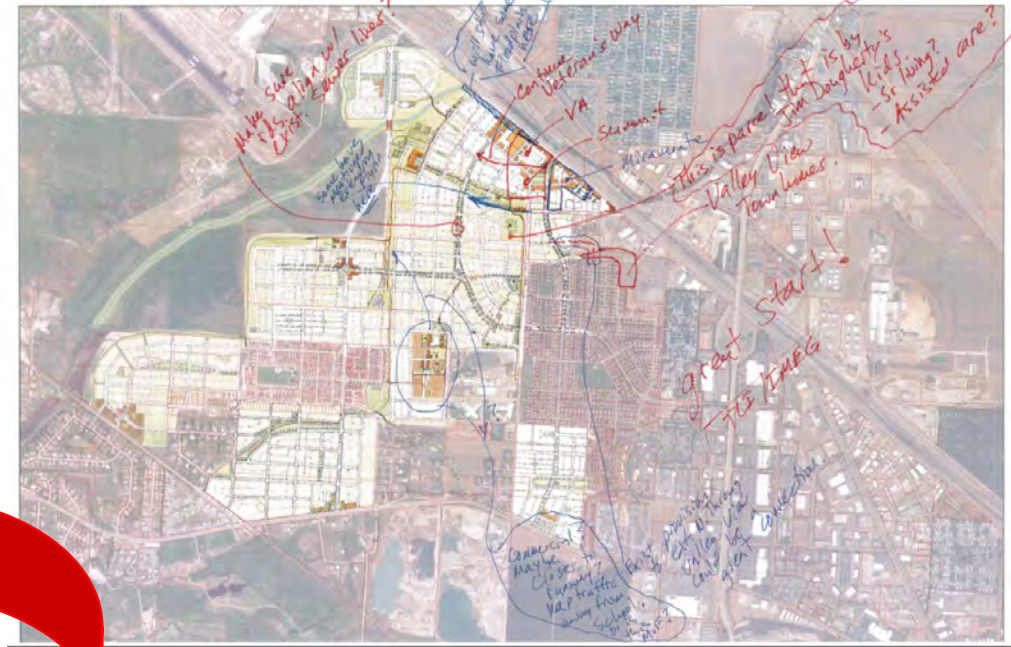
**60%**



**20%**

**5% NONE OF THE ABOVE**

# PRODUCTION OF PLANS



The “hand-drawn plan”

Comments from public, client, and team from meetings and in polls

# CORE TEAM

CLIENT LEADERSHIP  
MEETING INVITATIONS  
COORDINATION & PLANS



Andrew Hagemeyer  
Missoula County



Tom Zavitz  
City of Missoula

TEAM LEADERSHIP,  
WEBSITE, MEETINGS,  
FILMS & DESIGN



Jason King  
Dover, Kohl & Partners



Rob Piatowski  
Dover, Kohl & Partners



Pamela Stacy King  
Dover, Kohl & Partners

TECHNICAL  
EXPERTS



Mark Bellon  
IMEG



Jason Rice  
IMEG



Ed Toavs  
Jacobs



Kenneth Garcia  
Dover, Kohl & Partners



Aly Burkhalter  
Dover, Kohl & Partners



# TOTAL INVOLVEMENT (SO FAR) MULLAN NEIGHBORHOODS

- **280+** VIRTUAL STUDIO VISITORS & MEETING ATTENDEES
- **3,800+** VIEWS OF THE YOUTUBE FILMS
- **2,900+** DIGITAL COMMUNICATIONS, SURVEY PARTICIPANTS, INTERACTIVE TOOLS, SOCIAL MEDIA LIKES & FOLLOWERS
- **26,750+** WEBSITE VIEWS
- **62,000+** TRACKABLE MEDIA IMPRESSIONS

- **New development should be compatible, respectful of context, AND build great new places**

Unify the site with an interconnected network of blocks and streets (instead of patchwork development and cul-de-sacs). Improve (or at least don't make worse) traffic situation on Reserve Street and Mullan Road especially. Historic preservation of buildings and landscapes. Be respectful of Hellgate School Campus (compatible uses) and Airport (low density or not-residential, birds and planes don't mix). New destinations. New employment center near airport. Entertainment and shopping. Coffee shops. Art galleries and maker spaces. New compact, walkable, mixed-use use centers of activity.
- **Increase access to nature, build parks, AND enhance Grant Creek eco-health**

Trails. Places for butterfly and bird watching. Neighborhood Parks and Community Parks (20 acres+). Plant a canopy of (drought-tolerant) trees and understory of local plants. Preserve key farm fields. Community Supported Agriculture and food gardens with locally-sourced fruits and vegetables. Grant Creek back to a natural state. A floodplain that's wider, not deeper. Make the stream meander again. Cutthroat Trout (a protected species) in the Creek. Buffer creek (no trails in riparian buffer). Keep stormwater on-site. Protect Hiawatha Lake.
- **Build with the future in mind (affordability, sustainability, transit, livability)**

Add housing units to help affordability. Use policy to guarantee permanently affordable units. Plan for a hotter and drier in the future. Green infrastructure + transportation infrastructure in same facility. Used recycled water. Gather water, move it to detention ponds, cool it. Donate water rights and put the water back into the river. Renewable energy. Clean transportation. Design for wildfires. Design for pandemics. Build at transit-ready densities (14 units to acre min).
- **Safe, comfortable, and interesting streets for walking and biking**

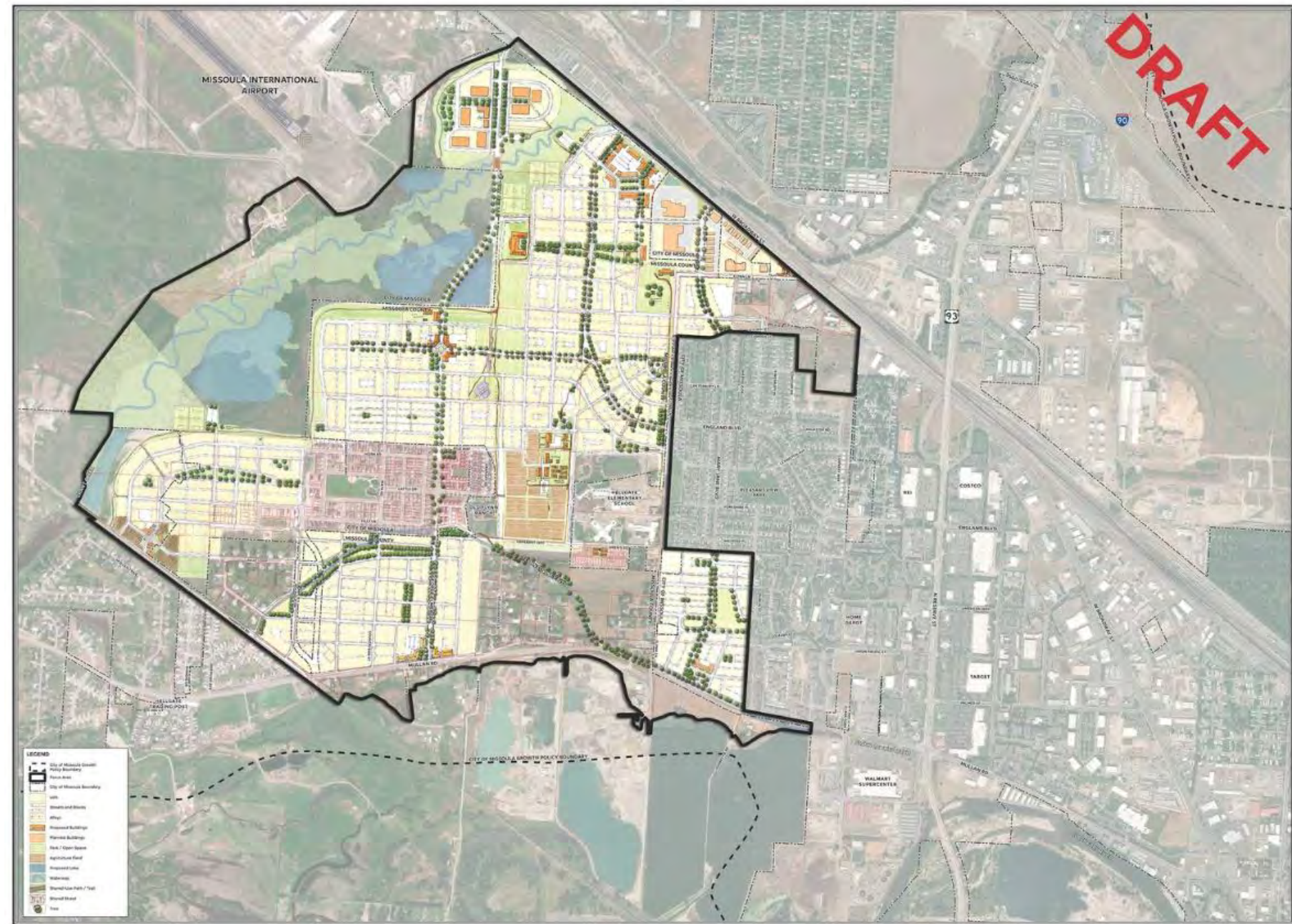
Facilities for pedestrians and cyclists. Connect to larger region with streets and trails. Trailheads. Create a commuter bike route south of site (down Schmidt, south of pits, head east). Provide bike infrastructure (especially for those who cannot afford to drive). Bike routes for recreation. Safe routes to school. ADA accessibility. Lane width reductions and road diets. Crosswalks in the right places.
- **Decide what you want and create a clear path for getting there**

Create a consensus-vision which involves landowners. Orchestrate public and private operations. Create new zoning and rules that allow builders to respond to the market. Streamline permitting (annexing and rezonings are rigorous). Predictability on cost-sharing.

**THE PLAN ... SO FAR**

# THE PLAN

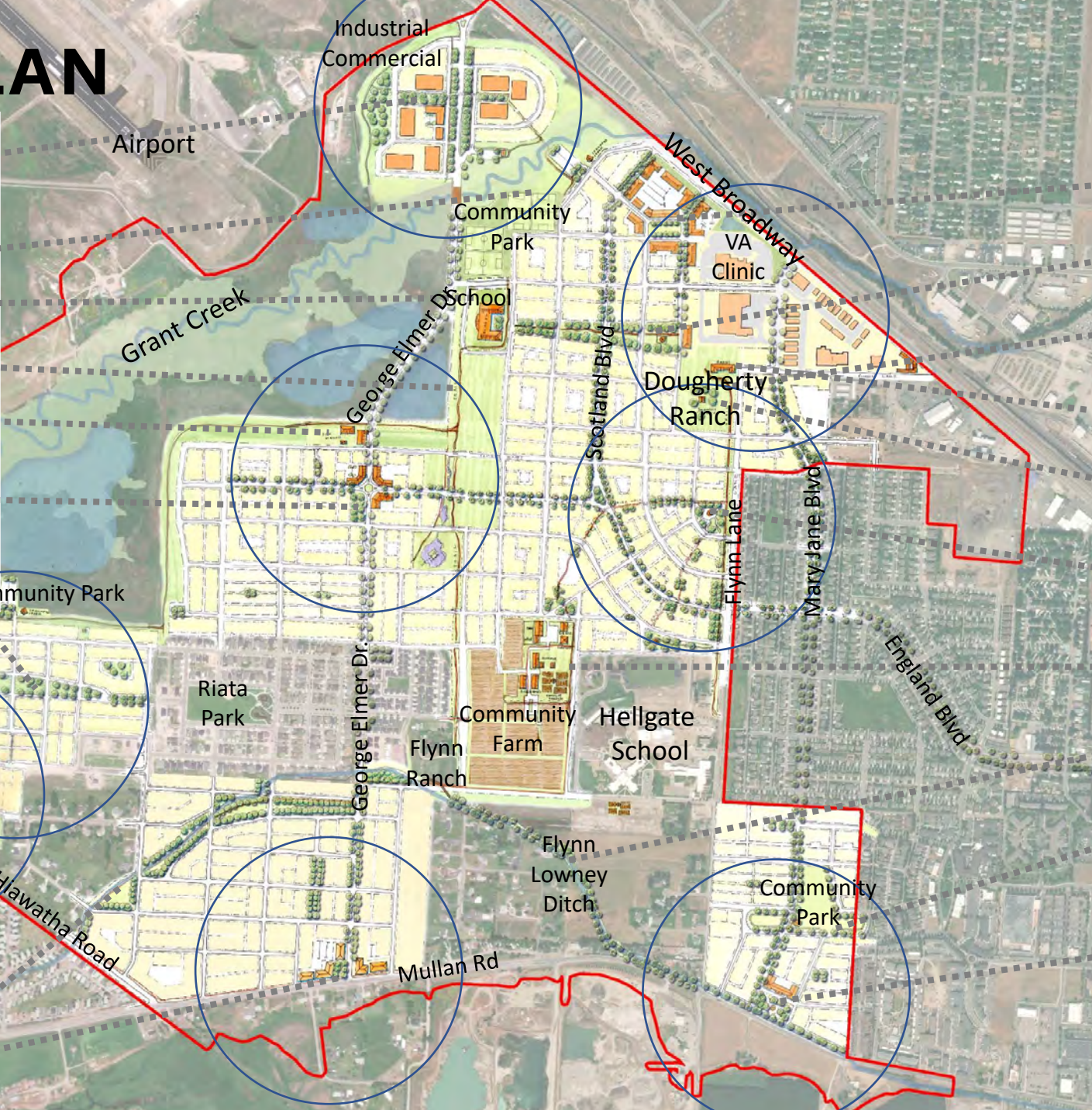
- 6,000 NEW UNITS
- 5 WALKABLE URBAN CENTERS (150K+ RETAIL, COMMERCIAL, OFFICE)
- 6+ MILES OF NEW TRAILS
- RESTORED GRANT CREEK
- 40-ACRE FARM COMMUNITY SUPPORTED AGRICULTURE



# THE PLAN

**DRAFT**

- NORTH CREEK SQUARE
- NORTH CREEK PARK
- GRANT SCHOOL
- GEORGE ELMER TRAIL
- FIRE STATION
- GEORGE ELMER CIRCLE
- HIAWATHA PARK
- HIAWATHA FARM SQUARE
- FLYNN LOWNEY TRAIL WEST
- GEORGE ELMER SQUARE



- WEST BROADWAY SQUARE
- GRANT SCHOOL TRAIL
- FLYNN DRIVE TRAIL
- DOUGHERTY BARN
- DOUGHERTY FARMHOUSE
- FLYNN SQUARE
- MULLAN FARM CSA
- FLYNN LOWNEY TRAIL EAST
- OLEARY STREET PARK
- MULLAN ROAD SQUARE

**DRAFT**

Trail Head

Community Park

School

Scotland Blvd

West Broadway

Grant Creek

Mary Jane Blvd

Dougherty Ranch

Flynn Lane

George Elmer Dr.

**WEST BROADWAY SQUARE**



**DRAFT**

Civic

Hotel &  
Restaurant

Transit  
Stop

Mixed-Use  
Buildings

Square

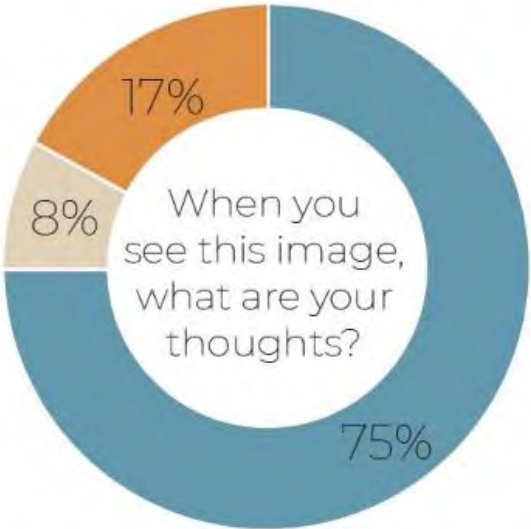
Apartments

**WEST BROADWAY  
SQUARE**



# POLLING QUESTIONS

## WEST BROADWAY SQUARE



I like It - 75%

I'm not sure yet - 8%

Not so much - 17%





**DRAFT**



Trail Head

Community Park

Civic Building

VA Hospital

Scotland Blvd

West Broadway

Grant Creek

Mary Jane Blvd

Dougherty Ranch

Flynn Lane

George Elmer Dr.

TRAIL

FLYNN LANE

**DRAFT**

School

Trail & Park



**DRAFT**



Scotland Blvd

Dougherty Ranch

Mary Jane Blvd

Flynn Lane

England Blvd

Flynn Lane

England Blvd

Hellgate School

**FLYNN  
SQUARE NEIGHBORHOOD**

Grant Creek

George Elmer Dr.

**DRAFT**

Scotland Blvd

England Blvd

**GEORGE ELMER CIRCLE  
NEIGHBORHOOD**



# A MIX OF BUILDING TYPES

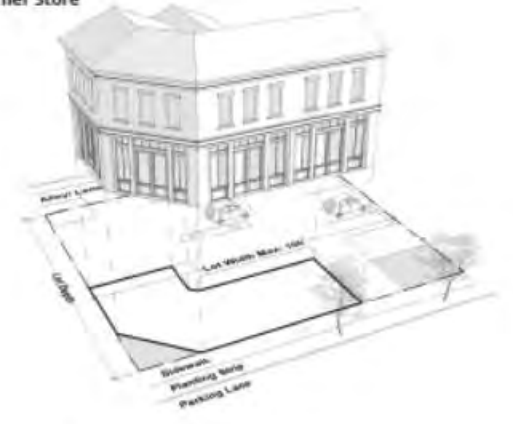
Duplex



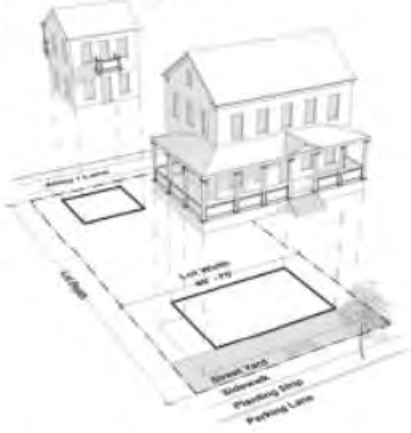
Townhouse Building



Corner Store



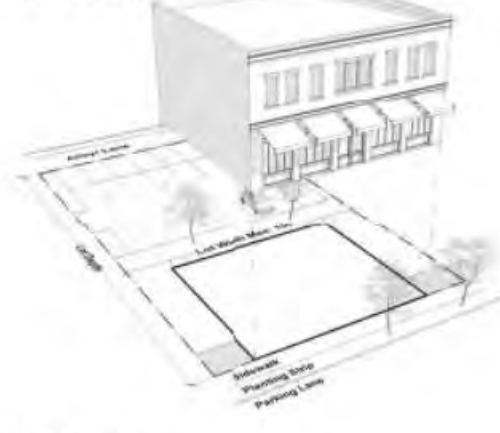
House & Accessory Dwelling Unit



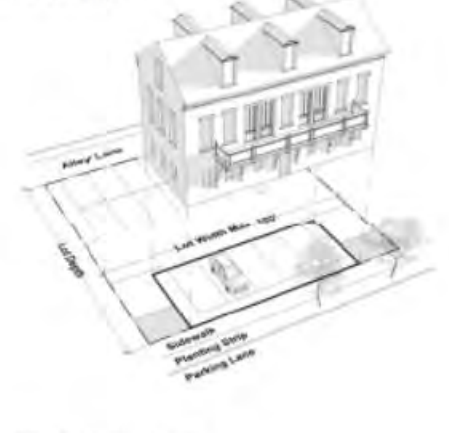
Apartment Building



Mixed-Use Building



Park-Under Building



Cottage



Courtyard Apartment Building



Live/Work Building



Civic Building with Attached Residence



# HAIWATHA FARM SQUARE NEIGHBORHOOD

**DRAFT**

Community  
Park

Trail head

Hiawatha  
Park

Roundup Drive

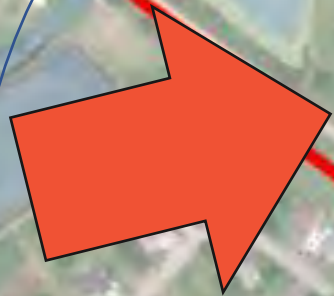
Riata  
Park

Hiawatha  
Farm

Lariat Loop

Flynn Lowney Ditch

Hiawatha Road



DRAFT



**HIAWATHA FARM  
SQUARE NEIGHBORHOOD**

# HAIWATHA FARM SQUARE NEIGHBORHOOD

**DRAFT**

Community  
Park

Trail head

Hiawatha  
Park

Roundup Drive

Riata  
Park

Hiawatha  
Farm

Lariat Loop

Flynn Lowney Ditch

Hiawatha Road





**DRAFT**



Special  
Events

Farm  
Square

Farm  
Stand

**HIAWATHA FARM  
SQUARE NEIGHBORHOOD**

**DRAFT**

England Blvd

Hellgate School

HELLGATE  
SCHOOL

CSA Farm

Flynn Ranch  
House

Flynn Lowney Ditch

George Elmer Dr.

Flynn Lane

**MULLAN FARM CSA**



**DRAFT**

Hell Gate School

Agriculture

Agriculture

Garden Plots

Greenhouses

Greenhouse

CSA Office

Agriculture

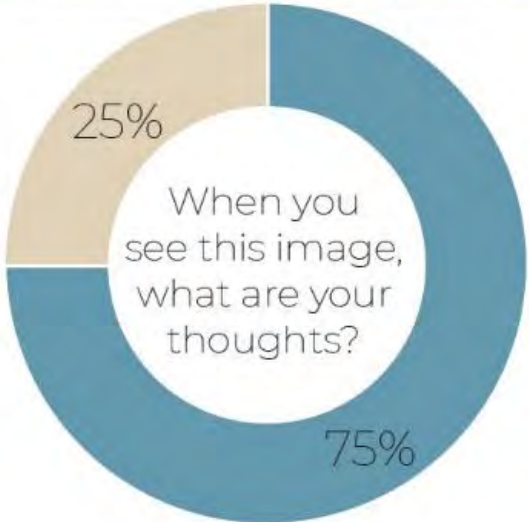
Barn

**MULLAN FARM CSA**



# POLLING QUESTIONS

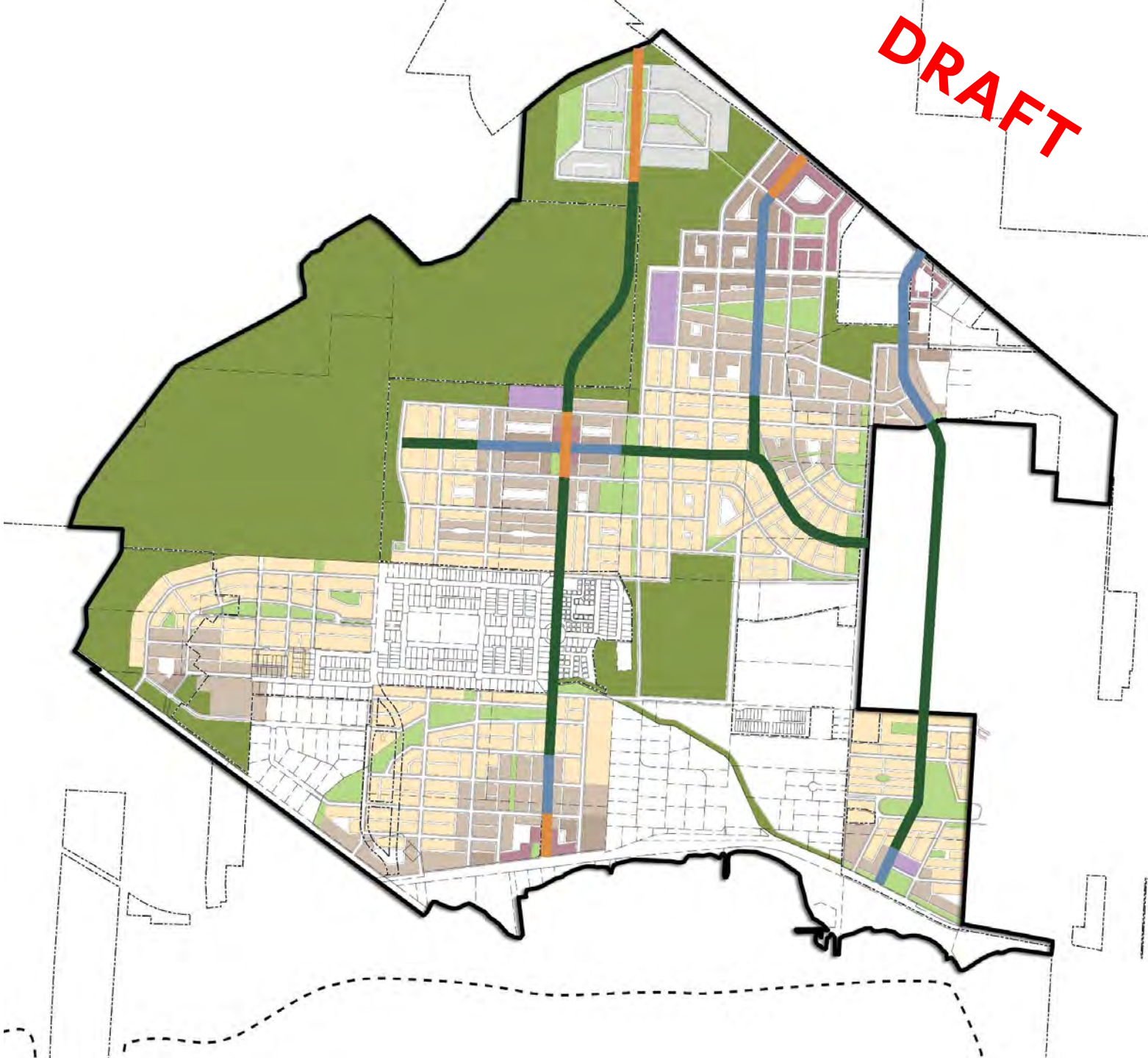
# COMMUNITY SUPPORTED AGRICULTURE



# STREET ATLAS

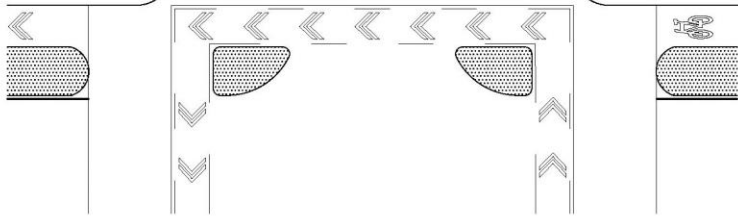
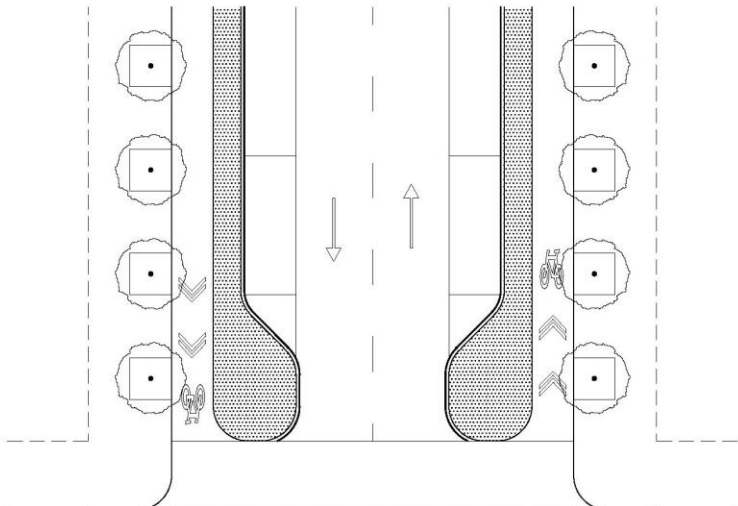
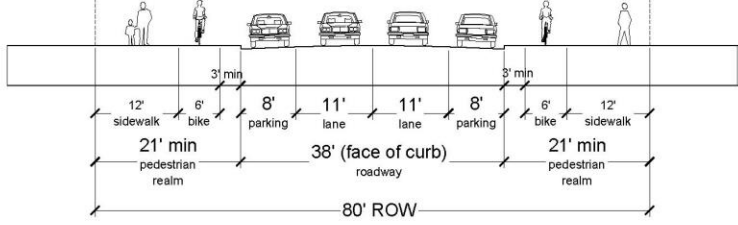
**DRAFT**

-  **URBAN**
-  **MED. RESIDENTIAL**
-  **LOW RESIDENTIAL**



# STREET ATLAS

**DRAFT**

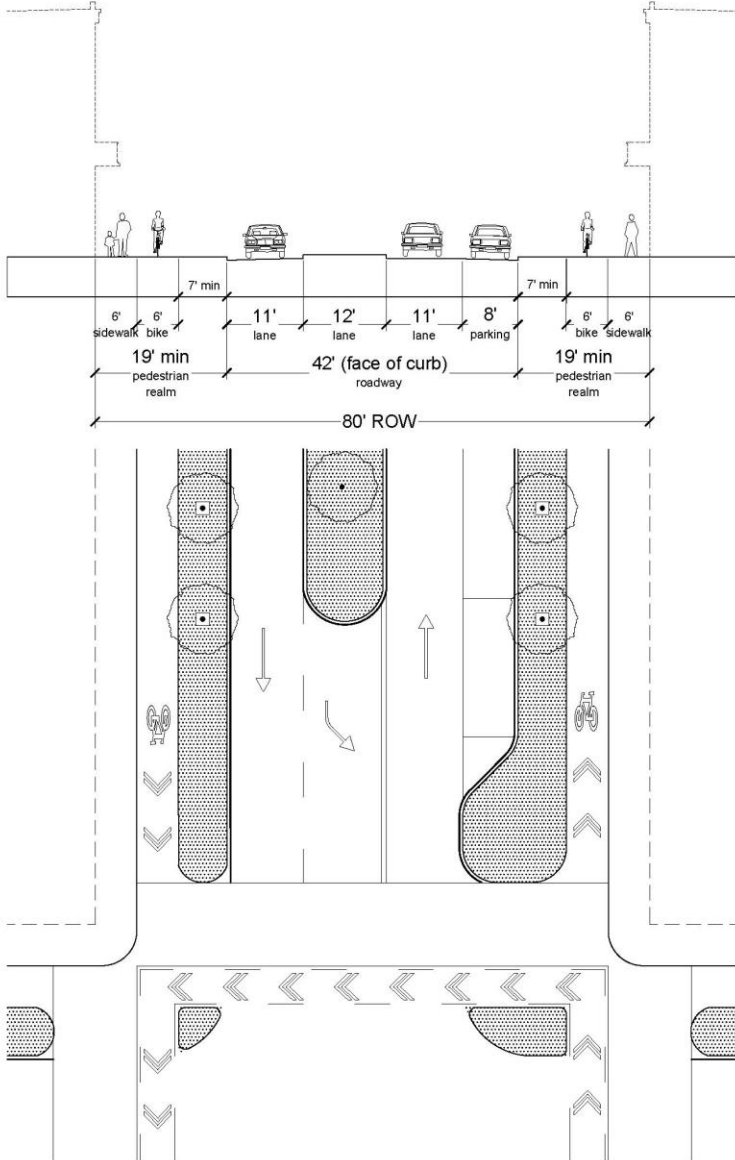


**URBAN**



# STREET ATLAS

**DRAFT**

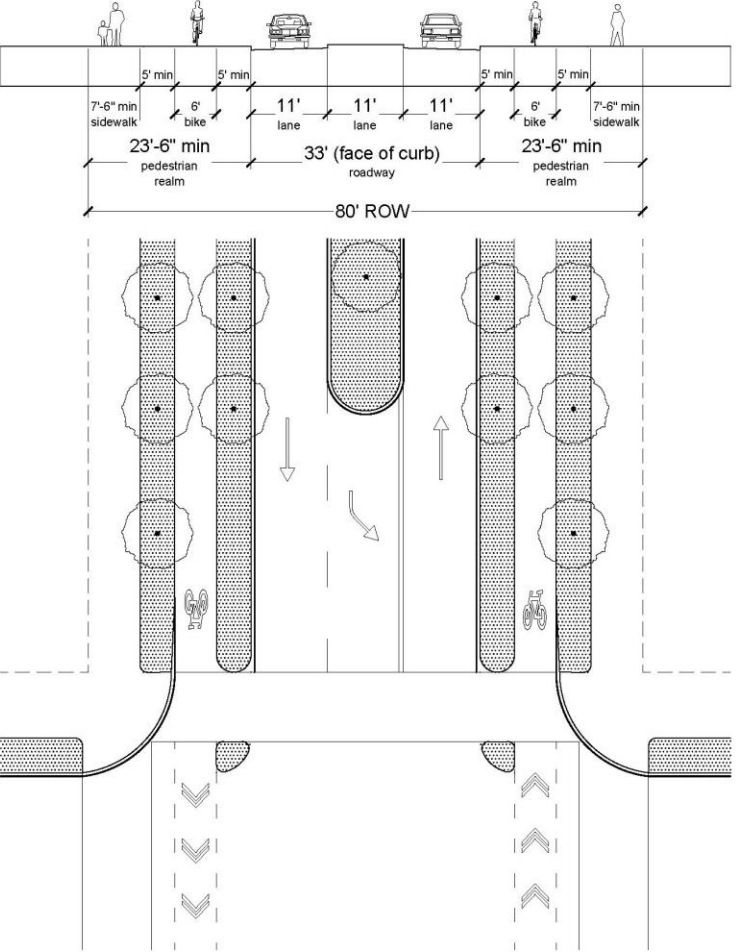


**MED. RESIDENTIAL**



# STREET ATLAS

DRAFT



 **LOW RESIDENTIAL**





# STORMWATER ROUTING METHODS

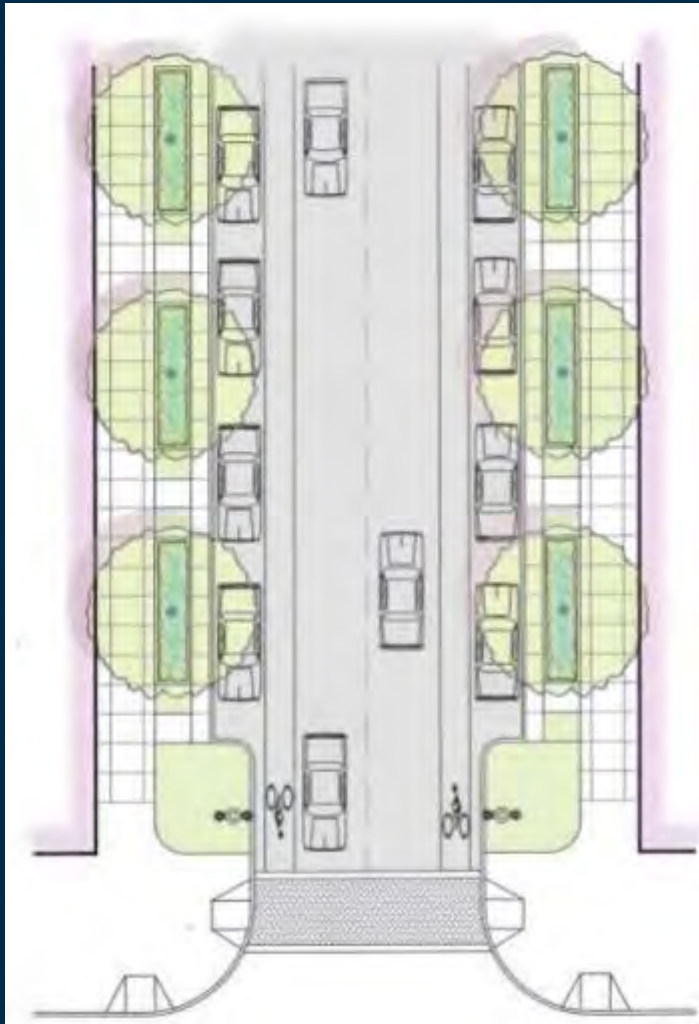
## Arterial Streets- Green Gutter



- Expensive to install due to concrete retaining sidewalls
- Smallest footprint of any green stormwater conveyance

# STORMWATER ROUTING METHODS

## Commercial Streets- Street Planters in Series



- More expensive than swales due to construction of the concrete retaining sidewalls
- Viable option to maximize developable area
- Underdrain is necessary and will require a storm pipe network to tie into

# STORMWATER CYCLE IN THE MULLAN AREA



Localized Rain Garden



Bio Swale Stormwater Routing

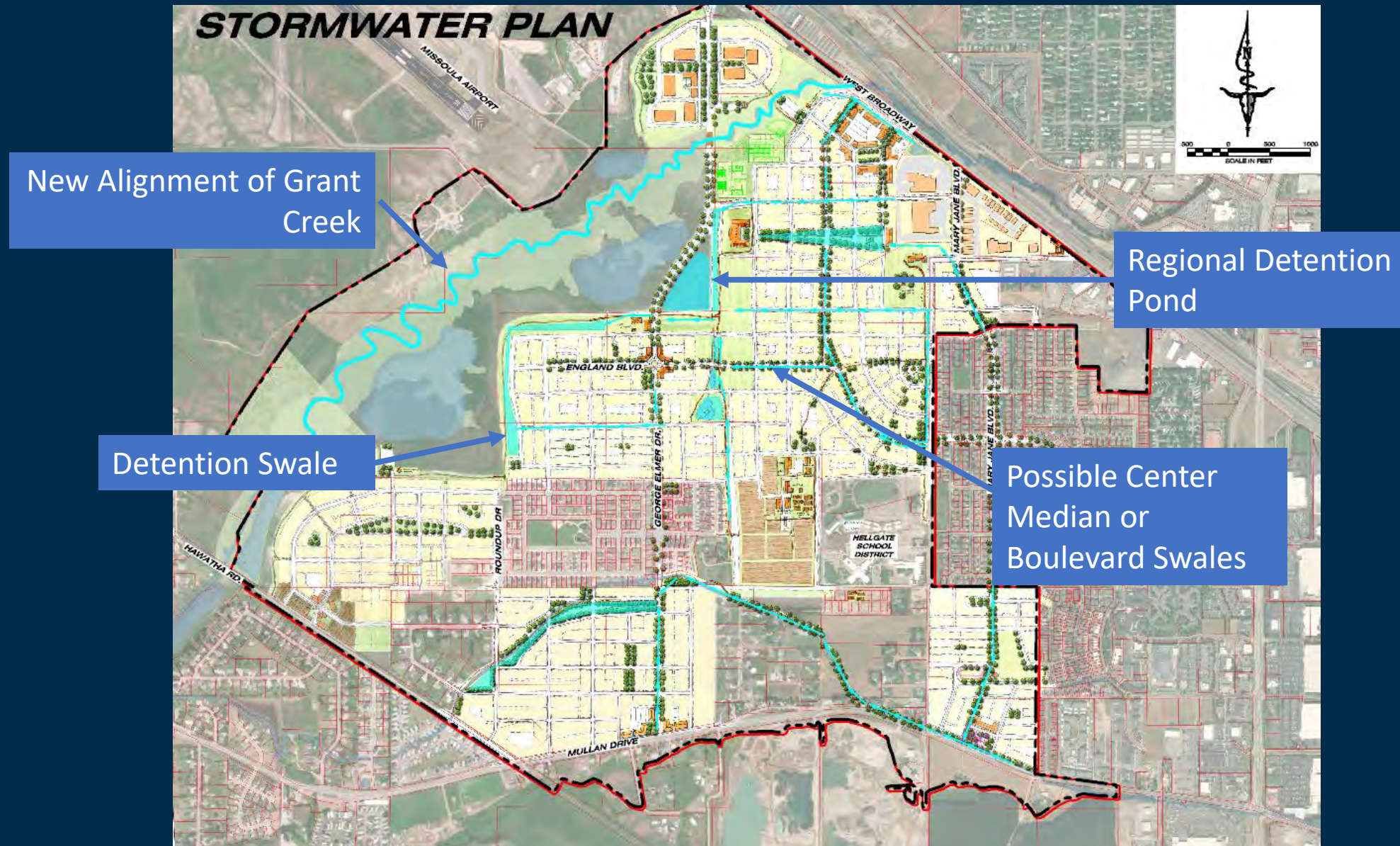


Regional Detention Pond



Grant Creek

# MULLAN AREA DEVELOPED STORMWATER PLAN



# WE ASKED



Is the Draft Plan Generally on the Right Track

- Yes
- Not Sure Yet (I need more Information)
- No

Submit

# POLLING QUESTIONS

Is the Plan on the Right Track?

"Is the Draft Plan Generally on the Right Track?"

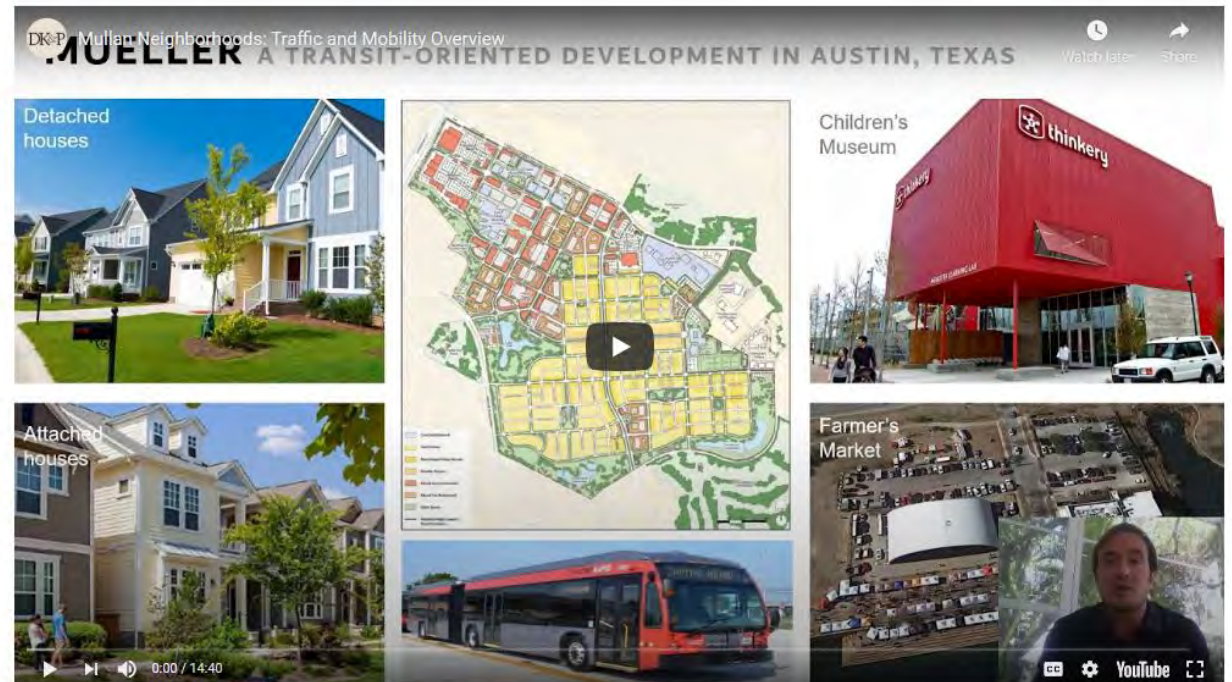


**TRAFFIC**

# PUBLIC COMMENT:

**Message:** The "What about Traffic" presentation is brilliant! Especially the notion of cluster development.

Bus Rapid Transit is the most reasonable type of transit for a city like Missoula, and eventually down the Bitterroot.



Transportation: What About Traffic? (14:41 Minutes) - What does Missoula's current Long Range Transportation Plan (LRTP) say about worsening traffic?



# MISSOULA LRTP 2017 TRAFFIC TODAY



Figure 26. Current (2015) congestion on existing roadways

# TRAFFIC IN 2045

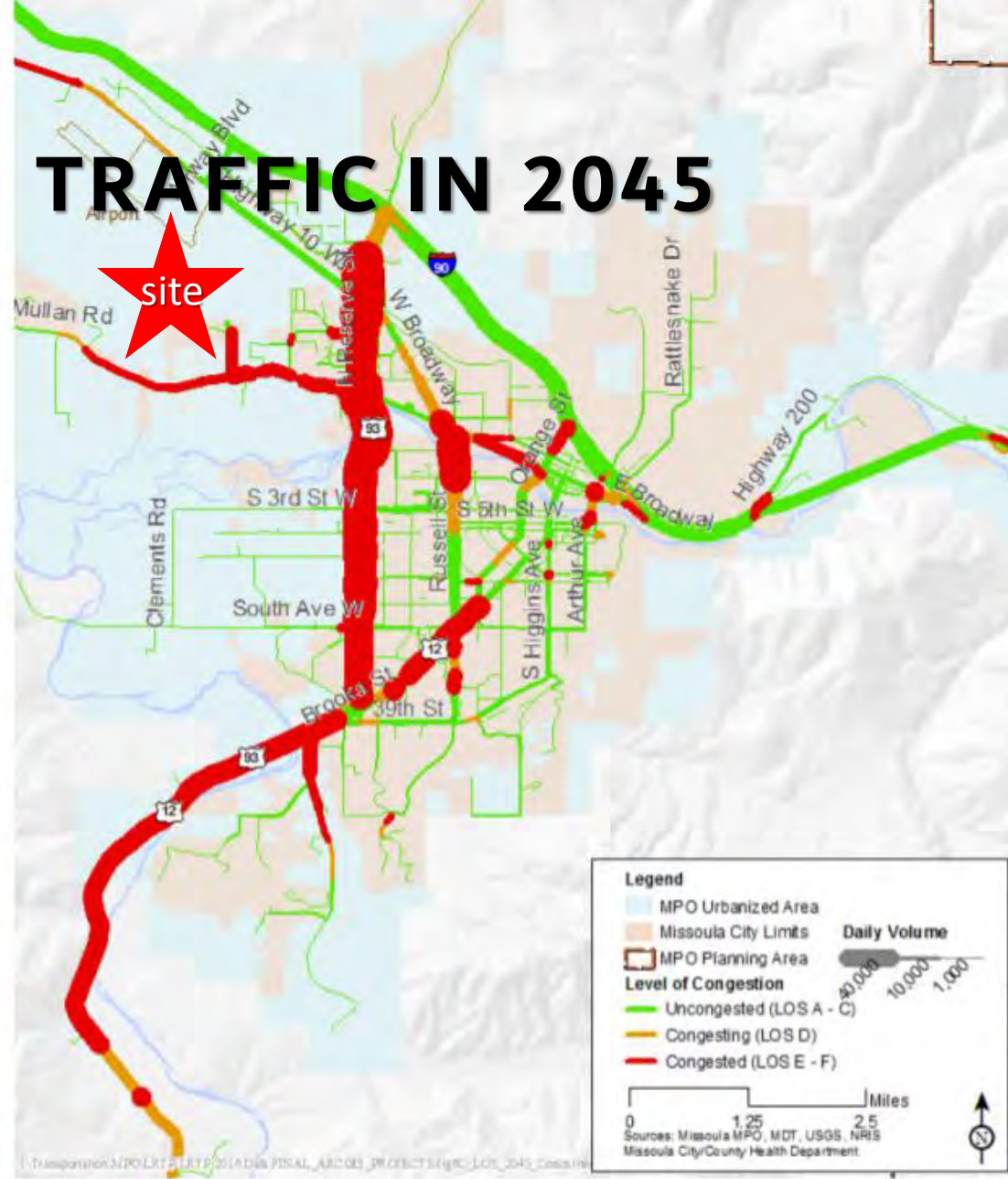


Figure 27. Projected 2045 congestion on existing roadways + committed projects

# **APPROACH 1: MULTI-MODAL SHIFT**

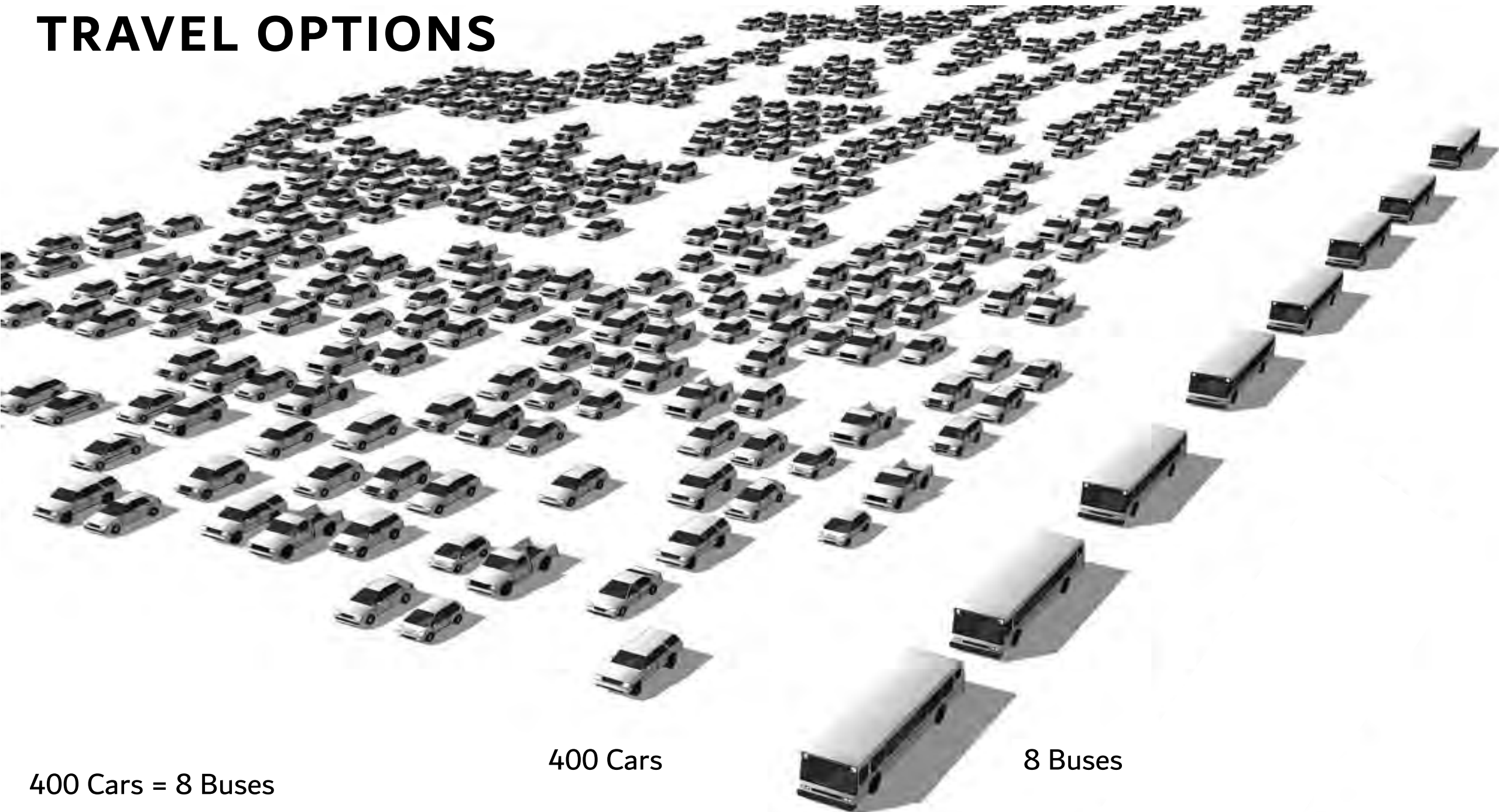
# L RTP DISCUSSES A MORE BALANCED MULTI-MODAL MIX

Figure 42. Commute mode share for Missoula urban area (source: ACS 5-year average, 2010-2014)



THE MISSOULA 2017 LRTP DISCUSSES DIFFERENT FUNDING SCENARIOS TO ACHIEVE “MODE SHIFT” FROM CAR TO OTHER OPTIONS

# TRAVEL OPTIONS



400 Cars = 8 Buses

400 Cars

8 Buses

# BUS RAPID TRANSIT (BRT) LANES FOR WEST BROADWAY?



# BIKE LANES

**Bicycle Facilities**

- Protected Bike Lane
- Bike Lane

**Signed Shared Roadways**

- 

**Popular Local Street**

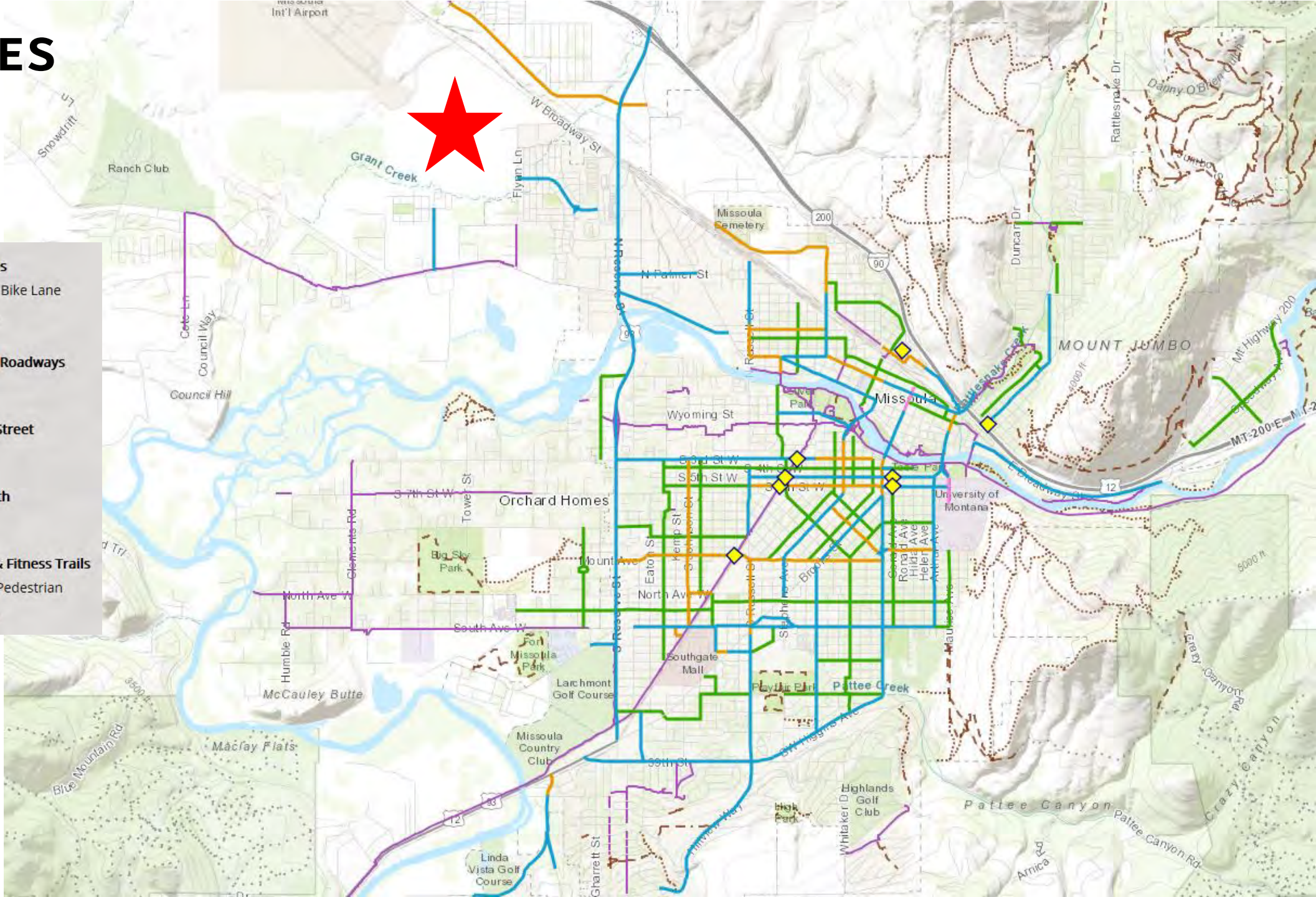
- 

**Shared Use Path**

- 

**Conservation & Fitness Trails**

- Bicycle & Pedestrian
- Foot Only



# **APPROACH 2: CREATE MULTIPLE CENTERS**

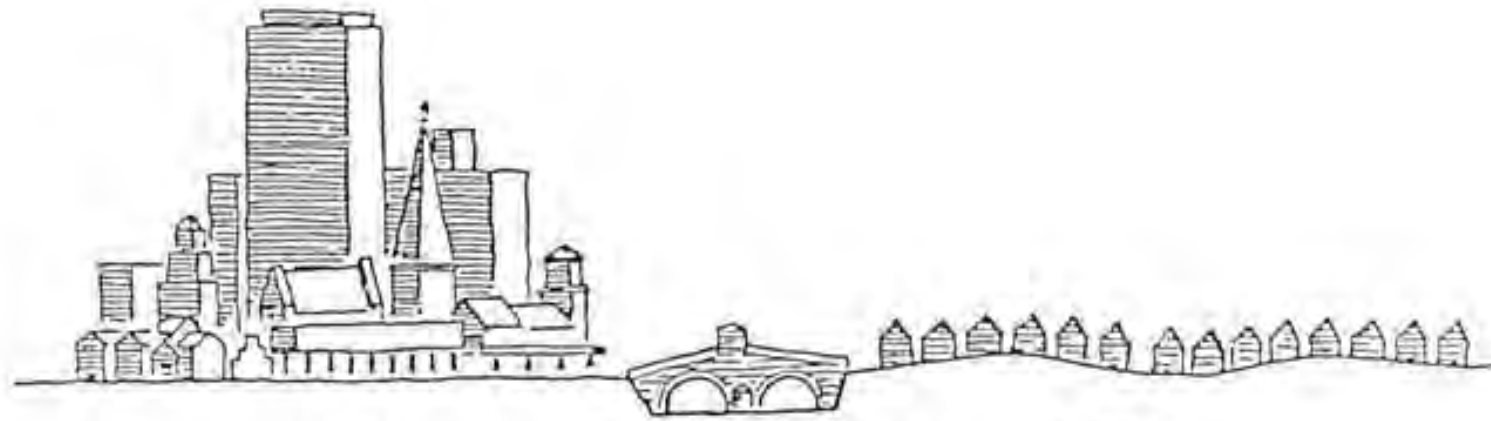


**LEON KRIER**





**LEON KRIER**

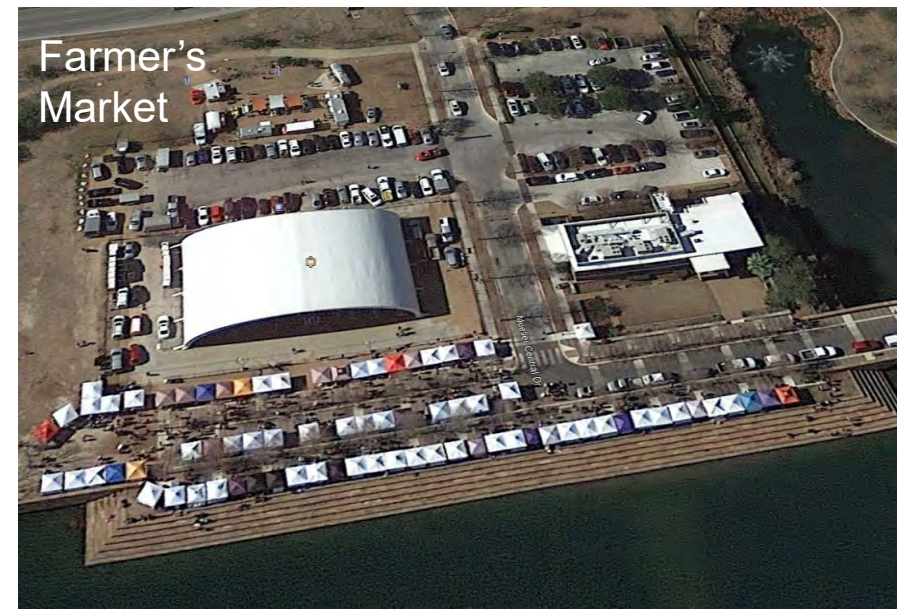


VERTICAL & HORIZONTAL "OVEREXPANSION"



Organic EXPANSION through DUPLICATION

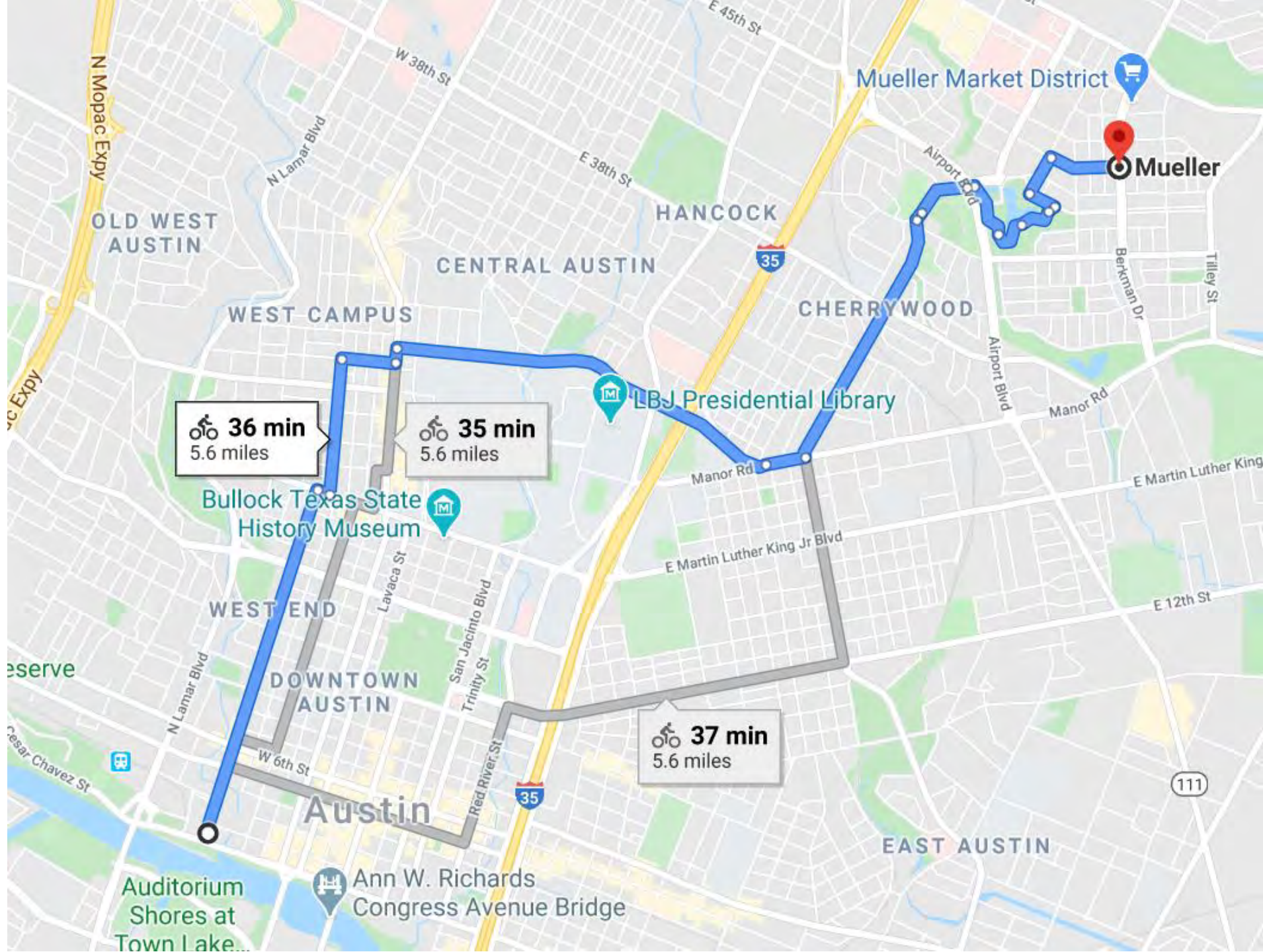
# MUELLER A TRANSIT-ORIENTED DEVELOPMENT IN AUSTIN, TEXAS



# AUSTIN, TX

SIX MILES FROM THE DOWNTOWN IS THE NEW COMMUNITY OF MUELLER (KNOWN LOCALLY AS “MILLER”)

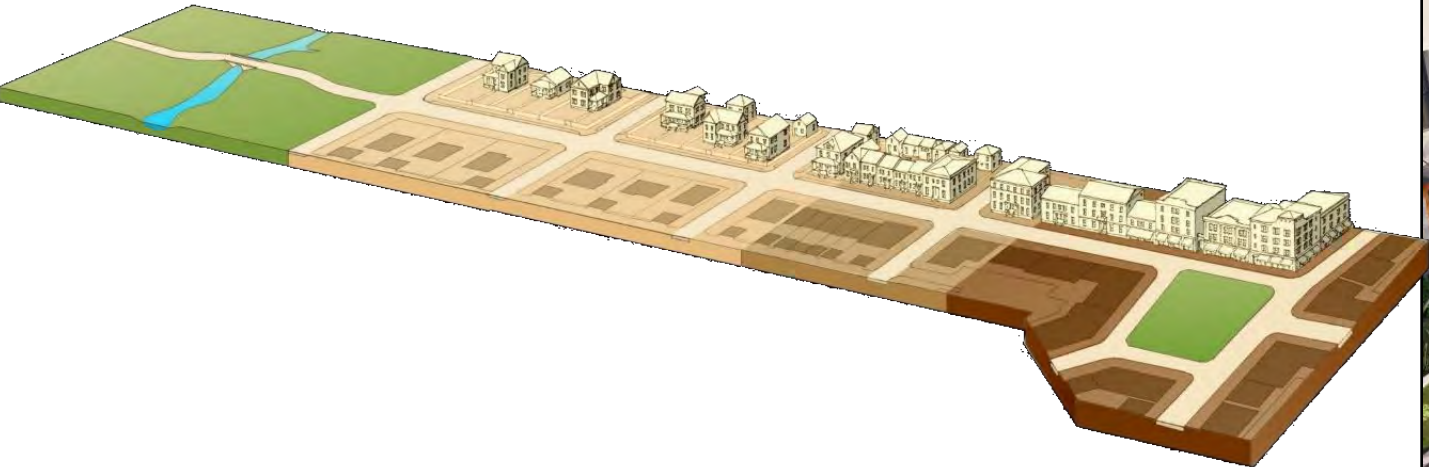
SIX MILES AWAY, BUT A “NEW HUB FOR CENTRAL AUSTIN.”



**CODE**

# FORM BASED CODE

A Place for Everything



Missoula County & City of Missoula Mullan Area

## TRADITIONAL NEIGHBORHOOD DEVELOPMENT FORM-BASED CODE

May 28, 2020

*(preliminary draft for review)*

A large 3D architectural rendering of a street scene, showing a multi-story building, a street with cars, a sidewalk with pedestrians, and trees.

# SERENBE (NEAR ATLANTA) GA



T6/T5



T3



T4



T2, T1, Civic

# NEW TOWN ST. CHARLES (NEAR ST LOUIS) MO





# HAMPSTEAD (NEAR MONTGOMERY) AL



# WALKABLE LIFESTYLE



T6/T5



T3



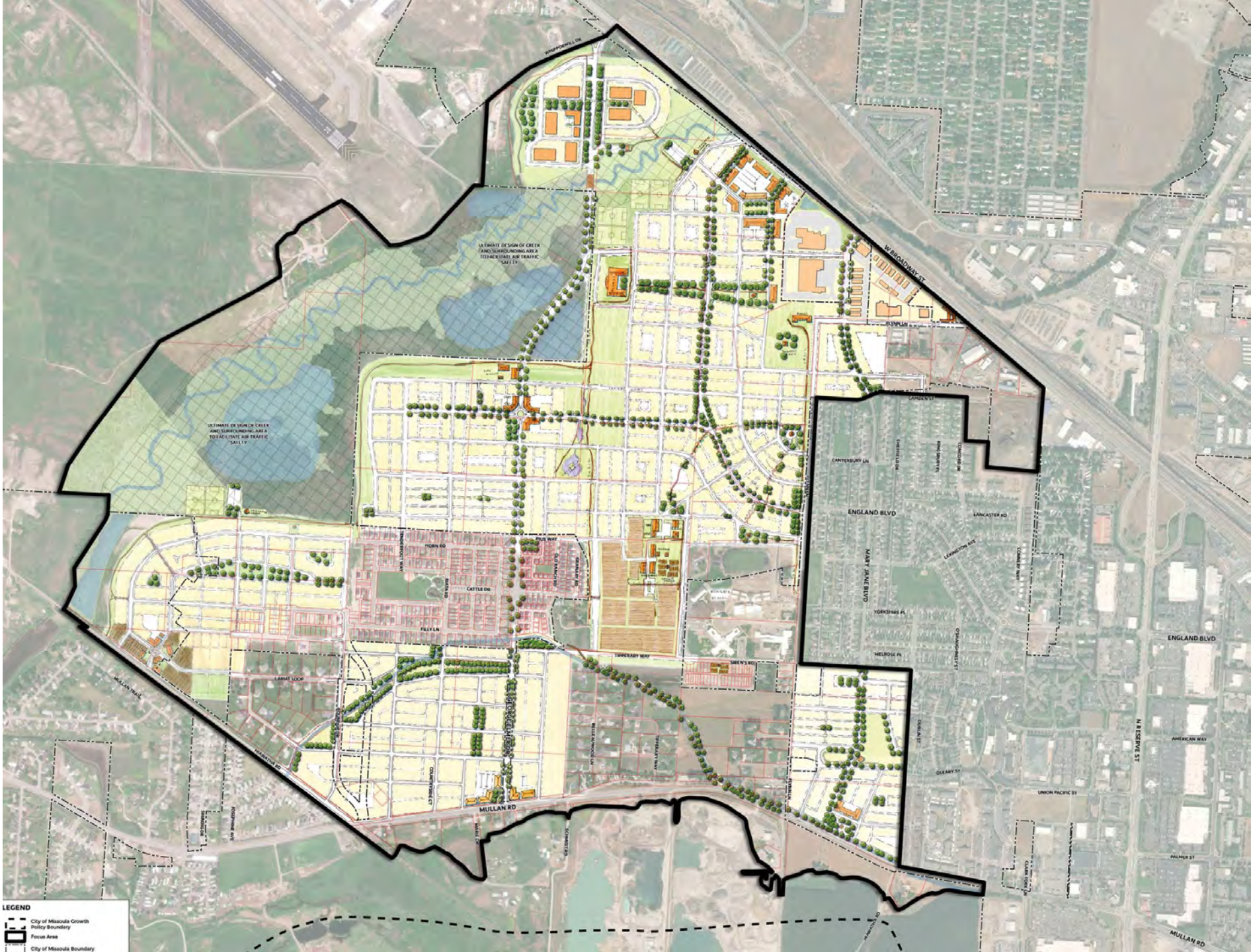
T4



T2, T1, Civic

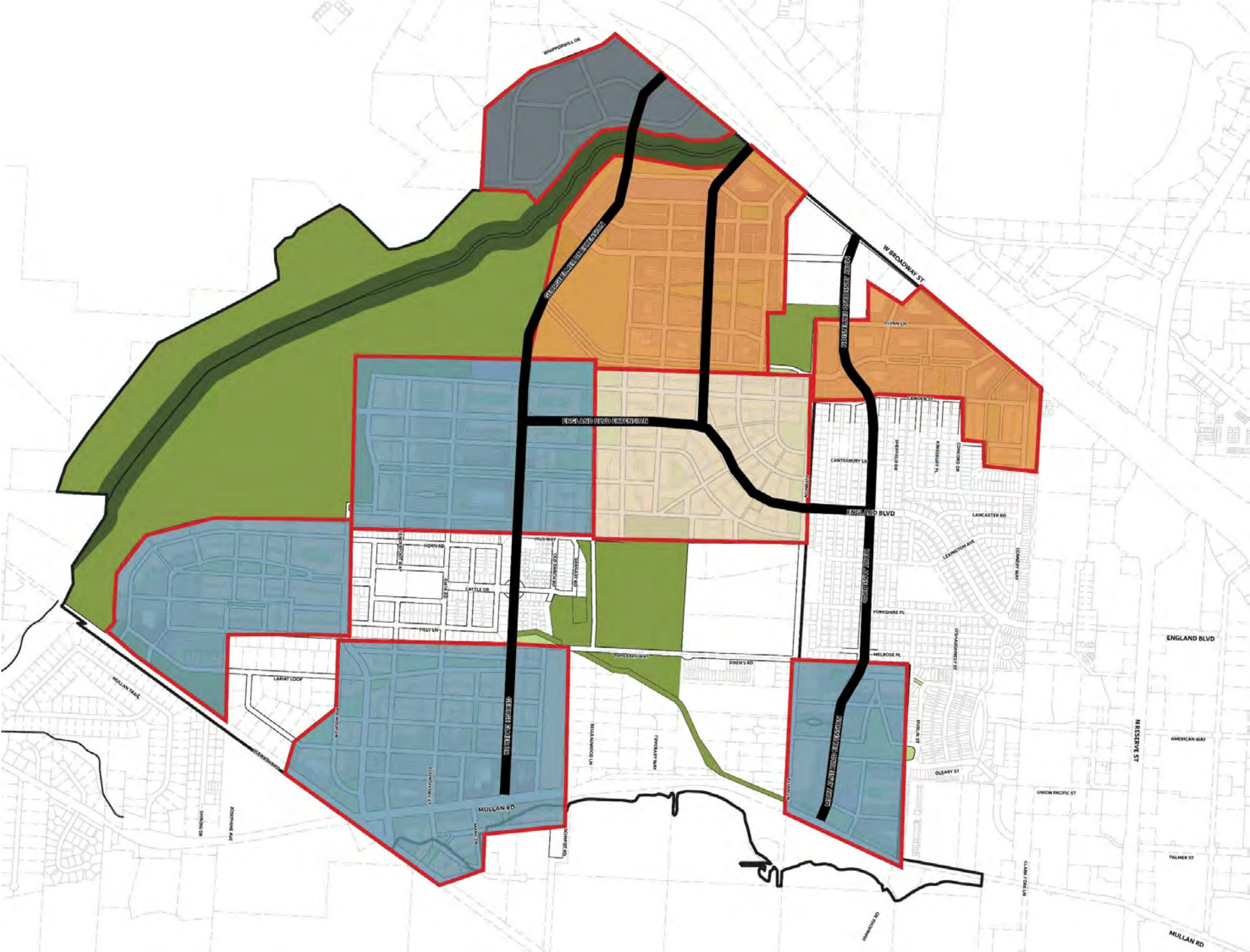
# THE VISION

The Illustrative Plan



# THE RULES

Neighborhood Unit Plan



## Neighborhood Unit Type

-  Town Center
-  Community Center
-  Crossroads Center
-  Workplace

# THE RULES

## Neighborhood Unit Plan



**TABLE 2-1: NEIGHBORHOOD UNIT TYPE STANDARDS**

**General Standards**

	Town Center <sup>1</sup>	Community Center	Crossroads Center	Workplace
Neighborhood Size	60 - 160 acres	50 - 160 acres	80 - 100 acres	45 - 80 acres
Max. Average Block Perimeter	2,000 ft	2,000 ft	2,000 ft	3,000 ft

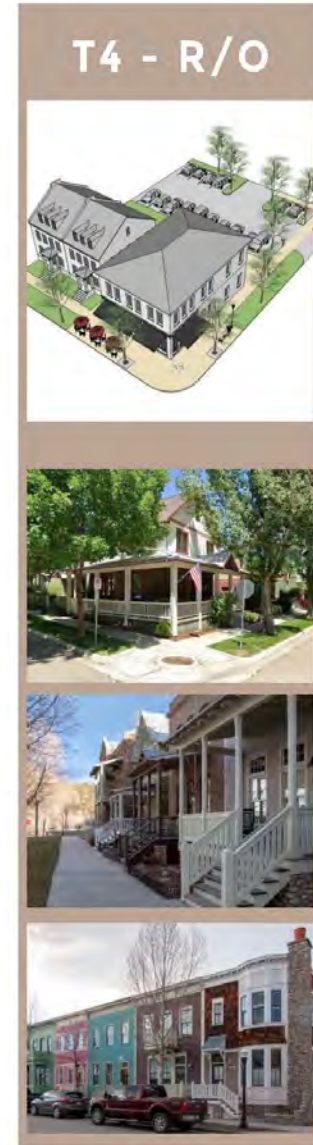
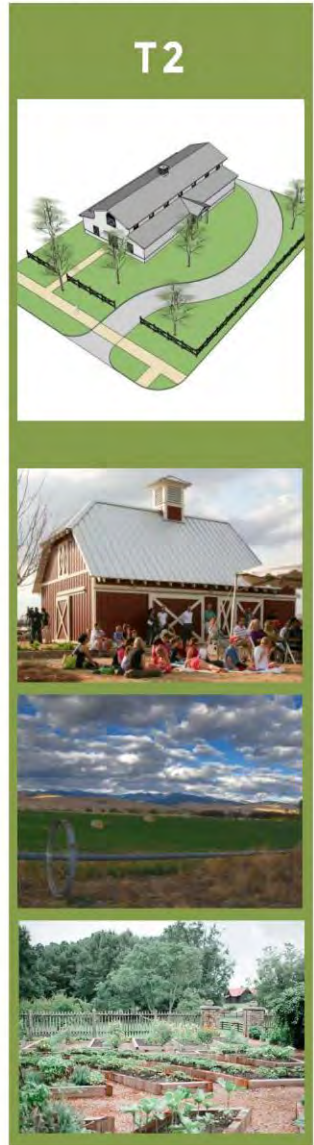
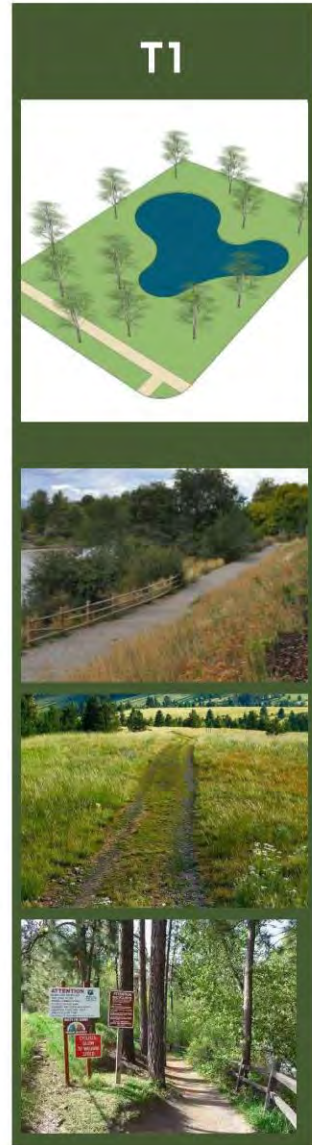
**Allocation of Transect Zones**

T1: Natural	no min.	no min.	no min.	no min.
T2: Rural	no min.	no min.	no min.	no min.
T3: Edge	10 - 30 %	10 - 40%	75 - 95%	no min.
T4-R: General Restricted	30 - 60% (Mix of R / O)	20 - 40%	5 - 20%	5 - 15% (Mix of R / O)
T4-O: General Open		10 - 30%	0 - 10%	
T5: Mixed-Use Center	10 - 30% <sup>1</sup>	0 - 10%	not permitted	5 - 15%
SD-W: Workplace	not permitted	not permitted	not permitted	65 - 85%
C: Civic	5% min.	5% min.	5% min.	5% min.



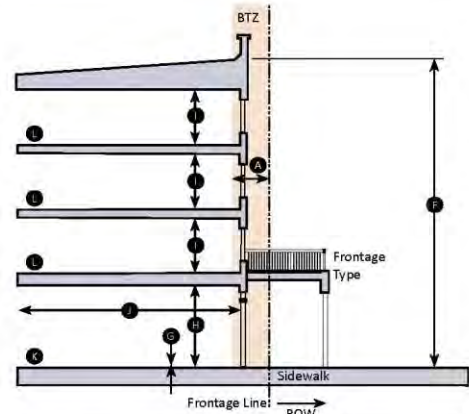
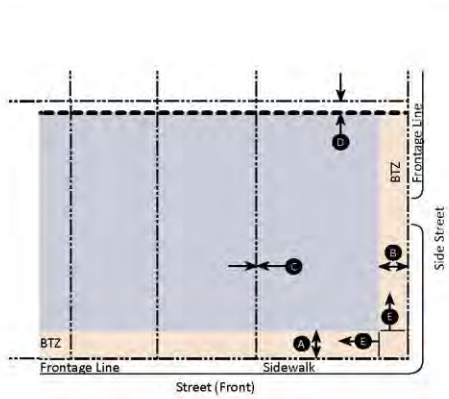
**B. Character Examples for Transect Zones**

Note: Precedent images are for illustrative purposes only to demonstrate the intent of the standards. They are provided as examples, and shall not imply that every element in the image is permitted.



**T5**

**C. Building Form**



**Key**

--- Frontage/Property Line	--- Setback Line
--- Build-to-Zone (BTZ)	--- Potential Building Area (in addition to BTZ)

**a. Building Placement**

**Setbacks**

Front Build-to-Zone	0' min., 10' max.	<b>A</b>
Side Street Build-to-Zone	0' min., 10' max.	<b>B</b>
Interior Side Property Line Setback	0' min.	<b>C</b>
Rear Setback	5' min.	<b>D</b>

**Frontage Buildout**

Building Façade within Build-to-Zone	
Front Street Frontage	80% min.
Side Street Frontage	40% min.
Street Façades must be built to the BTZ for the first 30' on a corner. <b>E</b>	

**b. Lot and Block Standards**

Maximum Block Perimeter	2,000 linear feet max.
Lot Width	18' min., 180' max.
Lot Depth	30' min.
Lot Coverage	90% max.

**Key**

--- Frontage Line	--- Building
--- Build-to-Zone (BTZ)	--- Potential Building Area (in addition to BTZ)

**c. Building Form**

**Height**

Main Building	1 Story min. <sup>1</sup>	<b>F</b>
	4 Stories max. <sup>1</sup>	<b>G</b>
Ground Floor Elev. Above Sidewalk	6" max. (Non-Residential) 24" min. (Residential)	<b>H</b>
Ground Floor Ceiling Height	14' min. (Non-Residential) 9' min. (Residential)	<b>I</b>
Upper Floor(s) Ceiling Height	9' min.	<b>J</b>

<sup>1</sup>See Division 5 Lot & Building Standards for more information

**Footprint**

Depth, ground floor commercial space:	15' min.	<b>K</b>
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**d. Allowed Frontage Types**

- Shopfront
- Gallery
- Forecourt
- Stoop

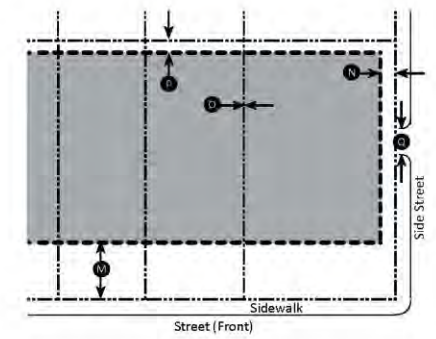
\*See Division 5 Lot & Building Standards for Frontage details.

**e. Allowed Use Types**

Ground Floor	All Permitted Uses Allowed	<b>L</b>
All Floors Otherwise	All Permitted Uses Allowed	<b>M</b>

**T5**

**D. Parking**



**Key**

--- Frontage/Property Line	--- Setback Line
--- Build-to-Zone (BTZ)	--- Encroachment Area

**a. Parking Location: (Distance from Property Line)**

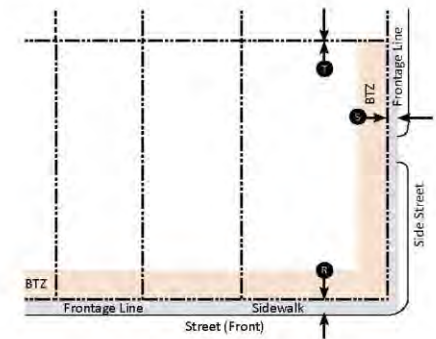
Front Setback	30' min.	<b>N</b>
Side Street Setback	5' min.	<b>O</b>
Side Setback	0' min.	<b>P</b>
Rear Setback	5' min. 0' min. (When Adjacent to Alley)	<b>Q</b>

<sup>1</sup> Parking Location applies to location of garage or parking lot

**b. District-Specific Parking Requirements**

Parking shall be provided as established in Section 4.1  
 Parking shall be located behind the Front Façade of buildings and accessed from Rear Alleys or Side Streets whenever possible.  
 Streetscreens, Garden Walls, fences, or hedges are required along all un-built Street Right-of-Ways adjacent to parking.  
 Parking / Driveway Curb Cut Width: 20' max. (2 way), 12' max. (1 way) **R**

**E. Encroachments**



**Key**

--- Frontage/Property Line	--- Setback Line
--- Build-to-Zone (BTZ)	--- Encroachment Area

**a. Allowed Encroachments**

Balconies, Bay Windows, Awnings, and Other Frontage Elements

Front	12' max.	<b>S</b>
Side Street	8' max.	<b>T</b>
Rear	0' max.	<b>U</b>

Note: When permitted, Frontage Elements may Encroach forward of the Build-to-Zone and/or into the Right-of-Way, barring any additional restrictions by the public entity that has control over the public Right-of-Way. A 6 foot minimum sidewalk clear zone must be maintained. Frontage Elements shall maintain a minimum 2 foot setback from the curb face.

**b. Miscellaneous**

All buildings must have a Principal Entrance along the Front Façade.  
 Where a building Façade steps back or is absent from the maximum Setback Line, the Setback Line should be defined by a Streetscreen.  
 Loading docks, overhead doors, and other service entries shall not be located on Façades facing Streets or across from, or adjacent to, Civic Building Frontages or Civic Open Spaces, and should instead be located in rear service areas.

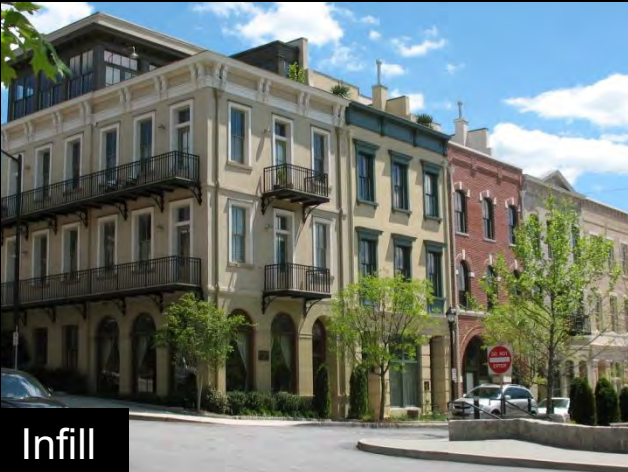
# THE RULES

## Illustrative Regulating Plan

- T5 Mixed Use Core
- T4-O Neighborhood Center - Open
- T4-R Neighborhood Center - Restricted
- T3 Neighborhood Edge
- T2 Rural
- T1 Natural
- Civic – Open Space
- Civic – Building
- SD – Special District Industrial







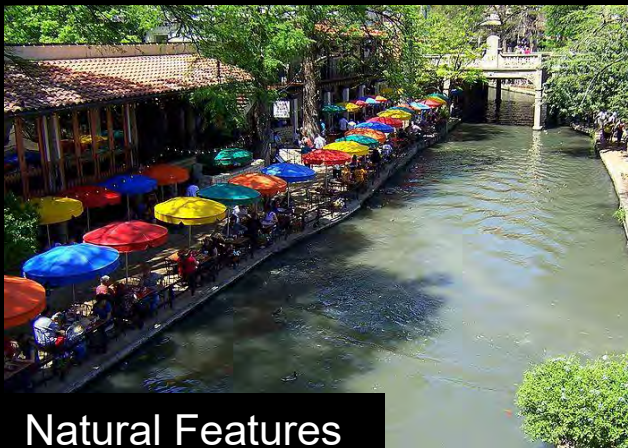
Infill



Streets



Mix of Uses



Natural Features



Neighborhoods



Parks



Density



Shopping



Preservation

# Mullan Area Neighborhoods

## Thank you!



[mullanareamasterplan.com](http://mullanareamasterplan.com)



Missoula  
County



City of  
Missoula

DOVER, KOHL & PARTNERS  
town planning



**JACOBS**