



**Planning Advisory Board/Zoning Commission  
December 13, 2022 Agenda  
2 Park Drive South, Great Falls, MT  
Commission Chambers, Civic Center  
3:00 PM**

In order to honor the Right of Participation and the Right to Know (Article II, Sections 8 and 9 of the Montana Constitution), the City of Great Falls and Planning Advisory Board/Zoning Commission are making every effort to meet the requirements of open meeting laws:

- The agenda packet material is available on the City’s website: <https://greatfallsmt.net/meetings>. The Public may view and listen to the meeting on government access channel City-190, cable channel 190; or online at <https://greatfallsmt.net/livestream>.
- Public participation is welcome in the following ways:
  - Attend in person. Please refrain from attending in person if you are not feeling well.
  - Provide public comments via email. Comments may be sent via email before 12:00 PM on Tuesday, December 13, 2022, to: [jnygard@greatfallsmt.net](mailto:jnygard@greatfallsmt.net). Include the agenda item or agenda item number in the subject line, and include the name of the commenter and either an address or whether the commenter is a city resident. Written communication received by that time will be shared with the Planning Advisory Board/Zoning Commission and appropriate City staff for consideration during the agenda item and before final vote on the matter; and, will be so noted in the official record of the meeting.

**OPENING MEETING**

1. Call to Order - 3:00 P.M.
2. Role Call - Board Introductions
  - Dave Bertelsen - Chair**
  - Tory Mills - Vice Chair**
  - Lindsey Bullock**
  - Kelly Buschmeyer**
  - Pat Green**
  - Samantha Kaupish**
  - Chuck Pankratz**
3. Staff Recognition
4. Approval of Meeting Minutes - November 22, 2022

**BOARD ACTIONS REQUIRING PUBLIC HEARING**

5. Public Hearing –Zoning Map Amendment for Tract 1 and Tract 2 of Dick’s Addition, NE ¼ of Section 15, T20N, R3E, P.M.M., Cascade County, Montana from R-10, Mobile Home Park to R-6 Multi-family High Density; and Minor Subdivision – An Amended Plat of Tract 2 of Dick’s Addition, NE ¼ of Section 15, T20N, R3E, P.M.M., Cascade County, Montana.

**BOARD ACTIONS NOT REQUIRING PUBLIC HEARING**

- 6. City Commission Appointments to Planning Advisory Board/Zoning Commission

**COMMUNICATIONS**

- 7. No Meeting for December 27, 2022

**PUBLIC COMMENT**

*Public Comment on any matter and that is within the jurisdiction of the Planning Advisory Board/Zoning Commission. Please keep your remarks to a maximum of five (5) minutes. Speak into the microphone, and state your name and address for the record.*

**ADJOURNMENT**

*(Please exit the chambers as quickly as possible. Chamber doors will be closed 5 minutes after adjournment of the meeting.)*

*Assistive listening devices are available for the hard of hearing, please arrive a few minutes early for set up, or contact the City Clerk's Office in advance at 455-8451. Wi-Fi is available during the meetings for viewing of the online meeting documents.*

*Planning Advisory Board/Zoning Commission meetings are televised on cable channel 190 and streamed live at <https://greatfallsmt.net>. Meetings are re-aired on cable channel 190 the following Thursday at 7 p.m.*

**MINUTES OF THE MEETING  
GREAT FALLS PLANNING ADVISORY BOARD/ZONING COMMISSION  
November 22, 2022**

**CALL TO ORDER**

The regular meeting of the Great Falls Planning Advisory Board/Zoning Commission was called to order by Chuck Pankratz at 3:00 p.m. in the Commission Chambers at the Civic Center

**ROLL CALL & ATTENDANCE**

**UPDATES CONCERNING PROCESS OF MEETINGS**

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**Planning Board Members present:**

Lindsey Bullock  
Kelly Buschmeyer  
Pat Green  
Chuck Pankratz

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**Planning Board Members absent:**

Dave Bertelsen, Chair

Tory Mills, Vice Chair

Samantha Kaupish

**Planning Staff Members present:**

Tom Micuda, Deputy Director Planning and Community Development

Sara Doermann, Planner I

Alaina Mattimiro, Planner II

Jamie Nygard, Sr. Administrative Assistant

**Other Staff present:**

David Dennis, Deputy City Attorney at 3:05 P.M.

Mr. Micuda affirmed a quorum of the Board was present.

**MINUTES**

Chuck Pankratz asked if there were any comments or corrections to the minutes of the meeting held on October 25, 2022. Seeing none, the minutes were approved.

**COMMISSION ACTIONS REQUIRING A PUBLIC HEARING**

**Conditional Use Permit for a “two-family residence” land use upon the property legally described as Lot 8, Block 9, Huy Addition, Cascade County, Montana**

Sara Doermann, Planner I, presented to the Commission. She stated that the subject property is currently a vacant lot at the corner of 6<sup>th</sup> Avenue South and 20<sup>th</sup> Street South and the applicant, Brian Miller, is proposing the construction of a duplex. She stated that the property zoning of R-3 requires a Conditional Use Permit for the use of a new duplex.

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Ms. Doermann presented an Aerial Map, Zoning Map, a map of nearby duplexes and split lots, Site Plan, and Site Photos.

Ms. Doermann stated that the new construction of a duplex will require four off-street parking spaces. The proposed construction will have an attached garage with two parking spaces between units and a detached garage with two spaces along the alley. All of the improvements comply with R-3 zoning district standards.

Ms. Doermann highlighted a few criteria for the Basis of Decision:

- SOC1.4.0 Encourage a diverse, safe, and affordable supply of housing in Great Falls
- PHY4.1.0 Encourage a balanced mix of land uses through-out the City of Great Falls
- PHY4.3.0 Optimize the efficiency and use of the City's Public facilities and utilities

Ms. Doermann stated that the conditional use will not be injurious to the use and enjoyment of other property in the immediate vicinity, nor substantially diminish and impair property values within the neighborhood. This is because:

- The neighborhood is mixed density
- Duplexes and Great Falls High School are nearby
- Parking has been addressed
- Applicant owns the adjoining property

Ms. Doermann highlighted a few of the Conditions of Approval:

- General Code Compliance – The proposed project shall be developed consistent with the conditions of approval adopted by the City Commission, and all codes and ordinances of the City of Great Falls, the State of Montana, and all other applicable regulatory agencies.
- Improvement to Public Right-of-Way – The owner must repair the sidewalk adjacent to 20<sup>th</sup> Street South to City standards.
- Removal of Porch Encroachment – The owner must remove the porch encroachment on 1925 6<sup>th</sup> Avenue South.

Ms. Doermann stated that Neighborhood Council #9 was presented the proposal on October 13, 2022 and unanimously voted to support the proposed Conditional Use Permit.

## **APPLICANTS PRESENTATION**

Brian Miller, Oak Harbor, WA, gave a brief background on himself and stated that he is trying to bring good housing to Great Falls and contribute to the community.

## **BOARD QUESTIONS**

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Mr. Pankratz asked what size the duplexes would be. Mr. Miller responded that pending geo-tech results, he is looking at approximately a 60'x30' building footprint, hopefully with finished basement space.

Ms. Bullock asked if trees would need to be removed. Mr. Miller responded that there will be one that needs to be removed that is in rough shape, but he will try to save as many as he can. Ms. Bullock asked if the applicant would need to get permission to remove trees in the area. Mr. Micuda responded that any tree on private property, would not require a permit. If there is a tree in the public right-of-way, then a permit would be required.

### **PROPOSERS**

Jolene Schalper, Great Falls Development Authority, stated that housing is an issue in Great Falls, and infill projects are especially important, as they use existing infrastructure. They are in support of the project.

### **OPPOSERS**

None.

### **BOARD DISCUSSION AND ACTION**

Mr. Green stated that Great Falls needs more housing and that he supports the project.

Mr. Pankratz stated that Great Falls needs more housing and in-fill projects and the utilities are already at the property.

**MOTION:** That the Zoning Commission recommend the City Commission approve the Conditional Use Permit as legally described in the Staff Report, and the accompanying Findings of Fact, subject to the Conditions of Approval being fulfilled by the applicants.

Made by: Mr. Green

Second: Ms. Buschmeyer

**VOTE:** All in favor, the motion carried 4-0

**COMMISSION ACTIONS NOT REQUIRING A PUBLIC HEARING****West Bank Tax Increment Financing funding applications for infrastructure build out to serve West Bank Landing North Phase, Lots 4A, 5, and 6A.**

Alaina Mattimiro, Planner II, presented to the Board. She stated that the City of Great Falls received an application from Talcott Properties for use of Tax Increment Financing (TIF) Funds in the West Bank TIF District. She stated that the project is to serve Lots 4B, 5, and 6B. The applicant did file an amended plat since applying, so the lot numbers are different from the Agenda Packet. The request is for the North Phase of West Bank to construct utilities that were previously reviewed by City Staff.

Ms. Mattimiro presented an Aerial Map, Site photos, and a rough draft of the Site Plan.

Ms. Mattimiro stated that the proposal is for construction of public and private infrastructure for water mains, sewer mains, storm drains, private utilities and an approach on 3<sup>rd</sup> Street NW for the development of three lots. There are two known tenants. One will be a hotel and the other a fast casual restaurant.

Ms. Mattimiro stated that the request is for \$972,373.00 in TIF funding.

Ms. Mattimiro presented the review criteria that City Staff and City Commission looks at to determine if TIF financing is appropriate.

Ms. Mattimiro stated that the West Bank TIF district has a little over \$400,000.00 available, so she stated that if the request is approved, the applicant will be reimbursed when the infrastructure is completed and when funds become available.

Ms. Mattimiro stated that staff recommends approval of the request.

**APPLICANTS PRESENTATION**

None.

**BOARD QUESTIONS**

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Ms. Buschmeyer asked why there was only one approach off of 3<sup>rd</sup> Street Northwest. Ms. Mattimiro responded that 3<sup>rd</sup> Street Northwest is controlled by the Montana Department of Transportation and that there are several approaches to the south. Ms. Buschmeyer stated that it gets very congested in the area already and adding another restaurant and hotel will make it more congested.

Mr. Pankratz asked if the developer is leasing the properties or selling them. Ms. Mattimiro stated that the lots will be sold where Panda Express and the proposed hotel will be.

Mr. Pankratz asked if when the new hotel is built, if it will be in the TIF district and if the revenues from the hotel project will go back into the TIF fund. Ms. Mattimiro responded that all of the lots are within the TIF district, so all of the revenues from the projects will go back into the TIF fund.

### **PUBLIC COMMENT**

Jolene Schalper, Great Falls Development Authority, stated that TIF funds are a tool that can be used in communities to spark redevelopment and growth. The Great Falls Development Authority is in support of the request.

### **BOARD DISCUSSION AND ACTION**

**MOTION:** That the Planning Advisory Board recommend the City Commission approve the request for Tax Increment Financing funds as legally described in the Staff Report.

Made by: Ms. Bullock

Second: Mr. Green

**VOTE:** All in favor, the motion carried 4-0

### **Board Recommendation of reappointment of Board Member Pat Green**

Mr. Micuda stated that Mr. Green's time on the Board is terming out and in speaking to Mr. Green, he has indicated that he would be interested in serving another term. The Board would need to make a motion on their recommendation.



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### **BOARD DISCUSSION AND ACTION**

**MOTION:** That the Planning Advisory Board/Zoning Commission recommend the City Commission approve Pat Green to serve another term on the Board.

**Made by:** Mr. Pankratz

**Second:** Ms. Buschmeyer

**VOTE:** All in favor, the motion carried 3-0

#### **Board Recommendation of application for Planning Advisory Board/Zoning Commission – Essex**

Mr. Micuda stated that Mr. Pankratz will be terming out at the end of 2022, so an advertisement was sent out for anyone interested in serving on the Planning Advisory Board. One application was received from Julie Essex. Mr. Micuda stated that although she does not have a construction or real estate background, his recommendation to the Board would be in support of appointing her to the Board.

### **BOARD DISCUSSION AND ACTION**

Mr. Pankratz asked if the applicant was interviewed by Staff. Mr. Micuda stated that he did conduct an impromptu discussion with her after the last Planning Advisory Board that she attended.

Mr. Pankratz asked if the Agenda Item should be delayed until more Board members were in attendance. Mr. Micuda responded that the Item could be put on the Agenda for the December 13, 2022 meeting.

The Board members present decided to table the item until the next Planning Board meeting, so that more members would be present to make the decision.

### **COMMUNICATIONS**

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Mr. Micuda stated that at the Planning Advisory Board/Zoning Commission meeting upcoming on December 13, 2022, there will be an Agenda Item for a request from Craig Development to rezone Dick's RV Park property from Mobile Home Park to Multi-family High Density for an apartment development.

**PUBLIC COMMENTS**

None.

**ADJOURNMENT**

There being no further business, Mr. Pankratz adjourned the meeting at 3:43 p.m.

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CHAIRMAN

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SECRETARY



Meeting Date: December 13, 2022

**CITY OF GREAT FALLS  
PLANNING ADVISORY BOARD / ZONING COMMISSION AGENDA REPORT**

**Item:** Public Hearing –Zoning Map Amendment for Tract 1 and Tract 2 of Dick’s Addition, NE ¼ of Section 15, T20N, R3E, P.M.M., Cascade County, Montana from R-10, Mobile Home Park to R-6 Multi-family High Density; and Minor Subdivision – An Amended Plat of Tract 2 of Dick’s Addition, NE ¼ of Section 15, T20N, R3E, P.M.M., Cascade County, Montana.

**Initiated By:** Jesse Craig, Craig Development

**Presented By:** Brad Eatherly, Planner II, Planning and Community Development

**Action Requested:** Recommendation to the City Commission

**Public Hearing:**

1. Chairman of the Board conducts public hearing, pursuant to OCCGF 1.2.050 and Title 17, Chapter 16, Article 6.
2. Chairman of the Board closes public hearing and asks the will of the Board.

**Suggested Motion:**

Board Member moves:

- I. “I move that the zoning commission recommend the City Commission (approve/deny) the Zoning Map Amendment as legally described in the Staff Report, and the accompanying Findings of Fact, subject to the Conditions of Approval being fulfilled by the applicants.”

Chairman calls for a second, commission discussion, and calls for the vote.

And;

Board Member moves:

- II. “I move that the Planning Advisory Board recommend the City Commission (approve/deny) the Minor Subdivision as legally described in the Staff Report, and the accompanying Findings of Fact, subject to the Conditions of Approval being fulfilled by the applicants.”

Chairman calls for a second, board discussion, and calls for the vote.

**Background:**

The applicant is proposing to re-develop the subject property, which contains a 14.8 acre parcel (Tract 2) and a 1.9 acre parcel (Tract 1). The property has existed as an RV Park for several decades. The applicant is under contract to purchase the property pending the zone change and subdivision. If the applicant's proposal is approved, the proposed development will include 513 apartment units on Tract 2 with a clubhouse with indoor and outdoor amenities. Tract 1 which borders the Sun River will only be used as a park with outdoor amenities.

**Zoning Map Amendment Request:**

The current zoning for the property is R-10, Mobile Home Park. The existing land use of Campground is not allowed in the R-10 zoning district. However, the land use is considered a legal, non-conforming land use since it has been utilized for several decades. The applicant is requesting to change the zoning district from R-10, Mobile Home Park to R-6, Multi-family High Density. This would allow the applicant to construct the proposed apartment buildings on the property. The applicant is proposing to build 5 buildings with four levels of housing and a main level of parking. The subject property is located upon two separate lots, both of which will be rezoned. Tract 1 is an undeveloped piece of land that buffers the Sun River. Although the applicant is proposing to change the zoning of this lot, it is a lot that is undevelopable because of floodplain restrictions. A portion of the northwest corner of Tract 2, which is the lot that is being proposed to be built upon, is also in the floodplain as well. If any construction takes place in the floodplain portion of Tract 2, the applicant will have to adhere to all floodplain regulations.

Access for the proposed development will come from 13<sup>th</sup> Avenue Southwest. This is the same street that currently provides access to the RV Park. A Traffic Impact Study was conducted by the City's 3<sup>rd</sup> party engineering firm, Sanderson Stewart that breaks down the impact that the proposed multi-family development will have on the local traffic infrastructure. Included with the traffic considerations was a request to the Montana Department of Transportation to allow for emergency ingress and egress from 6<sup>th</sup> Street Southwest into the east side of the property. The location of this emergency access location is about 250 feet north of the Country Club Boulevard and Fox Farm Road intersection. This is just north of Tract 2 on land owned by the MDT. Currently, there is a 12 foot wide pathway connecting the RV Park to a multi-use trail that runs along 6<sup>th</sup> Street Southwest.. This emergency access, which is required by the Fire code to provide a second means of ingress and egress into the proposed apartment, has been approved by MDT. The applicant's installation of this emergency access is a condition of approval for the proposed rezoning request. Prior to any building permit issuance, the applicant must still work through issues such as compliance with floodplain requirements, making sure that the original purpose of the connection (bicycle/pedestrian access to the trail) is still provided, as well meeting Fire Department needs for accessibility from Fire Station 4. Currently, access into this property from Fire Station 4 is blocked by a narrow raised median.

Utility improvements include the extension of the nearby water and main. Water will be extended from the twelve inch main that is currently dead-ended at the intersection of 6<sup>th</sup> Street Southwest and Country Club Boulevard. The water main will follow the right-of-way of 13<sup>th</sup> Avenue Southwest to the western property line of the proposed development. Further connection of the water main to the intersection of 13<sup>th</sup> Avenue Southwest and 14<sup>th</sup> Street Southwest to create a looped network may be required based on finalized details with the City's Public Works and Engineering Departments. Sanitary sewer will be extended into the proposed development from the existing 18 inch main that is within the right-of-way of 13<sup>th</sup> Avenue Southwest.

Stormwater throughout the development will be conveyed internally with various surface flow options including curb and gutter, valley gutters, and asphalt improvements. Also, a series of internal stormwater pipes will convey all stormwater runoff to a centralized point of discharge. This water will be treated for the entire development before being discharged into the Sun River. The Sun River is considered an impaired waterway for nitrogen and phosphorus, which will make water quality treatment an important development consideration.

### **Staff Analysis:**

#### ***Appropriateness of Requested Zoning Designation***

City Staff recognizes that the zone change request will create a zoning district that is not contiguous to other lots with the same zoning designation. As a result, the question of whether the request is a spot-zoning must be addressed. The subject property is bordered by several zoning districts including C-2 (General Commercial) to the west, R-2 (Single-family Medium Density) and C-1 (Neighborhood Commercial) to the south and across Country Club Boulevard, POS (Parks and Open Space) to the north and east across from 6<sup>th</sup> Street Southwest, R-1 (Single-family Suburban) and PLI Public Lands and Institutional) north of the Sun River. The subject property is also bordered by a railroad line and unincorporated enclaves within Cascade County jurisdiction to the west and north of the Sun River. City Staff believes that the applicant's request for R-6 zoning is an appropriate designation for the subject property for the following reasons:

- The property is already zoned R-10, which currently allows a different form of multi-unit development – Mobile Home Park. The current use of the property is also a different form of higher density housing.
- The property borders an active rail line, two extremely busy roadways, and commercially zoned property to the south. This makes low density residential development less attractive.
- Although the property borders two very busy roadways, there is no ability to access these roadways for anything other than emergency service. This lack of easy access makes non-residential development much less feasible.

Staff concludes that high density residential zoning is an appropriate designation of the property, with the only concern being that the property is in a relatively isolated location because of its limited street access. These considerations are further discussed below.

#### ***Emergency Access and Traffic Impacts***

In order to develop the subject property as proposed, the property's limited access needed to be addressed. As noted previously, the subject property currently has one vehicular access from 13<sup>th</sup> Avenue Southwest. Great Falls Fire and Rescue indicated that a second access point would be needed to comply with International Fire Code. The applicant has been given permission from Montana Department of Transportation to utilize an existing trail access off of 6<sup>th</sup> Street Southwest. This access will have to be modified to allow Great Falls Fire Rescue trucks access to the property as well as continuing to provide a trail for the community. Because of the potential of flood water on this access drive, there is the possibility that it will have to be raised so that emergency vehicles can enter into the site without concern of flood waters. The design of the emergency access, and what it will look like coming off 6<sup>th</sup> Street Southwest, has yet to be approved. This will have to be approved by MDT before a building permit can be issued.

With regards to the project's traffic impacts, the required traffic study is being provided as an attachment to this agenda report. The study determined that despite the increase in traffic that the project will generate at several key intersections, including the exit ramps off of Country Club Boulevard and

14<sup>th</sup> Street Southwest as well as the intersection of 14<sup>th</sup> Street Southwest and 13<sup>th</sup> Avenue Southwest, the future capacity results are very similar to the existing results. The study determined that all intersections and approaches are projected to operate at Level of Service C or better during both AM and PM peak hours. The study concludes that the proposed River's Edge Apartments will generate moderately increased traffic demand on area streets and intersections. It is estimated that although approximately 2,329 gross trips could be generated daily, the nearby exit ramps and streets will still be adequate because baseline traffic is relatively low. The study recommends that stop signs be located on site from the proposed apartment complex as drivers will be turning onto 13<sup>th</sup> Avenue Southwest. It also recommends that the City of Great Falls should monitor traffic volumes and patterns at the 14<sup>th</sup> Street Southwest/13<sup>th</sup> Avenue Southwest intersection for implementation of multi-way stop control. Currently, 14<sup>th</sup> Street Southwest stops for traffic coming from 13<sup>th</sup> Avenue Southwest.

### ***Possible Off-site Public Improvements***

The applicant has indicated that off-site public improvements will be needed for both the project as well as improvement to the larger area west of the subject property. Staff has also identified the potential need to connect the project's water main extension to the existing main on 14<sup>th</sup> Street SW. The developer believes the project's potential construction will lead to the need to improve the pavement condition of 13<sup>th</sup> Avenue Southwest, which is both in City and County jurisdiction. There is also a desire to connect the path off 6<sup>th</sup> Street Southwest, through the site, with a long-term goal of providing better bicycle and pedestrian access to the Marketplace commercial development. The applicant, in conjunction with Great Falls Development Authority, has conducted a blight study to determine if the project site and surrounding vicinity could be considered for an Urban Renewal District. This potential request does not need to be addressed by the Planning Advisory Board, but is being discussed between City staff, GFDA, and the applicant.

The basis for a decision on zoning map amendments, i.e. rezoning or zone changes, is listed in the Official Code of the City of Great Falls (OCCGF) §17.16.40.030. The recommendation of the Zoning Commission and the decision of City Commission shall at a minimum consider the criteria which are attached as Findings of Fact/Basis of Decision – Zoning Map Amendment. The attached Findings of Fact are included as an attachment to this report.

### **Minor Subdivision:**

In addition to the rezoning request, the applicant is requesting a subsequent minor subdivision. This means that the subject property has previously been subdivided in the past. A minor subdivision does not typically require a public hearing, but when a subsequent minor subdivision is requested, a public hearing must be held in front of the Planning Board/Zoning Commission. While both Tract 1 and Tract 2 of Dick's Addition will be rezoned, only the 14.8 acre Tract 2 will be constructed upon. The applicant is proposing to only subdivide Tract 2 and rename the plat into River's Edge Subdivision. After subdivision, the 14.8 acres would be divided into a western parcel of 5.02 acres and an eastern parcel of 9.77 acres. Both lots meet the dimensional standards as set forth in the Official Code of the City of Great Falls (OCCGF) in Exhibit 20-4 of Title 17. The proposed subdivision is being done strictly for phasing and financial purposes. The only issues that will need to be addressed for the subdivision are making sure the floodplain boundary on the northwest portion of the site is clearly identified as well as insuring that appropriate parking and cross-access arrangements are identified on the plat.

The basis for a decision to approve, conditionally approve, or deny a proposed subdivision is whether it is demonstrated that development of the proposed subdivision meets the requirements of the Montana Code Annotated (MCA), is consistent with the City's zoning regulations and is in the public interest. Staff has reviewed the proposed project in relation to the City's zoning regulations. In addition, Staff

developed Findings of Fact for the proposed subdivision and concludes the subdivision meets the requirements provided by 76-3-608(3) MCA. The full Findings of Fact are included as an attachment to this report.

**Neighborhood Council Input:**

At the time of this report, Neighborhood Council #1 has not been able to meet in order to consider the proposed actions. The council is scheduled to meet on December 13, 2022. Any recommendations the council makes at that time will be included in future agenda reports.

**Concurrences:**

Representatives from the City's Public Works Department and Fire Department have been involved in the review process for these applications.

**Fiscal Impact:**

The construction of the apartment complex, which will be allowed if the subdivision and rezoning requests are approved, will substantially increase the tax base for the City by providing 513 new apartment units.

**Staff Recommendation:**

Staff recommends approval of both the Subsequent Minor Subdivision and Zoning Map Amendment of the subject property with the following conditions:

**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. Amended Plat.** Provide a revised Amended Plat of the subject properties which shall be in compliance with survey requirements of this Title and State law and incorporate corrections of any errors or omissions noted by Staff. The applicant is also required to dedicate easements for utilities to the satisfaction of the City's Public Works Department. The applicant is also required to dedicate an easement for a 20-foot wide trail easement. Said easements must be submitted to the City Commission for approval at the same time as the minor subdivision.
- 3. Land Use & Zoning.** The development standards and land uses for the subject properties shall be consistent with the OCCGF.
- 4. Subsequent modifications and additions.** If after establishment of the zoning, the owner proposes to expand or modify the use, buildings, and/or structures, the Director of the Planning and Community Development Department shall determine in writing if such proposed change would alter the finding for one or more review criteria. If such proposed changes would alter a finding, the proposal shall be submitted for review as a new development application. If such proposed change would not alter a finding, the owner shall obtain all other permits as may be required.
- 5. Floodplain Considerations.** Future development and use of Tract 1 must comply with all floodplain requirements.

**6. Emergency Access.** Prior to the issuance of a building permit for development of Tract 2, the applicant must receive approval from the Montana Department of Transportation and the City of Great Falls for emergency access from 6<sup>th</sup> Street Southwest.

**Alternatives:**

The Planning Advisory Board/Zoning Commission could recommend denial of either the Minor Subdivision or the Rezone request, or both. For any of these actions, the Planning Advisory Board/Zoning Commission must provide separate findings of Fact/Basis of Decision to support any alternative decision.

**Attachments/Exhibits:**

Findings of Fact – Subdivision  
Findings of Fact – Zoning Map Amendment  
Applicant Narrative – Subdivision  
Applicant Narrative – Zoning Map Amendment  
Aerial Map  
Zoning Map  
Draft of Amended Plat  
Proposed Site Plan  
Traffic Impact Study  
Rendering



## Findings of Fact – Zoning Map Amendment

Tract 1 and Tract 2 of Dick’s Addition, located in the Northeast one-quarter of Section 15, Township 20 North, Range 3 East, P.M.M., City of Great Falls, Cascade County, Montana.

### Primary Review Criteria:

The basis for decision on zoning map amendments is listed in the Official Code of the City of Great Falls (OCCGF) §17.16.40.030 of the Land Development Code. The recommendation of the Zoning Commission and the decision of the City Commission shall at a minimum consider the following criteria:

#### 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 2013 City Growth Policy Update. The proposal to amend the zoning of the proposed property from R-10, Mobile Home Park, to R-6, Multi-family, High Density will allow the applicant to construct an apartment complex. A land use of Multi-family residential is not allowed in the R-10 zoning district. This will allow 513 apartment units to be built at a time when the City of Great Falls is in need of additional housing units.

As noted in the agenda report, the Zoning Commission must consider whether there is policy rationale for amending the zoning map as requested. Staff believes that the City’s Growth Policy supports the proposed zoning map amendment to facilitate more dense development, particularly to provide much needed housing. The zoning amendment request is consistent with several of the Plan’s policies including:

#### Social - Housing

- Soc1.4.1 Work with the private sector and non-profits to increase housing opportunities in the City.
- 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.

#### Environmental - Urban Form

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

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

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

Great Falls is separated into nine Neighborhood Councils. There are no adopted Neighborhood Plans for any of the Councils within the City. The subject property is located in Neighborhood Council #1. The applicant has provided Council #1 with all pertinent information. Notice of the proposed zoning map

amendment was also sent to adjoining property owners pursuant to the noticing requirements of the OCCGF. City staff has not received any comments on the proposed zoning map amendment from either notified owners or Council #1. The request will be discussed at the December 13 Council meeting, so this criterion will be updated as needed for the City Commission.

**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.**

The subject property does not lie within any adopted planning or sub-area planning areas. Since the future development is at the conceptual stage, review of the consistency with other planning documents is not applicable at this time. The eastern portion of this property is located at the very southeast edge of the study area for the City's Missouri River Corridor Master Plan. The Plan has no specific recommendations for this site, but the general goal of creating more density along the Sun River corridor and more potential usage of the City's trail system on 6<sup>th</sup> Street Southwest are consistent with this Plan.

**4. The code with the amendment is internally consistent.**

The proposed zoning map amendment is not in conflict with any portion of the existing City Code. All pertinent codes required for development of the subject property will be addressed during the building permit review. The proposed site plan for the multi-family use shows that the project can meet all parking, landscaping, and setbacks required in code. As a result, the proposed zoning map amendment is internally consistent and will not be injurious to the use and enjoyment of other property in the immediate vicinity, nor substantially diminish or impair property values in the neighborhood.

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

There are no existing public health, safety, or welfare issues that have been identified for this property. The future apartment building project will require water and sewer to be extended from the mains that surround the property. Adequate storm water designs will be incorporated into the site as development occurs. It should be noted that the nearby Sun River is impaired for nitrogen and phosphorus, so additional water quality design measures will be needed to mitigate the development impacts of higher density development. Additionally, the emergency service access requirement associated with higher density zoning and development must be implemented in order for this criterion to be addressed.

**6. The City has or will have the financial and staffing capability to administer and enforce the amendment.**

The City has the financial and staffing capability to enforce the amendment if it is approved. The zoning map amendment will affect the subject property only, and the property will be developed in a manner consistent with Title 17 of the Official Code of the City of Great Falls.

## **FINDINGS OF FACT/BASIS OF DECISION – MONTANA SUBDIVISION AND PLATTING ACT**

A Minor Subdivision of Tract 2 of Dick’s Addition, located in the Northeast one-quarter of Section 15, Township 20 North, Range 3 East, P.M.M., City of Great Falls, Cascade County, Montana. (PREPARED IN RESPONSE TO 76-3-608(3) MCA)

### **PRIMARY REVIEW CRITERIA:**

**Effect on Agriculture and Agricultural Water User Facilities:** The minor subdivision is located at an existing RV Park Country Club Boulevard, 6<sup>th</sup> Street Southwest, and 13<sup>th</sup> Avenue Southwest, which is located in city limits. Thus, the proposed minor subdivision will not interfere with any agricultural irrigation system or present any interference with agricultural operations in the vicinity.

**Effect on Local Services:** Lots in the proposed subdivision required to be served from public utility mains at the time of development. The Owner will pay the cost of the service lines from these utility mains. The owner will be required to extend and possibly loop the water main located at the corner of the project site and 6<sup>th</sup> Street Southwest. The owners of the lots created by the subdivision will pay regular water and sewer charges, and monthly storm drain charges. The property proposed for this subdivision is currently receiving law enforcement and fire protection service from the City of Great Falls. Because the subdivision is simply being requested for financial purposes, it does not create any new emergency service issues for the City. The requirement for secondary emergency access is addressed in the Zoning Map Amendment findings.

**Effect on the Natural Environment:** The subdivision is not expected to adversely affect soils or the water quality or quantity of surface or ground waters. Surface drainage from the subdivision will ultimately be held onsite in detention ponds for each lot. The issue of the Sun River’s impaired water quality is addressed in the Zoning Map Amendment findings.

**Effect on Wildlife and Wildlife Habitat:** The subdivision is proposed for a redevelopment project in an existing RV Park and the property is surrounded by existing development. This is not in an area of significant wildlife habitat beyond occasional deer and migrating fowl.

**Effect on Public Health and Safety:** Based on available information, the subdivision is not subject to abnormal natural hazards nor potential man-made hazards. The subdivision itself will not have a negative effect on Public Health and Safety. All of the proposed lots will have public street access and City utility service. Additional information about health and safety impacts is contained in the Zoning Map Amendment findings.

### **REQUIREMENTS OF MONTANA SUBDIVISION AND PLATTING ACT, UNIFORM STANDARDS FOR MONUMENTATION, AND LOCAL SUBDIVISION REGULATIONS**

The subdivision meets the requirements of the Montana Subdivision and Platting Act and the surveying requirements specified in the Uniform Standards for Monumentation and conforms to the design standards specified in the local subdivision regulations. The local government has complied with the subdivision review and approval procedures set forth in the local subdivision

regulations.

**EASEMENT FOR UTILITIES**

The developer shall provide necessary utility and storm water easements on the final recorded plat to services for both lots of the subdivision. The draft plat displays these proposed easements.

**LEGAL AND PHYSICAL ACCESS**

The site proposed for subdivision already has access off 13<sup>th</sup> Ave. Southwest. The proposed two lot subdivision will not change this access arrangement, and each lot will have a private cross-access easement for residents to circulate within the proposed apartment complex.

LAND USE SUBMITTAL  
Rivers Edge Apartments  
October 3, 2022



The following headings follow the “Land Use Application Checklist” that was determined to be required for submittal from the City of Great Falls Planning and Community Development Department. See Appendix A for the signed Land Use Checklist.

## 1. MINOR SUBDIVISION (TABLE 2 AND 3)

### 1.A. PROJECT NARRATIVE

The following narrative is intended to better describe the intent and preliminary design details of the Rivers Edge Apartments proposed at the current Great Falls RV Park located at 1403 11<sup>th</sup> Street Southwest. This proposed multi-family development will include both Tract 1 and 2 of Dick Addition located in Section 15, Township 20 North, Range 3 East, P.M.M. City of Great Falls, Cascade County, Montana. The current parcels are zoned R-10 (Mobile Home Park) and intend to be zoned R-6 (Multi-Family High Density). Details of the requested rezone are mentioned in Section 2.

Rivers Edge Apartments will include 513 total units divided into five buildings, each with 4 levels of housing and a main level of parking, five levels total. Onsite will also include a clubhouse to be used as a central core for the tenants of the proposed development with indoor and outdoor amenities. The proposed apartment complex will be constructed on Tract 2 of Dick Addition, with Tract 1 on the north side of 13<sup>th</sup> Avenue Southwest being set aside for a future park with outdoor amenities. Included in this submittal is subdividing the 14.80 acre Tract 2 into a minor subdivision with two lots. After subdividing, Tract A on the west will be 5.02 acres and Tract B on the east will be 9.77 acres.

Access for the proposed development will be fed from 13<sup>th</sup> Avenue Southwest with two new approaches. A Traffic Impact Study (TIS) was conducted by Sanderson Stewart that breaks down the impact that the proposed multi-family development will have on the local traffic infrastructure. Included with the traffic considerations was a request to the Montana Department of Transportation (MDT) to allow for emergency ingress and egress from the current sidewalk improvements that are located just north of Tract 2 that gives access to 6<sup>th</sup> Street Southwest. This emergency access was approved by MDT. Details of the TIS and MDT emergency access approval can be found in Appendix E.

Utility improvements include the extension of both the nearby water and sanitary sewer mains. Water will be extended from the 12” main that is currently dead ended at the intersection of 6<sup>th</sup> Street Southwest and HWY 89. The water main will follow the right-of-way of 13<sup>th</sup> Avenue Southwest to the western property line extents of the proposed development. Further connection of the water main to the intersection of 13<sup>th</sup> Avenue Southwest and 14<sup>th</sup> Street Southwest may be

LAND USE SUBMITTAL  
Rivers Edge Apartments  
October 3, 2022



required based on finalized details with the City of Great Falls Public Works and Engineering Departments. The water main will then be looped within the proposed development to service the apartment buildings. Sanitary sewer will be extended into the proposed development from the existing 18" main that is within the right-of-way of 13<sup>th</sup> Avenue Southwest.

Storm water throughout the development will be conveyed internally with various surface flow options including curb and gutter, valley gutters, and asphalt improvements. Along with surface flow conveyance will be a series of internal stormwater pipes that will convey all stormwater runoff to a centralized point of discharge. At this point of discharge the stormwater will be treated for the entire development following the stormwater quality standards set forth by the MDEQ's General Permit for Storm Water Discharges Associated with Small Municipal Separate Storm Sewer Systems (MS4). A discharge to the Sun River will then utilize existing culvert infrastructure or a new discharge will be installed under 13<sup>th</sup> Avenue Southwest based on finalized details with the City of Great Falls Public Works and Engineering Departments.

#### 1.B. SITE PLAN

See the site plan and site rendering in Appendix B.

#### 1.C. MINOR SUBDIVISION PRELIMINARY PLAT

See the preliminary plat for the proposed minor subdivision and the filed Certificate of Survey number 4311 in Appendix C.

#### 1.D. CONCEPTUAL PLANS FOR PUBLIC INFRASTRUCTURE

See the site plan in Appendix B.

#### 1.E. PRELIMINARY SOILS/GEOTECHNICAL INFORMATION

See the geotechnical report in Appendix D.

#### 1.F. ESTIMATED WATER AND WASTEWATER DEMAND/DISCHARGE

##### **Water Demand:**

The average daily demand, including domestic demands and irrigation demands, was calculated based on the following assumptions:

*Domestic: 100 gallons per day (as per DEQ 4)*

LAND USE SUBMITTAL  
Rivers Edge Apartments  
October 3, 2022



$$D_{DOM} = 1,090 \text{ residents} * 60 \text{ gpd} * 3.78 = 247,212 \text{ gpd}$$

Therefore, the peak design flow rate for this phase of development is calculated as follows:

$$Q_{max} = 247,212 \text{ gpd} * \left( \frac{0.13 \text{ cf}}{\text{gal}} \right) * \left( \frac{\text{day}}{86,400 \text{ sec.}} \right) = 0.37 \text{ cfs}$$

### 1.G. PRELIMINARY DRAINAGE PLAN

See the site plan in Appendix B. Shown are the preliminary drainage path of the proposed development. Internal storm water piping will be installed to convey the storm water runoff to a determined discharge location.

### 1.H. SPECIAL FUNDING PROPOSAL

There are no special funding proposals for the public infrastructure on this proposed development.

### 1.I. PRELIMINARY EASEMENTS

The proposed development will have public utility easements that encompass the proposed water and sewer main extensions. The easement locations will be finalized once final utility routes are determined. See the preliminary plat of the minor subdivision in Appendix C.

## 2. ZONING MAP AMENDMENT (TABLE 3)

### 2.A. REZONE EXHIBIT

See the site zoning in Appendix B.

### 2.B. NARRATIVE OF THE REZONE

The proposed rezone will encumber both Tract 1 and Tract 2 of the current Dicks Addition. The current zoning of the two tracts are R-10 (Mobile Home Park). The neighboring zoning includes P.O.S to the north and east, C-1 and R-2 to the south, C-2 and Cascade County Commercial to the west.

The proposed zoning for this development will be R-6 (Multi-Family High Density Residential). This will allow for the product type and density of the proposed apartment complex.

### 2.C. PLANS AND SUPPLEMENTAL INFORMATION

See Section 1 for details related to the plans and supplemental information required per Table 3.

# Aerial Map

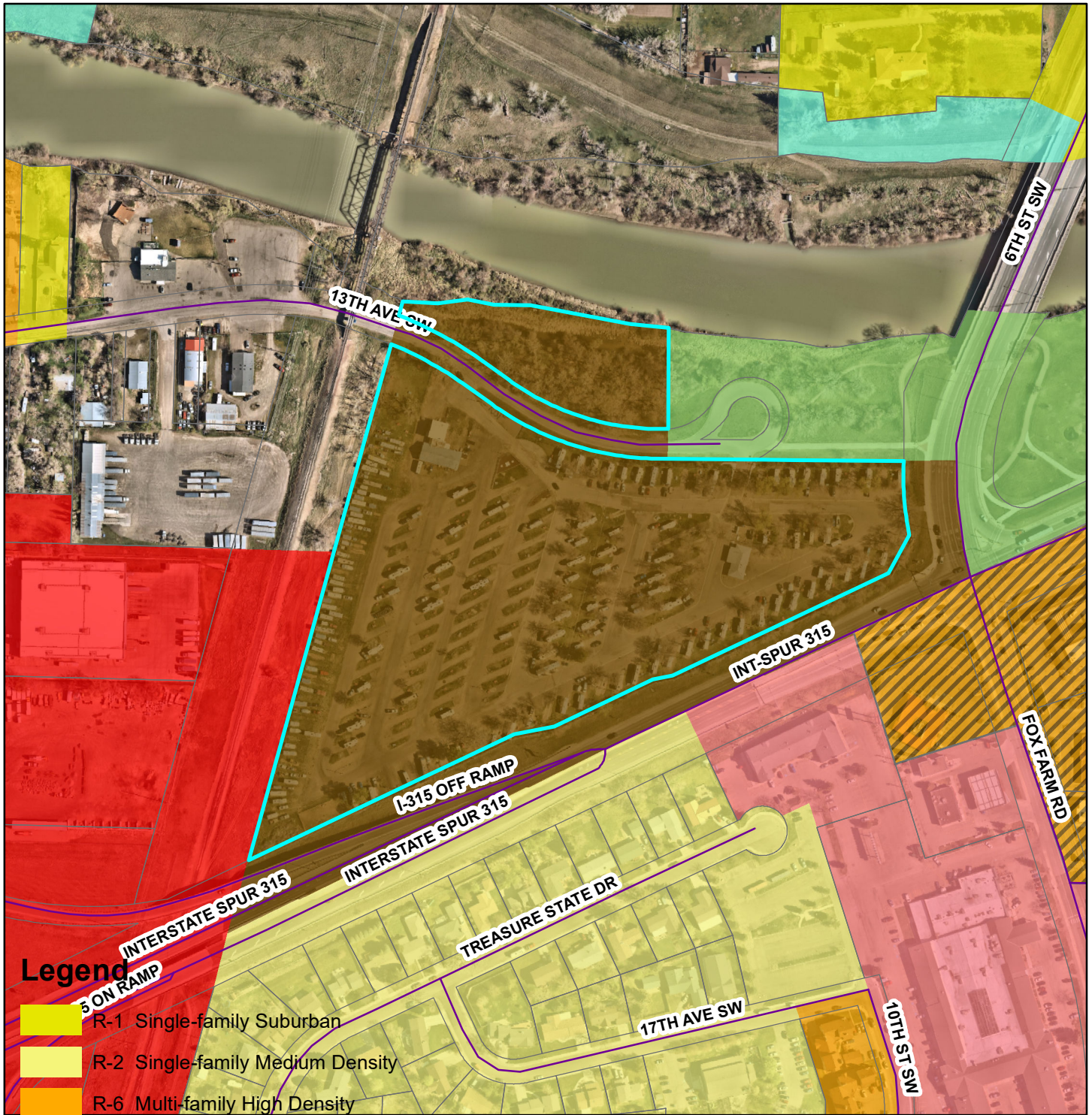


----- City Limits



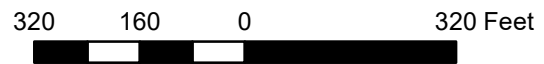


# ZONING MAP



## Legend

- R-1 Single-family Suburban
- R-2 Single-family Medium Density
- R-6 Multi-family High Density
- R-10 Mobile Home Park
- PUD Planned Unit Development
- C-1 Neighborhood Commercial
- C-2 General Commercial
- PLI Public Lands and Institutional
- POS Parks and Open Space
- U Unincorporated Enclave



N



KEY NOTES

- 1 CLUB HOUSE
- 2 100' X 22' GARAGE
- 3 80' X 22' GARAGE
- 4 TRASH ENCLOSURE
- 5 33 (16) TENANT CLUSTER MAILBOXES
- 6 MONUMENT SIGN
- 7 PRELIMINARY DRAINAGE PATH

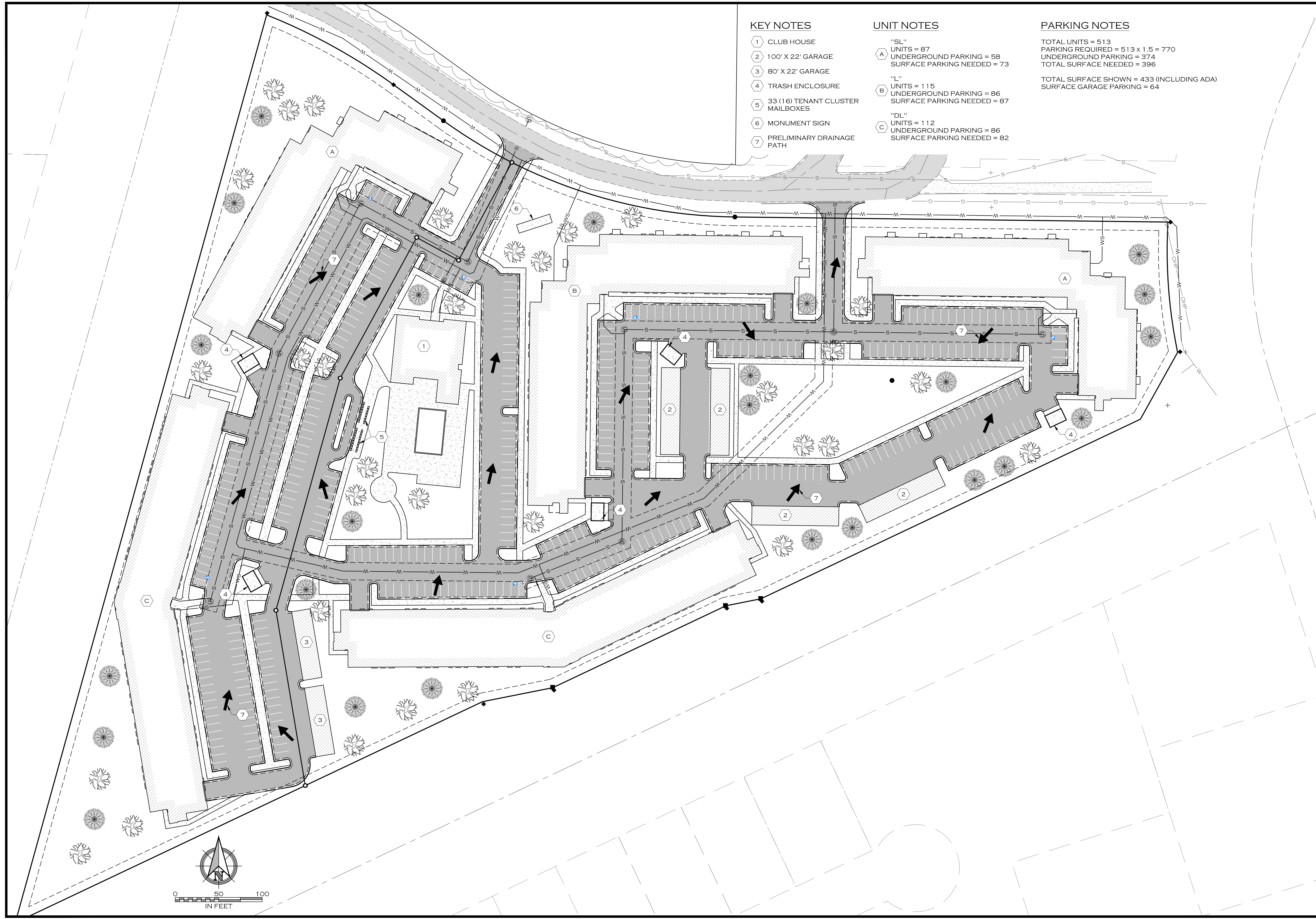
UNIT NOTES

- "SL" UNITS = 87  
UNDERGROUND PARKING = 58  
SURFACE PARKING NEEDED = 73
- "L" UNITS = 115  
UNDERGROUND PARKING = 86  
SURFACE PARKING NEEDED = 87
- "DL" UNITS = 112  
UNDERGROUND PARKING = 86  
SURFACE PARKING NEEDED = 82

PARKING NOTES

TOTAL UNITS = 513  
 PARKING REQUIRED = 513 x 1.5 = 770  
 UNDERGROUND PARKING = 374  
 TOTAL SURFACE NEEDED = 396

TOTAL SURFACE SHOWN = 433 (INCLUDING ADA)  
 SURFACE GARAGE PARKING = 64



JOB #:	GF-2217
DRAWN:	TDL/RLO
DESIGN:	TDL/RLO
CA:	KTS/SNW
DATE:	10/03/2022
DESCRIPTION	
DATE	

**WOITH ENGINEERING, INC.**  
**ENGINEERS & SURVEYORS**  
 405 3RD STREET NW, SUITE 205 - GREAT FALLS, MT 59404 - 406.761.1955  
 3880 CLARY STREET, SUITE A - MISSOULA, MT 59808 - 406.803.5555  
 WWW.WOITHENG.COM

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RIVERS EDGE APARTMENTS  
 GREAT FALLS, MONTANA  
 PRELIMINARY SITE LAYOUT OPTION 1

# PLAT OF RIVER'S EDGE SUBDIVISION

*OWNER OF RECORD:*  
GREAT FALLS RV PARK, LLC

*SURVEY COMMISSIONED BY:*  
GREAT FALLS PARK, LLC

*TOTAL SUBDIVISION AREA:*  
14.80 ACRES (GROSS & NET)

A TWO LOT MINOR SUBDIVISION OF TRACT 2 OF DICK'S ADDITION, LOCATED IN THE NORTHEAST ONE-QUARTER OF SECTION 15, TOWNSHIP 20 NORTH, RANGE 3 EAST, P.M.M., CITY OF GREAT FALLS, CASCADE COUNTY, MONTANA

### PURPOSE OF SURVEY

A TWO LOT MINOR SUBDIVISION OF TRACT 2 OF DICK'S ADDITION.

### CERTIFICATE OF OWNER(S)

WE, THE UNDERSIGNED PROPERTY OWNERS, DO HEREBY CERTIFY THAT WE HAVE CAUSED TO BE SURVEYED AND PLATTED INTO BLOCKS, LOTS, EASEMENTS, AND STREETS AS SHOWN BY THE ATTACHED PLAT. THE TRACT OF LAND TO BE KNOWN AS THE PLAT OF RIVER'S EDGE SUBDIVISION, LOCATED IN THE NORTHEAST ONE-QUARTER (NE 1/4) OF SECTION 15, TOWNSHIP 20 NORTH, RANGE 3 EAST, PRINCIPAL MERIDIAN MONTANA, CITY OF GREAT FALLS, CASCADE COUNTY, MONTANA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

TRACT NO. 2, DICK'S ADDITION TO GREAT FALLS, AS AMENDED AND DESCRIBED IN CERTIFICATE OF SURVEY NO. S-0004311, FILED SEPTEMBER 16, 2005, RECORDS OF CASCADE COUNTY, MONTANA.

THE UNDERSIGNED, GRANTOR HEREBY DEDICATES, TO THE CITY OF GREAT FALLS, GRANTEE, THE PUBLIC STREETS AS SHOWN HEREON. WITHOUT LIMITATION, GRANTEE MAY OPERATE, MAINTAIN, REPAIR, AND REBUILD ROADS, DRAINAGE WAYS, RAMPS, SIDEWALKS, CURBS, GUTTERS, CUTS AND OTHER RELATED IMPROVEMENTS.

FURTHERMORE, THIS SURVEY IS EXEMPT FROM REVIEW BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY PURSUANT TO SECTION 76-4-125(1)(d) M.C.A., TO WIT: "AS CERTIFIED PURSUANT TO 76-4-127, TO WIT "(1) TO QUALIFY FOR THE EXEMPTION SET OUT IN 76-4-125(1)(d), THE CERTIFYING AUTHORITY SHALL SEND NOTICE OF CERTIFICATION TO THE REVIEWING AUTHORITY THAT ADEQUATE STORM WATER DRAINAGE AND ADEQUATE MUNICIPAL FACILITIES WILL BE PROVIDED FOR THE SUBDIVISION. FOR A SUBDIVISION SUBJECT TO TITLE 76, CHAPTER 3, THE CERTIFYING AUTHORITY SHALL SEND NOTICE OF CERTIFICATION TO THE REVIEWING AUTHORITY PRIOR TO FINAL PLAT APPROVAL."

FURTHERMORE, FEDERAL, STATE, AND LOCAL PLANS, POLICIES, REGULATIONS AND/OR CONDITIONS OF SUBDIVISION APPROVAL THAT MAY LIMIT THE USE OF THE PROPERTY, INCLUDING THE LOCATION, SIZE AND USE ARE SHOWN ON THE CONDITIONS OF APPROVAL SHEET OR AS OTHERWISE STATED.

FURTHERMORE, BUYERS OF PROPERTY SHOULD ENSURE THAT THEY HAVE OBTAINED AND REVIEWED ALL SHEETS OF THE PLAT AND ALL DOCUMENTS RECORDED AND FILED IN CONJUNCTION WITH THE PLAT AND ARE STRONGLY ENCOURAGED TO CONTACT THE LOCAL PLANNING DEPARTMENT AND BECOME INFORMED OF ANY LIMITATIONS ON THE USE OF THE PROPERTY PRIOR TO CLOSING.

FURTHERMORE, THE UNDERSIGNED HEREBY GRANTS UNTO EACH AND EVERY PERSON, FIRM, OR CORPORATION, WHETHER PUBLIC OR PRIVATE, PROVIDING OR OFFERING TO PROVIDE TELEPHONE, TELEGRAPH, ELECTRIC POWER, GAS, CABLE TELEVISION, WATER OR SEWER SERVICE TO THE PUBLIC, THE RIGHT TO THE JOINT USE OF AN EASEMENT FOR THE CONSTRUCTION, MAINTENANCE, REPAIR, AND REMOVAL OF THEIR LINES AND FACILITIES, IN, OVER, UNDER AND ACROSS EACH AREA DESIGNATED ON THIS PLAT AS "UTILITY EASEMENT" TO HAVE AND TO HOLD FOREVER.

GREAT FALLS RV PARK, LLC

BY \_\_\_\_\_  
AUTHORIZED AGENT  
GREAT FALLS RV PARK, LLC

STATE OF MONTANA )  
                                  )SS  
COUNTY OF CASCADE )

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022, A NOTARY PUBLIC FOR THE STATE OF MONTANA, PERSONALLY APPEARED, \_\_\_\_\_ KNOWN TO ME TO BE THE PERSON WHOSE NAMES ARE SUBSCRIBED TO THE WITHIN INSTRUMENT, AND ACKNOWLEDGE TO ME THAT THEY ARE EXECUTED THE SAME.

\_\_\_\_\_  
NOTARY PUBLIC, STATE OF MONTANA

### CERTIFICATE OF SURVEYOR

I, MICHAEL D. SHAYLOR, A LICENSED PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I PERFORMED THE SURVEY SHOWN ON THE ATTACHED PLAT OF RIVER'S EDGE SUBDIVISION LOCATED IN THE CITY OF GREAT FALLS, CASCADE COUNTY, MONTANA, THAT SAID SURVEY IS TRUE AND COMPLETE AS SHOWN, AND THAT THE MONUMENTS FOUND AND SET ARE OF THE CHARACTER AND OCCUPY THE POSITIONS SHOWN THEREON. AS PER ARM 24-183.110(1)(b) DUE TO PLANNED IMPROVEMENT INSTALLATION, THE MONUMENTS NOT IN PLACE AT THE TIME OF FILING, (AS DEPICTED IN THE LEGEND) WILL BE PLACED WITHIN 240 DAYS OF RECORDING THIS SURVEY.

BY \_\_\_\_\_ DATE \_\_\_\_\_  
MICHAEL D. SHAYLOR, PLS  
MONTANA REGISTRATION NO. 19110 LS

### CERTIFICATE OF COUNTY TREASURER

I, DIANE HEIKKILA, COUNTY TREASURER OF CASCADE COUNTY, MONTANA, DO HEREBY CERTIFY PURSUANT TO 76-3-207(3), M.C.A. THAT ALL REAL PROPERTY TAXES ASSESSED AND LEVIED ON THE LAND DESCRIBED HEREIN HAVE BEEN PAID.

BY \_\_\_\_\_ DATE \_\_\_\_\_  
DIANE HEIKKILA, TREASURER  
CASCADE COUNTY

### CERTIFICATE OF PUBLIC WORKS DIRECTOR

I, PAUL SKUBINNA, PUBLIC WORKS DIRECTOR FOR THE CITY OF GREAT FALLS, MONTANA, DO HEREBY CERTIFY THAT I HAVE EXAMINED THE ACCOMPANYING PLAT AND THE SURVEY THAT IT REPRESENTS, AND I FIND THE SAME CONFORMS TO THE REGULATIONS GOVERNING THE PLATTING OF LANDS AND TO PRESENTLY PLATTED ADJACENT LAND, AS NEAR AS CIRCUMSTANCES WILL PERMIT AND I DO HEREBY APPROVE THE SAME.

BY \_\_\_\_\_ DATE \_\_\_\_\_  
PAUL SKUBINNA, PUBLIC WORKS DIRECTOR  
CITY OF GREAT FALLS, MONTANA

### CERTIFICATE OF GREAT FALLS PLANNING BOARD

WE, THE UNDERSIGNED, PETER FONTANA, PRESIDENT OF THE SAID GREAT FALLS PLANNING BOARD, GREAT FALLS, CASCADE COUNTY, MONTANA, AND CRAIG RAYMOND, SECRETARY OF SAID GREAT FALLS PLANNING BOARD, DO HEREBY CERTIFY THAT THE ACCOMPANYING PLAT OF RIVER'S EDGE SUBDIVISION HAS BEEN SUBMITTED TO THE SAID GREAT FALLS PLANNING BOARD FOR EXAMINATION BY THEM AND WAS FOUND BY THEM TO CONFORM TO LAW AND WAS APPROVED AT A MEETING HELD ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022.

BY \_\_\_\_\_ DATE \_\_\_\_\_  
DAVE BERTELSEN  
CHAIR, GREAT FALLS PLANNING BOARD

BY \_\_\_\_\_ DATE \_\_\_\_\_  
CRAIG RAYMOND  
SECRETARY, GREAT FALLS PLANNING BOARD

### CERTIFICATE DISPENSING WITH PARK OR PLAYGROUND

I, GREGORY T. DOYON, CITY MANAGER OF THE CITY OF GREAT FALLS, CASCADE COUNTY, MONTANA, DO HEREBY CERTIFY THAT CITY COMMISSION OF THE CITY OF GREAT FALLS, MONTANA, FOUND THAT NO CASH DONATION OR DEDICATION OF ANY PARK OR PLAYGROUND IS REQUIRED IN THE PLAT OF RIVER'S EDGE SUBDIVISION, LOCATED IN THE CITY OF GREAT FALLS, CASCADE COUNTY, MONTANA IN ACCORDANCE WITH SECTION 76-3-621(3), MCA.

BY \_\_\_\_\_ DATE \_\_\_\_\_  
GREGORY T. DOYON, CITY MANAGER  
CITY OF GREAT FALLS, MONTANA

### CERTIFICATE OF ADEQUATE STORM WATER DRAINAGE & MUNICIPAL FACILITIES

I, GREGORY T. DOYON, CITY MANAGER OF THE CITY OF GREAT FALLS, CASCADE COUNTY, MONTANA, DO HEREBY CERTIFY THAT ADEQUATE STORM WATER DRAINAGE AND ADEQUATE MUNICIPAL FACILITIES FOR THE SUPPLY OF WATER AND DISPOSAL OF SEWAGE AND SOLID WASTE ARE AVAILABLE TO THE ABOVE DESCRIBED PROPERTY, NAMELY THE SAID FACILITIES OF THE CITY OF GREAT FALLS, CASCADE COUNTY, MONTANA, AND THIS CERTIFICATE IS MADE PURSUANT TO SECTION 76-4-127, M.C.A AND UNDER THE PROVISIONS OF 76-4-125(1)(d), M.C.A., PERMITTING THE CLERK AND RECORDER OF CASCADE COUNTY, MONTANA TO RECORD THE ACCOMPANYING PLAT.


BY \_\_\_\_\_ DATE \_\_\_\_\_  
GREGORY T. DOYON, CITY MANAGER  
CITY OF GREAT FALLS, MONTANA

### CERTIFICATE OF CITY COMMISSION

I, GREGORY T. DOYON, CITY MANAGER OF THE CITY OF GREAT FALLS, CASCADE COUNTY, MONTANA, DO HEREBY CERTIFY THAT THIS PLAT OF RIVER'S EDGE SUBDIVISION WAS DULY EXAMINED AND APPROVED BY THE CITY COMMISSION OF THE CITY OF GREAT FALLS AT ITS REGULAR MEETING HELD ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022.

BY \_\_\_\_\_ DATE \_\_\_\_\_  
GREGORY T. DOYON, CITY MANAGER  
CITY OF GREAT FALLS, MONTANA

# PRELIMINARY

 <b>WOTH ENGINEERING, INC.</b> <b>ENGINEERS &amp; SURVEYORS</b> <small>405 3RD STREET NW, SUITE 206 • GREAT FALLS, MT 59404 • 406-761-1955        3600 O'LEARY STREET, SUITE A • MISSOULA, MT 59808 • 406-203-6565        • WWW.WOTHENG.COM •</small> <small>COPYRIGHT © WOTH ENGINEERING, INC. 2022</small>	1/4	SECTION	TOWNSHIP	RANGE	PRINCIPAL MERIDIAN MONTANA CASCADE COUNTY, MONTANA WEI JOB#: 2217 DRAWN: CRH QA: MDS DATE: OCTOBER 3, 2022 FILENAME: PLAT.DWG SHEET 1 OF 2
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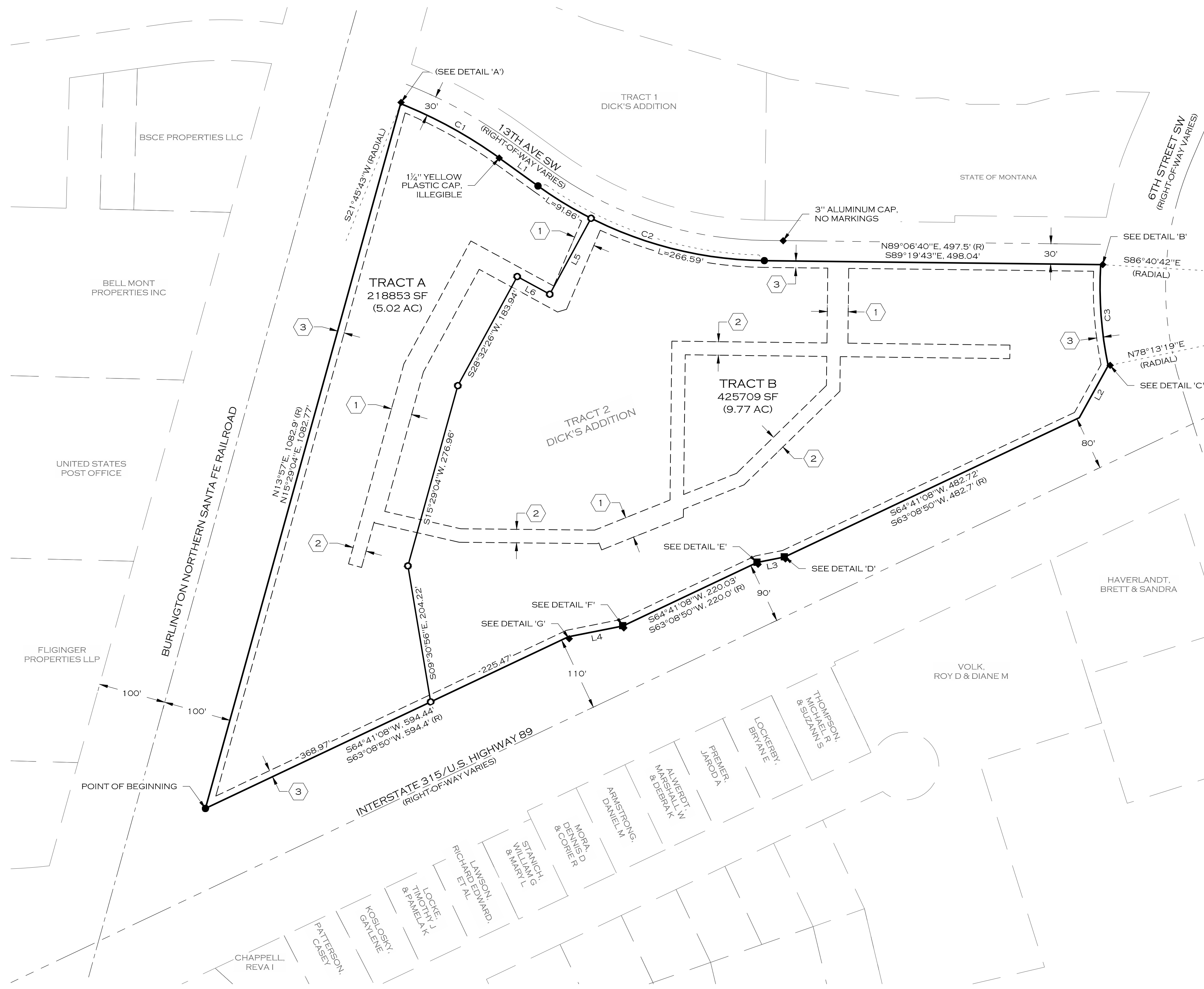
# PLAT OF RIVER'S EDGE SUBDIVISION

OWNER OF RECORD:  
GREAT FALLS RV PARK, LLC

SURVEY COMMISSIONED BY:  
GREAT FALLS PARK, LLC

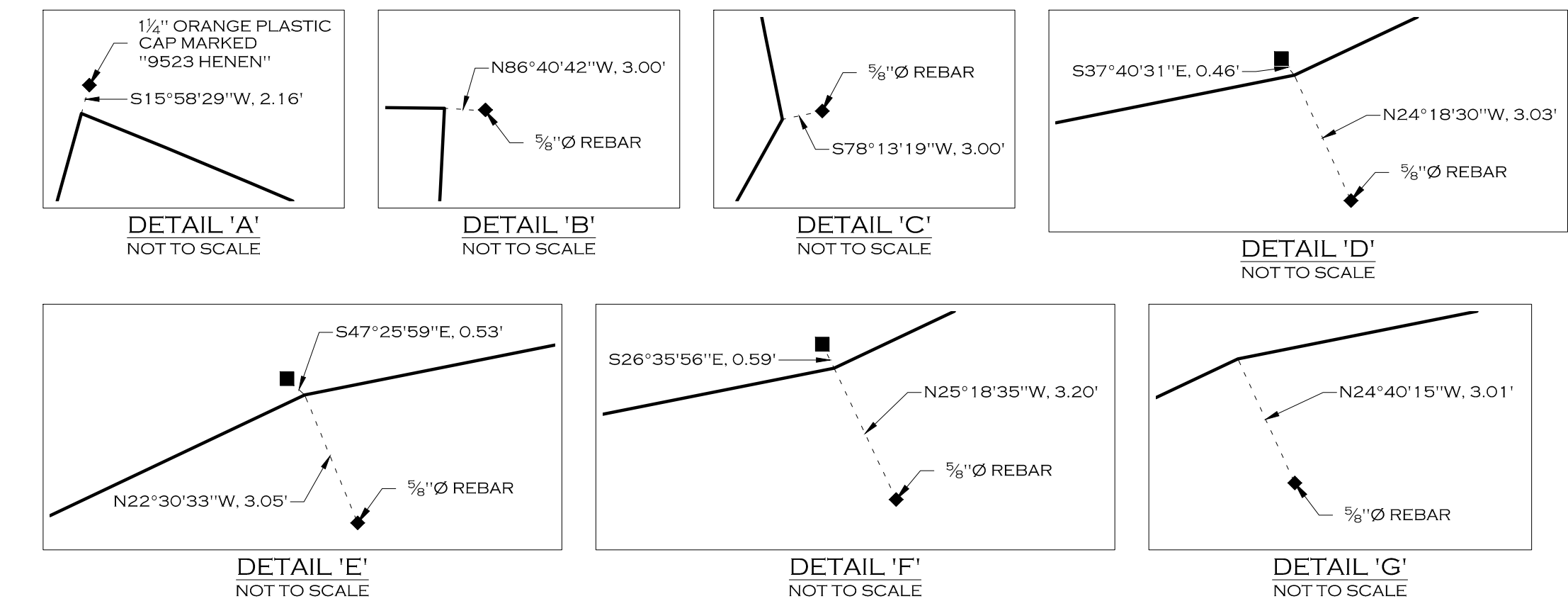
TOTAL SUBDIVISION AREA:  
14.80 ACRES (GROSS & NET)

A TWO LOT MINOR SUBDIVISION OF TRACT 2 OF DICK'S ADDITION, LOCATED IN THE NORTHEAST ONE-QUARTER OF SECTION 15, TOWNSHIP 20 NORTH, RANGE 3 EAST, P.M.M., CITY OF GREAT FALLS, CASCADE COUNTY, MONTANA



LINE TABLE		
LINE #	BEARING & DISTANCE	RECORD
L1	S54°09'26"E, 70.75'	S55°40'E, 70.55'
L2	S29°05'31"W, 87.94'	S27°29'W, 88.0'
L3	S78°44'15"W, 41.19'	S77°12'W, 41.2'
L4	S78°44'15"W, 82.37'	S77°12'W, 82.4'
L5	S28°32'26"W, 128.06'	
L6	N61°27'34"W, 54.86'	

CURVE TABLE		
CURVE #	RADIUS, LENGTH, DELTA & CHORD	RECORD
C1	R=679.50', L=166.9', Δ=014°04'52", CH=S61°11'51"E, 166.57'	R=679.5', L=167.0', CH=S62°42'30"E, 166.6'
C2	R=583.93', L=358.45', Δ=035°10'17", CH=S71°44'34"E, 352.85'	R=584.1', L=359.1', CH=S73°16'40"E, 353.45'
C3	R=571.50', L=150.61', Δ=015°05'59", CH=S04°13'41"E, 150.18'	R=571.5', L=150.6', CH=S65°45'30"E, 150.2'



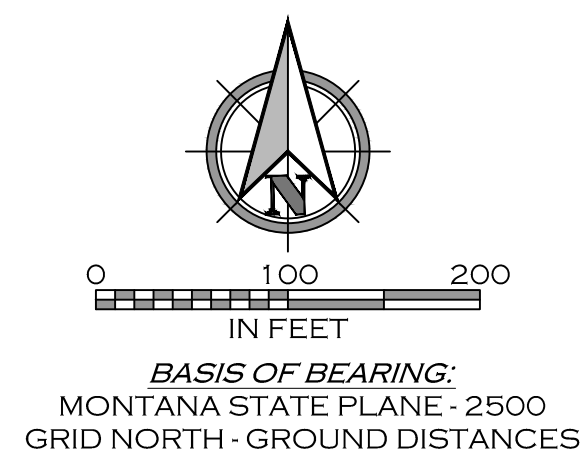
LEGEND	
	LOT BOUNDARY PER THIS PLAT
	ADJOINING LOT BOUNDARY (NOT PART OF THIS SURVEY)
	RAILROAD CENTERLINE (PER RECORD DOCUMENT)
	ROAD CENTERLINE (PER RECORD DOCUMENT)
	EASEMENT AS DESCRIBED (PER THIS DOCUMENT)
	FOUND MONTANA DEPARTMENT OF TRANSPORTATION CONCRETE RIGHT-OF-WAY MONUMENT
	FOUND 1/4" YELLOW PLASTIC CAP MARKED "LINDSETH 8644S"
	FOUND MONUMENT AS DESCRIBED
	SET 5/8" X 24" REBAR WITH 1/4" YELLOW PLASTIC CAP MARKED "WEI SHAYLOR 191 10LS"
(R)	RECORD OR ADDITIVE RECORD - CERTIFICATE OF SURVEY 0004311 (2005)

### SURVEYOR'S NOTES

- ALL BEARINGS & DISTANCES ARE FOUND, SET, OR CALCULATED UNLESS OTHERWISE NOTED.
- IT IS NOT THE INTENT OF THIS SURVEY TO IDENTIFY ALL EASEMENTS OF RECORD. THERE MAY BE EXISTING EASEMENTS OF SIGHT AND RECORD WHICH ARE NOT SHOWN ON THIS PLAT.

### KEY NOTES

- 31' UTILITY EASEMENT
- 20' UTILITY EASEMENT
- 10' UTILITY EASEMENT



**PRELIMINARY**

	1/4	SECTION	TOWNSHIP	RANGE	PRINCIPAL MERIDIAN MONTANA CASCADE COUNTY, MONTANA WEI JOB#: 2217 DRAWN: CRH QA: MDS DATE: OCTOBER 3, 2022 FILENAME: PLAT.DWG SHEET 1 OF 1
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# RIVER'S EDGE TRAFFIC IMPACT STUDY

22114.04

Prepared For:  
City of Great Falls – Planning & Community Development  
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Great Falls, MT 59403



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**October 2022**



ENDURING COMMUNITY DESIGN



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## INTRODUCTION

This traffic impact study (TIS) assesses the traffic-related impacts associated with the proposed development of the River's Edge Apartments in Great Falls, Montana on the surrounding transportation system. This report also provides recommendations to mitigate any such impacts. The methodology and analysis procedures used in this study employ the latest technology and nationally accepted standards in the areas of site development and transportation impact assessment. Recommendations made in this report are based on professional judgment and these principles.

## SITE LOCATION AND DESCRIPTION

The proposed River's Edge Apartments are located on an existing RV Park north of 10th Avenue South (I-315) between 6th Street SW and the railroad tracks in Great Falls, Montana. The site is bordered by 6th Street SW to the east, railroad tracks to the west, 13th Avenue SW and Sun River to the north, and 10th Avenue South to the south. Figure 1 on the following page depicts the study area.

## SITE DEVELOPMENT PLAN

The site development plan proposes construction of five apartment buildings to include four levels of units over one ground level of parking, for 513 total apartment units. Full-movement access is proposed at two existing RV park access locations on 13th Avenue SW. Figure 2 on the page 3 illustrates the current proposed site layout.

## EXISTING CONDITIONS

### Streets

Figure 3 on page 4 shows Montana Department of Transportation (MDT) street classifications and speed limits on study area streets. Additional conditions of existing streets within the study area are described below.

West of 6th Street SW, 10th Avenue South is a four-lane access-controlled facility until its interchange with I-15. There are single-lane exit and entrance ramps accessing 14th Street SW. Across from the 10th Avenue South EB Ramps, the access road into the shopping center west of 14th Street SW has a wide section that is marked with two northeastbound thru lanes and additional turn lanes at intersections. South of the 10th Avenue South EB Ramps, 14th Street SW has two northbound thru lanes and one southbound thru lane. North of the eastbound ramps, it has one thru lane in each direction with turn lanes at the ramp intersections. The remaining study streets have paved two-lane sections or equivalent surface widths. There is curb and gutter on 14th Street SW south of 14th Avenue SW, and no curb and gutter along the remaining streets or the 10th Avenue South ramps.

### Intersections

Figure 3 also shows the traffic control utilized at each study area intersection. Additional conditions of study area intersections are described in the following paragraphs. There are no turn lanes at the two stop-controlled intersections.





Figure 1: Study Area

River's Edge Apartments TIS

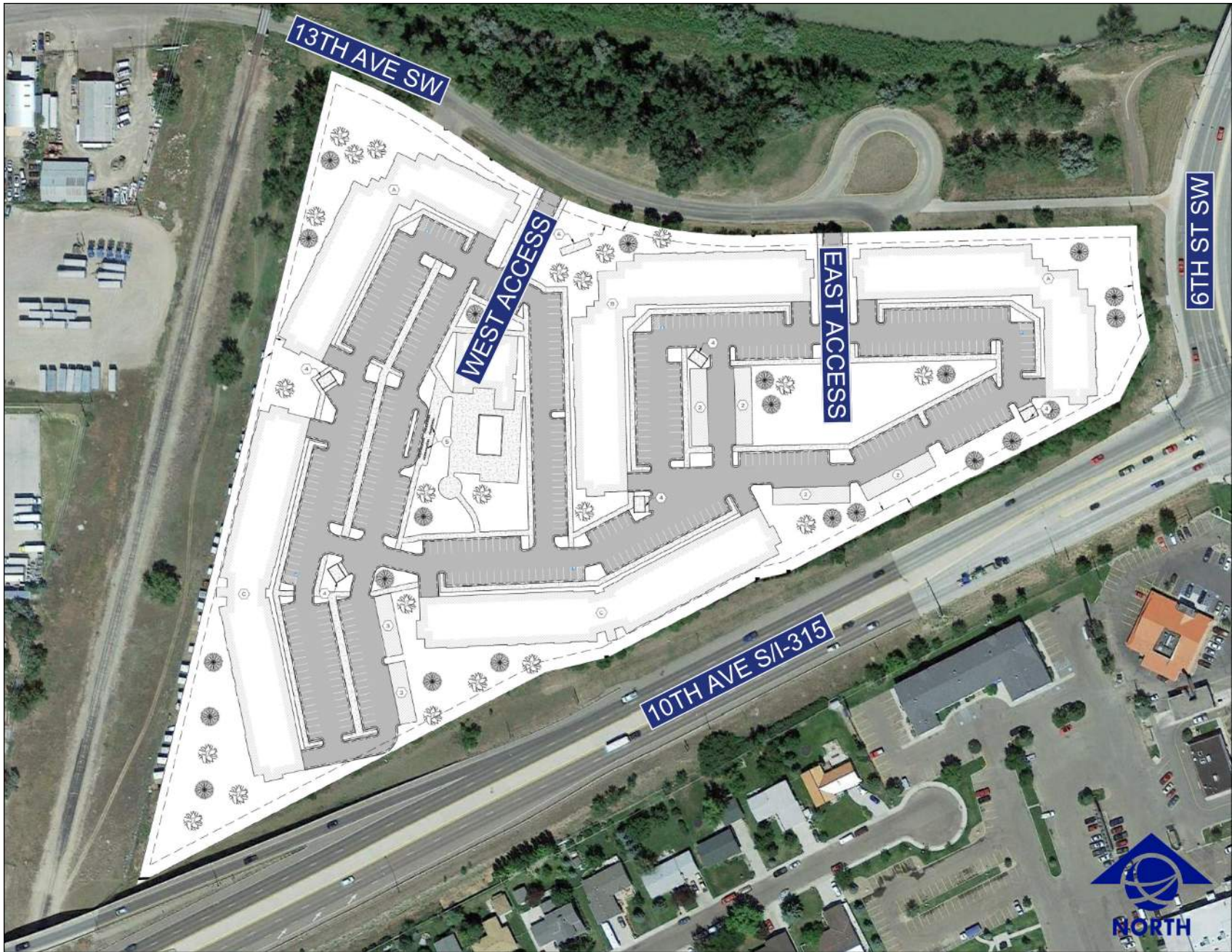


Figure 2: Site Layout

River's Edge Apartments TIS



Figure 3: Street & Intersection Characteristics

River's Edge Apartments TIS

The 14th Street SW/10th Avenue South EB Ramps intersection has dedicated left-turn, thru, and right-turn lanes on all approaches. The westbound right-turn lane is channelized and controlled by the signal, which is actuated and operates with protected/permissive phasing for eastbound and westbound left turns, northbound and southbound right-turn overlap phases, and permissive phasing for all other movements.

The 14th Street SW/10th Avenue South WB Ramps intersection has dedicated left-turn, thru, and right-turn lanes on the northbound approach, a left-turn lane on the southbound approach, and a channelized westbound right-turn lane that is controlled by the traffic signal. The signal is actuated and operates with split phasing on the eastbound and westbound approaches, a northbound right-turn overlap phase, and permissive phasing for all other movements.

## Bicycle/Pedestrian Facilities

There are limited bicycle and pedestrian facilities in the study area, with sidewalk along the east side of 14th Street SW beginning to the south of its intersection with 15th Avenue SW and along the west side of 14th Street SW beginning south of its intersection with the 10th Avenue South EB Ramps. The shopping center access road west of 14th Street SW across from the 10th Avenue South EB Ramps has sidewalk along the southern side.

## Traffic Volumes

Weekday AM and PM peak hour turning movement counts were collected at study intersections on Thursday, August 18, 2022. The traffic data was collected using Miovision Scout video-based systems. The weekday AM and PM peak hour periods were found to occur from 8:00 to 9:00 AM and 4:45 to 5:45 PM. Raw count data was adjusted for seasonal variation using MDT seasonal adjustment factors. Figure 4 on page 6 summarizes the calculated Existing Conditions (2022) peak hour turning movement volumes for the AM and PM peak hours. Detailed traffic count data worksheets are included in Appendix A.

## Intersection Capacity

Intersection capacity calculations for Existing Conditions (2022) were performed for the study area intersections using Synchro, Version 11, which is based on the Highway Capacity Manual, 6th Edition (Transportation Research Board, 2016). Level of service (LOS) is defined as a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. LOS is a qualitative measure of the performance of an intersection with values ranging from LOS A, indicating good operation and low vehicle delays, to LOS F, which indicates congestion and longer vehicle delays. LOS C is generally considered as the minimum acceptable performance level for planning and design purposes.

The results of the Existing Conditions (2022) intersection capacity calculations showed that all intersections and approaches currently operate at LOS C or better, with minimal 95th percentile queuing at the stop-controlled intersections. Queuing at the signalized intersections is moderate; the longest queue modeled in the capacity analysis was 12 vehicles on the westbound leg of the 14th Street SW/10th Avenue South WB Ramps intersection during the PM peak hour. Southbound thru vehicles queued at the 14th Street SW/10th Avenue South EB Ramps intersection block access to the southbound left-turn lane during the PM peak hour, and very nearly block the lane during the AM peak hour. Figure 4 also shows the Existing Conditions (2022) LOS results at each intersection. A detailed capacity summary table and capacity calculation worksheets for the study area intersections can be found in Appendix B.

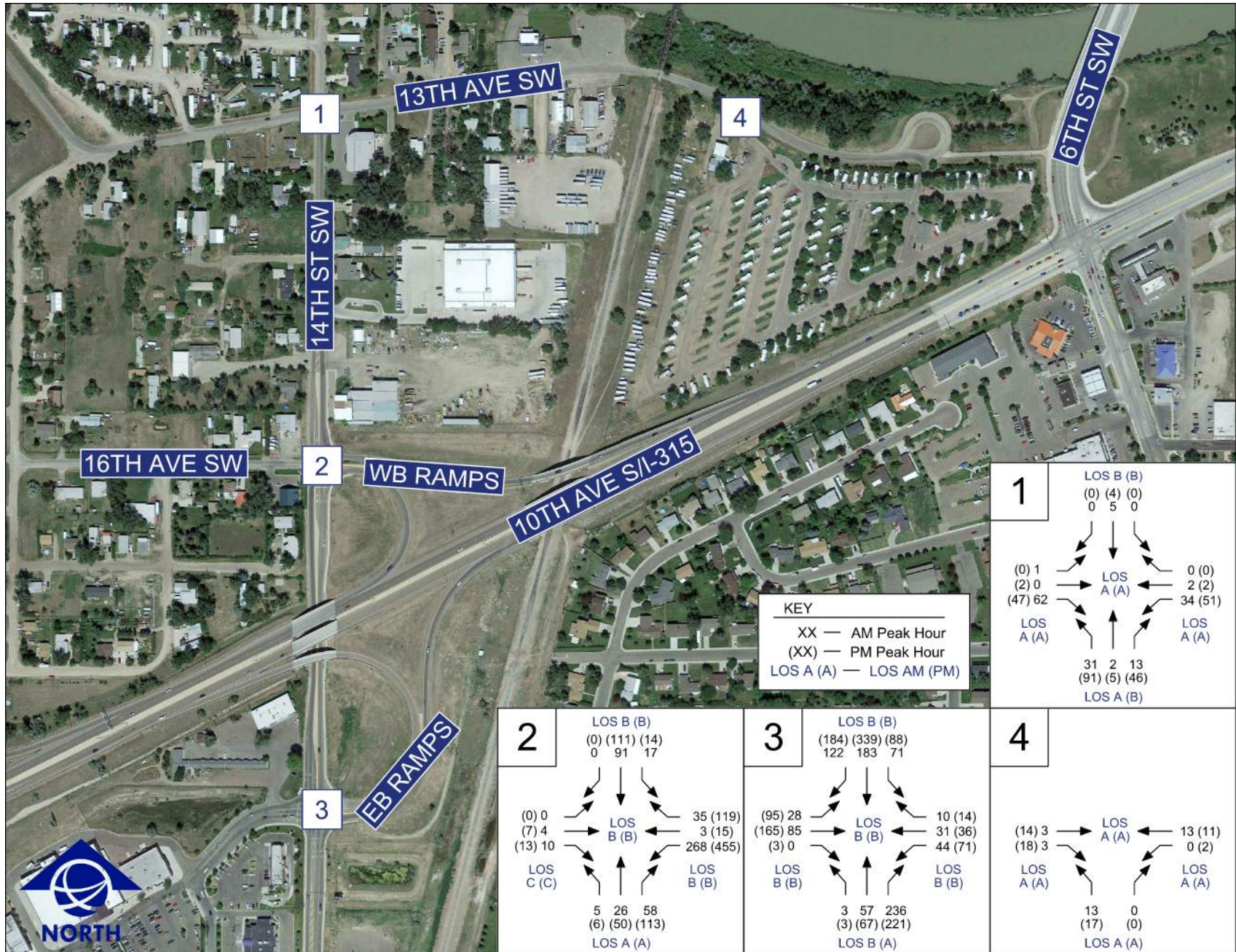


Figure 4: Existing Conditions (2022) Peak Hour Traffic Volumes

## Crash History

Historical crash data was obtained from MDT for the 5-year period from January 1, 2016 through December 31, 2020 for the study area intersections. The data was analyzed for the purposes of calculating intersection crash and severity rates and evaluating collision type trends. Tables 1 and 2 below and on page 8, respectively, illustrate the results of that analysis. Note that no crashes were reported at the intersections of 13th Avenue SW/RV Park Access and 14th Street SW/10th Avenue South EB Ramps.

Intersection crash rates were calculated on the standard basis of crashes per million vehicles entering (MVE) for each intersection. The MVE metric was estimated based on 2022 peak hour traffic counts and published historical ADT volumes from the MDT website. Crash rates for the study area intersections ranged from 0.00 crashes/MVE to 0.82 crashes/MVE. The highest crash rate of 0.82 crashes/MVE was calculated for the intersection of 14th Street SW/10th Avenue South WB Ramps. The elevated crash frequency rate at this intersection is concerning, particularly as compared to the HSM predicted rate (see discussion in following paragraphs).

As a means of evaluating the historical crash frequency rates, Sanderson Stewart calculated expected rates using the predictive crash rate formulas in the American Association of State Highway Transportation Officials (AASHTO) Highway Safety Manual (HSM). The process involves calculating the number of crashes predicted in a year based on traffic demand (AADTs) and various physical and traffic environment-based conditions, such as lane configurations and traffic control. Sanderson Stewart then back-calculated a frequency rate on the basis of one million vehicles entering for the sake of comparison with the actual historical crash rate. The results of the calculations show that the historical crash rate is over one and a half times higher than the predicted crash rate at the intersection of 14th Street SW/10th Avenue South WB Ramps. For the remaining study area intersections, the predicted HSM crash rates were very similar to or higher than the historical rates. The HSM rate predictions and 5-year crash totals for each intersection are summarized in Table 1 below.

Severity indexes were also calculated for the study area intersections. The severity index gives an indication of relative crash severity for a location based on the number of fatal, injury, and property damage only (PDO) crashes. The highest severity index was 1.18 at the intersection of 14th Street SW/10th Avenue South WB Ramps; however, this is a low severity index due to only 1 of 11 crashes (9%) resulting in an injury. Severity index calculation results are also summarized in Table 1.

**Table 1: Crash History - Frequency and Severity Statistics**

Intersection	2016-2020 DEV <sup>1</sup>	Reported Crashes <sup>2</sup>	Crash Type			Crash Data <sup>3</sup>			HSM Predictions <sup>4</sup>	
			PDO	Injury	Fatality	Average Crash Frequency (Crash/Yr)	Crash Rate (Crash/ MVE)	Severity Index	Predicted Average Crash Frequency (Crash/Yr)	Predicted Crash Rate (Crash/ MVE)
13th Ave SW/RV Park Access	1670	0	0	0	0	0.00	0.00	0.00	0.19	0.31
14th St SW/13th Ave SW	3156	1	1	0	0	0.20	0.17	1.00	0.77	0.67
14th St SW/10th Ave S WB Ramps	7391	11	10	1	0	2.20	0.82	1.18	1.17	0.43
14th St SW/10th Ave S EB Ramps	8446	0	0	0	0	0.00	0.00	0.00	1.07	0.35

<sup>1</sup> Daily Entering Volume (DEV) estimated from 2022 peak hour counts and 2016 through 2020 MDT published ADTs

<sup>2</sup> Crashes reported from January 1, 2014 to December 31, 2018

<sup>3</sup> Crash rates expressed as crashes per million vehicles entering (MVE)

<sup>4</sup> Rates calculated using Highway Safety Manual (HSM) 1st Edition predictive methodology using SPICE tool

Sanderson Stewart also performed an analysis of collision classification to determine if any patterns could be identified. Table 2 below presents the results of that analysis.

**Table 2: Crash History - Collision Type**

	Collision Type						Total
	Rear End	Right Angle	RT, SD	SS, SD	Fixed Object	Other	
13th Ave SW/RV Park Access							0
14th St SW/13th Ave SW		1					1
14th St SW/10th Ave S WB Ramps	5	1	1	1	2	1	11
14th St SW/10th Ave S EB Ramps							0

Rear-end crashes were the most commonly reported collision type at the intersection of 14th Street SW/10th Avenue South WB Ramps, accounting for 5 of 11 collisions (45%). Rear-end collisions are typically one of the most common collision types at intersections. Rear-end collisions commonly occur at signalized intersections because the signalized control is dynamic, and thereby requires drivers to recognize and react to changing conditions in real time. High speeds approaching signalized intersections allow drivers less response time, which creates an opportunity for an increased chance of rear-end collisions. Signals out of coordination or with lack of awareness to the intersection’s traffic control can contribute to rear end collisions. Another potential contributing factor for rear-end collisions at a signalized intersection is a yellow change interval that is too short for the prevailing operating speeds in that corridor. Based on the application of yellow change interval formulas from the Institute of Transportation Engineers (ITE) Traffic Engineering Handbook, the yellow change intervals are all appropriate for the posted speeds at the intersection of 14th Street SW/10th Avenue South Westbound Ramps. Three (3) of the 5 (60%) rear end collisions involved southbound vehicles slowing at the intersection with 2 crashes occurring on dry pavement conditions in the daylight. More comprehensive crash information would be required to determine appropriate safety countermeasures.

There were 2 of 11 crashes (18%) due to fixed object collisions. Fixed object crashes often occur at intersections due to alcohol, excessive speeds, inattention, or poor visibility. At the intersection of 14th Street SW/10th Avenue South WB Ramps, there were 2 fixed object crashes; both crashes involved northbound vehicles traveling straight ahead. One crash occurred in snowy conditions. More crash data would need to be evaluated to determine further analysis or safety strategies.

Seven (7) of the 11 crashes (64%) that occurred at the 14th Street SW/10th Avenue South WB Ramps intersection had wet, icy, snow, or frost road surface conditions. It is important to note that all the above evaluations are speculative, and more detailed information about individual crashes would be needed to determine exact causes for each collision.

## TRIP GENERATION

This study utilized Trip Generation, 11th Edition, published by the Institute of Transportation Engineers (ITE), which is the most widely accepted source in the United States for determining trip generation projections. These projections are used to analyze the impacts of a new development on the surrounding area. For the purposes of this study, Land Use Code 220 – Multifamily Housing (Low-Rise) was used to estimate trip generation for the River’s Edge Apartments. Table 3 on the following page illustrates the results of the trip generation calculations for the site.

**Table 3: Trip Generation Summary**

Land Use	Independent Variable		Average Weekday			AM Peak Hour			PM Peak Hour		
	Intensity	Units	total	enter	exit	total	enter	exit	total	enter	exit
Multifamily Housing (Low-Rise) <sup>1</sup>	513	Dwelling Units	3458	1729	1729	205	49	156	262	165	97
<b>Total Buildout New External Trips</b>			<b>3458</b>	<b>1729</b>	<b>1729</b>	<b>205</b>	<b>49</b>	<b>156</b>	<b>262</b>	<b>165</b>	<b>97</b>

(1) Multifamily Housing (Low-Rise) - Land Use 220\* Units = Dwelling Units  
 Average Weekday: Average Rate = 6.74 (50% entering/50% exiting)  
 Peak Hour of the Adjacent Street, One Hour between 7 and 9 AM: Average Rate = 0.40 (24% entering/76% exiting)  
 Peak Hour of the Adjacent Street, One Hour between 4 and 6 PM: Average Rate = 0.51 (63% entering/37% exiting)

\*Trip Generation, 11th Edition, Institute of Transportation Engineers, 2021

At full buildout, the site is projected to generate a total of 3,458 gross average weekday trips with 205 trips (49 entering/156 exiting) generated during the AM peak hour and 262 trips (165 entering/97 exiting) generated during the PM peak hour.

Trip generation projections provide an estimate of the total number of trips that would be generated by a proposed development. However, to estimate the net number of new trips made by personal vehicles external to the site, adjustments must often be made to account for internal capture trips, pass-by trips, and trips made by alternate modes. Trips made by alternate modes (walking, biking, transit) were conservatively assumed to be negligible for the purposes of this study.

Internal capture (IC) trips are trips that do not have origins or destinations external to a project site and therefore do not have an impact on external traffic operations. IC trips most often occur in mixed-use developments where residential, commercial, and office-related land uses exhibit a high rate of internal trip exchange and were therefore not calculated for this study.

Pass-by trips are trips that are made as intermediate stops on the way from a point of origin to a primary trip destination. Pass-by trips are attracted from traffic “passing by” on an adjacent street that offers direct access to the site. Pass-by trips are primarily attracted by commercial type land uses such as restaurants, convenience markets, and gas stations and were also not calculated for this site.

## TRIP DISTRIBUTION

Trip distribution is an estimate of site-generated trip routing, which can be determined by several methods, such as computerized travel demand models, calculation of travel time for various available routes, and/or simple inspection of existing traffic patterns within the project area. For this study, distribution percentages were calculated based on collected existing traffic volumes with consideration given to the location of the development in relation to the rest of Great Falls. Figure 5 on page 11 presents the calculated trip distribution scheme for the River’s Edge Apartments.

## TRAFFIC ASSIGNMENT

Traffic assignment is the procedure whereby site-generated vehicle trips are assigned to study area streets, intersections, and site access driveways based on the calculated trip distribution and the physical attributes of the development site. Using this approach, site-generated trips were assigned to the study area street network for the



purposes of projecting future traffic volumes for analysis. The results of the traffic assignment exercise for the AM and PM peak hours are also illustrated in Figure 5.

## TRAFFIC IMPACTS

### Traffic Volumes

Based on information from the Client, a horizon year of 2024 was utilized for the purposes of calculating future traffic projections for this study. In addition to site-generated trips, background traffic volumes will also likely increase for study area streets and intersections due to general city-wide growth. To account for that growth, Sanderson Stewart analyzed historical MDT traffic data on 14th Street SW and the 10th Avenue South ramps, as well as reviewing growth rates used in previous area studies. After confirmation with the City of Great Falls, a background growth rate of 1% was selected. Trips to the existing RV park, recorded at its site access intersection, were removed from the study street network before applying anticipated background growth to existing volumes and combining with site-generated traffic assignments to calculate the Future (2024) traffic projections. Figure 6 on page 12 illustrates the resulting AM and PM peak hour traffic volume projections.

### Intersection Capacity

Sanderson Stewart performed intersection capacity calculations for the Future (2024) scenario based on the AM and PM peak hour traffic volume projections presented in Figure 6. Peak hour factors (PHFs) for the design year were assumed to be 0.92 for all intersections, per common industry practice for future scenarios and HCM guidelines. The assumed values were utilized to not overestimate future congestion in the study area. Figure 6 also shows the LOS results at each intersection.

Future (2024) capacity results are very similar to existing, with all intersections and approaches projected to operate at LOS C or better during both peak hours. Projected 95th percentile queuing is minimal at stop-controlled intersections and moderate at the signalized intersections, with a projected queue of 13 vehicles on the westbound approach at the 14th Street SW/10th Avenue South WB Ramps intersection during the PM peak hour. Southbound thru vehicle queues at the 14th Street SW/10th Avenue South EB Ramps intersection are projected to continue to block access to the southbound left-turn lane during both peak hours. A detailed intersection capacity summary table and capacity calculation worksheets for the Future (2024) traffic projection scenario are included in Appendix C.

### Auxiliary Turn Lanes

Auxiliary right- and left-turn lane warrants were evaluated to address existing concerns and/or projected impacts for study area streets and intersections. The warrants were evaluated based on the methodology outlined in the MDT Traffic Engineering Manual (November 2007) for the Existing Conditions (2022) and Future (2024) analysis scenarios. The results showed that no turn lanes are warranted based on either the Existing Conditions (2022) or Future (2024) scenarios. Auxiliary turn lane warrant worksheets for the Existing Conditions (2022) and Future (2024) scenarios can be found in Appendix D. The southbound left-turn lane at the signalized 14th Street SW/10th Avenue South EB Ramps intersection currently experiences starvation due to long existing southbound thru movement queues. The lane blockage could potentially be solved by increasing the storage length for the left-turn lane; however, this could be complicated due to a narrow bridge crossing to the north.

