

**PUBLIC WORKS COMMITTEE REPORT**  
**February 10, 2010, 2:05 PM**  
**City Council Chambers**

**Members Present:** Jason Wiener (chair), Ed Childers, Dick Haines, Lyn Hellegaard, Roy Houseman, Bob Jaffe, Marilyn Marler, Renee Mitchell, Dave Strohmaier, Pam Walzer, Jon Wilkins

**Members Absent:**

**Others Present:** Stacy Rye, Steve King, Kevin Slovarp, Gilbert Larson, Doug Harby, Gregg Wood, Monte Sipe, Stephanie Lawson Miller, Laval Means

**I. ADMINISTRATIVE BUSINESS**

- A. Approval of the minutes of [February 3, 2010](#) – Approved as submitted.
- B. Announcements – None.
- C. Public Comment on Non-Agenda items – None.

**II. CONSENT AGENDA ITEMS**

- 1. Approve the agreement between the City of Missoula and Lloyd A. Twite Family Partnership related to sanitary sewer extension and upsizing for the South Missoula Area ([memo](#)).—Regular Agenda (Monte Sipe) (Referred to committee: 11/09/09) **REMOVE FROM AGENDA**

**Motion: The committee recommends the City Council approve the Amended Agreement between the City of Missoula and Lloyd A. Twite Family Partnership related to Sanitary Sewer Extension and Upsizing for the South Missoula Area.**

Steve King, Public Works Director, stated that this was an amendment to an existing agreement for the south Missoula area sewer system. For the reconstruction of Miller Creek Road the bids came in under budget and they will have the recommendation on award next week. HDR helped with the master planning of the neighborhood on behalf of the sewer utility. In the original plan, the sewer would go to a lift station on the west side and be pumped out. That plan required a large gravity line. An agreement was signed in 2008 to fund and build the system, and they are amending that today. They will move the lift station closer to the Linda Vista sewer line, and place it in a portion of the golf course parking lot. This will eliminate the need to run half a mile of pipe, which would have cost \$350,000. The developer will need to run their gravity line longer at an additional expense of \$213,000. If the city pays the \$213,000 for the developer's line, the city will still come out about \$138,000 ahead by moving the lift station. The other part of the agreement relates to the road agreement. The City and the Twite Family Partnership will both be installing sewer lines this summer. The revised agreement assigns the project engineering to PCI from WGM, it commits to a 2010 construction timeline, modified the location of the pump station, adds street improvements, provides the City with \$77,000 for future pump station upgrades, and saves the City \$138,991 from sewer replacement and depreciation funds. A portion of the roadway will also be rebuilt by Twite.

Mr. Wilkins asked for the status of the land north of Maloney Ranch and whether the sewer would be adequate if it were developed. Kevin Slovarp, City Engineer, stated that it was currently privately owned and was for sale. A developer could potentially buy and subdivide the property. Mr. King stated that HDR looked at the entire area and potential land use for a 50-year future build-out to meet the long-term needs of the community.

Mr. Wilkins made the motion to approve the agreement.

Mr. Haines stated that it would have been nice to know what was going on.

Mr. Childers asked how they could move the lift station and still have a gravity line. Mr. King stated that the gravity line runs to a set of pumps to the east, and they were going to have to put pipe going in the other direction as well. With this plan they are able to eliminate the conflicting direction and run everything to the east and will abandon one line. They will reconnect properties to the new pipe and simplify the system at no cost to the property owners. Mr. Slovarp stated that on the west side the lift station would have been 26 feet deep, and in this plan, it is 14. The elevation difference allows for the gravity pipe to work.

Ms. Mitchell stated that the area was prone to flooding and asked if that was a concern. Mr. King stated that the pipe was south of the flood plain. PCI did exploratory excavation to identify the water level, and it was good.

The motion passed unanimously.

### III. REGULAR AGENDA ITEMS

1. A regular ordinance amending Missoula Municipal Code Title 12, and enacting a new chapter, entitled "Parking." (memo) (PW) (Returned from Council floor: 11/23/09) REMOVE FROM AGENDA

**Motion: The committee recommends the City Council adopt the ordinance amending Missoula Municipal Code Title 12, and enacting a new chapter, entitled "Parking."**

Mr. Wiener stated that the ordinance was to move parking standards out of Title 20 and into Title 12. There have been discussions on cleanup and continuing the use of a driveway when a garage is converted.

Mr. Harby stated they were pulling existing regulations and standards from air quality, ADA, Title 12 and Title 20 into one working document to make it easier to interpret parking facilities standards. They made a few minor changes as well.

Mr. Childers asked if there was anything that addressed parking in the boulevard. Mr. Harby stated there was another chapter specifically for boulevards.

Mr. Strohmaier asked if people would be allowed to keep their driveways if the garage was converted into dwelling space, due to the language that was stricken from 12.22.050F. Mr. Harby stated that language was moved into 12.22.130F, and that they relaxed it and allowed it to stay if it meets the requirements listed.

Ms. Marler pointed to 12.12, where parking in the boulevard is prohibited where curbing exists and asked whether that could be changed to prohibit all parking in boulevards. Mr. Harby stated that they would have to look at where it is in different ordinances. They will make some changes in 12.12 at a later time, and it would be better to change it then.

Mr. Wiener stated that there was an emergency interim ordinance in place which contained this language and would expire after the Monday meeting.

Ms. Mitchell asked for the rationale behind not permitting looped driveways. She also asked about 12.22.050B and asked if it meant no driveways would be created for people with access to an alley. Mr. Harby stated that for the loop driveways, other regulations only allow for one driveway per frontage. If the house sits at the minimum setback distance, a looped driveway would provide parking within the setback. They have allowed driveways to loop through to a side street on occasion. They have also allowed it for commercial properties that only have room for one-way parking. They also allow driveways to end in a T so that vehicles can turn around and not back into a busy street, which prevents 40 feet of the frontage being taken up by driveways like a loop driveway would. The item in B regarding no driveways for those with access from an alley is from the zoning regulations.

Ms. Walzer stated she was glad B was in the ordinance, and it is safer for pedestrians and kids riding on sidewalks if driveways are off the alley instead of the street. She asked why 12.22.050G was deleted. Mr. Harby stated that it appeared in 12.12 and was redundant.

Mr. Wilkins asked whether existing loop driveways would be non-conforming. Mr. Harby stated they could make considerations if there was room outside the setback for parking, and that the City Engineer has approval over driveways. These standards are for new construction. Mr. Wilkins asked what would happen if a garage was converted to living space in a home with an alley but no access off the alley. Mr. Harby stated they would still get to park in the driveway as long as it met the other criteria.

Mr. Strohmaier made the motion to adopt the ordinance.

Mr. Jaffe asked if loop driveways were allowed if they had different frontages, one in front, and one on the side. Mr. Harby stated that the loop driveway language restricts going in and out on the same frontage. Chapter 12.12 allows access on the side and front.

Ms. Mitchell asked how many builders would be hand-tied by the new regulations. Mr. Wiener asked Mr. Harby to detail the public outreach with the ordinance. Mr. Harby stated that in addition to the public hearings, they emailed designers, major developers, and architects and engineers who do most of the design work. The emergency ordinance was passed in November and they have been operating under it since then. The ordinance does not change much; it mostly makes things simpler by putting them in one source instead of four.

Mr. Wiener clarified that the ordinance puts administration of parking under City Engineering instead of OPG.

The motion passed with 10 ayes and one nay (Hellegaard).

#### **IV. HELD AND ONGOING AGENDA ITEMS**

1. Discussion on the sizes of grease interceptors for the restaurant industry ([Grease Interceptor PowerPoint](#)) ([memo](#)).—Regular Agenda (Stacy Rye and Bob Jaffe) (Referred to committee: 04/21/08)
2. Consider restructuring the city's Sewer Loan Program along the lines of the recently approved change to the Sidewalk & Curb Loan Fund.—Regular Agenda ([Chapter 3.16 – Sidewalk & Curb Loan](#)) ([Chapter 3.18 Sewer Loan](#)) ([Ordinance 3344](#)) (Ed Childers) (Referred to committee: 06/26/06)
3. Interlocal Agreement between the City of Missoula and the County of Missoula related to the Reserve Street / Mullan Road Intersection Improvements Project. ([memo](#)) Regular Agenda (Gregg Wood) (Referred to committee: 01/11/10)
4. Review infrastructure conditions at the locations of serious and fatal traffic accidents: 2007-2009 ([memo](#)).—Regular Agenda (Jason Wiener) (Referred to committee: 01/25/10)

#### **V. ADJOURNMENT**

Respectfully Submitted,

Jessica S. Miller  
Office Manager  
City Public Works Department