



WGMGROUPTM



Development Feasibility Study
5065 Expressway
WGM Project Number: 20-08-38
Client: Chris and Emily Richardson
1.6.2021

REPORT DATE:

01.06.21

AUTHOR:

WGM Group, Inc.





January 6, 2021

Chris and Emily Richardson
8386 Springtime Road
Missoula, MT 59803
emily@warmsprings.tv

Re: Development Feasibility Study at 5065 Expressway, Missoula, Montana

Dear Chris and Emily:

We are pleased to present you with this feasibility study for your property at 5065 Expressway here in Missoula. The site offers a range of opportunities. We hope this report provides you with the information needed to make decisions about the site.

Sincerely,
WGM Group, Inc.

A handwritten signature in black ink that reads "Kate Dinsmore".

Kate Dinsmore, PLA, Sites AP
Project Manager

KD:aes



INTRODUCTION

This feasibility study identifies the physical attributes of the property at 5065 Expressway that affect the capability of the site to support new development. The report also identifies the cultural and regulatory conditions that affect the overall suitability of the property for development.

LEGAL DESCRIPTION AND LOCATION

The property consists of approximately 13.7 acres described as Parcel B-1 of COS 5891 located at 5065 Expressway. The Subject Property is in the City of Missoula, Missoula County, Montana. It is located on the northwestern portion of town, between Interstate 90 (I-90) and West Broadway, on the southwestern side of Expressway just south of the intersection of Expressway and Wheeler Drive and across from the intersection of Expressway and Majestic Drive.



FIGURE 1: LOCATION EXHIBIT



PHYSICAL SETTING

The site sits on top of a lacustrine terrace that is a depositional remnant from Glacial Lake Missoula. The site is centrally located to the regional transportation networks. Montana Rail Link adjoins the site and there is potential to extend a rail spur onto the site. The site is centrally located between two I-90 interchanges, Reserve Street and Airway Boulevard. This convenient access to I-90 puts the site close to all areas of Missoula served by I-90 and means less congestion and shorter travel times. The site has convenient access to the airport. The site is in Hellgate School District No. 4. The district recently expanded and is noted for quality elementary and middle school education. The Subject Property is currently vacant except for three billboard signs located along the Expressway frontage.

SITE HISTORY

Prior to 1976, all available aerial photos indicate that the Subject Property was used primarily for agricultural purposes. From 1976 to around 1990, the Subject Property was apparently used as some sort of dirt racing track, either for off-road type cars or for motorbikes, there is no infrastructure evident with the racetrack. Beginning in the 2003 photo, we see an existing building that has subsequently been removed.

CLIENT GOALS

During our previous discussion, you provided some development ideas for the property. Your goals are to identify options for potential land uses, ownership types, and strategic investment. We discussed several different land uses including multi-family housing, single-family housing, likely smaller housing types, live/work units, live/make units, and storage units.

PHYSICAL ATTRIBUTES OF THE PROPERTY

LOCATION

Per the records of both Missoula County and the State of Montana Department of Revenue (DOR), the total land area is 13.7 acres. The shape of the site is mostly



rectangular that has a sharp angle at the southeasterly corner of the site. The long sides of the site follow the right-of-way for Expressway to the northeast and the railroad right-of way to the southwest.

VISIBILITY

The site is at grade with the surrounding land. It is visible from the emerging residential uses to the northeast. The nature of the area to the north is multifamily residential with a small office building just across Expressway to the northeast, the Gateway Credit Union, and Rods-n-Dogs Car Wash to the northwest. Views from the site in this direction are across the existing commercial uses and planned residential development that hides I-90 from being prominent in the viewshed with the north hills forming the backdrop.

To the southwest are the Montana Rail Link mainline tracks and Missoula International Airport. The views out from the site to the southwest are across the airport property to the Bitterroot and Sapphire Mountains. New mixed-use development should be oriented in a manner that helps buffer the noise from the railroad and airport operations.

ADJACENT LAND USES AND OWNERSHIPS

Adjacent land uses are the office complex owned by Crestline Office LLC to the northeast, ZZ Top Properties own the Rods-n-Dogs Car Wash, and Gateway Credit Union owns the financial facility across Expressway to the northwest. There are landscaped boulevards and street trees on the northeast side of Expressway and the context of land uses to this side of the Subject Property are clearly residential and neighborhood commercial.

Adjacent to the northwest is a commercial property that contains two buildings that are currently occupied by GTS Interior Supply. Again, the land use is more neighborhood commercial than general commercial.



Adjacent to the southwest is the Montana Rail Link mainline tracks. Beyond and about 30 feet below the Subject Property is West Broadway. The southern end of the Missoula International Airport runway lies south of West Broadway at nearly the same elevation of the Subject Property. These regional transportation uses do generate noise but at levels acceptable for residential development.

Adjacent to the southeast is vacant property owned by RELP.

EXISTING PARCEL ASSESSMENT

After reviewing recorded documents relative to the legal descriptions of the site, only one legal parcel exists. There is an access and utility easement in the northwest corner of the site as shown in **Figure 2**.



FIGURE 2: TITLE EXCEPTION EXHIBIT



TOPOGRAPHY

The site is relatively flat and can easily be graded out to accommodate development. There are few topographic limitations to the development of the site except for slopes along the railroad right-of-way. If anything, the relative flat nature of the site could require additional consideration relative to site drainage. In **Figure 3**, the areas that are green, yellow, and orange are buildable with the red areas exceeding 25 percent slope and too steep for development.

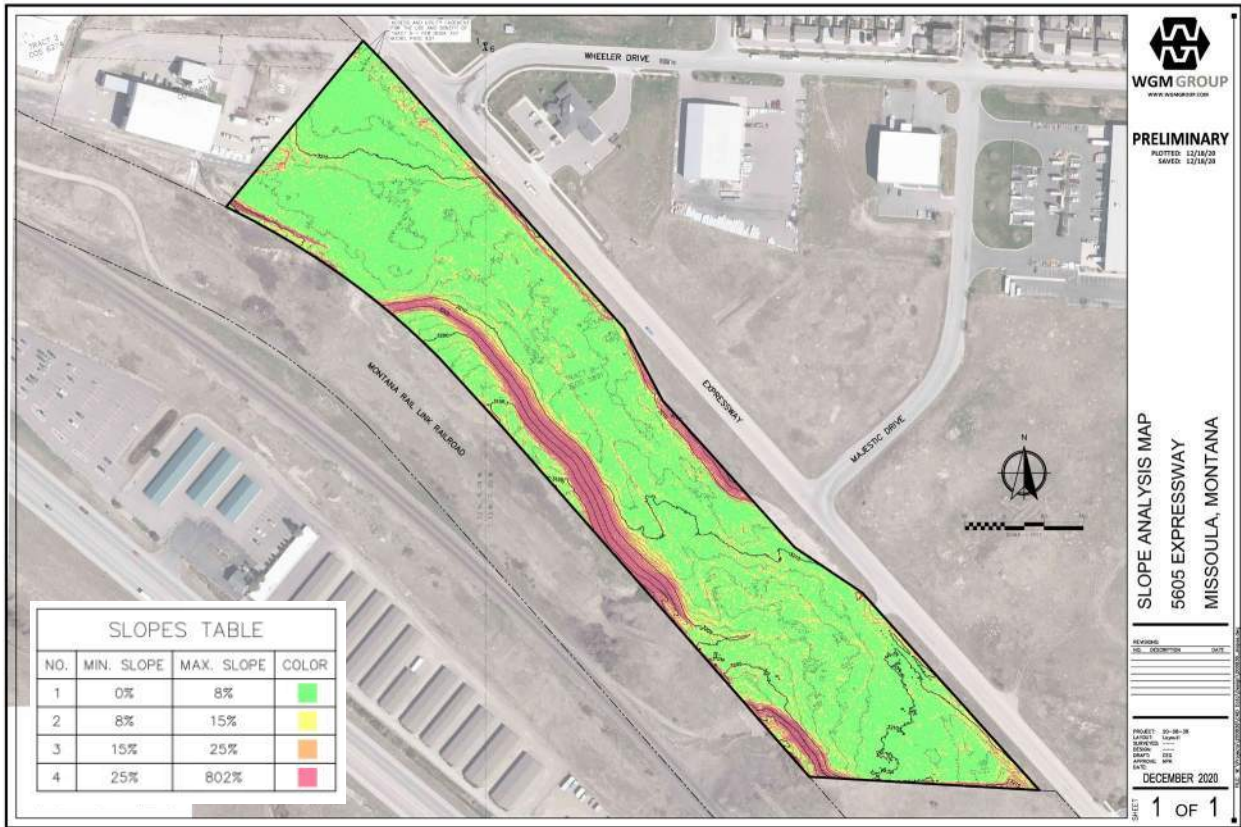


FIGURE 3: SLOPE EXHIBIT

SOILS

Native soils are varved silty-clays (Grassvalley Silt Clay Loam). Fill is also present in areas of the site; please refer to the Environmental Section of this report. Careful geotechnical analysis is needed in conjunction with site development planning to evaluate costs associated with enhanced foundation and pavement sections.



Map Unit Symbol	Map Unit Name
34	Desmet loam, 0 to 2 percent slopes
45	Grassvalley silty clay loam, 0 to 4 percent slopes
46	Grassvalley silty clay loam, 4 to 8 percent slopes
47	Grassvalley silty clay loam, 8 to 15 percent slopes
88	Pits, gravel

FIGURE 4: SOIL TYPE LEGEND

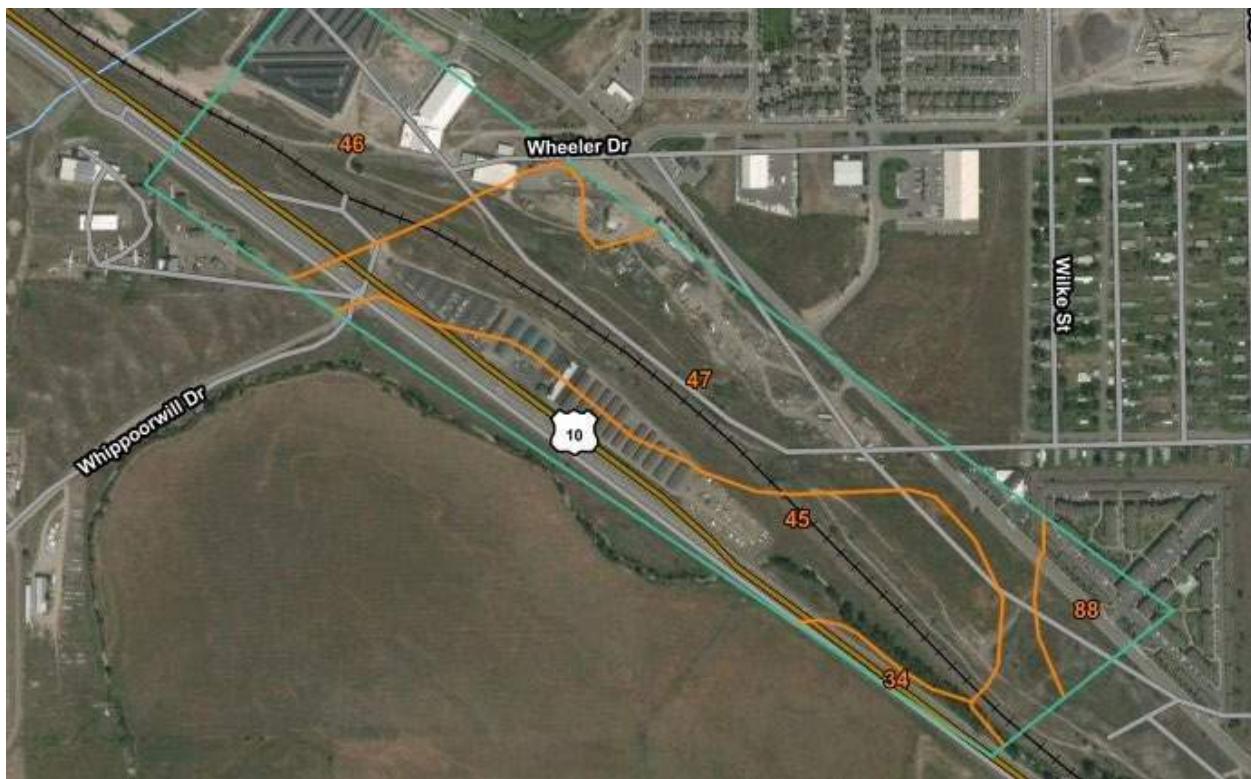


FIGURE 5: SOIL TYPES

COSTS ASSOCIATED WITH DEVELOPING ON SILTY-CLAY SOILS

These soils have low bearing capacity for structures, buildings and roads. They also need extra care in achieving compaction once excavated. These soils underlay the airport and all the development near the Subject Property. The additional cost of developing in silty-clay soils verses alluvial gravels can be generally summarized into two categories relative to infrastructure, cost of roads and parking areas and trench



and excavation compaction. The cost comparisons are as follows: For road and parking area construction, additional costs result for geotextile fabric, added asphalt and base gravel thickness, and for moisture conditioning and compaction of site earthwork. Trench excavation and compaction require extra care in these silty-clay soils to avoid future settlement; this extra care results in additional costs associated with the labor and equipment time to moisture condition backfill materials and place in thinner compacted lifts than in alluvial gravels.

ENVIRONMENTAL

CLEAN-UP ISSUES OR CONSTRAINTS

Starting in October 2000, the Montana Resource & Recovery Center operated a minor Class III Landfill on five acres of the Subject Property under Montana Department of Environmental Quality Landfill License Number 421. Facilities licensed as Class III Solid Waste Management Systems (SWMSs) may accept only Group III waste per the Administrative Rules of Montana rule 17.50.504(2)(b). Group III wastes include wood wastes and non-water soluble solids, such as brick, dirt, rock, rebar-free concrete, brush, lumber, and vehicle tires [ARM 17.50.503(1)(b)]. Montana Resource & Recovery Center also accepted glass and asphalt for recycling.

The facility ceased accepting waste and recycled materials in 2018, and initiated closure activities. During 2018 and 2019, all Group III waste materials on the subject property were properly buried in the landfill and all wastes not subject to interment at the facility were removed from the property. As per the approved Landfill Closure Plan, once all applicable wastes were buried or removed from the site, an engineered “cap” was constructed over the waste. The cap was constructed from native, glacial-lake Missoula silty-clay soils located on-site. Approximately two feet of the silty-clay soils were installed and covered with six inches of topsoil and vegetated.

Montana regulations and the approved Landfill Closure Plan require that restrictive covenants maintaining the integrity of the cap be placed on the portion of the property that includes the former landfill. The Landfill Closure Notice filed with the DEQ in July



2019, following the closure activities, identifies the location of former landfill and lists the restrictions, specifically: "...the owner's use of the described property must not disturb the integrity of the landfill systems, including but not limited to final cover."

Figure 6 shows the location of the restrictions on the Subject Property. Best practices would dictate that a registered professional engineer be retained to determine if proposed uses of the landfill area can be designed to retain the integrity of the landfill system and promulgate appropriate surface drainage away from the protected areas. Subject to this best practice, uses of the landfill area could include parking, outdoor storage, or open space/park.

Due to the historical use of the Subject Property as a minor Class III Landfill, there is potential for excess fill materials in locations other than the delineated former landfill, and it is recommended that any development on site consider a thorough geotechnical investigation prior to final design.



FIGURE 6. LANDFILL EXHIBIT



DELINEATED WETLANDS

There are no delineated wetlands on the site; similarly, Montana Natural Heritage Program mapping shows no known wetlands on the site.

EXISTING IMPROVEMENTS

The Subject Property can be a residential, commercial, or light industrial property and is vacant but for three billboards.

ACCESS/TRANSPORTATION

TRAFFIC VOLUMES

The existing volumes on Expressway, west of the Subject Property near Airway Boulevard, were measured at 5,887 annual average daily traffic (AADT) according to MDT's Traffic Data. Volumes east of the Subject Property, near Reserve Street, were measured at 8,015 AADT.

ACCESS/ACCESS CONTROL

The main vehicle access to the Subject Property derives from two existing driveways, one at the northwest corner of the site and one in the southeasterly portion of the site. These approaches, and any additional proposed approaches from Expressway, would require improvement with curb/gutter and a pedestrian crossing.

TRANSIT

Mountain Line's Route 11 currently runs on Expressway with 60-minute headways. There is a transit stop on the south side of Expressway at The Hub as well as across from the Crestview Apartments.

NON-MOTORIZED

Expressway contains dedicated on-street bicycle lanes on the north side. Sidewalk connectivity exists on the north side of Expressway as well as the south side, adjacent



to The Hub. Any development on the Subject Property would be required to connect to this existing pedestrian route.

UTILITIES

WATER

A 24-inch PVC water main exists on the north side of Expressway with no known service stubs to the Subject Property. One existing hydrant located on the northeast corner of Expressway and Majestic provides partial coverage to the Subject Property.

Existing water main capacity in Expressway is projected to be adequate for anticipated domestic usage and fire flow requirements. Domestic water service and fire service, if needed, would be pulled from this main. Depending on site layout and building construction, additional fire hydrants may be required to provide full coverage to the Subject Property. Probable maximum density water demands would need to be determined based on development proposal but are not expected to have an impact on existing water capacity in Expressway.

SEWER

A 15-inch PVC sanitary sewer main exists on the south side of Expressway with no known service stubs to the Subject Property. An ejector pump may be required depending on building site layout, whether a below grade basement is proposed, and required sewer service depths since this sewer main is relatively shallow adjacent to the northwest section of the site.

Downstream of the Subject Property is the Grant Creek Lift Station. According to the City of Missoula, this lift station is at capacity and is to be converted to a gravity main connection. Because of this, existing sewer main capacity surrounding the Subject Property is currently not adequate. The project is scheduled for Spring 2021 and the proposed gravity main would connect to the sewer system across West Broadway. Once this gravity main bypass is completed, there will be no wastewater capacity issues that would impact the Subject Property.



DRY UTILITIES

GAS

A NorthWestern Energy gas main is located on the north side of Expressway and could be used to provide services to the site.

ELECTRIC

NorthWestern Energy 3-phase power lines parallel the southwestern boundary of the Subject Property in the Montana Rail Link right-of-way. An existing single phase service enters the site with a prescriptive easement. Any upgrades to this power line to 3-phase, or additional services to the site, would require an easement through the MRL property.

COMMUNICATIONS

Charter Spectrum is able to provide services to the Subject Property from the north side of Expressway. CenturyLink does not currently provide service to the Subject Property according to its service area map. Blackfoot Communications provides telecommunications services to the Porter Apartments across Expressway.

STORM DRAINAGE

The native soils of the site are silty-clay loams that are not suitable for on-site storm drainage injection systems. All runoff will need to be routed to detention facilities prior to release off site. A detailed storm water analysis would be required to determine routing options. A combination of on-site conveyance and detention facilities is anticipated for storm water pre-treatment on site.

There is an existing 36” storm drainage culvert through the Subject Property south of Majestic Drive. This culvert is believed to be a conveyance for an overflow facility in a detention pond on the northwest corner of Majestic and Expressway. Additional research would be required to determine downstream routing of this culvert across the Subject Property and adjacent Montana Rail Link property.



CULTURAL CONDITIONS OF THE PROPERTY

IMPACTS OF ADJOINING SITES AND USES

The Subject Property adjoins major transportation corridors I-90, Expressway, West Broadway, the Missoula International Airport and the Montana Rail Link main line. The major impacts from these facilities to the property are associated with large vehicle traffic and their potential hazardous air emissions, which is not unlike any typical transportation corridor.

The rail lines border the southern portion of the Subject Property. Rail transportation is an inherently industrial operation, and by its very nature, includes environmental and other risks. The primary environmental risk is the potential for accidents or derailments to cause releases of hazardous substances and/or petroleum products being transported (or used to fuel the locomotives). These incidents have the potential to create very dangerous situations that could have long-lasting effects. Another environmental concern associated with rail transport is dangerous and/or toxic air emissions from the locomotives on the rail lines and, to a lesser extent, from materials being transported, such as coal. These emissions are difficult to quantify, but should be considered in any discussion of development near the rail lines. It is not likely that the use of the rail lines will change in the anticipated future. Therefore, the concerns mentioned likely will exist at least as long as the rail lines themselves.

The Missoula International Airport is south of the Subject Property. The primary concern is the noise from arriving and departing aircraft. The industry trend is for quieter aircraft but flights that are more frequent. Noise from the airport is at acceptable levels for residential use. This Subject Property is not under typical airport approach paths. There are land use restrictions in place for the property relative to the height of structures, but these should not affect planned building heights because zoning height limits are more restrictive.



REGULATORY CONDITIONS

GROWTH POLICY

The growth policy for the area is the City of Missoula Growth Policy, Our Missoula, adopted in 2015. While the land use designation for the site is “Industrial Light,” it does accommodate residential development. The growth policy in conjunction with the citywide housing policy “A Place to Call Home,” support the notion of residential and mixed-uses for the Subject Property.

ZONING

The zoning designation for the Subject Property is M1R-2 Limited Industrial-Residential District. The zoning district allows a range of uses including light industrial, commercial, and residential, requiring 1,000 square feet of land area per dwelling unit. The Subject Property can develop with residential uses over a range of densities up to 43 dwelling units per acre. The zoning also allows Neighborhood Retail, Live/Work, and Parks among other neighborhood-centric mixed uses. Residential with surface parking and the appropriate amenities required by the zoning would accommodate about 32 dwelling units per acre. The addition of a shared parking area or a parking structure could take the density to the maximum allowed in the M1R-2.

The zoning allows a maximum building height of 50 feet. Since the parcel does not abut any residential districts, there are no setbacks. Landscaping standards apply to the property. General landscaping is required on 15 percent of the property. For multi-family developments, an additional 20 percent of the site is required to be activity area.

Parking is required based on the type of use. There are opportunities for shared use parking on the site with a multi-use building or with the property to the east to allow for meaningful residential densities.



CITY DEVELOPMENT FEES

The City of Missoula assesses development fees to offset the impact of development on the City's transportation network, emergency services, and utilities. The express purpose of these development fees is to assure that new development contributes its fair and proportionate share towards the costs of public facilities reasonably necessitated by such new development. Development fees are assessed as described below.

IMPACT FEES

The City of Missoula assesses development impact fees to offset the impact of development on the City's transportation network, fire and emergency medical services, and law enforcement services.

Commercial Uses: Impact fees for commercial buildings are assessed based upon building use classification (e.g. office, medical, etc.) and building square footage. See the Commercial Development Impact Fee Estimate sheet, current version from 2010, included in **Appendix A**.

Residential Uses: Impact fees for residential buildings are based on number of units for multi-family projects or square footage for certain building types. See the Residential Development Impact Fee Estimate sheet, current version from 2017, included in **Appendix A**.

SEWER DEVELOPMENT FEES

A Sewer Development Fee is assessed for all new development that requires sewer service in order to offset impacts from new development to the City's sewer collection system and the sewage treatment plant. Sewer Development Fees are assessed based on the size of the water meter proposed for the development. **Figure 7** below summarizes current information from the Engage Missoula website's utility page:



Meter Size	Proposed Fees			
	1/13/2021	1/1/2022	1/1/2023	1/1/2024
3/4 inch	\$ 2,163	\$ 2,292	\$ 2,430	\$ 2,576
1 inch	\$ 3,605	\$ 3,821	\$ 4,051	\$ 4,294
1 1/2 inch	\$ 7,210	\$ 7,642	\$ 8,101	\$ 8,587
2 inch	\$ 11,536	\$ 12,228	\$ 12,962	\$ 13,740
3 inch	\$ 21,630	\$ 22,927	\$ 24,303	\$ 25,762
4 inch	\$ 36,050	\$ 38,213	\$ 40,506	\$ 42,936
6 inch	\$ 72,100	\$ 76,426	\$ 81,012	\$ 85,872
8 inch	\$ 129,780	\$ 137,566	\$ 145,821	\$ 154,570

FIGURE 7: PROPOSED SEWER DEVELOPMENT FEES

WATER DEVELOPMENT FEES

A Water Development Fee is assessed for all new development that requires water service to offset impacts from new development to the City’s water supply, treatment, and distribution system. As with Sewer Development Fees, Water Development Fees are assessed based on the size of the water meter proposed for the development. **Figure 8** below summarizes current information from the Engage Missoula website’s utility page:

Water Meter Size	Meter Ratios	Proposed Fee			
		1/13/2021	1/1/2022	1/1/2023	1/1/2024
3/4-inch meter	1.00	\$1,777	\$1,883	\$1,997	\$2,116
1-inch meter	2.50	\$4,443	\$4,709	\$4,992	\$5,291
1 1/2-inch meter	5.00	\$8,885	\$9,418	\$9,983	\$10,582
2-inch meter	8.00	\$14,216	\$15,068	\$15,973	\$16,931
3-inch meter	16.00	\$28,432	\$30,137	\$31,946	\$33,863
4-inch meter	25.00	\$44,425	\$47,090	\$49,916	\$52,911
6-inch meter	50.00	\$88,850	\$94,181	\$99,832	\$105,822
8-inch meter	80.00	\$142,160	\$150,689	\$159,731	\$169,315
10-inch meter	115.00	\$204,355	\$216,616	\$229,613	\$243,390

FIGURE 8: PROPOSED WATER DEVELOPMENT FEES



OTHER FEES

Building Permit Fees – City of Missoula Building Permit fees will be assessed, with the amount of the fee based on the construction value of the project and with additional charges for electrical, plumbing, mechanical, sewer, water, dry utility, excavation, and right-of-way permit. Fees also will be incurred for City review of building plans and may be assessed for special inspections. See City of Missoula Building Department website for current fee structure.

Access Permits – City Engineering approval will be required for proposed access points to public right-of-way. There is currently no fee for City access permitting.

Engineering Permit Fees – City Engineering approval will be required for all right-of-way improvements to include street paving, driveway approaches, curb and gutter, sidewalk, water and sewer mains/services, and dry utility excavations. See City of Missoula Engineering Department website for the current engineering fee permit structure.

Traffic Impact Study (TIS) – A TIS and associated mitigation measures would be required for any development proposal that produces an additional 200 vehicle trips per day.

Drainage/Storm Water Requirements – An engineered storm drainage study and report will be required. Field infiltration testing is needed to prove percolation rates associated with on-site infiltration of runoff. A long-term storm drainage maintenance agreement with the City of Missoula most likely will be required.

SITE EVALUATION SUMMARY

Overall, the site is quite capable of supporting development. The only concern and it is minor is the additional costs of developing on silty-clay soils. The site is quite suitable for development, the growth policy and zoning both allow for development of the site in a wide range of uses from residential to light industrial.



■ APPENDIX A

SUPPLEMENTAL INFORMATION



RESIDENTIAL DEVELOPMENT IMPACT FEE ESTIMATE

2017

SECTION I: PROPERTY INFORMATION						
PROJECT ADDRESS						
	BLDG # UNIT #	_____	SUITE # APT #	_____		
BUILDING OR STRUCTURE USE						
<input type="checkbox"/> SINGLE FAMILY <input type="checkbox"/> DUPLEX		<input type="checkbox"/> TOWNHOUSE <input type="checkbox"/> STORAGE BUILDING		<input type="checkbox"/> DETACHED GARAGE <input type="checkbox"/> OTHER _____		
DEMOLITION INFORMATION						
Does this replace a dwelling that was demolished after October 1, 2004?						
<input type="checkbox"/> YES <input type="checkbox"/> NO						
If yes, what was demolished and what was the original square footage? (Documentation is required. i.e. copy of tax statement)						
ESTIMATE FOR IMPACT FEES						
DOES THIS PROPERTY QUALIFY FOR THE DOWNTOWN TRANSPORTATION IMPACT FEE REDUCTION? <input type="checkbox"/> YES <input type="checkbox"/> NO						
TOTAL SQUARE FOOTAGE OF PROPOSED STRUCTURE:						

<input type="checkbox"/> NEW RESIDENTIAL CONSTRUCTION (EXCLUDING DECKS, PORCHES AND GARAGES*)						
	SQ FT	Other	Transp.	Transp. Reduction	Total Transp.	Total
<input type="checkbox"/>	less than 1200	\$ 591.00	\$ 814.00	0.58		
<input type="checkbox"/>	1200-1299	\$ 690.00	\$ 871.00	0.58		
<input type="checkbox"/>	1300-1399	\$ 696.00	\$ 923.00	0.58		
<input type="checkbox"/>	1400-1499	\$ 702.00	\$ 972.00	0.58		
<input type="checkbox"/>	1500-1599	\$ 773.00	\$ 1,017.00	0.58		
<input type="checkbox"/>	1600-1699	\$ 778.00	\$ 1,060.00	0.58		
<input type="checkbox"/>	1700-1799	\$ 783.00	\$ 1,100.00	0.58		
<input type="checkbox"/>	1800-1899	\$ 787.00	\$ 1,138.00	0.58		
<input type="checkbox"/>	1900-1999	\$ 791.00	\$ 1,174.00	0.58		
<input type="checkbox"/>	2000-2099	\$ 843.00	\$ 1,209.00	0.58		
<input type="checkbox"/>	2100-2199	\$ 846.00	\$ 1,241.00	0.58		
<input type="checkbox"/>	2200-2299	\$ 850.00	\$ 1,273.00	0.58		
<input type="checkbox"/>	2300-2399	\$ 853.00	\$ 1,303.00	0.58		
<input type="checkbox"/>	2400-2499	\$ 857.00	\$ 1,331.00	0.58		
<input type="checkbox"/>	2500-2599	\$ 902.00	\$ 1,359.00	0.58		
<input type="checkbox"/>	2600-2699	\$ 906.00	\$ 1,386.00	0.58		
<input type="checkbox"/>	2700-2799	\$ 908.00	\$ 1,411.00	0.58		
<input type="checkbox"/>	2800-2899	\$ 912.00	\$ 1,436.00	0.58		
<input type="checkbox"/>	2900-2999	\$ 914.00	\$ 1,459.00	0.58		
<input type="checkbox"/>	3000-3099	\$ 916.00	\$ 1,483.00	0.58		
<input type="checkbox"/>	3100-3199	\$ 919.00	\$ 1,505.00	0.58		
<input type="checkbox"/>	3200 or larger	\$ 919.00	\$ 1,505.00	0.58		
<input type="checkbox"/>	Other (per dwelling unit)	\$ 529.00	\$ 733.00	0.67		
<input type="checkbox"/> RESIDENTIAL ADDITION TO EXISTING DWELLING (ADDITIONS TO EXISTING ARE INCREMENTAL INCREASES ONLY)						
	SQ FT	Other	Transp.	Transp. Reduction	Total Transp.	Total
<input type="checkbox"/>	less than 1200	\$ -	\$ -	0.58		
<input type="checkbox"/>	1200-1299	\$ 99.00	\$ 57.00	0.58		
<input type="checkbox"/>	1300-1399	\$ 6.00	\$ 52.00	0.58		
<input type="checkbox"/>	1400-1499	\$ 6.00	\$ 49.00	0.58		
<input type="checkbox"/>	1500-1599	\$ 71.00	\$ 45.00	0.58		
<input type="checkbox"/>	1600-1699	\$ 5.00	\$ 43.00	0.58		
<input type="checkbox"/>	1700-1799	\$ 5.00	\$ 40.00	0.58		
<input type="checkbox"/>	1800-1899	\$ 4.00	\$ 38.00	0.58		
<input type="checkbox"/>	1900-1999	\$ 4.00	\$ 36.00	0.58		
<input type="checkbox"/>	2000-2099	\$ 52.00	\$ 35.00	0.58		
<input type="checkbox"/>	2100-2199	\$ 3.00	\$ 32.00	0.58		
<input type="checkbox"/>	2200-2299	\$ 4.00	\$ 32.00	0.58		
<input type="checkbox"/>	2300-2399	\$ 3.00	\$ 30.00	0.58		
<input type="checkbox"/>	2400-2499	\$ 4.00	\$ 28.00	0.58		
<input type="checkbox"/>	2500-2599	\$ 45.00	\$ 28.00	0.58		
<input type="checkbox"/>	2600-2699	\$ 4.00	\$ 27.00	0.58		
<input type="checkbox"/>	2700-2799	\$ 2.00	\$ 25.00	0.58		
<input type="checkbox"/>	2800-2899	\$ 4.00	\$ 25.00	0.58		
<input type="checkbox"/>	2900-2999	\$ 2.00	\$ 23.00	0.58		
<input type="checkbox"/>	3000-3099	\$ 2.00	\$ 24.00	0.58		
<input type="checkbox"/>	3100-3199	\$ 3.00	\$ 22.00	0.58		
<input type="checkbox"/>	3200 or larger	\$ -	\$ -	0.58		
* DETACHED GARAGES/ACCESSORY BUILDING WITH AN APARTMENT/RESIDENCE, OFFICE SPACE, OR OTHER HABITABLE SPACE ABOVE WILL BE SUBJECT TO IMPACT FEES ON THE LIVING SPACE.						
DISCLAIMER - Pursuant to Ordinance 3426, 3364 and 3250, Chapter 15.66 this estimate is based on information provided by you, the contractor/homeowner/architect/engineer or authorized agent/ Actual impact fees may vary based on the final plan review and the square footage calculation of our plans examiner. 15.66.040D Such non-binding estimate is solely for the benefit of the prospective applicant and shall in no way bind the City nor preclude it from making amendments or revisions to any provisions of the Chapter or the specific development impact fee implementing ordinance.						

■ APPENDIX B

MAPS





WGM GROUP
WWW.WGMGROUP.COM

PRELIMINARY

PLOTTED: 12/21/20
SAVED: 11/30/20

TITLE EXCEPTION EXHIBIT
5065 EXPRESSWAY
MISSOULA, MONTANA

NO.	DESCRIPTION	DATE

PROJECT: 20-10-30
LAYOUT: LAYOUT 1
SURVEYED: WGM GROUP
DESIGN: ...
DRAFT: JAD
APPROVE: ...
DATE: ...

DECEMBER 2020

SHEET 1 OF 1

FILE: W:\Projects\200838\CAD_Data\Survey\Boundary-Central\200838_C1.dwg



60' WIDE ACCESS AND UTILITY EASEMENT PER BOOK 432 MICRO, PAGE 56, [18], COS'S 4276, 4585 AND 5669, [19] AND BOOK 493 MICRO, PAGE 506 [21]

20' WIDE PRIVATE ACCESS EASEMENT FOR RAIL SPUR LINES FOR THE USE AND BENEFIT OF TRACT B-1 APPROXIMATED FROM AERIAL IMAGES. NO FIELD TIES ON EXISTING TRACT'S WAS COMPLETED. [28]

SUBJECT PROPERTY LIES WITHIN THE AIRPORT INFLUENCE AREA BOUNDARY IN BOOK 750 MICRO, PAGE 919. [17]

ADDRESS:
5605 EXPRESSWAY

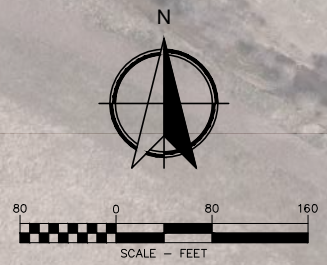
T. 13 N., R. 19 W.
T. 13 N., R. 20 W.

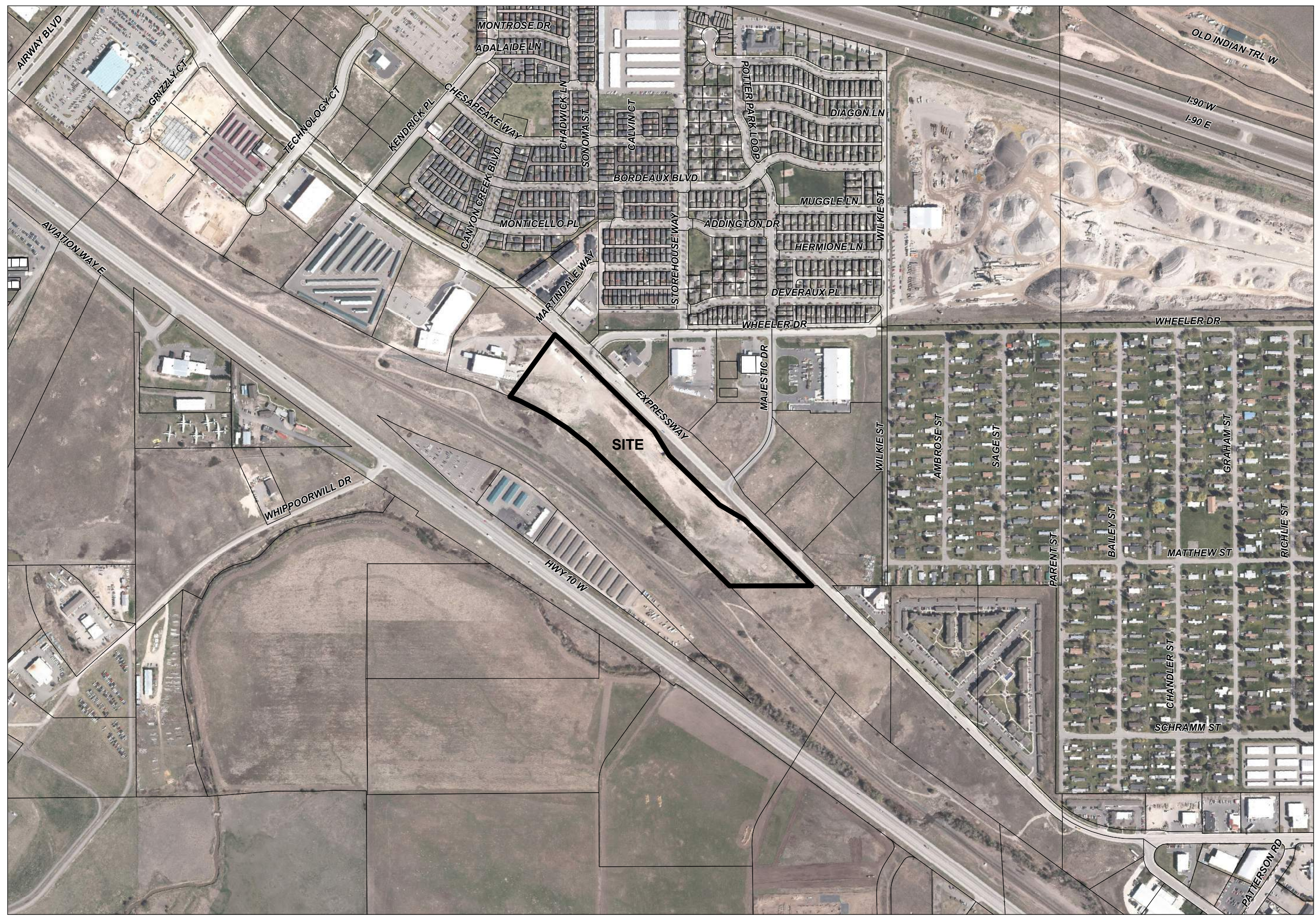
ACCESS AND UTILITY EASEMENT FOR THE USE AND BENEFIT OF TRACT A-1 PER BOOK 757 MICRO, PAGE 637. [27]

LOCATABLE TITLE EXCEPTIONS SHOWN HEREON ARE FROM REVIEW OF TITLE REPORT (SUBDIVISION GUARANTEE) PROVIDED BY STEWART TITLE UNDER FILE NO. 8881 WITH A GUARANTEE DATE OF OCTOBER 07, 2020

SUBJECT PROPERTY LIES WITHIN THE AIRPORT INFLUENCE AREA BOUNDARY IN BOOK 750 MICRO, PAGE 919. [17]

TRACT B-1
COS 5891
ADDRESS:
5605 EXPRESSWAY





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0 250 500
1 inch = 500 feet

**LOCATION EXHIBIT
5605 EXPRESSWAY
MISSOULA, MONTANA**

Disclaimer: This map is neither a legally recorded map nor a survey and is not intended to be used as such. WGM Group does not guarantee the accuracy, current status, or completeness of the material contained herein and is not responsible for any misuse or misrepresentation of this information or its derivatives. This map is a graphic representation and is to be used for general planning purposes only.

PROJECT: 20-08-38
FILE NO: 200838_location.mxd
FILE PATH: W:\PROJECTS\200838\GIS\MXD
DRAFT: CEG
APPROVE: NPK
DATE:

DECEMBER 2020

SHEET **1** OF **1**



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PRELIMINARY

PLOTTED: 12/21/20
SAVED: 12/21/20

**FORMER CLASS III LANDFILL EXHIBIT
5065 EXPRESSWAY
MISSOULA, MONTANA**

REVISIONS:		
NO.	DESCRIPTION	DATE

PROJECT: 20-10-30
LAYOUT: LAYOUT 1
SURVEYED: WGM GROUP
DESIGN: ...
DRAFT: JAD
APPROVE: ...
DATE: ...

DECEMBER 2020

SHEET 1 OF 1

FILE: W:\Projects\200838\CAD Data\Exhibits\200838_01_Landfill Exhibit.dwg





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PRELIMINARY

PLOTTED: 12/18/20
SAVED: 12/18/20

SLOPE ANALYSIS MAP
5605 EXPRESSWAY
MISSOULA, MONTANA

REVISIONS:
NO. DESCRIPTION DATE

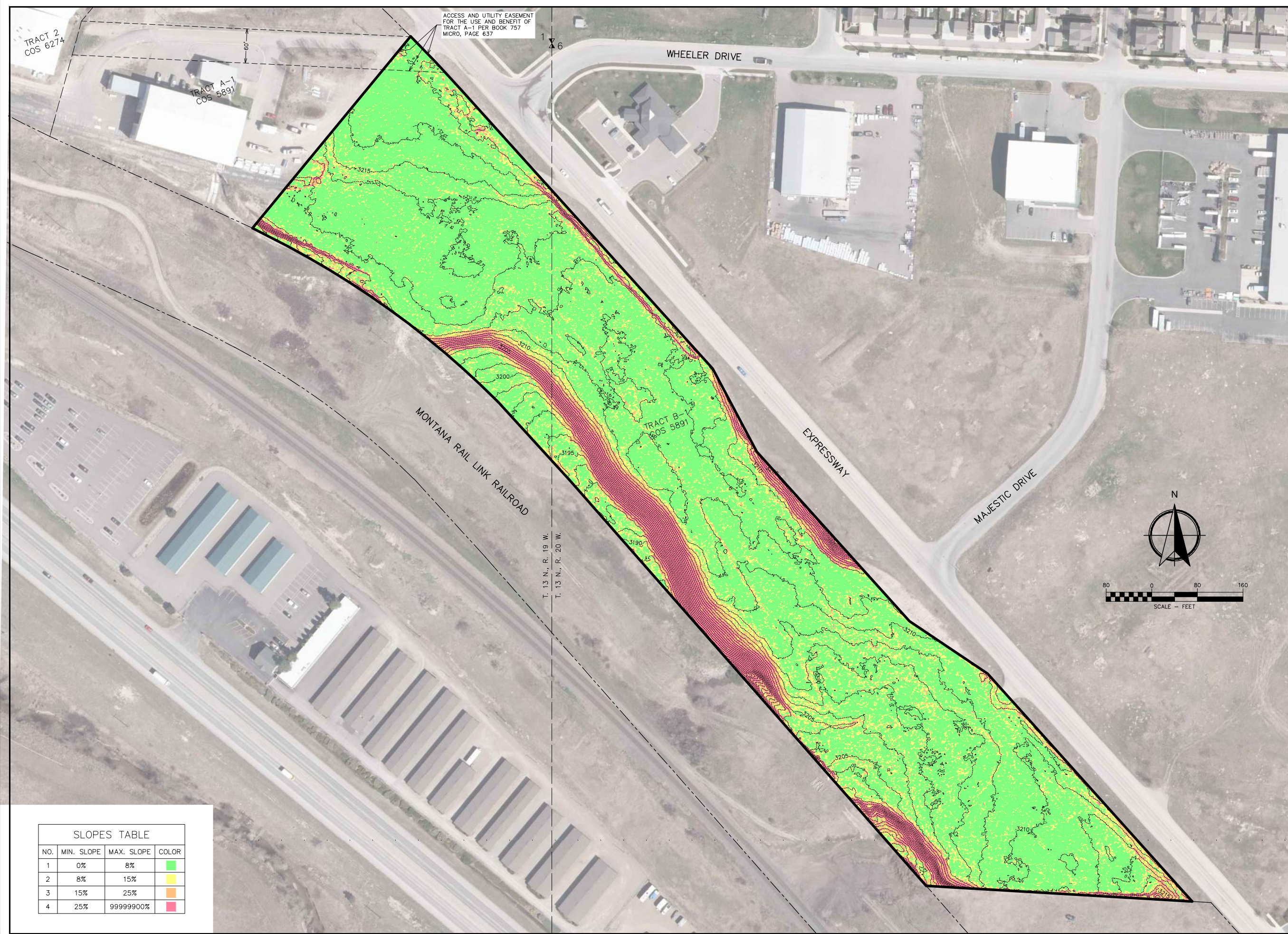
NO.	DESCRIPTION	DATE

PROJECT: 20-08-38
LAYOUT: Layout1
SURVEYED: ---
DESIGN: ---
DRAFT: CEG
APPROVE: NPK
DATE:

DECEMBER 2020

SHEET 1 OF 1

FILE: W:\Projects\200838\CAD Data\Design\200838_slopes.dwg



ACCESS AND UTILITY EASEMENT
FOR THE USE AND BENEFIT OF
TRACT A-1 PER BOOK 737
MICRO, PAGE 637

TRACT 2
COS 6274

TRACT A-1
COS 5891

TRACT B
COS 5891

T. 13 N., R. 19 W.
T. 13 N., R. 20 W.

NO.	MIN. SLOPE	MAX. SLOPE	COLOR
1	0%	8%	Green
2	8%	15%	Yellow
3	15%	25%	Orange
4	25%	99999900%	Red