

# Stevensville, Montana 2016 Growth Policy Update



Adopted December 8, 2016

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PLANNING AND ZONING BOARD  
RESOLUTION NO. 6

A RESOLUTION OF THE PLANNING AND ZONING BOARD OF THE TOWN OF STEVENSVILLE, MONTANA TO RECOMMEND ADOPTION OF THE TOWN OF STEVENSVILLE GROWTH POLICY UPDATE

WHEREAS, in October of 2009, the Stevensville Town Council adopted the Town of Stevensville Growth Policy as guidance for the general policy and pattern of development of the Town of Stevensville pursuant to Montana Code Annotated Title 76, Chapter 1, Part 601 *et seq*; and

WHEREAS, the Town of Stevensville Planning and Zoning Board has worked to update the Town's Growth Policy to address current and projected challenges for the betterment of the Town's future; and

WHEREAS, notice of a public hearing on the growth policy update was published in a newspaper of general circulation on October 26, 2016, more than 10 days prior to the public hearing as required by Montana Code Annotated 76-1-602; and

WHEREAS, on November 9, 2016 the Town of Stevensville Planning and Zoning Board held a public hearing on the proposed Town of Stevensville Growth Policy Update; and

WHEREAS, after considering the recommendations and suggestions elicited at the public hearing, Montana Code Annotated 76-1-603 requires the Town of Stevensville Planning and Zoning Board to forward a recommendation to the Town Council of Stevensville, Montana on the adoption of the Stevensville Growth Policy Update.

NOW THEREFORE, BE IT RESOLVED by the Town of Stevensville Planning and Zoning Board, to recommend that the Town Council of Stevensville adopt the Stevensville Growth Policy Update, and to pursue the goals, objectives, and actions therein.

PASSED AND ADOPTED by the Town of Stevensville Planning and Zoning Board this 9<sup>th</sup> day of November, 2016.

APPROVED:



Joe Moore, Planning and Zoning Board  
Chair

ATTEST:



Stacy Bartlett, Town Clerk

RESOLUTION NO. 396

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF STEVENSVILLE, MONTANA TO ADOPT THE TOWN OF STEVENSVILLE GROWTH POLICY UPDATE

WHEREAS, in October of 2009, the Stevensville Town Council adopted the Town of Stevensville Growth Policy as guidance for the general policy and pattern of development of the Town of Stevensville pursuant to Montana Code Annotated Title 76, Chapter 1, Part 601 *et seq*; and

WHEREAS, the Town of Stevensville Planning and Zoning Board has worked to update the Town's Growth Policy to address current and projected challenges for the betterment of the Town's future; and

WHEREAS, on November 9, 2016 the Town of Stevensville Planning and Zoning Board held a properly noticed public hearing on the proposed Town of Stevensville Growth Policy Update; and

WHEREAS, after considering the recommendations and suggestions elicited at the public hearing, the Town of Stevensville Planning and Zoning Board recommended the Town Council of Stevensville, Montana to adopt the Stevensville Growth Policy Update and to pursue the goals, objectives, and actions therein; and

WHEREAS, on November 10, 2016, after considering the recommendation of the Town of Stevensville Planning and Zoning Board and public testimony, the Stevensville Town Council passed a Resolution of Intention to adopt the Stevensville Growth Policy Update and to pursue the goals, objectives, and actions therein.

NOW THEREFORE, BE IT RESOLVED by the Town of Stevensville Town Council, to pass a Resolution to adopt the Stevensville Growth Policy Update, and to pursue the goals, objectives, and actions therein.

PASSED AND ADOPTED by the Town Council of the Town of Stevensville this 8<sup>th</sup> day of December, 2016.

APPROVED:



Jim Crews, Mayor

ATTEST:



Stacy Bartlett, Town Clerk

# Acknowledgments

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## Thank You Citizens of Stevensville!

A special thanks to all of the dedicated residents of the Stevensville community who contributed to this plan on their free time by participating in public meetings, submitting comments and filling out surveys. Your time, efforts and ideas are very much appreciated and reflected in this plan.

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## Stevensville's Identity

There are many elements of Stevensville that serve to shape the town's identity. Stevensville's connection to Montana's beginnings, proximity to the natural environment, and the safe small-town feel all contribute to the sense of place that residents cherish and that serves to attract visitors and new residents. Stevensville's 2016 Growth Policy Update reflects the community's desire to preserve these unique aspects of the town while envisioning a future of coordinated growth and ongoing success.

## Growth Policy 101

A growth policy is a comprehensive plan for a community that addresses land use, natural resources, the economy, public infrastructure, housing and other topics identified by the community and required by state law. At its roots, a growth policy attempts to answer the following three questions – 1. Where are we today? 2. Where do we want to be tomorrow? and 3. How do we get there? The second two questions are really the meat of the growth policy document and are intended to reflect the goals and aspirations of Stevensville residents.

## Previous Planning Efforts

Stevensville has a history of being proactive when thinking about the future of the town. Nearly two decades ago in 1998, Stevensville residents engaged in a series of community meetings that led to a community workshop, where a vision for Stevensville's future was defined as a desire to maintain a walkable and liveable community. This effort eventually led to Stevensville's first growth policy which was adopted in 2002. In response to rapid population growth in Ravalli County and Stevensville during the early 2000s, Stevensville adopted a significant update to the 2002 growth policy in 2009. This growth policy is an update to the 2009 growth policy. It reinforces and builds on the policy direction of the 2009 growth policy and provides additional guidance for Stevensville's future by focusing on

nine key issues. The nine key issues, which were identified during the public engagement process include:

1. Diversifying Stevensville's Tax Base
2. Water
3. Housing
4. Non-Motorized Transportation
5. Permitting and Enforcing Existing Regulations
6. Guiding Development Patterns South of Town
7. Annexation
8. Downtown
9. Access to the Bitterroot River

## Using the Growth policy

Growth policies are not meant to simply collect dust on shelf, but rather are intended to be utilized as a decision making tool. This section is intended to outline how this growth policy is structured to guide implementation. The implementation section is the heart of the growth policy as it outlines how Stevensville will achieve its future vision for the town. The implementation section includes a series of goals, objectives and actions. Together, they are intended to direct how Stevensville will allocate limited resources and develop work plans. For each action, the implementation section identifies the agencies and organizations that will partner on implementation, a timeline under which each action should be implemented and a priority ranking.

## Public Process

The public process for Stevensville's growth policy update was designed to provide ample opportunities for input from a diverse array of community stakeholders. At the outset of the update process a project website was created ([www.planstevensville](http://www.planstevensville)) which

served as a clearing house for information on the growth policy and provided an open opportunity for community members to provide input. The public process kicked off in the spring of 2016 with key issue identification. First, interviews were conducted with key stakeholders from Stevensville and Ravalli County to identify the most pressing issues facing the town. Second, a public meeting was held on June 29, 2016 where members of the general public were led through an exercise to identify key issues and opportunities for addressing those issues.

With nine key issues identified, the process then moved to developing a series of goals and objectives to address each key issue. To review the goals and objectives with the community, a second public meeting was held on July 27, 2016. Following that meeting, the goals and objectives were amended and a series of action strategies was drafted to provide specific direction for addressing the key issues. The draft action strategies were then vetted by the Stevensville Planning and Zoning Board. Following this vetting process, the draft action strategies were incorporated into a public survey that asked Stevensville community members to prioritize and rank each of the action strategies. The results of the public survey were used to inform each action's priority ranking in the implementation section.

## Vision

This growth policy update was prepared by the Planning and Zoning Board and Town Council as a statement of the Stevensville community's values and aspirations. The vision statement below reflects how Stevensville's residents want the town to look and function 20-years into the future.

*In the year 2036 Stevensville remains a liveable community with a thriving downtown, strong local businesses, an engaged citizenry, and a strong connection to the nearby natural environment. Residents enjoy a safe and well connected bicycle and pedestrian network complete with well-maintained sidewalks and bicycle paths.*

*Stevensville has remained successful at retaining and attracting light industrial businesses to provide living wage jobs for residents. Stevensville values its close proximity to the population and job center of Missoula, which provides residents with good job opportunities and access to urban amenities. At the same time, Stevensville has retained its unique identity which serves as a point of pride for residents and an attraction for visitors.*

*Growth, stemming from Stevensville's high quality of life and access to employment, has been coordinated and thought out, resulting in complete walkable neighborhoods and preservation of nearby agriculture and open spaces. Through conservation and well planned infrastructure improvements the town has been able to provide sufficient water and other municipal services to residents. Downtown Stevensville serves as a testament of success to what can be accomplished when local governments partner with Main Street organizations, local businesses, and other civic organizations.*



# Key Issues

## Diversifying Stevensville’s Tax Base

To keep the water flowing, bills paid, and maintain infrastructure the Town of Stevensville requires stable revenue sources. The majority of the town’s tax base is made up of residential property taxpayers rather than higher paying commercial and industrial properties. This, in turn, creates a financial hardship for the local government as it works to keep up with the high cost of replacing, extending and maintaining public infrastructure, much of which is 100 years old. Currently, property taxes account for nearly half of Stevensville’s total revenue. Commercial and industrial properties in Stevensville account for just over a quarter of property tax revenues yet account for under 10% of total land area in town (see Table 1). Residential properties, by comparison, account for two-thirds of tax revenues and cover just under a quarter of total land area in town. Commercial and industrial properties are an important component of a town’s tax base as the majority of these enterprises pay higher property tax rates than residential uses.

To provide for sustainable revenue generation going forward, Stevensville needs to examine how the town can diversify its tax base to rely less on residential property taxes and increase the number of tax paying commercial and industrial uses. A successful example of Stevensville expanding the town’s commercial and industrial tax base is the creation of the Tax Increment Financing Industrial District (TIFID) north of town. One option for growing commercial and industrial uses in town is the expansion of the TIFID.

Table 1 - Property Tax Revenue By Use

Classification	% Of Prop. Tax Rev.	% Of Land Area
Commercial/Industrial	27%	9%
Residential	66%	22%
Vacant	7%	12%
Other	0.01%	57%

# Water

As Stevensville transitions its water over from the infiltration gallery up Middle Burnt Fork to the well field adjacent to Twin Creeks development, there are a few important issues that come to the forefront. There is a continuing need for more water storage capacity. The existing tank on Middle Burnt Fork Road needs to be supplemented to ease the strain of peak demand for water. While leakage has been greatly reduced recently with replacement of some of the old cast iron mains, there is a continuing need to identify and eliminate other leaking pipes.

## Water Rights

The town's water rights are currently being transitioned over from the old sources, such as the infiltration gallery, to the new well field. This is happening at the same time that Montana is going through an extended process of adjudicating water rights throughout the state, which will continue to be monitored. That process has resulted in the Bitterroot Valley being designated a "closed basin," which means no new water rights are being permitted. So the only way to obtain a water right is to transfer and apply an existing right. This can be a lengthy and expensive process. It may mean that any new annexations of land into the town will be required to bring a water right that will be adequate to serve the demands of the people or businesses being annexed.

Stevensville has applied to the Montana Department of Natural Resources and Conservation (DNRC) to change its water right. When a water right is granted by the state, the permitted use identifies both the "point of diversion," or source of the water (groundwater, spring, creek, etc.) and the "place of use" for that water. Stevensville has applied to change the point of diversion, which previously was the infiltration gallery up Burnt Fork plus the three older wells in town, over to groundwater rights from the new well field next to Twin Creeks. The application also calls for slightly enlarging the "place of use" for the water beyond the town's limits in order to help Stevensville anticipate providing water to future annexations

into the town. At present, the application has stalled because the DNRC has asked for more information.

## Housing

The same challenges with projecting future populations make estimating the need for new housing equally challenging. Based on a 2014 average household size of 2.31, Stevensville will need to add anywhere between 89 to 933 housing units by 2036, using the population projections as a guide. In reality, new housing construction in Stevensville will be driven in large part the private housing market. If the economy of Missoula and Ravalli County continue to strengthen as projected, Stevensville will likely see increased housing demand. On that same note, Missoula home prices have risen sharply in recent years and are increasingly becoming unaffordable for many residents. As Stevensville already serves as a bedroom community to Missoula, it is very likely that Missoula's high home prices will push people to Stevensville, where they can find the intact neighborhoods, access to services, and sense of community similar to many areas of Missoula. These factors are increasingly driving locational decisions for America's baby boomer and millennial generations. In all likelihood people priced out of Missoula are already looking to Stevensville, though there is a lack of data to support this claim beyond anecdotal evidence.

In terms of where residential development is likely to occur, there are several areas east and south of town that will likely see new home construction as demand for new housing increases. The most notable areas are the Creekside Meadows and Twin Creeks subdivisions. Both of these subdivisions are already platted and have numerous buildable lots.

Like much of western Montana, the cost of both rental and for sale housing in Stevensville is increasing. While increasing home prices can be a sign of an improving economy, they can also serve to limit options for people in need of housing. Additionally, as Stevensville's population continues to age, this will likely alter the demand for different housing types and locations.

# Non-Motorized Transportation

Stevensville has a fairly robust network of sidewalks in existing residential and commercial areas, though there are several areas in residential neighborhoods where sidewalk gaps exist. Sidewalks along Main Street are in good condition with bulb-outs and crosswalks at downtown intersections to provide for safe crossings. While the majority of residential neighborhoods in Stevensville do not have sidewalks, where they do exist, sidewalks tend to be in poor condition, with extensive root damage in places. Stevensville’s bicycle network by comparison is not as expansive in terms of dedicated infrastructure – e.g. bike lanes, off street paths, cycle tracks, etc. However, most streets in Stevensville are low volume and low speed, making them ideal for safe bike travel. There is an off-street path leading from the north end of Stevensville to the Bitterroot Trail which provides for safe non-motorized travel along Highway 93 between Hamilton and Missoula.

## Proposed Non-Motorized Improvements

While, Stevensville has done well to develop a relatively well-connected and safe bicycle and pedestrian network, there are areas needing improvement. Map 1 shows proposed non-motorized transportation improvements for Stevensville. These recommended improvements serve to provide a safe and well connected system for cyclists and pedestrians to access major trip attractors in Stevensville (e.g. downtown, parks, Stevensville schools) as well as attractions outside of town such as the Lee Metcalf Wildlife Refuge.

### Off-Street Paths

Off-street paths are physically separated from roads and are designed to accommodate a variety of non-motorized transportation modes including walking, biking, and skateboarding. The existing off-street path along the Stevensville cutoff road provides safe access to Stevensville from the Bitterroot Trail which extends north to Missoula and south to Hamilton. Beyond this however, there are no off-street paths in or outside of Stevensville. The proposed off-street paths identified in Map 1 are intended to provide safe biking

and walking options for people accessing popular walking and biking destinations in and outside of Stevensville, including Stevensville Public Schools.

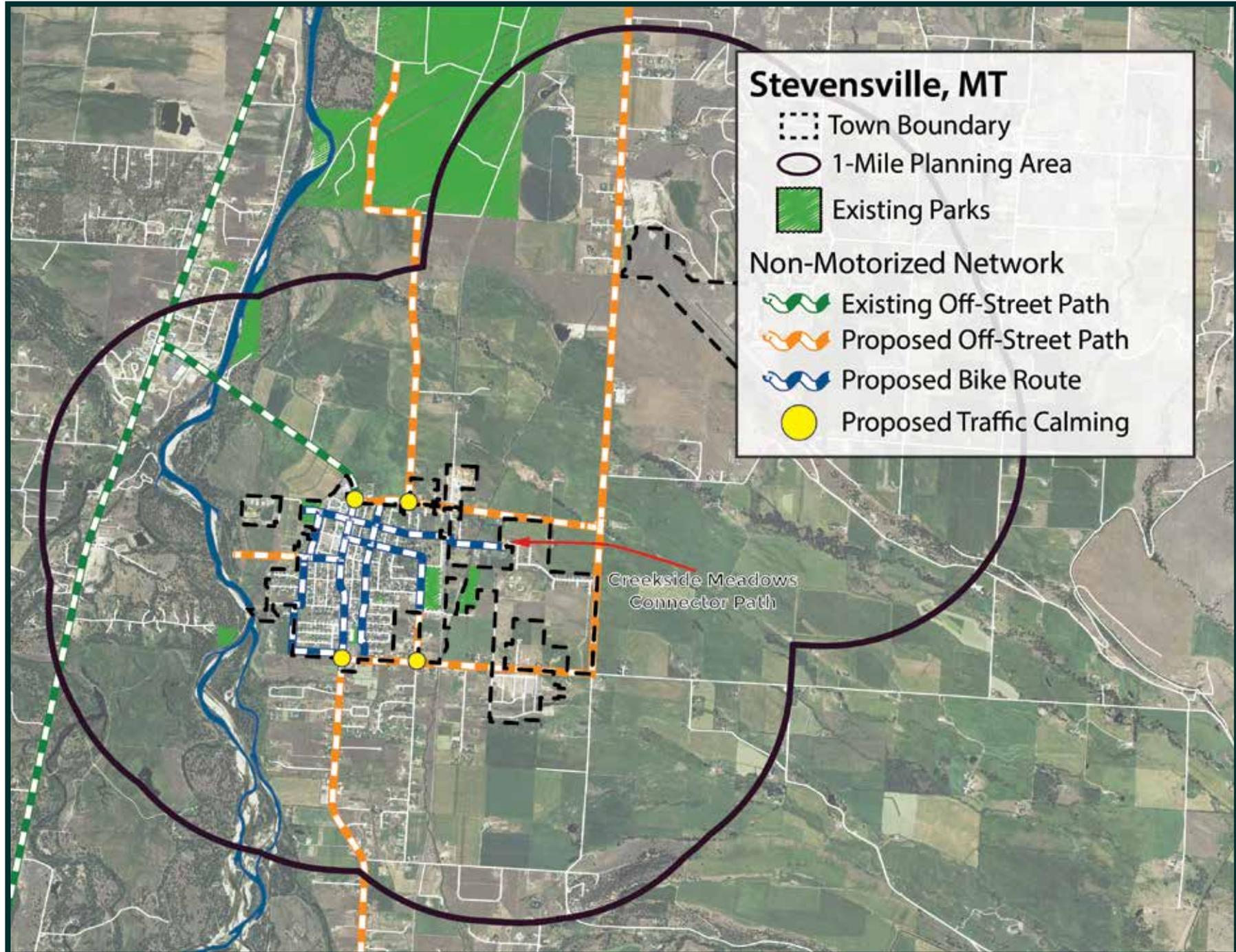
Off-street paths not only provide safe biking and walking options for residents but they also bolster the growing bicycle tourism market in the Bitterroot. One challenge with off-street paths however, lies in the cost of both construction and maintenance. As the majority of the proposed off-street paths lie outside of Stevensville, the town will need to work closely with Ravalli County and MDT to construct these paths. There are a variety of state and federal grants available which could be used to pay for construction, including the recreational trails program, transportation alternatives, and the federal lands access program (for the Lee Metcalf path). Another challenge is with ongoing maintenance. The Montana Department of Transportation has limited financial resources to dedicate to maintaining off-street paths, and as a result they are reluctant to construct new off-street paths without dedicated maintenance funding. The same is true for Ravalli County. As a result, for these proposed off-street paths to become a reality, Stevensville will need to work with both MDT and Ravalli County to develop a program for sustained path maintenance.

### Priority Improvements

Park Avenue between Middle Burnt Fork Road and Phillips Street is a popular route for children walking and biking to and from school. Currently this section of road does not have sidewalks or bike lanes, presenting a safety issues for cyclists and pedestrians and serving to discourage parents from letting their children walk or bike to school. An off-street path on this section of Park Avenue would provide a safe biking and walking option for school age children as well as the general public.

The Lee Metcalf Wildlife Refuge is a popular destination for both residents and visitors. Many people choose to walk and/or bike to the refuge, though many more are discouraged from doing so due to safety concerns. Between Stevensville and the refuge, along Eastside Highway and Wildfowl Lane, there is currently no dedicated walking or biking infrastructure, forcing cyclists and pedestrians to either travel on a very narrow shoulder or share the road with

Map 1 - Proposed Non-Motorized Transportation Improvements





vehicle traffic. The proposed off-street path to the refuge would not only provide safe access but would also serve to encourage more people to walk or bike to this treasured asset.

### **Bike Routes**

The proposed bike routes in Map 1 are intended to provide a safe and well connected bicycle network within Stevensville that provides access to downtown, Stevensville schools, parks, and existing and proposed off-street paths. There are a variety of tools available for developing bike routes ranging from signage to painting bike lanes on the street. Below are the available options for Stevensville to consider as the town implements the proposed bike route network.

### **Wayfinding**

Wayfinding is a way of strategically placing signs to keep people on bike routes and direct them to attractions in town, including downtown, parks, and the Bitterroot River.

### **Bike Lanes**

Bike lanes are designated by a white stripe on the road, a bicycle symbol, and signage that alerts drivers that a portion of the road is dedicated to bicyclists



### **Bike Boulevards**

Bike boulevards are low-speed, low-volume streets that have been enhanced for bicycle travel. Bike boulevards are designed to give priority to bicyclists as through traffic by discouraging cut-through vehicle traffic but allowing local vehicle traffic. This is achieved through small design improvements ranging from signage to traffic calming elements.

### **Sharrows**

Sharrows are a shared lane bicycle marking, indicating to motorists that bicycles are allowed to use the full lane. Streets with sharrows do not have bike lane markings.

### **Sidewalks**

As mentioned previously many of the sidewalks in Stevensville's residential neighborhoods are in varying states of disrepair. In addition, many residential streets do not have sidewalks at all. In the public survey done for this growth policy update, repairing damaged sidewalks was identified as a top priority. Individual property owners in Stevensville are responsible for sidewalk repair and replacement. To help offset the high cost of sidewalk maintenance, Stevensville offers a program where property owners may apply to split the cost of

maintenance or replacement with the town. The program however, is seldom utilized, likely as a result of residents being unaware that it exists.

### Complete Streets

A complete street is designed to accommodate all modes of transportation – cars, bikes, pedestrians, and people of all ages and abilities. There are many elements that make up a complete street, including sidewalks, bike facilities, crosswalks, wide shoulders, medians, and bulb-outs. While the individual elements will vary from street to street, the end result is a well-connected and safe transportation system for all users. To better accommodate all transportation users, Stevensville should develop a complete streets policy to ensure, newly developed roadways, and major roadway reconstructions, incorporate elements of complete streets. The state of Montana’s Department of Public Health and Human Services developed a [Complete Streets Toolkit](#), to assist Montana communities with implementing complete streets. For guidance, Stevensville can also look to the City of Hamilton, which recently adopted a complete streets policy

## Permitting and Enforcement of Existing Regulations

Stevensville has benefited over the years from having many well-qualified elected and appointed officials who have stepped in and filled the numerous roles needed to keep the town working. Land use planning and zoning regulations are particularly difficult to enforce and complex to administer. As a result of the work of elected and appointed officials, Stevensville has been able to respond to the numerous requests from landowners and residents for interpretation of the town’s regulations.

In the past when subdivision proposals were submitted, the town contracted with attorneys and civil engineers to help review the submittals and make recommendations to the Planning and Zoning Board and the Town Council. A large part of the processing and

administration of these major proposals, including required mailings, fell on the Town Clerk.

The future of land use rules and regulations in Montana only looks to become more complex and challenging. The demands from landowners for interpretation of these rules will grow as Stevensville expands. Because Stevensville does not currently have a staff planner, these demands by default fall on the Town Clerk. This arrangement benefits the town’s budget, but may not be beneficial to the efficiency of the administration if it draws staff from completing other duties. Furthermore, enforcement of zoning, building, and land use regulations is severely limited without a designated staff position.

Stevensville should consider options for staffing or contracting to fill a planner position, or expanding the assigned duties of existing staff to fulfill this task. In any case, it would be beneficial to formalize a process for accepting and reviewing zoning requests and land use planning interpretations.

## Guiding Development Patterns South of Town

Stevensville’s Development Code has, for a couple of decades, anticipated growth to occur south of town along both sides of the Eastside Highway. Landowners in this area had requested that the town implement zoning in a manner that would permit continued residential development throughout most of the area, while also accommodating and generally controlling commercial development along the highway frontage. In addition, the development code includes specific requirements for any subdivisions proposed in the zoned area south of town, with the intent to assure that development would follow a pattern that would facilitate the extension of town services, including sewer, water and streets. Since the implementation of these requirements, there has been a “leapfrog” pattern of residential development to lands that are not contiguous to the town. This has caused a little difficulty in, for instance, applying the Street Master Plan to roads built in the area.

# Annexation

Over the 20-year planning horizon Stevensville is likely to continue to grow, as are adjacent areas of Ravalli County. As growth occurs outside of Stevensville’s town limits, new development may have a need for municipal services, prompting Stevensville to consider annexation of land currently outside of town limits. For properties proposing to be annexed into Stevensville, the town’s development code requires that developers provide necessary water, sewer, lighting, and street infrastructure.

For annexation to be successful, it needs to be done so that there is a mutually beneficial outcome for both the town and the landowners. Of critical importance is the need to verify that infrastructure (streets, sewer, water) and services (police, fire protection) are adequate to serve the new area, without straining those services for existing residents.

Montana’s annexation laws are intended to provide for sound urban development, well planned provision of municipal services, and equitable sharing of community resources and financial responsibility by people deriving benefits from municipal infrastructure. Montana state law provides for annexation of land to a municipality through the following methods

- Addition to Municipalities (MCA 7-2-42)
- Annexation of Contiguous Land (MCA 7-2-43)
- Annexation of Contiguous Government Land (MCA 7-2-44)
- Annexation of Wholly Surrounded Areas (MCA 7-2-45)
- Annexation by Petition (MCA 7-2-46)
- Annexation with Provision of Services (MCA 7-2-47)

Under state law, in order for annexation to occur, a municipality must have a plan for extending services that shows anticipated development at least five years into the future and how the city or town will extend services and add sections to the town. Additionally, the town must be assured that any improvements to be built within

the annexed lands will meet the standards set by the town for being incorporated into the town’s infrastructure. This assures an orderly and manageable connection from the existing town to the newly annexed area.

## Annexation Resolution

The two most common methods of annexation used by municipalities in Montana are annexation by petition (MCA 7-2-46) and annexation with provision of services (MCA 7-2-47). Both of these processes require a majority approval from residents of the area proposed to be annexed. Upon resident approval, each process then requires passing a resolution providing for the annexation and establishing a service plan for future annexations. This section is intended to provide the information necessary for Stevensville to draft a resolution for annexation as required by the two aforementioned annexation processes. A [template](#) for drafting the resolution is provided on the Montana Department of Commerce Community and Technical Assistance Program’s website.

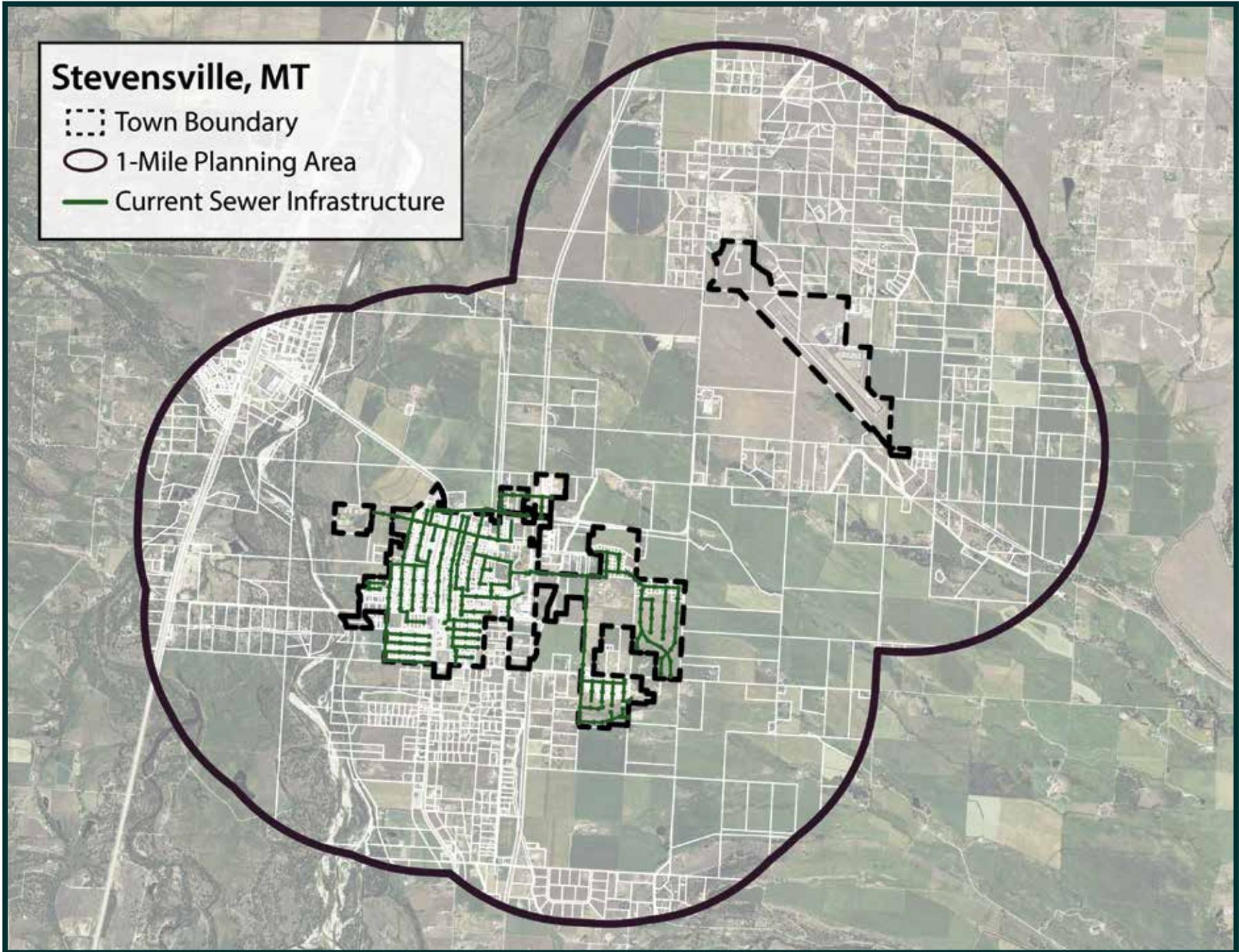
## 5-Year Plan

Over the previous 15 years Stevensville’s population has steadily grown with an average annual growth rate of 1.8% between 2000 and 2014, with Ravalli County experiencing a growth rate of 0.90% during this same time period. By comparison the state of Montana’s average annual growth rate during this time was 0.96%. As of 2014 (the most recent year for which data are available) Stevensville’s population was estimated at 1,944 by the American Community Survey. Based on population projections in the growth policy, Stevensville could reach a population of 2,049 by 2023.

## Public Facilities

### Wastewater

Stevensville’s wastewater treatment system provides service within Stevensville’s town limits, with the exception of the airport – see Map 2. Stevensville’s wastewater treatment facility currently serves 783 connections or a population of 1,809. Stevensville’s wastewater



treatment system is estimated to be able to serve 1,007 connections or a population of 2,326. Based on these figures Stevensville's wastewater treatment system could accommodate an additional 224 connections or a population of 517.

Within Stevensville town limits the Creekside Meadows and Twin Creeks subdivisions have yet to be fully built out and will require connections to the town's wastewater treatment system as build out occurs. Within the Creekside Meadows subdivision there are 11 vacant lots, platted during phases 1 and 2, which could be connected. If phases 3-5 of the Creekside Meadows subdivision were platted, that would add an additional 149 lots which could be connected. In the Twin Creeks subdivision there are roughly 50 vacant lots which were platted during phase 1. If phase 2 of the Twin Creeks subdivision were platted it would add an additional 45 lots. Altogether, with full subdivision approval and build out, there is potential for an additional 255 wastewater connections on lands currently within Stevensville town limits, which exceeds the current capacity of Stevensville's wastewater treatment system.

In the near term Stevensville does not have plans for major improvements to the town's wastewater treatment system. To accommodate additional connections as a result of annexation and subdivision build out Stevensville would need to increase the capacity of its wastewater treatment system and extend sewer lines to areas of potential annexation. Specifically, Stevensville's trunk line on the west side of town is nearing capacity and will either need to be replaced with a larger main or an additional parallel line will need to be installed to support future annexations and subdivision build out. Lastly, to support annexation to the south, additional lift stations will need to be installed.

### **Water**

Stevensville's water distribution system, provides service within Stevensville's town limits (with the exception of the airport) and to the east of town along Middle Burnt Fork Road – see Map 3. Stevensville water supply system currently serves 814 water connections or a population of roughly 1,970 people.

As mentioned above in the wastewater section, the Creekside

Meadows and Twin Creeks subdivisions have the potential to add an additional 255 water connections on lands currently within Stevensville town limits. This many new connections would bring Stevensville's water system to capacity, requiring expansion in order to accommodate future annexations.

As a result of metering and fixing leaking pipes Stevensville has increased the efficiency of its water system dramatically. Stevensville plans to continue to identify and fix leaks as funding becomes available. In addition, Stevensville intends to construct a new water storage tank or reservoir near the new well field by Twin Creek subdivision. Beyond these projects, Stevensville does not have any near term plans for major upgrades to the town's water system. To accommodate additional connections as a result of annexation and subdivision build out Stevensville would need to increase the capacity of water and extend water lines to areas of potential annexation.

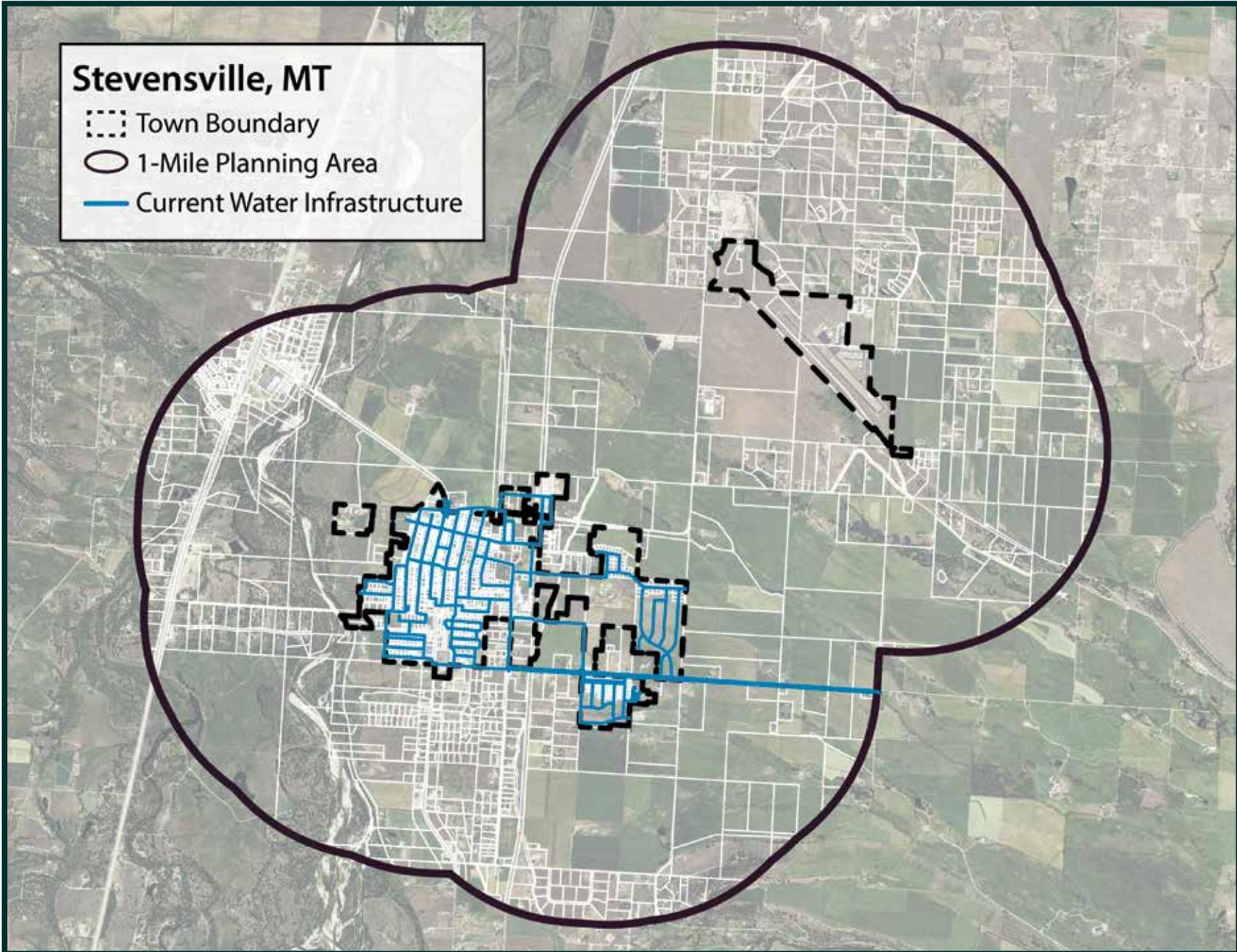
### **Streets**

As Stevensville grows, future annexations will connect with the existing street network, with preference for maintaining a grid network of streets where feasible. In addition, future streets will be developed in accordance Stevensville's 2006 Streets Master Plan. All new streets proposing to be annexed will be built to town standards and maintained by the Town of Stevensville. As existing streets are annexed, they will be brought up to town standards and thereafter be maintained by the Town of Stevensville.

### **Service Providers**

Municipalities are expected to provide additional services such as police and fire protection to newly annexed areas. Staffing and funding are always constraints on the capacity of departments.

In terms of law enforcement, Stevensville's police department is currently understaffed and is in need of additional full time officers. However, because the department operates under a mutual aid agreement with the Ravalli County Sheriff's Office, it is unlikely that annexation would unreasonably exacerbate the department's ability to provide law enforcement in Stevensville if development occurs over a prolonged period as opposed to a rapid influx. Nevertheless,



with any proposed annexation, comments will be needed from the Stevensville Police Department regarding the department's ability to serve the proposed area to be annexed.

The Stevensville Fire Department is currently meeting emergency service needs of the Stevensville community. While there is a need for additional staffing, the department currently has capacity to serve additional annexed areas. The department currently serves areas outside of town through the interlocal agreement with the Stevensville Rural Fire District. Beyond staffing, annexation would result in a need for increased water flows and storage. In addition, the annexation of commercial areas would place additional burden on administrative staff for inspections and pre-planning. As with police, any proposed annexation will require comments from the Stevensville Volunteer Fire Department regarding the department's ability to serve the proposed area to be annexed.

### Areas Considered for Annexation

#### North

Most of the area to the north of Stevensville is not anticipated to be annexed in the near future. Much of this land is agricultural and serves as a key migration corridor for wildlife accessing the Bitterroot River. There are two exceptions. The land surrounding the TIFID could potentially be annexed should there be demand for commercial or industrial enterprises needing municipal services. The other location is north of East 2<sup>nd</sup> Street, south of the Eastside Highway, and west of the Creekside Meadows subdivision – see Map 4. This area is currently in residential use with homes on wells and septics. There is potential for annexation of this area in the future should additional residential development require municipal services.

#### South

The area south of Stevensville has the highest potential for annexation as this area is conducive to residential and commercial growth and is a logical extension of municipal infrastructure. Much of this area is already zoned by the Town of Stevensville.

#### East

The area east of Stevensville has pockets where there is potential for annexation. The areas with the highest potential are north of Middle Burnt Fork Road and west of Logan Road. These areas would be a logical extension of the town boundary and could be provided municipal services at a relatively low cost as they are surrounded by existing in-town development.

#### West

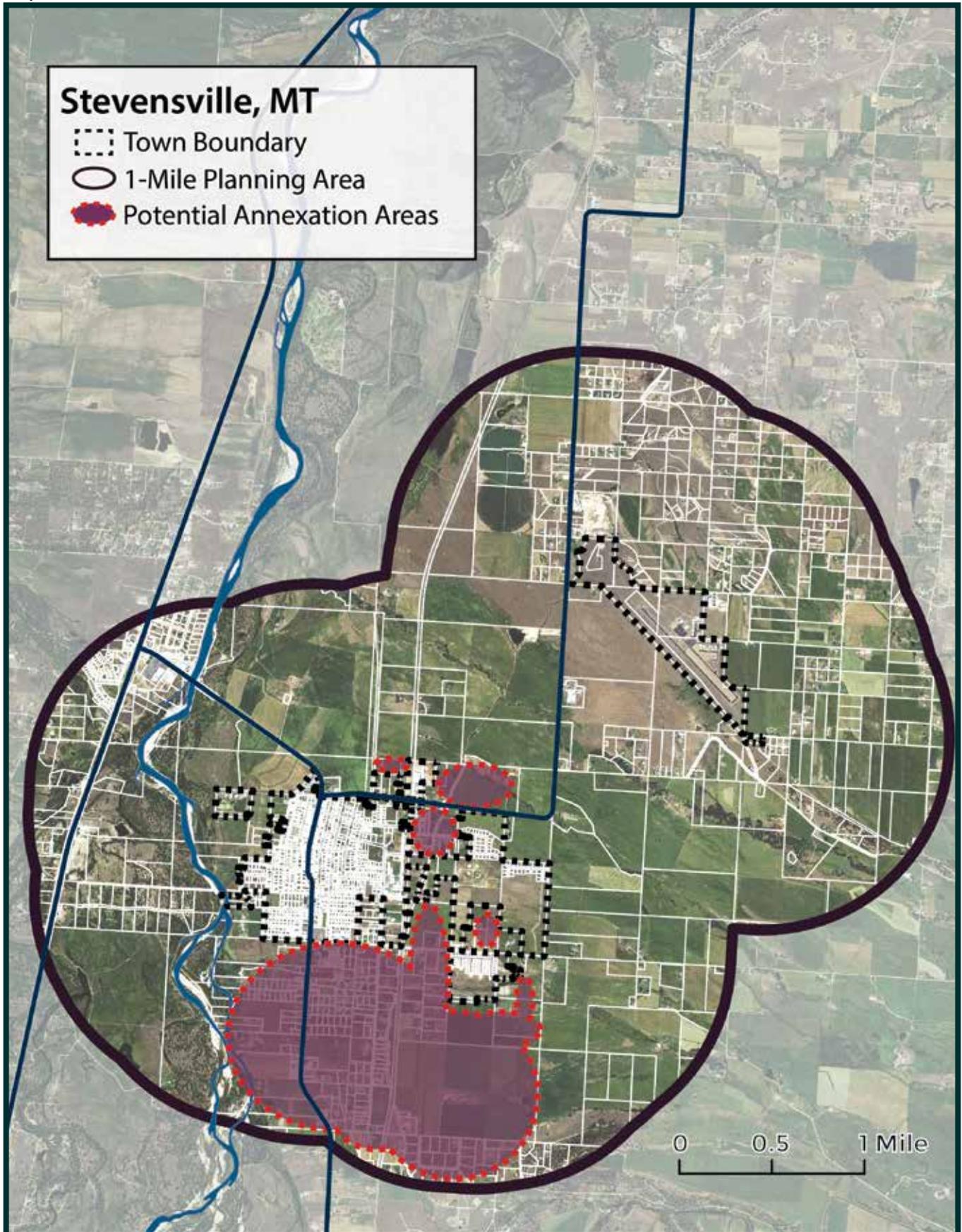
It is highly unlikely that Stevensville will annex land the west of town as the Bitterroot River constrains growth in this direction.

## Downtown

Stevensville's identity and sense of place are derived in large part from its downtown. Downtown Stevensville, being the commercial, civic and social heart of the community, is what comes to mind when visitors and residents think of Stevensville. The quality of any small downtown serves to encourage new businesses and residents to relocate there. On the surface it demonstrates a community's commitment to sustaining local business and maintaining a high quality life. By all accounts Main Street Stevensville is a vibrant and



Map 4 - Stevensville Potential Annexation Areas



healthy downtown, with a diverse array of shops and businesses, well-kept historic buildings, and relatively few vacant storefronts. On most days of the week (especially in summer) there are many indicators of the success of downtown – open parking spaces are limited, there is ample foot traffic, and Main Street businesses are well kept and inviting. The success of Stevensville’s downtown is a major contributor to the overall economic health of Stevensville and serves as an attractor for new residents and visitors seeking communities with vibrant downtowns and a sense of unique character not found in auto-oriented commercial centers.

In addition to local business owners, a key force behind the success of downtown is the Stevensville Main Street Association (SMSA). The SMSA is one of only three designated Main Street communities in Montana, meaning they have paid staff, an established board of directors, and proven success in applying the Main Street program’s four-point approach, which focuses on organization, design, promotion, and economic vitality. The SMSA works on a diverse array of programs and activities to strengthen the downtown economy. Their work includes organizing community events, promoting Stevensville to potential visitors, and developing programs to retain existing businesses and recruit complimentary businesses that will strengthen the existing business mix in downtown. The SMSA was also instrumental in securing grant funding for a downtown streetscape project, which improved pedestrian safety and the aesthetics of downtown with the installation of marked crosswalks, bulb-outs at intersections and landscaping along Main Street.

The success of downtown Stevensville’s is attributed, in part, to its urban form – buildings and streets laid out to encourage walking, storefronts abutting the sidewalk, historic buildings, etc. However, preserving the form of downtown and ensuring storefronts are occupied requires work which has been an ongoing effort on the part of business owners, the SMSA, the town, and local residents. While Stevensville has been successful in preserving the quality of its downtown, this work must continue to ensure ongoing preservation and economic success.

## Downtown Urban Design

Urban design refers to the form and function of downtown. This is a crucial element of what makes traditional downtowns unique and inviting places. The quality of architecture, streets, sidewalks, storefronts, public art, parks and landscaping, and building facades all contribute to the appeal of a downtown. A well maintained and aesthetically pleasing downtown conveys a message that the community cares about its image.

The design of downtown Stevensville contributes to the community’s economic vitality and overall quality of life for residents. In the absence of good land use planning and good urban design a town can lose its center, its character, and its soul. By implementing urban design policies and guidelines, Stevensville will remain a cohesive small town with a distinctive character enjoyed by both its residents and its visitors.

### Design Guidelines/Standards

One way to regulate the form and design of development in downtown is through the use of design standards or guidelines. It is important to note that standards are more objective, direct, and mandatory,



whereas guidelines can be open to interpretation and are more suggestive rather than required. However, design guidelines can often times encourage more innovation as they are less rigid than design standards. The use of design standards generally requires a separate design review board that reviews development applications to ensure conformity with the adopted standards. This type of a process is on the higher end of the regulatory spectrum and requires significant work in both developing and enforcing design standards.

While Stevensville does not have any adopted local design standards or guidelines in place, the town's development code addresses design in downtown by requiring applicants for new development and remodeling of buildings in downtown to consider the Secretary of Interior standards for rehabilitating historic buildings. The development code further states that applicants may also consider resources from the SMSA's design committee. While these requirements and suggestions are well intentioned, they provide little concrete direction for developers in downtown. Rather than stating developers *may* consult the SMSA, Stevensville would be better served to work with the SMSA to develop locally specific design guidelines for developers to utilize when building or remodeling in downtown. This would provide clearer direction for developers and more place-specific guidelines to help achieve the town's interest in preserving the historic qualities of downtown Stevensville.

Another approach is to embed less detailed design standards into the existing development code, which allows some control over the look and feel of development in downtown without creating additional guidelines or standards. An example of this approach is what is already in the standards for the downtown commercial (C1) district. Currently, setback requirements in the C1 district allow buildings to be built to the property line, presumably to encourage development that is pedestrian oriented and in line with the existing built environment. To further encourage this form of development Stevensville could have a maximum setback in the C1 district. This example is simply meant to illustrate that simple design standards can be used within existing zoning to achieve a base level of desired building form without having to implement separate guidelines or standards.

## Access to Bitterroot River

The Bitterroot River is a treasured asset for many Ravalli County residents. Stevensville residents in particular enjoy a high degree of access to the Bitterroot River through Stevensville's Bitterroot River Park northwest of town. The Bitterroot River Park is a popular destination for anglers, boaters, swimmers, and people simply coming to enjoy the peace of the river. However, to access the Bitterroot River Park residents must cross a public access easement over a portion of private land, which has been contested in the past.





# Goals, Objectives & Implementation

Stevensville’s growth policy is intended to be a working document that is implemented over time to achieve the town’s vision for the future. This section provides a guide for putting the plan into action. The implementation table below lists a series of goals and objectives aimed at achieving the town’s vision and addressing the nine key issues facing Stevensville. For each objective individual actions are included to provide a specific direction forward. The implementation table is organized so as to layout a timeline for implementing actions and to identify partnering agencies and organizations. Below is a description of the additional columns in the implementation table.

## Timeline

The timeline column outlines, generally, the expected amount of time to implement each action. Timelines are organized in the following manner:

- *Short-term*: initiated or completed within 1 to 3 years of adoption of the growth policy
- *Mid-term*: initiated or completed within 4 to 6 years of adoption of the growth policy
- *Long-term*: initiated or completed within 6 years or longer after adoption of the growth policy
- *On-Going*: occurring continually

## Partners

Recognizing that implementation will require working with other agencies and organizations, the partner(s) column identifies the parties likely to play key roles in implementation of each action. Partners are identified using the following acronyms.

- DNRC – Department of Natural Resources & Conservation
- MDT – Montana Department of Transportation
- RCEDA – Ravalli County Economic Development Authority
- SMSA – Stevensville Main Street Association

- TIFID – Tax Increment Financing Industrial District

## Priority

The priority ranking column is intended to be used as a tool for prioritizing the allocation of limited resources. The priority rankings are a reflection of where Stevensville residents feel the town should be investing its time and resources. As resources are limited, implementation of each action will be incumbent upon availability of staff and funding. Priority rankings are organized as follows:

1. High Priority
2. Medium priority
3. Still a priority to complete but contingent upon available resources

The priority rankings serve to identify where to begin in implementing the growth policy. For instance, an action with a long-term timeline but a high priority ranking indicates that action will likely take an extended period of time to complete but that initiation of that action should begin as soon as resources are available.

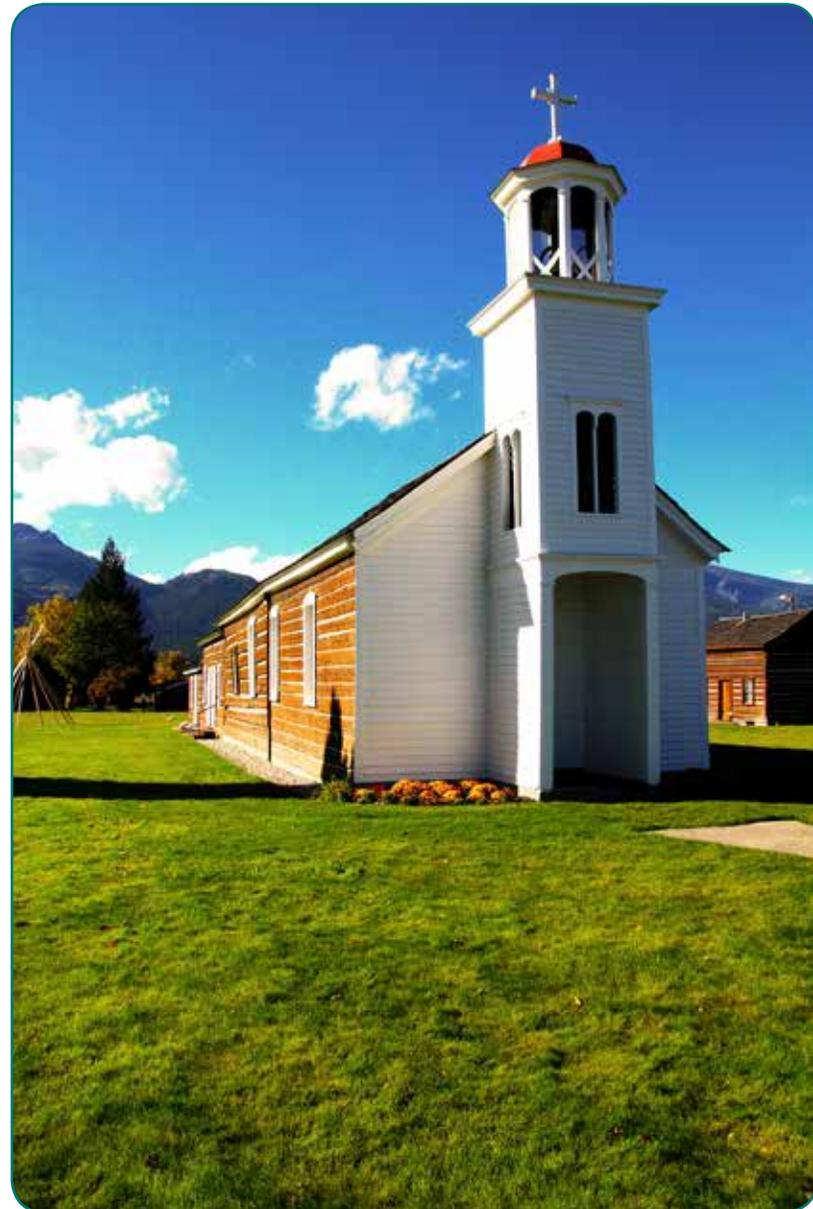
## Review and Revisions

State law requires that growth policies include a list of conditions that will lead to a revision of the growth policy. In addition to the conditions listed below, Stevensville will review the growth policy at least once every five years to ensure the goals and objectives are still relevant and respond to the issues facing the town. Ideally, at least a cursory review should occur on an annual basis in order to set work plans and gauge progress. Updates to the growth policy are expected based on the findings of these periodic reviews. Other conditions that will lead to review and revision are:

- Ravalli County adopting a growth policy and zoning in the extraterritorial zoning area.
- Changes in population, economic conditions, housing, infrastructure needs, or development patterns that are

significantly different from those envisioned in this growth policy.

- A change in state law that necessitates a revised growth policy.



## Goal #1: Encourage Reuse and Infill in Existing Commercial Areas

Objectives	Actions	Partner(s)	Timeline	Priority
<b>1.1</b> Vacant commercial and industrial properties are marketed to potential tenants.	<b>1.1.1</b> Conduct an inventory of vacant commercial buildings and lands, identifying what level of infrastructure & amenities they have in place.	Town of Stevensville, SMSA, local realtors	Mid-Term	2
	<b>1.1.2</b> Use commercial buildings and lands inventory to develop and maintain a commercial property database. Publish this information on Stevensville's, SMSA's, and the Bitterroot Valley Chamber of Commerce's websites for prospective business owners.	Town of Stevensville SMSA, Bitterroot Valley Chamber of Commerce	Mid-Term	2
	<b>1.1.3</b> Match properties to particular businesses, tenants, and store types and develop a targeted marketing campaign to attract these business types.	Town of Stevensville, SMSA, RCEDA	Mid-Term	2
	<b>1.1.4</b> Provide incentives for tenants who move into vacant commercial and industrial buildings.	Town of Stevensville, SMSA, RCEDA	Mid-Term	2
<b>1.2</b> Entrepreneurs and work-from-home professionals are attracted to Stevensville.	<b>1.2.1</b> Expand high speed internet service to underserved areas.	Town of Stevensville, Ravalli County, internet providers, RCEDA	Mid-Term	1
	<b>1.2.2</b> Create a co-working space for "work-from-home" professionals.	Town of Stevensville, SMSA, property owners	Long-Term	2
	<b>1.2.3</b> Provide free Wi-Fi in downtown Stevensville.	Town of Stevensville, internet providers, RCEDA	Long-Term	2

## Goal #2: Retain Existing Commercial and Industrial Enterprises

Objectives	Actions	Partner(s)	Timeline	Priority
2.1 Local economic development organizations are supported.	2.1.1 Support SMSA and RCEDA in promoting economic development in Stevensville.	Town of Stevensville, SMSA, RCEDA	On-going	1
2.2 Local commercial and industrial businesses are engaged to identify how the town can support their needs and enable them to remain in Stevensville.	2.2.1 Organize a business owner's round table where local business owners and community leaders can discuss challenges, needs, and opportunities for retaining existing businesses and attracting new ones.	Town of Stevensville, Ravalli County, SMSA, RCEDA, local business owners	Short-term	1
	2.2.2 Work with individual businesses to provide marketing assistance in their respective target areas.	Town of Stevensville, SMSA, RCEDA	Mid-Term	1

## Goal #3: Expand Commercial and Industrial Areas in Stevensville

Objectives	Actions	Partner(s)	Timeline	Priority
3.1 Locations with capacity for additional commercial and industrial uses are identified and evaluated as to whether additional amenities and/or infrastructure improvements are needed to attract businesses.	3.1.1 Evaluate the potential for additional industrial uses at the Stevensville airport and conduct a benefit/cost analysis for bringing water and wastewater to the airport.	Town of Stevensville, Airport Board, RCEDA, Ravalli County	Long-Term	3
	3.1.2 Evaluate feasibility of expanding TIFID.	Town of Stevensville, TIFID Board, RCEDA, Ravalli County	Long-Term	3

## Goal #4: Provide for Long-Term Supply of Municipal Water

Objectives	Actions	Partner(s)	Timeline	Priority
<b>4.1 Water conservation is encouraged.</b>	<b>4.1.1</b> Analyze water flows throughout the Town to determine where leaks are occurring and fix leaks or replace water mains as needed.	Town of Stevensville	Mid-Term	1
	<b>4.1.2</b> Continue to regulate outside water use in residential areas during summer months.	Town of Stevensville	Ongoing	1
	<b>4.1.3</b> Provide incentives for water conservation during months when water sources are depleted.	Town of Stevensville	Short-term	1
<b>4.2 A policy for how the Town will address water rights upon annexation is developed.</b>	<b>4.2.1</b> Continue DNRC water rights application and identify how much water Stevensville has legal rights to and how much water the town is using under its existing rights. Use this information to determine available water capacity for new development and whether or not future annexations will be required to bring water rights in order to connect to the municipal water system.	Town of Stevensville, DNRC	Mid-Term	2
<b>4.3 Water storage capacity is increased.</b>	<b>4.3.1</b> Identify a preferred location for a new water storage tank or reservoir and apply for grant funding to construct new water storage facility.	Town of Stevensville	Mid-Term	1

## Goal #5: Provide for a Mix of Housing Options in Stevensville

Objectives	Actions	Partner(s)	Timeline	Priority
<b>5.1</b> Development of affordable housing is encouraged.	<b>5.1.1</b> Update Stevensville’s development code to remove barriers to infill housing and address potential impacts on development of affordable housing, while preserving neighborhood compatibility.	Town of Stevensville	Short-Term	1
	<b>5.1.2</b> Continue to support efforts of the Human Resource Council to develop below market rate housing in Stevensville.	Town of Stevensville, Human Resource Council	Ongoing	2
	<b>5.1.3</b> Provide incentive to developers for building affordable housing – e.g. density credits.	Town of Stevensville	Mid-Term	2
	<b>5.1.4</b> Identify housing needs and opportunities for providing additional below market rate housing.	Town of Stevensville, Human Resource Council	Mid-Term	3
	<b>5.1.5</b> Encourage development of housing that allows seniors to age in place.	Town of Stevensville, Human Resource Council, other housing organizations	Ongoing	2
<b>5.2</b> New and existing housing stock is well built, well cared for, and energy efficient.	<b>5.2.1</b> Provide incentives for energy efficient housing.	Town of Stevensville	Short-Term	1
	<b>5.2.2</b> Work with homeowners on applying for grants that provide assistance for low and moderate income households for repairs and improvements.	Town of Stevensville, local property owners	Ongoing	3

## Goal #5: Provide for a Mix of Housing Options in Stevensville

Objectives	Actions	Partner(s)	Timeline	Priority
5.3 Higher residential densities are encouraged.	5.3.1 Update Stevensville’s development code to permit accessory dwelling units in residential neighborhoods.	Town of Stevensville	Short-Term	2
	5.3.2 Encourage mixed-use residential housing as a component of new development projects in commercial districts.	Town of Stevensville	Mid-Term	2

## Goal #6: Develop a Safe and Accessible Non-Motorized Transportation Network

Objectives	Actions	Partner(s)	Timeline	Priority
6.1 Stevensville’s sidewalks are in good condition.	6.1.1 Conduct an inventory of sidewalks including conditions and where sidewalks are nonexistent.	Town of Stevensville	Short-Term	1
	6.1.2 Prioritize areas for sidewalk repair, replacement, or installation.	Town of Stevensville	Short-Term	1
	6.1.3 Reach out to property owners in priority locations to encourage them to take advantage of Stevensville’s sidewalk maintenance program.	Town of Stevensville, local property owners	Short-Term	1

## Goal #6: Develop a Safe and Accessible Non-Motorized Transportation Network

Objectives	Actions	Partner(s)	Timeline	Priority
6.2 Safe non-motorized connections to the Lee Metcalf Wildlife Refuge and Stevensville schools are developed.	6.2.1 Work with Ravalli County on constructing an off-street path on Park Avenue between Middle Burnt Fork Road and Stevensville’s public school campus.	Town of Stevensville, Ravalli County, Stevensville Public Schools	Long-Term	1
	6.2.2 Work on constructing an off-street path from Stevensville to the Lee Metcalf Wildlife Refuge.	Town of Stevensville, Ravalli County, MDT, Lee Metcalf Wildlife Refuge, local property owners	Long-Term	2
	6.2.3 Work with MDT on installing traffic calming measures at the intersection of Main Street and the Eastside Highway at the north end of Town and other intersections as needs arise. Examples of traffic calming measures include, but are not limited to, speed humps, traffic circles, and changes in pavement color or texture.	Town of Stevensville, MDT	Long-Term	1
6.3 Ongoing maintenance of non-motorized transportation facilities is provided for.	6.3.1 Develop a program to fund the maintenance of non-motorized transportation facilities.	Town of Stevensville, Ravalli County	Mid-Term	3

## Goal #6: Develop a Safe and Accessible Non-Motorized Transportation Network

Objectives	Actions	Partner(s)	Timeline	Priority
6.4 In-town bicycle facilities are developed.	6.4.1 Designate, sign, and install an on-street bicycle network.	Town of Stevensville	Mid-Term	2
	6.4.2 Install additional bike racks in downtown.	Town of Stevensville	Mid-Term	3
	6.4.3 Construct an off-street path connecting East 2 <sup>nd</sup> Street with Birch Lane in the Creekside Meadow's subdivision.	Town of Stevensville, Ravalli County, local property owners	Long-Term	1
6.5 Stevensville is proactive in ensuring non-motorized transportation facilities are developed.	6.5.1 Adopt a complete streets policy.	Town of Stevensville	Short-Term	1
	6.5.2 Develop a Non-Motorized Transportation Plan.	Town of Stevensville	Mid-Term	3

## Goal #7: Provide a Predictable and Consistent Development Environment

Objectives	Actions	Partner(s)	Timeline	Priority
7.1 All development regulations are up to date and compliant with state law.	7.1.1 Apply for Community Development Block Grant funding to develop subdivision regulations.	Town of Stevensville	Short-Term	1
	7.1.2 Update development code to better reflect existing conditions and to implement the growth policy.	Town of Stevensville	Short-Term	1

## Goal #7: Provide a Predictable and Consistent Development Environment

Objectives	Actions	Partner(s)	Timeline	Priority
7.2 The development review process is clear and easy to follow for applicants and administrators.	7.2.1 Hire part time planner/zoning administrator to guide development review processes.	Town of Stevensville	Short-Term	1
	7.2.2 Create a process for zoning conformance.	Town of Stevensville	Short-Term	1
	7.2.3 Create forms (and make them available online) for all potential land use and developments requests.	Town of Stevensville	Short-Term	1

## Goal #8: Provide for Coordinated Growth Outside of Town Limits

Objectives	Actions	Partner(s)	Timeline	Priority
8.1 Logical extensions of municipal services are facilitated and development patterns south of Stevensville are coordinated.	8.1.1 Encourage road networks that connect with existing in-town streets.	Town of Stevensville, developers	Long-Term	3
	8.1.2 Provide standards for water and sewer upgrades that will be needed for annexation to occur.	Town of Stevensville	Long-Term	3
	8.1.3 Update Stevensville's development code to encourage commercial development along the Eastside Highway corridor that is pedestrian friendly and enhances Stevensville's aesthetic qualities.	Town of Stevensville	Short-Term	1
	8.1.4 Update Stevensville's development code to encourage residential development patterns similar to Stevensville's traditional block style neighborhoods.	Town of Stevensville	Short-Term	1

## Goal #8: Provide for Coordinated Growth Outside of Town Limits

Objectives	Actions	Partner(s)	Timeline	Priority
8.2 Stevensville is prepared for annexation in the event of increased growth pressure outside of town.	8.2.1 Draft and adopt a resolution establishing a service plan for future annexations, enabling Stevensville to annex by petition and annex with provision of services.	Town of Stevensville	Mid-Term	2
	8.2.2 Ensure Stevensville has adequate capacity to provide municipal services to potential areas of annexation.	Town of Stevensville	Mid-Term	2
8.3 Property rights are balanced with the common interests of the Stevensville community.	8.3.1 Work with Ravalli County on ensuring development patterns, on land adjacent to Stevensville, are consistent with town goals and this growth policy.	Town of Stevensville, Ravalli County, impacted property owners	Ongoing	2

## Goal #9: Provide for the Continued Success of Downtown Stevensville

Objectives	Actions	Partner(s)	Timeline	Priority
9.1 The aesthetic qualities of downtown Stevensville, and the town as a whole, are preserved and enhanced.	9.1.1 Work with the SMSA on developing design guidelines for downtown Stevensville.	Town of Stevensville, SMSA	Short-Term	2
	9.1.2 Develop sign regulations for Stevensville.	Town of Stevensville, SMSA	Short-Term	3
	9.1.3 Develop a façade improvement program.	Town of Stevensville, SMSA	Mid-Term	1

## Goal #9: Provide for the Continued Success of Downtown Stevensville

Objectives	Actions	Partner(s)	Timeline	Priority
9.2 Visitors are attracted to downtown.	9.2.1 Create an iconic public art feature at the intersection of Highway 93 and Stevensville Cutoff Road (Stevensville Junction) to attract passing motorists to downtown.	Town of Stevensville, SMSA	Long-Term	1
	9.2.2 Work with MDT on installing signage on the Bitterroot Trail directing cyclists to downtown Stevensville.	Town of Stevensville, SMSA, MDT	Short-Term	1
9.3 Stevensville is proactive in planning for the future of downtown.	9.3.1 Develop a downtown master plan.	Town of Stevensville, SMSA	Mid-Term	2

## Goal #10: Provide Quality Recreation Opportunities for Stevensville Residents

Objectives	Actions	Partner(s)	Timeline	Priority
10.1 Stevensville's parks are well maintained.	10.1.1 Create a parks district to fund ongoing maintenance of Stevensville's parks.	Town of Stevensville, Stevensville Parks Board	Mid-Term	1
10.2 Additional park amenities are provided for the enjoyment of residents.	10.2.1 Retrofit the swimming pool at Lewis & Clark Park to be a covered year-round facility.	Town of Stevensville, Stevensville Parks Board	Long-Term	1
	10.2.2 Continue to work towards securing land at Bitterroot River Park to provide long-term, secure public access to the Bitterroot River.	Town of Stevensville, Montana Fish, Wildlife & Parks	Short-Term	1
	10.2.3 Expand infrastructure at Bitterroot River Park.	Town of Stevensville, Montana Fish, Wildlife & Parks	Mid-Term	1

## Goal #11: Ensure Protection of the Natural Environment and Wildlife Habitat as Development Continues

Objectives	Actions	Partner(s)	Timeline	Priority
<b>11.1</b> Agricultural lands and open spaces area protected.	<b>11.1.1</b> Support efforts to conserve land in the Burnt Fork drainage.	Town of Stevensville, Ravalli County, Bitterroot Land Trust	Ongoing	1
<b>11.2</b> Stormwater runoff is managed to mitigate adverse impacts to water quality.	<b>11.2.1</b> Install bio-swales in stormwater collection areas.	Town of Stevensville	Long-Term	3
	<b>11.2.2</b> Encourage developers to go beyond state stormwater management requirements.	Town of Stevensville	Ongoing	2
<b>11.3</b> Stevensville's connection to the natural environment is preserved.	<b>11.3.1</b> Update development code to preserve viewsheds of the Bitterroot Mountains to the west.	Town of Stevensville	Short-Term	2
	<b>11.3.2</b> Identify additional public access connections to the Bitterroot River.	Town of Stevensville, local property owners	Long-Term	2
<b>11.4</b> Environmental stewardship among residents is promoted.	<b>11.4.1</b> Support efforts to offer recycling services in Stevensville.	Town of Stevensville, Ravalli County Recycling	Ongoing	1
	<b>11.4.2</b> Support local efforts to clean up the Bitterroot River.	Town of Stevensville, Bitterroot Water Forum	Ongoing	1

## Goal #12: Uphold Public Safety

Objectives	Actions	Partner(s)	Timeline	Priority
<b>12.1</b> Adequate law enforcement services are available to Stevensville residents.	<b>12.1.1</b> Hire additional law enforcements officers as needed by the Stevensville Police Department.	Town of Stevensville, Stevensville Police Department	Short-Term	1
	<b>12.1.2</b> Maintain mutual aid agreement with the Ravalli County Sheriff's Office.	Town of Stevensville, Stevensville Police Department, Ravalli County Sheriff's Office	Ongoing	1
<b>12.2</b> Adequate fire protection services are available to Stevensville residents.	<b>12.2.1</b> Work with the Stevensville Volunteer Fire Department to identify water supply needs to support fire suppression needs as future growth and development occurs.	Town of Stevensville, Stevensville Volunteer Fire Department	Short-Term	2
	<b>12.2.2</b> Work with the Stevensville Volunteer Fire Department on constructing an additional fire station at the Stevensville Airport.	Town of Stevensville, Stevensville Volunteer Fire Department, Stevensville Airport Board	Long-Term	2
	<b>12.2.3</b> Maintain mutual aid agreement with the Stevensville Rural Fire District.	Town of Stevensville, Stevensville Volunteer Fire Department, Stevensville Rural Fire District	Ongoing	1

## Goal #13: Expand and Maintain Public Infrastructure Commensurate with the Needs of the Community

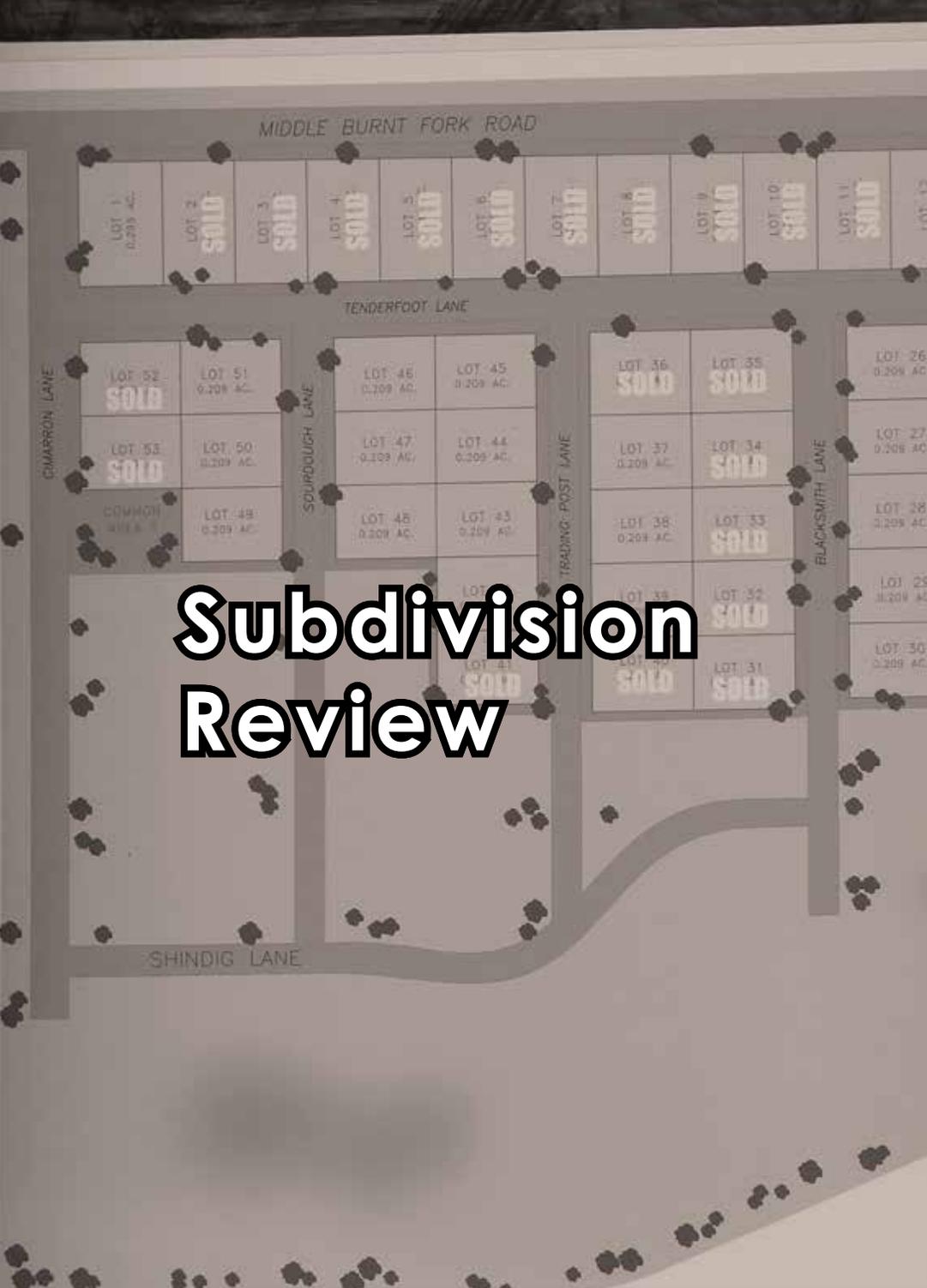
Objectives	Actions	Partner(s)	Timeline	Priority
<b>13.1</b> Stevensville proactively plans for public infrastructure improvements.	<b>13.1.1</b> Develop an asset management program to track the condition and maintenance needs of public infrastructure.	Town of Stevensville	Mid-Term	1
	<b>13.1.2</b> Update the town’s capital improvements plan.	Town of Stevensville	Short-Term	1
<b>13.2</b> Expansions of public infrastructure are coordinated with anticipated growth.	<b>13.2.1</b> Evaluate water and sewer infrastructure needed to support growth and annexation to the south of town.	Town of Stevensville	Long-Term	2
<b>13.3</b> Sufficient wastewater capacity is available.	<b>13.3.1</b> Address groundwater infiltration in wastewater system.	Town of Stevensville	Long-Term	1
	<b>13.3.2</b> Construct wastewater line parallel to trunk line on west side of town.	Town of Stevensville	Long-Term	2



# Coordination

The Stevensville community consists of people who live within town limits and also the surrounding area of Ravalli County. Regular communication and coordination between Stevensville and Ravalli County is necessary for effective governance, in order to address issues of mutual interest and to provide efficient use of taxpayer dollars. This section describes how Stevensville plans to coordinate and cooperate with Ravalli County on matters related to the growth policy.

Stevensville currently has in place extraterritorial zoning extending south of town limits in Ravalli County. Any proposed subdivisions in the extraterritorial zoning undergoes review by the Ravalli County Planning Department to ensure compliance with Stevensville zoning. In addition, when Ravalli County receives a preliminary plat application for a subdivision within one-mile of Stevensville's town limits, the planning department seeks comment from Stevensville regarding anticipated impacts on the town. In the event annexation is proposed Stevensville will provide notice and the opportunity for comment to Ravalli County.



# Subdivision Review

Montana state law requires growth policies to include statements on how governing bodies will conduct subdivision review. Specifically, state law requires growth policies to state how subdivision primary review criteria will be defined and evaluated in making decisions regarding proposed subdivisions as well as how governing bodies will conduct public hearings on proposed subdivisions.

Currently Stevensville addresses subdivision review within its development code by requiring that proposed subdivisions be reviewed in accordance with the Montana Subdivision and Platting Act – MCA 76-3. However, the requirements of MCA 76-3 are not intended to serve as local subdivision regulations but rather direct Montana cities and counties on what must be included in local subdivision regulations and how subdivision review must occur. Stevensville does not currently have local subdivision regulations as required by MCA 76-3-501, and thus the town is not compliant with Montana’s Subdivision and Platting Act.

## Primary Review Criteria

The Montana Subdivision and Platting Act requires that subdivision proposals be evaluated for their impact on the following seven primary review criteria:

- Agriculture
- Agricultural water user facilities
- Local services
- The natural environment
- Wildlife
- Wildlife habitat
- Public health and safety

Unless exempted under state law, when preparing a subdivision application, a subdivider must identify the anticipated impacts on the primary criteria. In the event adverse impacts are anticipated, the subdivider is required to present realistic measures to mitigate impacts. Each subdivision proposal is unique and as such there

are no established guidelines for determining adverse impacts and appropriate mitigation measures. To determine if adverse impacts exist, and whether mitigation is needed, Stevensville will evaluate each subdivision proposal to determine whether adverse impacts are likely, and will work with developers to identify appropriate mitigation measures. In addition, Stevensville will seek comment from public agencies, service providers and other experts to determine whether adverse impacts are likely and whether mitigation should be required. In all cases, mitigation measures should be related and roughly proportional to the expected impact.

This section serves to define the seven primary review criteria and provide guidance as to evaluating whether adverse impacts exist.

## Agriculture

### Definition

Agriculture means the use of land for growing, raising, or marketing of plants or animals to produce food, feed, and fiber commodities. Examples of agricultural activities include, but are not limited to, cultivation and tillage of the soil; dairying; growing and harvesting of agricultural or horticultural commodities; and the raising of livestock, bees, fur-bearing animals, or poultry. Agriculture does not include gardening for personal use, keeping of house pets, kenneling, or landscaping for aesthetic purposes. The definition of agricultural land also includes land considered by the Natural Resources Conservation Service to have a soil of agricultural importance and lands devoted to a soil conservation or rangeland management program.

### Evaluating Impacts on Agriculture

When evaluating a proposed subdivision's impact on agriculture, Stevensville will consider the following factors.

- The amount of agricultural land removed from production.
- The amount of agricultural land with soil considered prime or having statewide or local importance by the Natural Resources and Conservation Service.

- Potential conflicts between the proposed subdivision and adjacent agricultural operations including interference with the movement of livestock or farm machinery, maintenance of fences, proliferation of weeds, harassment of livestock by pets, odors, visual quality.

## Agricultural Water User Facilities

### Definition

Agricultural water user facilities shall mean those facilities which provide water for agricultural land or provide water for the production of agricultural products. These facilities include, but are not limited to, ditches, canals, pipes, head gates, tanks, drains, reservoirs, ponds and developed springs used for agricultural purposes.

### Evaluating Impacts on Agricultural Water User Facilities

When evaluating a proposed subdivision's impact on agricultural water user facilities, Stevensville will consider the following factors.

- The location and proximity of an agricultural water user facility.
- Potential conflicts between facility users and subdivision residents.
- The rights of all water right owners and users of the facility.

## Local Services

### Definition

Local services means any and all services provided to the public by local government entities or public utilities such as transportation systems, including non-motorized facilities, parking, law enforcement, fire protection, drainage structures water supply, sanitary sewage disposal, solid waste disposal, recreation, parks, libraries or schools.

### Evaluating Impacts on Local Services

When evaluating a proposed subdivision's impact on local services,

Stevensville will consider the following factors.

- The goals and objectives of existing plans.
- Increased demand on services and need to expand services as a result of the proposed subdivision. Lack of adequate service capacity and capability of a local service may be grounds for denial if the impact cannot be mitigated by the applicant.
- The cost of providing services by determining the per capita or per lot cost of services and current and anticipated tax and fee revenue.

## Natural Environment

### Definition

The natural environment means that physical, chemical, and biological factors that exist within or influence a geographic area or community. These factors include, but are not limited to, geology, soils, topography, climate, surface water, groundwater, floodplain, vegetation, and objects or places of cultural, historic, or aesthetic significance.

### Evaluating Impacts on the Natural Environment

When evaluating a proposed subdivision's impact on the natural environment, Stevensville will consider the following factors.

- Riparian or wetland areas
- Vegetation cover or type
- Noxious weeds
- Important or sensitive natural habitats
- Surface and groundwater quality
- Stream bank stability
- Erodible soils
- Cultural and historic landmarks
- The amount of open space preserved for natural resource

conservation

- Results of water and sanitary facility inspection for all proposed lots
- The number of cuts and fill on slopes as a result of road or building construction

## Wildlife

### Definition

Wildlife means animals that are not domesticated or tamed.

### Evaluating Impacts on Wildlife

When evaluating a proposed subdivision's impact on wildlife, Stevensville will consider the following factors.

- Potential for human-wildlife conflicts.
- The amount of wildlife-friendly amenities, such as preserved open space, enhanced habitat or wildlife protection devices.

## Wildlife Habitat

### Definition

Wildlife habitat means an area containing the complex of environmental conditions essential to wildlife for feeding and forage, cover, migration, breeding, rearing, nesting, or buffers for those areas. It also includes areas essential to the conservation of species protected by the Endangered Species Act or of special interest or concern to the State of Montana.

### Evaluating Impacts on Wildlife Habitat

When evaluating a proposed subdivision's impact on wildlife habitat, Stevensville will consider the following factors.

- The presence and potential destruction of wildlife habitat.
- Proposed subdivisions proximity to migration routes.

- Water quality of aquatic species.

## Public Health and Safety

### Definition

A condition of well-being, reasonably free from danger, risk or injury, for a community at large, or for all people, not merely for the welfare of a specific individual or a small class of persons. Conditions that relate to public health and safety include, but are not limited to, flood hazards, geologic hazards, dam failures, avalanches, air quality, water quality, toxic or hazardous substance exposure, fire or wildfire hazards, proximity to high voltage power lines or high pressure gas lines, noise, air or vehicular traffic hazards, parks and recreation facilities, and threats to life, health, safety and wellness.

### Evaluation Impacts on Public Health and Safety

When evaluating a proposed subdivision's impact on public health and safety, Stevensville will consider the following factors.

- Potential hazards to residents of the proposed subdivision from high voltage lines, high-pressure gas lines, highways, railroads, or railroad crossing and nearby industrial or mining activity.
- Any public health or safety hazards created as a result of the proposed subdivision, such as traffic or fire conditions, contamination or depletion of groundwater supplies, accelerated stormwater runoff, widening of existing floodplain or flood hazard areas.

## Public Hearings

Public hearings provide the opportunity for individuals who have an interest in or may be impacted by a proposed subdivision to express their concerns to Planning and Zoning Board and Town Council. Montana's Subdivision and Platting Act requires public hearings for major and subsequent minor subdivisions. This section serves to outline how public hearings will be conducted by the Planning

and Zoning Board and Town Council for proposed subdivisions in Stevensville.

1. Notice of the public hearing will be published in a newspaper at least 15 days prior to the hearing date.
2. At least 15 days prior to the hearing, notifications will be sent, by certified mail, to the subdivider, each property owner of land adjoining the proposed subdivision, and each purchaser under contract for property adjoining the proposed subdivision.
3. A quorum, consisting of four or more Planning and Zoning Board members or three or more Town Councilpersons, is required for official action. When a quorum is not present, no action on the item will be taken and the hearing will be rescheduled to the next available meeting date for which public notice requirements can be met.
4. At the hearing a staff member, or contract reviewer, will give a summary of the staff report pointing out key issues, findings and recommendations, followed by board or council members being given the opportunity to ask questions of staff.
5. The subdivider and their representative will be given the opportunity to provide a summary of the subdivision proposal and address the key issues, findings and recommendations. In the case of a hearing before the Town Council, the subdivider may also discuss their preference for mitigation. Councilpersons will then be given the opportunity to ask questions of the subdivider.
6. The presiding officer will ask for public comments from proponents, opponents and others, followed by the subdivider being given the opportunity for rebuttal. In the interest of time, the presiding officer may limit the amount of time members of the public are given to speak so long as everyone desiring to speak has a reasonable opportunity.
7. The presiding officer will close the public hearing for board or council deliberation. During this time board or council

members may ask questions of the subdivider, staff and any members of the public. Due to late hour or other extraordinary circumstances, a public hearing may be closed and continued at a later date.

8. The board will deliberate and make a recommendation (Planning and Zoning Board) or decision (Town Council) on the application.
9. Prior to voting on the subdivision application, board or council members will review the subject matter contained in the public comments and discuss whether and how the comments impacted their decisions.
10. Planning and Zoning Board recommendations and Town Council decisions will be supported by written findings of fact and conclusions of law.

# Conditions, Trends, & Projections

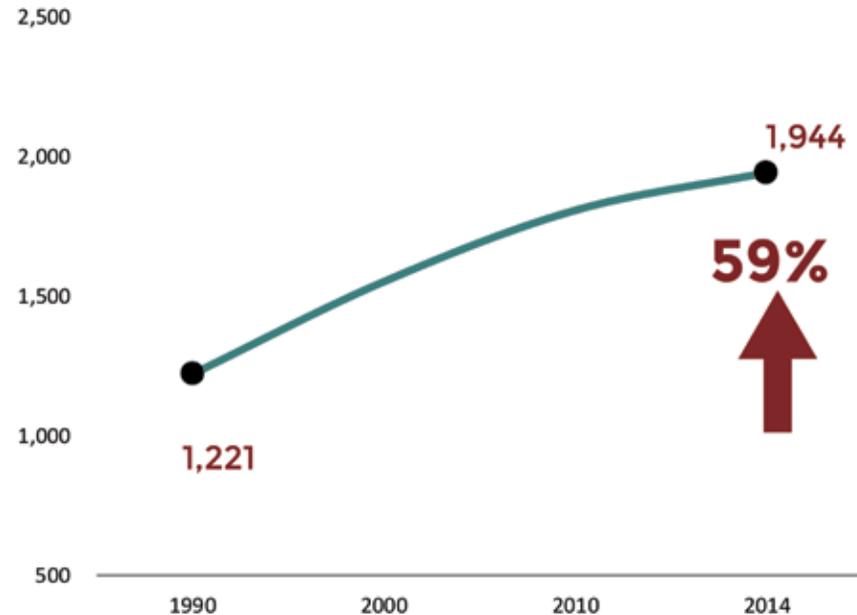
## Population

As of 2014 the population of Stevensville was estimated at 1,944, a 7% increase since 2010 when the population stood at 1,809. Since 1990, Stevensville's population has grown steadily, with the 1990s being a period of high population growth, followed by a period of more moderate growth (see Figure 1).

## Age Distribution

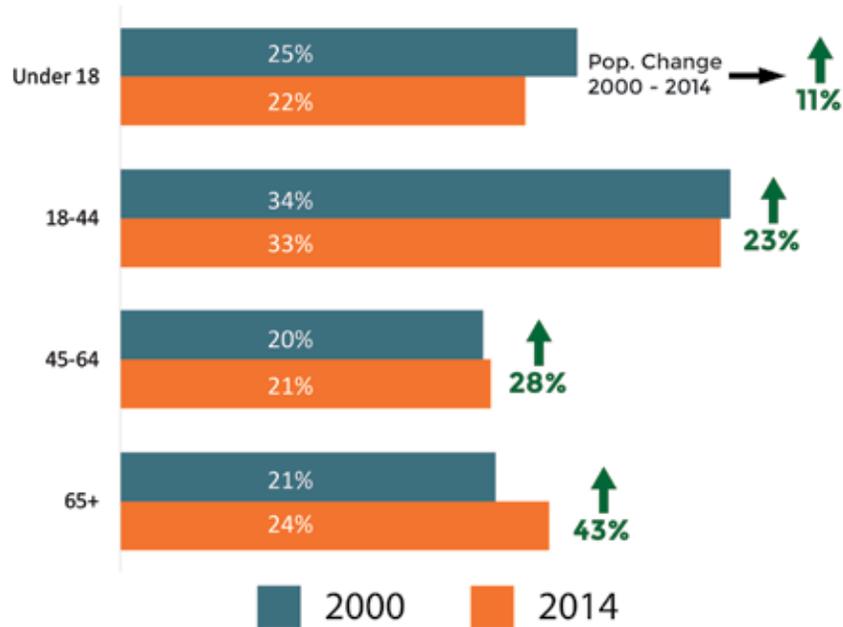
As of 2014, the 18-44 age group made up the largest share of Stevensville's population at 33%, followed by 65+ (24%), under 18 (22%), and the 45-64 age group (21%). As shown in Figure 2, this represents changes since 2000, with decreases in the under 18 and 18-44 age groups and increases in the 45-64 and 65+ age groups. The increase in individuals aged 45-64 is notable because in 20 years all of these individuals will be at or near retirement age and will likely have

Figure 1 - Population Change 1990 - 2000



Source: American Community Survey and U.S. Census

Figure 2 - Age Distribution 2000 - 2014



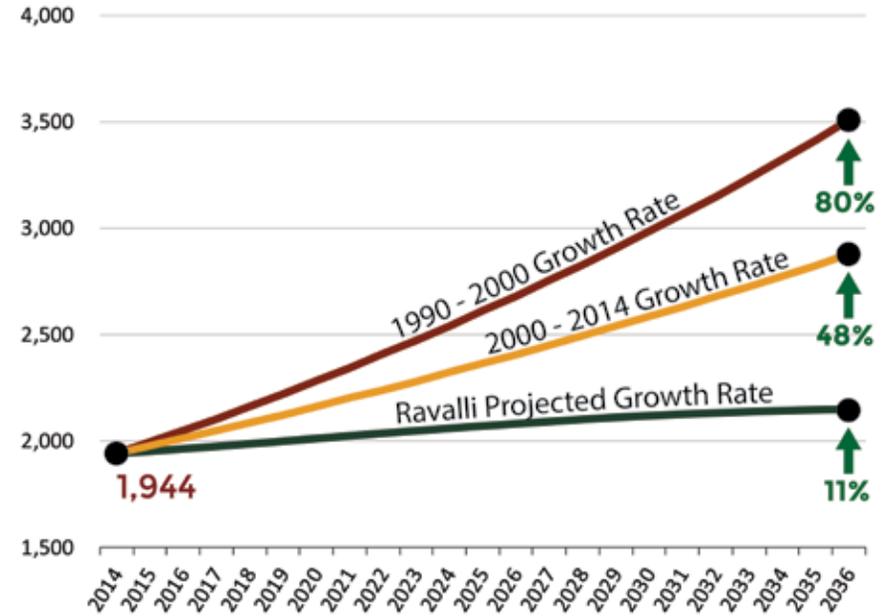
Source: American Community Survey and U.S. Census

different needs in terms of housing, mobility, and healthcare. During this same time period, the median age in Stevensville increased from 38.9 to 40.2. Taken together, these figures point to a population that is growing older with a decreasing share of school-aged children.

## Projections

The state of Montana’s Census and Economic Information Center (CEIC) provides county level population projections, produced by Regional Economic Models, Inc. In the absence of local level projections provided by CEIC, three scenarios were created, projecting Stevensville’s population 20 years into the future. One projects Stevensville’s future population using Ravalli County growth rates (provided by CEIC); one projection applies Stevensville’s average annual growth rate between 1990 and 2000 (2.72%), and the final projection applies Stevensville’s average annual growth rate between 2000 and 2014 (1.8%) (see Figure 3).

Figure 3 - Population Projections 2014 - 2016



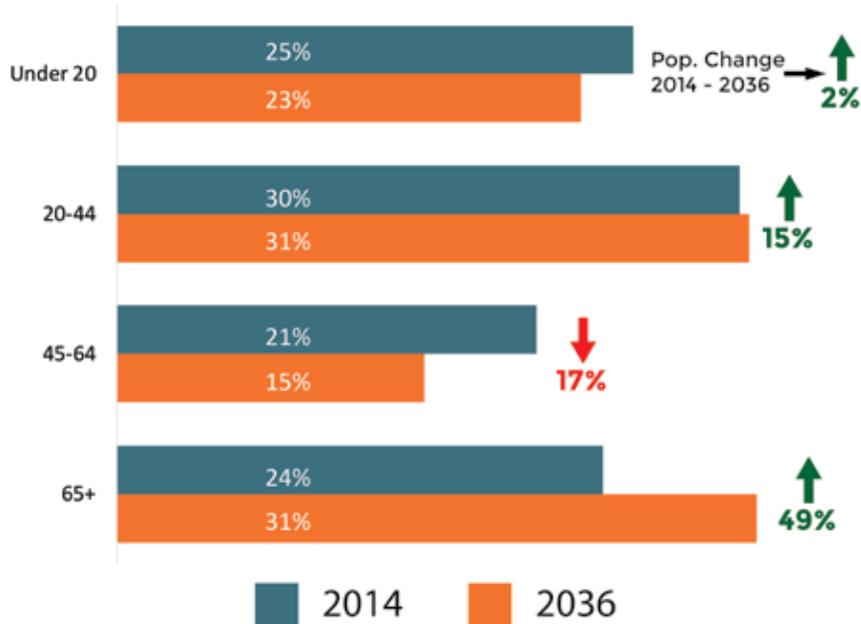
Source: Montana Census and Economic Information Center

The Ravalli County growth rate, projects Stevensville’s total population increasing by 11% between 2014 and 2036 – the smallest increase of all projections. The other two projections show more significant growth. The 1990-2000 growth projection estimates Stevensville’s population to increase by 80% over the next 20 years, while the use of recent growth rates (2000-2014) estimates Stevensville’s population to increase by 48%.

## Projections by Age Group

The CEIC also provides county level population projections for different age groups. To project growth within different age groups in Stevensville, Ravalli County growth rates have been used in place of local level projections. Between 2014 and 2036, Stevensville’s senior population (age 65+) is projected to see the largest increase in population at 55%, equating to 31% of the total population, up from 24% in 2014 (see Figure 4). Both the under 20 and 20-44 age groups are also projected to increase over the next 20 years by 2% and 15%, respectively. On the other end, the population of the 45-64 age

Figure 4 - Projected Age Distribution 2036



Source: Montana Census and Economic Information Center

group is project to decrease by 17%. With the increase in the 65+ population, these projections show the result of the current aging trend being experienced in Stevensville. Predictably, more senior friendly housing, transportation options, and medical services will be needed to accommodate an aging population. At the same time, this aging trend is also projected to be balanced by increases in the under 20 and 20-44 age groups.

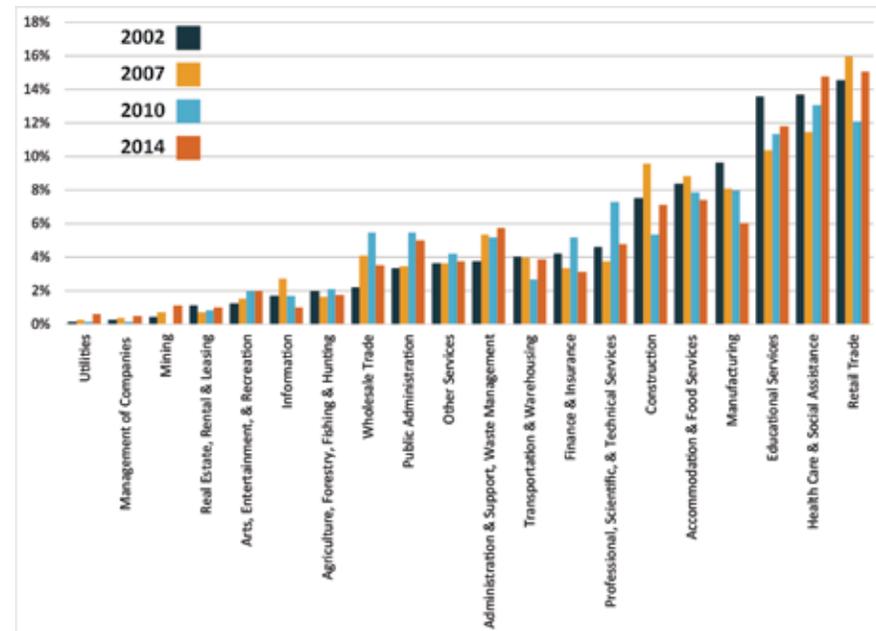
It is important to note that there are many unknowns inherent in growth projections. There is a range of different future variables that could impact population change in Stevensville. In all likelihood Stevensville will not see a continued rate of growth similar to that experienced between 1990 and 2000. Nevertheless, Stevensville will likely grow as the economies of Missoula and Ravalli County continue to strengthen, bringing a need to plan for and prepare for future growth.

## Economy

### Employment

Between 2002 and 2014 total employment among Stevensville residents increased by 11%. The industry sectors employing the most Stevensville residents as of 2014 were retail trade, healthcare and social assistance, and educational services, accounting for 15%, 15%, and 12% of all jobs, respectively (see Figure 5). When looking at employment trends in Stevensville it is helpful to look to the recent past and the impacts of the national recession. Since 2002, Stevensville, much like Ravalli County and the rest of the United States, has experienced the volatility of a turbulent economy. Stevensville benefited from a strong economic climate in the early part of the century followed by the national recession and subsequent moderate economic growth.

Figure 5 - Employment Share By Industry



Source: U.S. Census - OnTheMap

## 2002-2007

2002 to 2007 (2007 being the year of peak employment), was a period of economic growth in Stevensville and Ravalli County. During this five-year period total employment among Stevensville residents increased by 12%, and average annual earnings in Ravalli County increased by 19% (see Table 2). By 2007, Ravalli County’s unemployment rate was at 4.5% down from 5.1% in 2002. Much of Stevensville’s economic growth during this period was fueled by new home construction and increases in consumer spending, evidenced by the fact that construction employment increased by 43% (from 54 to 77 jobs) and retail trade employment increased by 40% (from 104 to 128 jobs) (see Figure 6).

**Table 2 - Economic Indicators**

	2002	2007	2010	2014
Total Employment (Stevi.)	716	802	713	798
Avg. Earnings (Ravalli)	\$23,320	\$27,684	\$28,132	\$30,623
Unemployment (Ravalli)	5.1%	4.5%	9.4%	6%

**Figure 6 - Employment Change By Industry 2002 - 2007**

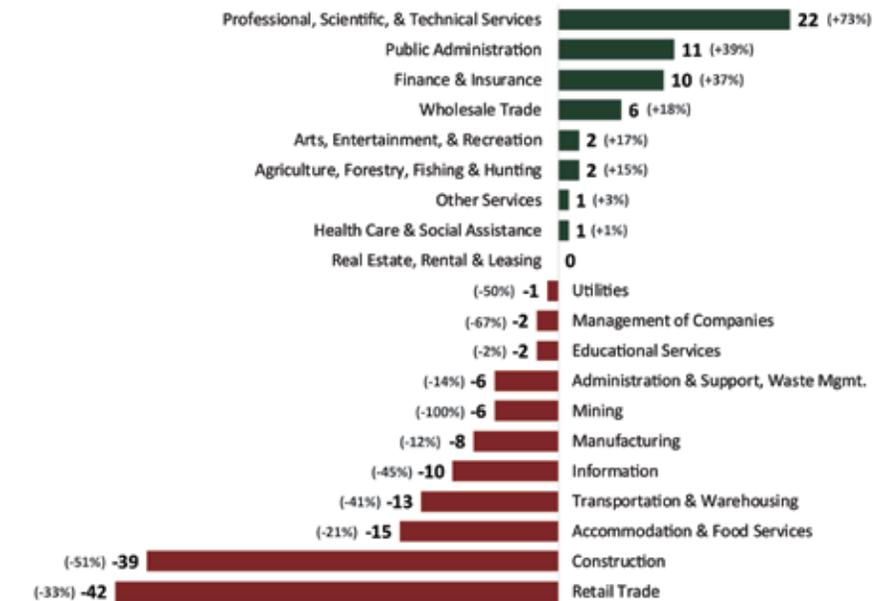


Source: Bureau of Economic Analysis

## 2007-2010

During 2007 the economic climate in Stevensville began to shift, reflecting impacts of the national recession. Between 2007 and 2010 (the year of lowest employment), total employment among Stevensville residents decreased by 11% and average annual earnings in Ravalli County increased by only 2%. By 2010, Ravalli County’s unemployment rate was at a 10-year high of 9.4% compared to 7.3% for the state as a whole. Several industry sectors saw employment decreases during this time. Employment in construction decreased by 51%; retail trade by 33%; and accommodations and food services by 21% (see Figure 7). In total, out of the 20 industry sectors analyzed, 11 experienced decreases in employment between 2007 and 2010.

**Figure 7 - Employment Change By Industry 2007 - 2010**



Source: Bureau of Economic Analysis

## 2010-2014

Since 2010 Stevensville has been rebounding from the effects of the recession. Between 2010 and 2014, total employment among Stevensville residents increased by 12% and average annual earnings in Ravalli County increased by 9%. Out of the 20 industry sectors analyzed, 13 experienced increases in employment between 2010 and 2014 (see Figure 8). The industries experiencing the highest nominal employment growth were retail trade, healthcare and social assistance, and construction. Conversely, there were several industries that saw employment decreases during this time period, including professional, scientific, and technical services (-27%); finance and insurance (-32%); and wholesale trade (-28%). Stevensville's rebound is further reflected when assessing the unemployment rate in Ravalli County, which dropped to 6% by 2014.

Figure 8 - Employment Change By Industry 2010 - 2014

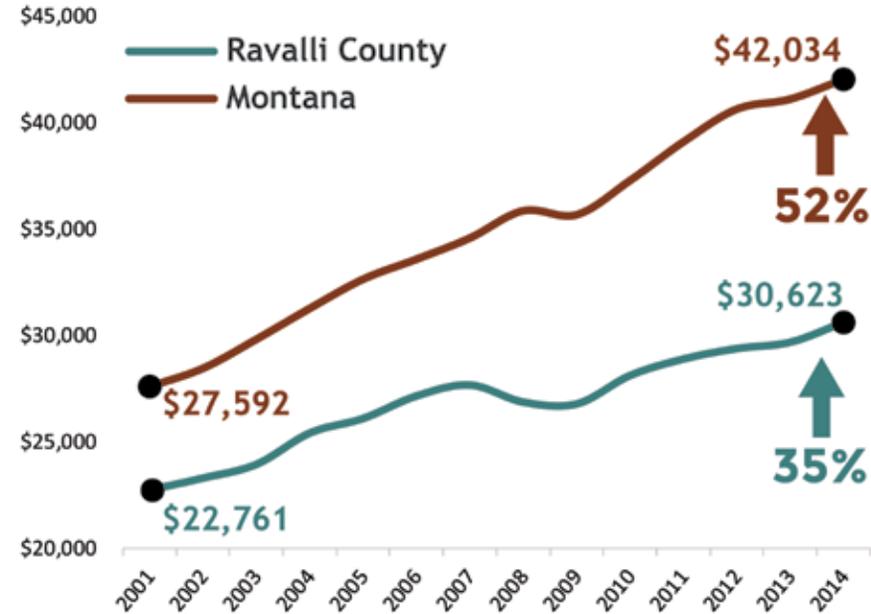


Source: Bureau of Economic Analysis

## Earnings

Between 2001 and 2014 average annual earnings in Ravalli County increased by 35%, compared to 52% for the State of Montana as a whole (see Figure 9). As might be expected, earnings in Ravalli County vary by industry. In terms of average annual earnings by industry, jobs in utilities, wholesale trade, and government had the highest average annual earnings in 2014 while jobs in mining; real estate, rental, and leasing; and arts, entertainment, and recreation had the lowest (see Figure 10). While all industry sectors analyzed experienced increases in annual average earnings between 2001 and 2014, the magnitude of growth varied by industry. The greatest percentage increases in average annual earnings were experienced in transportation and warehousing; professional, scientific, and technical services; and healthcare and social assistance, while the smallest increases were experienced in manufacturing; real estate, rental, and leasing; and construction (see Figure 11).

Figure 9 - Change in Average Annual Earnings 2001 - 2014



Source: Bureau of Economic Analysis

Figure 10 - Average Annual Earnings By Industry in Ravalli County - 2014



Source: Bureau of Economic Analysis

Figure 11 - Change in Average Annual Earnings By Industry 2001 - 2014



Source: Bureau of Economic Analysis

## Labor Force Mobility

With Stevensville being located in close proximity to a large number of people and jobs in Missoula and other Ravalli County communities, it stands to reason that many Stevensville residents work in and around the region, and many of Stevensville’s jobs are filled by residents of those areas. U.S. Census data show this to be true and highlight that a majority of Stevensville residents commute out of town for employment and a majority of jobs in Stevensville are filled by residents of other communities.

## Trends by Place of Residence

As of 2014, 10% of employed Stevensville residents worked in Stevensville, down slightly from 10.3% in 2004. At the same time, 33% of employed Stevensville residents worked in Missoula County, down from 41% in 2004, and 27% worked in other Ravalli County Communities, down from 36% in 2004. In total, in 2014 60% of Stevensville residents worked in either Missoula or Ravalli Counties, down from 87% in 2004. This trend indicates that Stevensville residents are increasingly commuting greater distances, which is further reflected by the fact that in 2014, 30% of Stevensville residents commuted more than 50 miles, one-way, between home and work, up from 13% in 2004.

## Economic Development

Funding sources for local governments are limited. The Montana Legislature recognized this fact in 1974 when it adopted Montana’s first tax increment financing laws. Tax increment financing (TIF) was first approved for use by cities and towns as a method to fund urban renewal. Over the last 40 years, the purposes for which TIF could be used have grown and changed significantly. Today TIF can be used to fund infrastructure improvements to promote urban renewal and to encourage or retain value-adding industry. Stevensville has created two districts that implement tax increment financing; a Targeted Economic Development District (TEDD), and a Tax Increment Financing Industrial District (TIFID).

## Stevensville Airport Targeted Economic Development District

The Stevensville Airport Targeted Economic Development District (TEDD) occupies 174 acres and is currently home to aircraft related industries. Stevensville's Airport TEDD is intended to provide the local government with the ability to employ tax increment financing (increases in tax revenue) for appropriate public infrastructure projects in support of aviation related light industrial businesses at the Stevensville Airport. There are currently nine businesses with a total of about 20 employees. Of these, seven businesses are engaged in value adding light industrial activities and the majority of their revenue is derived from outside the State of Montana. Of those seven businesses engaged in value added enterprises, three are also engaged in research and development associated with providing new innovations to the aircraft market including home kits, bush aircraft, and experimental aircraft engines. However, further growth of value-adding businesses and industries at the site is limited by the lack of adequate sewer and water infrastructure.

The Stevensville Airport TEDD is located on land that was recently annexed to the town. The recently annexed airport land is suitable for value added, light industrial and technology development if the proper infrastructure and public improvements can be provided. One limiting factor to the development of these types of enterprises is the fact water and waste water infrastructure do not currently extend to the airport. The town views the Stevensville Airport TEDD as an opportunity to incentivize appropriate locations for light industrial and manufacturing businesses. Proper infrastructure for water and waste water is a key component of this effort.

The TEDD clearly defines appropriate, sustainable space in the community of Stevensville where secondary, value-adding business growth can occur. Its purpose is to develop additional infrastructure to encourage the location, expansion and retention of value added industries suitable for location at an airport, compatible with Federal Aviation Agency (FAA) regulations. As the district is also in close proximity to residential and commercial areas, the types of industrial uses will be limited to those with minimal adverse off-site impacts.

## Stevensville Tax Increment Financing Industrial District

Stevensville's TIFID is situated on 40 acres at the north end of town and is home to a variety of industrial uses. The TIFID area includes properties of Selway Corporation, which is engaged in steel fabrication and serves the western United States, Alaska and western Canada, as well as some adjacent vacant land and some pre-existing residential uses. Selway Corporation's manufactured products are large and many of them must be shipped out by over-size flatbed trailers. The corporation has 135 employees with an annual payroll of \$5.5 million.

The purpose of the TIFID was to address the immediate needs of the companies in the district and then to develop additional infrastructure to encourage the location, expansion and retention of industrial and value added industries in the Town of Stevensville. To that end, both public water and public sewer mains were recently extended into the district, enabling existing and future industries to utilize those services.

The district provides land for a wide range of activities, including manufacturing and other light industrial businesses. Because the district is in close proximity to residential areas, the types of industrial uses will be limited to those with minimal adverse off-site impacts.

## Tourism and Recreation

From hunting, fishing, biking, and camping, the economic impact of tourism and recreation spending is substantial in Ravalli County and Stevensville. The University of Montana's Institute for Tourism and Recreation estimates that non-resident visitor expenditures in Ravalli County in 2014 were over \$32 million, doubling since 2011. The top five highest spending categories in 2014 were fuel, restaurants/bars, outfitters/guides, retail, and groceries (see Table 3).

A key recreation attraction is the Bitterroot River. The Bitterroot River is one of the most heavily fished rivers in the state. According to surveys from the Montana Department of Fish, Wildlife, and Parks, it typically attracts more than 100,000 angler-days of use each year. The Bitterroot River is a significant source of income for

Table 3 - Ravalli County Non-Resident Visitor Expenditures

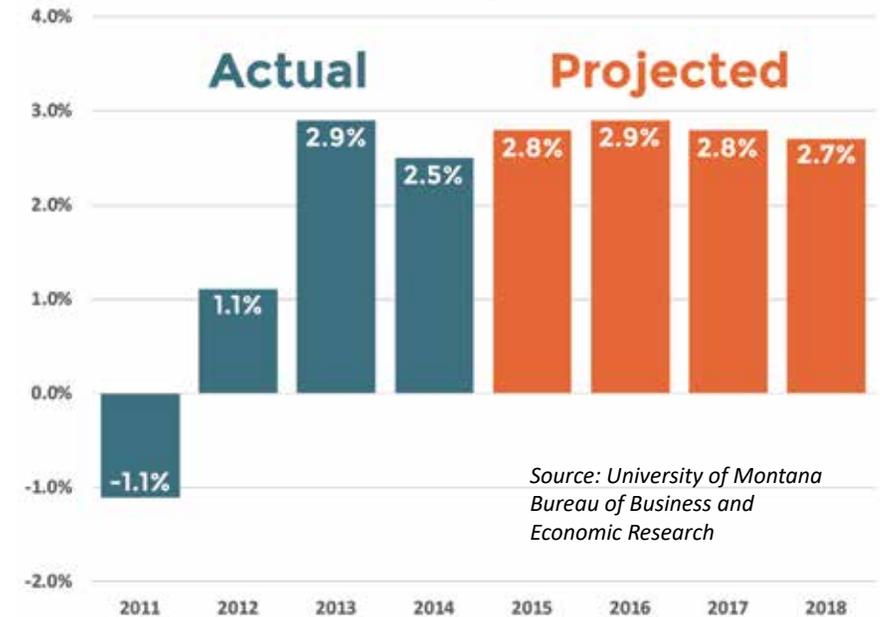
Spending Category	2011	2012	2013	2014
Gas, Diesel	56,000	753,000	1,007,000	441,000
Restaurant, Bar	34,000	30,000	130,000	134,000
Hotel/B&B	-	120,000	271,000	338,000
Outfitter, Guide	28,000	25,000	10,000	101,000
Grocery, Snacks	3,117,000	5,525,000	5,621,000	7,637,000
Retail	1,654,000	2,789,000	2,842,000	2,942,000
Rental Cabin	1,168,000	1,295,000	856,000	897,000
License, Fees	319,000	174,000	471,000	815,000
Auto	335,000	1,028,000	3,316,000	5,637,000
Camping	267,000	178,000	726,000	1,117,000
Trans. Fares	3,886,000	4,977,000	4,803,000	5,926,000
Gambling	4,678,000	4,082,000	3,433,000	5,404,000
Service	-	282,000	288,000	1,043,000
Farmers Market	7,000	6,000	6,000	-
<b>Total</b>	<b>15,549,000</b>	<b>21,264,000</b>	<b>23,780,000</b>	<b>32,432,000</b>

guides, outfitters, fly shops, restaurants and lodging establishments throughout the valley. In total the total economic impact of fishing in the Bitterroot Valley is estimated at \$9.8 million annually.<sup>1</sup>

## Outlook

Although projections for the Town of Stevensville are not available, building on recent economic growth, Ravalli County's economy is projected to continue to grow in the near future. Data from the

Figure 12 - Ravalli County Non-Farm Earnings Projection

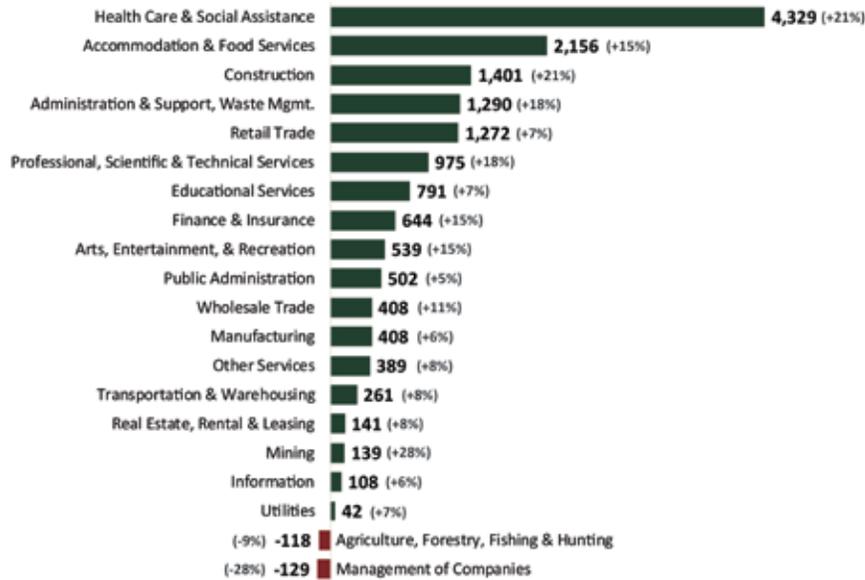


University of Montana's Bureau of Business and Economic Research show that non-farm earnings in Ravalli County are to projected to grow through the year 2018 (see Figure 12).<sup>2</sup>

In terms of employment, the Montana Department of Labor and Industry (MDLI) provides employment projections by industry for five Montana regions. Stevensville lies in the northwest region, encompassing Ravalli, Missoula, Mineral, Lake, Flathead, Sanders, and Lincoln Counties. During the recession, employment in the northwest region declined by over 5%. While the region has been slower to recover than other areas of Montana, job growth has been occurring and is projected to continue. Steady employment growth of 1.2% annually is projected for the northwest region through 2024, equating to over 15,000 new jobs over the ten-year period. In terms of projections by industry, healthcare and social assistance are projected to add the greatest number of jobs, followed by accommodation and food services and construction. The only industries projected to lose jobs during this period are agriculture, forestry, fishing, and hunting and management of companies (see

Figure 13). Much of this growth will likely be fueled by growth in the larger population centers of Missoula and to a lesser extent Kalispell. Growth in Missoula benefits residents of Stevensville considering its close proximity to Missoula and the fact that over 30% of employed Stevensville residents already commute to Missoula for work.

**Figure 13 - Projected Employment Change by Industry in the NW Montana Region 2014 - 2024**



Source: Montana Department of Labor and Industry

## Housing

In 2014, there were an estimated 877 housing units within Stevensville's town limits. The housing stock in Stevensville is dominated by single-family housing (69% of all housing units) followed by multi-family housing (28%) and mobile homes (7%). Since 2000 there has been a noticeable increase in both multi-family housing units and mobile homes (see Table 4).

As of 2014, 93%, or 819 housing units in Stevensville were estimated

**Table 4 - Types of Housing Units**

	2000	2014	Change '00 – '14
Housing Units	711	877	23%
Single Family	490	574	17%
Multi-Family	178	244	37%
Mobile	39	59	51%

to be occupied and 7% were vacant, representing a small decrease in the number and percent share of vacant housing units since 2000 (see Table 5). Of the 819 occupied housing units, 51% were owner-occupied and 49% were renter-occupied, which represents an increase in the number and percent share of renter-occupied housing since 2000. This increase appears to correspond with an increase in demand for rental housing in Stevensville as the rental vacancy rate dropped from 7.4% in 2000 to 6.3% in 2014. On the other end, the vacancy rate for owner-occupied housing increased during this time period from 2.7% to 4.2%.

**Table 5 - Housing Occupancy Indicators**

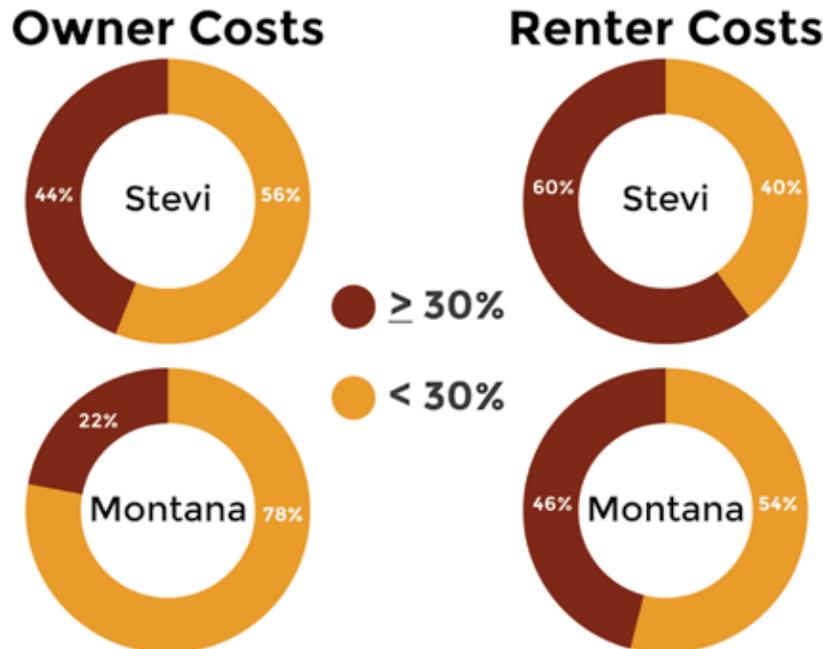
	2000	2014	Change '00 – '14
Housing Units	711	877	23%
Vacant	59	58	-2%
Occupied	652	819	26%
Owner Occupied	366	415	13%
Renter Occupied	286	404	41%

## Housing Costs

The median housing value as of 2014 in Stevensville was \$160,400 (63% increase since 2000), which is substantially lower than Ravalli County as a whole at \$233,400 (75% increase since 2000). When looking at rents however, Stevensville is more in line with Ravalli County. In 2014 the median rent in Stevensville was \$690 (38% increase since 2000), not far below the median rent for Ravalli County which was \$702 in 2014 (40% increase since 2000). In order to get a better understanding of housing affordability and housing

cost burden in Stevensville it is helpful to analyze housing costs as a percent of household income. The United States Department of Housing and Urban Development defines housing cost burden as paying more than 30% of household income on housing. In 2014 an estimated 44% of homeowners in Stevensville had a housing cost burden, nearly double the same figure for the state as a whole (see Figure 14). The financial challenges are even greater for renters. In 2014, 60% of renters in Stevensville experienced a housing cost burden, compared to 46% for the state.

Figure 14 - Homeowner Costs and Rent as a Percent of Income - 2014



Source: American Community Survey

## Household Composition

As of 2014 there were an estimated 819 households in Stevensville, a 26% increase from 2000 when there were 652 households. During this time period household composition shifted from there being more family households than non-family households in 2000, to non-family households making up a slight majority of households in 2014 (see Table 6). At the same time the number of households

with children under the age of 18 decreased by 11%, and the number of households with an individual over the age of 65 increased by 58%.

A similar pattern has emerged during this time period when looking at household size. Between 2000 and 2014 the number of one-person households in Stevensville increased by 53% to 356. Of the 356 one-person households in Stevensville over half (53%) are occupied by residents over the age of 65, compared to 41% in 2000. While the share of two, three and four or more person households is decreasing, the actual number of these households is increasing, though at slower rates than one-person households (see Figure 15). Despite the shift to an increasing share of one-person households, the average household size Stevensville actually increased between 2000 and 2014 from 2.27 to 2.31. While these data may seem contradictory, the discrepancies are likely explained by the increase in average family size from 2.93 to 3.31 between 2000 and 2014 – see Table 6.

Table 6 - Changes in Household Composition

	2000	2014
Households (HH)	652	819
Non-Family HH	266	425
Family HH	386	394
Family HH w/ Children <18	205	183
HH w/ >1 Individual 65+	196	310
Avg. HH Size	2.27	2.31
Avg. Family Size	2.93	3.31

Source: Census

Figure 15 - Change in Household Size 2000 - 2014



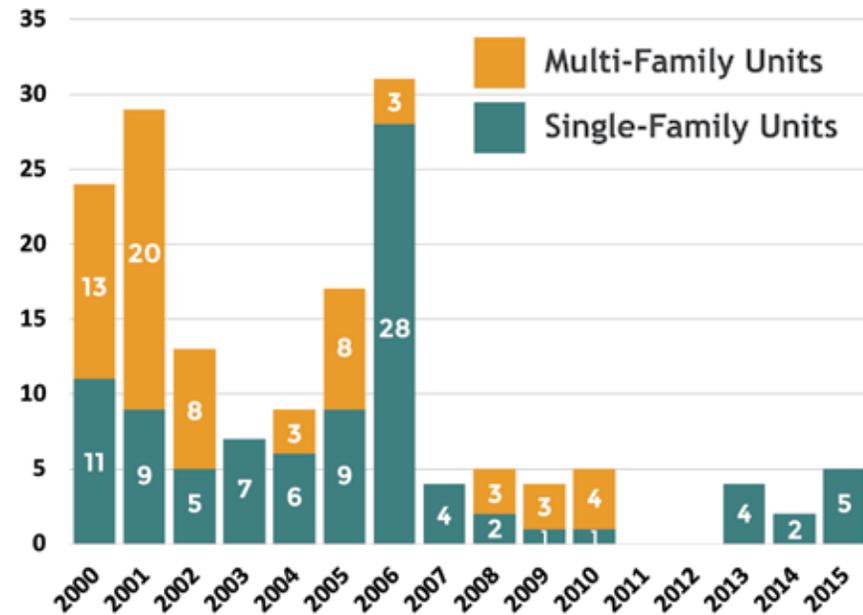
Source: American Community Survey

## New Home Construction

Demand for new home construction is driven in part by population and job growth in a community. As a result, it makes sense that new housing construction in Stevensville was relatively steady in the years leading up to the recession and fell off sharply at the beginning of the recession (see Figure 16). Between 2000 and 2006 Stevensville added an estimated 130 housing units, 58% of which were single-family units and 42% of which were multi-family units. As Figure 16 shows, there was a precipitous drop in new housing in 2007 to the point where in 2011 and 2012 there were no new housing units constructed in Stevensville. Beginning in 2013 Stevensville began to see slight increases in new home construction, though well below pre-recession levels. As of May 2016, the trend of increased new home construction appears to be continuing as several new homes are under construction in the Creekside Meadows subdivision.

When looking at new home construction in Ravalli County a similar pattern emerges. New residential septic permits issued by the Ravalli

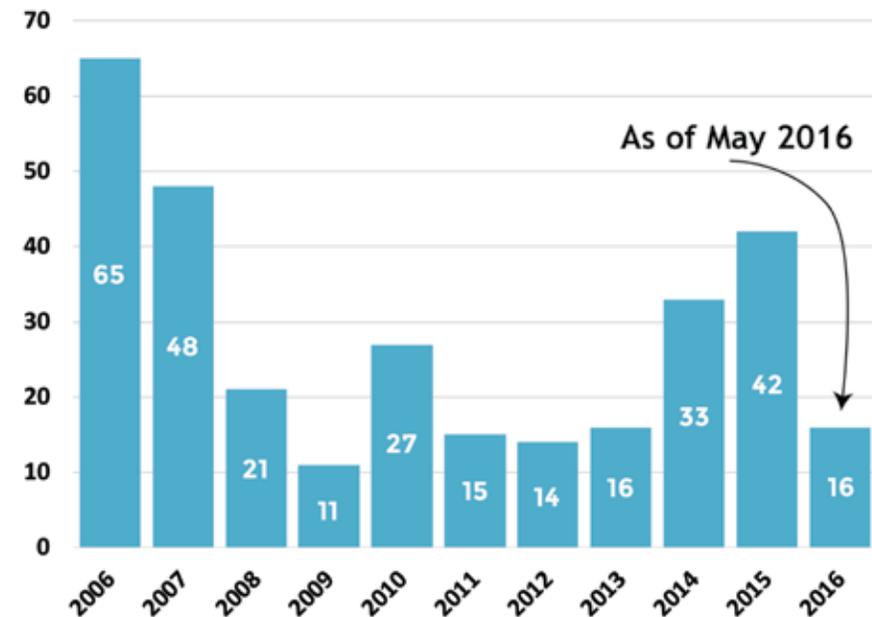
Figure 16 - Residential Building Permits 2000 - 2015



Source: U.S. Census

County Department of Environmental Health are used as a proxy for new home construction to get an idea of development in the County area outside Stevensville. Figure 17 shows the number of new residential septic permits in the five-mile area around Stevensville. Similar to the trend in Stevensville's building permits, Ravalli County saw a sharp decline in septic permits at the onset of the national recession around 2007, and began to see increases starting in 2014. When looking at the location of these septic permits in Map 5, it appears that development outside of Stevensville is clustered in the area northeast of the Stevensville Airport and increasingly south and east of town.

Figure 17 - Ravalli County Septic Permits w/in 5-miles of Stevi. 2006 - May 2016

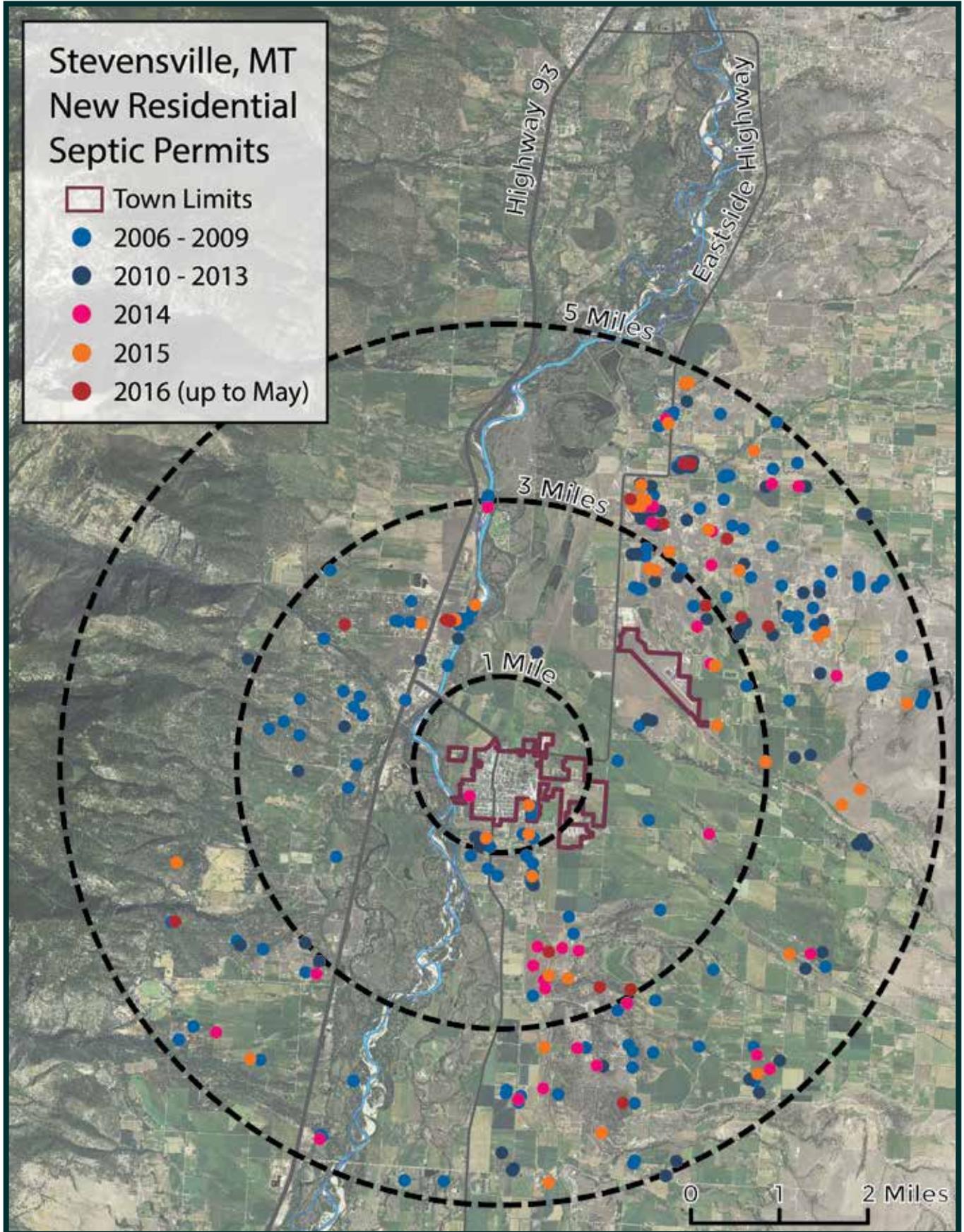


Source: Ravalli County Department of Environmental Health

## Subsidized Housing

Stevensville currently has two subsidized housing facilities providing below market rate housing for seniors and individuals with a disability living on limited incomes. The Burnt Fork Manor was built in 1990 with funding from the United States Department of

Map 5 - Ravalli County Septic Permits 2006 - May 2016



Agriculture (USDA) Rural Development Program and Housing Tax Credit program. The Burnt Fork Manor has 30 units for seniors and disabled individuals. The Charlos Apartments were built in the 1980s with funding from the USDA Rural Development program. There are eight units in the Charlos Apartments for seniors and individuals with a disability. As of May 2016 both facilities had a short wait list.

The majority of below market rate housing facilities are built with funding from the USDA Rural Development program and/or housing tax credit program. Since construction of the Burnt Fork Manor in 1990, there have been no below market rate housing units constructed through either program in Stevensville. The Human Resource Council (HRC), which provides housing assistance services in Ravalli, Mineral, and Missoula Counties, has twice applied to the Montana Board of Housing for housing tax credit funding to construct a 16-unit housing facility for low-income seniors. While both applications were denied funding, the HRC is preparing to apply once again during the 2016 funding cycle. A market study commissioned by HRC documented a need for below market rate housing for seniors in Stevensville, citing increases in the senior population and a limited supply of similar affordable housing options in town.

## Land Use

The Town of Stevensville is located in the Bitterroot Valley in the northern portion of Ravalli County approximately 25 miles south of the City of Missoula. It is situated on a valley plain bounded on the west by the Bitterroot Mountains and on the east by the Sapphire Mountains. Next to Hamilton, it is the second largest of 10 communities within Ravalli County.

Stevensville is laid out in a grid pattern with the commercial core running north-south along Main Street, which is also a state highway. Residential neighborhoods flank Main Street on the east and west. On the north end of Stevensville is an area of commercial and light industrial development with the TIFID. While the majority of residential neighborhoods lie in the traditional grid pattern street network adjacent to downtown, there are two recently platted subdivisions in the eastern and southeastern portions of town. Both

the Twin Creeks and Creekside Meadows have yet to realize full build out and could potentially provide an additional 255 buildable lots if additional phases of each subdivision are platted.

The Stevensville planning area encompasses the present town limits and unincorporated county areas one mile outside of town (see Map 6). In this area there is sufficient land to support the future growth of Stevensville. Growth is currently occurring in this area and is expected to continue during the planning period. The planning area includes the extraterritorial zoning district south of town, as well as other areas where extension of municipal services can logically be expected. Further expansion to the west is constrained by the Bitterroot River and its associated floodplain.

## Stevensville Westside Business Area

Stevensville junction is outside the Town of Stevensville, located approximately one-mile northwest of downtown. The area is a substantial retail corridor along Highway 93, where automobile-oriented retail has been developed. During the public process for this growth policy residents expressed a desire to create a more pedestrian-oriented development pattern as opposed the auto-oriented retail development pattern which currently exists. The Stevensville Main Street Association (SMSA) is also looking to this area as a site for a gateway public art feature that will serve to attract traveling motorists and cyclists into downtown Stevensville.



Map 6 - Planning Area Boundary



## Land Use Classifications

The Montana Department of Revenue’s tax classifications provide a high level view of the different classifications of land in Stevensville. The classifications identify lands by use including residential, commercial/industrial, agricultural, vacant, exempt (non-taxed), and other uses. Map 7 shows the land use mix in Stevensville based on these land classifications, while Table 7 shows the total acreage and percent share for each land classification. These calculations include the Stevensville Airport, which is exempt, but not public rights-of-way such as streets and alleys. Map 7 excludes the Stevensville Airport for legibility purposes. As can be seen, Stevensville is dominated by exempt and residential land uses, followed by vacant, agricultural, and commercial/industrial. The sizeable portions of vacant land in Stevensville indicates capacity for growth in terms of available land for development.

Table 7 - Land Use Classifications

	Acres	% of Total
Exempt	333	46%
Residential	162	22%
Vacant	86	12%
Agricultural/ Farmstead	69	9%
Commercial/ Industrial	63	9%
Non-Valued	6	0.8%
Centrally Assessed	2	0.2%

## Zoning

### Existing Zoning

The Stevensville Development Code defines and regulates land uses within the Town of Stevensville, and the extraterritorial jurisdictional area south of town. Map 8 shows the zoning map (currently in draft form) and displays the zoning districts within the current zoning jurisdiction of the Town of Stevensville. The land use districts in Stevensville are described below.

### Residential Low Density

The R-1 residential low density district encompasses all of the single-family residential areas in the town. Residential densities are generally less than five units per acre.

### Residential Medium Density

The R-2 residential medium density district is the town’s multifamily residential area that allows attached housing at densities ranging up to 16 units per acre. Access to multifamily housing is predominantly from arterial streets.

### Commercial

The C-1 commercial district is downtown, featuring a diverse mix of pedestrian-oriented land uses. A limited amount of housing may be developed above ground-floor retail and service uses.

### Limited Commercial

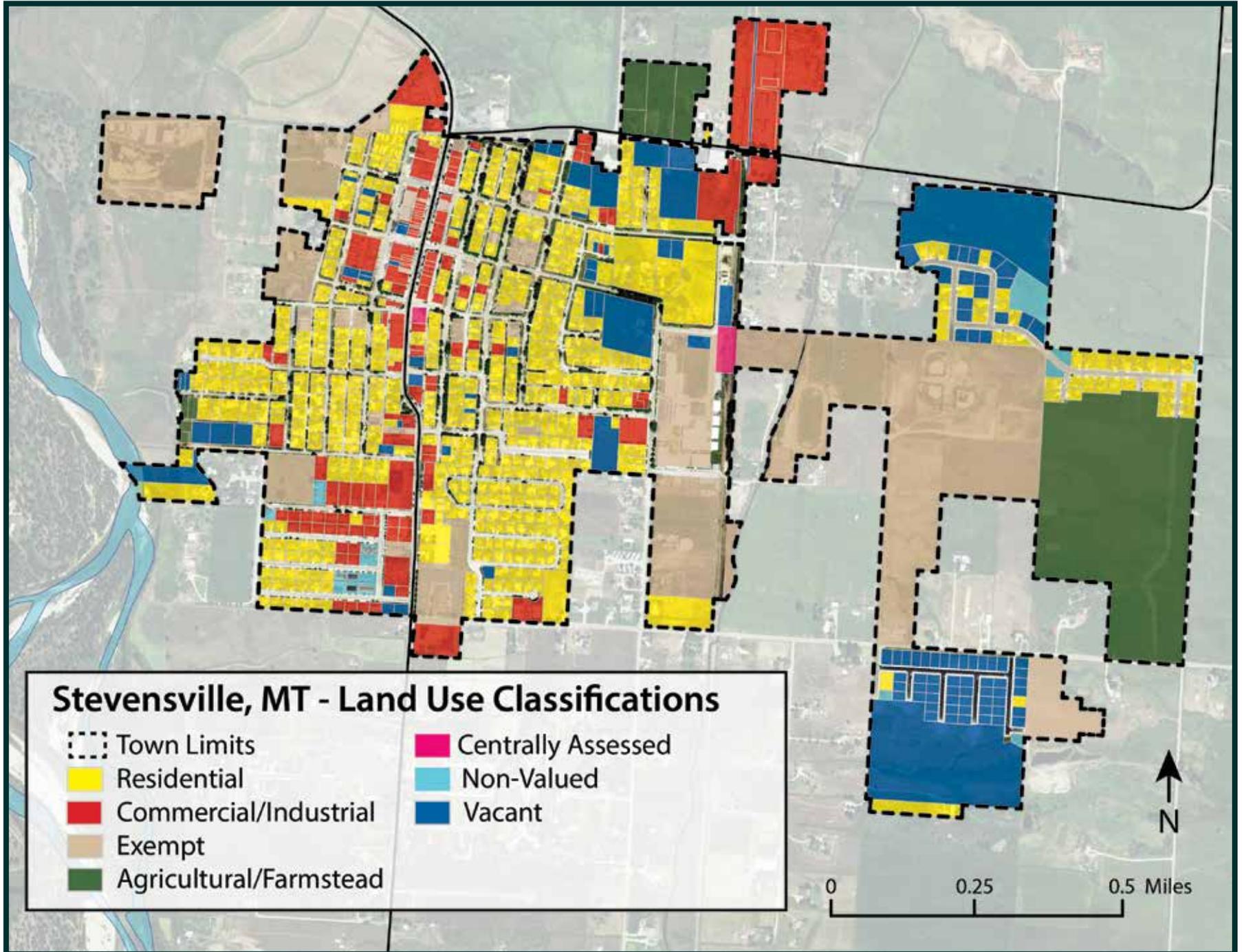
The C-2 limited commercial district is intended to serve as a transitional buffer between residential areas and the more intensely developed downtown area. Small scale commercial and recreation uses that generate little traffic are allowed, together with a wide range of residential uses.

### Highway Commercial

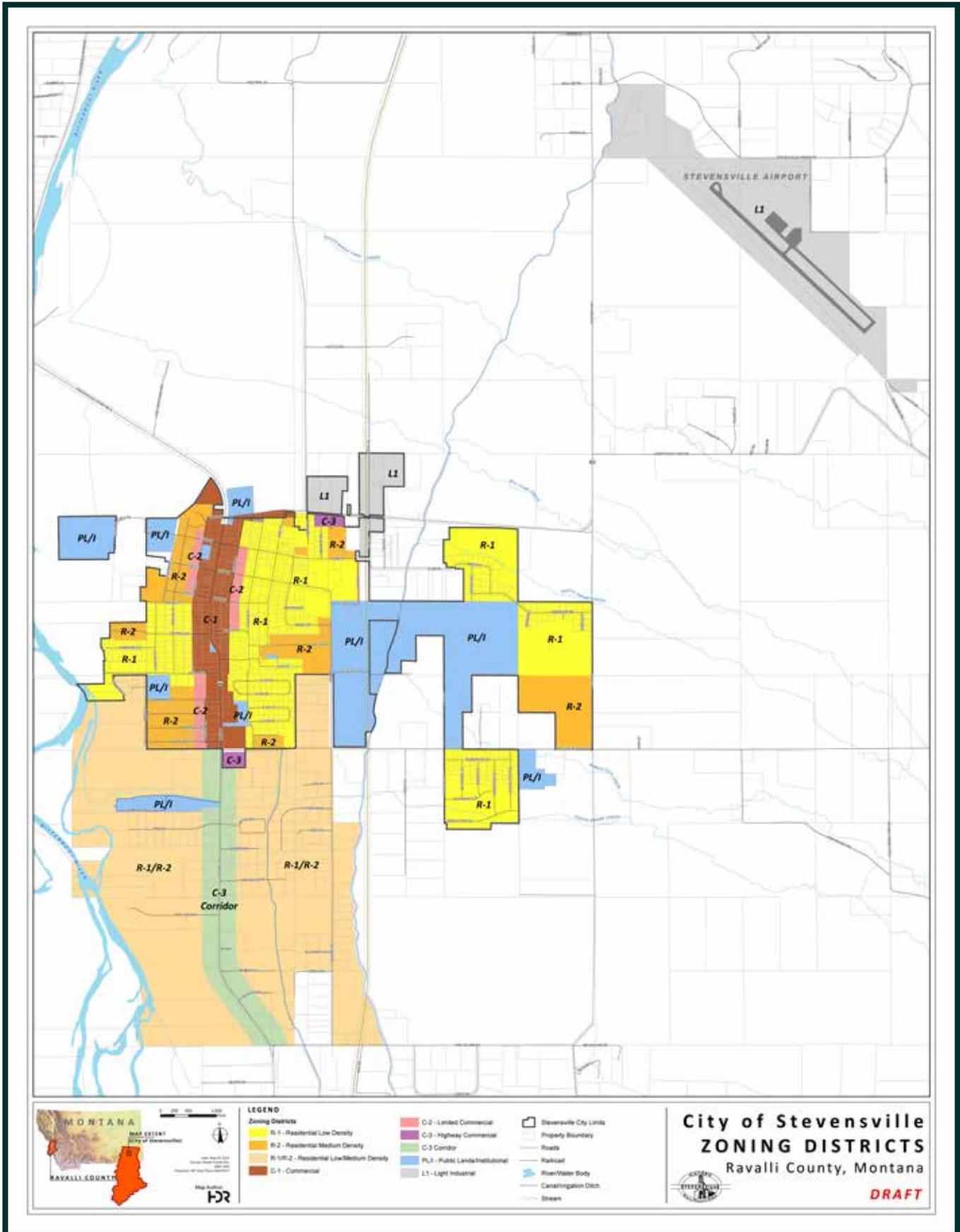
The C-3 highway commercial district is intended to accommodate businesses that require highway access and that would be incompatible with the pedestrian environment intended for the downtown area. It occupies primarily a corridor of land that straddles the Eastside Highway, from Middle Burnt Fork Road to the south. The highway commercial corridor is 500 feet wide on each side of the Eastside Highway.

### Public Lands/Institutional

The PLI public lands/institutional district is the site for the town’s parks and public institutions such as schools. Other uses allowed in PLI include social service providers and some types of residential uses such as nursing homes and community residential facilities.



Map 8 - Draft Zoning Map



## Light Industrial

The LI light industrial district provides land for a wide range of activities, including manufacturing, services, trade and transportation and utilities. Because the light industrial area is in close proximity to residential areas, the types of industrial uses are limited to those with minimal adverse off-site impacts.

## Extraterritorial Zoning

Extraterritorial zoning refers to regulating land use, through municipal zoning, in areas outside of incorporated city or town boundaries. Montana state law allows cities and towns to adopt extraterritorial zoning outside municipal boundaries in locations where a county has not adopted a growth policy and accompanying zoning regulations. Extraterritorial zoning authority is provided to allow Montana cities and towns to ensure that adjacent growth will be well designed and compatible with current municipal land use patterns, given the likelihood that these areas may eventually be annexed at some point in the future. As Ravalli County does not currently have a growth policy or zoning in place, Stevensville is permitted under state law to exercise zoning authority in areas up to one mile beyond town boundaries.

### Extraterritorial Zoning in Stevensville

Stevensville's development code supports extraterritorial zoning by stating in section 10-3(a)(6) "It is appropriate to regulate the land uses within a one-mile perimeter of the town limits as these areas are likely to require town municipal services and will likely annex to the town in the future." Stevensville currently exercises extraterritorial zoning authority in the area extending south from town to Pine Hollow Road, which is bound by the Bitterroot River to the west and the 'Big Ditch' to the east – see Map 8. This area is primarily zoned residential, with a strip of highway commercial along the Eastside Highway and a small portion of public lands/institutional where the cemetery is.

While the area south of town is the only location where Stevensville exercises extraterritorial zoning the town's development code states in Section 10-223 "The zoning provisions of this chapter

shall be extended to include all property located within one mile beyond the town's corporate limits pursuant to MCA 76-2-310 and the regulations herein shall be enforced as if the property were situated within the corporate limits in accordance with MCA 76-2-311." Stevensville does not exercise extraterritorial zoning authority outside of the area south of town and as such this provision is not accurate and will need to be amended during the next development code update.

### Plans for Extending Extraterritorial Zoning

The Town of Stevensville does not currently have plans to extend extraterritorial zoning to additional locations outside of town. In the event that development pressure increases outside of town however, Stevensville will give due consideration to extending extraterritorial zoning in areas up to one-mile outside of town where zoning will serve to promote Stevensville's goals and ensure compatible land use patterns with existing in-town development. In considering extending extraterritorial zoning, Stevensville will evaluate any such extension based on the following factors:

- Landowner's request for extension of municipal zoning
- Anticipated impacts of development on Stevensville and public health and safety
- The likelihood for annexation within five years
- The ability of Stevensville to provide municipal services
- The goals and objectives of this growth policy
- Comments from the Ravalli County Commissioners and Planning Department

In the event Ravalli County adopts a growth policy and accompanying zoning regulations for areas where Stevensville exercises extraterritorial zoning, the town's zoning authority in these areas will be superseded by county zoning.

# Local Services

## Law Enforcement

The Stevensville Police Department provides law enforcement within the town limits of Stevensville and serves areas of Ravalli County on an as needed basis through a mutual aid agreement with the Ravalli County Sheriff's Office. The department is currently staffed by two full time officers (including the chief of police) and one half-time officer who also serves as a school resource officer, for a total of two and one half full time equivalents (FTEs). The department also has five reserve officers and a part-time records clerk. As of 2016, the Stevensville police department is understaffed to handle the demands of the community. It is estimated that five FTE officers are needed to sufficiently police Stevensville and the surrounding area. A 2014 Montana Board of Crime Control Report showed that the Stevensville Police Department has 1.06 FTEs per 1,000 people. This figure is the lowest for police departments in cities under 5,000 people and statewide is behind only the University of Montana police department.<sup>3</sup>

## Fire Protection

The Stevensville Volunteer Fire Department provides fire protection and emergency medical services within the town limits of Stevensville. The department is staffed by 40 volunteers, including a fire chief, assistant fire chief, administrative assistant, two captains, and two lieutenants. The department owns a type 1 fire truck, a 55-foot ladder truck, a type 6 brush truck, and an ambulance under joint ownership with the Stevensville Rural Fire District. Stevensville's Volunteer Fire Department has an interlocal agreement with the Stevensville Rural Fire District, whose jurisdiction covers a roughly 100 square mile area outside of Stevensville. Under the agreement, both departments provide mutual aid on an as needed basis. Looking forward, the department is planning to add an additional fire station at the Stevensville airport, which is contingent upon available

funding. While the Stevensville Fire Department is currently meeting the needs of the community, there remains a need for additional staffing, which would become more apparent in the event a station is completed at the airport.

## Medical Services

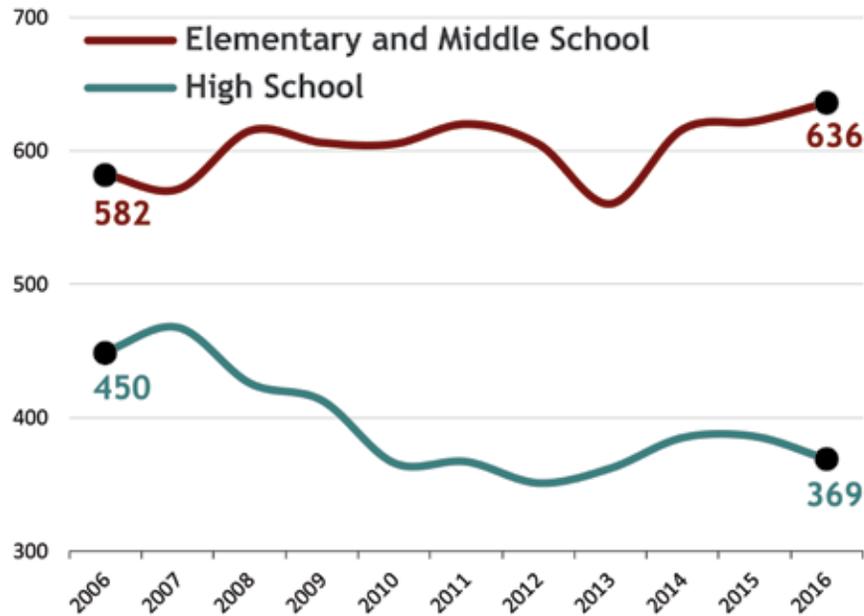
Medical services in the Town of Stevensville are provided by the Stevensville Clinic, which is an affiliate of Community Medical Center. The clinic staffs three doctors and one family nurse practitioner. The clinic provides a full range of primary care services, including treatment for most illnesses and injuries and obstetrical care for expectant moms throughout their pregnancy and delivery. Patients arriving at the clinic in need of emergency care are immediately transferred, via ambulance, to an emergency room of their choice.

Stevensville is also within a 30-minute drive of Marcus Daly Hospital in Hamilton, which has an emergency room, hospice, surgical care, and other specialized services. For patients needing more specialized medical service, Missoula is a 45-minute drive away, home to St. Patrick Hospital and Community Medical Center.

## Education

Stevensville's public schools consist of an elementary school, a middle school, and a high school. As of 2016 total public school enrollment stood at 1,005, a 2.6% decrease since 2006. However, since 2013 there has been an increase in total enrollment with the exception of a decrease of three students between 2015 and 2016. At the high school level, enrollment has decreased by 18% since 2006, while enrollment at the elementary and middle school has increased by 9% (see Figure 18). With the enrollment increase in the elementary and middle schools, it can be expected that high school enrollment will also increase in the coming years.

Figure 18 - Stevensville Public School Enrollment 2006 - 2016



Source: Montana Office of Public Instruction

## Solid Waste

Curbside solid waste pickup in Stevensville is provided by Bitter Root Disposal. Waste is carried to the Victor transfer station where it is then taken to the Missoula landfill. Ravalli County Recycling has a drop-off location at the Burn Fork Market in Stevensville, which accepts aluminum, tin cans, newspapers and mixed paper. The primary recycling drop-off location in Hamilton accepts cardboard as well. It is anticipated that Bitter Root Disposal will continue to provide curbside solid waste pickup though the feasibility of the recycling drop-off has come into question.

## Power and Telecommunications

Electricity and gas in Stevensville are provided by NorthWestern Energy. Phone services are provided by CenturyLink and Charter Communications, while internet is provided by CenturyLink, Charter, and Rocky Mountain Internet. Charter's high-speed internet services

are only available in the core of Stevensville and are unavailable to areas in the eastern portion of Stevensville's town limits. CenturyLink internet services, while available in these areas unserved by Charter, generally offer slower internet speeds. Outside of Stevensville internet is provided by Rocky Mountain internet through a series of broadcast towers.

## Public Facilities

### Roads

#### Residential Roadways

Within the Town of Stevensville there are 11.4 miles of residential access streets. Over 90 percent of the town's streets are paved. Many of the town's eight miles of alleys are paved. Funds for road paving and maintenance are derived primarily from the state's gasoline tax.

Developers, in association with subdivision activity, construct new residential access streets per standards outlined Stevensville's 2006 Streets Master Plan. An interconnected system of streets, as opposed to a series of cul-de-sacs, will better serve the long-range transportation needs of the community. Residential street standards include full-width pavement, plus curb, gutter and sidewalk. A landscape strip planted with street trees is a desirable component of residential streets that adds value to a neighborhood.

#### Commercial Roadways

Stevensville's Main Street (Eastside Highway) is the primary access route serving the downtown business district. Beyond downtown, automobile-oriented businesses are located along the Eastside Highway to both the south and the east. Since 1972, the town has worked cooperatively with the Montana Department of Transportation (MDT) to maintain and upgrade Main Street. In 1996, MDT improved Main Street through downtown Stevensville with the addition of intersection "bump-outs" to enhance the pedestrian environment and to calm traffic. Diagonal parking on Main Street provides 119 parking spaces for downtown businesses. Side streets

perpendicular to Main Street offer an additional 66 formal parking spaces.

Commercial street standards for downtown Stevensville include curb, gutter, sidewalk and street trees in tree wells cut into the sidewalk. A landscape strip is not appropriate in the urban downtown. Outside of the downtown area, street trees are to be planted in a landscape strip that separates the vehicular travel lanes from the sidewalk. Turning lanes on arterial streets are appropriate where traffic exiting to perpendicular streets is of such a volume as to create, or potentially create, problems related to congestion or traffic safety.

## Bridges

The Montana Department of Transportation rebuilt and widened the Bitterroot River Bridge in 2002. The new bridge included a 10-foot wide walkway on the north side. Community planning through the Walkable Communities Workshop identified the original bridge as a hazard to pedestrians and bicyclists. Residents also identified the bridge as a potentially significant gateway into Stevensville.

## Airport

The Stevensville Airport is located two miles northeast of the Town of Stevensville. It is Montana's fastest growing general aviation airport. The airport consists of 117 acres of land owned by the town at an elevation of 3,610 feet above sea level. There is one paved runway that is 60 feet wide and 3,800 feet long. The Stevensville Airport Board operates the airport. The Stevensville Airport was recently awarded a grant of nearly \$2 million to resurface and widen the existing runway, add an automated weather tower, and make several other smaller improvements.

Land use at the Stevensville Airport includes aircraft hangars and automobile parking. Construction of a terminal building has been discussed. Existing land around the airport is in agricultural and residential uses, both of which are generally compatible with the existing and proposed airport operations. In 1989, the Town of Stevensville enacted the Airport Zoning Ordinance to limit the height of objects and address land use around the Stevensville Airport.

The ordinance enables the town to identify and remove objects that penetrate the described airspace, or issue permits for non-conforming objects that may be marked and lighted.

Major private employers in and around the Stevensville airport include Specified Fittings, Bitterroot Tool and Machine, Aircraft Structural Repair and expansions are taking place. The airport, with 85 based aircraft, experiences approximately 12,500 aircraft operations annually.

## Public Transportation

The Ravalli County Council on Aging operates the Bitterroot Bus, which provides curb to curb service to origins and destinations in Ravalli County and Missoula. Rides are on a first come first served basis and must be scheduled 24 hours in advance, though a regularly scheduled route between Hamilton and Missoula operates every Tuesday. Ravalli County Aging Services also operates two lift equipped vehicles to provide rides for individuals with a disability in Ravalli County.

For commuting purposes, the Missoula Ravalli Transportation Management Association (MRTMA) operates 16 vanpools between Missoula and Ravalli County. Of the 16 vanpools, 11 begin in Ravalli County, providing round trip commute service to Missoula, several of which stop or originate in Stevensville. Five of the vans provide reverse commute service originating in Missoula, two of which stop in Stevensville. The vanpools operating in Ravalli County currently have a short wait list, indicating a small need for increased public transportation service between Missoula and Ravalli County.

## Rail

Montana Rail Link runs north-south through the Bitterroot Valley. In the past, the rail served Stevensville's CHS Mountain West fertilizer plant and the Selway Corporation. However, recent years, especially since the closing of the Darby Lumber Mill, have seen a reduction in use of the rail line to the point where it is difficult to anticipate this

being a major factor in Stevensville’s near-term economic growth.

## Parks

Parks are a critical aspect of a community’s quality of life. Parks are more than simply recreational amenities; they are important pieces of Stevensville’s infrastructure and help define the image of the town. There are three in-town parks in Stevensville that are maintained by the town – see Map 9. In addition, Stevensville owns the Bitterroot River Park northwest of town. In-town parks include Veterans Park, Father Ravalli Park, and Lewis & Clark Park. Lewis & Clark Park is the largest at seven acres and includes a swimming pool, Bear Mountain Playground, a skate park, basketball courts, and pavilions for picnics and events. Father Ravalli Park is a smaller park on the south end of town and has swings and a basketball court. Veterans Park is at the north entrance of town next to the Stevensville Main Street Association office.

In addition to these in-town parks, Stevensville residents benefit from being in close proximity to Fort Owen State Park less than a mile outside of town, and the 2,700-acre Lee Metcalf Wildlife Refuge, 1.5 miles north of town.

One pressing issue facing Stevensville is financing regular park maintenance. With the recent addition of the skate park and Bear Mountain Playground to Lewis & Clark Park, park use will likely increase and thus increase maintenance needs. To fund ongoing park maintenance, Stevensville’s Park Board, in concert with the Town Council, will need to explore the feasibility of creating a parks district for the purpose of raising money to fund ongoing park maintenance. Additionally, the Stevensville swimming pool at Lewis & Clark Park is in need of repair. The swimming pool is an outdoor pool and is open only during summer months. To provide for year-long use Stevensville has plans to retrofit the pool so that it is a covered facility, similar to the Bitterroot Aquatic Center in Hamilton.

## Water

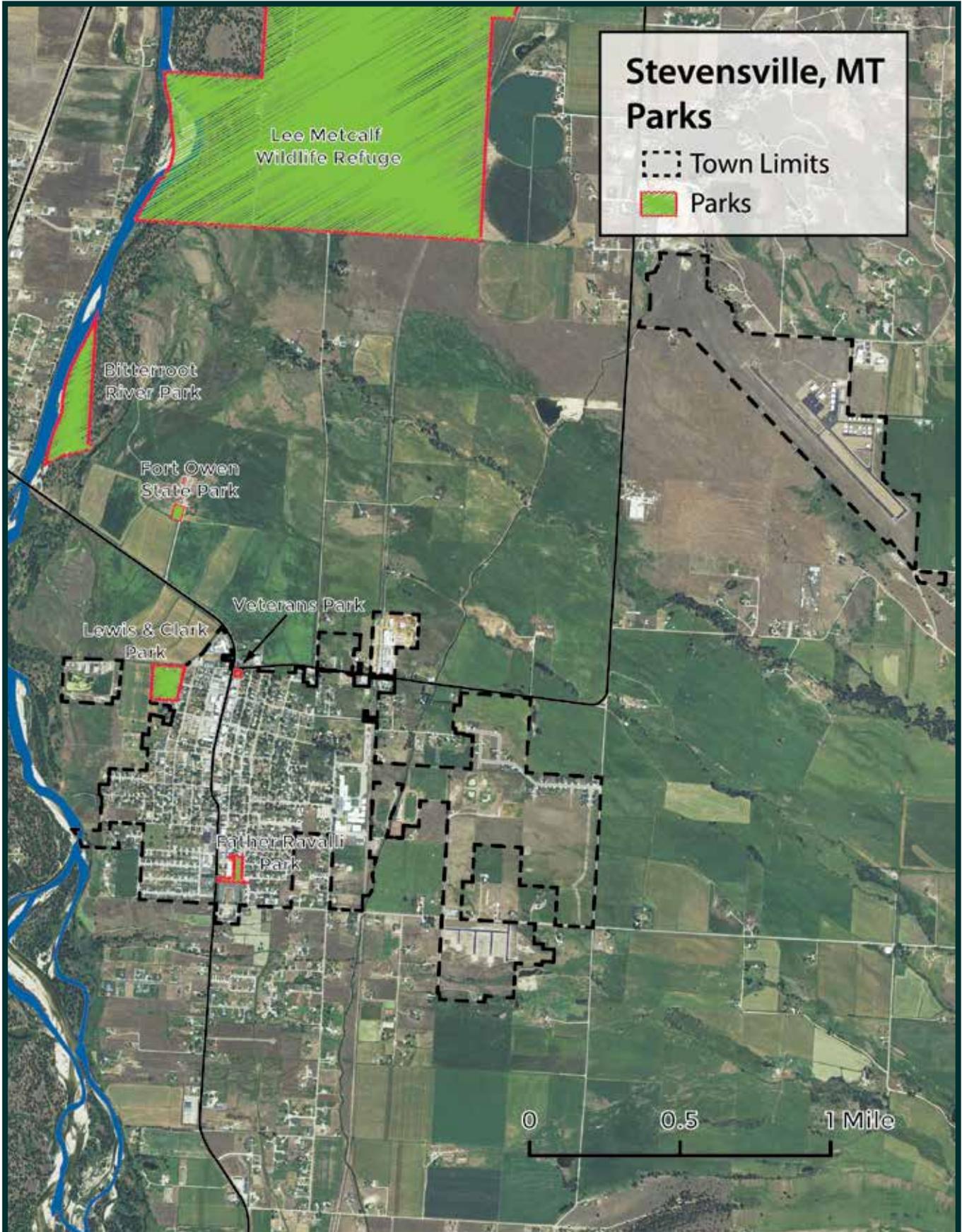
The Town of Stevensville’s original water supply was constructed in 1909 with over 6.2 miles of 4”, 6” and 8” wooden water pipe and a small concrete reservoir located between Mill Creek and North Swamp Creek. The town appropriated five cubic feet per second (CFS) from North Swamp Creek that fall and the \$20,035 construction cost was paid with a voter approved bond. Water rates were set in December, 1909 at \$1.00 per residence and \$1.50 for restaurants and saloons per month. Livery barns and hotels were charged \$3.00. Although the wooden pipe is no longer in use, sections of the 8” main still remain under Middle Burnt Fork Road.

In the 1930s, an infiltration system was constructed that gathers shallow groundwater from below the surface of the fields between Mill and North Swamp Creeks. Initially, a total of 8,134 linear feet of drainage pipe was installed generally parallel to North Swamp Creek with the intent of capturing and routing subsurface flow down to the municipal reservoir. Originally the raw water collected from the subsurface infiltration system was delivered to a large concrete storage tank at the water treatment plant site, and then piped to town in an 8” wooden pipe. The wooden main was abandoned in about 1936 when the cast iron pipe was installed.

In 2006 Stevensville performed a leak detection survey and found numerous leaks along the cast iron main near the railroad crossing on Middle Burnt Fork Road estimated at over 140,000 gallons per day. These repairs have not been completed since abandonment of the 8” line is proposed and was supposed to take place in early 2009. The public works staff reports only four to five repairs have been made to this line in the past 20 years. Therefore, many leaks are still present. The town is hesitant to repair the leaks in this line as they wish to abandon it in the near future. The large number of leaks in this main and the patching requirements of the Ravalli County Road and Bridge Department on Middle Burnt Fork Road make temporary repair of this line cost prohibitive.

With Stevensville’s recent water system improvement project, the town transitioned from the shallow groundwater infiltration gallery, surface water treatment plant and shallow wells in town to

Map 9- Parks Map



a consolidated well field with deep well groundwater sources. Table 8 shows the water rights associated with each source prior to the improvement project while Table 9 shows water rights associated with new water sources.

The new wells have been set up to run in an alternating lead/lag/lag/lag scenario. Based on the town’s 2012 water production, the new wells need to run in approximately 11-34 pump/hours per day at 570 gallons per minute to keep up with demand. Domestic use will be handled by one well running approximately 11 hours per day. During irrigation season additional wells will be required to keep up with the increased demand and two to three wells may run at the same time.

### Proposed Water Rights Plan

The proposed plan is to abandon existing wells #2 and #3 and the infiltration gallery/treatment plant and transfer or use these water rights as mitigation for the new consolidated well field. The town has abandoned the infiltration gallery. The water rights from this source will be used to mitigate any groundwater depletion from the new consolidated well field. Any surplus water rights will be left in Swamp and Mill Creeks to improve fish habitat or put to another beneficial use.

### Conservation

Stevensville has worked hard over the last three years to reduce leaks in the water distribution system. Water meters have been installed on all water service connections to promote water conservation and help to account for distribution system leaks. As a result of these measures, the 2012 water production is approximately 75% of the 1994 water production, mainly due to reductions in distribution system leaks and water conservation promoted by metered billing.

### Wastewater

The Town of Stevensville has been working recently to improve its sewage treatment plant in order to maintain compliance with state and federal requirements that assure high water quality standards

**Table 8 - Water Rights Prior To Improvement Project**

Water Source	Source	Permitted Flow (gpm)	Claimed Volume (Acre-feet)
Infiltration Gallery / Treatment Plant	Mill Creek	1122	1120
	Mill Creek	561	900
	N Swamp Creek	337.5	272.2
	groundwater	345.3	556.97
Well No. 1	groundwater	500	919.86
Well No. 2	groundwater	240	40
Well No. 3	groundwater	220	340
<b>Total</b>		<b>3,325.8</b>	<b>4,149.03</b>

**Table 9 - Water Rights Associated With New Water Resources**

Water Source	Source	Permitted Flow (gpm)	Claimed Volume (Acre-feet)
Well No. 1	groundwater	500	919.86
PW-1	groundwater	240	40
(Twin Creeks 10" Well)	groundwater	300	90.30
PW-2	groundwater	TBD	TBD
PW-3	groundwater	TBD	TBD
PW-4	groundwater	TBD	TBD

for the Bitterroot River. In addition to the required improvements, parts of the Stevensville wastewater treatment plant also needed upgrades, according to a 2009 preliminary engineering report. It was noted that the Stevensville wastewater treatment plant headworks and oxidation ditch were placed into operation in 1979. Because these facilities were reaching the end of their useful life, improvements were proposed to bring the plant up to required levels of treatment.

Phased improvements have been made to the plant since that time, including construction of an ultraviolet light disinfection system; permitting the polishing pond to serve as a back-up effluent storage cell; permitting of the existing effluent discharge location; converting the existing aerobic digester to conventional biological nutrient removal; construction of a new headworks facility; and installation of an in-place stand-by generator.

While there have been needed improvements made to the plant, the sewer collection system within the town largely dates back to when Stevensville's sewage treatment was done by a simple lagoon over 40 years ago. The old leaky pipes allow groundwater infiltration to add much water to the system, forcing the treatment plant to process much more volume than is necessary. Because of these deficiencies there will need to be an effort to seal or fix the infiltration problem in the near future. Looking to the future, there are a number of potential issues that could limit Stevensville's capability to provide sewer service to areas outside the current town limits, including:

- The infiltration problem and the need to address this to increase the capacity of the wastewater treatment plant;
- The need for sewer lift stations to serve potentially annexed areas, especially south of town and west of the Eastside Highway;
- The trunk line on the west side of town is reaching capacity. There may be a need for a parallel line to extend sewer south of town.

With a well-planned growth policy, coordinated with a Capital Improvements Plan, these issues can be addressed so that future land development proposals beyond the town limits can be adequately served. Plans can then anticipate what infrastructure will be needed to serve the potential development.

## Natural Resources

### Soils

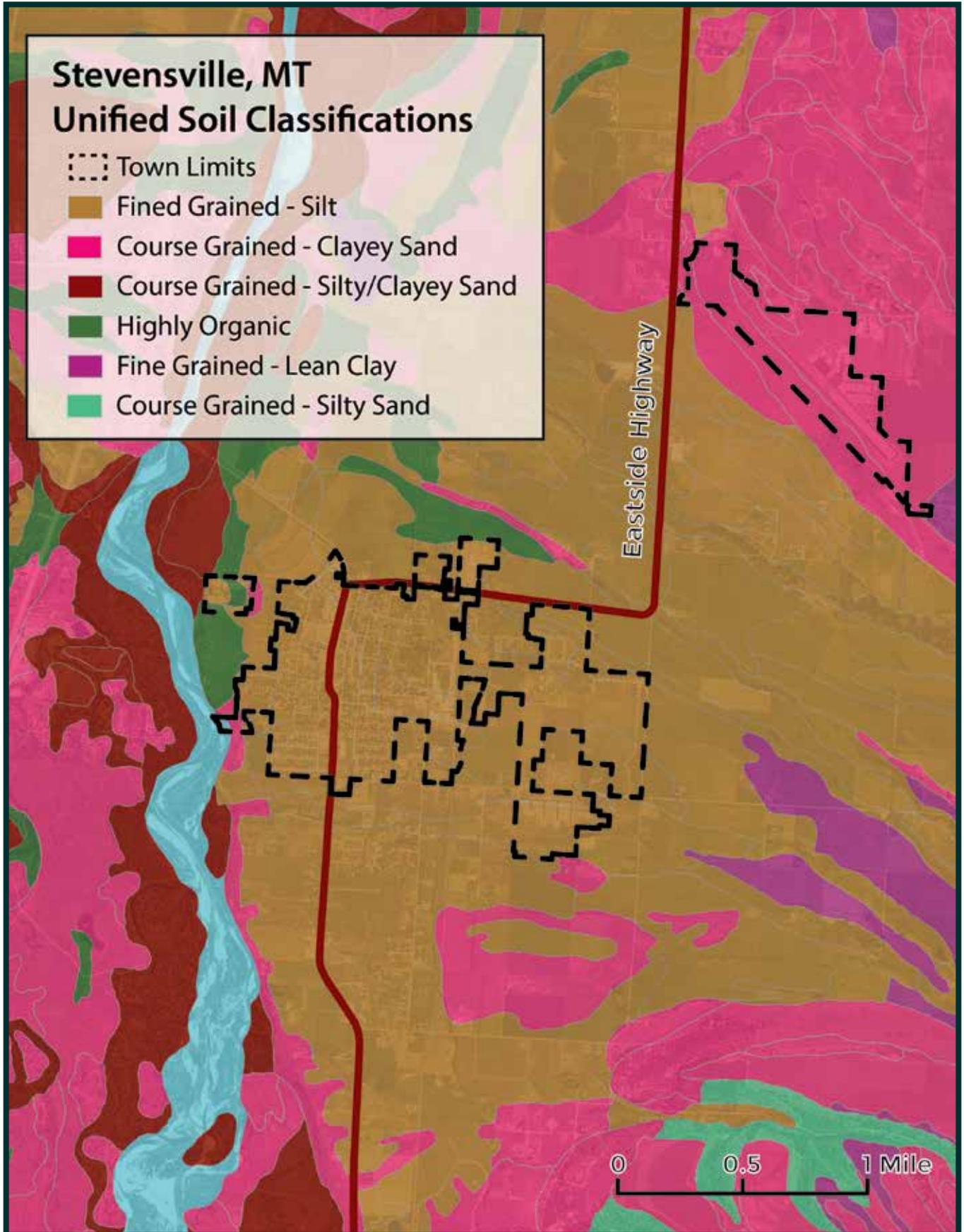
The soils in and around Stevensville are predominately silty soils with pockets of sand and clay – see Map 10. Because of the high silt content and high water table around Stevensville these soils tend to have limited drainage capabilities. A soil's drainage properties impact its ability to adequately absorb and treat effluent from on-site waste water treatment systems (septic). A soil's ability to effectively absorb effluent is impacted by many factors, including depth of the water table, depth to bedrock, flooding, and hydraulic connectivity. As can be seen in Map 11, the majority of the soils outside of Stevensville (in areas not connected to public waste water systems) have limited septic absorption ratings, as defined by the Natural Resources Conservation Service's Soil Survey. As a result, there is a higher risk of effluent polluting ground water in these areas without mitigation measures being taken.

### Sand and Gravel Resources

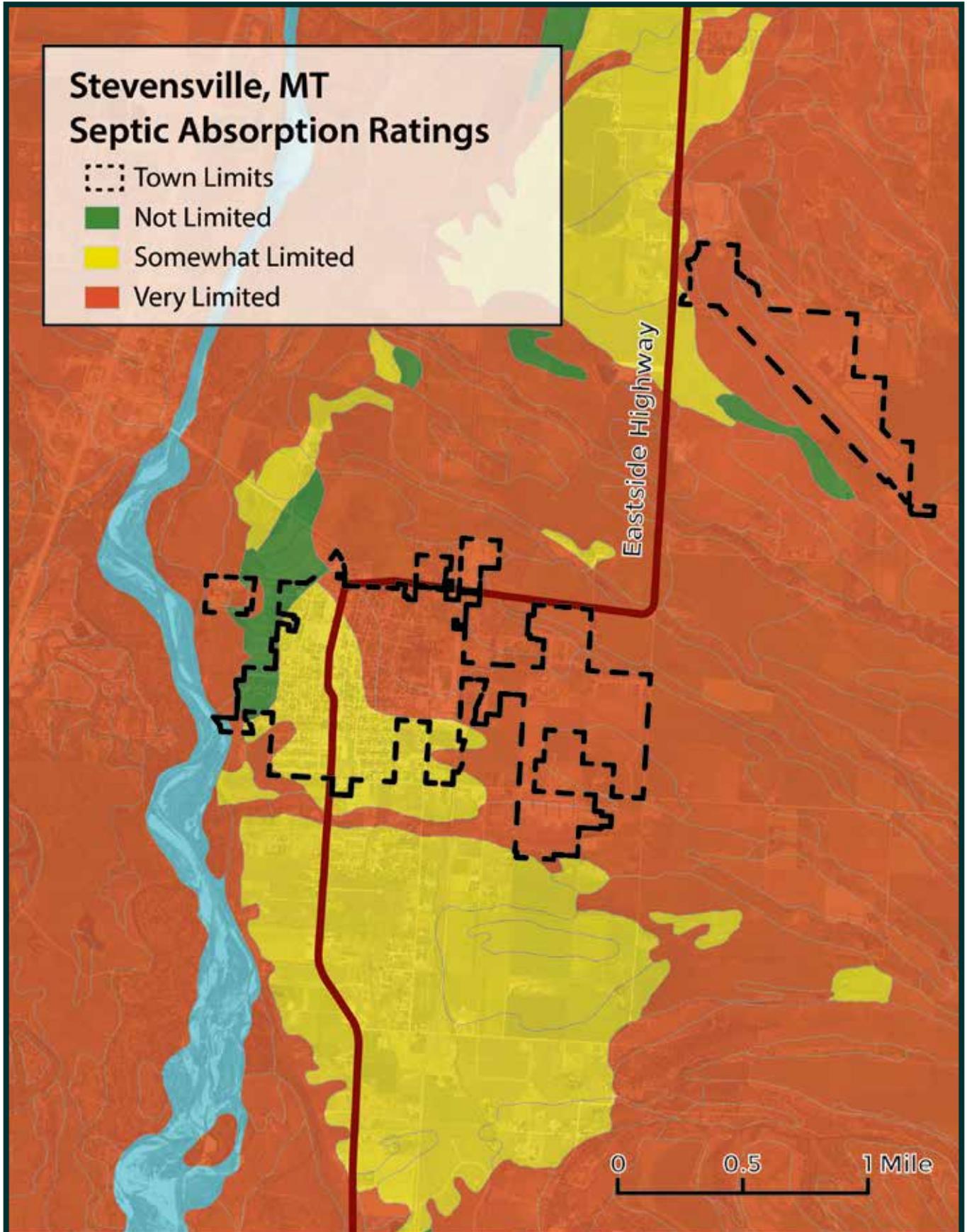
Sand and gravel are essential natural resources for growth and development and are found throughout Ravalli County. Sand and gravel are key components of many infrastructure projects from the building and maintenance of roads to home construction. Because of the transportation costs associated with sand and gravel, it is most effective for the extraction of these resources to be in close proximity to the end user. However, sand and gravel extraction operations generate noise, dust, and truck traffic, which are not desirable in close proximity to residential and some commercial land uses.

There are currently no sand and gravel extraction operations within the town limits of Stevensville. However, there are several permitted open cut mining operations in Ravalli County within close proximity to Stevensville as seen in Map 12. The sand and gravel pit just north of the Stevensville Airport is nearing the end of its useful life and will likely cease operations within the 20-year planning horizon. However, the Town of Stevensville has ownership of the land south

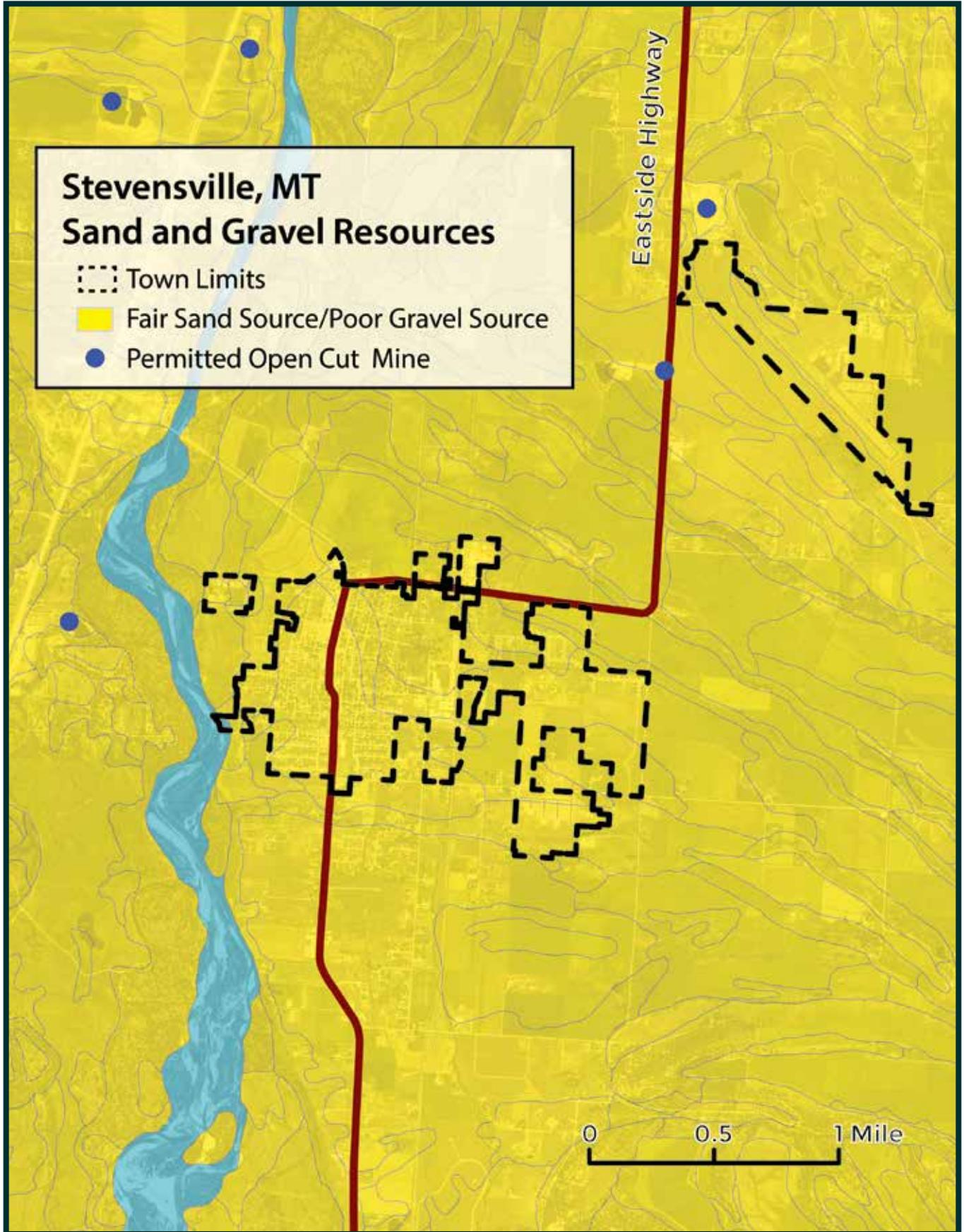
Map 10 - Soils Map



Map 11 - Septic Absorption Ratings



Map 12 - Sand and Gravel Resources



of this location, northwest of the airport runway. This location is located within Stevensville's town limits surrounding the airport and is thought to be an adequate location for sand and gravel resources. Map 12 also shows that the soils in and around Stevensville are fair sources for sand resources but generally poor for gravel resources. It should be noted however, that these soils data are generalized, thus some areas may be found to support gravel extraction upon evaluation of individual sites.

## Water Resources

### Surface Water

The Bitterroot River is the primary surface water body in the area and is located at the western fringe of the Stevensville planning area. Waters in this river are classified by the Montana Department of Environmental Quality (DEQ) as AB-1 and are considered suitable for drinking after conventional treatment. Other suitable uses under this classification include bathing, swimming and aquatic recreation, growth and propagation of salmonid fishes and aquatic life, waterfowl and fur-bearer habitat, and agricultural and industrial water supply. Flows in the river vary primarily in response to rainfall and snow-melt from the surrounding mountains. In addition, flows in the river are regulated to a considerable extent by the Painted Rocks Reservoir, located on the West Fork of the Bitterroot River upstream of Conner, Montana. In addition to this base flow, four other major tributary streams (Sleeping Child Creek, Skalkaho Creek, Blodgett Creek and Bear Creek) contribute substantial flows upstream of Stevensville.

Flows from the river and some of the primary tributary streams are diverted into irrigation ditches to support agricultural activities in the valley. The supply ditch is the primary irrigation ditch within the planning area and runs from south to north through the Town of Stevensville.

Within the planning area there are two smaller tributaries of the Bitterroot River that are of significance, Mill Creek and North Swamp Creek. The Town of Stevensville obtains a substantial portion of its raw water supply indirectly from these two streams by means of a

subsurface infiltration system of tile pipe laid parallel between the two creeks. A direct discharge from North Swamp Creek is available in winter months. The DEQ considers the water from this source to be 'groundwater under the direct influence of surface water' and therefore subject to EPA surface water treatment requirements.

### Ground Water

Groundwater depths in the area around Stevensville are relatively shallow. Thus, dewatering of pipeline trenches and structure foundations will likely be required during the construction of system improvements. A review of well logs in the area indicates that typical depths to groundwater are in the range of 3 to 20 feet below ground surface. The depth to groundwater also varies with the irrigation of the surrounding land with high groundwater being reported during the months of more intense irrigation of nearby farmlands in June, July and August. The general direction of groundwater flow underlying the area is to the west towards the Bitterroot River.

### Vegetation

In view of the fact that Stevensville is the oldest permanent settlement in Montana, dating back to 1841, most, if not all of the original native vegetation within the existing town limits has been replaced with cultivated varieties of trees, shrubs and grasses. Outside of the existing town limits and within the eastern extent of the planning area, homesteads and small farms with irrigated hay fields or grassy rangelands spread out beyond the town. For the most part, native grasses and other indigenous herbaceous plants have been replaced with hay and alfalfa fields. With the exception of scattered groupings of pine and fir trees, there are no real stands of native timber left within the planning area. Trees mainly consist of Cottonwoods and scattered fruit bearing trees (mainly apple, pear and plum trees), which are generally found along the edges of the creeks and man-made irrigation ditches where there is sufficient year-round moisture to sustain vibrant growth.

Wetlands are generally found within the floodplain of the Bitterroot River and immediately adjacent to area creeks. These wetlands

are generally confined to the edges of these streams or in isolated pockets where groundwater levels are at or near the surface. Substantial wetland areas along with highly valued waterfowl habitat are found mainly within the confines of the Lee Metcalf National Wildlife Refuge which is located just north of the planning area. This refuge contains a diverse combination of wetland types and forested river bottom habitat and is protected from man-made disturbances.

## Fish and Wildlife

According to the US Fish and Wildlife Service, there are three threatened species that may occur in the planning area: Canada Lynx, Bull Trout and the Bald Eagle. In addition, the Gray Wolf, considered to be a nonessential experimental species introduced into the area, and the Yellow-billed Cuckoo, a candidate threatened species, may also occur in the area. The North Burnt Fork Creek area, northeast of Stevensville, is an important corridor for wildlife accessing the Bitterroot. To preserve wildlife access to the Bitterroot River, future development in the North Burnt Fork Creek corridor will be discouraged.

## Wildland-Urban Interface

Residents of Stevensville and Ravalli County know that wildfires are a fact of life each summer. Whether fires are burning in the front country of the Bitterroot National Forest, in the Selway-Bitterroot Wilderness, or in other northwest states, by July and August smoke from wildfires commonly enters the valley, serving as a reminder that residents must live with the presence of fire.

The 2006 Bitterroot Community Wildfire Protection Plan (CWPP) was created to prioritize potential actions to address the Bitterroot Valley's ability to reduce the risks associated with wildland fires. The Bitterroot CWPP defines the Wildland-Urban Interface (WUI) as the *"zone where structures or other human development meet to intermingle with undeveloped wildland or vegetative fuels."* As part of the CWPP a WUI map was created to identify areas at risk of wildfire. Map 13 shows the WUI around Stevensville as well as

perimeters of large fires that have occurred since 2000. As can be seen in Map 13 there is a portion of land just south of town that is in the defined WUI. The southern portion of this area is characterized by mixed forest and grassland, while the northern portion closest to Stevensville is a mix of low density residential development and irrigated fields and pastures, with no surrounding forests or grasslands.

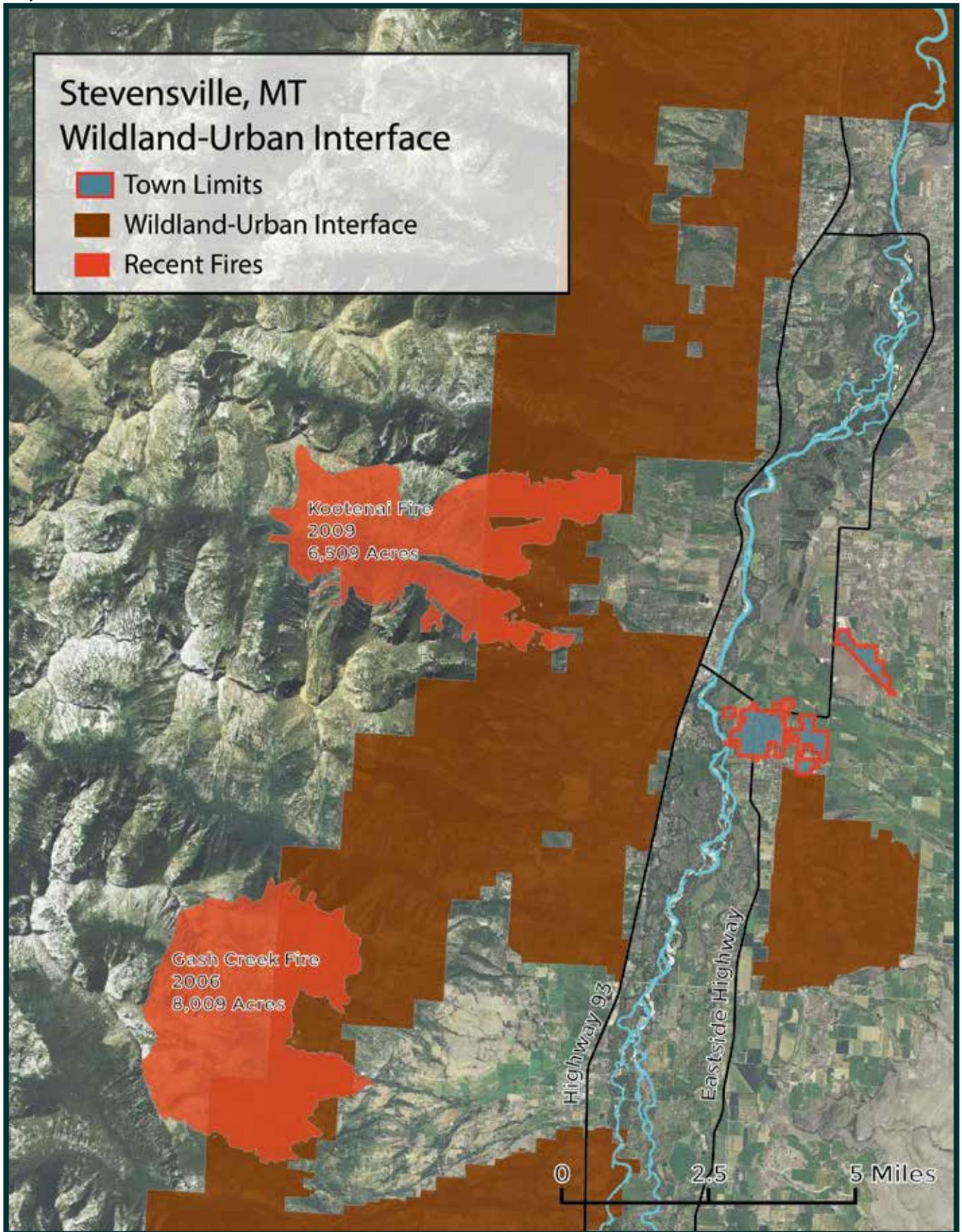
## State Law Requirements

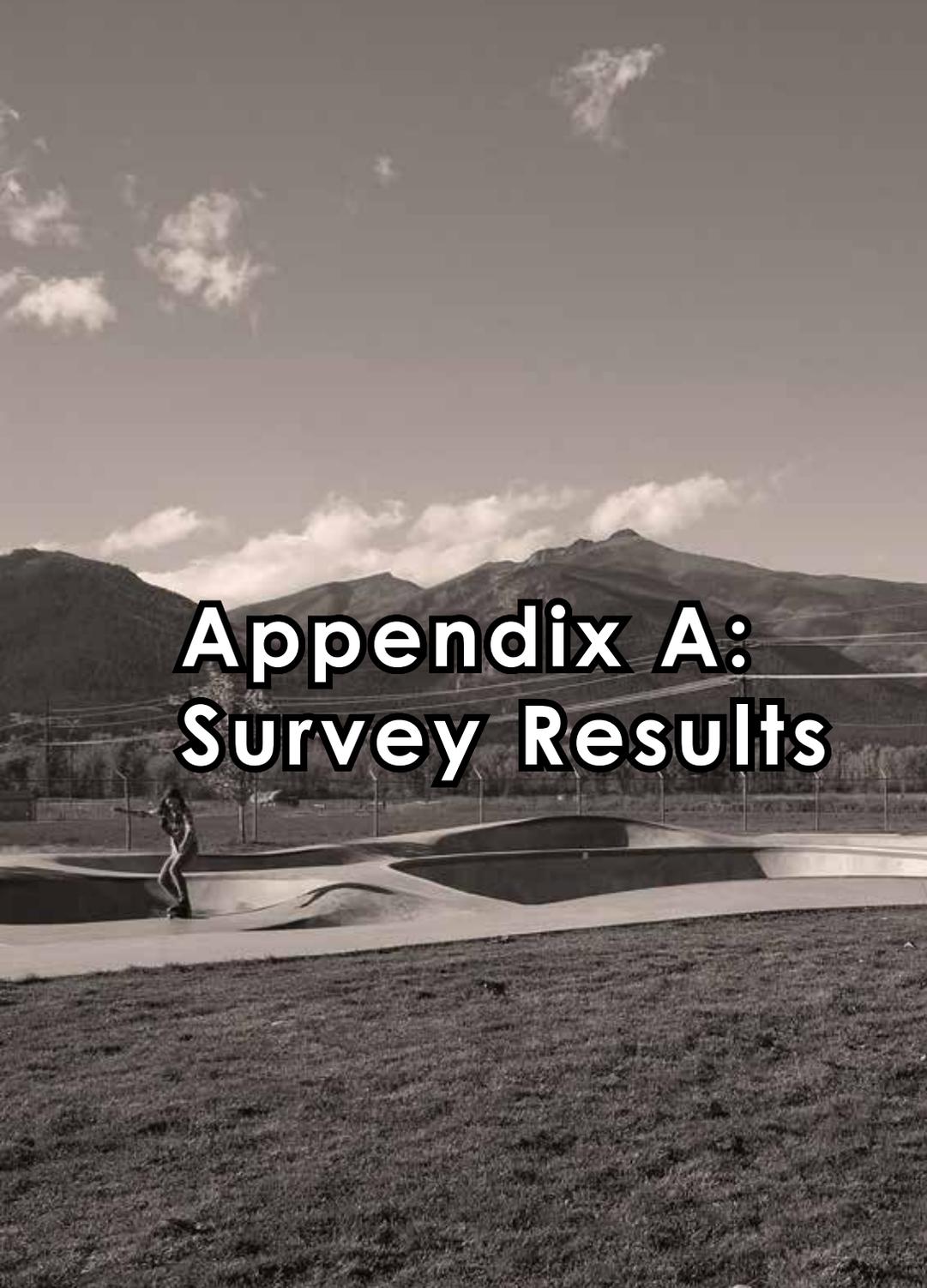
Montana state law requires that growth policies include *"an evaluation of the potential for fire and wildland fire in the jurisdictional area, including whether or not there is a need to delineate the wildland-urban interface, and adopt regulations requiring defensible space around structures, adequate ingress and egress to and from structures and developments to facilitate fire suppression activities, adequate water supply for fire protection."* While Stevensville is in close proximity to forests and grasslands at risk of wildfire, the town, being located in the valley bottom, is not immediately adjacent to these areas and is largely surrounded by river bottom areas and irrigated fields. As a result, the risk of Stevensville being impacted by wildfire is low, beyond health related impacts associated with smoke from nearby large fires. Therefore, there is not a present need to further delineate the WUI or adopt regulations requiring defensible space or ingress and egress. In terms of adequate water supply however, Stevensville does not currently meet DEQ standards for water storage capacity for fire protection. Stevensville is currently planning to fix leaks in aging water pipes and build a new water storage tank which would provide adequate storage capacity for fire protection.

(Endnotes)

- 1 <http://dnrc.mt.gov/dnrceconomy.pdf>
- 2 <http://www.bber.umt.edu/pubs/econ/CountyOutlooks/15ravalli.pdf>
- 3 <http://mbcc.mt.gov/Portals/130/Data/LEE/2014LEE.pdf>

Map 13 - Wildlan-Urban Interface



A photograph of a person skateboarding at a skate park. The skate park features several concrete bowls and ramps. In the background, there are mountains under a cloudy sky. The foreground is a grassy field.

# Appendix A: Survey Results

# 46 responses

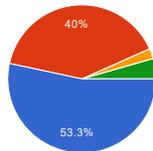
[View all responses](#) [Publish analytics](#)

## Summary

[Image]

### General

#### 1. Where Do You Live?



Within Stevensville Town Limits	24	53.3%
In Ravalli County near Stevensville	18	40%
In Ravalli County not near Stevensville	1	2.2%
Outside Ravalli County	2	4.4%

### Diversifying Stevensville's Tax Base

#### Priority 1 [2. Prioritize the Following Strategies for Diversifying Stevensville's Tax Base]



Proactively and aggressively expand commercial and industrial areas in Stevensville to the fullest extent possible.	6	13.3%
Focus on infill development and encouraging more intensive uses in Stevensville's existing developed commercial areas.	20	44.4%
Focus on retaining existing commercial uses to the fullest extent possible.	19	42.2%

#### Priority 2 [2. Prioritize the Following Strategies for Diversifying Stevensville's Tax Base]



Proactively and aggressively expand commercial and industrial areas in Stevensville to the fullest extent possible.	9	20.5%
Focus on infill development and encouraging more intensive uses in Stevensville's existing developed commercial areas.	20	45.5%
Focus on retaining existing commercial uses to the fullest extent possible.	15	34.1%

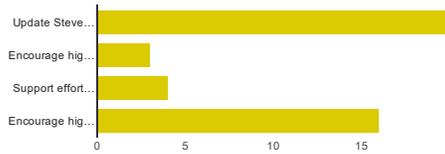
#### Priority 3 [2. Prioritize the Following Strategies for Diversifying Stevensville's Tax Base]



Proactively and aggressively expand commercial and industrial areas in Stevensville to the fullest extent possible.	27	64.3%
Focus on infill development and encouraging more intensive uses in Stevensville's existing developed commercial areas.	3	7.1%
Focus on retaining existing commercial uses to the fullest extent possible.	12	28.6%

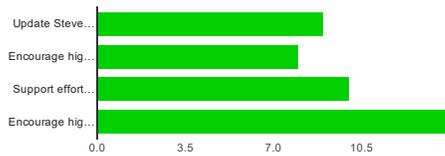
## Housing

### Priority 1 [3. Prioritize the Following Strategies for Addressing Housing Issues in Stevensville]



Update Stevensville's development code to remove barriers to infill housing and address potential impacts on development of affordable housing.	<b>20</b>	46.5%
Encourage higher residential densities to increase housing supply.	<b>3</b>	7%
Support efforts of the Human Resource Council to develop below market rate housing in Stevensville.	<b>4</b>	9.3%
Encourage high quality and energy efficient housing.	<b>16</b>	37.2%

### Priority 2 [3. Prioritize the Following Strategies for Addressing Housing Issues in Stevensville]



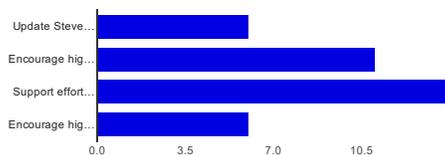
Update Stevensville's development code to remove barriers to infill housing and address potential impacts on development of affordable housing.	<b>9</b>	22%
Encourage higher residential densities to increase housing supply.	<b>8</b>	19.5%
Support efforts of the Human Resource Council to develop below market rate housing in Stevensville.	<b>10</b>	24.4%
Encourage high quality and energy efficient housing.	<b>14</b>	34.1%

### Priority 3 [3. Prioritize the Following Strategies for Addressing Housing Issues in Stevensville]



Update Stevensville's development code to remove barriers to infill housing and address potential impacts on development of affordable housing.	<b>3</b>	7.7%
Encourage higher residential densities to increase housing supply.	<b>18</b>	46.2%
Support efforts of the Human Resource Council to develop below market rate housing in Stevensville.	<b>11</b>	28.2%
Encourage high quality and energy efficient housing.	<b>7</b>	17.9%

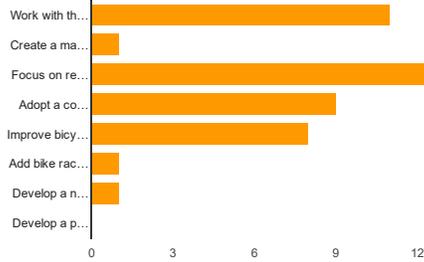
### Priority 4 [3. Prioritize the Following Strategies for Addressing Housing Issues in Stevensville]



Update Stevensville's development code to remove barriers to infill housing and address potential impacts on development of affordable housing.	<b>6</b>	16.2%
Encourage higher residential densities to increase housing supply.	<b>11</b>	29.7%
Support efforts of the Human Resource Council to develop below market rate housing in Stevensville.	<b>14</b>	37.8%
Encourage high quality and energy efficient housing.	<b>6</b>	16.2%

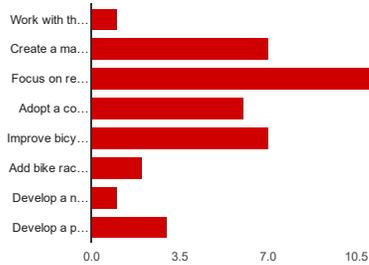
### Non-Motorized Transportation

#### Priority 1 [4. Prioritize the Following Strategies for Addressing Non-Motorized Transportation]



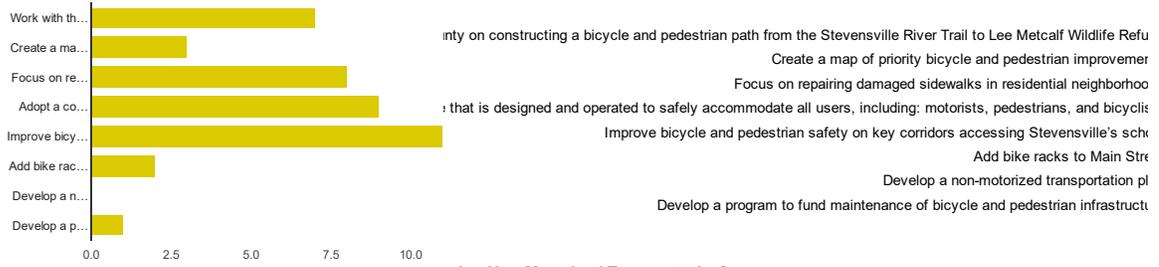
- Work with the Montana Department of Transportation and Ravalli County on constructing a bicycle and pedestrian path from the Stevensville River Trail to Lee Metcalf Wildlife Refu
- Create a map of priority bicycle and pedestrian improvemer
- Focus on repairing damaged sidewalks in residential neighborhood
- Adopt a complete streets policy – a complete street is one that is designed and operated to safely accommodate all users, including: motorists, pedestrians, and bicyclis
- Improve bicycle and pedestrian safety on key corridors accessing Stevensville's sch
- Add bike racks to Main Stre
- Develop a non-motorized transportation pl
- Develop a program to fund maintenance of bicycle and pedestrian infrastru

#### Priority 2 [4. Prioritize the Following Strategies for Addressing Non-Motorized Transportation]



- Work with the Montana Department of Transportation and Ravalli County on constructing a bicycle and pedestrian path from the Stevensville River Trail to Lee Metcalf Wildlife Refu
- Create a map of priority bicycle and pedestrian improvemer
- Focus on repairing damaged sidewalks in residential neighborhood
- Adopt a complete streets policy – a complete street is one that is designed and operated to safely accommodate all users, including: motorists, pedestrians, and bicyclis
- Improve bicycle and pedestrian safety on key corridors accessing Stevensville's sch
- Add bike racks to Main Stre
- Develop a non-motorized transportation pl
- Develop a program to fund maintenance of bicycle and pedestrian infrastru

#### Priority 3 [4. Prioritize the Following Strategies for Addressing Non-Motorized Transportation]



**Priority 4 [4. Prioritize the Following Strategies for Addressing Non-Motorized Transportation]**



Work with the Montana Department of Transportation and Ravalli County on constructing a bicycle and pedestrian path from the Stevensville River Trail to Lee Metcalf Wildlife Refuge

Create a map of priority bicycle and pedestrian improvement projects

Focus on repairing damaged sidewalks in residential neighborhoods

Adopt a complete streets policy – a complete street is one that is designed and operated to safely accommodate all users, including: motorists, pedestrians, and bicyclists

Improve bicycle and pedestrian safety on key corridors accessing Stevensville’s schools

Add bike racks to Main Street

Develop a non-motorized transportation plan

Develop a program to fund maintenance of bicycle and pedestrian infrastructure

**Priority 5 [4. Prioritize the Following Strategies for Addressing Non-Motorized Transportation]**



Work with the Montana Department of Transportation and Ravalli County on constructing a bicycle and pedestrian path from the Stevensville River Trail to Lee Metcalf Wildlife Refuge

Create a map of priority bicycle and pedestrian improvement projects

Focus on repairing damaged sidewalks in residential neighborhoods

Adopt a complete streets policy – a complete street is one that is designed and operated to safely accommodate all users, including: motorists, pedestrians, and bicyclists

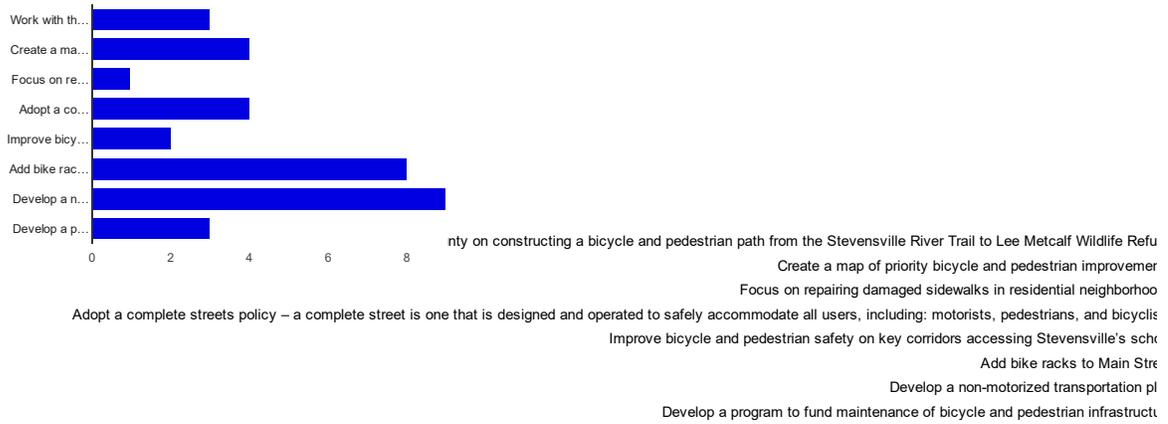
Improve bicycle and pedestrian safety on key corridors accessing Stevensville’s schools

Add bike racks to Main Street

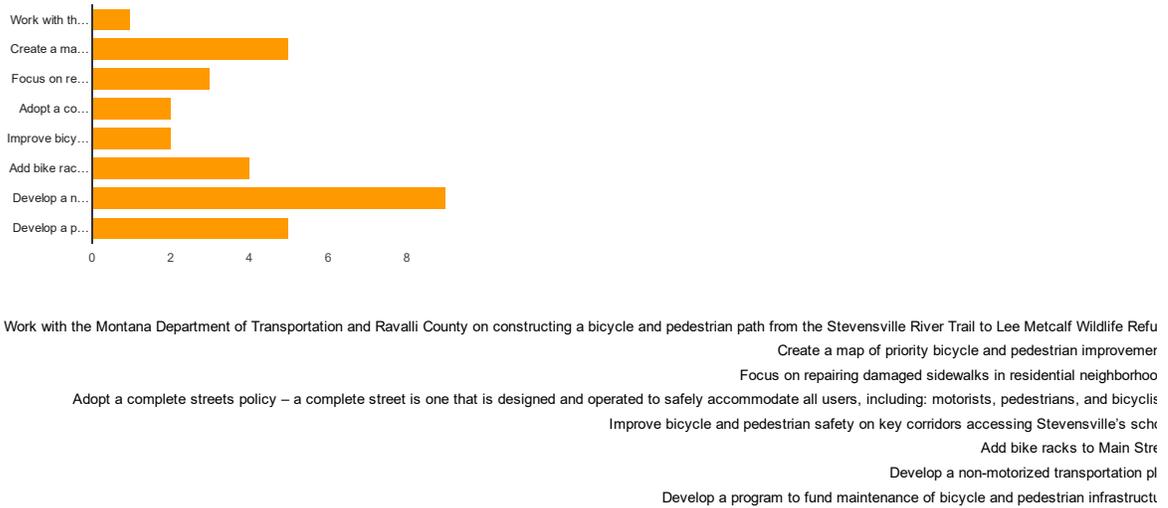
Develop a non-motorized transportation plan

Develop a program to fund maintenance of bicycle and pedestrian infrastructure

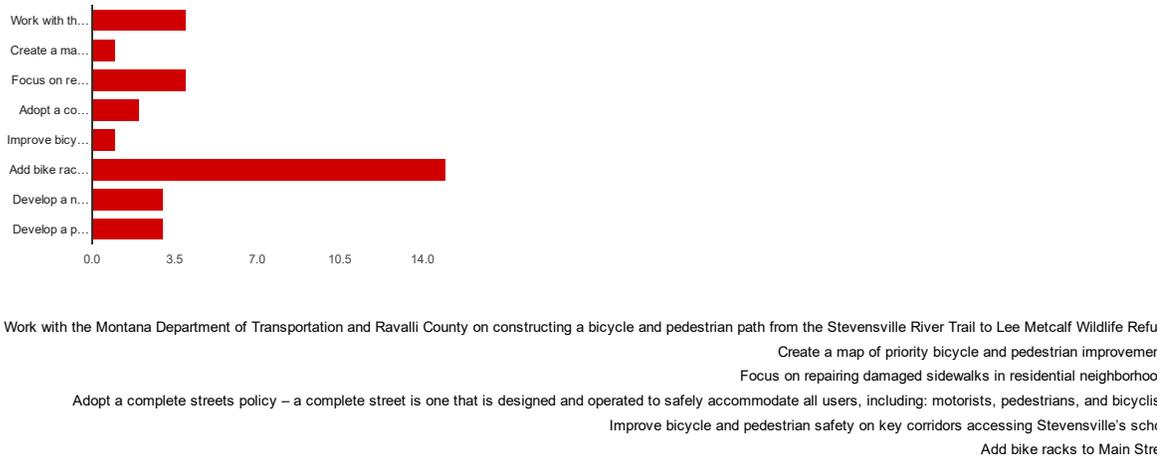
**Priority 6 [4. Prioritize the Following Strategies for Addressing Non-Motorized Transportation]**



**Priority 7 [4. Prioritize the Following Strategies for Addressing Non-Motorized Transportation]**



**Priority 8 [4. Prioritize the Following Strategies for Addressing Non-Motorized Transportation]**



Develop a non-motorized transportation plan  
Develop a program to fund maintenance of bicycle and pedestrian infrastructure

### Water

#### Priority 1 [5. Prioritize the Following Strategies for Addressing Water Availability and Capacity in Stevensville]



Establish a baseline of Stevensville's water availability and use to inform the creation of a policy outlining how Stevensville will address water rights for annexed properties. Explore options for water conservation and reuse.

#### Priority 2 [5. Prioritize the Following Strategies for Addressing Water Availability and Capacity in Stevensville]



Establish a baseline of Stevensville's water availability and use to inform the creation of a policy outlining how Stevensville will address water rights for annexed properties. Explore options for water conservation and reuse.

#### Priority 3 [5. Prioritize the Following Strategies for Addressing Water Availability and Capacity in Stevensville]



Establish a baseline of Stevensville's water availability and use to inform the creation of a policy outlining how Stevensville will address water rights for annexed properties. Explore options for water conservation and reuse.

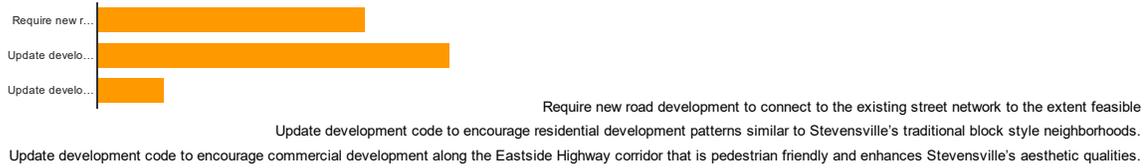
### Guiding Development Patterns South of Town

#### Priority 1 [6. Prioritize the Following Strategies for Guiding Development Patterns South of Stevensville]

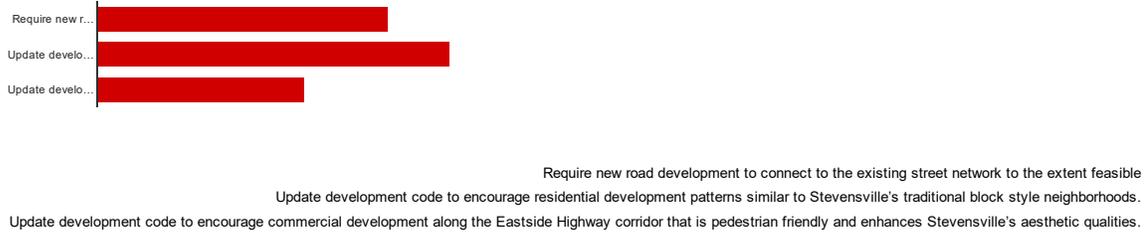


Require new road development to connect to the existing street network to the extent feasible  
Update development code to encourage residential development patterns similar to Stevensville's traditional block style neighborhoods.  
Update development code to encourage commercial development along the Eastside Highway corridor that is pedestrian friendly and enhances Stevensville's aesthetic qualities.

#### Priority 2 [6. Prioritize the Following Strategies for Guiding Development Patterns South of Stevensville]



**Priority 3 [6. Prioritize the Following Strategies for Guiding Development Patterns South of Stevensville]**



**Downtown**

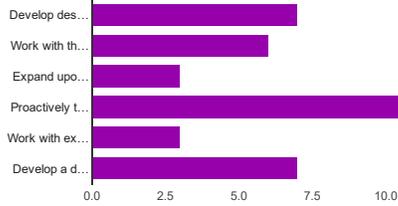
**Priority 1 [7. Prioritize the Following Strategies for Improving Downtown]**



**Priority 2 [7. Prioritize the Following Strategies for Improving Downtown]**

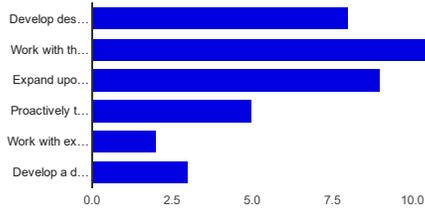


**Priority 3 [7. Prioritize the Following Strategies for Improving Downtown]**



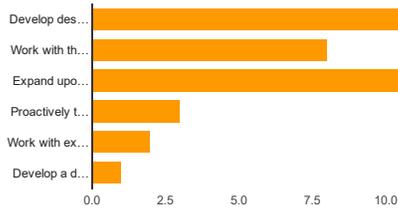
Develop design guidelines for Downtown Stevensville.	7	18.4%
Work with the Stevensville Main Street Association on developing a façade improvement program.	6	15.8%
Expand upon sign regulations within Stevensville's development code.	3	7.9%
Proactively target new commercial businesses to locate in downtown Stevensville.	12	31.6%
Work with existing business owners in Town to help their business grow in place.	3	7.9%
Develop a downtown master plan.	7	18.4%

**Priority 4 [7. Prioritize the Following Strategies for Improving Downtown]**



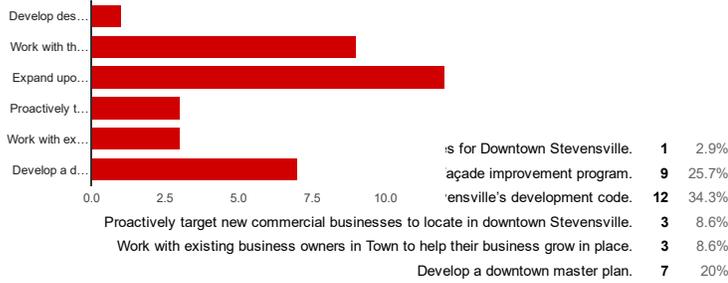
Develop design guidelines for Downtown Stevensville.	8	21.1%
Work with the Stevensville Main Street Association on developing a façade improvement program.	11	28.9%
Expand upon sign regulations within Stevensville's development code.	9	23.7%
Proactively target new commercial businesses to locate in downtown Stevensville.	5	13.2%
Work with existing business owners in Town to help their business grow in place.	2	5.3%
Develop a downtown master plan.	3	7.9%

**Priority 5 [7. Prioritize the Following Strategies for Improving Downtown]**



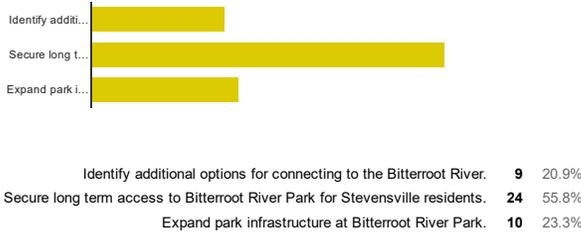
Develop design guidelines for Downtown Stevensville.	12	32.4%
Work with the Stevensville Main Street Association on developing a façade improvement program.	8	21.6%
Expand upon sign regulations within Stevensville's development code.	11	29.7%
Proactively target new commercial businesses to locate in downtown Stevensville.	3	8.1%
Work with existing business owners in Town to help their business grow in place.	2	5.4%
Develop a downtown master plan.	1	2.7%

**Priority 6 [7. Prioritize the Following Strategies for Improving Downtown]**



**Access to Bitterroot River**

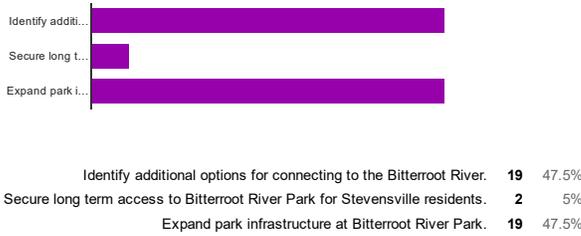
**Priority 1 [8. Prioritize the Following Strategies for Improving Access Opportunities to the Bitterroot River]**



**Priority 2 [8. Prioritize the Following Strategies for Improving Access Opportunities to the Bitterroot River]**



**Priority 3 [8. Prioritize the Following Strategies for Improving Access Opportunities to the Bitterroot River]**



**Additional Thoughts or Comments?**

none

We're new, just moved here, so won't presume to have lots of answers. We decided to invest here because we like Stevensville's fabulous downtown without overly restrictive development regulations in the surrounding area. We recognize the issues of water, over-development, and land use conflicts. But we also recognize the negative growth that results from over-regulation. Please maintain a healthy balance of reasonable (not Mizoo-like) development guidelines with opportunities to allow new development. ☺

Keep supporting the MSA.

10/10/2016

Stevensville Growth Policy Update Action Strategies Survey - Google Forms

A reduction in speed along the eastside hwy from the dollhouse to the lone rock fire station,,a safety corridor so to speak

Stevensville is a beautiful place and though I am happy to call it home, it remains neglected. Our "old town" public streets remain littered with cars, campers and trailers that never move. Our streets are not the place to store these vehicles. I also feel strongly that our sidewalks should be of the utmost importance. It is the property owner's responsibility for such, yet the city does not enforce its ordinances. How can we expect future growth when these eyesores are the first impressions for anyone looking to live or invest here???

Preserving the viability, character and integrity of Stevensville's main street business properties will have a significant impact on our ability to attract visitors and residents to our town. Because we have the benefit of being off the highway, and escaping the typical sprawl that makes every town look alike, we can be a unique place people want to experience. We should take every opportunity to make sure our town works together to be an interesting, cultural, historical, truly western hub that bustles with activity.

your survey only reflects the questions that the main st ass wants asked

Develop infrastructure and business at the airport. That airport will be the life blood of this town.

Stevensville has a lot going for it, but needs overall planning guide lines that will address future development that compliment it's historical position in Montana and the "heart of the Bitterroot Valley."

keep government stupidity & red tape out of this community

Working with the current stores on Main Street to get flow of things.

It would be nice if the town council supported the growth of the town. It would be beneficial to business owners if the town council would work with the Stevensville Main Street Association. As a business owner and a building owner on Main Street I find the lack of coordination between Main Street and the Town disconcerting. Keep fighting the good fight Main Street!!!

Develop a process to integrate the priorities of this policy in the annual work plan of the town government and Main Street Association.

What new businesses will be targeted? New business from elsewhere? I am uneasy with the 4 others, they sound controlling. We need to have a friendly environment for business and everyone living here or visiting

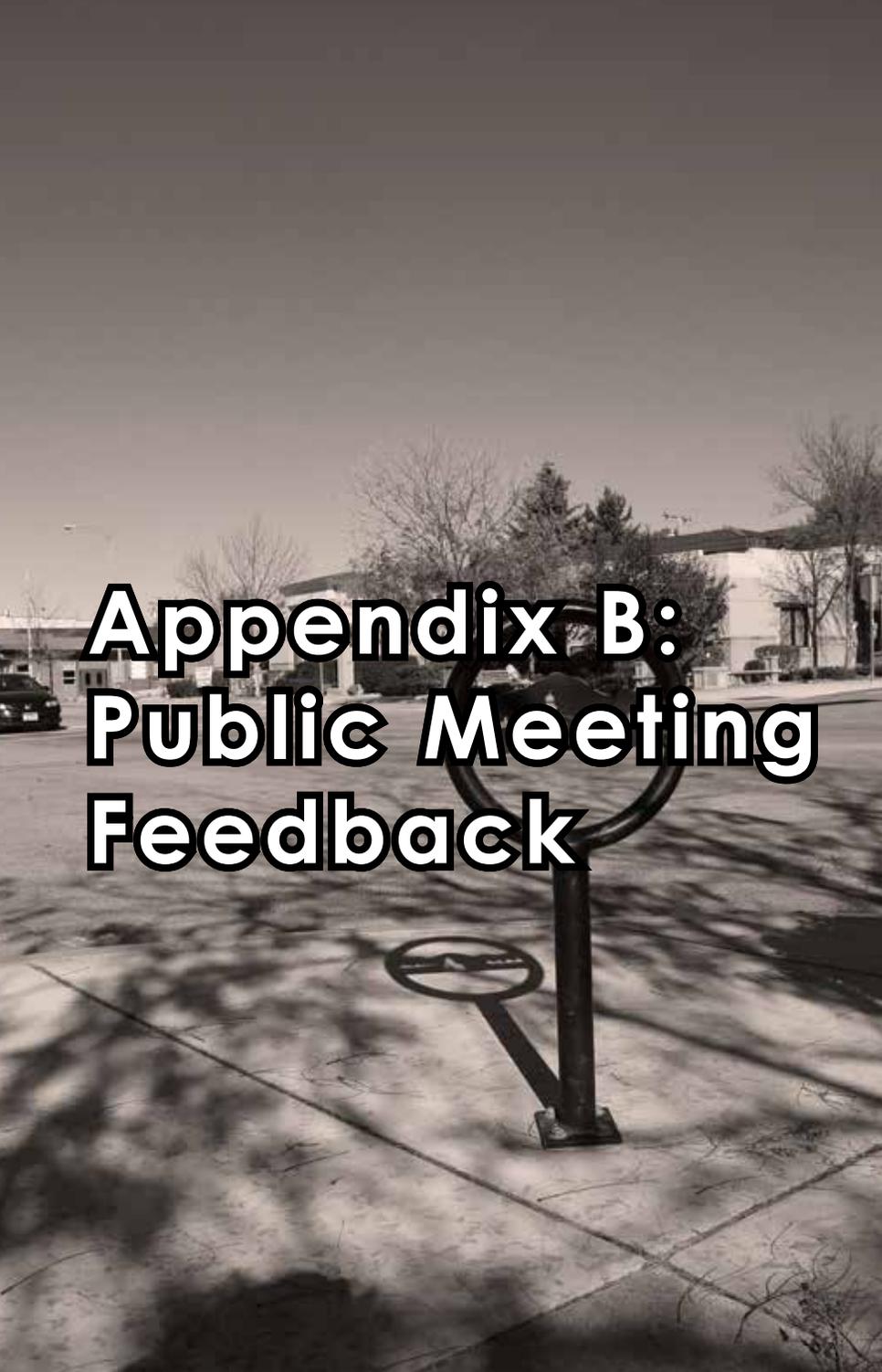
While attending public meetings the subject of building a new swimming pool year-round facility was discussed at every table I visited. I see nothing in the survey about this important issue. Indoor-outdoor, senior health + recreation needs; maybe school team development and cooperation as part of set up

Try to keep the historic facade of Stevensville's existing Main Street. Do no look like anytown, America! Stevensville has its own unique history!

Need to focus more on the town as a whole, not as Main Street vs. South The town is not big enough for that division. Combine the multiple non profits such as civic club, community foundation and main street association into 1 group that will be able to work together.

Talk to James Higginson about his recent public policy development project for improving the Town of Stevensville Public Relations - Limited exposure to this important survey is a prime example!

Get rid of the Commercial Street Lights and install LampLighter Posts!!!!!!



# Appendix B: Public Meeting Feedback

# Stevensville Growth Policy Meeting Results

On Wednesday June 29<sup>th</sup> a public meeting was held at the United Methodist Church in Stevensville. At the meeting, Stevensville community members were asked to identify Stevensville’s greatest assets and strengths, weaknesses and key issues, and opportunities for capitalizing on the Town’s assets and addressing its weaknesses. The results of the meeting, in their entirety, are presented below. These results are being used to develop goals and objectives for Stevensville’s Growth Policy update which will be presented at another public meeting on Wednesday, July 27<sup>th</sup> at the United Methodist Church from 6:00 P.M. – 8:00 P.M.

## Strengths and Assets

- Close to, but not on, Highway 93
- Coherent Main Street
- Historic buildings and storefronts
- Bitterroot River Park
- Open space at entrance to Town
- Community pride
- History
- Scenic beauty
- Bitterroot Mountains
- Many local businesses are invested in Stevensville
- Safe community
- Bitterroot College
- Many Civic groups
- Golf Course
- Restaurants
- Churches
- Bars
- Parks and recreation areas
- Friendly community
- Historic sites
- School District
- Airport – Businesses
- Theater
- Fort Owen
- Lee Metcalf Wildlife Refuge
- Variety of Businesses
- Super Markets and Pharmacy
- Medical and Dental clinics and their affiliations with larger medical providers in Missoula
- Sports fields
- Pantry partners and other miscellaneous social providers
- Zoning

- Selway Corp
- Water and Sewer upgrades
- Farmers market
- DMV
- Library
- MSP
- Newer school
- Access to Bitterroot River
- Lewis and Clark Park (pool, playground, park)
- Consolidated services
- St. Mary's Mission
- Stevensville Hotel
- Open space
- U.S. Forest Service District Office
- TIF District
- Two hardware stores
- Stevensville Main Street Association
- Accessibility to Missoula
- Main Street streetscape improvements
- Access to Bitterroot National Forest
- Affordable housing
- Fire protection and emergency services
- Bitterroot Star
- Potential for industrial development
- Charter high-speed internet in town center

### Key Issues and Weaknesses

- Water rights
- Lack of sidewalks and poor condition of sidewalks in residential neighborhoods
- Lack of retail
- Lack of signs for businesses
- Small tax base
- Ways to drive businesses to town
- Ways to educate public
- Eastside Highway Access into Stevensville
- Affordable housing
- Lack of walkable streets
- Bitterroot River Park – lack of amenities
- No Sign ordinance
- Ravalli County does not have a growth policy
- Large population outside of town using town services but not paying for operation and maintenance of Town infrastructure.

- The need to annex surrounding areas
- Lack of connection of 2<sup>nd</sup> street from Town to Creekside Meadows
- Need more basic service stores (shoes, clothing, etc.)
- Wildland fire season (smoke)
- Limited retail shops
- Limited living-wage job opportunities
- Broadband connectivity
- Condition of access to Bitterroot River Park
- Civic groups could coordinate better
- Private land access issues (e.g. the organic waste dump)
- Lack of recycling
- Lack of enforcement of ordinances
- No waste ordinance
- Lack of activities for kids in the winter
- No community center
- No movies
- Swimming pool needs help
- Lack of access to educational events
- Slow internet, particularly in areas outside of town center where high-speed internet is available

## Opportunities

- Working with MDT on improving Eastside Highway Access into town
- Bike route through town
- Public education
- Band Shelter in Park
- Theater concerts
- Pool
- Civic engagement
- Grants
- Create partnerships
- Airport businesses
- Planning future development patterns
- Park district
- Connecting bike paths
- Develop River Park
- Developed boat access at Bitterroot River
- Adopt sign ordinance
- Bike path to Lee Metcalf
- Cycle tourism
- Increased access to broadband and technology to increase access to economic development and educational opportunities
- Marketing and promoting Stevensville

- Pedestrian access to refuge
- Railroad
- Nature/recreation based tourism
- Creating a walkable community
- Bringing infrastructure to the airport to support commercial/industrial growth
- Targeted businesses recruitment
- Rebuild Swimming Pool – make into year round facility