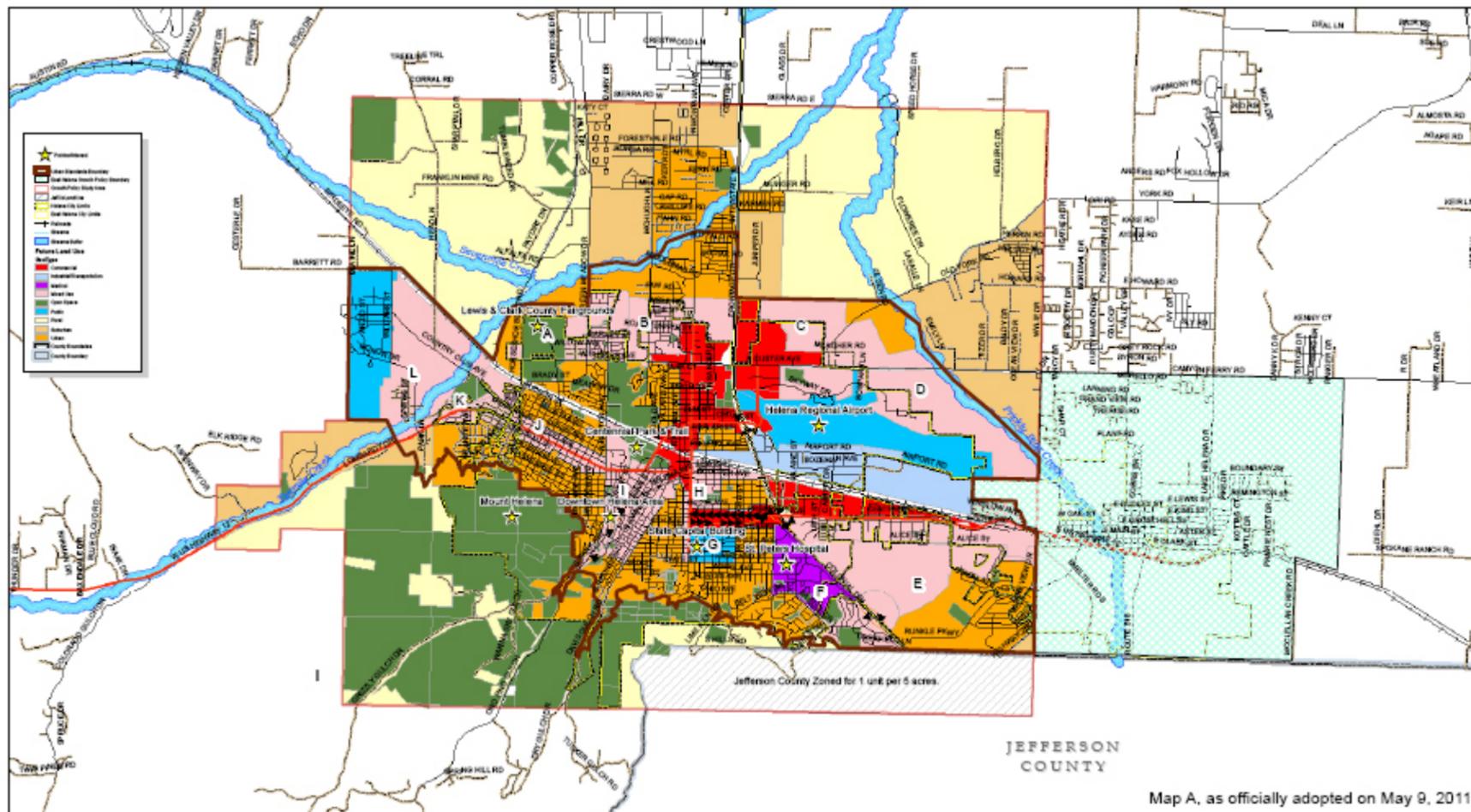


# Helena Area Future Land Use



Scale bar: 0 1/4 1/2 3/4 1 mile

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## Mixed Use Area A: Fairgrounds and Woodlawn Park/Dunbar Street

Current uses in this area include the County fairgrounds, Laborers A. G. C. Training Program, and a mix of residential and non-residential uses within Woodlawn Park. This neighborhood contains large areas of wetlands—some of which are owned by the City—that should be retained and improved to maintain riparian areas and protect water quality. Most of the existing development is on large lots. With the extension of City water, wastewater, and improved streets, this area could accommodate higher density infill development and redevelopment with a mixture of residential, commercial, public, and light industrial/manufacturing uses compatible with the neighborhood. This area could provide a focal point for the vicinity— particularly the redevelopment of properties near the intersection of Custer Avenue and Green Meadow Drive. This entry corridor should include design features that are sensitive to the first impression of those entering the City and promote the appearance in the vicinity.

## Mixed Use Area B: North of Custer Avenue between Green Meadow Drive and Interstate 15

Much of the area between Green Meadow Drive and Cooney Drive has been annexed and developed with residential uses, although zoning allows some commercial/service uses. The County shop and other commercial development provide employment and service opportunities to the area. The remaining agricultural and vacant land could be annexed and developed primarily with residential uses, with some service and office uses adjacent to Benton Avenue. The area between Cooney Drive and McHugh Lane includes properties located in both the County and the City and contains predominantly nonresidential uses. It is anticipated that all of this area will eventually be incorporated into the City. Some areas could be redeveloped with a mixture of residential, office, light-industrial, and commercial uses. Improvement to the transportation network, enhancing connectivity, and promoting a more walkable community could provide services and employment in close proximity to surrounding residential uses.

The area between McHugh Lane and Montana Avenue contains a mixture of moderate density residential uses, medical offices, retail, and other compatible non-residential uses located in close proximity. Although most of this area has been built out, there are still sections that could provide opportunities for additional mixed-use development.

The region between Montana Avenue and Interstate-15 contains large areas of undeveloped land, Resurrection Cemetery, and the Helena Valley Irrigation District Canal. With annexation and the extension of City water, sewer, and Sanders Street northward, this area could accommodate commercial/office or light industrial, particularly adjacent to I-15 and the irrigation canal, and moderate to high density residential development located throughout the region.

## Mixed Use Area C: East of Interstate 15 and north of Custer Avenue

The area includes low density residential and agricultural uses in close proximity to I-15, and high intensity commercial areas. There are some development constraints in this area that could be overcome with appropriate building techniques. If annexed and City services are extended and the transportation network is expanded with collector and arterial streets, this area could accommodate higher density development with a mixture of low to moderate intensity office/commercial uses and moderate to high density residential uses. Higher intensity uses such as industrial/manufacturing, commercial, and moderate density residential uses could be included closer to the intersection of York Road, Canyon Ferry Road, and Custer Avenue. The region could provide a buffer between higher intensity uses near the future I -15 interchange and possible residential development east of this future mixed-use area. This entry corridor should include design features that are sensitive to the first impression of those entering the City and promote the appearance of the vicinity.

## Mixed Use Area D: Between Canyon Ferry Road, the Airport and Washington Street, Prickly Pear Creek

Portions of the area are located within the City, while the remainder is in the County. Predominant uses include training facilities, military, industrial, offices, agricultural, and vacant and underdeveloped land. The area has little to moderate development constraints; has potential for development within the City with higher densities; and could accommodate a mixture of industrial, light industrial/manufacturing, commercial, and office uses. The area's proximity to the airport and intense commercial and industrial uses may limit residential development. Development in this area should be compatible with the Airport Master Plan.

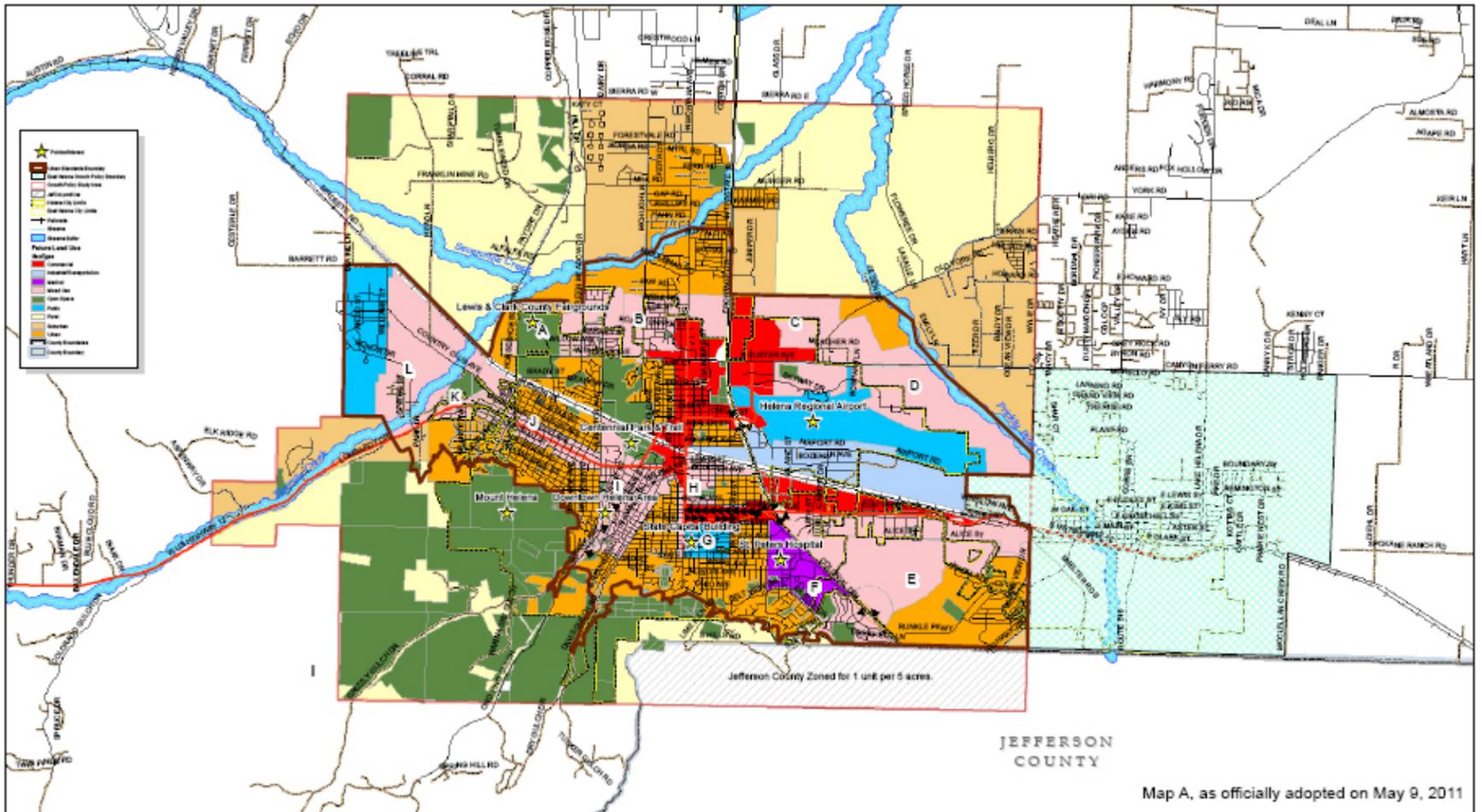
## Mixed Use Area E: Between Helena and East Helena/south of Highway 12 and north of Jefferson County

The area has been developed with commercial, industrial, and moderate density residential, state government, and office uses, but most of the area is undeveloped land. The area is near major transportation networks such as Highway 12 and a future connection to the Interstate 15 interchange. Much of the area has potential for development/redevelopment to City standards with urban intensity and density, particularly with annexation and the extension of City services and the transportation network.

The area near the South Helena Interchange is largely undeveloped but has potential for predominantly commercial/office use with compatible industrial uses and high density residential. Few if any single-unit residential uses are anticipated near the major arterial streets in this portion of the mixed-use area. This entry corridor should include design features that are sensitive to the first impression of those entering the City and promote the appearance of this area.

This large area could accommodate core commercial development that could serve a wide area. Development could include higher intensity commercial and compatible light industrial/ manufacturing uses, especially along future arterials such as Crossroads Parkway, a major arterial that will connect Highway 12 to Interstate 15. Less intense development containing service-oriented low intensity commercial uses intermixed with predominantly residential areas could be encouraged adjacent to more intense development. A portion of this area, Crossroads at Mountain View Meadows, currently has preliminary plat approval and zoning for high to moderate intensity commercial and high to moderate density residential uses. Neighborhood parks and schools adequate to serve the area may be needed as well as other community services.

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**Mixed Use Area K: Country Club Avenue/ Joslyn Street/ Highway 12**

Most of this area is located in the County and includes residential, recreational, some commercial/light manufacturing uses, the Archie Bray Foundation, plus vacant and underutilized land. Annexation and more intense commercial and compatible light industrial/manufacturing uses could be encouraged between Euclid and Country Club Avenue, Joslyn Street and Spring Meadow Lake. Residential development north of Country Club Avenue could provide a more walkable community, particularly with the recreational uses in the area (Spring Meadow State Park and the Green Meadow Country Club golf course) while protecting sensitive areas such as the Ten Mile Creek corridor and large wetlands. This entry corridor should include design features that are sensitive to the first impression of those entering the City and promote the appearance of this area.

**Mixed Use Area L: Ten Mile Creek/Country Club Avenue/Williams Street**

This area is located in the County and contains areas of agricultural land and residential uses. It is near Fort Harrison and the Veterans Administration hospital. Conflicts related to noise and safety concerns can occur if urban development is located near the perimeter of military installations. Such conflicts can impact operational effectiveness, training, and readiness at the military base. These impacts should be considered with other factors when properties near or adjacent to the installation are developed.

City water and wastewater are in close proximity to this area, so there is a potential for annexation in the vicinity and further extension of City services, including the installation of improvements to Country Club Avenue and Williams Street. These improvements could facilitate the conversion of agricultural lands and vacant/underdeveloped tracts to retail, office, and urban density residential uses while preserving sensitive areas such as the Ten Mile Creek corridor.