



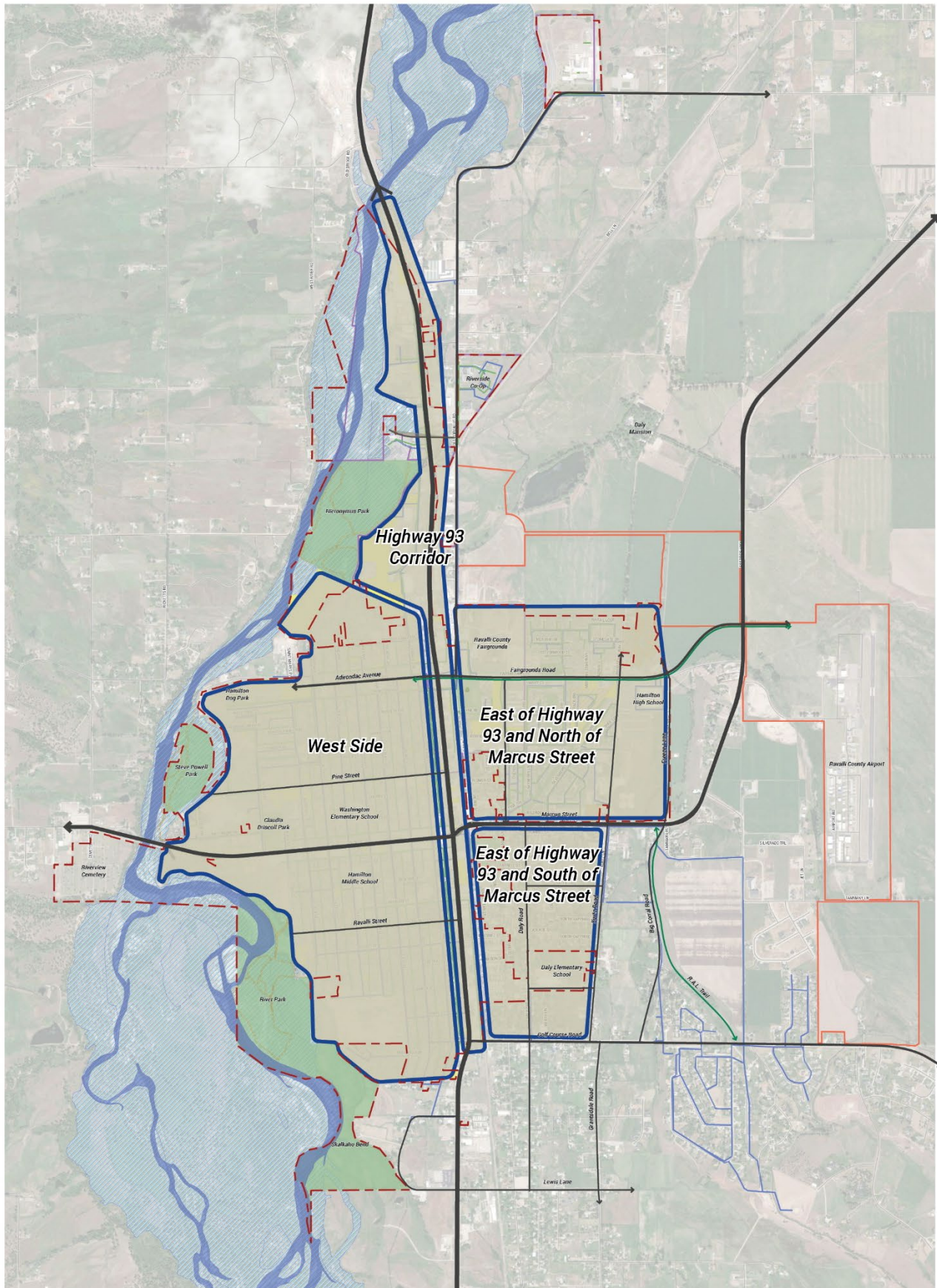
5 / Land Use Framework

City of Hamilton Comprehensive Plan Proposed Amendments – September 2025

Current Land Use Pattern

Hamilton's current land use pattern (Map 10) can be generally defined by four geographical areas:

- **West Side.** The West Side generally consists of downtown and the residential neighborhoods between Highway 93 and the Bitterroot River. This area has a well-connected transportation network on a 380' by 380' street grid. Residential neighborhoods, while seeing some redevelopment and infill, specifically on the north side, are relatively stable. Civic uses, including Hamilton Middle School, Bitterroot College, parks, city and county facilities, and the Bitterroot Public Library. Large employers include Bitterroot Health and Rocky Mountain Laboratory. Four parks (Hieronymus, Steve Powell, River, and Skalkaho Bend) serve as a transition between developed areas and the Bitterroot River. The entire West Side is served by city water and sewer infrastructure, aside from small, scattered parcels at the southern edge of the city boundary, and at northwest areas along the river.



Map 10. Current Land Use Pattern

- **East of Highway 93 and South of Marcus Street.** This area consists of a range of residential neighborhoods, varying in both age, housing type, and acreage. This area is characterized by older subdivisions (pre-1976), including mobile home parks, ½- to 1-acre residential lots, with interspersed larger undeveloped lots. North-south connectivity is provided through Daly Avenue, Kurtz Lane, and Big Corral Road. East-west connectivity is limited to Golf Course Road with few east-west streets, creating a disconnected transportation network. Much of the area is not within the existing city boundary and is not served by city sewer, while a few residential areas are served by city water. Institutional uses include Daly Elementary School and the Vester Wilson Athletic Complex, a city park.
- **East of Highway 93 and North of Marcus Street.** This area is home to Hamilton's newer developments including a mix of single-family neighborhoods and multi-family complexes. The Hamilton High School is also located in this area along with Ravalli County Fairgrounds and the Ravalli County Road Department. This area has a well-connected transportation network with most developed areas served by city water and sewer. This area includes Old Corvallis Road.
- **Highway 93.** The Highway 93 corridor bisects on a north-south axis and accommodates the majority of the city's retail and offices uses outside of downtown. Nearly all the west side street network connects into Highway 93, with signalized intersections at Fairgrounds Road, Pine Street, Main Street/Marcus Street, Ravalli Street and Golf Course Road. The railroad runs north-south along the east side of the highway, limiting connectivity to neighborhoods and commercial areas east of Highway 93.

Anticipated Growth

Through initial community outreach efforts, anticipated growth areas (Map 11) and the city's approach to growth were preliminarily identified and then refined through public land use workshops. The growth areas, and the city's general approach to growth, defined below align with the plan's three guiding themes.

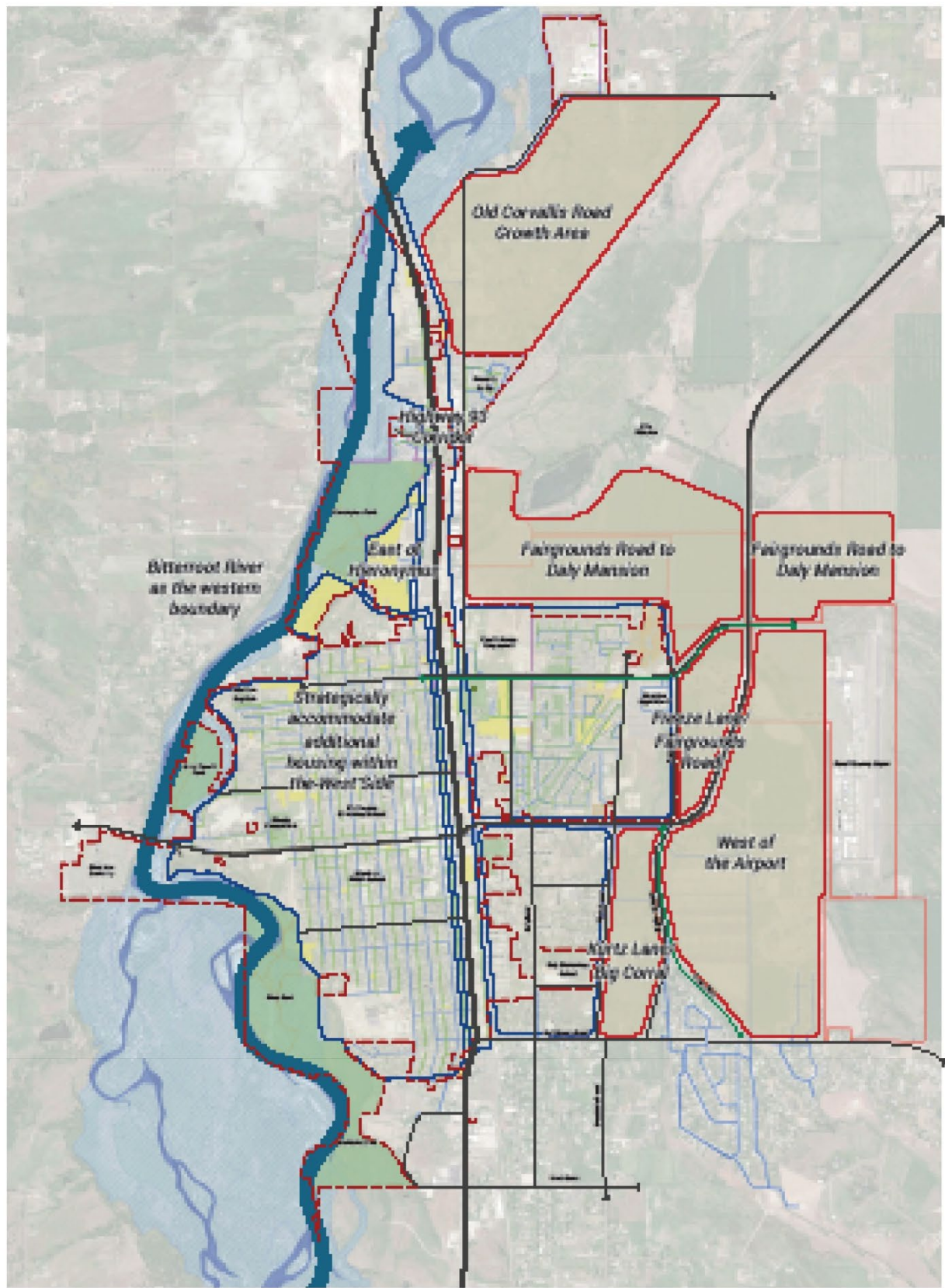
Bitterroot River as the western boundary. Throughout the plan's development the Hamilton community expressed broad support in using the Bitterroot River and its associated floodplain area as the western boundary for the city. Aside from the existing Riverview Cemetery, future development within this planning horizon is not anticipated to cross the river corridor, due to environmental and infrastructure constraints and costs.

Strategically accommodate additional housing within the West Side. Through the public engagement process community members identified a common strategy in prioritizing redevelopment of areas within the existing city. As these areas redevelop, they are anticipated to include a wider range of housing types, including single-family homes, ADUs, townhomes, and apartments with higher densities near downtown and Highway 93 and along primary transportation corridors. This type of redevelopment and infill should prioritize scale and form of development to ensure that it aligns with surrounding neighborhoods.

- **East of Hieronymus.** This area has the potential to accommodate higher density infill development and benefits from being close to open space, is centrally located and close to services. In order for development to occur, infrastructure needs to be extended including water, sewer, and streets.

Anticipated growth east of Highway 93. Most new residential and commercial development is anticipated east of Highway 93. Small scale infill opportunities exist along and south of Marcus Street but will require additional connectivity and extension of city services. Larger-scale areas for neighborhood expansion are outlined below. Any potential extension of city boundaries in this area are anticipated to be driven by requests for annexation from landowners.

- **Kurtz Lane/Big Corral.** The area along Kurtz Lane, between Marcus Street and Golf Course Road consists of larger parcels that could be developed into housing near Daly Elementary, with extension of city water and sewer.
- **Freeze Lane/Fairgrounds Road.** This area could allow for additional neighborhoods in close proximity to Hamilton High School and capitalize on an improved Fairgrounds Road realignment to the East Side Highway.
- **Fairgrounds Road to Daly Mansion.** Development within this area could capitalize on expected road and sewer extensions from Old Corvallis Road east to the Ravalli County Airport and could accommodate additional neighborhoods and commercial areas in support of planned and future employment uses within the Ravalli County Targeted Economic Development District (TEDD). These areas could also capitalize on the agricultural history of the city and provide views of and connections to the Daly Mansion.
- **Old Corvallis Road.** With improved roadway connections, this area could capitalize on direct access to Highway 93 and commercial uses along Highway 93 and Old Corvallis Road, as well as non-motorized connections to GlaxoSmithKline and other large employers in Hamilton. Coordination with the railroad, Ravalli County, and landowners will be critical for improving transportation access and connectivity and extending city water and sewer. Key to this area will be the preservation and potential expansion of existing agricultural operations in the area.
- **West of the Airport.** Sandwiched between the Ravalli County Airport and Eastside Highway lies land that could include light industrial/manufacturing and opportunities for workforce housing compatible with surrounding commercial and airport-related uses, building off expansion of the airport and anticipated sewer extensions.



Map 11. Anticipated Growth Areas

Future Land Use Map

What Is It?

The future land use map (Map 12) visually illustrates the goals and policies of the Comprehensive Plan and serves as a guide for growth and development within and adjacent to the city. The map assists in planning for future improvements for parks and recreation, economic development, utility extensions, and transportation connectivity. It is intended to be used by the city to help analyze development submittals, annexations, initial zoning and rezoning applications, and identify capital improvements needed as part of continued growth and development.

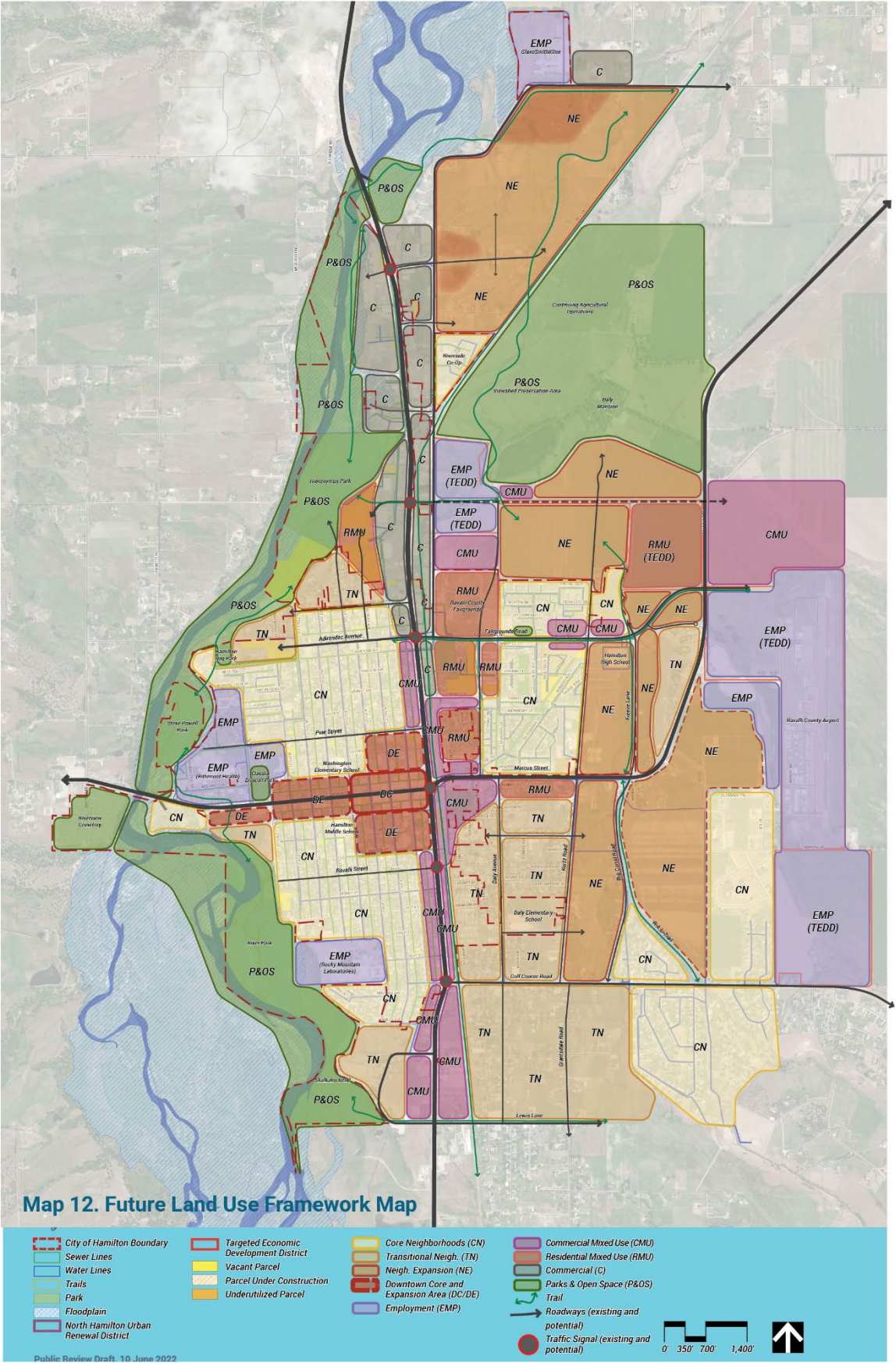
Relationship with Development Review

While the future land use map is not regulatory, it does provide guidance for updates to both the zoning text and map as well as in reviewing proposed annexations and subdivisions. Any proposed zoning amendments are a legislative action and will require separate public review and public hearing. Any proposed subdivisions, annexations, or zoning amendments should comply with the adopted future land use map and the goals and policies within this Plan.

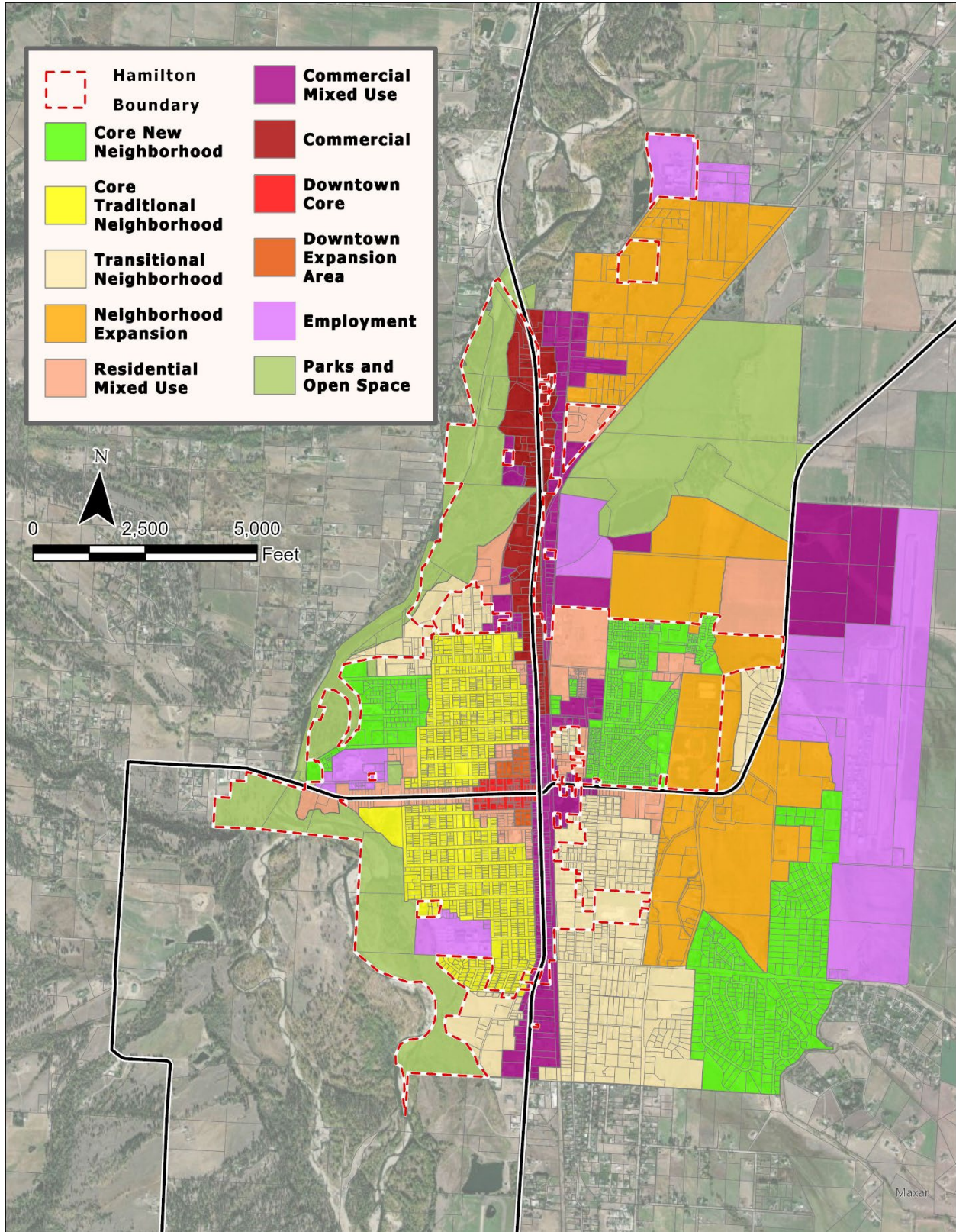
Key goals of the future land use map and associated land use categories are:

1. Move toward inclusion of a greater mix of housing options, including townhomes, apartments, duplexes, etc.
2. Strategically infill and redevelop neighborhoods, within and immediately adjacent to the city limits, to provide a compatible range of housing types and attainable price points.
3. Provide higher density housing near existing community amenities and transportation corridors, including downtown, Hamilton High School, parks, and commercial areas.
4. Locate new neighborhoods adjacent to or within close proximity to existing city infrastructure, including streets, parks and trails, schools, and utilities (water and sewer).
5. Investigate areas adjacent to the existing city boundary that are not currently served by city utilities and define a strategy for utility connection.
6. Allow for continued development of Accessory Dwelling Units (ADUs) throughout new and existing neighborhoods to help mitigate housing supply issues.
7. Integrate differing housing types more seamlessly and avoid segregating multi-family developments from single-family neighborhoods.

Current Future Land Use Map



Proposed Future Land Use Map Update



Land Use Designations

Overview

Future land use designations work in tandem with the future land use map. These designations are not regulatory but can be implemented by one or more zoning designations. Each category identified on the future land use map is detailed on the following pages, each providing an overview of appropriate development and redevelopment

opportunities for housing, commercial, employment, recreation, civic, and other uses. The future land use designations have been developed with community input as part of this process, specifically through the character of imagery provided, and with the goal to implement the overall vision and themes of Hamilton's Comprehensive Plan.

Each future land use designation includes a list of the zoning districts which implement that future land use designation. It is anticipated that when Hamilton's zoning regulations are updated this section of the plan will be updated to reflect and new and/or altered zoning districts.

Core Traditional Neighborhoods (CTN)

- **General Description.** Existing, older, neighborhoods west of Highway 93, with traditional neighborhood development patterns characterized by a well-connected street network, blocks with alleys, walkable streets, and a diversity of housing types. Core traditional neighborhoods will remain intact with compatible infill to support housing needs.
 - Overall density of these neighborhoods will stay relatively constant, with an increase as infill and redevelopment occur.
- **Primary Uses.** A mix of housing types, including single-family detached, single-family attached, townhouses, duplex to fourplex, cottage courts, and ADUs.
- **Secondary Uses.** Civic spaces, parks & playgrounds, and public spaces.
- **Streets/Connections.** Continued enhancements to streetscape, including repair & maintenance of existing streets, filling in gaps in sidewalk network, and multi-modal improvements to key transportation corridors.
- **Implementing Zoning Districts.** Traditional Neighborhood District (R-1) and Public and Institutional (PI).

Core New Neighborhoods (CNN)

- **General Description.** Existing, newer, neighborhoods primarily east of Highway 93 with distinct pockets on Hamilton's west side. These neighborhoods generally developed post-1960 to present, are largely built out, and are characterized by a mix of large and small lot single-family home development with intermittent multi-family, condominium, and townhouse development.
 - Overall density of core new neighborhoods will stay relatively constant, with an increase as

infill and redevelopment occur.

- **Primary Uses.** A mix of housing types, including single-family detached, single-family attached, townhouses, duplex to sixplex, cottage courts, apartments/condominiums, and ADUs.
- **Secondary Uses.** Civic spaces, parks & playgrounds, and public spaces.
- **Streets/Connections.** Continued enhancements to streetscape, including sidewalk extensions, connections between the off-street paths and on-street non-motorized network, street extensions to , multi-modal improvements to key transportation corridors.

Implementing Zoning Districts. Traditional Neighborhood District (R-1), Medium Density Residential District (R-2), High Density Residential District (R-3), Planned Unit Development (PUD), and Public and Institutional District (PI).

Transitional Neighborhoods (TN)

- **General Description.** Existing neighborhoods, characterized by large lot single-family home development , that are expected to grow as annexations occur, infrastructure improvements are planned and made, and existing larger lots are developed.
 - Continued compatible infill of vacant lots, and redevelopment of larger parcels.
 - Overall density of these neighborhoods will likely increase as infill and redevelopment occurs.
- **Primary Uses.** A mix of housing types, including single-family detached, single-family attached, townhouses, duplex to sixplex, apartments/condominiums, cottage courts, and ADUs.
- **Secondary Uses.** Civic space, parks & playgrounds, and public spaces.
- **Streets/Connections.** Additional roadway connections should be accommodated as new development/ redevelopment is approved, overall improving inter-connectivity. Large-scale improvements to streets (including Daly and Kurtz) will be needed as growth occurs.
- **Implementing Zoning Districts.** Traditional Neighborhood District (R-1), Medium Density Residential District (R-2), High Density Residential District (R-3), Mobile Home Park Residential District (MHP), Planned Unit Development (PUD), and Public and Institutional District (PI).

Neighborhood Expansion (NE)

- **General Description.** Areas characterized by large lots (~3 – 100+ acres) intended for new neighborhoods, accommodating an integrated mix of housing types with residential supportive commercial uses.
 - Varying residential densities with a mix of single-family and multi-family housing options. Higher residential densities are encouraged but not required. Large areas of any single housing type are discouraged.
 - Park and trail connections and small-scale commercial areas should be integrated into

neighborhood design.

- Ongoing agricultural transition and the right-to-farm should be considered for new neighborhoods.
- **Primary Uses.** A mix of housing types, including single-family detached, single-family attached, townhouses, duplex to sixplex, apartments/condominiums, cottage courts, and ADUs.
- **Secondary Uses.** Civic space, parks & playgrounds, public spaces, and small-scale commercial.
- **Streets/Connections.** Roadway connections should be identified through the area and right-of-way preserved prior to/as development occurs to ensure connectivity; intersection densities should be similar to Core Traditional Neighborhoods; incorporate off-street trails and greenways throughout.
- **Implementing Zoning Districts.** Traditional Neighborhood District (R-1), Medium Density Residential District (R-2), High Density Residential District (R-3), Neighborhood Business District (B), Planned Unit Development (PUD), and Public and Institutional District (PI).

Downtown Core (DC) and Downtown Expansion (DE)

- **General Description.** The Downtown Core includes Hamilton's Historic Downtown along Main Street between Highway 93 and 5th Street. The Downtown Expansion area includes areas north and south of the Downtown Core with development patterns similar to downtown. These land use categories are intended to preserve the historic development pattern of the downtown core, while allowing for incremental expansion downtown complimentary land uses, including higher density housing and commercial uses adjacent to the downtown core.
- **Uses.** Ground-level retail, restaurant, and entertainment uses, with space for office and residential in upper stories.
 - Focused infill and redevelopment to incorporate additional housing.
 - Apartments and condominiums, limited to upper stories along Main Street between Highway 93 and 5th Street.
 - Potential for standalone residential buildings within the expansion areas.
 - Transition along West Main Street from residential uses to commercial/office spaces.
- **Streets/Connections.** Multimodal streetscape improvements and landscaping along Main Street, with enhancements along perpendicular streets (including flexible space for gathering spaces, markets, etc.).
 - Highway 93/Main Street/Marcus Street roadway improvements, and continued bike/pedestrian improvements along Marcus Street.
 - Parking accommodated through a range of on-street and alley-loaded parking facilities, small surface lots, and improved wayfinding to parking areas. Street-facing, off-street parking lots are discouraged.

- **Implementing Zoning Districts.**
 - Downtown Core: Central Business District (CBD) and Public and Institutional District (PI).
 - Downtown Expansion: Central Business District (CBD), Local Business District (B-1), and Public and Institutional District (PI).

Employment (EMP)

- **General Description.** Areas for continued employment expansion, which builds upon the existing biotech industry; employment sites are generally 5 acres and larger. Coordination with Ravalli County will be needed to ensure alignment with the County's Targeted Economic Development District (TEDD).
- **Uses.** Biotech technology, research and development, industrial and manufacturing, and associated buildings, site amenities, etc. (e.g., RML, GSK)
 - A mix of higher-density housing and supporting commercial are encouraged adjacent to these employment areas
- **Streets/Connections.** Sites should be located with convenient access to Highway 93, Old Corvallis Road, and/ or East Side Highway; additional sites should accommodate road improvements and connections to the facilities.
 - Pedestrian connections and green space are provided, which offer connections to non-motorized networks and visual relief and natural protection from adjacent uses.
 - Off-street connections are provided between these facilities and the city-wide trail network.
- **Implementing Zoning Districts.** Commercial & Manufacturing District (CM), Manufacturing & Industrial District (MI), Professional Services Business District (PS), and Public and Institutional District (PI).

Residential Mixed Use (RMU) and Commercial Mixed Use (CMU)

- **General Description.** Strategic infill and development of areas which can accommodate additional housing and a mix of commercial uses. Residential mixed use areas are intended to have a higher proportion of residential with the option for 100% residential in higher density developments. Commercial mixed use areas are intended to allow for a greater variety of commercial uses (including employment generators) while still allowing for a significant residential component in higher density developments.
- **Uses.** A mix of retail, office, and residential uses; with a preference for vertical mixed use.
- **Streets/Connections.** Additional street connectivity to be accommodated at a smaller scale, by providing bike/ pedestrian access to residential areas located between commercial areas and the Bitterroot River.

- East side areas will need street connectivity with intersection densities similar to west side neighborhoods. Non-motorized connectivity will be provided through pedestrian and bicycle facilities within public street rights-of-way as well as through a connected network of separated paths. West side areas will need to connect to the existing local street network.
- Implementation of Hamilton's Access Control Plan will take place as development occurs to improve safety and mobility on Highway 93. Opportunities for access management should be addressed concurrent with development.
- Additional roadway connections should be provided between Highway 93 and Old Corvallis Road.
- **Implementing Zoning Districts.**
 - Residential Mixed Use: Neighborhood Business District (B), High Density Residential District (R-3), Planned Unit Development (PUD), and Public and Institutional District (PI).
 - Commercial Mixed Use: Local Business District (B-1), Commercial & Manufacturing District (CM), and Public and Institutional District (PI);
 - Only along Highway 93: Highway Business District (B-2).

Commercial (C)

- **General Description.** Areas along north Highway 93 to remain primarily highway commercial with options for residential on upper floors or behind principal buildings.
- **Uses.** Buildings for commercial use, similar to the existing condition along north Highway 93 that includes retail, commercial, restaurants, drive-through restaurants, offices, and flex spaces.
- **Streets/Connections.**
 - In coordination with MDT, implement Hamilton's Access Control Plan and consider additional access management improvements along Highway 93.
 - The East side area could benefit from a trail system along or adjacent to the railway or improved north-south connections.
 - Additional roadway connections should be provided between Highway 93 and Old Corvallis Road.
- **Implementing Zoning Districts.** Highway Business District (B-2) and Public and Institutional District (PI).

Parks and Open Space (P&OS)

- **General Description.** A range of parks, open space, and agricultural areas.
 - Focus on providing access throughout the community and enhancing access on the east side of Hamilton.
 - Focus on connections and providing better access to and between the series of River parks

(e.g., Hieronymus Park, Steve Powell Park, River Park, and Skalkaho Bend).

- Work with property owners along the Bitterroot River to identify connection opportunities.
 - Expand the Robert Anthony Leonardi (R.A.L.) Trail across Marcus Street, past Hamilton High School, and into the new Neighborhood Expansion areas.
 - Provide a mix of open space and active recreational areas on the East side of Hamilton.
- **Uses.** Outdoor recreation, natural open space, agriculture, trails, pocket parks, playgrounds, sports fields, picnicking areas, community gardens, and water access.
 - Parks should offer year-round recreational options for all ages and abilities.
 - Include linear pathways and connections between neighborhoods and open space areas.
 - Areas of open space provide passive recreation opportunities on areas primarily along the Bitterroot River but could be expanded on the east side of the city to include non-irrigated lands that support the preservation of sensitive areas and large- and small-scale agricultural operations.
 - These areas are intended to support the community with non-motorized transportation connections.
- **Implementing Zoning Districts.** Planned Unit Development (PUD) and Public and Institutional District (PI)