

FLATHEAD COUNTY PLANNING AND ZONING OFFICE
SUBDIVISION REPORT #FPP-11-02
McGREGOR LAKES RV
SEPTEMBER 7, 2011

A report to the Flathead County Planning Board and Board of Commissioners regarding a request for preliminary plat approval of McGregor Lakes RV, a 41-space RV park 'Subdivision for Lease or Rent' on approximately 11.1 acres. The proposed RV Park is located at 12255 US Highway 2 West, approximately 11 miles west of Marion, Montana.

The Flathead County Planning Board will conduct a public hearing on the proposed subdivision on September 21, 2011 beginning at 6:00 PM in the 2nd Floor Conference Room, 1035 1st Ave West, Kalispell. A recommendation from the Planning Board will be forwarded to the County Commissioners for their consideration. Final action on this proposal by the governing body must be taken prior to October 12, 2011, in accordance with the 60 day review period identified in Section 4.1.4(a)(iii) of the Flathead County Subdivision Regulations (effective April 1, 2011). All documents pertaining to the subdivision are available for public inspection at the Flathead County Planning and Zoning Office in the Earl Bennett Building located at 1035 First Avenue West, in Kalispell.

I. APPLICATION REVIEW UPDATES

A. Land Use Advisory Committee

The proposed subdivision and planned unit development is not located within the advisory jurisdiction of a specific local land use advisory committee.

B. Planning Board

The Flathead County Planning Board will hold a public hearing on the proposed subdivision on September 21, 2011 and make a recommendation to the Flathead County Board of Commissioners. This space is reserved for a summary of the Planning Board's discussion and recommendation.

C. Commission

The Flathead County Board of Commissioners will review this proposal after the public hearing conducted by the Planning Board and prior to October 12, 2011 which is the end of the 60 working day statutory review period. This space is reserved for a summary of the Commissioner's discussion and decision.

II. GENERAL INFORMATION

A. Application Personnel

i. Applicant/Owner

McGregor Lakes RV, LLC
11175 US Highway 2 West
Marion, Mt 59925

ii. Technical Assistance

Larsen Engineering and Surveying, Inc.
P.O. Box 2071
Kalispell, MT 59903

B. Project Description:

The proposal is for preliminary plat approval of McGregor Lakes RV, a 41-space RV park ‘Subdivision for Lease or Rent’ on approximately 11 acres. The applicant is proposing on-site water and sewer systems, which would likely qualify as public water and sewer systems. Access would be from US Highway 2 West for ingress and the un-named road to Little McGregor Lake for egress, and the application includes a variance request to Section 4.5.7(a)(i)(A and B) regarding the proposed one-way internal road serving more than 25 RV spaces.

C. Legal Description:

The property can be legally described as Tract 1 of Certificate of Survey 13648 (aka Assessor’s Tract 1AG) in Gov’t Lot 5, Section 4, Township 26 North, Range 25 West, P.M.M., Flathead County, Montana.

D. Detailed Location:

Located at 12255 US Highway 2 West, the subject property is located approximately 11 miles west of Marion and 30 miles west of Kalispell, on the north side the highway.

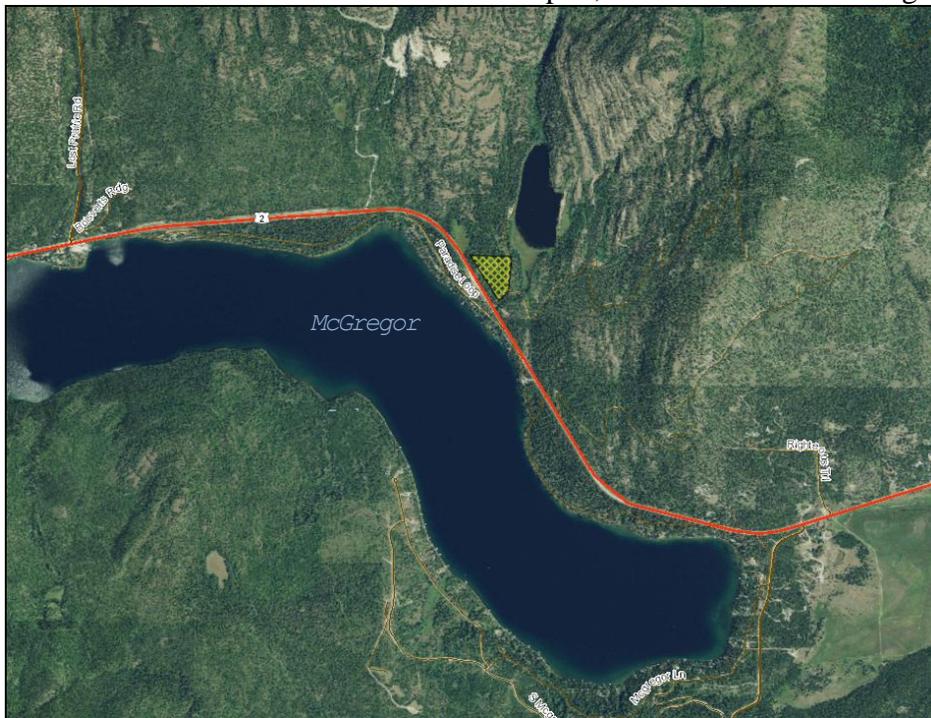


Figure 1: Property location between McGregor Lake and Little McGregor Lake

E. Subdivision Layout Detail: (* derived from CAMA, ** derived from application)

Total Subdivision Acreage	11.390 acres*
Acreage in Lots (net)	11.093 acres**
Acreage in Streets/Roads (net)	1.27 acres**
Park, Common Area and/or Open Space Acreage (net)	7.00 acres**
Minimum Space Size	2035 ft2**
Maximum Space Size	5427 ft2**
Overall Gross Lot Density	N/A
Easements	0.00 acres

F. Administrative Characteristics

i. Current Land Use

The moderately timbered property is currently undeveloped and designated “vacant land rural” according to the Computer Assisted Mass Appraisal (CAMA) Parcel Details Report.



Figure 2: Current land use of subject property (highlighted in yellow)

ii. Current Zoning

The subject property is currently zoned “Scenic Corridor”.

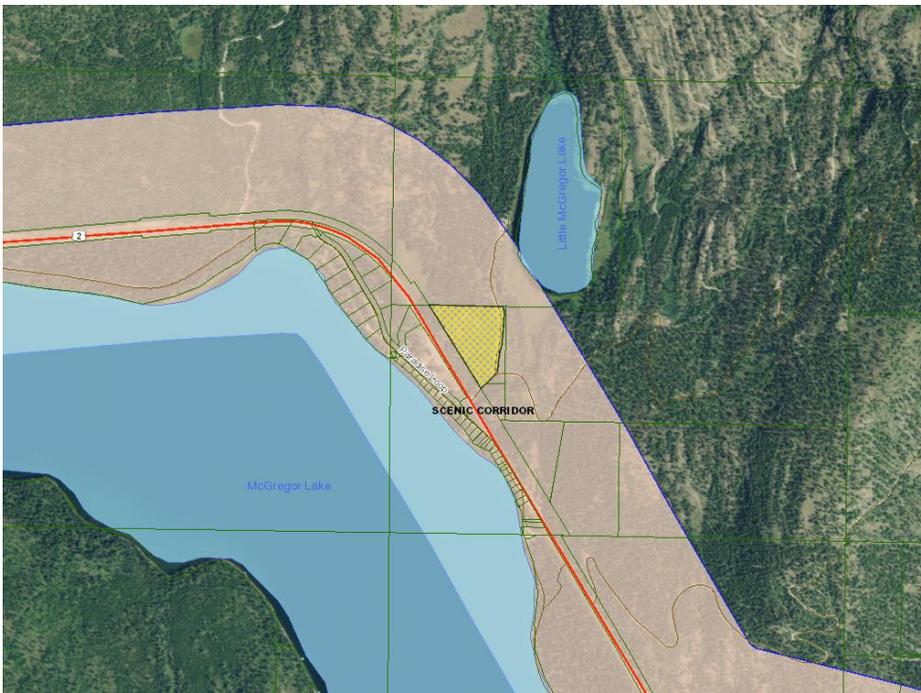


Figure 3: Applicable ‘Scenic Corridor’ zoning

iii. Proposed Land Use:

The proposal is reviewed as a ‘Subdivision for Lease or Rent’ and would not divide the subject property or create new parcels of land. The proposal is for preliminary plat approval of McGregor Lakes RV, a 41-space RV park on approximately 11 acres. The proposal includes an on-site sewer system and an on-site water system comprised of two proposed new wells. Each RV space would be equipped with individual water and sewer service connections and a centrally-located multi-purpose ‘service building’ with restrooms and showers would be available to all guests. Internal access would be via a 16-foot wide one way road.

G. Area Characteristics

i. Description of Area Surrounding Proposed Subdivision

As shown in Figure 2 above, the area surrounding the subject property is predominantly rural forested lands with the exception of McGregor Lake lakefront area located on the west side of Highway 2, which is developed for relatively high density cabin/recreational uses. Directly to the west of the subject property is the restaurant/bar/lodge facility of the *Lodge at McGregor Lake*. The subject property abuts state-owned land to the north where there are nearby instances of emergent wetlands in the vicinity of Little McGregor Lake, located approximately 500 feet to the northeast of the proposed RV park. Directly to the east of the property are two small tracts of vacant private property, and beyond them is a large tract of forested property owned by Plum Creek Timberlands LP.

ii. Average Parcel Acreage

Parcel sizes tend to vary in the area surrounding the subject property. North and east of the subject property, forested tracts are generally 10 to 100+ acres in size. Across the highway to the west of the subject property, parcel sizes become more diverse, generally ranging from .25 to 1 acre in size.

iii. Zoning

As shown by Figure 3 above, the subject property is surrounded by areas zoned ‘Scenic Corridor’ and otherwise unzoned in regard to land uses.

iv. Land Uses

With the exception of McGregor Lake lakefront area located on the west side of Highway 2, which is developed for cabin and recreational uses, land uses surrounding the proposed subdivision are predominantly forested related with a combination of state and timberlands which appear to have been used for silvicultural purposes in the past.

H. Utilities and Services

i. Water

Public water system proposed onsite

ii. Wastewater

Public septic system proposed onsite

iii. Electricity

Flathead Electric Cooperative

iv. Natural Gas

N/A

v. Solid Waste

Contract haul – Evergreen Disposal

vi. Telephone Service

CenturyTel

vii. Schools District(s)

Marion (K-8)

Kalispell School District, Flathead High School (9-12)

viii. Fire Districts

Flathead County Fire Services Area, Adjacent to Marion Fire District Service Area

ix. Police

Flathead County Sheriff's Department

III. COMMENTS RECEIVED

A. Agency Referrals

In accordance with applicable subdivision review requirements, agency referrals for comments on the proposed RV Park were sent to pertinent agencies on August 10, 2011:

As of the date of completion of this staff report, the following comments have been received:

- Six agency comments have been received as of the date of this report which express no outstanding concerns with the proposal. These comments were submitted by: Bonneville Power Administration (BPA), Flathead County Public Health Department, Kalispell Public Schools, Montana Fish, Flathead County Solid Waste District, Flathead City-County Health Department, and Flathead County Road and Bridge Department.
- Four agencies provided comments expressing concern or requesting unique conditions to be required for the preliminary plat approval. The comments, to be discussed below in appropriate sections of the report, were submitted by: Montana Department of Natural Resources and Conservation (DNRC), Montana Fish Wildlife and Parks (FWP), Montana Department of Environmental Quality (MDEQ), and Montana Department of Transportation (MDT).

B. Public Notice

In accordance with Section 4.0.14, adjacent property notification was mailed to neighboring property owners within 150 feet of the proposed subdivision on August 26th, 2011. Legal notice of the public hearing on this application will be published in the September 4th, 2011 edition of the Daily Interlake. Notice of the public hearing was physically posted on the subject property by planning staff on August 18th, 2011. As of the date of the completion of this staff report, no public comments have been received regarding the proposal. Written public comment will be received until 5:00 PM on September 21st. Any written public comment received after September 7th, 2011 will be summarized verbally and entered into the public record during the Planning Board hearing on September 21st, 2011, and anyone wishing to provide verbal public comment may do so in person at the hearing.

IV. EVALUATION OF SUBDIVISION PRELIMINARY PLAT (#FPP-11-01)

A. Review Criteria

The proposal is reviewed as a major 'Subdivision Created By Lease or Rent' in accordance with statutory criteria and the 'Recreational Vehicle Park and Campground Standards' outlined in Section 4.5.7 of the Flathead County Subdivision Regulations (FCSR) effective April 1, 2011. Findings in this portion of the report are applicable to the impacts of the proposal on the review criteria listed.

i. Impact on Agriculture

The subject property has not been used for agricultural purposes. Moderately forested with relatively flat terrain comprised of Pleasant Valley-Winfall, dry soil types, the site is not suited for traditional agricultural uses. Adjacent properties to the east appear to have been used for silvicultural purposes, but do not appear to be actively used for timber sales or harvesting.

Finding #1 – There would be minimal impact on agriculture and silvicultural activities as a result of the proposed subdivision because the property is not used for agricultural purposes, is not situated with suitable soils for agricultural, and is not adjacent to lands currently used for agricultural or silvicultural uses.

ii. Impact on Agricultural Water User Facilities

The subject property has no surface waters, is not irrigated, has no irrigation infrastructure on site, and is not in an irrigation district or party to any irrigation agreements.

Finding #2 – There would be no impact to agricultural water user facilities because the subject property is not irrigated for agricultural purposes, has no irrigation infrastructure on site, is not in an irrigation district, and is not party to any irrigation agreements.

iii. Impact on Local Services

1. Water and Wastewater

The subject property is not located within a public water and sewer district, or in an area of the County where public services are currently available. In order to adequately serve the 41 proposed RV spaces, the application proposes water and sewer systems that would constitute new public water and sewer systems according to comments provided by the Flathead City-County Health Department and MDEQ. The water system would be comprised of two proposed onsite wells estimated to collectively yield 10 GPM and a 3000 gallon water storage tank, and the sewer system would include an elevated sand mound septic system and four 3000 gallon septic tanks to provide onsite treatment. Each RV space would be equipped with water and sewer service connections and a centrally located service building would have restrooms, showers, and laundry facilities. The submitted agency comments indicate the public water and sewer systems for the proposed RV Park would be required to be reviewed and approved as applicable by the Flathead County Environmental Health Department and the Montana Department of Environmental Quality.

2. Schools

The subject property is located within the Marion School District for K-8 students and the Kalispell School District (Flathead High School) for high school education. While comment provided by the Kalispell School District indicates there are two school bus stops in direct proximity to the subject property, the proposed RV Park is not anticipated

to generate permanent school aged children as it is intended to serve as a seasonal recreational facility.

3. Mail Delivery

The application indicates an individual mailbox for the property is proposed. Establishing a new mail address and location for placement of a new mailbox should require review and written approval from the local postmaster as a condition of preliminary plat approval.

4. Recreation

Located close to area lakes for swimming, fishing, and boating as well as area forests for hiking, camping, and hunting the subdivision offers many recreation opportunities. In compliance with FCSR Section 4.7.19 the preliminary plat indicates a proposed 10-foot wide bike path easement along the western boundary. The preliminary plat also indicates a proposed 5,884 ft² recreational ‘Tot Lot’ in compliance with FCSR Section 4.5.7(h) as well as a proposed walking path around the perimeter of the RV Park.

5. Transportation Network (Roads)

Primary access to the site is via US Highway 2. The applicant has been in contact with Montana Department of Transportation (MDT) and design of the RV Park’s access element reflects MDT request for ingress only from Highway 2, due apparently to the traffic speed limit and sight distances at the location of the approach. An approved approach permit for the ingress approach has been issued by MDT and a copy has been submitted with the application.

Based on MDT’s guidance the RV Park has been designed for one-way internal traffic circulation, with egress designed to approach onto an existing gravel road established within a 15-foot wide easement (see Doc. # 2002164-08160) along the eastern property boundary. Traffic exiting the RV Park would travel south on the un-named road for approximately 400 feet to its intersection with Highway 2. As indicated in the submitted Environmental Assessment, the portion of the un-named road used for egress is anticipated to be improved and paved to meet applicable County road standards.

All RV spaces would be accessed from the paved one-way internal access road network proposed to be constructed 16-feet in width. A one-way loop segment would provide drive-thru capability for spaces 1-12, and spaces 13-41 would require backing of RV’s.

Related to the proposed internal access road, the application includes a variance request from FCSR Section 4.5.7(a)(i)(A and B), for a one-way road serving more than 25 spaces. The variance request will be specifically addressed below in Section IV.C of this report.

6. Fire/Emergency Medical Services

The site is located adjacent to the annexed jurisdiction of the Marion Rural Fire District, but does not appear to be currently annexed into the District’s Service Area. Therefore, the site is assumed to be within Flathead County’s Fire Services Area, administered by Flathead County Office of Emergency Services(OES). The Marion Rural Fire District chief was consulted by the applicant and he provided comment included with the application, noting: 1) due to mobility of RV’s and minimal ‘Type 1’ construction onsite the proposal does not warrant onsite water supply for fire protection, and 2) the “drive, must be wide enough for the fire engines with no sharp turns”.

DNRC comment regarding fire protection noted: 1) the internal road should be 24-feet wide with two 12-foot traffic lanes, based on recent Fire Risk Rating analysis, and 2) the

site should conform to applicable Wildland Urban Interface standards incorporating appropriate 'firewise,' measures.

While requests from both professional agencies appear to be inconsistent, Staff notes 1) the proposed 16-foot width of the one-way internal road surpasses the minimum width standard of 12-feet for RV Park one-way roads with the only exception being the proposed one-way road would serve more than 25 RV spaces, 2) the proposed 16-foot width of the one-way internal road surpasses the drivable width of a standard single lane on a 24-foot wide two-way road, and 3) the design is specifically intended to accommodate large RV's which are similar in size to emergency response vehicles.

Kalispell Regional Medical Center is approximately thirty miles from the site. Based on submitted agency comments the RV Park may be served by the Marion Fire District and DNRC emergency response vehicles, and Alert helicopter services are additionally available. The proposed internal road network appears capable to allow for safe ingress/egress of emergency vehicles during all seasons. If the requested variance is approved the proposed internal road network would comply with the Flathead County Subdivision Regulations.

7. Police Services

The property is located in an unincorporated area of Flathead County and is therefore served by the Flathead County Sheriff. Although solicited, the Sheriff's Department has provided no comment. Given existing staffing levels, the size of the County and the dispersed nature of the population, service to the RV Park is anticipated to be consistent with other unincorporated rural areas of Flathead County and delayed response times may be experienced.

8. Solid Waste Disposal

The applicant has indicated contract haul will be the mechanism for solid waste disposal for the proposed RV Park. Comment from the Flathead County Solid Waste District indicated Evergreen Disposal is the Public Service Commission licensed hauler for this area, and that the proposed subdivision is approaching the issue of solid waste in an appropriate manner. The proposed subdivision is located in a rural area of Flathead County where interactions with wildlife are anticipated and expected. The submitted Environmental Assessment indicates centrally located solid bear-proof trash containers are proposed to be located onsite available for use by park guests. Comment received from Montana Fish, Wildlife and Parks suggested trash bins and other refuse containers should be required to be animal proof, secured and kept in a centralized location to limit potential conflicts with wildlife.

9. Other Utilities

Electric utilities will be placed underground to serve all spaces within the proposed RV Park. As stated in the application, Flathead Electric will provide electrical power and CenturyTel will provide telephone service. These utilities currently exist and are located alongside the subject property within the US Highway 2 right-of-way.

Finding #3- Agency comments conflict regarding the proposed internal road width, with Marion Fire District indicating general support of the proposed 16-foot wide one-way road and the DNRC requesting a 24-foot wide two-way internal road. Despite the conflict between the agencies' comments, the proposed 16-foot wide one-way internal road appears reasonable for providing the necessary access for emergency service providers because the proposed 16-foot width of the one-way internal road surpasses the minimum width standard of 12-feet for

RV Park one-way roads outlined in FCSR Section 4.5.7(a)(i) and the design of the road is specifically intended to accommodate large RV's which are similar in size to emergency response vehicles.

Finding #4- Impacts on local services would be acceptable with the imposition of standard conditions because spaces within the proposed RV Park subdivision will be served by newly created public water and sewer systems onsite, will utilize public haul services, will be served by the Flathead County Office of Emergency Services, the Marion Fire District, and Flathead County Sheriff's Department in the event of an emergency, and will have access to phone and electric utilities extended underground in conformance with the applicable regulations.

Finding #5 – Impacts to recreation are not anticipated as a result of the proposed RV Park subdivision as a 'Tot Lot' compliant with FCSR Section 4.5.7(h) and a 10 foot wide bicycle and pedestrian path easement compliant with FCSR Section 4.7.21 are included in the proposal, and the site is located in the proximity of multiple lakes and forest lands offering a wide array of recreational, opportunities to RV park users.

Finding #6 – Minimal impacts to the existing transportation network are anticipated because the approach into the RV Park has received an approach permit from MDT, the internal road network would be constructed and paved 16-foot wide to applicable County standards, and the egress route using approximately 400-foot of an existing narrow gravel road would be improved and paved to applicable County standards.

iv. Impact on the Natural Environment

1. Water Quality

There are no surface waters located on the subject property and there is an emergent wetland located north of the site located on adjacent State owned property. Submitted information indicates depth to groundwater on the site of the proposed drainfield is approximately 7-10 feet from the surface. Wastewater would be managed with a new septic system which is proposed to utilize an elevated sand mound for onsite treatment of effluent. Stormwater runoff would be managed onsite through absorption into the ground and a proposed storm drain detention basin as depicted on the preliminary plat. The water supply, sanitation, and stormwater drainage for the subdivision would be reviewed and required approved by the Flathead County Environmental Health Department and the Montana Department of Environmental Quality (DEQ), as applicable.

2. Air Quality

The proposal would appear to minimize impacts to air quality as the entire internal road network and the egress road would be paved. The applicant has submitted proposed contents of a "Dust and Air Pollution Control and Mitigation Plan" within the text of submitted application materials dated June 16, 2011. A distinct "Dust and Air Pollution Control and Mitigation Plan" document compliant with Section 4.7.14 of the Flathead County Subdivision Regulations should be required to be submitted prior to approval of 'Revised Preliminary Plat' and a note should be required to be placed on the face of the Revised Preliminary Plat that requires the owners of the facility to abide by the guidelines set forth in the plan during and after site construction and development activities.

3. Impact of Noise

It is estimated that the development of the RV Park would generate minimal noise during construction. The proposed use of the RV Park is anticipated to generate certain noise associated with the campers recreating and RV generators, however it is anticipated the RV Park would have established rules which would curtail noise after certain reasonable

hours. The proposed use of the RV Park is not anticipated to generate permanent continuous noise which would adversely impact area residents or wildlife.

4. Impact to Flora

The subject property is currently forested, intermixed with small open meadows. Substantial thinning is generally anticipated in order to establish the infrastructure and 41 RV spaces of the RV Park. According to the Environmental Assessment, the site will undergo a general reduction in ladder fuels and a vegetative buffer will be maintained along the perimeter of the site. The property appears generally free of noxious weeds, however site disturbance may encourage weed propagation if not managed properly. Pursuant to Section 4.7.25 of the Flathead County Subdivision Regulations the applicant would be required to establish and follow an approved Soil Disturbance and Weed Management Plan.

5. Impact to Floodplain

The subject property is not located in a special flood hazard area and is outside of the 0.2% annual chance flood area.

6. Impact to Riparian/Wetland Areas

No riparian or wetland areas occur on the subject property, however there is an emergent wetland located near the site on adjacent State owned property. The proposed stormwater management plan would maintain stormwater runoff on-site and no impacts to the neighboring wetland area are anticipated.

7. Impact to Historical Features

Submitted comment from the Montana Historical Society indicates there are no apparent historical structures located on the subject property, and the proposal is not anticipated to impact historical features.

Finding #7 – Impacts to water quality as a result of the proposed RV Park are anticipated to be minimal because there is no indication of high groundwater onsite; because the proposed public water system will be required to undergo review and receive approval from MDEQ as well as adhere to monitoring standards established by the state; because the proposed public sewer system will be required to undergo review and receive approval from both MDEQ as well as the City-County Health Department to ensure the systems proposed will not degrade existing water quality, and; stormwater runoff would be managed onsite in a manner that no surface runoff would directly enter state waters or nearby wetlands.

Finding #8 – Some limited impacts to flora are anticipated because the site is heavily vegetated and proposed development will require removal of some vegetation as well as significant thinning to promote Firewise standards; however, no plant species of concern have been identified as being present on the subject property, completion and adherence to a weed control plan will be a condition of preliminary plat approval, and much of the subject property will remain in a relatively natural state as open space.

Finding #9 - No impact to floodplain, wetland or riparian areas is anticipated as a result of the proposed subdivision because none of these features have been identified as existing on the subject property.

Finding #10 – Minimal impacts to adjacent properties may be anticipated as a result of the noise created from development and use of the site because these impacts would be limited in duration and mitigated by the open space buffer surrounding the RV Park.

Finding #11 – Adverse effects of the proposed subdivision on the natural environment would be minimal and acceptable with the imposition of conditions requiring the developer to mitigate dust and to take necessary steps to manage noxious weeds on site. Impact to the other criteria discussed relative to impact on the natural environment would be minimal and acceptable with the imposition of conditions.

v. Impact on Wildlife

Given the rural location, proximity to lakes, and the forested nature of the subject property, some level of impact to wildlife can be expected as a result of the proposed RV Park. Based upon information provided in the agency comments made by Montana Fish, Wildlife and Parks, the area of the county in which the RV Park is proposed is a significant habitat area for grizzly bear, black bear, and mountain lion which may be impacted and which may pose a risk to RV Park users. Montana Fish, Wildlife and Parks “primary concern is problems with bears caused by attractants such as food, barbeque grills, pet food, garbage, etc left out by RV Park occupants. To avoid problems with bears which could result in property damage, personal injury, or having to destroy a bear it is imperative that proper food, garbage, pet food, and other attractant storage be exercised.” Montana Fish, Wildlife and Parks recommends signage be included at the park entrance and at each RV Space reminding RV park users of the presence of bears and other wildlife in the vicinity of the park and the importance of properly storing attractants when not in use and not allowing pets to roam freely.

Although the Environmental Assessment discussion on Solid Waste indicates the applicant’s intent to install bear-proof trash containers, the discussion on wildlife focuses on minimizing impacts to wildlife habitat but fails to address human behavior factors which may introduce adverse impacts to area wildlife.

Finding #12 – Limited impacts to wildlife as a result of the proposed RV Park are anticipated as the proposal occurs in a rural forested area in close proximity to lakes and other areas providing habitat to grizzly bear, black bear, mountain lion, and a multitude of other wildlife species. Impacts to wildlife may be offset and minimized with the imposition of conditions because the subject property is located adjacent to a major highway and existing development, and the applicant has proposed using bear-proof trash containers and other measures to minimize ‘attractants’ to wildlife by RV Park guests which are consistent with recommendations provided by the Montana Fish, Wildlife and Parks.

vi. Impact on Wildlife Habitat

As previously described, the subject property is predominantly forested with areas of open meadow and a nearby wetland. The proposal appears to address impacts to wildlife habitat in a reasonable manner by minimizing disturbance to the open areas within the RV Park and by maintaining a vegetative buffer along the perimeter of the site.

Finding #13 – Minimal impacts to wildlife habitat as a result of the proposed RV Park are anticipated because the subject property contains no particular sensitive habitat such as surface waters, wetlands, or riparian areas, and site development would aim to maintain open space and an undisturbed vegetative buffer along the perimeter of the site.

vii. Impact on Public Health and Safety

Findings in this part of the staff report are applicable to the impacts of the proposed RV Park on public health and safety.

1. Flood Risk

The FEMA map panel corresponding to this portion of Flathead County is 300029C2175G, which is an unprinted panel. The proposal would not introduce adverse impacts to public health and safety in regard to flooding because the subject property has no streams, wetlands or lakes and occurs in an area not designated as special flood hazard area.

2. Water and Wastewater Treatment

As previously stated, the proposed RV Park will utilize a public water system served by two proposed wells anticipated to be relatively low-yielding. Public water systems are required to undergo frequent testing to ensure the water quality and capacity meets the standards and requirements set forth at the state level, thereby ensuring the health and safety of the users of the water from the system.

The RV Park would be served by a new public sewer system designed and constructed onsite to meet the capacity demands of the park occupants. Each primary and replacement drainfield location will be required to meet the standards set forth by the Montana Department of Environmental Quality and Flathead City-County Health Department with regard to slope restrictions and non-degradation analysis. Groundwater monitoring conducted between April and June of 2011 indicates depth to groundwater is approximately 7-10 feet from the surface. On-site testing and soils analysis submitted with the application materials generally indicate the soils onsite are well-drained gravelly loams.

The proposed water supply and wastewater treatment of the RV Park would be required to be reviewed and approved by the Flathead County Environmental Health Department and the Montana Department of Environmental Quality as applicable prior to approval of Revised Preliminary Plat.

3. Stormwater

A drainage report prepared by Larsen Engineering and submitted with the application materials indicates stormwater would be contained and managed on-site, and stormwater runoff is not anticipated to impact surface waters, US Highway 2, or adjacent properties.

4. Traffic Safety

As described previously, the RV Park is designed to accommodate traffic safety measures requested by MDT. The RV Park would have one-way internal traffic circulation, with ingress directly from US Highway 2 and egress designed to approach onto the existing gravel road and then commence southward to the controlled intersection of that road and Highway 2 (See Figure 4 below).

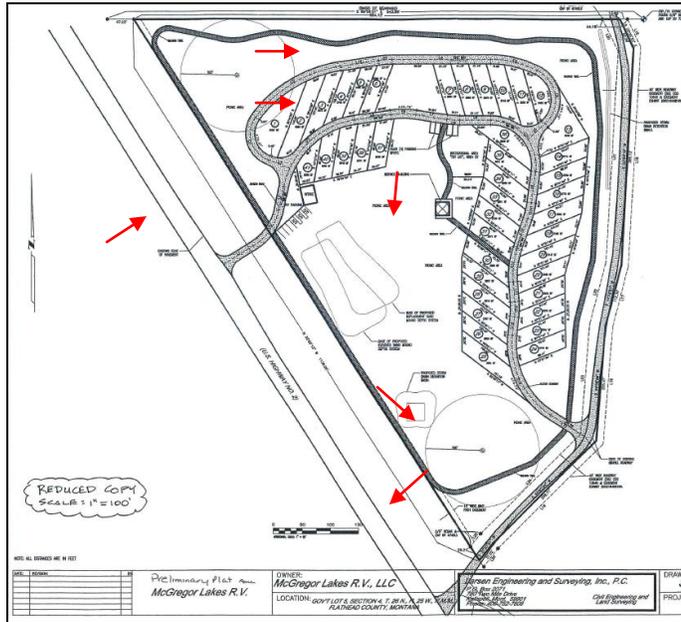


Figure 4: One-way internal access road with separate ingress and egress

The internal access road is designed to be 16-feet wide and paved, surpassing the required minimum width of 12-feet for one way roads serving 25 or less RV spaces. As proposed, the 41 RV spaces appear to comply with the standards outlined in FCSR Section 4.5.7.c, d, e, and f. The egress route is currently sub-standard for a two-way road as it is only 12 feet in width, and the RV Park would substantially increase the usage of the road by introducing regular egress of the RV Parks occupants onto it. The approximate 400-foot portion of the road which would serve as egress for the park has been proposed to be improved and paved to County standards.

5. High Voltage Electric Lines/High Pressure Gas Lines

There are no apparent high voltage electric lines or high pressure gas lines traversing the subject property or in the vicinity of the proposed subdivision. Comment received from the Bonneville Power Authority (BPA) indicated the proposed subdivision would have no impact on any existing transmission lines.

6. Fire and Emergency Services

As previously discussed, the proposed RV Park is located within Flathead County’s Fire Services Area, administered by OES, and may be served by Marion Fire Department, the DNRC, and the Flathead County Sheriff’s Department in the event of an emergency, depending upon the nature of the emergency. The property’s location along US Highway 2 and the proposed internal infrastructure would aide in emergency responders’ ability to access the site quickly and efficiently.

The property is located in a heavily forested area and the site is mapped as being located within the ‘Wildland Urban Interface’ (WUI) and within a medium priority area for wildfire fuels reduction mitigation. The site is proposed to undergo ‘firewise’ thinning and fuels reduction in conjunction with site development. The application includes a draft “Fire Prevention, Control, and Fuels Reduction Plan” contained within the text of submitted application materials entitled ‘Appendix B-Application and Preliminary Plat Supplements’, dated June 16, 2011. In order to comply with FCSR Section 4.7.27, a distinct “Fire Prevention, Control, and Fuels Reduction Plan” document should be required to be submitted prior to Revised Preliminary Plat, and notes A through D of FCSR Section 4.7.27(a)(ii) should specifically address the RV Park spaces (as no lots

are being created), and should be required to be placed on the face of the Revised Preliminary Plat.

7. Geologic Hazards

According to the Environmental Assessment submitted with the application materials confirmed by staff upon visit to the site, there is no evidence of unstable soils, rock outcroppings, falls or slides on the subject property that would indicate significant geologic hazards.

8. Avalanche Hazards

There are no avalanche hazards on the property.

9. Airport Influence Areas

The subject property does not appear to be located within an airport influence area.

10. Soils

The subject property is not mapped on any fault lines according to data on geologic faults prepared and maintained by the Flathead County GIS Department. As indicated by the application materials and supporting documentation, soils appear generally comprised of Pleasantvalley-Winfall dry complex soils with slopes of 2-8%. The gravelly silt loams are typically well-drained. It is anticipated soils onsite would not pose a risk to public health and safety.

Finding #14- The proposed RV Park egress would use a portion of an existing public road which is currently substandard in width and construction because it is a two-way gravel road which is only 12-feet in width.

Finding #15 – The RV Park design appears to allow for safe movement of traffic and access to all spaces and provide safe access to public roads because the spaces are sized and configured appropriately, the internal one-way access road proposed to be constructed and paved 16-foot wide would surpass the required minimum width of 12-feet for one way roads serving 25 or less RV spaces, and the portion of the substandard road used for the RV Park’s egress is proposed to be improved and paved to County standards.

Finding #16 – While the proposal location is within area mapped as Wildland Urban Interface, the effects of this proposed RV Park on public health and safety are acceptable with the imposition of conditions regarding implementation of the ‘Fire Prevention, Control, and Fuels Reduction Plan’ because adequate physical and legal access to the site is currently provided, adequate emergency services are available, and anticipated forest clearing/thinning and fuels reduction would significantly reduce potential fire hazard on the site.

Finding #17 – Minimal risks to public health and safety are anticipated and impacts to the other criteria discussed relative to public health and safety would be minimal and acceptable with the imposition of conditions because the site is not located in a special flood hazard area; soils are generally classified as well-drained and the proposal for water, sanitation, and stormwater is required to be reviewed and approved prior to installation of the proposed new facilities, and; there are no hazards associated with geology, avalanche, or airport influence areas.

B. Compliance with Survey Requirements of 76-3-401 through 76-3-406 M.C.A.

The approval of the application would not result in the creation of new parcels or lots, but would delineate ‘spaces’ which would be approved for lease or rent. Pursuant to FCSR Section

4.5.2 of the Flathead County Subdivision Regulations, “Manufactured home parks, recreation vehicle parks and campgrounds are exempt from the surveying and filing requirements of the Montana Subdivision and Platting Act but must be submitted for review and approved by the Commissioners before portions may be rented or leased”. FCSR Section 4.5.4(c) further clarifies procedures applicable to ‘Subdivisions Created By Lease or Rent’ stating “In lieu of filing a final plat, the subdivider shall submit to the Planning and Zoning Office four full size hard copies of a revised preliminary plat (Appendix F). The revised preliminary plat shall conform to the approved preliminary plat and the conditions of preliminary plat approval. The approved revised preliminary plat shall be maintained in the Planning and Zoning Office and with the Clerk and Recorder”.

C. Compliance with the Flathead County Subdivision Regulations

Regarding the proposed one-way internal road which would serve more than 25 RV spaces, the application includes a request for a variance from FCSR Section 4.5.7(a)(i)(A and B) which states: *A minimum 12 foot travel surface shall be provided for one-way roads if such road: A) has no on-road parking, and B) serves 25 or less spaces.*

* Note, the variance is requested based on the perception that one-way roads in RV Parks may only be used to serve 25 or less spaces. Section 4.5.7 provides guidance for minimum width of a one-way road serving 25 or less spaces, but offers no other specific parameters or limitations pertaining to one-way roads.

Subject to compliance with FCSR Section 4.0.11, the Commission shall not approve a variance unless it finds that all of the following are met:

- a. The variance will not be detrimental to the public health, safety, or general welfare or injurious to other adjoining properties;
 - The application suggests the variance will not be detrimental to the public health, safety, or general welfare or injurious to other adjoining properties because the road would be designed and constructed 16-feet in width, which exceeds the typical 12-foot minimum width required of one-way roads serving 25 or less spaces and having no on-road parking.
- b. Due to the physical surroundings, shape, or topographical conditions of the property involved, strict compliance with the regulations will impose an undue hardship on the owner. Undue hardship does not include personal or financial hardship, or any hardship that is self imposed;
 - The stated unique condition is the requirement of MDT that the approach be a ‘right-in’ only and not be permitted for egress due to limited sight distance. The unique condition necessitates a one-way road system.
- c. The variance will not cause a substantial increase in public costs, now or in the future;
 - The application states “there will be no public costs associated with this variance now or in the future”. The internal road system is intended to serve the RV park owners and patrons only, would occur upon private property, and would not serve to access other properties.
- d. The variance will not place the subdivision in nonconformance with any adopted growth policy, neighborhood plan or zoning regulations;
 - The application suggests the variance will not place the subdivision in nonconformance with any adopted growth policy, neighborhood plan or zoning regulations because the

Growth Policy offers general guidance with no specificity regarding one-way roads within RV Parks, there is no Neighborhood Plan applicable to the location, the applicable ‘Scenic Corridor’ zoning at the location does not apply to internal subdivision improvements.

- e. The variance is consistent with the surrounding community character of the area.
 - The application suggests the variance is consistent with the surrounding community character of the area because construction of the one-way road would be less visually impacting than a two-way road as it would minimize disturbance of vegetation, protect open space, thus preserving visual characteristics of the area.

Finding #18 – The requested variance meets the criteria required for a variance to be granted because the variance would only pertain to the road within the subject property which would serve a private business, thus would not be detrimental to the public health, safety, or general welfare or injurious to other adjoining properties; the hardship is not self-imposed as it stems from limitations posed by MDT for the sake of vehicular safety; granting of the variance would not increase in public costs, now or in the future as the private internal access road would be fully within the boundaries of the RV Park and be privately maintained; the applicable Flathead County Growth Policy provides no specificity regarding one-way roads within RV Parks and the applicable ‘Scenic Corridor’ zoning at the location does not apply to internal subdivision road improvements, and; the one-way road would not appear inconsistent with the surrounding community character of the area as it would generally be screened from sight by a maintained natural vegetative buffer.

Finding #19 – Proper legal and physical access can be provided and potential impacts to the primary review criteria are able to be adequately addressed by conditions. If the Variance request is approved, the subdivision proposal and preliminary plat would generally comply with the Flathead County Subdivision Regulations, effective April 1, 2011.

D. Compliance with the Flathead County Subdivision Review Procedure

- i. Pre-application Conference Date**
April 6, 2011
- ii. Application Deadline Date**
October 6, 2011
- iii. Completeness Date**
Complete: June 23, 2011
- iv. Sufficiency Date**
Insufficient: July 12, 2011
Sufficient: July 18, 2011
- v. Agency Referral Requests Mailing Date**
Sent: August 10, 2011
- vi. Adjacent Property Notification Mailing Date**
Sent: August 26, 2011
- vii. Legal Notice Publication Date**
Noticed: September 4, 2011
- viii. On-site Posting of Public Hearing Date**
Posted: August 18, 2011

Finding #20 - The proposal has been reviewed as a major subdivision in accordance with statutory criteria and standards outlined in Section 4.5.4(a) of the Flathead County Subdivision Regulations effective April 1, 2011.

E. Provision of Easements for the Location and Installation of Planned Utilities

The preliminary plat and application materials identify existing easements for utilities to serve the RV Park. Area properties are currently served by overhead electric utilities running within the US Highway 2 right-of-way.

Finding #21 - The proposal includes adequate provision of easements for the location and installation of planned utilities because electricity appears currently available to be extended to the proposed RV Park via the US Highway 2 right-of-way.

F. Provision of Legal and Physical Access to Each Parcel

An approved approach onto US Highway 2 would provide the primary legal and physical access to the RV Park and all spaces and structures within it.

Finding #22 – The preliminary plat includes adequate provisions for legal and physical access to the RV Park and all spaces and structures within it because the ingress approach from US Highway 2 would be built to meet applicable state requirements of an approved MDT approach permit.

G. Review of Applicable Plans

Section 76-1-605(2)(b) M.C.A states that “A governing body may not withhold, deny, or impose conditions on any land use approval or other authority to act based solely on compliance with a growth policy adopted pursuant to this chapter.” Furthermore, 76-3-608(3) M.C.A. does not contain compliance with the growth policy as a primary criteria by which an individual subdivision proposal must undergo local government review or on which findings of fact are to be based. Review of general conformance with applicable plans is provided as an acknowledgement and consideration of the guidance offered by the information contained in the document(s).

Neighborhood Plan

The proposed RV Park is not located within an area of the County guided by a specific neighborhood plan.

Flathead County Growth Policy

The Flathead County Growth Policy is a general policy document that meets the requirements of 76-1-601, MCA and was adopted on March 19, 2007. The location of the proposed RV Park is in a rural area of the county that is non-designated on the Growth Policy Designated Land Uses Map. Although the Growth Policy does not address private recreational development in rural areas, the proposal appears to substantially meet general goals and policies applicable to access and sanitation because the proposed RV Park would have access from a state maintained Highway 2 in accordance with the requests of MDT and the facility would address water and sanitation through development of public water and sewer systems which are subject to a high level of review to ensure safety to users and non-degradation of the natural environment. Chapter Nine, Part 4 of the Flathead County Growth Policy describes the criteria required by the State of Montana and used by Flathead County to review subdivisions, and an evaluation of the proposal under these criteria has been performed with the staff evaluation and public review of the proposal.

H. Compliance with Local Zoning

The proposed subdivision RV Park is located in an area of Flathead County zoned as ‘Scenic Corridor’ which pertains to off-premises advertising and location of cellular towers, but otherwise the location is not zoned in regard to land uses.

Finding #23 – The proposed RV Park would comply with the Flathead County Zoning Regulations because the site is zoned ‘Scenic Corridor’ and the proposal does not entail off-premises advertising or cell towers.

V. SUMMARY OF FINDINGS

1. There would be minimal impact on agriculture and silvicultural activities as a result of the proposed subdivision because the property is not used for agricultural purposes, is not situated with suitable soils for agricultural, and is not adjacent to lands currently used for agricultural or silvicultural uses.
2. There would be no impact to agricultural water user facilities because the subject property is not irrigated for agricultural purposes, has no irrigation infrastructure on site, is not in an irrigation district, and is not party to any irrigation agreements.
3. Agency comments conflict regarding the proposed internal road width, with Marion Fire District indicating general support of the proposed 16-foot wide one-way road and the DNRC requesting a 24-foot wide two-way internal road. Despite the conflict between the agencies’ comments, the proposed 16-foot wide one-way internal road appears reasonable for providing the necessary access for emergency service providers because the proposed 16-foot width of the one-way internal road surpasses the minimum width standard of 12-feet for RV Park one-way roads outlined in FCSR Section 4.5.7(a)(i) and the design of the road is specifically intended to accommodate large RV’s which are similar in size to emergency response vehicles.
4. Impacts on local services would be acceptable with the imposition of standard conditions because spaces within the proposed RV Park subdivision will be served by newly created public water and sewer systems onsite, will utilize public haul services, will be served by the Flathead County Office of Emergency Services, the Marion Fire District, and Flathead County Sheriff’s Department in the event of an emergency, and will have access to phone and electric utilities extended underground in conformance with the applicable regulations.
5. Impacts to recreation are not anticipated as a result of the proposed RV Park subdivision as a ‘Tot Lot’ compliant with FCSR Section 4.5.7(h) and a 10-foot wide bicycle and pedestrian path easement compliant with FCSR Section 4.7.21 are included in the proposal, and the site is located in the proximity of multiple lakes and forest lands offering a wide array of recreational, opportunities to RV park users.
6. Minimal impacts to the existing transportation network are anticipated because the approach into the RV Park has received an approach permit from MDT, the internal road network would be constructed and paved 16-feet wide to applicable County standards, and the egress route using approximately 400-foot of an existing narrow gravel road would be improved and paved to applicable County standards.
7. Impacts to water quality as a result of the proposed RV Park are anticipated to be minimal because there is no indication of high groundwater onsite; because the proposed public water system will be required to undergo review and receive approval from MDEQ as well as adhere to monitoring standards established by the state; because the proposed public sewer system will be required to undergo review and receive approval from both MDEQ as well as the City-County Health Department to ensure the systems proposed will not degrade existing water

quality, and; stormwater runoff would be managed onsite in a manner that no surface runoff would directly enter state waters or nearby wetlands.

8. Some limited impacts to flora are anticipated because the site is heavily vegetated and proposed development will require removal of some vegetation as well as significant thinning to promote Firewise standards; however, no plant species of concern have been identified as being present on the subject property, completion and adherence to a weed control plan will be a condition of preliminary plat approval, and much of the subject property will remain in a relatively natural state as open space.
9. No impact to floodplain, wetland or riparian areas is anticipated as a result of the proposed subdivision because none of these features have been identified as existing on the subject property.
10. Minimal impacts to adjacent properties may be anticipated as a result of the noise created from development and use of the site because these impacts would be limited in duration and mitigated by the open space buffer surrounding the RV Park.
11. Adverse effects of the proposed subdivision on the natural environment would be minimal and acceptable with the imposition of conditions requiring the developer to mitigate dust and to take necessary steps to manage noxious weeds on site. Impact to the other criteria discussed relative to impact on the natural environment would be minimal and acceptable with the imposition of conditions.
12. Limited impacts to wildlife as a result of the proposed RV Park are anticipated as the proposal occurs in a rural forested area in close proximity to lakes and other areas providing habitat to grizzly bear, black bear, mountain lion, and a multitude of other wildlife species. Impacts to wildlife may be offset and minimized with the imposition of conditions because the subject property is located adjacent to a major highway and existing development, and the applicant has proposed using bear-proof trash containers and other measures to minimize ‘attractants’ to wildlife by RV Park guests which are consistent with recommendations provided by the Montana Fish, Wildlife and Parks.
13. Minimal impacts to wildlife habitat as a result of the proposed RV Park are anticipated because the subject property contains no particular sensitive habitat such as surface waters, wetlands, or riparian areas, and site development would aim to maintain open space and an undisturbed vegetative buffer along the perimeter of the site.
14. The proposed RV Park egress would use a portion of an existing public road which is currently substandard in width and construction because it is a two-way gravel road which is only 12-feet in width.
15. The RV Park design appears to allow for safe movement of traffic and access to all spaces and provide safe access to public roads because the spaces are sized and configured appropriately, the internal one-way access road proposed to be constructed and paved 16-feet wide would surpass the required minimum width of 12-feet for one way roads serving 25 or less RV spaces, and the portion of the substandard road used for the RV Park’s egress is proposed to be improved and paved to County standards.
16. While the proposal location is within area mapped as Wildland Urban Interface, the effects of this proposed RV Park on public health and safety are acceptable with the imposition of conditions regarding implementation of the “Fire Prevention, Control, and Fuels Reduction Plan” because adequate physical and legal access to the site is currently provided, adequate

emergency services are available, and anticipated forest clearing/thinning and fuels reduction would significantly reduce potential fire hazard on the site.

17. Minimal risks to public health and safety are anticipated and impacts to the other criteria discussed relative to public health and safety would be minimal and acceptable with the imposition of conditions because the site is not located in a special flood hazard area; soils are generally classified as well-drained and the proposal for water, sanitation, and stormwater is required to be reviewed and approved prior to installation of the proposed new facilities, and; there are no hazards associated with geology, avalanche, or airport influence areas.
18. The requested variance meets the criteria required for a variance to be granted because the variance would only pertain to the road within the subject property which would serve a private business, thus would not be detrimental to the public health, safety, or general welfare or injurious to other adjoining properties; the hardship is not self-imposed as it stems from limitations posed by MDT for the sake of vehicular safety; granting of the variance would not increase in public costs, now or in the future as the private internal access road would be fully within the boundaries of the RV Park and be privately maintained; the applicable Flathead County Growth Policy provides no specificity regarding one-way roads within RV Parks and the applicable 'Scenic Corridor' zoning at the location does not apply to internal subdivision road improvements, and; the one-way road would not appear inconsistent with the surrounding community character of the area as it would generally be screened from sight by a maintained natural vegetative buffer.
19. Proper legal and physical access can be provided and potential impacts to the primary review criteria are able to be adequately addressed by conditions. If the Variance request is approved, the subdivision proposal and preliminary plat would generally comply with the Flathead County Subdivision Regulations, effective April 1, 2011.
20. The proposal has been reviewed as a major subdivision in accordance with statutory criteria and standards outlined in Section 4.5.4(a) of the Flathead County Subdivision Regulations effective April 1, 2011.
21. The proposal includes adequate provision of easements for the location and installation of planned utilities because electricity appears currently available to be extended to the proposed RV Park via the US Highway 2 right-of-way.
22. The preliminary plat includes adequate provisions for legal and physical access to the RV Park and all spaces and structures within it because the ingress approach from US Highway 2 would be built to meet applicable state requirements of an approved MDT approach permit.
23. The proposed RV Park would comply with the Flathead County Zoning Regulations because the site is zoned 'Scenic Corridor' and the proposal does not entail off-premises advertising or cell towers.

VI. CONCLUSION

In accordance with the provisions of Section 4.5.7 of the Flathead County Subdivision Regulations, a review and evaluation of the RV Park preliminary plat application has been completed by the staff of the Planning Board. The proposed subdivision appears to generally comply with the applicable design standards and subdivision review criteria, pursuant to the 23 Findings of Fact stated above.

Variance

A Variance from FCSR Section 4.5.7(a)(i)(A and B) has been requested. The applicant requests the

proposal be approved with a one-way internal road serving more than 25 RV spaces. The one-way internal road would be constructed and paved 16-feet in width to serve the 41 RV spaces proposed.

Finding #18 – The requested variance meets the criteria required for a variance to be granted because the variance would only pertain to the road within the subject property which would serve a private business, thus would not be detrimental to the public health, safety, or general welfare or injurious to other adjoining properties; the hardship is not self-imposed as it stems from limitations posed by MDT for the sake of vehicular safety; granting of the variance would not increase in public costs, now or in the future as the private internal access road would be fully within the boundaries of the RV Park and be privately maintained; the applicable Flathead County Growth Policy provides no specificity regarding one-way roads within RV Parks and the applicable ‘Scenic Corridor’ zoning at the location does not apply to internal subdivision road improvements, and; the one-way road would not appear inconsistent with the surrounding community character of the area as it would generally be screened from sight by a maintained natural vegetative buffer.

Should the Planning Board forward a recommendation of approval of this RV Park Subdivision Created For Lease or Rent to the Flathead County Commissioners, the following conditions should be considered to supplement that recommendation:

VII. CONDITIONS

A. Standard Conditions

1. The applicant shall receive a physical address in accordance with Flathead County Resolution #1626B, as applicable. All road names shall appear on the Revised Preliminary Plat. Street addressing shall be approved by Flathead County. [Section 4.7.16(g)(iv), 4.7.26(c) Flathead County Subdivision Regulations (FCSR)]
2. The applicant shall show proof of a completed approach permit from the Flathead County Road Department indicating the egress approach onto the un-named road has been built and received final inspection and final approval. [Section 4.7.16, FCSR]
3. The applicant shall show proof of a completed approach permit from the Montana Department of Transportation indicating the ingress approach from US Highway 2 has been built and received final inspection and final approval. [Section 4.7.16, FCSR]
4. The applicant shall show proof of a completed encroachment permit from the Montana Department of Transportation pertinent to the improvement of the un-named road where its apron occurs within the US Highway 2 right-of-way. [Section 4.7.16, FCSR]
5. The applicant shall comply with all reasonable fire suppression and access requirements of the Flathead County Office of Emergency Services and the Marion Fire District. A letter from each office stating the RV Park meets the applicable requirements and verifying the implementation of the approved Fire Prevention, Control and Fuels Reduction Plan shall be submitted with the application for Revised Preliminary Plat. [Section 4.7.26, FCSR]
6. All areas disturbed during development of the subdivision shall be re-vegetated in accordance with an approved Weed Control Plan and a letter from the County Weed Supervisor stating that the Weed Control Plan has been approved shall be submitted with the final plat. [Section 4.7.13(g) and 4.7.25, FCSR]
7. The internal access road shall be designed and constructed and paved 16-feet in width in accordance with the Flathead County Road and Bridge Department’s “Minimum Standards for Design and Construction”, as applicable. Construction plans and “As-Built” drawings for

- all roads shall be designed and certified by a licensed engineer and provided to the Road and Bridge Department prior to Revised Preliminary Plat. [Sections 4.7.16 and 4.7.17 FCSR]
8. The proposed water, wastewater treatment, and stormwater drainage systems for the subdivision shall be reviewed by the Flathead City-County Health Department and approved by the Montana Department of Environmental Quality. [Section 4.7.13, 4.7.20, 4.7.21 FCSR]
 9. The mail delivery site shall be provided with the design and location approved by the local postmaster of USPS. A letter from the postmaster stating that the applicant has met their requirements shall be included with the application for Revised Preliminary Plat. [Section 4.7.28, FCSR]
 10. In order to assure the provisions for collection and disposal of solid waste, the developer shall submit a letter from the applicable solid waste contract hauler stating that the hauler is able to provide service to the proposed subdivision and specifying a centralized location served with bear-proof containers has been established within the RV Park. [Section 4.7.22, FCSR]
 11. The following statements shall be placed on the face of the Revised Preliminary Plat:
 - a. All utilities shall be placed underground. [Section 4.7.23, FCSR]
 - b. Solid waste removal shall be provided by a contracted solid waste hauler and shall use bear-proof containers. [Section 4.7.22, FCSR]
 - c. The RV Park owner is bound by the Weed Control Plan to which the developer and the Flathead County Weed Department agreed. [4.7.25, FCSR]
 - d. The RV Park owner shall abide by the guidelines set forth in the approved Dust and Air Pollution Control and Mitigation Plan during and after site construction and development activities. [Section 4.7.14, FCSR]
 12. As applicable, all road names shall be approved by Flathead County and clearly identified and RV space numbers will be clearly visible from the internal road. RV space numbers shall be at least four inches in length per number. [Section 4.7.27(a)(ii)(D), FCSR]
 13. All utilities shall be placed underground. [Section 4.7.23, FCSR]
 14. The owners shall abide by the guidelines set forth in the approved Dust and Air Pollution Control and Mitigation Plan during and after site construction and development activities. [Section 4.7.14, FCSR]
 15. Where the aggregate total disturbed area of any infrastructure construction in the proposed subdivision as defined in A.R.M. 17.30.1102(28) is equal to, or greater than one acre; or where when combined with subsequent construction of structures such disturbed area will be equal to, or greater than one acre, a Montana State Department of Environmental Quality General Permit for Stormwater Discharges Associated with Construction Activity (General Permit) shall be obtained and provided to the Flathead County Planning & Zoning office prior to any site disturbance or construction. [17.30.1115 Administrative Rules of Montana (A.R.M.)]
 16. All required improvements shall be completed in place or a Subdivision Improvement Agreement shall be provided by the subdivider prior to final approval by the County Commissioners. [Section 4.0.16 FCSR]

17. The Revised Preliminary Plat shall be in substantial compliance with the plat and plans submitted for preliminary plat review, except as modified by these conditions. [Section 4.5.4(c) FCSR]
18. Preliminary plat approval is valid for three years. The Revised Preliminary Plat shall be filed prior to the expiration of the three years. Extension requests to the preliminary plat approval shall be made in accordance with the applicable regulations and following associated timeline(s). [Section 4.1.11 FCSR]

B. Project-Specific Conditions

19. Prior to Revised Preliminary Plat approval of the RV Park, the applicant shall provide evidence that all applicable permit requirements of the Department of Natural Resources Water Resources Division for the public water supply proposed have been met.
20. The portion of the un-named road serving as RV Park egress shall be improved and paved 22-feet in width in accordance with Section 2-05 Table 1 of the Flathead County Road and Bridge Departments' "Minimum Standards for Design and Construction Manual". [Sections 4.7.16 and 4.7.17, FCSR]
21. A 10 foot bike/pedestrian easement shall be shown on the face of the Revised Preliminary Plat along US Highway 2 in accordance with the applicable regulations. [Section 4.7.19 FCSR]
22. A 'Dust and Air Pollution Control and Mitigation Plan' document compliant with Section 4.7.14 of the Flathead County Subdivision Regulations shall be submitted prior to final plat approval. [Section 4.7.14, FCSR]
23. A 'Fire Prevention, Control, and Fuels Reduction Plan' document compliant with Section 4.7.27 of the Flathead County Subdivision Regulations shall be submitted prior to Revised Preliminary Plat approval. [Section 4.7.27, FCSR]
24. The following statements shall be placed on the face of the final plat:
 - e. This RV Park is located in the Wildland Urban Interface area where wildfires can and do occur. [Section 4.7.27(a)(ii)(A), FCSR]
 - f. Only Class A and Class B fire-rated roofing materials are allowed. [Section 4.7.27(a)(ii)(B), FCSR]
 - g. Firewise defensible space standards shall be incorporated around all RV spaces, primary structures and improvements. [Section 4.7.27(a)(ii)(C), FCSR]
 - h. All road names are assigned by the Flathead County Address Coordinator. RV space numbers shall be clearly visible from the internal road. RV space numbers shall be at least four inches in height per number. [Section 4.7.27(a)(ii)(D), FCSR]
25. Actions called for in the 'Fire Prevention Control and Fuels Reduction Plan' shall be implemented prior to the approval of the Revised Preliminary Plat. The local/reviewing fire authority shall inspect the subdivision and provide written documentation that all thinning, clearing and other mitigation measures described in the plan have been completed as proposed for the RV Park. [Section 4.7.27(b)(iii) FCSR]
26. Appropriate signs shall be installed to ensure safe and efficient traffic flow to, from and within the one-way road network of the RV Park.
27. Trash bins and other refuse containers should be wildlife (bear) proof, secured and kept in a centralized location.

28. Appropriate wildlife signage shall be installed at the entrance to the RV Park and at each RV space informing RV Park guests that grizzly bear, black bear, mountain lion, and a multitude of other wildlife species inhabit the area and identifying RV Park rules to minimize wildlife 'attractants' in order to limit potential conflicts with wildlife. [Section 4.7.22(c) FCSR]
29. The following statement shall be placed on the face of the final plat:
 - i. The RV Park owners and guests are alerted to the presence of potentially dangerous wildlife in the area and are reminded that **feeding big game is illegal**. RV Park owners are encouraged to contact the Montana Department of Fish, Wildlife, and Parks to obtain information on safely living near wildlife and minimizing habitat impact, including such things as bear proofing, pet control, wildlife friendly fencing, and minimizing wildlife 'attractants'.