Flathead County Planning & Zoning Office
1035 1st Ave. West
Kalispell, MT 59901
Phone: (406)751-8200 Fax: (406)751-8210

PETITION FOR ZONING AMENDMENT
FLATHEAD COUNTY

RECEIVED
JUN 14 2010
FLATHEAD COUNTY
PLANNING & ZONING OFFICE

1. NAME OF APPLICANT: **Noonan et al**
2. MAIL ADDRESS: **PO Box 10171**
3. CITY/STATE/ZIP: **Kalispell, MT 59904**

   PHONE: **752-7801**
4. INTEREST IN

   PROPERTY: **Owners**
5. ZONING MAP AMENDMENT: **XX** ZONING TEXT AMENDMENT: ___

IF THE REQUEST PERTAINS TO AN AMENDMENT TO THE TEXT OF THE ZONING REGULATIONS, PLEASE COMPLETE THE FOLLOWING:

A. What is the proposed zoning text amendment?

IF THE REQUEST PERTAINS TO AN AMENDMENT TO THE ZONING MAP, PLEASE COMPLETE THE FOLLOWING:

A. Address of the property: **See attached list**

B. Legal Description: **Twenty tracts in Sections 18 and 19 in T29N , R21W**

C. (Lot and Block of Subdivision; Tract #)
Section 19: 4CA, 4CB, 4CBA, 4CDB, 4CDC, 4CD, 4CC, 4CDA, 4C, 4BB, 4B, 4BA, 1B, 1D,1GA
Section 18: 1EA,1FA,1F,1GA,1G
(Section, Township, Range) (Attach sheet for metes and bounds)

D. Total acreage: **78.71 acres**

E. The present zoning of the above property is: **SAG-10**

F. The proposed zoning of the above property is: **B-2 H-Gr (Tracts 4CA, 4CB, 4CDB,4CDC, 4CD, 4CDA,4BB,1B, 1D, 1GA,1EA,1FA, 1F, 1GA, 1G) ~~B-2 Zone Change request pertains to~~ Tracts 4CC, 4BA, 4C, 4B, 4CBA**

G. State the changed or changing conditions that make the proposed amendment necessary: **There is increasing pressure from the property owners in this area to convert the restrictive SAG-10**

designation to a more open B-2 zone. As there has been significant developments approved by the City in the immediate vicinity of the subject property, some of which include a commercial component to extensive PUD's, this concern is justified. It is the intent of the landowners of this proposed (B-2 H-Gr) zone to have some alternatives to better develop their property, yet at the same time, be responsive to the concerns of the planning office and the general public as to how the overall look of the highway corridor may be altered. Land that does not directly front the property would be considered for the standard B-2 zone.

H. **HOW WILL THE PROPOSED CHANGE ACCOMPLISH THE INTENT AND PURPOSE OF**:

A. Promoting the Master Plan **The Master Plan (Growth Policy) does not have a Neighborhood Plan that corresponds to this area. The map that is included as part of the Growth Policy adopted in 2007 is a snapshot of current land use and does not have any predictive qualities. There are many policies within the Growth Policy that support the zone change proposal starting within Chapter 1, the Seven Elements of the Public's Vision, (*Promote a Diverse Economy, Manage Transportation, Properly Manage and Protect the Natural and Human Environment, and Preserving the Rights of Private Property Owners)*. In the Land Use Chapter of the Growth Policy, G.2 reads to "*Preserve the rights of property owners to the use, enjoyment and value of their property and protect the same rights of all property owners.*", G.6 offers "*Adequate commercial land that is safely accessible and efficiently serviceable*". P6.2 "*Restrict commercial development in unsafe, inaccessible, remote rural areas.*" P6.3: "*Provide ample commercial land designation to promote affordability.*" G.7 is "*Consider existing community character in commercial land development*", and as several of the properties within the zone change proposal are existing businesses, (and have been operating for several years), the subject property already has a commercial feel to it. Policies 7.1-7.6 all relate to commercial development and can be held up to support the argument for the approval of the proposed zone. Mitigation of the effects of typical commercial development have been**

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proposed with the creation of the B-2-H-Gr zone while at the same time utilizing the major transportation route and viewshed protection.

Lessening congestion in the streets and providing safe access **Several of the properties have existing approved MDOT accesses that they are currently utilizing. Other properties have pre-approved accesses should the properties develop. At the time of development, the landowner will have to apply to MDOT for a change in use. This stretch of highway, it is five lanes and recently completed construction.**

B. Promoting safety from fire, panic and other dangers **The properties are located along a major transportation network in easy reach of emergency services. The properties are in the eastern boundaries of the West Valley Fire District, but there is an interlocal agreement with the installation of the new 911 facilities allowing the closest in proximity fire station to respond to calls. There are public hydrants in the Silverbrook development and along the highway that would be available for tanker recharge should it become necessary. The properties are noted on the City of Kalispell's 5 Minute Response Area map. There is adequate police protection provided by the Flathead Sheriff's department, the State Highway patrols Highway 93 and the City of Kalispell would be available if they were in the area as there are incorporated areas of the city in close proximity to the subject properties. Setbacks, minimum lot sizes and greenbelt requirements ensure that buildings are not too close and parking standards (adequate number and size) would be upheld through zoning.**

Promoting the public interest, health, comfort, convenience, safety and general welfare **The success of the existing businesses shows that there is public interest in having some types of commercial enterprise in this area. Increased residential and commercial development in the immediate vicinity also shows that these properties are becoming more viable as commercial rather than residential and/or agricultural. The convenience of being located on a major transportation route on a newly re-constructed**

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highway also promotes safe, efficient travel to the area for customers, employees and service.

Preventing the overcrowding of land **The subject properties are of varying sizes. The minimum lot size for a B-2 zone is 7500 square feet if public water and sewer were available. Until those public services are available, the minimum lot size is one acre. Setbacks and parking lots, along with a variety of retail and service enterprises will all contribute to keeping an even distribution of the population. Single family and townhouse developments are allowable, however, with the existing uses already in place, there is no large land mass available within the proposal where large amounts of population could congregate.**

C. Avoiding undue concentration of population **See above.**

D. Facilitating the adequate provision of transportation, water, sewage, schools, parks and other public facilities **Transportation needs within this zone change proposal are addressed by the Highway 93 corridor, which is accessed via Tronstad Road, (a paved County Road), Miranda Drive and Adopt-A-Pet Lane, (both private roads). The applicants have spoken with the Flathead County Road and Bridge Department regarding access, and it appears at this stage that this will not be problematic. Several of the subject properties currently have access to the County Road and will apply for change of use permits should they develop their tracts further. As this zone change proposal is most likely to promote commercial enterprise or mixed-use ventures, (residential with a commercial element), there will be little effect on the school district (these properties contribute to District 5 schools), other than increasing the coffers. At this time, public water and sewer is not available to the subject properties as the City of Kalispell's sewer lines are at maximum capacity and when we approached the City for an Annexation Request, they are not interested in processing the request. Currently existing uses are served by private wells and septic systems and at the present time, this appears to be functioning well. The**

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proposed greenbelts will provide a park-like atmosphere to the frontage properties. Easements for bike paths will be required at the time of development for property that are currently vacant. Properties with existing uses will be exempt from this requirement. The bike paths and landscaping will installed at some point in the future at the expense of whomever is responsible for construction and maintenance at that point. Without excessive residential development, there are no provisions at this time for additional parkland establishment. Subdivisions will be required to go through the typical process, which they will be assessed individually for parkland dedication.

E. Giving reasonable consideration to the character of the district **The landscape in this general area contains a variety of existing residential and commercial development.**

Giving consideration to the peculiar suitability of the property for particular uses **As several of the properties are currently operating commercially, it is apparent that they are well-suited for the intended zone change proposal. Situated along a major transportation network between two incorporated cities, this is an area that also has a growing residential component, and it is a site attractive for a mixed-use element. Bike trails would allow for residents in the vicinity to travel to businesses, or be within a short car rides' distance. The topography is generally level, and it is open ground with little tree cover. There are no wetlands, streams or water corridors to be protected. The soils are general sandy loams and can support a variety of building uses. Fire hazard for the properties would be generally low, and emergency vehicles would have an easy, direct route for access. It is not within the 100 year floodplain. (FIRM Panel 1415G).**

Protecting and conserving the value of buildings **There will be no de-valuation of the properties with an alteration of the zone. The property values should INCREASE as the use will now match the zoning.**

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F. Encouraging the most appropriate use of land by assuring orderly growth **It has long been thought that highway corridors are the best place to locate a commercial enterprise. Highways improve commercial visibility and improved access to businesses for employees, shipping services and customers. Many of the policies from the Growth Policy, Chapter 6 note the promotion of safe access, adequate carrying capacity, public transportation, bike paths, county-state partnerships and maintaining mobility as important items for consideration. These subject properties are at the southern end of the highway corridor between Whitefish and Kalispell. This group landowners that collectively own the twenty subject properties have felt that their land-development needs have been stifled by the existing zoning. Currently the property is zoned SAG-10 in the Highway 93 Zoning District. There are some existing commercial uses that have been allowed via a Conditional Use Permit or were grandfathered in from a previous use that was in existence before zoning was applied. There have been many changes to surrounding properties, including annexation into the City, which included the provision of public water and sewer to nearby sites, and it is due to these changes that the subject property landowners feel that now is the time to move forward with this type of an application. The proposed zoning, B-2 H Gr allows for general business uses, however, it recognizes that the subject properties may develop without any further processes and the greenbelt criteria built into the zoning language would require that the landowners be held to the same standards that the other adjoining lands have been required.**

JUN 1 4 2010

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The signing of this application signifies approval for F.C.P.Z. staff to be present on the property for routine monitoring and inspection during approval process.

[signature] 6-11-10

(Applicant) (Date)

APPLICATION PROCESS

APPLICABLE TO ALL ZONING APPLICATIONS:

A. Pre-Application Meeting:

A discussion with the Planning Director or designated member of staff must precede filing of this application. Among topics to be discussed are: Master Plan compatibility with the application, compatibility of proposed zone change with surrounding zoning classifications, and the application procedure.

B. Completed application form.

C. Application fee per schedule, made payable to the Flathead County Flathead Planning & Zoning Office.

Fee Schedule

Zone Change:	
Base fee	$840.00
For first 80 acres of area of the request add	$35/acre
For next 81 +	$28/acre
Amendment to Zoning Text	$400.00
PUD Zoning Review:	
Residential	$400.00 + $10/acre
Commercial	$600.00 + $10/acre
Mixed Use	$650.00 + $10/acre

D. The application must be accepted as complete by the FCZP staff **forty five (45) days prior** to the date of the planning board meeting at which it will be heard in order that requirements of state statutes and the zoning regulations may be fulfilled.

APPLICABLE TO APPLICATIONS FOR ZONE CHANGE:

A. Application Contents:

1. Petition for zone change signed by at least 50% of the property owners in the area for which the change in zoning classification is sought.

2. A map showing the location and boundaries of the property.

3. A list of the names and mail addresses of all property owners within 150 feet of the subject property as shown on the Assessor's roll.

JUN 14 2010

4. A title report of the subject property.

* *

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Marilyn Noonan ____________________ 6/10/10 ____________
(Applicant) (Date)

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Jump Investments
Darlene Jump-Louthe, Gen. Partner — 6-8-'10

(Applicant) (Date)

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Rick Myers (Humane Society)   6-14-10

(Applicant)   (Date)

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Eric D. Watts ______________________ 06-11-10 ______________

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Rich Myers ________________________ 6-14-10 ____________

(Applicant) (Date)

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James Chamber ______________________ 6-14-2010 ____________
(Applicant) (Date)

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Mark S. Schlenger (Applicant) — 06/14/10 (Date)

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Skyline Fiber Comm

(Applicant)

June 14th 2010

(Date)

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FLATHEAD COUNTY

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Lessening congestion in the streets and providing safe access **Several of the properties have existing approved MDOT accesses that they are currently utilizing. Other properties have pre-approved accesses should the properties develop. At the time of development, the landowner will have to apply to MDOT for a change in use. This stretch of highway, it is five lanes and recently completed construction.**

B. Promoting safety from fire, panic and other dangers **The properties are located along a major transportation network in easy reach of emergency services. The properties are in the eastern boundaries of the West Valley Fire District, but there is an interlocal agreement with the installation of the new 911 facilities allowing the closest in proximity fire station to respond to calls. There are public hydrants in the Silverbrook development and along the highway that would be available for tanker recharge should it become necessary. The properties are noted on the City of Kalispell's 5 Minute Response Area map. There is adequate police protection provided by the Flathead Sheriff's department, the State Highway patrols Highway 93 and the City of Kalispell would be available if they were in the area as there are incorporated areas of the city in close proximity to the subject properties. Setbacks, minimum lot sizes and greenbelt requirements ensure that buildings are not too close and parking standards (adequate number and size) would be upheld through zoning.**

Promoting the public interest, health, comfort, convenience, safety and general welfare **The success of the existing businesses shows that there is public interest in having some types of commercial enterprise in this area. Increased residential and commercial development in the immediate vicinity also shows that these properties are becoming more viable as commercial rather than residential and/or agricultural. The convenience of being located on a major transportation route on a newly re-constructed highway also promotes safe, efficient travel to the area for customers, employees and service.**

Preventing the overcrowding of land **The subject properties are of varying sizes. The minimum lot size for a B-2 zone is 7500 square feet if public water and sewer were available. Until those public services are available, the minimum lot size is one acre. Setbacks and parking lots, along with a variety of retail and service enterprises will all contribute to keeping an even distribution of the population. Single family and townhouse developments are allowable, however, with the existing uses already in place, there is no large land mass available within the proposal where large amounts of population could congregate.**

C. Avoiding undue concentration of population **See above.**

D. Facilitating the adequate provision of transportation, water, sewage, schools, parks and other public facilities **Transportation needs within this zone change proposal are addressed by the Highway 93 corridor, which is accessed via Tronstad Road, (a paved County Road), Miranda Drive and Adopt-A-Pet Lane, (both private roads). The applicants have spoken with the Flathead County Road and Bridge Department regarding access, and it appears at this stage that this will not be problematic. Several of the subject properties currently have access to the County Road and will apply for change of use permits should they develop their tracts further. As this zone change proposal is most likely to promote commercial enterprise or mixed-use ventures, (residential with a commercial element), there will be little effect on the school district (these properties contribute to District 5 schools), other than increasing the coffers. At this time, public water and sewer is not available to the subject properties as the City of Kalispell's sewer lines are at maximum capacity and when we approached the City for an Annexation Request, they are not interested in processing the request. Currently existing uses are served by private wells and septic systems and at the present time, this appears to be functioning well. The proposed greenbelts will provide a park-like atmosphere to the frontage properties. Easements for bike paths will be required at the time of development for property that are currently vacant. Properties with existing uses will be exempt from this requirement. The bike paths and**

landscaping will installed at some point in the future at the expense of whomever is responsible for construction and maintenance at that point. Without excessive residential development, there are no provisions at this time for additional parkland establishment. Subdivisions will be required to go through the typical process, which they will be assessed individually for parkland dedication.

E. Giving reasonable consideration to the character of the district **The landscape in this general area contains a variety of existing residential and commercial development.**

Giving consideration to the peculiar suitability of the property for particular uses **As several of the properties are currently operating commercially, it is apparent that they are well-suited for the intended zone change proposal. Situated along a major transportation network between two incorporated cities, this is an area that also has a growing residential component, and it is a site attractive for a mixed-use element. Bike trails would allow for residents in the vicinity to travel to businesses, or be within a short car rides' distance. The topography is generally level, and it is open ground with little tree cover. There are no wetlands, streams or water corridors to be protected. The soils are general sandy loams and can support a variety of building uses. Fire hazard for the properties would be generally low, and emergency vehicles would have an easy, direct route for access. It is not within the 100 year floodplain. (FIRM Panel 1415G).**

Protecting and conserving the value of buildings **There will be no de-valuation of the properties with an alteration of the zone. The property values should INCREASE as the use will now match the zoning.**

F. Encouraging the most appropriate use of land by assuring orderly growth **It has long been thought that highway corridors are the best place to locate a**

commercial enterprise. Highways improve commercial visibility and improved access to businesses for employees, shipping services and customers. Many of the policies from the Growth Policy, Chapter 6 note the promotion of safe access, adequate carrying capacity, public transportation, bike paths, county-state partnerships and maintaining mobility as important items for consideration. These subject properties are at the southern end of the highway corridor between Whitefish and Kalispell. This group landowners that collectively own the twenty subject properties have felt that their land-development needs have been stifled by the existing zoning. Currently the property is zoned SAG-10 in the Highway 93 Zoning District. There are some existing commercial uses that have been allowed via a Conditional Use Permit or were grandfathered in from a previous use that was in existence before zoning was applied. There have been many changes to surrounding properties, including annexation into the City, which included the provision of public water and sewer to nearby sites, and it is due to these changes that the subject property landowners feel that now is the time to move forward with this type of an application. The proposed zoning, B-2 H Gr allows for general business uses, however, it recognizes that the subject properties may develop without any further processes and the greenbelt criteria built into the zoning language would require that the landowners be held to the same standards that the other adjoining lands have been required.

* *

The signing of this application signifies approval for F.C.P.Z. staff to be present on the property for routine monitoring and inspection during approval process.

_______________________________________ ____________________

(Applicant) (Date)

APPLICATION PROCESS

APPLICABLE TO ALL ZONING APPLICATIONS:

A. Pre-Application Meeting:

A discussion with the Planning Director or designated member of staff must precede filing of this application. Among topics to be discussed are: Master Plan compatibility with the application, compatibility of proposed zone change with surrounding zoning classifications, and the application procedure.

B. Completed application form.

C. Application fee per schedule, made payable to the Flathead County Flathead Planning & Zoning Office.

Fee Schedule

Zone Change:	
Base fee	$840.00
For first 80 acres of area of the request add	$35/acre
For next 81 +	$28/acre
Amendment to Zoning Text	$400.00
PUD Zoning Review:	
Residential	$400.00 + $10/acre
Commercial	$600.00 + $10/acre
Mixed Use	$650.00 + $10/acre

D. The application must be accepted as complete by the FCZP staff **forty five (45) days prior** to the date of the planning board meeting at which it will be heard in order that requirements of state statutes and the zoning regulations may be fulfilled.

APPLICABLE TO APPLICATIONS FOR ZONE CHANGE:

A. Application Contents:

1. Petition for zone change signed by at least 50% of the property owners in the area for which the change in zoning classification is sought.

2. A map showing the location and boundaries of the property.

3. A list of the names and mail addresses of all property owners within 150 feet of the subject property as shown on the Assessor's roll.

4. A title report of the subject property.

SANDS SURVEYING, INC.
2 Village Loop Road
Kalispell, MT 59901
406-755-6481
Fax 406-755-6488

Attachment for Zone Amendment Application – Noonan et al

A. *What is the proposed zoning text/ map amendment?* The attached document is a proposed new zone referred as B-2 Highway Greenbelt. B-2 is known as a general business district with 33 permitted uses and 13 conditional uses. The applicants in this instance would like to create a new zone that allows some of the same permitted and conditional uses as the B-2, but utilize it in areas along major transportation routes where visibility is higher and viewshed mitigation is necessary. The applicants have proposed additional setbacks for greenspace, a tiered building height limit, and additional constraints on signage and lighting. The new zone will allow 26 permitted uses, and 34 conditional uses, of which 17 are administrative conditional uses. The administrative conditional uses are intended to allow the applicant a quick and relatively inexpensive review by the planning staff of the proposed project to ensure that the new standards for lighting, setbacks, parking, etc., are being met.

The following are the criteria by which zoning amendments are reviewed. Please provide a response and detailed explanation for each criterion for consideration by the Planning staff, Planning Board and Commissioners.

1. *Is the proposed amendment in accordance with the Growth Policy/Neighborhood Plan?* The Master Plan (Growth Policy) does not have a Neighborhood Plan that corresponds to this area. The map that is included as part of the Growth Policy adopted in 2007 is a snapshot of current land use and does not have any predictive qualities. There are many policies within the Growth Policy that support the zone change proposal starting within Chapter 1, the Seven Elements of the Public's Vision, (*Promote a Diverse Economy, Manage Transportation, Properly Manage and Protect the Natural and Human Environment, and Preserving the Rights of Private Property Owners)* . In the Land Use Chapter of the Growth Policy, G.2 reads to "*Preserve the rights of property owners to the use, enjoyment and value of their property and protect the same rights of all property owners.*", G.6 offers "*Adequate commercial land that is safely accessible and efficiently serviceable*". P6.2 "*Restrict commercial development in unsafe, inaccessible, remote rural areas.*" P6.3: "*Provide ample commercial land designation to promote affordability.*" G.7 is "*Consider existing community character in commercial land development*", and as several of the properties within the zone change proposal are existing businesses, (and have been operating for several years), the subject property already has a commercial feel to it. Policies 7.1-7.6 all relate to commercial development and

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can be held up to support the argument for the approval of the proposed zone. Mitigation of the effects of typical commercial development have been proposed with the creation of the B-2-H-Gr zone while at the same time utilizing the major transportation route and viewshed protection.

2. *Is the proposed amendment designed to:*
    a. *Secure safety from fire and other dangers?* The property lies within the West Valley Fire District boundaries, and is approximately a mile and a quarter from their station on Whitefish Stage, so response time is limited to that of assembling the volunteer department and equipment. It should also be noted that the City of Kalispell recently generated a map noting possible annexation properties in the immediate vicinity of the City limits, and noted on this map was a boundary of a 5 minute response time by the Kalispell Fire Department. The subject properties in the concurrent zone change application are within this 5 minute response boundary. With the opening of the 911 call center, it is anticipated that there will be a more coordinated and efficient methodology of which departments respond to what emergencies.

    b. *Promote public health, public safety and the general welfare?* The Growth Policy makes many references that development should take place on existing transportation routes. Although much of the land between Kalispell and Whitefish was originally agricultural in nature, as the development pressures and traffic volumes increase along the highways, it is becoming more and more difficult to access the farm land, and the viability of those farmlands is declining. It has long been held that commercial uses should be located off these major routes, however, viewshed protection has also been an important feature along these same routes. As this zone is specific to highway routes, and significant improvements have been made to the major road systems in the County, the public health and safety in terms of transportation has been improved. Turn lanes, lighting, increased setbacks and additional traffic controls have all contributed to less fatalities. Increased commercial development could result in additional employment, an improved economy for the Flathead, ease of obtaining goods and services, shorter travel distances for employers, employees, customers and shipping routes.

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c. *Facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements?* As noted above, this zone is intended only for properties along major transportation routes. In some areas, there are highways, but public water and sewer is still not available. Minimum lot sizes have been recognized, however, until public facilities are available, lot sizes will have to conform to the DEQ minimum of one acre per septic drainfield, or more dependant upon the use of the property. This zone largely addresses commercial establishments, so it is not likely to generate many schoolchildren. The best impact that commercial development has on school districts is their large tax contributions. The same statement would hold true for park and park useage. It is typical that commercial development will help to pay for parks in their taxes, but have very little impacts on the local parks in terms of use.

3. *Does the proposed amendment consider:*

a. *The reasonable provision of adequate light an air?* The setbacks, minimum lot size and increased greenbelt requirements will all contribute to the provision of adequate light and air. Commercial uses with the tiered height restrictions also will contribute to allowing additional light and air to the subject properties.

b. *The effect on motorized and non-motorized transportation systems?* As noted previously, this zone is intended for properties along significant transportation routes only. As part of the B-2 H-G, greenbelts for bike/ped paths are required before development. (Existing uses are grandfathered in as typically found in zoning). This zone is intended to provide business opportunities in a location that is most easily accessed by motorized vehicle.

c. *Compatible urban growth in the vicinity of cities and towns that at a minimum must include the areas around municipalities?* The setback, signage, lighting and height restrictions are as strict or stricter than found in the three municipalities of Flathead County. Increased development along the transportation routes has occurred as annexations from the City of Kalispell have been approved. It is important to note that several of the large developments that have been annexed to the City are shown as residential

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PUDs, but are allowed up to a 20% commercial use within that acreage. Much of the language for signage and lighting came from existing municipal documents, and the permitted/conditional uses allowed in a municipality are more lenient than found in the County.

d. *The character of the district and its peculiar suitability for particular uses?* This new zone can be applied anywhere along a transportation route and be suitable to the extent that topography, geology and MDOT access allows.

e. *Conserving the value of buildings and encouraging the most appropriate use of land throughout the jurisdictional area?* As development pressures increase and farming continues to decrease along major highways, it would appear that the value of the buildings would increase as they would no longer be functioning under an in-appropriate zone as a grandfathered use. This zone amendment can be applied along any of the identified transportation corridors and be viable.

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BJ Grieve

From: Erica Wirtala [erica@sandssurveying.com]
Sent: Wednesday, June 16, 2010 10:25 AM
To: BJ Grieve
Subject: b-2 Grrrrr zoning
Attachments: FCPZ Zone Change App Noonan.doc

Follow Up Flag: Follow up
Flag Status: Flagged

So I didn't realize that putting the non-highway-frontage lots into just the general B-2 would be problematic, so we'll do all of the lots as the B-2-H-Gr and that is fine. Attached is an amended application that reflects that change. We were just thinking that as none of the setbacks and tiered height stuff didn't apply, we would just utilize the B-2, but no one seems especially attached to the idea or overly worked up, so everything with be the highway greenbelt. I have some of the $$ and more is dribbling in later. I'll run it down when I get a bigger handful. I did get the text amendment application into Mary yesterday. I'll be in the office on Friday morning.

Erica

_____ Information from ESET Smart Security, version of virus signature database 5196 (20100614)
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The message was checked by ESET Smart Security.

http://www.eset.com