

FLATHEAD COUNTY PLANNING AND ZONING OFFICE
ZONING TEXT AMENDMENT REPORT #FZTA-10-02
NOONAN ET AL
AUGUST 24, 2010

A report to the Flathead County Planning Board and Board of Commissioners regarding a request by Noonan et al for an amendment to the text of the Flathead County Zoning Regulations. The proposed amendment would create a new zoning district called “B-2HG General Business Highway Greenbelt”, a district intended to provide for impact-mitigated sales and service functions to be applied along major highway corridors.

The Flathead County Planning Board will conduct a public hearing on the proposed text amendment on September 8, 2010 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. In accordance with Montana law, the Commissioners will also hold a public hearing on the proposed amendment at a date and time yet to be determined. Documents pertaining to the text amendment are available for public inspection in the Flathead County Planning and Zoning Office, Earl Bennett Building, 1035 First Avenue West, in Kalispell. Prior to the Commissioner’s public hearing, documents pertaining to the text amendment will also be available for public inspection in the Flathead County Clerk and Recorders Office, 800 South Main Street, in Kalispell.

I. APPLICATION REVIEW UPDATES

A. Land Use Advisory Committee/Council

The proposed text amendment does not impact the advisory jurisdiction of a specific local land use advisory committee or local land use council.

B. Planning Board

The Flathead County Planning Board will hold a public hearing on the proposed amendment on September 8, 2010 and make a recommendation to the Flathead County Commissioners. This space is reserved for a summary of the Flathead County Planning Board’s discussion and recommendation.

C. Commission

The Flathead County Commissioners will hold a public hearing on the proposed amendment on a date to be determined. This space is reserved for a summary of the Commission’s discussion and decision.

II. GENERAL INFORMATION

A. Application Personnel

i. Applicant

Noonan et al
PO Box 10171
Kalispell, MT 59904

ii. Technical Assistance

Sands Surveying Inc.

2 Village Loop
Kalispell, MT 59901

B. Section(s) Proposed for Amendment

The proposed text amendment would create a new “zoning use” district to the Flathead County Zoning Regulations (FCZR). The new zoning use would be called B-2HG General Business Highway Greenbelt. The new zoning classification would be Section 3.45 if FZTA-09-03 L-T-R is approved or Section 3.44 if it is not. See Attachment A for the proposed language for the use district. The following is a list of amendments that would need to be made to other sections in the FCZR that would cross reference B-2HG (proposed language are highlighted and in italics):

- Section 2.06.045 (NOTE:) list a number of uses that are administrative conditional use permits in specific zoning districts. The B-2HG district should be included in the list of districts to which this section applies.

The following uses that are provided for as conditional uses in all County Zones, AG-80, 40, SAG-10, 5, R-2.5, R-1, 2, 3, 4, 5, RC-1, RA-1, B-1, 2, *B-2HG*, 3, I1, I-1H, I-2, and P, shall be designated as Administrative Conditional Uses:

- Caretaker Units
 - Certain Types of Community Residential Facilities
 - Minor Expansion of an Existing Use that Required a Conditional Use Permit
 - Airplane Hangars in Conjunction with an Airport
 - Temporary Housing
 - Temporary Structures
 - Family Hardship Dwellings
- Section 3.01.020, which lists lot size for all districts would need to include B-2HG:

<i>B-2HG</i>	<i>General Business Highway Greenbelt</i>	<i>See Section 3.45</i>
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 - Section 4.06, conditional use standards for commercial caretaker’s facilities:
COMMERCIAL CARETAKER’S FACILITY IN B-2, *B-2HG*, B-3, I-1, I-1H AND I-2 DISTRICTS
 - Section 5.11.030 (4) lists permitted signs in commercial districts:
 4. Permitted signs in B-1, B-2, *B-2HG*, BR-2, B-3, BR-4, B-5, B-6, and B-7 districts shall be as follows:

C. General Character of and Reason for Amendment

The Highway 93 Zoning District was adopted in 1991. The zoning designations implemented at that time were based upon guidance in the 1987 Master Plan. In 2007, the Growth Policy was adopted and replaced the 1987 Master Plan, but the Growth Policy did not include specific guidance for future land uses in the Highway 93 North Zoning District. Changes in zoning, according to 76-2-203 M.C.A. and Section 2.08.040 Flathead County Zoning Regulations must be made in accordance

with the Growth Policy and any applicable land use plans. Since the adoption of the Growth Policy, a number of landowners on Highway 93 have approached the Planning and Zoning Office about changing their zoning from SAG and AG designations to B-2. Staff has explained to the landowners there is not specific guidance for zone changes in their area, and given the differences between SAG and AG designations and B-2, there is a level of uncertainty for proposed changes to B-2.

In the spring of 2010, a group of land owners on Highway 93 and their technical assistant approached the Planning and Zoning Office with the concept of a mitigated-commercial zone to be applied in the area. At this meeting the landowners, their technical assistant and staff discussed how a mitigated-commercial designation might look and work. The landowners and their technical assistant took the concepts discussed at the meeting, and created a rough draft of the B-2HG district. The general concept was to allow many of the same uses in B-2 but with more of the uses as conditional uses, and having specific provisions to mitigate impacts to the corridor and adjacent SAG and AG property owners. Special attention was given to increased setbacks, landscaping, signage requirements, a tiered building height encouraging taller buildings further from the roadway, and additional lighting standards to minimize light intruding onto neighbors or the roadway. Following a few suggestions by staff, the landowners submitted an application for the text amendment, as well as an application for a map amendment from SAG-10 to the proposed B-2HG.

D. Proposed Amendment(s):

The proposed text amendment is an effort by the applicant to create a business designation that is more compatible with the SAG and AG uses. Linear commercial development along highway corridors when sandwiched between rural residential or agricultural can result in conflicts between uses. The proposed text amendment is intended to reduce the potential for conflict through mitigation utilizing increased setbacks, increased landscaping, additional sign standards, and additional lighting requirements.

E. Criteria Used for Evaluation of Proposed Amendment:

Amendments to the text of the Flathead County Zoning Regulations are processed in accordance with Section 2.08 of the Flathead County Zoning Regulations. The criteria for reviewing amendments are found in Section 2.08.040 of the Flathead County Zoning Regulations and 76-2-203 M.C.A.

F. Compliance With Public Notice Requirements:

Legal notice of the Planning Board public hearing on this application was published in the August 22, 2010 edition of the Daily Interlake. Following the Planning Board hearing on September 8, 2010, public notice of the zoning map amendment will be physically posted according to statutory requirements found in Section 76-2-205 M.C.A. Notice will also be published once a week for two weeks prior to the public hearing in the legal section of the Daily Interlake. All methods of public notice will include information on the date, time and location of the public hearing before the Flathead County Commissioners on the requested zoning text amendment.

G. Agency Referrals

A standard list usually used for agency referrals was used in this application to cover all possible bases. Excluded were specific fire departments, school districts, and sewer districts. Included were the Cities of Columbia Falls, Kalispell, and Whitefish due to the fact this zoning district could be applied on US Highway 93 or potentially US Highway 2. Below is a list of agencies contacted:

- Mike Meehan, Flathead County Sheriff
- Jim Chilton, Flathead County Solid Waste
- Dave Prunty, Flathead County Public Works
- Glen Gray, Flathead City-County Health Department
- Joe Russell, Flathead City-County Health Department
- Marcia Sheffels, Superintendent of Schools
- MT Fish, Wildlife, & Parks
- Jed Fisher, Flathead County Weeds & Parks Department
- James Freyholtz, MDT
- Larry Van Rinsum, Flathead Conservation District
- Mike Wyrwas, USPS Billings
- Jamie Murray, BPA
- Fred Holmes, DNRC
- Dan Walls, MDT
- Marc Pitman, DNRC
- Whitefish Planning Department
- Kalispell Planning Department
- Columbia Falls Planning Department

III. COMMENTS RECEIVED

A. Public Comments

As of the August 24, 2010, the date of the completion of this staff report for the Flathead County Planning Board, no public comment has been received regarding the requested zoning map amendment. Any public comment received after August 24, 2010 at 5:00 pm will be summarized verbally into the record at the public hearing held by the Flathead County Planning Board

B. Agency Comments

An administrative mistake delayed the mailing of agency referrals, as a result the request for agency referrals was sent on August 19, 2010. As of the August 24, 2010, the date of the completion of this staff report for the Flathead County Planning Board, the following agency comments have been received. Any agency comments received after August 24, 2010 at 5:00 pm will be summarized verbally into the record at the public hearing held by the Flathead County Planning Board.

- City of Kalispell Planning Departments
 - The City of Kalispell's comments were directed towards this application and the FZC-10-05 Noonan et al. Only the portions applicable to this application are summarized below:

- The City of Kalispell Planning Department has applied the following requirements that have been placed on developments on the 93 corridor and request they be considered by the Planning Board and Commissioners:
 - Landscaping greenbelt varying from 100 to 250 feet
 - Earth berms
 - Construction of bike/pedestrian paths
 - Restrictions on signs
 - Limiting building height
 - 4-side architecture in building design
 - Requiring frontage roads
- Flathead County Road and Bridge
 - No Comment

IV. EVALUATION OF PROPOSED AMENDMENT

A. Review of Proposed Amendment (76-2-203 M.C.A. and Section 2.08.040 Flathead County Zoning Regulations)

i. Whether the proposed text amendment is made in accordance with the Growth Policy/Neighborhood Plan.

According to 76-2-203 (1) and 76-2-203(a), M.C.A. zoning regulations must be made in accordance with an adopted growth policy. The Implementation Plan found in the Flathead County Growth Policy Appendix C identifies how policies are to be implemented. The Implementation Plan separates the policies into separate categories by how they are to be implemented. The categories are:

Policy: A specific but non-regulatory statement that directly guides a community towards meeting an established goal regarding the promotion of public health, safety, welfare and efficiency in the process of community development. Growth-related policies are frequently directly implemented with regulatory mechanisms.

Action Item: A statement providing guidance for future planning efforts and requiring a follow-up action such as creation of a subsequent, more detailed plan or educational outreach effort. Implementation of an action item (i.e. creation of an additional plan) can result in detailed policies regarding a specific issue.

Neither: The *policy* category, as stated in the Flathead County Growth Policy, does not provide specific guidance for growth or direction for future planning efforts.

Below is a list of policies that are listed in the implementation plan that may be implemented through the use of zoning that may be relevant to this proposal.

P.6.3

Provide ample commercial land designation to promote affordability.

Highway corridors provide opportunities of relatively inexpensive land in areas of accessibilities and visibility; however, because the linear commercial development associated with highways often occurs in rural residential or agricultural areas, it may be incompatible with the surrounding uses. The proposed text amendment is intended to provide some mitigation of commercial development along highway corridors in areas surrounded by rural residential and agricultural lands uses.

P.7.3 Encourage small-scale, impact-mitigated and compatible commercial developments in accessible, developing rural areas with good access and away from urban areas.

The proposed text amendment is intending to create a new zoning district that provides impact-mitigated commercial development along highway corridors which often occurs in rural parts of the county.

P.7.4 Identify existing areas that are suitable for impact-mitigated commercial uses.

The text amendment is proposing to provide the opportunity for impact-mitigated commercial uses along highway corridors.

Finding #1- The proposed text amendment is made in accordance with the Flathead County Growth Policy because it is consistent with the policies 6.3, 7.3 and 7.4.

ii. Whether the proposed text amendment is designed to:

1. Secure safety from fire and other dangers;

The proposed zoning district is intended to be applied along major highway corridors. Response times for emergency services along highway corridors is likely to be faster than in more rural areas of the county. Bulk and dimensional requirements included in the proposed district are intended to reduce the risk of fire spreading from building to building as well as allowing access to buildings by firefighters.

2. Promote public health, public safety, and general welfare;

The proposed zoning district has bulk and dimensional requirements such as height restrictions, setbacks and minimum lot sizes that are intended to promote public health and safety. The district includes standards for lighting, signage, landscaping, and additional setbacks from highways that are intended to mitigate impacts to adjacent non-commercial properties. The language proposed by the application requires additional setbacks and greenbelts on properties that front a roadway. Because this district could be implemented along highway corridors and not just on properties adjacent to the highway would not require additional setbacks and greenbelt standards. Staff recommends amendments from the proposed language that front yard setbacks on properties that are not directly adjacent to highways, major or minor arterials and collector roads be 20 feet and not have to comply with greenbelt standards.

Finding #2- The proposed text amendment is designed to secure safety from fire and other dangers and promote public health, safety and general welfare because response times along highway corridors are likely to be faster than other more rural areas of the county and bulk and dimensional requirements as well as additional lighting, signage, and landscaping standards promote safety and general welfare by mitigating some impacts of adjacent incompatible land uses.

3. Facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements.

The proposed district is intended to be implemented along highways where public facilities are often more accessible than in more rural areas of the county. Densities are designed to be flexible depending upon the availability of public sewer and water. In situations when properties are or can be included into a sewer and water district densities can be greater than in areas outside of sewer and water districts. It is recommended that minimum lot width for lots of 1 acre or greater be 150 feet to avoid the creation of long skinny lots. Commercial development generally does not increase pressure on schools or parks.

Finding #3- The proposed text amendment is designed to facilitate adequate provision of water, sewage, schools and parks because minimum lot sizes are dependent upon sewer and water services and commercial development does not generally increase pressure on schools or parks.

iii. In evaluating the proposed text amendment(s), consideration shall be given to:

1. The reasonable provision of adequate light and air;

The intention of the proposed district is to mitigate potentially deleterious impacts of commercial development along highway corridors. Differences between a B-2 and the proposed B-2GH include increased setbacks, increased landscaping, additional signage requirements and additional lighting standards in the proposed district. These additional standards are intended to mitigate the impacts of linear commercial development along major transportation routes in rural areas. The proposal is giving consideration to the provisions of light and air.

Finding #4- The proposed text amendment is giving consideration to the provisions of light and air because the proposal includes additional setbacks, landscaping, signage and lighting standards to mitigate impacts to neighboring properties and uses.

2. The effect on motorized and non-motorized transportation systems;

The district is intended to be implemented along major transportation corridors. Easements for non-motorized transportation are included in the text of the proposed district. The proposed text states “Developer/landowner is not required to construct the path.” There may occasionally be situations when the developer should be required to construct the path, including during the

conditional use permitting process. The county would need to establish a nexus between the requirement to build a path and the impacts development created by the development for this to occur. Also, the Flathead County Subdivision Regulations do allow the Commissioners to require paths be built when a nexus occurs. The language in the proposed district would create a conflict with the subdivision regulations. In order to be consistent with the subdivision regulations and not to limit the ability of the county to require a path in situations where it is legally allowed, the language “not required to construct the path” should be removed.

Finding #5- The proposed text amendment has given consideration to motorized and non-motorized transportation because the designation is intended to be implemented along major highway corridors and can accommodate pedestrian paths.

3. Compatible urban growth in the vicinity of cities and towns (that at a minimum must include the areas around municipalities);

The cities of Whitefish and Kalispell have architecture review committees and other regulations in place to mitigate the impacts of commercial development along their highway corridors. Flathead County does not have a building department, therefore an architecture review committee, and building site reviews are not possible. Instead, the applicant of this amendment has proposed additional criteria for the site development similar to criteria used by the cities to mitigate impacts of strip development. These additional criteria can be reviewed by the county through the conditional use and administrative conditional use permitting process, and through zoning enforcement.

Finding #6- The proposed text amendment has given consideration to urban growth in the vicinity of cities and towns because the text of the proposed amendment provides for standards that are similar to neighboring municipality’s standards for highway commercial standards.

4. The character of the district(s) and its peculiar suitability for particular uses;

The proposed zoning district is designed to mitigate some impacts of commercial strip development that might occur along major highway corridors. Highway corridors are generally attractive for business because of high accessibility and visibility, but are often times in undeveloped areas of the county. Commercial development in a linear pattern along a highway corridor occurring in a strip sandwiched between rural residential or agricultural uses may results in conflicting land uses. The proposed text amendment has additional standard that are intended to mitigate some impacts of commercial development when the development is occurring in linear patterns in rural areas of the county.

5. Conserving the value of buildings and encouraging the most appropriate use of land throughout the jurisdictional area.

As discussed in item 4 of this report, the proposed text amendment is designed to mitigate some of the impacts of commercial development that may occur when commercial development occurs in linear patterns along highway corridors in rural areas of the county.

Finding #7- The proposed text amendment has given consideration to the character of the district and its suitability for uses and the most appropriate use of land throughout the jurisdictional area because the amendment is designed to mitigate impacts of commercial development along highway corridors in rural areas of the county.

iv. Whether the proposed text amendment will make the zoning regulations, as nearly as possible, compatible with the zoning ordinances of nearby municipalities.

When drafting the language for the amendment, the applicant did not have examples within the existing county regulations. Instead, the applicant looked at existing regulations adopted by the local municipalities for guidance. Portions of the proposed amendment were based upon regulations adopted by local municipalities.

Finding #8- The proposed text amendment gives consideration to the compatibility of zoning regulations of nearby municipalities because the language from nearby municipalities was used as examples when drafting the proposal.

V. SUMMARY OF FINDINGS

Finding #1- The proposed text amendment is made in accordance with the Flathead County Growth Policy because it is consistent with the policies 6.3, 7.3 and 7.4.

Finding #2- The proposed text amendment is designed to secure safety from fire and other dangers and promote public health, safety and general welfare because response times along highway corridors are likely to be faster than other more rural areas of the county and bulk and dimensional requirements as well as additional lighting, signage, and landscaping standards promote safety and general welfare by mitigating some impacts of adjacent incompatible land uses.

Finding #3- The proposed text amendment is designed to facilitate adequate provision of water, sewage, schools and parks because minimum lot sizes are dependent upon sewer and water services and commercial development does not generally increase pressure on schools or parks.

Finding #4- The proposed text amendment is giving consideration to the provisions of light and air because the proposal includes additional setbacks, landscaping, signage and lighting standards to mitigate impacts to neighboring properties and uses.

Finding #5- The proposed text amendment has given consideration to motorized and non-motorized transportation because the designation is intended to be implemented along major highway corridors and can accommodate pedestrian paths.

Finding #6- The proposed text amendment has given consideration to urban growth in the vicinity of cities and towns because the text of the proposed amendment provides for standards that are similar to neighboring municipality's standards for highway commercial standards.

Finding #7- The proposed text amendment has given consideration to the character of the district and its suitability for uses and the most appropriate use of land throughout the jurisdictional area because the amendment is designed to mitigate impacts of commercial development along highway corridors in rural areas of the county.

Finding #8- The proposed text amendment gives consideration to the compatibility of zoning regulations of nearby municipalities because the language from nearby municipalities was used as examples when drafting the proposal.

VI. RECOMMENDATION

Given the amount of inquiry planning staff has seen over the past few years for B-2 along the Highway 93 corridor, there appears to be a strong demand in the area for business zoning. However, the area is dominated by SAG and AG which could conflict with linear commercial development. The district, proposed by property owners along the corridor has been offered as a solution to some of the potential conflicts. Staff recommends the Flathead County Planning Board adopt staff report FZTA-10-02 as findings of fact and recommend approval of the zoning text amendment to the Flathead County Commissioners with the following changes:

- In Section 3.45.040 (2) change the minimum lot width to be 150 feet for lots greater than 1 acre:

2. Minimum Lot Width:

- a. 50 feet (when gross area is less than one acre)
- b. 150 feet (when gross areas is greater than one acre)

- In Section 3.45.040 (3)(a) change the language so greenbelt standards for properties not on a highway, major or minor arterial or collector road are not required.

3. Setbacks:

a. Greenbelt Standards:

In addition to complying with Section 5.05 of the Flathead County Zoning Regulations, greenbelts within the B-2HG zone shall comply with the following requirements

(properties not on a highway, major or minor arterial, or collector road shall only need to comply with Section 5.05):

- In Section 3.45.040 (3)(b) change the language so the front setbacks on properties not on a highway, major or minor arterial or collector road is 20 feet.

b. Minimum Yard Requirements:

Front: 40 feet (minimum greenbelt)*
Side: 5 feet each
Side Corner: 20 feet
Rear: 10 feet

*For properties not on a highway, major or minor arterial or collector road front setbacks are 20 feet.

- In Section 3.45.050 (3) change to language so paths could be required to be built
 - i. A minimum 10'-wide bicycle path easement within the greenbelt running parallel to the highway/road shall be preserved at the time of development of the property. ~~The developer/landowner is not required to construct the path.~~

ATTACHMENT A:

SECTION 3.45 B-2HG GENERAL BUSINESS HIGHWAY GREENBELT

3.45.010 Definition:

A business district intended to provide for impact-mitigated retail sales and service functions along major transportation routes within the County. The uses serve the needs of the community and the general tourist/traveler while the unique performance standards mitigate the potential impacts of “strip” commercial development. The zone is specifically created with the intent of protecting the viewshed by providing a greenbelt, tiered building heights and enhanced signage and lighting standards.

A greater number of overall uses combined with expedited, administrative review for many conditional uses will promote predictability and economy for developers and landowners while assuring conformance with impact-mitigating standards of the district. This zone protects the rights of property owners and the aesthetics that make Flathead County unique and desirable.

3.45.020 Permitted Uses

1. Accessory Apartments
2. Art foundries/galleries
3. Bakery
4. Banks and financial institutions
5. Barber and beauty services
6. Bed and breakfast
7. Churches
8. Coffee stands
9. Delis
10. Food store (less than 5,000ft² gross floor area)
11. Food bank
12. Hotels/motels
13. Lodges; fraternal and social organizations
14. Media; newspapers, radio, tv, internet
15. Offices (professional and governmental)
16. Offices (medical)
17. Pack-n-ship
18. Parks and publicly-owned recreational facilities
19. Photographic studio
20. Print and Copy shops
21. Public transportation shelter stations
22. Public utility service installations (A minimum of five feet of landscaped area shall surround such building or structure.)
23. Quasi-public buildings

24. Restaurants
25. Tattoo parlor
26. Veterinary clinic

3.45.030

Conditional Uses

1. Art foundries*
2. Auctions, indoor*
3. Automotive (new and used) and accessory sales*
4. Automobile Service Stations (gas stations)
5. Bars/tavern, liquor stores, casinos
6. Boat Sales, new and used*
7. Bus station
8. Car washes – auto detailing
9. Colleges, business schools, trade schools, music conservatories, dance schools.
10. Community center*
11. Convention center facilities
12. Day care centers*
13. Dwellings:*
 - a. Duplex
 - b. Townhouse
14. Electrical Distribution stations
15. Farm equipment sales
16. Funeral Homes and crematoriums
17. Greenhouses, nursery centers and landscaping materials*
18. HVAC/electrical/plumbing, sales and service*
19. Laundromats or dry cleaners
20. Lumber yard, building supply*
21. Manufactured home sales and storage*
22. Microbrewery
23. Mini-storage, RV Storage
24. Recreational facilities, high impact
25. Recreational facilities, low impact*
26. Recreational vehicle parks
27. Recycling drop-off stations
28. Rental service stores and yards*
29. Repair shops- appliances, clothing & electronics*
30. Small engine repair*
31. Structures containing multiple and/or mixed permitted uses*
32. Supermarkets (food store w/ 5,000ft² gross floor area or more)
33. Theater (non-drive in)*
34. Theater (drive in)

*Administrative Conditional Use Permit (See Section 2.06.045)

3.45.040

Bulk and Dimensional Requirements

1. Minimum Lot Area:
 - a. 7500ft² (when public sewer and water are available)
 - b. 1 acre (when public sewer and water are not available)

2. Minimum Lot Width:
 - a. 50 feet

3. Setbacks:
 - a. Greenbelt Standards:

In addition to complying with Section 5.05 of the Flathead County Zoning Regulations, greenbelts within the B-2HG zone shall comply with the following requirements:

 - i. 10% of depth of lot (measured from edge of road right of way or easement) shall be set aside at the time of development as a greenbelt running adjacent to and parallel to the road frontage. For lots less than 400' in depth, minimum setbacks apply. For lots greater than 1,000 feet in depth, greenbelt maximum is capped at 100 feet.
 - ii. A minimum 10'-wide bicycle path easement within the greenbelt running parallel to the highway/road shall be preserved at the time of development of the property. The developer/landowner is not required to construct the path.
 - iii. Up to 50% of the greenbelt area may be utilized for meeting landscaped parking requirements.
 - iv. The greenbelt may be used for septic drainfields.
 - v. At a minimum, the first 40' of greenbelt from the front property line shall be developed and maintained with berms, rockwork, and/or irrigated trees, grass and/or shrubs. Trees shall be spaced when planted so that mature trees will generally create a continuous canopy.

 - b. Minimum Yard Requirements:

Front:	40 feet (minimum greenbelt)
Side:	5 feet each
Side Corner:	20 feet
Rear:	10 feet

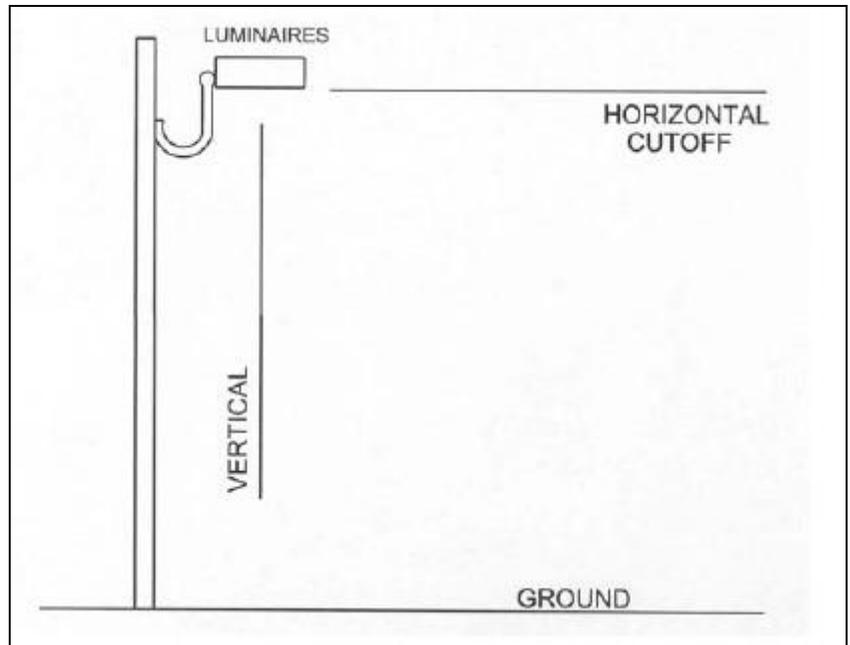
4. Maximum Building Heights:
 - a. Front of structure located 40 to 80 feet from front property line:

line:	20 feet
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- b. Front of structure located 81 to 125 feet from front property line*: 30 feet
- c. Front of structure located 126 feet or more from front property line*: 35 feet

*NOTE: Structures may be built to utilize multiple building heights, so long as the height of the building conforms to the distances from the front property line outlined above. For example, a structure that begins at 60 feet from the front property line shall not exceed 20 feet in height to a distance 80 feet from the front property line, but from 81 to 125 feet from the front property line, the same structure may be built to a maximum height of 30 feet.

- 5. Permitted Lot Coverage: Not applicable
- 6. Maximum Fence Height:
 - Front: 4 feet
 - Side: 6 feet each
 - Rear: 6 feet
- 7. Off-Street Parking: See Chapter VI-Parking and Loading
- 8. Lighting Standards: In addition to complying with Section 5.12 of the Flathead County Zoning Regulations, lighting within the B-2HG zone shall comply with the following impact-mitigating standards:
 - a. The height and level of lighting should be appropriate for the development and not exceed 25 feet.
 - b. Roof illumination is not allowed.
 - c. All pole mounted lighting shall have a full cut-off lens that does not allow light to shine above a 90-degree angle measured from a vertical line from the center of the lamp.



9. Signage Standards: In addition to complying with Section 5.11 of the Flathead County Zoning Regulations, signage within the B-2HG zone shall comply with the following impact-mitigating standards:
- a. Use of neon and/or other lighting arranged around a building, sign or structure for the purpose of attracting attention is prohibited. Lighting for purposes of illuminating the sign face at night is allowed.
 - b. Every property or developed site within the B-2HG district is allowed one freestanding, ground mounted or monument sign that does not exceed the height of the primary use structure and 50ft² per sign face. For lots that have less than 250' of road frontage, one sign is allowed. For lots that have more than 250' of road frontage, two freestanding signs are allowed.
 - c. The freestanding sign can be placed within the greenbelt area, however it cannot block the bicycle/pedestrian easement or visibility requirements for access locations.
 - d. Street numbers shall be included on the face of the sign.
 - e. Building mounted signs shall not project above the roofline of the building.