

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**

1. NAME OF APPLICANT: NW DEV GROUP, LLC
2. MAIL ADDRESS: 4260 Galewood Street, Suite B
3. CITY/STATE/ZIP: Lake Oswego, OR 97035 PHONE: 503/620-3100
4. INTEREST IN PROPERTY: Owner
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: 2735 Highway 2 East, Kalispell, MT 59901
- B. Legal Description: Tracts 7F, 3A
(Lot and Block of Subdivision; Tract #)
SECTION 28, T29N, R21W (SEE ATTACHED COS)
(Section, Township, Range) (Attach sheet for metes and bounds)
- C. Total acreage: 30.652
- D. The present zoning of the above property is: SAG-10
- E. The proposed zoning of the above property is: I-1H
- F. State the changed or changing conditions that make the proposed amendment necessary: This property was part of the Two Rivers Master Plan Amendment, which changes the existing Master Plan designation from rural to industrial on this portion of the subject property. Other properties in the immediate area have successfully changed their zoning designation to industrial thereby

changing the character of the overall landscape.

HOW WILL THE PROPOSED CHANGE ACCOMPLISH THE INTENT AND PURPOSE OF:

A. Promoting the Master Plan This proposal is in compliance with the Two Rivers Master Plan which was then adopted as part of the Growth Policy in 2007. The Two Rivers Plan was also incorporated by the City of Kalispell in their revised Growth Policy and utilized for their Capital Facilities Expansion Plan.

B. Lessening congestion in the streets and providing safe access There is a newly installed traffic light at the intersection of Rose Crossing and Highway 2, and an established traffic light at the intersection of West Reserve and Highway 2 to the South. Recently speed limits were lowered on Highway 2 in an attempt to further reduce traffic accidents. The industrial traffic will access the subject property via an entrance located at some point along Rose Crossing Road. The Flathead County Road and Bridge Department will be the reviewing authority for an approach permit, when necessary. From the Road and Bridge's website, traffic counts were done East of Whitefish Stage on Rose Crossing in 2007, resulting in an average count of 1,224 daily trips. In 2005, a traffic count West of Helena Flats noted that the average daily traffic volume was 1,165 vehicle trips per day. As Rose Crossing is a paved County road in good condition, traffic generated by an industrial use will be accommodated safely and efficiently. If it is deemed necessary to utilize Rose Crossing for truck traffic, it is anticipated that truck traffic would only be for a short distance (1/2 mile) before turning either North or South onto Highway 2. This turn is supported by a traffic light at this intersection. There is a train-track crossing, operated by a private enterprise, in the immediate vicinity of the highway intersection. This crossing has safety gates which come down across the road. It is anticipated that potential business use for this property will desire rail access, as the owner has already been approached by several businesses that need to have rail access upon moving to the area or relocating.

SEP - 9 2010

msA

- C. Promoting safety from fire, panic and other dangers The property is a short distance from the Evergreen Volunteer Fire Department station (less than two miles). Zoning provides setbacks and lot size standards, to provide an additional layer of protection. Emergency service providers and the close proximity to hospitals and other medical clinics assure the public that threats to public safety are kept at a minimum.
-
- D. Promoting the public interest, health, comfort, convenience, safety and general welfare The properties to the north are zoned industrial and/or have industrial uses where they are un-zoned. This proposal is in general compliance with the existing surroundings. There seems to be a public interest in developing this general area of "North Evergreen" (see Daily InterLake article of 9/5/10), which details several businesses moving into the vicinity, as well as extensive redevelopment projects that have been completed in the past few years (Aspen Square, the new bank, expansion of the lighting store, etc.) As residential development continues to expand out into this area, goods and services within a short driving distance are needed. Travel over State and County roads is available, with traffic lights and reduced traveling speeds all contribute to public safety.
-
- E. Preventing the overcrowding of land Zoning setbacks and minimum lot sizes all work to produce a development that is orderly and reasonable.
-
- F. Avoiding undue concentration of population The area North of E. Reserve has not had a significant amount of dense residential development. There are some industrial uses in the immediate vicinity. This proposal of changing SAG-10 to I-1H does not promote large scale shopping/retail facilities therefore, it does not create an undue concentration of population. There will be employees and customers that will be on the site during weekday business hours, but there should be minimal traffic generated on off-hours.
-
- G. Facilitating the adequate provision of transportation, water, sewage, schools, parks and other public facilities This proposal is in close proximity to all of the above-mentioned items. The proposal is located on a major transportation network, which provides the future occupants of the

property access to rail services, a short driving distance to the airport, and immediate highway access to Kalispell, Columbia Falls and Whitefish. At this time, public water and sewer is not available to the subject property, however, it is not unlikely that within ten years it will be. Industrial uses can function on individual wells and drainfields, and in many cases, require less water and septic than residential uses. As this is a proposed industrial use, there will be no impact to the schools and parks other than as a benefit to the tax base. The property will provide much needed additional land in the County for businesses that desire rail access. Right now, there are few properties available with rail access.

-
- H. Giving reasonable consideration to the character of the district The property is consistent with the overall development pattern and current zoning in the area. The property that is directly to the north and adjacent to the subject property recently received zone change approval from the county to a I-1 zone. The property directly to the south and adjacent to the subject property is already zoned I-1 . Thus, the applicant's request for the I-1H zone makes a north south connection to be consistent with the other properties that front Highway 2 and the rail road. The property directly to the west and across Highway 2 is zoned I-1 and B-2.
- I. Giving consideration to the peculiar suitability of the property for particular uses This property is in close proximity to the transportation network of highways and County roads, rail and air transportation for use by employers, employees and shipping services. The property is relatively flat and adjoining properties are currently enjoying similar uses. The property has 2232.53' of rail access.
-
- J. Protecting and conserving the value of buildings There are no buildings currently on the site.
- K. Encouraging the most appropriate use of land by assuring orderly growth This proposal lies within an area of established industrial use along Highway 2. It could very easily be considered as "in-fill" development as it is compatible with zoning and developments directly to the north and south.
-

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.

Michael W. Anders

(Applicant)

9/8/10

(Date)

SEP - 9 2010