

## **Kalispell Growth Policy Pages 74-76**

GOAL - 1: Gateway entrances to Kalispell that enhance the community through improved design.

Policies:

1. Gateway Entrance Corridors (areas of special concern) would extend up to 150 feet of either side of the existing R/W for primary highways and up to 50 feet for secondary highways.
2. The following roadway corridors are identified as gateway entrances to Kalispell.
  - a. Highway 93 North corridor north of Four Mile to the County Landfill.
  - b. US Highway 2 (LaSalle) from Reserve Drive to Birch Grove
  - c. Whitefish Stage from Reserve Drive to Birch Grove. (minor entrance way)
3. The following design standards are intended to enhance the gateway entrances to Kalispell
  - a. Access control is important along the gateway entrance roads.
  - b. Access should be coordinated so as to allow only collector or arterial streets to intersect. The judicious use of right-in right-out approaches, frontage roads and good internal development street design should be the rule to reduce or eliminate the need for direct access onto major gateway roads.
  - c. With the construction of the Church Drive overpass on US 93, every effort must be taken to fully utilize this interchange and conversely limit direct access onto US 93 for at least . mile along areas north and south of this facility to avoid congestion points and the need for future traffic signals. The judicious use of right-in right-out approaches, frontage roads and good internal development street design will mitigate the need for direct access out.
  - d. Extra setbacks, buffering and landscaping along US Highway 93 North and US Highway 2 and to a lesser degree along Whitefish Stage Road are the norm.
  - e. In those areas planned for general commercial development on a gateway entrance, it should occur as an integrated development utilizing and enhancing the property back from the gateway as opposed to occurring as a shallow linear strip. Significant individual business highway exposure, individual access points, and pole signage would not be the norm. Out parcels of commercial businesses would be anticipated within the improved design of a PUD along the corridors.
  - f. Additional design standards should be developed to ensure that signage enhances development, not detracts from it. Wall signage integrated into the overall building design is preferred over free standing signage. Monument signs are preferred over other types of free standing signage. Where development entrance signage or monument signage is proposed, it should be done so as part of a unified planned unit development concept.
  - g. Where the adjacent gateway road speed is posted at 35 mph or lower:
    - i. A minimum 20 foot landscape buffer should be provided abutting the gateway road.

- ii. Street trees should be incorporated into the landscape buffer.
- iii. A pedestrian trail or sidewalk should be incorporated into the landscaped buffer area.
- iv. Four sided architecture would be the norm adjacent to gateway entrances.
- h. Where the adjacent gateway road speed is posted from 36 – 45 mph:
  - i. A minimum of 40 feet of landscaped buffer area should be provided.
  - ii. Street trees and berming should be incorporated into the landscaping.
  - iii. A pedestrian trail or sidewalk should be incorporated into the landscaped buffer area.
  - iv. Four sided architecture would be the norm adjacent to gateway entrances
  - i. Where the adjacent gateway road speed is posted above 45 mph:
    - i. A minimum 100 – 150 foot impact area should be provided for major entrances and a 50 foot entrance for minor entrances.
    - ii. Within this impact area, a combination of berming, landscaping using live materials and trees as well as grass, a pedestrian trail system, limited parking and frontage roads should be incorporated.
    - iii. Primary buildings should not be located in this impact area, unless specifically approved in a PUD.
    - iv. Four sided architecture should be the norm for development adjacent to the impacted area.
    - v. Monument signs would be anticipated to occur in the rear portion of the impacted area, other free standing signs would not.
    - vi. Whenever parking or signage is proposed in the impact area, it shall only be done under a PUD process where the impacts of these actions are anticipated and provided for.
    - j. Where smaller parcels can not meet the setback areas, a PUD will be utilized.

4. Neighborhood commercial should be used as a means to buffer key intersections and to meet immediate local needs, not to serve as a destination shopping area.

5. Neighborhood commercial areas would in turn be buffered from lower density and intensity residential areas through the use of higher density residential uses and office uses.

6. Pedestrian and trail systems should be incorporated into berming, landscaping, greenbelts, park areas and setback standards along gateway entrances to enhance or maintain the scenic value of the entrance corridor from public facilities, neighborhoods, schools and commercial services.

### **KALISPELL WEST GROWTH POLICY AMENDMENT**

This amendment to the Kalispell Growth Policy 2020 adopted February 18, 2003 would be in addition to the existing goals, policies, text and maps.

#### **GENERAL NEIGHBORHOOD PLANNING BOUNDARY**

The Kalispell West neighborhood is described as an area generally whose south boundary is Two Mile Drive extended westerly to West Valley Drive, then north on West Valley drive 1/2 mile to Three Mile drive, then west . mile on 3 Mile Drive, then north one mile to Farm to Market Road. At this point the boundary follows westerly and northerly along Farm to Market Road to Church Drive, then following Church Drive easterly over to the Stillwater River, then extending south along the Stillwater River to US 93, then south to Reserve Drive, then west on West Reserve Drive to Stillwater Road, then on a line along Stillwater Road south to Two Mile Road. The site

is primarily in the West Valley School District.

**GOAL:** The orderly westward expansion of the City of Kalispell.

**Policies:**

- 1) Provide for a three-tiered system of long range planning around the City of Kalispell.
  - a) Provide for the immediate or short term development plans in the areas adjacent to the city by providing reasonable uses and densities to accommodate growth for the next 15 – 20 years. This would be graphically reflected by a future land use map
  - b) Provide a second tier area around the city which is beyond the immediate (15 – 20 year window) development trends or needs of the city or desire of the city to extend services at this time. This area would be anticipated to see urban development in the 20 – 40 year window. Because this area anticipates development so far in the future, a development area boundary is shown as a faint line on the future land use map but individual land uses and densities are not called out at this time.
  - c) Provide an overall planning boundary around the city which encompasses the initial and secondary area as well as some lands beyond for the purpose of gathering data such as development trends, land use changes, traffic trends and volumes, etc., to use as a baseline to determine the rate and type of development in and adjacent to the City of Kalispell.
- 2) Provide for traffic corridors (east-west and north- south) to carry traffic through the future neighborhoods using the existing and proposed arterial system. This would include Stillwater Road north from Reserve Drive to Church Drive.
- 3) Provide for the orderly expansion of future neighborhood and regional parks as residential development expands into the West Valley area.