**Development Services Department**
**201 1st Avenue East**
**Kalispell, MT 59901**
**Phone: (406) 758-7940**
**Fax: (406) 758-7739**
**www.kalispell.com/planning**

**REPORT TO:** Doug Russell, City Manager

**FROM:** PJ Sorensen, Assistant Director of Development Services

**SUBJECT:** KGPA-25-01 – The Reserve at Johnson Ranch
Growth Policy Amendment Public Hearing

**MEETING DATE:** July 21, 2025

**BACKGROUND:** Spartan Holdings, LLC, and Whispering Trails, LLC, have submitted applications for The Reserve at Johnson Ranch, including requests for (a) annexation; (b) a growth policy amendment to create a neighborhood business and high density residential node at the northwest corner of the intersection of Old Reserve Drive and Stillwater Road along with amending an additional portion along the north side of Stillwater Road from Suburban Residential to Urban Residential; (c) initial zoning of R-3 (Residential), RA-1 (Residential Apartment), and B-1 (Neighborhood Business) with a Planned Unit Development overlay; and (d) preliminary plat approval for 186 single-family residential lots, two multi-family lots (one containing 237 units and one with up to 70 units, or a total of up to 493 dwelling units overall), and one commercial lot on approximately 91.8 acres, including lots, roads, and common areas. The property is located at the northwest corner of Old Reserve Drive and Stillwater Road, and includes property located at 1053 Stillwater Road.

The property can be described as (1) Parcel B of Certificate of Survey No. 14346, located in the Southeast Quarter of the Northeast Quarter of Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana; and (2) The East Half of the Southeast Quarter of Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana, excepting therefrom that portion deeded to Flathead County for road purposes, recorded December 5, 1899, in Book 30, Page 582, and also excepting therefrom that portion deeded to the Montana Department of Transportation for highway purposes, recorded June 28, 2007, as Doc. No. 2007-179-14150.

The Kalispell Planning Commission held a duly noticed public hearing on June 10, 2025, to consider the request. Staff presented staff report KA-25-01/KGPA-25-01/KPUD-25-01/KPP-25-01 providing details of the proposal and evaluation. Staff recommended that the Planning Commission adopt the staff report as findings of fact and recommend to the Council that the request be granted subject to 43 listed conditions. The recommendation included a staff amendment to the conditions consolidating the original conditions 22 and 23 addressing frontage improvements for Old Reserve Drive and Stillwater Road.

One public comment was received at the public hearing which generally regarded impacts on Stillwater Road, as well as three written comments. The public hearing was closed and motions were presented to adopt staff report KA-25-01/KGPA-25-01/KPUD-25-01/KPP-25-01 as findings of fact and recommend to the Kalispell City Council that (1) the growth policy amendment be approved; (2)

the property be annexed with an initial zoning of R-3 (Residential), RA-1 (Residential Apartment), and B-1 (Neighborhood Business) with a PUD overlay subject to 43 conditions; and (3) the preliminary plat be approved subject to the 43 conditions. Commission discussion concluded that the requests were appropriate, and the motions were approved on a unanimous vote.

Procedurally, the first step in the Council process was to consider a Resolution of Intent to Adopt, Revise or Reject the proposed amendment to the Growth Policy, which the Council approved and set a hearing date of July 21, 2025, on the growth policy amendment. No other action will be taken at this meeting. Consideration of the growth policy amendment, annexation, initial zoning, planned unit development, and the preliminary plat would occur after the hearing date, presumably on August 4, 2025.

**RECOMMENDATION:** Staff recommends that the City Council hold a public hearing on July 21, 2025, on the proposed growth policy amendment.

**FISCAL EFFECTS:** There are no anticipated fiscal impacts at this time.

**ALTERNATIVES:** Deny the request.

**ATTACHMENTS:** June 10, 2025, Kalispell Planning Commission Minutes
Staff Report (Amended)
Application Materials & Maps
Public Comments
Resolution KGPA-25-01

c: Aimee Brunckhorst, Kalispell City Clerk

**KALISPELL CITY PLANNING COMMISSION**
**MINUTES OF REGULAR MEETING**
**June 10, 2025**

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| **CALL TO ORDER AND ROLL CALL** | The regular meeting of the Kalispell City Planning Board and Zoning Commission was called to order at 6:00 p.m. Commission members present were Chad Graham, Doug Kauffman, Shelby Leckron, Joshua Borgardt, Pip Burke, Cate Walker and Rory Young. Jarod Nygren, PJ Sorensen, Kari Barnhart, Kirstin Robinson, and Donnie McBath represented the Kalispell Planning Department. Keith Haskins represented the Kalispell Public Works Department. |
| **APPROVAL OF MINUTES** | Kauffman moved and Leckron seconded a motion to approve the minutes of the May 13, 2025 meeting of the Kalispell City Planning Board and Zoning Commission. |
| **VOTE BY ACCLAMATION** | The motion passed unanimously on a vote of acclamation. |
| **HEAR THE PUBLIC** | None. |
| **BOARD MEMBER SEATED** | Young recused himself from KA-25-01, KGPA-25-01, KPUD-25-01, and KPP-25-01; he is a representative for the applicant. |
| **KA-25-01, KGPA-25-01, KPUD-25-01, & KPP-25-01 – THE RESERVE AT JOHNSON RANCH** | Spartan Holdings, LLC, and Whispering Trails, LLC, have submitted applications for The Reserve at Johnson Ranch, including requests for (a) annexation; (b) a growth policy amendment to create a neighborhood business and high density residential node at the northwest corner of the intersection of Old Reserve Drive and Stillwater Road along with amending an additional portion along the north side of Stillwater Road from Suburban Residential to Urban Residential; (c) initial zoning of R-3 (Residential), RA-1 (Residential Apartment), and B-1 (Neighborhood Business) with a Planned Unit Development overlay; and (d) preliminary plat approval for 186 single-family residential lots, two multi-family lots (one containing 237 units and one with an unspecified number of units), and one commercial lot on approximately 91.8 acres, including lots, roads, and common areas. The property is located at the northwest corner of Old Reserve Drive and Stillwater Road, and includes property located at 1053 Stillwater Road. |
| **STAFF REPORT** | PJ Sorensen representing the Kalispell Planning Department reviewed Staff Reports #KA-25-01, KGPA-25-01, KPUD-25-01, & KPP-25-01.<br><br>Staff recommends that the Kalispell City Planning Commission adopt Staff Report #KA-25-01 as findings of fact and recommend to the Kalispell City Council that the property be annexed and the zoning for the property be city R-3 (Residential), RA-1 (Residential Apartment), and B-1 (Neighborhood Business) with a PUD overlay. |

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| | Staff recommends that the Kalispell City Planning Board and Zoning Commission adopt staff report #KGPA-25-01 and recommend to the Kalispell City Council and that the Kalispell Growth Policy Plan-It 2035 Future Land Use Map be amended to add a neighborhood business designation, shift the existing high-density designation, and extend the existing urban residential designation at the proposed location.<br><br>Staff recommends that the Kalispell City Planning Commission adopt Staff Report #KPUD-25-01 as findings of fact and recommend to the Kalispell City Council that The Reserve at Johnson Ranch PUD be approved subject to the amended conditions listed on the staff report.<br><br>Staff recommends that the Kalispell City Planning Commission adopt staff report #KPP-25-01 as findings of fact and recommend to the Kalispell City Council that the preliminary plat for The Reserve at Johnson Ranch be approved subject to the amended conditions listed on the staff report. |
| **BOARD DISCUSSION** | Sorensen advised Leckron that the cul de sac and park would be graded and that there would be a depression area for stormwater retention. Sorensen clarified to Walker that the separate multi-family areas will be developed by 2 different developers which is why the densities are different. Graham confirmed with staff that the deviation for the retail space is in the spirit of the zoning. |
| **PUBLIC COMMENT** | Keith Regier – 1078 Stillwater Rd – Has concerns about safety and large trucks turning onto Stillwater Rd. |
| **MOTION – KGPA-25-01** | Kauffman moved and Borgardt seconded that the Kalispell City Planning Commission adopt Staff Report #KGPA-25-01 and recommend to the Kalispell City Council and that the Kalispell Growth Policy Plan-It 2035 Future Land Use Map be amended to add a neighborhood business designation, shift the existing high-density designation, and extend the existing urban residential designation at the proposed location. |
| **BOARD DISCUSSION** | Leckron confirmed with staff that the corner on Stillwater Rd is in the Traffic Impact Study. |
| **ROLL CALL** | Motion passed unanimously on a roll call vote. |
| **MOTION KA-25-01** | Burke moved and Leckron seconded that the Kalispell City Planning Commission adopt Staff Report #KA-25-01 as findings of fact and recommend to the Kalispell City Council that the property be annexed and the zoning for the property be city R-3 (Residential), RA-1 (Residential Apartment), and B-1 (Neighborhood Business) with a PUD overlay. |
| **BOARD DISCUSSION** | Kauffman stated that the annexation is logical. |

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| **ROLL CALL** | Motion passed unanimously on a roll call vote. |
| **MOTION KPUD-25-01** | Kauffman moved and Burke seconded that the Kalispell City Planning Commission adopt Staff Report #KPUD-25-01 as amended and published as findings of fact and recommend to the Kalispell City Council that The Reserve at Johnson Ranch PUD be approved subject to the conditions listed on the staff report. |
| **BOARD DISCUSSION** | The commission agreed that the PUD makes sense for the project. |
| **ROLL CALL** | Motion passed unanimously on a roll call vote. |
| **MOTION KPP-25-01** | Burke moved and Kauffman seconded that the Kalispell City Planning Commission adopt Staff Report #KPP-25-01 as amended and published as findings of fact and recommend to the Kalispell City Council that the preliminary plat for The Reserve at Johnson Ranch be approved subject to the conditions listed on the staff report. |
| **BOARD DISCUSSION** | Sorensen clarified to Graham that there is potential for a roundabout at the Stillwater Road curve and that it could be up to the city or county to improve in the future. Sorensen added that the corners of the parcel will be made to city standards. Nygren clarified to Graham that the site naturally flows to the north and that area could be used as a park to serve future developments. Graham stated that it is good to have more housing available. |
| **ROLL CALL** | Motion passed unanimously on a roll call vote. |
| **BOARD MEMBER RE-SEATED** | Young re-seated. |
| **BOARD MEMBER SEATED** | Walker recused herself from KA-25-03, KPUD-25-02, and KPP-25-02; she may be representing the applicant in the future. |
| **KA-25-03, KPUD-25-02, & KPP-25-02 – ANDERSON RANCH** | Colton Behr, has submitted applications for Anderson Ranch, including requests for annexation, initial zoning of R-3 (Residential) with a Planned Unit Development ("PUD") overlay and preliminary plat approval for 166 residential lots on approximately 42.5 acres, including lots, roads, and common areas. The majority of the subject property was previously annexed and this petition would annex the remaining 11.7 acres of the tract. The PUD is an amendment of the overall Gardner-Anderson Ranch PUD approved in 2024, which consisted of 94.4 acres with light-industrial/commercial and residential components. This PUD amendment covers the residential component in the eastern portion of the overall PUD. The property is located on Demersville Road to the west of Bar H Drive. |
| **STAFF REPORT** | PJ Sorensen representing the Kalispell Planning Department reviewed Staff Reports #KA-25-03, KPUD-25-02, & KPP-25-02. |

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| | Staff recommends that the Kalispell City Planning Commission adopt Staff Report #KA-25-03 as findings of fact and recommend to the Kalispell City Council that the property be annexed and the zoning for the property be R-3 (Residential), with a PUD overlay.<br><br>Staff recommends that the Kalispell City Planning Commission adopt Staff Report #KPUD-25-02 as findings of fact and recommend to the Kalispell City Council that the amendment to the Gardner/Anderson Ranch PUD be approved subject to the conditions listed on the staff report.<br><br>Staff recommends that the Kalispell City Planning Commission adopt Staff Report #KPP-25-02 as findings of fact and recommend to the Kalispell City Council that the preliminary plat for Anderson Ranch be approved subject to the conditions listed on the staff report. |
| **BOARD DISCUSSION** | Sorensen clarified the phasing plan to Young. Sorensen advised Graham that there are 2 billboards that are to be removed under the conditions of the PUD. Nygren added that billboard removal is part of the Corridor Improvement Plan and also in the Growth Policy. |
| **PUBLIC COMMENT** | Eric Mulcahy – representative for the applicant – He is happy to answer any questions the commission may have and stated that he is working with MDT on connection Bar H Rd to Hwy 93. |
| **MOTION KA-25-03** | Burke moved and Kauffman seconded that the Kalispell City Planning Commission adopt Staff Report #KA-25-03 as findings of fact and recommend to the Kalispell City Council that the property be annexed and the zoning for the property be R-3 (Residential), with a PUD overlay. |
| **BOARD DISCUSSION** | None. |
| **ROLL CALL** | Motion passed unanimously on a roll call vote. |
| **MOTION KPUD-25-02** | Kauffman moved and Borgardt seconded that the Kalispell City Planning Commission adopt Staff Report #KPUD-25-02 as findings of fact and recommend to the Kalispell City Council that the amendment to the Gardner/Anderson Ranch PUD be approved subject to the conditions listed on the staff report. |
| **BOARD DISCUSSION** | None. |
| **ROLL CALL** | Motion passed unanimously on a roll call vote. |
| **MOTION KPP-25-02** | Young moved and Borgardt seconded that the Kalispell City Planning Commission adopt Staff Report #KPP-25-02 as findings of fact and recommend to the Kalispell City Council that the preliminary plat for Anderson Ranch be approved subject to the conditions listed on the staff report. |

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| **BOARD DISCUSSION** | None. |
| **ROLL CALL** | Motion passed unanimously on a roll call vote. |
| **BOARD MEMBER RE-SEATED** | Walker re-seated. |
| **KCU-25-03 – MOUNTAIN PRIME STEAKHOUSE** | Tuyen Tran, on behalf of 214 Main Kalispell LLC, has submitted an application for a Conditional Use Permit to allow for the operation of an accessory casino at 214 South Main Street. The proposal involves reusing an existing 21,600 square foot building, formerly used as offices, within the B-4 Central Business zoning district. No exterior expansion is proposed. |
| **STAFF REPORT** | Donnie McBath representing the Kalispell Planning Department reviewed Staff Report #KCU-25-03.<br><br>Staff recommends that the Kalispell City Planning Commission adopt staff report #KCU-25-03 as findings of fact and recommend to the Kalispell City Council that the conditional use permit be approved subject to the conditions listed on the staff report. |
| **BOARD DISCUSSION** | None. |
| **PUBLIC COMMENT** | None. |
| **MOTION KCU-25-03** | Young moved and Kauffman seconded that the Kalispell City Planning Commission adopt Staff Report #KCU-25-03 as findings of fact and recommend to the Kalispell City Council that the conditional use permit be approved subject to the conditions listed on the staff report. |
| **BOARD DISCUSSION** | Young stated that he is glad to see the vacant building but would prefer a casino not be on Main Street. Graham concurred. Nygren stated that it is not the primary focus of the Steakhouse and there will be no advertising signs for the casino. |
| **ROLL CALL** | Motion passed unanimously on a roll call vote. |
| **KA-25-04 – CORWIN MOTORS RECON SHOP** | Corwin Brothers Properties, LLC, has submitted a request for annexation and initial zoning for two parcels located at 2585 and 2577 US Highway 93 North, totaling 7.183 acres. The property is currently located in Flathead County and proposed for B-2 General Business zoning upon annexation. The subject site is north of the existing Corwin Motors dealership and south of the Stillwater River Bridge. |
| **STAFF REPORT** | Donnie McBath representing the Kalispell Planning Department reviewed Staff Report #KA-25-04.<br><br>Staff recommends that the Kalispell City Planning Commission adopt Staff Report #KA-25-04 as findings of fact and recommend |

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| | to the Kalispell City Council that the property be annexed and the zoning for the property be city is City B-2 (General Business). |
| **BOARD DISCUSSION** | Nygren clarified to Young that, due to the access, the logical development is Corwin to develop it and that B-2 zoning meets the Growth Policy. Nygren also confirmed to Kauffman that the lot would be aggregated. |
| **PUBLIC COMMENT** | Ryan Mitchell – representative for the applicant – Advised they are working with MDT for access but they will not allow it and is happy to answer any questions. |
| **MOTION KA-25-043** | Leckron moved and Young seconded that the Kalispell City Planning Commission adopt Staff Report #KA-25-04 as findings of fact and recommend to the Kalispell City Council that the property be annexed and the zoning for the property be city is City B-2 (General Business). |
| **BOARD DISCUSSION** | None. |
| **ROLL CALL** | Motion passed unanimously on a roll call vote. |
| **OLD BUSINESS** | Sorensen updated the commission on city council action on items from the May Planning Commission meeting. |
| **NEW BUSINESS** | Sorensen updated the board on the upcoming June 24, 2025 Planning Commission Work Session and July 8, 2025 Planning Commission Meeting and Work Session. |
| **ADJOURNMENT** | The meeting adjourned at approximately 7:32 PM. |
| **WORK SESSION** | Transitioned into work session on the Montana Land Use Planning Act. |

_____
Chad Graham
President

_____
Kirstin Robinson
Recording Secretary

APPROVED as submitted/amended:

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# THE RESERVE AT JOHNSON RANCH (AMENDED)

## GROWTH POLICY AMENDMENT – STAFF REPORT #KGPA-25-01
## ANNEXATION/INITIAL ZONING OF R-3, RA-1, & B-1 – STAFF REPORT #KA-25-01
## PLANNED UNIT DEVELOPMENT – STAFF REPORT #KPUD-25-01
## MAJOR SUBDIVISION - STAFF REPORT #KPP-25-01
## KALISPELL DEVELOPMENT SERVICES DEPARTMENT
## JUNE 10, 2025

A report to the Kalispell City Planning Commission and the Kalispell City Council regarding a request from Spartan Holdings, LLC, and Whispering Trails, LLC, for annexation, a growth policy amendment, initial zoning of R-3 (Residential), RA-1 (Residential Apartment), and B-1 (Neighborhood Business) with a Planned Unit Development ("PUD") overlay, and preliminary plat approval. A public hearing has been scheduled before the Planning Commission for June 10, 2025, beginning at 6:00 PM in the Kalispell City Council Chambers. The Planning Commission will forward a recommendation to the Kalispell City Council for final action.

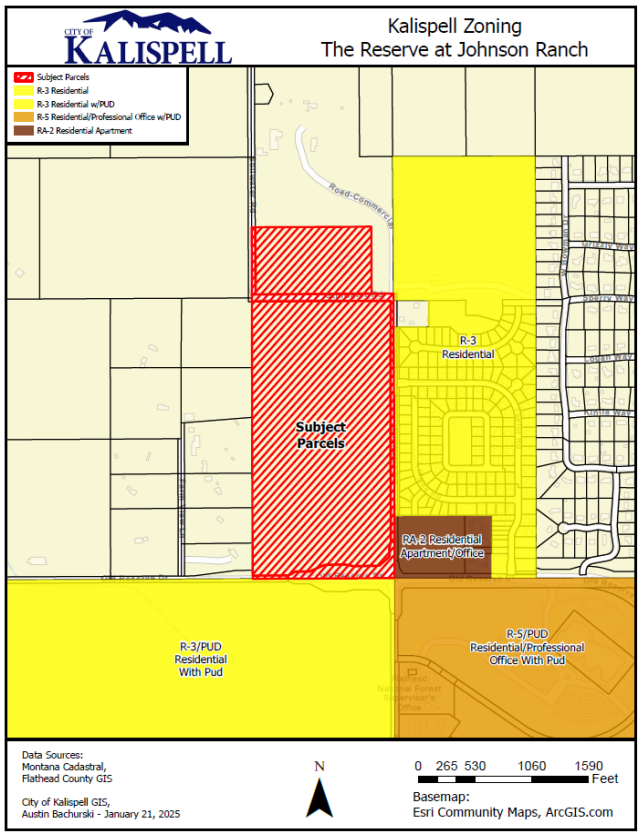
## BACKGROUND INFORMATION

Spartan Holdings, LLC, and Whispering Trails, LLC, have submitted applications for The Reserve at Johnson Ranch, including requests for (a) annexation; (b) a growth policy amendment to create a neighborhood business and high density residential node at the northwest corner of the intersection of Old Reserve Drive and Stillwater Road along with amending an additional portion along the north side of Stillwater Road from Suburban Residential to Urban Residential; (c) initial zoning of R-3 (Residential), RA-1 (Residential Apartment), and B-1 (Neighborhood Business) with a Planned Unit Development overlay; and (d) preliminary plat approval for 186 single-family residential lots, two multi-family lots (one containing 237 units and one with up to 70 units, or a total of up to 493 dwelling units overall), and one commercial lot on approximately 91.8 acres, including lots, roads, and common areas. The property is located at the northwest corner of Old Reserve Drive and Stillwater Road, and includes property located at 1053 Stillwater Road.

**A: Applicant:** Spartan Holdings and Whispering Trails
341 W Second Street, Ste 1
San Bernadino, CA 92401



**B:** **Location:** The property can be described as (1) Parcel B of Certificate of Survey No. 14346, located in the Southeast Quarter of the Northeast Quarter of Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana; and (2) The East Half of the Southeast Quarter of Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana, excepting therefrom that portion deeded to Flathead County for road purposes, recorded December 5, 1899, in Book 30, Page 582, and also excepting therefrom that portion deeded to the Montana Department of Transportation for highway purposes, recorded June 28, 2007, as Doc. No. 2007-179-14150.




**C.** **Size:** The subject property is approximately 91.8 acres.

**D:** **Adjacent Zoning:**

North: County AG-80 & SAG-10
East: City R-3
South: City R-3/PUD
West: County R-1 & AG-80

**E:** **Adjacent Land Uses:**

North: Gravel pit; Agricultural
East: Single-family and multi-family residential
South: High school; Vacant residential
West: Single-family residential;

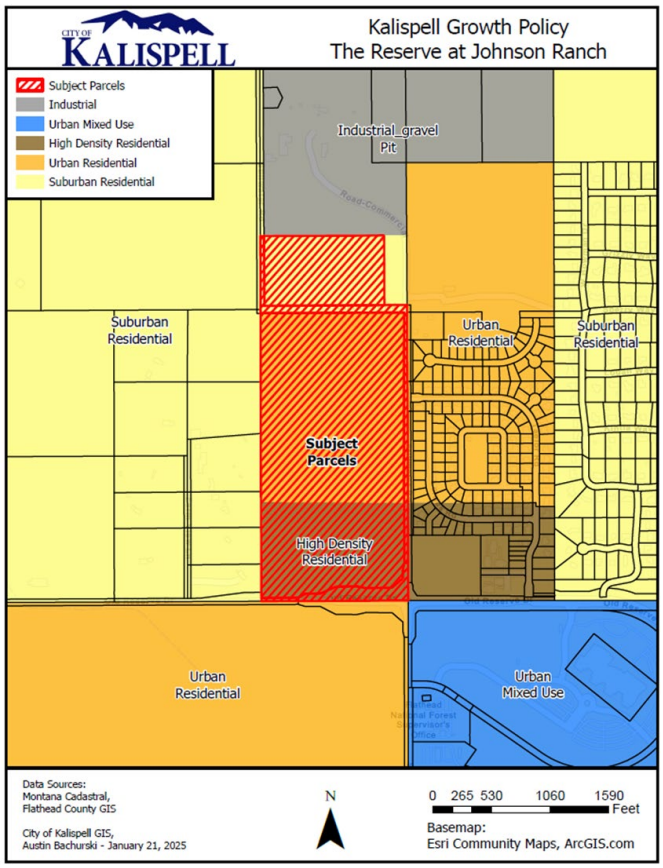
**F:** **Existing Land Use and Zoning:** The subject property is undeveloped and has been used primarily for agricultural production. The current zoning for the property is county AG-80 (Agricultural) and SAG-5 (Suburban Agricultural). AG-80 is "a district to protect and preserve agricultural land for the performance of a wide range of agricultural functions. It is intended to control the scattered intrusion of uses not compatible with an agricultural environment, including, but not limited to, residential development." SAG-5 is "A district to provide and preserve smaller agricultural functions and to provide a buffer between urban and unlimited agricultural uses, encouraging separation of such uses in areas where potential conflict of uses will be minimized, and to provide areas of estate type residential development."

**G:** **Proposed Zoning:** The proposed zoning is city R-3 (Residential), RA-1 (Residential Apartment), and B-1 (Neighborhood Business). The Kalispell Zoning Regulations state that the intent of the R-3 district is "A district intended to provide lot areas for urban residential development. This district should have good thoroughfare access, and be in proximity to community and neighborhood facilities, i.e., schools, parks, shopping areas, etc. Development within this district must be served by all public utilities. This zoning district would typically be found in areas designated as suburban residential or urban residential on the Kalispell Growth Policy Future Land Use Map."

The RA-1 district is "a residential district intended to provide for urban areas for multi-family use and compatible non-residential uses of medium land use intensity. It should be served with all public utilities and be in close proximity to municipal services, parks, or shopping districts. This zoning district would typically be found in areas designated as urban residential or high density residential on the Kalispell Growth Policy Future Land Use Map."

The B-1 district is "A business district intended to provide certain commercial and professional office uses where such uses are compatible with the adjacent residential areas. This district would typically serve as a buffer between residential areas and other commercial districts. Development scale and pedestrian orientation are important elements of this district. This district is also intended to provide goods and services at a neighborhood level. The district is not intended for those businesses that require the outdoor display, sale and/or storage of merchandise, outdoor services, or operations to accommodate large-scale commercial operations. This zoning district would typically be found in areas designated as neighborhood commercial or urban mixed use on the Kalispell Growth Policy Future Land Use Map."

**H:** **General Land Use Character:** The subject property is on the north side of Old Reserve Drive and to the west of Stillwater Road. It is in a general area that is primarily residential in character, but includes a mix of office, industrial, and agricultural uses. The two major uses in the area include the LHC gravel pit to the north and Glacier High School to the southeast. The area is becoming increasingly urban in nature. Section 36 (DNRC/Spring Prairie) has developed to the southeast with the high school, Kidsports, residential development, offices and a shopping center. Section 35 (Starling) directly to the south was originally planned for development in 2007 and has recently begun development of multiple residential areas. West View, containing single-family homes, and Owl View Landing, containing a multi-family development, have been established immediately to the east across Stillwater Road.



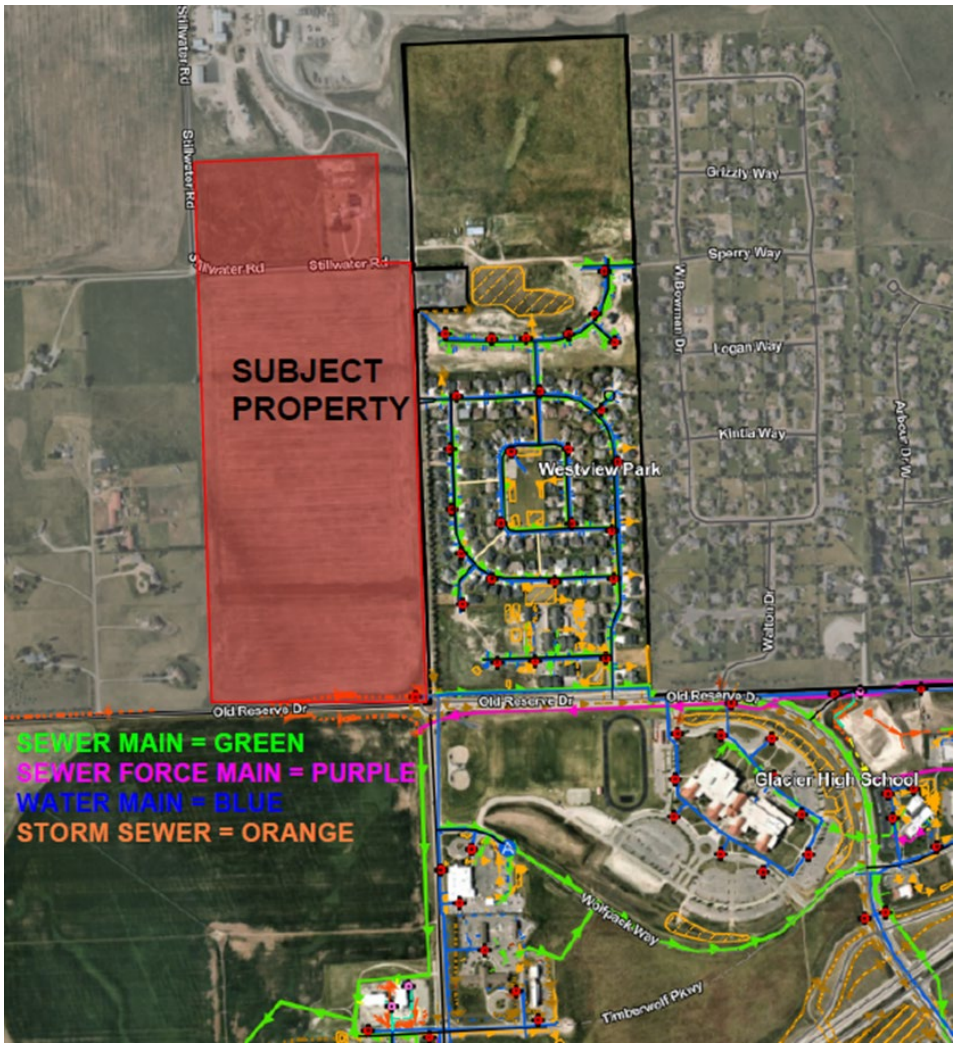

**I: Relation to the Growth Policy:** The Kalispell Growth Policy Future Land Use Map currently designates the subject property as High Density Residential and Urban Residential on the main portion of the property and Suburban Residential on the northern portion across Stillwater Road. High Density Residential allows up to 20 units per acre or more, Urban Residential allows up to 12 units per acre and Suburban Residential allows up to four units per acre.

The City of Kalispell Growth Policy Plan-It 2035, Chapter 4A on Housing, encourages a variety of residential development that provides housing for all sectors and income levels within the community. City services including sewer, water and streets are in the vicinity and available to the subject property.

The property is adjacent to the city limits and is located within the annexation/urban growth boundary established in the growth policy. When property lies within the annexation boundary area, there is a presumption that annexation is appropriate and would likely be supported. In addition, the property is within the Kalispell West Neighborhood Area. The application includes a request to amend the land use map that is discussed in Section I of this report.

**J. Availability of Public Services and Extension of Services:** Water and sewer service are available in the vicinity, and extensions will be necessary to serve the subdivision that would be completed by the developer. The property is adjacent to Old Reserve Drive and Stillwater Road.

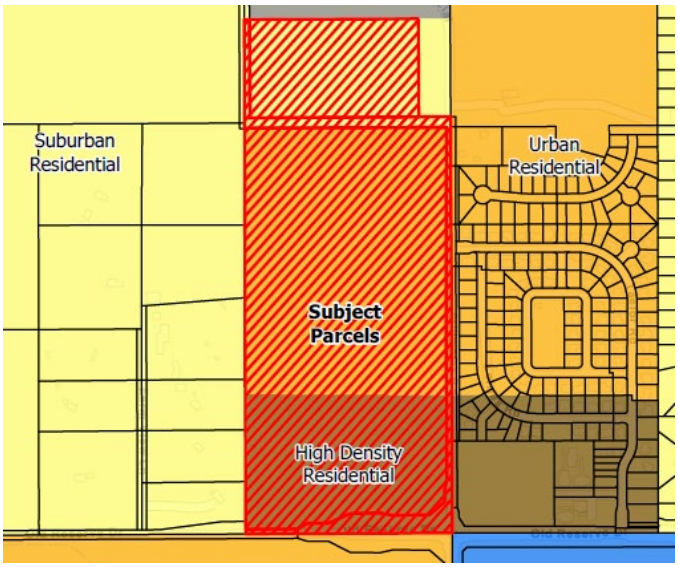
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| Sewer: | City of Kalispell upon annexation |
| Water: | City of Kalispell upon annexation |
| Refuse: | City of Kalispell upon annexation |
| Electricity: | Flathead Electric Cooperative |
| Gas: | NorthWestern Energy |
| Telephone: | Lumen |
| Schools: | School District #1 (West Valley)/Glacier High School |
| Fire: | West Valley Rural Fire/City of Kalispell upon annexation |
| Police: | Flathead County Sheriff/City of Kalispell upon annexation |



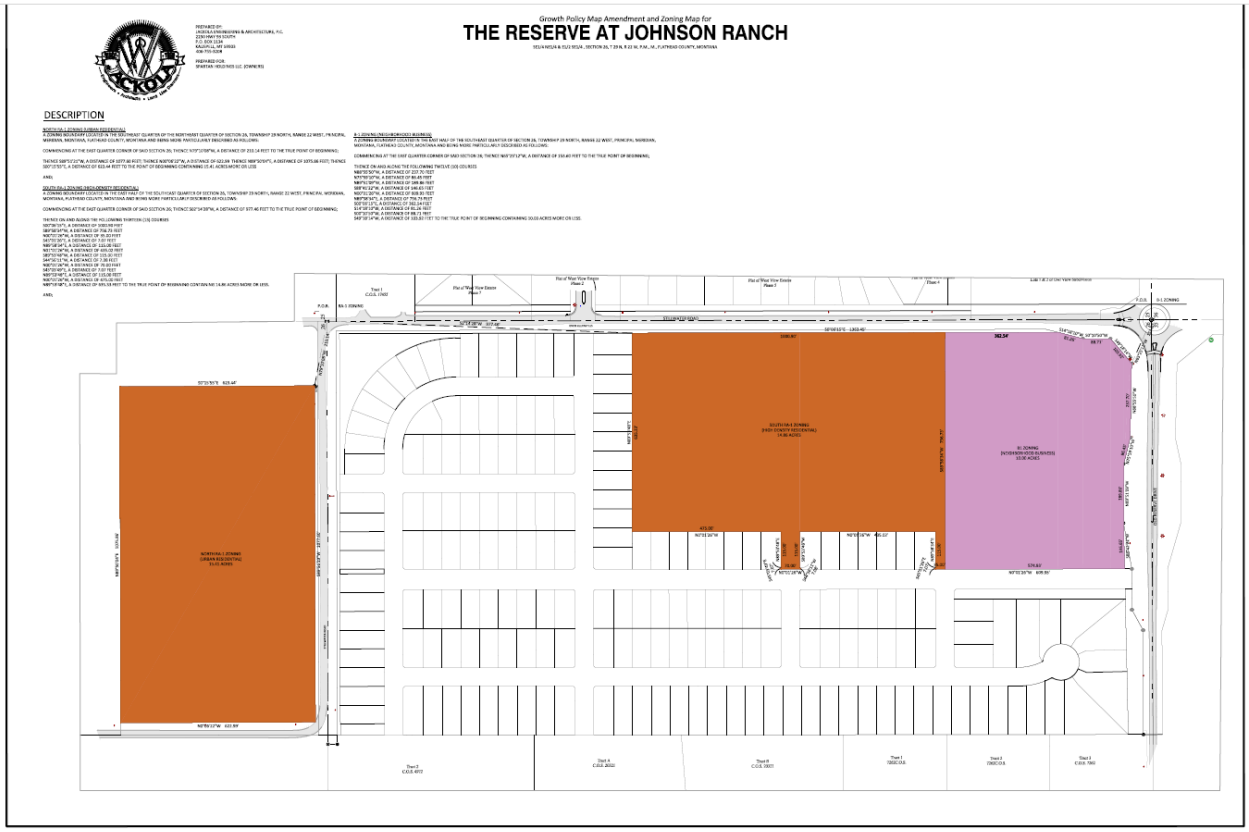

## I. EVALUATION OF THE GROWTH POLICY AMENDMENT

The evaluation and review of growth policy amendments follows the public interest criteria. The Growth Policy Plan-It 2035 is used to provide a general and comprehensive outline of community goals and expectations about where and how the subject property should develop. The following criteria for evaluation have been used when reviewing growth policy land use map amendments:

- Changes in circumstances that warrant the amendment;
- Growth Management;
- Land Use: Housing/Business and Industry;
- Natural Environment;
- Community and Recreation Facilities;
- Transportation; and
- Public infrastructure and services.




The Growth Policy Future Land Use Map depicts the subject property as High Density Residential, Urban Residential, and Suburban Residential, lying adjacent to the city limits and within the annexation boundary. The applicant is requesting a growth policy amendment to add a neighborhood business designation, shift the existing high-density designation, and extend the existing urban residential designation. As shown below, the pink area would be a 10-acre neighborhood business area adjacent to a 14.86-acre high density residential area, with a 15.41-acre urban residential area on the northern part of the site. The remainder would be urban residential. The proposed plan amendment will be considered in the context of the current Kalispell Growth Policy Plan-It 2035, as well as current and future development trends for the area.




The proposed land use map layout is essentially a more refined neighborhood commercial node that is provided for at several major intersections throughout the city planning area. The intent is to create a neighborhood scale business area to serve the surrounding neighborhood. Besides

adding convenience for the residents, the neighborhood commercial nodes help decrease traffic by creating the opportunity for residents to avoid longer trips to larger business areas, which decreases miles traveled and traffic congestion in general as well as reducing maintenance and upgrade costs for existing infrastructure that experience less demand. The four land use designations involved in this proposal are:

Suburban Residential anticipates residential neighborhoods not exceeding 4 dwelling units per acre. While townhomes could be a component, multi-family is not anticipated within this designation.

Urban Residential is defined as residential neighborhoods developed at densities not to exceed 12 dwellings per acre on an overall site basis. An integrated development plan within an urban neighborhood could include single family down to 2,500 square feet, duplexes and triplexes, townhomes and limited mixed uses.

High Density Residential includes neighborhoods developed at densities up to 20 units per acre, or potentially 40 units per acre depending upon an integrated development plan. These areas include multi-family and mixed uses.

Neighborhood Commercial Areas in Chapter 4(B) on Land Use-Business and Industry, Policy 1, have the following provisions:

(a) Establish neighborhood commercial areas designed to provide convenient goods and services that address the daily needs of the immediate neighborhood.
(b) Neighborhood commercial areas should generally be three to five acres in size and be spaced one-half to one mile apart. Sites should be configured to enable clustering of neighborhood commercial businesses, emphasizing bike and pedestrian access.
(c) Uses should be architecturally designed, landscaped and buffered to fit the surrounding neighborhood.

The property's location in the Kalispell West Neighborhood Plan is also relevant to the proposed neighborhood commercial node. Policy 5 of the plan states:

Provide for neighborhood convenience shopping centers.

(a) Neighborhood commercial centers should be sized to serve the immediate neighbors within a one-mile radius.
(b) Discourage any attempt to expand commercial development beyond the immediate neighborhood service level.
(c) Buffer the neighborhood shopping centers with higher density housing, offices, etc, to transition away from commercial to areas of lower impact such as moderate and low density residential.

**A. Has there been a change of circumstances under which the proposed plan amendment is being made that warrants its consideration?**

The Kalispell Growth Policy is a useful tool in providing guidance to the community, developers, decision makers and staff when anticipating growth trends and expansion of the city limits. However, although there have been recent upgrades in the text of the Kalispell Growth Policy, there has not been a significant recent review of the Kalispell Growth Policy Future Land Use Map in this area. The Growth Policy provides that updates should be considered when there are significant changes such as changes in public infrastructure and services.

In this area, there has been an extensive amount of development since the adoption of the current growth policy. The completion of the bypass, which occurred just prior to its adoption, has contributed to expanded development in the area, as has the construction of the West Side Interceptor sewer main that passes the southeast corner of the subject property. The continued development of projects such as the Owl View Landing apartments, additional phases of West View, Starling, Bright View, and Spring Prairie, have all developed to some extent in reliance on the new infrastructure available.

**B. Does the proposed plan amendment further the overall goals and objectives of the growth policy when considering the specific elements of the plan?**

**Growth Management:** Two primary mechanisms for managing growth in the City of Kalispell are (1) to rely on redevelopment and infill within the current City limits; and (2) annexation of outlying areas. A goal of the growth policy is to provide a comprehensive, effective growth management plan that provides for all the needs of the community, is adaptable to changing trends and is attuned to the overall public welfare. The proposed growth policy map amendments can be supported by goals and policies contained in the Kalispell Growth Policy Plan-It 2035, including:

> Chapter 1, The Economy, Goal 2 states, *"monitor the growth trends within the valley in order to be in tune with the changing economy."*
>
> The valley is growing and the subject area is located in an ideal location for infill growth. The existing land use designations do not encourage the highest and best use of the property, as it does not take full advantage of the existing infrastructure and would provide for only lower-intensity residential which would be a conflicting land use with the existing and anticipated developments in the area.

**Land Use:** The area related to the requested growth policy amendment is a mix of developed and undeveloped property. The general character of the area is residential. There is sufficient infrastructure in the area to support continued residential development as well as a neighborhood commercial area that could help serve the residential development. Goals and policies relating to housing and business use are included in the growth policy which further support the proposed map amendment.

**Housing:** The Kalispell Growth Policy Plan-It 2035 addresses the residential component of the proposed map amendment in several ways:

> Chapter 3, Community Growth and Design, Goal 3 states, *"to encourage housing types that provide housing for all income sectors and income levels within the community."*
>
> Expanding Urban Residential and High Density Residential in the area allows for more flexibility in housing types. A mix of both single-family and multi-family developments would be supported by the proposed map amendment.
>
> Chapter 4 – Housing, Goal 1 of the Kalispell Growth Policy states, *"Provide an adequate supply and mix of housing that meets the needs of present and future residents in terms of cost, type, design and location."*
>
> The requested land use change would provide a mix of housing types with a variety of choices for local residents.
>
> Chapter 4 – Housing, Policy 3 states, *"Encourage the development of urban residential neighborhoods as the primary residential land use pattern in the Growth Policy area."*

**Business and Industry:** The Kalispell Growth Policy Plan-It 2035 also addresses the business component of the proposed map amendment:

> Chapter 4 – Business and Industry, Goal 3, states, *"Provide adequate areas within the community for commercial and industrial development that meets the needs of present and future businesses in terms of cost, type, design and location."*
>
> As the city grows, there is both an increased need for commercial services and the potential for increased driving times to access those services. Providing for neighborhood commercial nodes near residential areas benefits the community as a whole by providing the services in a closer proximity to residential uses and reducing impacts on the overall transportation system.
>
> Chapter 4 – Business and Industry, Policy 1a, states, *"Establish neighborhood commercial areas designed to provide convenient goods and services that address the daily needs of the immediate neighborhood."*
>
> The commercial component of the proposed growth policy map amendment is designed to provide the neighborhood commercial node contemplated in the growth policy.

**Natural Environment**: The natural environment is an important part of what makes a neighborhood or community an appealing place to live, which may be jeopardized as growth occurs. Various key sectors of the area's economy depend on and impact the natural environment. In this case, the proposed land use change would not have a significant effect as the proposed amendment is within a general area already either urbanized or in transition. There are no apparent environmental impacts or site hazards.

**Community and Recreational Facilities**: Community recreational facilities will not be affected by the proposed land use change. Any development that happens on the site will be reviewed in conjunction with the subdivision and/or building permits, and the appropriate recreational amenity standards will be placed on a development at that time, if applicable.

**Transportation:** Chapter 8 on Transportation includes a policy to "coordinate land use and transportation so higher-intensity development is located in well-established areas near arterial and collector streets." The area now has good access to Old Reserve and the bypass. The access would support the additional residential density in the area as well as the neighborhood commercial component near the intersection itself.

**Infrastructure and Public Services**: Infrastructure and the provisions of public services are among the highest priority issues for service providers in the growth policy area. Adequate provision of services for new development in both rural and urban areas are important considerations when considering planning for future land uses. Chapter 9, Public Infrastructure Services, contains the following goals and policies which support the requested map amendment.

**Sewer:**

Goals: "*Make public sewer available to areas that are in close proximity to services as directed by the extension of services plan."*

Sewer service is available within the area and would be extended into the development.

*"Ensure the wastewater treatment plant and sewer collection system has adequate capacity to accommodate future development."*

The wastewater treatment plant has adequate capacity to support the anticipated development of the area.

Policies: "*New sewer mains should be designed and constructed to accommodate future expansion of the sewer system."*

Any projects will include requirements that the property is developed in accordance with the City of Kalispell Construction Guidelines and extension of services plan. Prior to construction, any development will be reviewed by Public Works determining compliance with those requirements.

**Water:**

Goals: "*Consider future needs with the replacement or installation of mains."*

The development will be reviewed for compliance with the city's extension of services plan. There are existing water mains with the subject area and would be extended into the proposed development.

"*Provide adequate pressure and flows to meet firefighting and user needs*."

Any development will include requirements that the property is developed in accordance with the City of Kalispell Construction Guidelines and facilities plans, which accounts for pressure and fire flows to meet firefighting needs. Prior to construction, the development will be reviewed by Public Works and Fire Department determining compliance with those requirements.

**Storm Water Management:**

Goals: "*Ensure adequate storm water management facilities for all incorporated urban areas."*

The development will include requirements that the property is developed in accordance with the City of Kalispell Construction Guidelines, which accounts for storm water facilities. Prior to construction, projects will be reviewed by Public Works to determine compliance with those requirements.

**Police Protection**:

Recommendations: "*As the community grows, ensure that the law enforcement agencies have adequate staffing and resources.*"

The Police Department has been notified of the land use change and will not have any level of service issues if the property were to develop as anticipated with the proposed map amendment.

**Fire and Ambulance Services**:

Policies: "*All new construction, occupancy remodeling and/or change of documented occupancy use shall be required to comply with adopted fire, electrical and building codes."*

Future development of the site will be required to comply with the Fire Code.

**Neighborhood Commercial Design Considerations:**

Both the growth policy and the Kalispell West Neighborhood Plan provide guidance for the design of neighborhood commercial areas. They should be intended to serve the immediate neighborhood, generally residents within a one mile area. They should be located about one-half to one mile apart and generally be about three to five acres in size. They should be architecturally designed, landscaped, buffered, and designed with an emphasis on bike and pedestrian access to fit the surrounding neighborhood and provide appropriate transitions from higher to lower intensity uses.

In this instance, the proposed property is about 0.7 miles from the nearest commercial area, providing the anticipated spacing. The proposed neighborhood commercial component of this project is ten acres, which is somewhat larger than would be expected. The larger size places an even greater emphasis on appropriate design than a project size in the more typical range. Provided that the elevated design elements are provided through a planned unit development, the spacing and size of the neighborhood commercial area would be appropriate.

Overall, the proposal is supported by the change of circumstances since the adoption of the growth policy and its furtherance of the overall goals and objectives of the growth policy when considering the specific elements of the plan.

## II. ANNEXATION EVALUATION

The applicants have submitted a petition to annex and the request will be considered under Title 7, Chapter 2, Part 46, Montana Code Annotated, which addresses annexation by petition.

1. Compliance with the growth policy:

   Two primary means for managing growth in the City of Kalispell are redevelopment/infill within the current city limits or annexation of outlying areas. A goal of the growth policy is to provide a comprehensive, effective growth management plan that provides for all the needs of the community, is adaptable to changing trends and is attuned to the overall public welfare. Chapter 9, Public Infrastructure and Services, includes a goal to "make public water and sewer available to areas that are in close proximity to services," and annexation allows for such extensions to happen.

   In addition, the city council adopted an annexation policy in 2011, with a corresponding map, as an addendum to the city's growth policy document. The purpose of the annexation policy is to give the Planning Commission, the Council, and the development community direction when property owners outside of the city limits are requesting annexation. The property proposed for annexation falls inside the city's direct annexation boundary.

2. Municipal Services:

   The City of Kalispell has an extension of services plan that details how services would be extended to the annexed property. Both sanitary sewer and water services are available to the property and each main would be extended by the developer through the property. The property is protected by the West Valley Rural Fire District and the Flathead County Sheriff's office. The applicant has submitted a Notice of Withdrawal from Rural Fire District. At the time of annexation, the property will be served by the Kalispell Police and Fire Departments. The site lies approximately 0.9 miles from Fire Station 62 and is readily serviceable by the city fire, police, and ambulance services. Given the level of existing services available to the property, annexation will not overburden the municipal services in place.

3. Distance from current city limits:

The subject property is immediately adjacent to the existing city limits line.

4. Cost of services:

The property is located within the annexation boundary, which was established based in part on the ability to efficiently serve the property. Once annexed to the city, full city services will be made available to the property owner. Any necessary infrastructure associated with this development will be required to be constructed in accordance with the City of Kalispell's Design and Construction Standards and any other development policies, regulations or ordinances that may apply. As undeveloped land, any cost of servicing the property would be minimal, but there would be assessments and tax revenue that would be collected. Once developed, it is anticipated that the revenue generated would exceed the cost of servicing the property.

## III. INITIAL ZONING EVALUATION BASED ON STATUTORY CRITERIA

The statutory basis for reviewing a change in zoning is set forth by 76-2-303, M.C.A. Findings of fact for the zone change request are discussed relative to the itemized criteria described by 76-2-304, M.C.A. and Section 27.29.020, Kalispell Zoning Ordinance. The site is currently zoned county AG-80 (Agricultural) and SAG-5 (Suburban Agricultural). The applicants are requesting city R-3 (Residential), RA-1 (Residential Apartment), and B-1 (Neighborhood Business) as the underlying zones.

1. Does the requested zone comply with the growth policy?

The Kalispell Growth Policy Future Land Use Map currently designates the subject property as High Density Residential, Urban Residential, and Suburban Residential. The proposed growth policy amendment, if approved, would create a neighborhood commercial node with high density residential and urban residential on the remaining property. The zoning ordinance contemplates the requested zones as appropriate within those land use designations. The requested zones comply with the growth policy as amended.

2. Will the requested zone have an effect on motorized and non-motorized transportation systems?

The access for the property is onto Old Reserve Drive and Stillwater Road, eventually connecting to the bypass to the east. Annexation and zoning of the area would not directly change the impact on the transportation systems, with the impact a function of the property development. Any development of the property would be reviewed and approved according to city design criteria that would account for access to the site. Along with this application, the applicant has submitted a request for preliminary plat approval and includes a traffic impact study that is required based upon the number of proposed lots. Required mitigation based on the study would be required as a condition of subdivision approval.

3. Will the requested zone secure safety from fire, panic, and other dangers?

Adequate access and public facilities are available to the site in case of an emergency. There are no features related to the property which would compromise the safety of the public. All municipal services including police/fire protection will be available upon annexation.

4. Will the requested zone promote the public health, safety and general welfare?

The general health, safety, and welfare of the public will be promoted through general city regulations designed to regulate allowable uses. In this case, the requested zoning classifications will promote the health and general welfare by restricting land uses to those that would be compatible with the adjoining properties and those in the vicinity.

5. Will the requested zone provide for adequate light and air?

Setback, height, and lot coverage standards for any development occurring on this site are established in the Kalispell Zoning Ordinance to ensure adequate light and air is provided.

6. Will the requested zone facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements?

All public services and facilities are available to the property. Any development of the property would be reviewed and approved pursuant to city design criteria. Along with this application, the applicant has submitted a request for preliminary plat approval that would address those issues.

7. Will the requested zone promote compatible urban growth?

The requested zoning is consistent with the type of growth projected for this area and is consistent with the current zoning in the vicinity, which is primarily residential in nature. The proposed residential district maintains and is compatible with the established residential land use pattern in this area.

8. Does the requested zone give consideration to the character of the district and its particular suitability for particular uses?

The proposed zoning districts are consistent with the surrounding residential development in the immediate and general area. The proposed zone fits into that overall pattern and gives due consideration of the suitability of this property for the allowed uses in the zoning district, such as proximity of city services.

9. Will the proposed zone conserve the value of buildings?

Value of the buildings in the area will be conserved because the zoning districts will promote compatible and like uses on this property as are found on other properties in the area. Any potential future development on the property will be reviewed for compliance with zoning dimensional standards and design review criteria to ensure its appropriateness for the area and compatibility with the surrounding neighborhood.

10. Will the requested zone encourage the most appropriate use of the land throughout the municipality?

Urban scale development should be encouraged in areas where services and facilities are available, and it serves to support appropriate use of land throughout the city by further developing city infrastructure. The proposed zoning is consistent with the growth policy and is compatible with current zoning in the immediate area.

## IV. EVALUATION OF THE PLANNED UNIT DEVELOPMENT PROPOSAL




The intent of a PUD district is to serve as an overlay zoning district. The district shall function in concert with one or more of the underlying zones to provide a comprehensive, integrated development plan which will serve to modify the underlying zone and, where appropriate,

subdivision standards with the intent of providing flexibility of architectural design and density as well as providing the option to mix land uses and densities while preserving and enhancing the integrity and environmental values of an area.

Section 27.19.020(4) of the zoning regulations provides that the planning commission shall review the PUD application and plan based on the following criteria:

**A. The compliance of the proposed PUD with the city growth policy and, in particular, density and use policies of the plan.**

The Kalispell Growth Policy Future Land Use Map currently designates the subject property as High Density Residential and Urban Residential on the main portion of the property and Suburban Residential on the northern portion across Stillwater Road. The application includes a request to amend the land use map that is discussed in Section I of this report. The proposed growth policy amendment is necessary to support the proposed project. The amendment would create a neighborhood business node by adding a neighborhood business designation, shifting the existing high-density designation, and extending the existing urban residential designation. If the proposed growth policy amendment is approved, the proposed development would be supported.

Allowable density under the growth policy would be up to 20 units per acre in the High Density Residential component. That area contains 14.9 acres with 237 multi-family units, or 15.9 units per acre. The Urban Residential component allows up to 12 units per acre and includes both R-3 single-family development and RA-1 multi-family. The total acreage between both uses is 66.9 acres with 186 single-family homes and up to 70 multi-family units, or 3.8 units per acre. The multi-family area itself is 5 acres. If it were zoned RA-1 without the PUD, which would be supported by the Urban Residential designation, it would allow as many as 72 units, just over the amount proposed. With the growth policy amendment, the proposed densities would comply with the growth policy. Additionally, the City of Kalispell Growth Policy Plan-It 2035, Chapter 4A on Housing, encourages a variety of residential development that provides housing for all sectors and income levels within the community. City services including sewer, water and streets are in the vicinity and available to the subject property. The property is adjacent to the city limits and is located within the annexation/urban growth boundary established in the growth policy.

The B-1 area, as discussed in relation to the growth policy amendment, is a bit larger than typically anticipated at ten acres rather than three to five acres. B-1 uses under zoning are intended to be at a neighborhood scale, with individual retail and restaurant uses at 4000 square feet or less in size, although there is no maximum limit on the overall amount on a given lot. The proposal includes a 40,000 square foot neighborhood grocery store as part of a maximum total of 110,000 square foot building footprint for all buildings on the site. The use, which is included as a proposed deviation, is based in part on the need for a larger size to accommodate the grocery store rather than a convenience store in an effort to better serve the neighborhood.

Neighborhood commercial nodes, under the growth policy and the Kalispell West Neighborhood Plan, should be architecturally designed, landscaped, buffered, and designed with an emphasis on bike and pedestrian access to fit the surrounding neighborhood and provide appropriate

transitions from higher to lower intensity uses. The larger size places an even greater emphasis on appropriate design than a project size in the more typical range.

The proposal shows a higher level of architectural design and utilized landscape buffering along its perimeter. It is incorporated into the surrounding neighborhood with connecting bike and pedestrian facilities while using the adjacent apartments as a transition from higher to lower intensity uses.

The elevated design is a critical element of the proposal and is necessary to support both the growth policy and the PUD. The conditions of approval should include a requirement that an architectural appearance equal to or greater than the submitted drawings should apply to all buildings and that the landscaping, both in terms of perimeter buffering and on-site, should be a predominant feature of the development rather than the buildings and parking areas.

**B. The extent to which the PUD departs from the underlying zoning and the reasons why such departures are or are not deemed to be in the public interest, and the mitigating conditions that the PUD provides to address the deviations.**

The applicant has requested one deviation related to zoning:

(1) Use: Sec 27.12.020 – Under the B-1 zone, individual retail uses are limited to 4000 square feet or less. The proposed PUD requests a deviation to allow a 40,000 square foot neighborhood grocery store along with a total maximum 110,000 square foot footprint for all buildings in the B-1 area. The 40,000 square foot grocery store would provide a service greater than the standard convenience store, while being somewhat smaller than the average grocery store sizes in town, which are generally 40,000-50,000 square feet. The total cap on building footprint would keep the overall site at a neighborhood scale. As with the growth policy, the elevated design in the B-1 area is critical and is a fundamental part of the basis of approval. With the limit on building footprint and the condition for the elevated design, this deviation request is appropriate.

**C. The extent to which the PUD departs from the subdivision regulations (if subdivision is anticipated) and the public works standards for design and construction applicable to the subject property, the reasons why such departures are deemed to be in the public interest, and the mitigating conditions that the PUD provides to address the deviations;**

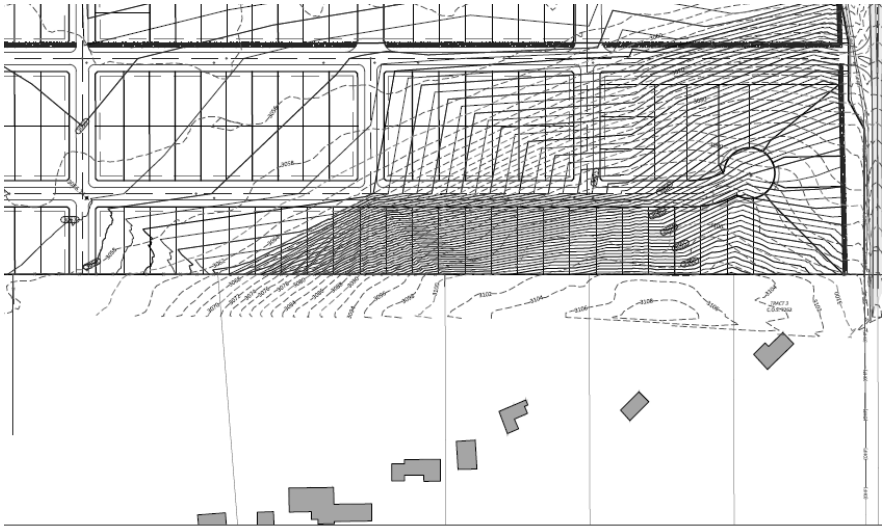
The applicant has requested two deviations from the subdivision regulations:

(1) Frontage improvement phasing: Sec. 28.2.09 – Typically, frontage improvements are completed across the full width of the phase being final platted as part of the requirement that each phase should be able to stand on its own. In this particular case, Phase 1 is at the northeast corner of the subdivision where Stillwater Road turns to the west. The common area to the north of Stillwater Road is necessary for stormwater facilities and park area to serve Phase 1, but it is not adjacent to the main portion of the phase and does not contain any homes. The length of the road

improvements would be substantial relative to the phase and deferring the improvements to the second phase in the PUD, regardless of which phase that it, would allow some of the initial infrastructure costs to be spread out without significantly impacting the need for improvements directly associated with Phase 1. Based on the foregoing, this deviation request is appropriate.




(2) Block length: Sec 28.3.12 – Typically, block lengths should not exceed 600 feet. Along the western boundary, the proposed subdivision has approximately 1750 feet from Old Reserve until the southernmost connection to the properties to the west. In this situation, there are two factors that would support this deviation. First, there are several existing single-family homes on larger lots to the west. Secondly, there is a steep grade through that area. Due to the existing development and topography, the location of the future street connections is logical and the deviation request is appropriate.



**D. The overall internal integrity of the PUD including the appropriate use of internal design elements, the use of buffers between different land uses, the use of transitions between uses of greater and lesser intensity, the use of enhanced design features to provide connectedness for both vehicle and pedestrian traffic throughout the PUD and the use of innovative and traditional design to foster more livable neighborhoods;**

The overall layout of the development is a mixed-use development and includes a cohesive mix of single-family homes, multi-family units, neighborhood commercial uses, park areas, open space, and roads. The layout is a more traditional design without any deviations, other than phasing of road improvements and block length, from the subdivision regulations necessary for a functional development, but does include design elements to better integrate into the surrounding area.

Internal to the subdivision, there is a consistency of uses and design, with a transition from higher intensity to lower intensity uses, including landscape buffering. The layout utilizes bike and pedestrian paths with a wider path running south to north, connecting the properties with the park area.

The neighborhood commercial area in particular will be required to have an elevated design in terms of both architecture and landscape buffering. Similarly, the stormwater facilities and any fencing around any stormwater ponds should include an elevated design. They should be designed in a way that it becomes a visual interest to the development. Chain link fencing surrounding retention ponds as the dominant fixture should not be allowed without mitigation, and the applicant is showing a split rail fence as a design component. The developer should work closely with the Parks Department and Public Works to come up with a design that is both visually appealing and meets required safety guidelines. It is intended that when the project is developed the ponds will act as features, particularly along the roadways, rather than a private maintenance utility facility.

**E. The nature and extent of the common open space in the planned development project, the reliability of the proposals for maintenance and conservation of the common open space and the adequacy or inadequacy of the amount and function of the open space in terms of the land use, densities and dwelling types proposed in the plan;**

Subdivision regulations require a minimum of 0.03 acres of parkland per dwelling unit for single-family lots, or 5.58 acres for the 186 single-family lots (or the equivalent value in land with improvements). The plat identifies a 10.43 acre area which will include park area, although a substantial portion will not be included as park area depending upon the storm drainage facilities and other features which could impact the land as usable area for recreational purposes. The park area also may be impacted by a well site for an adjoining county subdivision. The parks may include amenities that will be determined during the course of the detailed subdivision design review in conjunction with the Parks Department. Each phase of development will need to supply sufficient park area to meet its requirement.



CONCEPTUAL PARK PLAN

Additionally, each of the multi-family lots is required to supply 500 square feet of land or the equivalent value in recreational amenities per unit. The 237 units in the larger multi-family lot will require 2.72 acres and the 70 units in the smaller lot will require 0.8 acres. The design and development of the recreational amenities associated with the apartments would occur with the building permit and site review process rather than the subdivision. It should be noted that clubhouses or similar improvements often satisfy the recreational amenity requirement for multi-family developments.

It is imperative that these areas be well maintained for the visual aspects of the project and the functionality of the parks, open space, and storm drainage areas. The applicant included their draft covenants for the homeowners' association with their application. The covenants contain provisions for the maintenance of the parks and other common facilities as well as assessments for funding the maintenance. While the covenants are a typical and reliable method of maintaining those features, subdivisions in the city also typically include a condition that a note shall be placed on the final plat indicating a waiver of the right to protest creation of a park maintenance district, and staff would recommend its inclusion. This district shall only be activated in the event that the property owners' association defaults on their park and open space amenity conditions. The taxes levied within the maintenance district shall be determined by the Parks and Recreation Department with approvals by the Kalispell City Council.

**F. The manner in which said plan does or does not make adequate provision for public services, provide adequate control over vehicular traffic and further the amenities of light or air, recreation and visual enjoyment;**

Public service facilities and infrastructure are adequate for the development of this site. Any new improvements to the property such as roads, storm water facilities and water/sewer mains would be installed in accordance with city policies and standards at the developers' expense. As it relates to

the phasing plan, any infrastructure necessary to support a particular phase would either be installed or bonded for prior to final plat.

Water: Water to the subdivision will be provided by the City of Kalispell. There is an existing water main adjacent to the property that will be extended into and throughout the development. The main will need to be extended per the Standards for Design and Construction. There is adequate capacity within the city's water system to accommodate this project. Under the subdivision regulations, any water rights will need to be transferred to the city prior to final plat. Public Works provided comments that (1) the existing main in the paved portion of Stillwater Road shall be extended as appropriate with each phase of development in accordance with the water facility plan and (2) within the subdivision, water mains will need to be extended in the paved portions of the proposed streets to the far extents of the property.

Sewer: Sewer to the subdivision will be provided by the City of Kalispell. There is an existing sewer main adjacent to the property that will be extended into and throughout the development. The main will need to be extended per the Standards for Design and Construction. There is adequate capacity within the city's sewer system to accommodate this project.

Public Works provided the following comments:

- The existing sanitary sewer main shall be extended within the paved portion of existing and proposed roadways to the northwestern limits of the development, terminating at a manhole in Stillwater Road. Within the subdivision, sewer mains shall be extended in the paved portions of the proposed streets to the far extents of the property, including road extensions to adjacent properties. (Section 28.3.20, Subdivision Regulations)

- Provisions shall be made for either a regional lift station to serve the proposed subdivision and adjacent growth area or an oversized gravity main. Either alternative shall ultimately connect to the existing sanitary sewer manhole southwest of the Stillwater Rd/Reserve Dr roundabout in accordance with the sanitary sewer modeling performed for the project. The northeastern portion of the subdivision sewer may connect to a sewer extension from Taelor Rd and should be limited to a peak flow 153.3 gpm as was analyzed with the sewer model. Any additional flow routed through Taelor Rd shall be modeled to verify downstream capacities.

- A capacity analysis of downstream gravity main, force main, and lift stations shall be performed with each phase of development. Upgrades required to accommodate sanitary sewage flows from the development will be required to be completed as part of the project development and any associated costs will be borne by the development. (Section 28.3.220, Subdivision Regulations; Section 6.1.1.E, Standards for Design and Construction – July 5, 2022)

Solid Waste: Solid waste collection can be provided throughout the PUD by the City of Kalispell. There is sufficient capacity within the landfill to accommodate this additional solid waste generated from this development.

Access, Roads, and Control Over Vehicular Traffic: The primary access to the subdivision will be provided from Old Reserve Drive and multiple access points from Stillwater Road. Old Reserve and Stillwater both are designated as future minor arterials with current classifications as a major collector and local road respectively. Old Reserve connects with the Highway 93 Bypass at an interchange about 0.6 miles to the southeast.

The frontage of the property along Old Reserve Drive and Stillwater Road will need to be improved to a minor arterial in accordance with the Move 2040 Transportation Plan and City of Kalispell Standards for Design and Construction. A 10-foot private utility easement shall be provided adjoining both rights-of-way and shall be provided as well on all proposed interior roads.

For Old Reserve Drive, full width improvements are required on the development side of the street including, but not necessarily limited to curb and gutter, street signage, striping, sidewalk, street lighting, boulevards and landscaping. Minimum improvements in the eastbound lane of Reserve Drive shall include full land width and shoulder. Improvements shall include the dedication of additional right-of-way along the frontage in order to provide 80 feet of right-of-way and to install required standard improvements.

For Stillwater Road, full width improvements are required for the street including but not necessarily limited to curb and gutter on both sides of the street, street signage, striping, sidewalk (on development side), street lighting, boulevards and landscaping (development side). Improvements shall include dedication of additional right-of-way along the frontages as necessary to install the required improvements.

All internal streets will be built to a minimum of a local street design standard as appropriate pursuant to the Standards for Design and Construction including, but not limited to sidewalks, landscape boulevard, street lights, and curb and gutter.

A Traffic Impact Study ("TIS") was prepared by Abelin Traffic Services in June 2024 and submitted with the application. The proposed development is required to maintain or improve the level of service of existing roadway intersections and all recommended mitigation from the TIS should be implemented. Additional analysis and amendments to the TIS may also be required as phases of development are completed in order to consider other area developments.

Per the findings of the TIS, the proposed approach onto Reserve Drive at the south end of the development would require a turning movement restriction of either a right-in / right-out or ¾ movement approach (which would allow left turns into the approach). Any approach would require the approval of the Montana Department of Transportation. Further, if a ¾ movement approach is proposed, a left-turn lane shall be provided as approved by MDT. Any additional road widening and right-of-way to accommodate a left-turn lane shall be provided by the development.

This TIS, when read in conjunction with prior TIS reports for surrounding developments, indicates a need to address the two 90 degree turns in Stillwater Road adjacent to this subdivision. While not immediately necessary, provisions for roundabouts at both locations

should be made by reserving right-of-way for future construction. Therefore, right-of-way should be allocated for the southern half of a future roundabout in the northeast portion of the development where Stillwater Road currently turns 90 degrees and intersects with the LHC gravel pit approach as was indicated in the clarification to the Traffic Impact Study. Right-of-way should also be allocated for a future roundabout in the northwest portion of the development where Stillwater Road currently turns 90 degrees and intersects with private property accesses.

Storm Water: Storm water runoff from the site shall be managed and constructed per the City of Kalispell Standards for Design and Construction and storm water management program. Any open storm water facilities should have an elevated aesthetic design to be reviewed and approved by the Parks and Public Works Departments. Final design will be approved by the Kalispell Public Works Department prior to development. Additionally, prior to receiving any building permits, the developer will need to submit a construction storm water management plan to the Public Works Department. This plan will need to show how storm water will be treated and where it will be directed during construction activities.

Schools: The property is within the boundaries of School District #1 (West Valley) and Glacier High School. On average, it would be anticipated that there would be about 246 students (K-12) from the neighborhood at full build-out. Section 76-3-608(1) of the Montana Code Annotated states that the governing body may not deny approval of a proposed subdivision based solely on the subdivision's impacts on educational services.

Police: Police services will be provided by the Kalispell Police Department. The department can adequately provide service to this property.

Fire Protection: Fire protection services will be provided by the Kalispell Fire Department. The department can adequately provide service to this development. Additionally, the road network to the subdivision provides adequate access for fire protection. As part of subdivision review, fire protection, including fire flow and hydrant location, will be reviewed. Fire station 62 is located approximately one mile away providing good response time.

Parks: Subdivision regulations require a minimum of 0.03 acres of parkland per dwelling unit for single-family lots, or 5.58 acres for the 186 single-family lots (or the equivalent value in land with improvements). The plat identifies a 10.43-acre area which will include park area, although a substantial portion will not be included as park area depending upon the storm drainage facilities and other features which could impact the land as usable area for recreational purposes. The park area also may be impacted by a well site for an adjoining county subdivision. The parks may include amenities that will be determined during the course of the detailed subdivision design review in conjunction with the Parks Department. Each phase of development will need to supply sufficient park area to meet its requirement.

Additionally, each of the multi-family lots is required to supply 500 square feet of land or the equivalent value in recreational amenities per unit. The 237 units in the larger multi-family lot will require 2.72 acres and the 70 units in the smaller lot will require 0.8 acres. The design and development of the recreational amenities associated with the apartments would occur with the building permit and site review process rather than the subdivision. It should be noted that

clubhouses or similar improvements often satisfy the recreational amenity requirement for multi-family developments.

It is imperative that these areas be well maintained for the visual aspects of the project and the functionality of the parks, open space, and storm drainage areas. The applicant included their draft covenants for the homeowners' association with their application. The covenants contain provisions for the maintenance of the parks and other common facilities as well as assessments for funding the maintenance. While the covenants are a typical and reliable method of maintaining those features, subdivisions in the city also typically include a condition that a note shall be placed on the final plat indicating a waiver of the right to protest creation of a park maintenance district, and staff would recommend its inclusion. This district shall only be activated in the event that the property owners' association defaults on their park and open space amenity conditions. The taxes levied within the maintenance district shall be determined by the Parks and Recreation Department with approvals by the Kalispell City Council.

The park area, open space, and buffering, in conjunction with building setbacks and maximum lot coverage standards, help preserve adequate light and air, provide recreational opportunities, and create a visually aesthetic design.

**G. The relationship, beneficial or adverse, of the planned development project upon the neighborhood in which it is proposed to be established;**

The subject property is on the north side of Old Reserve Drive and to the west of Stillwater Road. It is in a general area that is primarily residential in character, but includes a mix of office, industrial, and agricultural uses. The two major uses in the area include the LHC gravel pit to the north and Glacier High School to the southeast. The area is becoming increasingly urban in nature. Section 36 (DNRC/Spring Prairie) has developed to the southeast with the high school, Kidsports, residential development, offices and a shopping center. Section 35 (Starling) directly to the south was originally planned for development in 2007 and has recently begun development of multiple residential areas. West View, containing single-family homes, and Owl View Landing, containing a multi-family development, have been established immediately to the east across Stillwater Road. This proposal generally continues the pattern of development.

The neighborhood commercial node included in the proposal provides an amenity for the surrounding neighborhood by providing a neighborhood-scale business area to supply the needs of the residents without generating additional trips further into town.

As with any development, consideration must be given to impacts related to the development and steps should be taken to mitigate those impacts to the extent possible in a reasonable and proportionate manner. Provision of city services, particularly sanitary sewer, helps minimize the impact on the neighborhood by developing the property without relying on septic systems and other aspects of rural development that have a greater impact on the environment. By reducing the proliferation of septic systems, the overall impact on the environment is improved. The availability of city services in the area for properties which may have failing septics in the future is a benefit to both individual property owners and the community as a whole. Similarly, storm

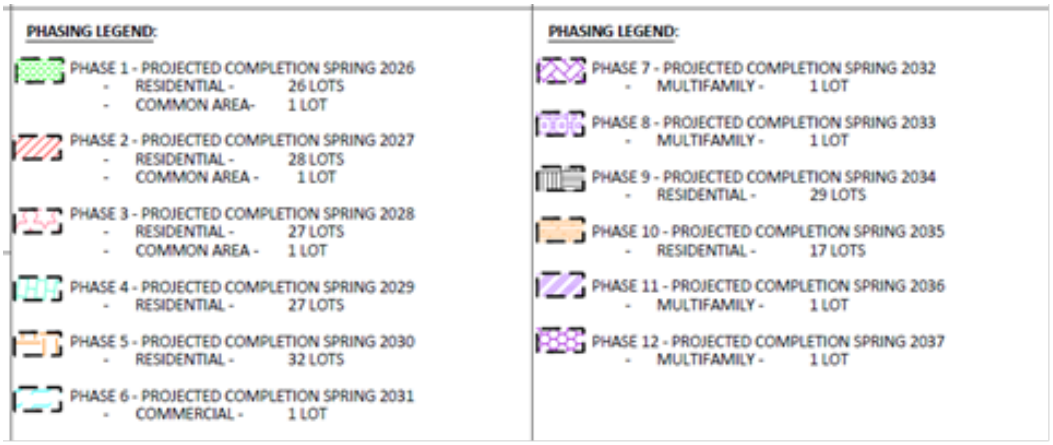
water facilities within the subdivision would help control runoff and treat it before being discharged.

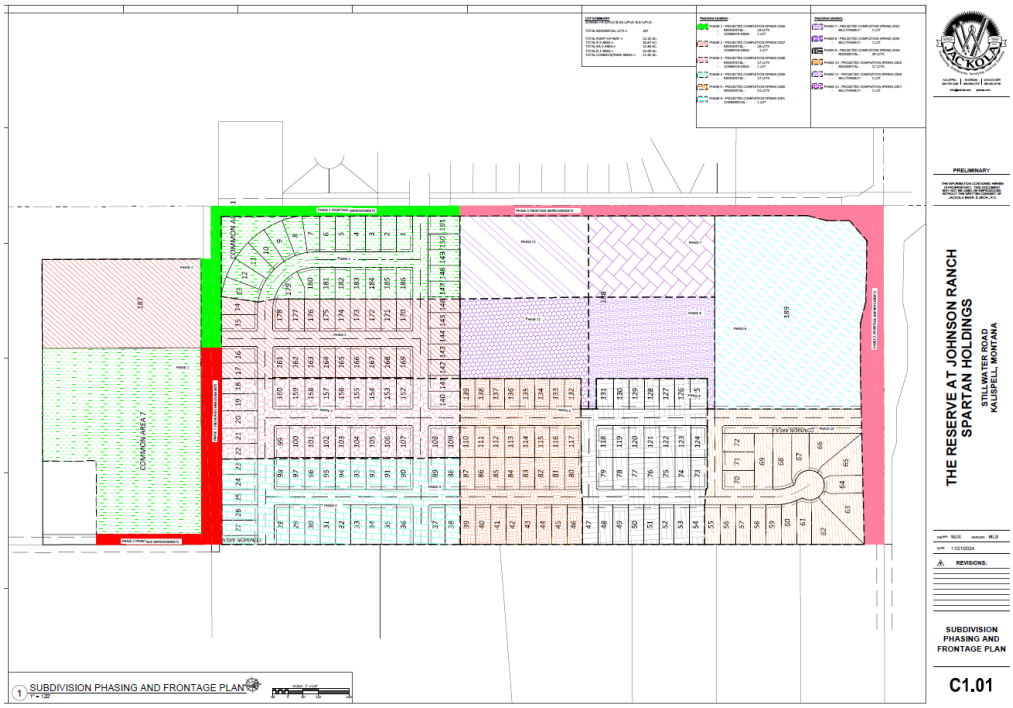
The growth policy in Chapter 5 on the Natural Environment, while recognizing the importance of minimizing the impact of development, also includes goals stating that the City should "encourage higher density mixed use developments on lands within and close to the city limits" (Goal 7); "discourage large lot developments without public infrastructure" (Goal 8); and "encourage urban growth only on agricultural lands entirely within the City's annexation policy boundary" (Policy 5). The property is adjacent to the city limits and lies within the annexation policy boundary. The purpose behind those goals and policies is to keep growth within an area immediately around existing urban growth utilizing city services, such as sewer. By keeping growth in those areas and supported by infrastructure, open space such as agricultural areas and natural lands in the valley as a whole are better protected than by allowing sprawl to consume outlying areas.

Traffic impacts are also a consideration for the neighborhood. As part of the subdivision, a Traffic Impact Study ("TIS") was prepared to analyze and address impacts to affected intersections. Additionally, the existing frontages of the property will be upgraded to urban standards, including bike and pedestrian facilities. Future development on site may require an additional TIS as part of its review.

**H. In the case of a plan which proposes development over a period of years, the sufficiency of the terms and conditions proposed to protect and maintain the integrity of the plan which finding shall be made only after consultation with the city attorney;**

The applicant has proposed 12 phases of development. The terms and conditions of the plan would be applied through conditions of the PUD and preliminary plat, and verified at final plat and during permit reviews. The applicant has also included proposed covenants, which would provide for the maintenance of common facilities. Additionally, the plat would include waivers of protest of certain special improvement districts which may be utilized in the event that the facilities are not maintained.





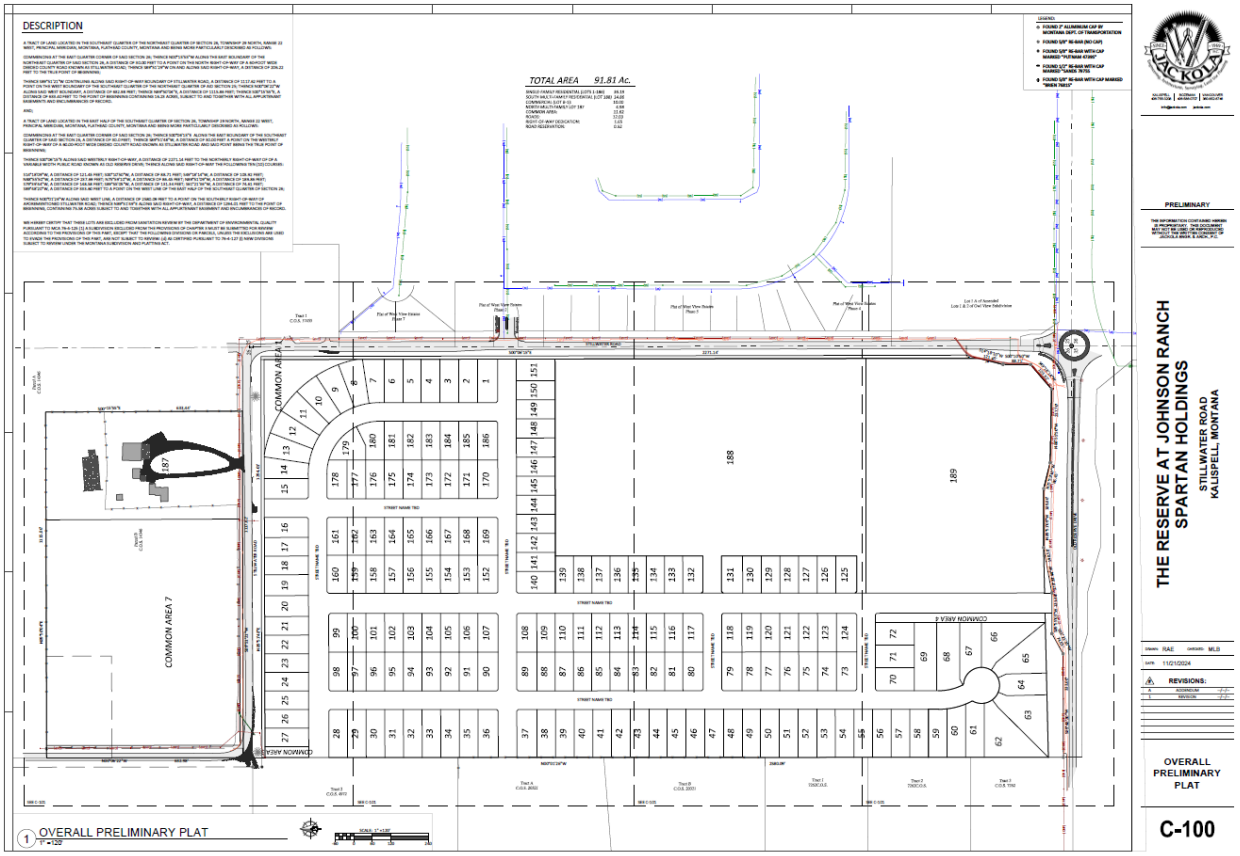

## I. Conformity with all applicable provisions of this chapter.

Section 27.19.030(4) of the zoning ordinance allows for Residential Mixed-Use PUDs in zones including R-3, RA-1, and B-1 zones with a minimum of five acres. The predominant land use character of the PUD must be residential; commercial uses should primarily be sized and located to address the needs of the immediate neighborhood. The combined area of all commercial/industrial lots cannot exceed 35% of the developable area. In this case, ten out of the 91.8 acres are commercial, well under the 35% limit, and as discussed in Section IV(A) of this report, are at a neighborhood scale.

Density is to be established based upon environmental factors affecting the land, compatibility with surrounding land uses and impact on the adjacent neighborhood, availability of public infrastructure and services, and consistency with the Kalispell Growth Policy. Those factors are addressed through the evaluations of the PUD and plat in Sections IV and V of this report. Overall, the PUD contains 91.8 acres and is proposed at 3.8 units per acre in the Urban Residential area and 15.9 units per acre in the High Density Residential area. Based upon those evaluations, the proposed density is appropriate and the proposal meets that requirement.

No specific deviations from the Kalispell Zoning Ordinance or Subdivision Regulations can be identified based upon the information submitted with the application other than those addressed in this report.

## V. REVIEW AND FINDINGS OF FACT FOR THE MAJOR PRELIMINARY PLAT



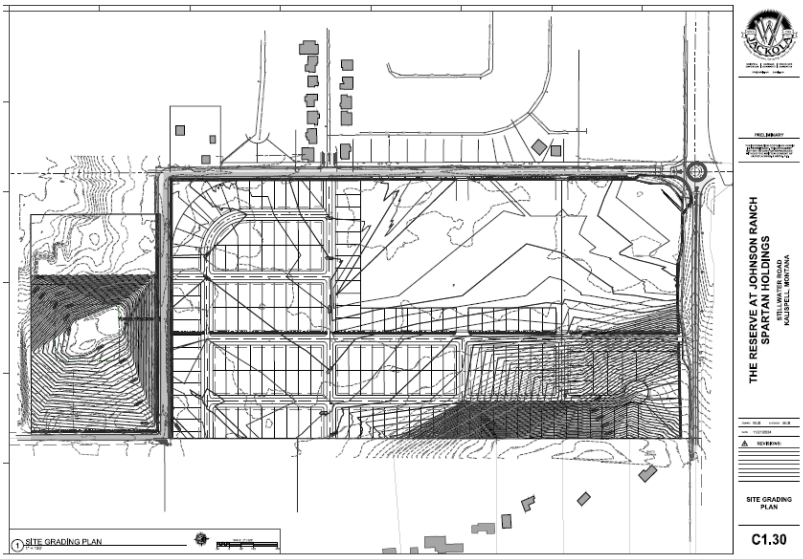

### A. Effects on Health and Safety:

Fire: The property would be considered to be at low risk of fire because any building constructed within the subdivision would be built in accordance with the International Fire Code and have access which meets city standards. The area to be built upon does not have steep slopes or woody fuels. Hydrants will be required to be placed in compliance with the requirements of the fire code and approved by the Fire Chief.

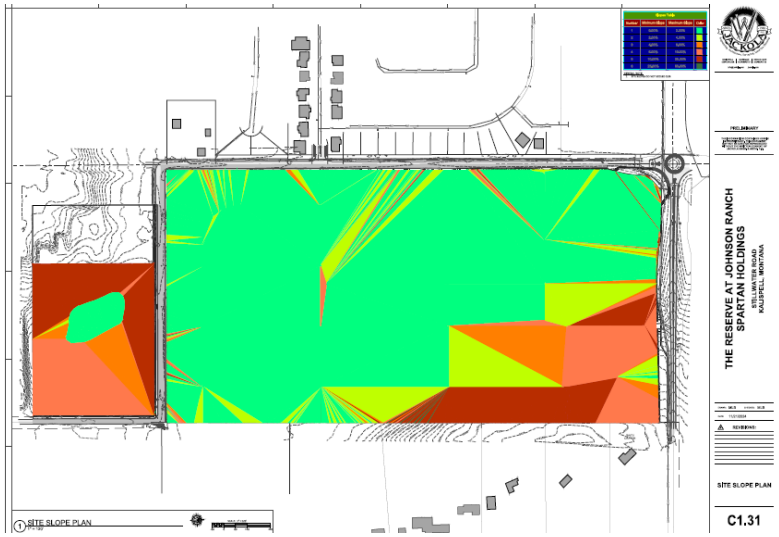
Access: The primary access to the subdivision will be provided from Old Reserve Drive and multiple access points from Stillwater Road. Old Reserve and Stillwater both are designated as future minor arterials with current classifications as a major collector and local road respectively. Old Reserve connects with the Highway 93 Bypass at an interchange about 0.6 miles to the southeast.

Geology: Except for a 50-foot elevation change in the southwest corner of the subdivision and a significant depression in the common area to the north of Stillwater Road, the overall site is generally flat without any major topographical or geological features limiting development. The developer will conduct a significant amount of grading in the southwest area to create gentler slopes and better building sites. The subdivision regulations require slopes to be less than 25% grade to be considered

subdividable unless mitigated. Additionally, each lot must be able to be accessed by a driveway that is at least ten feet wide with a maximum 7% slope. In order to achieve those slopes, a stamped topographical plan shall be submitted prior to infrastructure construction and recertified prior to final plat showing that the appropriate slopes are met.




The common area north of Stillwater Road is planned to contain storm water facilities and park area. Those uses are generally appropriate. Its use as a park area may be limited to some degree due to provisions in the subdivision regulations (Sec 28.3.22(3)) that state that land with (a) average cross slopes of greater than 10%; or (b) more than five percent of the park site has an average cross slope greater than 25%, shall not be considered appropriate for park purposes. The specific design of the park area and the recreational amenities installed will be critical in the park development and being able to meet the parkland dedication requirements. With this area being the only park area shown in the PUD, it is particularly important that the park is functional and provides recreational opportunities that should be provided in the PUD/subdivision.



The applicant submitted a Geotechnical report from Alpine Geotechnical dated June 17, 2024. Groundwater was not encountered with any of the borings, which ranged from a depth of 11.5-16.5 feet. The report did not indicate any impediments to development of the site and stated that "Based on the information obtained from our subsurface, the site can be properly developed for the proposed project with implementation of the recommendations contained in this report." The report included recommendations that should be followed relating to infrastructure and construction. Additional geotechnical information may be required by the Building Department in relation to specific building permits, particularly any commercial or multifamily construction.

Lands Unsuitable for Subdivision: The subdivision does not contain any hazards listed under Section 28.3.03 of the Subdivision Regulations that cannot be eliminated or mitigated by approved design and construction plans.

**B. Effects on Wildlife and Wildlife Habitat**:

There are no water features which would provide any aquatic or riparian habitat. There also does not appear to be any significant wildlife impacts. The Resources and Analysis Section of the Kalispell Growth Policy includes information from the Montana Department of Fish, Wildlife and Parks which shows that the property does not provide important wildlife habitat. It also includes information relating to deer, elk and moose habitat. As with the majority of the Kalispell area outside of the core downtown, the maps show a whitetail deer density of 5 to 30 per square mile, but no significant elk or moose habitat. The Environmental Assessment provided by the applicant showed that the site may provide winter habitat for big game animals, but otherwise there is minimal wildlife habitat impacted by the development.

**C. Effects on the Natural Environment:**

Surface and groundwater: The subdivision will be served by public water and sewer thereby minimizing any potential impacts to groundwater. There is no surface water in terms of streams or lakes associated with the property. Per the Geotech report, borings from 11.5-16.5 feet below the surface did not encounter any groundwater.

Floodplain: There is no floodplain associated with the property (DFIRM Map 30029C1805J, effective date November 4, 2015).

Drainage: Storm water runoff from the site shall be managed and constructed per the City of Kalispell Standards for Design and Construction and storm water management program. Any open storm water facilities should have an elevated aesthetic design to be reviewed and approved by the Parks and Public Works Departments. Final design will be approved by the Kalispell Public Works Department prior to development.

A condition of approval requires that a property owners' association be created for the maintenance of the common area which would include the common area drainage easements or parcels. As part of the drainage areas, the association will be required to mow the area to reduce fire hazard and reduce spread of noxious weeds. In order to help

ensure the continued maintenance of the storm water facilities, a note shall be placed on the final plat indicating a waiver of the right to protest creation of a stormwater maintenance district. This district shall only be activated in the event that the property owner(s) default on the maintenance of the approved stormwater facilities. The assessments levied within the maintenance district shall be determined by the Public Works Department with approvals by the Kalispell City Council.

Lastly, the developer is required to submit to the Kalispell Public Works Department an erosion/sediment control plan for review and approval. These plans provide for managing storm water on the site and include stabilizing the construction site through an approved revegetation plan after site grading is completed.

Wetland and Watercourse Setbacks: Under Section 28.3.06 of the subdivision regulations, a minimum 100-foot setback is required from wetlands to any proposed lot boundaries. Under Section 28.3.07, there is a minimum setback from rivers and streams which allows only limited uses. There are no wetlands or streams which would impact the subdivision under those provisions.

Topsoil and erosion: Existing topsoil should be preserved to the extent possible. As noted with drainage, an erosion/sediment control plan must be submitted to Public Works prior to construction and storm water facilities will need to be installed that are designed and constructed according to the Standards for Design and Construction. These standards will help preserve topsoil and minimize erosion from the development.

**D. Effects on Local Services:**

Water: Water to the subdivision will be provided by the City of Kalispell. There is an existing water main adjacent to the property that will be extended into and throughout the development. The main will need to be extended per the Standards for Design and Construction. There is adequate capacity within the city's water system to accommodate this project. Under the subdivision regulations, any water rights will need to be transferred to the city prior to final plat. Public Works provided comments that (1) the existing main in the paved portion of Stillwater Road shall be extended as appropriate with each phase of development in accordance with the water facility plan and (2) within the subdivision, water mains will need to be extended in the paved portions of the proposed streets to the far extents of the property. Proportionate water rights are required to be dedicated to the City of Kalispell per Section 28.3.08 of the subdivision regulations. Only water rights controlled by the developer are to be dedicated.

Sewer: Sewer to the subdivision will be provided by the City of Kalispell. There is an existing sewer main adjacent to the property that will be extended into and throughout the development. The main will need to be extended per the Standards for Design and Construction. There is adequate capacity within the city's sewer system to accommodate this project.

Public Works provided the following comments:

- The existing sanitary sewer main shall be extended within the paved portion of existing and proposed roadways to the northwestern limits of the development, terminating at a manhole in Stillwater Road. Within the subdivision, sewer mains shall be extended in the paved portions of the proposed streets to the far extents of the property, including road extensions to adjacent properties. (Section 28.3.20, Subdivision Regulations)

- Provisions shall be made for either a regional lift station to serve the proposed subdivision and adjacent growth area or an oversized gravity main. Either alternative shall ultimately connect to the existing sanitary sewer manhole southwest of the Stillwater Rd/Reserve Dr roundabout in accordance with the sanitary sewer modeling performed for the project. The northeastern portion of the subdivision sewer may connect to a sewer extension from Taelor Rd and should be limited to a peak flow 153.3 gpm as was analyzed with the sewer model. Any additional flow routed through Taelor Rd shall be modeled to verify downstream capacities.

- A capacity analysis of downstream gravity main, force main, and lift stations shall be performed with each phase of development. Upgrades required to accommodate sanitary sewage flows from the development will be required to be completed as part of the project development and any associated costs will be borne by the development. (Section 28.3.220, Subdivision Regulations; Section 6.1.1.E, Standards for Design and Construction – July 5, 2022)

Access and Roads: The primary access to the subdivision will be provided from Old Reserve Drive and multiple access points from Stillwater Road. Old Reserve and Stillwater both are designated as future minor arterials with current classifications as a major collector and local road respectively. Old Reserve connects with the Highway 93 Bypass at an interchange about 0.6 miles to the southeast.

The frontage of the property along Old Reserve Drive and Stillwater Road will need to be improved to a minor arterial in accordance with the Move 2040 Transportation Plan and City of Kalispell Standards for Design and Construction. A 10-foot private utility easement shall be provided adjoining both rights-of-way and shall be provided as well on all proposed interior roads.

For Old Reserve Drive, full width improvements are required on the development side of the street including, but not necessarily limited to curb and gutter, street signage, striping, sidewalk, street lighting, boulevards and landscaping. Minimum improvements in the eastbound lane of Reserve Drive shall include full land width and shoulder. Improvements shall include the dedication of additional right-of-way along the frontage in order to provide 80 feet of right-of-way and to install required standard improvements.

For Stillwater Road, full width improvements are required for the street including but not necessarily limited to curb and gutter on both sides of the street, street signage, striping, sidewalk (on development side), street lighting, boulevards and landscaping

(development side). Improvements shall include dedication of additional right-of-way along the frontages as necessary to install the required improvements.

All internal streets will be built to a minimum of a local street design standard as appropriate pursuant to the Standards for Design and Construction including, but not limited to sidewalks, landscape boulevard, street lights, and curb and gutter.

A Traffic Impact Study ("TIS") was prepared by Abelin Traffic Services in June 2024 and submitted with the application. The proposed development is required to maintain or improve the level of service of existing roadway intersections and all recommended mitigation from the TIS should be implemented. Additional analysis and amendments to the TIS may also be required as phases of development are completed in order to consider other area developments.

Per the findings of the TIS, the proposed approach onto Reserve Drive at the south end of the development would require a turning movement restriction of either a right-in / right-out or ¾ movement approach (which would allow left turns into the approach). Any approach would require the approval of the Montana Department of Transportation. Further, if a ¾ movement approach is proposed, a left-turn lane shall be provided as approved by MDT. Any additional road widening and right-of-way to accommodate a left-turn lane shall be provided by the development.

This TIS, when read in conjunction with prior TIS reports for surrounding developments, indicates a need to address the two 90 degree turns in Stillwater Road adjacent to this subdivision. While not immediately necessary, provisions for roundabouts at both locations should be made by reserving right-of-way for future construction. Therefore, right-of-way should be allocated for the southern half of a future roundabout in the northeast portion of the development where Stillwater Road currently turns 90 degrees and intersects with the LHC gravel pit approach as was indicated in the clarification to the Traffic Impact Study. Right-of-way should also be allocated for a future roundabout in the northwest portion of the development where Stillwater Road currently turns 90 degrees and intersects with private property accesses.

Additionally, subdivision regulations (Sec 28.3.25) require that the final plat include a note stating that "The owners hereby waive the right to protest the creation of an SID for the purpose of financing improvements to area roads which specifically benefit this subdivision."

Schools: The property is within the boundaries of School District #1 (West Valley) and Glacier High School. On average, it would be anticipated that there would be about 246 students (K-12) from the neighborhood at full build-out. Section 76-3-608(1) of the Montana Code Annotated states that the governing body may not deny approval of a proposed subdivision based solely on the subdivision's impacts on educational services.

Police: Police services will be provided by the Kalispell Police Department. The department can adequately provide service to this subdivision.

Fire Protection: Fire protection services will be provided by the Kalispell Fire Department. The department can adequately provide service to this development. Additionally, the road network to the subdivision provides adequate access for fire protection. As part of subdivision review, fire protection, including fire flow and hydrant location, will be reviewed. Fire station 62 is located approximately one mile away providing good response time.

Parks and Recreation: Subdivision regulations require a minimum of 0.03 acres of parkland per dwelling unit for single-family lots, or 5.58 acres for the 186 single-family lots (or the equivalent value in land with improvements). The plat identifies a 10.43-acre area which will include park area, although a substantial portion will not be included as park area depending upon the storm drainage facilities and other features which could impact the land as usable area for recreational purposes. The park area also may be impacted by a well site for an adjoining county subdivision. The parks may include amenities that will be determined during the course of the detailed subdivision design review in conjunction with the Parks Department. Each phase of development will need to supply sufficient park area to meet its requirement.

Additionally, each of the multi-family lots is required to supply 500 square feet of land or the equivalent value in recreational amenities per unit. The 237 units in the larger multi-family lot will require 2.72 acres and the 70 units in the smaller lot will require 0.8 acres. The design and development of the recreational amenities associated with the apartments would occur with the building permit and site review process rather than the subdivision. It should be noted that clubhouses or similar improvements often satisfy the recreational amenity requirement for multi-family developments.

It is imperative that these areas be well maintained for the visual aspects of the project and the functionality of the parks, open space, and storm drainage areas. The applicant included their draft covenants for the homeowners' association with their application. The covenants contain provisions for the maintenance of the parks and other common facilities as well as assessments for funding the maintenance. While the covenants are a typical and reliable method of maintaining those features, subdivisions in the city also typically include a condition that a note shall be placed on the final plat indicating a waiver of the right to protest creation of a park maintenance district, and staff would recommend its inclusion. This district shall only be activated in the event that the property owners' association defaults on their park and open space amenity conditions. The taxes levied within the maintenance district shall be determined by the Parks and Recreation Department with approvals by the Kalispell City Council.

Solid Waste: Solid waste collection can be provided throughout the subdivision by the City of Kalispell. There is sufficient capacity within the landfill to accommodate this additional solid waste generated from this subdivision.

Medical Services: Ambulance service is available from the fire department and ALERT helicopter service. Logan Health Medical Center is approximately 2.2 miles from the site.

Mail: Under Section 28.3.24 of the Subdivision Regulations, a common mail delivery site or sites should be located and designed in conjunction with the Post Office and pursuant to listed design standards.

**E. Effects on Agriculture and agricultural water user facilities**:

The property is undeveloped, although recent use of the property has been for agricultural purposes. According to the Kalispell Growth Policy Resources and Analysis Section, "Important Farmlands" map, the property may contain some prime farmland if irrigated.

The growth policy in Chapter 5 on the Natural Environment, while recognizing the importance of minimizing the impact of development, also includes goals stating that the City should "encourage higher density mixed use developments on lands within and close to the city limits" (Goal 7); "discourage large lot developments without public infrastructure" (Goal 8); and "encourage urban growth only on agricultural lands entirely within the City's annexation policy boundary" (Policy 5). The property is adjacent to the city limits and lies within the annexation policy boundary. The purpose behind those goals and policies is to keep growth within an area immediately around existing urban growth utilizing city services, such as sewer. By keeping growth in those areas and supported by infrastructure, agricultural areas in the valley as a whole are better protected than by allowing sprawl to consume outlying areas.

With the location of the property immediately adjacent to the city limits and within the existing annexation boundary, and with the proximity of city services, the development of the property would be substantially consistent with the goals and policies of the growth policy as it relates to agriculture. By allowing higher density development within the city's growth policy area, it can reasonably be expected that more farmland can be conserved because of the availability of residential and commercial lots within the Kalispell Growth Policy boundary, limiting sprawl/leapfrog development. There are no direct impacts on adjoining agricultural uses.

**F. Relation to the Kalispell Growth Policy**:

The Kalispell Growth Policy Future Land Use Map currently designates the subject property as High Density Residential and Urban Residential on the main portion of the property and Suburban Residential on the northern portion across Stillwater Road. The application includes a request to amend the land use map that is discussed in Section I of this report. The proposed growth policy amendment is necessary to support the proposed project. The amendment would create a neighborhood business node by adding a neighborhood business designation, shifting the existing high-density designation, and extending the existing urban residential designation. If the proposed growth policy amendment is approved, the proposed development would be supported.

Allowable density under the growth policy would be up to 20 units per acre in the High Density Residential component. That area contains 14.9 acres with 237 multi-family

units, or 15.9 units per acre. The Urban Residential component allows up to 12 units per acre and includes both R-3 single-family development and RA-1 multi-family. The total acreage between both uses is 66.9 acres with 186 single-family homes and up to 70 multi-family units, or 3.8 units per acre. The multi-family area itself is 5 acres. If it were zoned RA-1 without the PUD, which would be supported by the Urban Residential designation, it would allow as many as 72 units, just over the amount proposed. With the growth policy amendment, the proposed densities would comply with the growth policy.

Additionally, the City of Kalispell Growth Policy Plan-It 2035, Chapter 4A on Housing, encourages a variety of residential development that provides housing for all sectors and income levels within the community. City services including sewer, water and streets are in the vicinity and available to the subject property. The property is adjacent to the city limits and is located within the annexation/urban growth boundary established in the growth policy. The proposed subdivision is in substantial compliance with the goals and policies of the growth policy.

**G. Compliance with Zoning:**

The request is in compliance with the R-3, RA-1, and B-1 zoning regulations applicable to the development, subject to the deviations from the zoning regulations requested under the PUD.

**H. Compliance with the Kalispell Subdivision Regulations**:

This request complies with the provisions of the Kalispell Subdivision Regulations applicable to the development, including the design and dimensions of lots as specified in Section 28.3.11 of the Subdivision Regulations, subject to the subdivision regulations were requested as part of the PUD.

## RECOMMENDATIONS

(1) Staff recommends that the Kalispell City Planning Board and Zoning Commission adopt staff report #KGPA-25-01 and recommend to the Kalispell City Council and that the Kalispell Growth Policy Plan-It 2035 Future Land Use Map be amended to add a neighborhood business designation, shift the existing high-density designation, and extend the existing urban residential designation at the proposed location.

(2) Staff recommends that the Kalispell City Planning Commission adopt Staff Report #KA-25-01 as findings of fact and recommend to the Kalispell City Council that the property be annexed and the zoning for the property be city R-3 (Residential), RA-1 (Residential Apartment), and B-1 (Neighborhood Business) with a PUD overlay.

(3) Staff recommends that the Kalispell City Planning Commission adopt Staff Report #KPUD-25-01 as findings of fact and recommend to the Kalispell City Council that The Reserve at Johnson Ranch PUD be approved subject to the conditions listed below:

(4) Staff recommends that the Kalispell City Planning Commission adopt staff report #KPP-25-01 as findings of fact and recommend to the Kalispell City Council that the preliminary plat for The Reserve at Johnson Ranch be approved subject to the conditions listed below:

## CONDITIONS OF APPROVAL

1. The development of the site shall be in substantial compliance with the application submitted, the site plan, materials and other specifications as well as any additional conditions associated with the preliminary plat as approved by the city council.

2. The preliminary plat approval shall be valid for a period of three years from the date of approval. (Section 28.2.06(E)(7), Subdivision Regulations)

3. As a PUD with an associated preliminary plat application, the abandonment or expiration of the PUD is governed by Section 27.19.020(10) of the Kalispell Zoning Ordinance.

4. Upon approval of the preliminary PUD by the City Council, the property owner shall proceed with the preparation of the final PUD plan as provided in Section 27.19.020(7) of the Kalispell Zoning Ordinance.

5. The Planned Unit Development for The Reserve at Johnson Ranch allows the following deviation from the Zoning Regulations:

   (1) Use: Sec 27.12.020 – Under the B-1 zone, individual retail uses are limited to 4000 square feet or less. This deviation allows a 40,000 square foot neighborhood grocery store along with a total maximum 110,000 square foot footprint for all buildings in the B-1 area.

6. The Planned Unit Development for The Reserve at Johnson Ranch allows the following deviations from the Subdivision Regulations:

   (1) Roadway: Frontage improvement phasing: Sec. 28.2.09 – Typically, frontage improvements are completed across the full width of the phase being final platted as part of the requirement that each phase should be able to stand on its own. This deviation allows the portion of Phase 1 fronting only on the common area to be deferred to the second phase of development provided that the frontage improvements in the phasing plan are otherwise complied with.

   (2) Block length: Sec 28.3.12 – Typically, block lengths should not exceed 600 feet. This deviation would allow the block configuration as shown on the submitted preliminary plat.

7. The elevated design is a critical element of the proposal and is necessary to support both the growth policy and the PUD. An architectural appearance equal to or greater than the submitted drawings shall apply to all buildings and the landscaping, both in terms of

perimeter buffering and on-site, shall be a predominant feature of the development rather than the buildings and parking areas.

8. The storm water ponds shall be designed in a way that they become a visual interest to the development. Chain link fencing surrounding the retention pond as the dominant fixture shall not be allowed without mitigation. The developer shall work closely with the Parks Department and Public Works to develop a design that is both visually appealing and meets the required safety guidelines. It is intended that when the project is developed the ponds will act as features, particularly along the roadways, rather than a private maintenance utility facility. (Section 28.3.17, Subdivision Regulations)

9. The developer shall submit to the Kalispell Public Works Department for review and approval a storm water report and an engineered drainage plan that meets the requirements of the current city standards for design and construction. Prior to final plat of any phase, a certification shall be submitted to the public works department stating that the drainage plan for the subdivision has been installed as designed and approved. (Section 28.3.17, Subdivision Regulations)

10. The developer shall submit to the Kalispell Public Works Department prior to construction an erosion/sediment control plan for review and approval and a copy of all documents submitted to Montana Department of Environmental Quality for the General Permit for Storm Water Discharge Associated with Construction Activities. (Section 28.3.18, Subdivision Regulations)

11. The developer shall submit water and sanitary sewer plans, applicable specifications, and design reports to the Kalispell Public Works Department and the Montana Department of Environmental Quality for concurrent review, with approval of both required prior to construction. (Section 28.3.20, Subdivision Regulations)

12. New infrastructure required to serve the subdivision shall be designed and constructed in accordance with the City of Kalispell's Standards for Design and Construction. All design work shall be reviewed and approved in writing by the Kalispell Public Works Department prior to construction. This infrastructure shall include but not be limited to streets, street lighting, street signage, curb, gutter, boulevard and sidewalks. (Section 28.3.14 & 20, Subdivision Regulations)

13. Water and sewer main extensions shall be designed and constructed in accordance with the City of Kalispell's Standards for Design and Construction and in compliance with the city's facilities update and extensions of services plans. The water and sewer main extension plans shall be reviewed and approved by the Kalispell Public Works Department and shall be extended in the paved portions of the proposed streets to the far extents of the property. Prior to final plat of any phase, a certification shall be submitted to the Public Works Department stating that the water and sewer mains have been built and tested as designed and approved. (Section 28.3.20, Subdivision Regulations)

14. The existing water main in the paved portion of Stillwater Road shall be extended as appropriate with each phase of development in accordance with the water facility plan and within the subdivision, water mains shall be extended in the paved portions of the proposed streets to the far extents of the property. (Section 28.3.20, Subdivision Regulations)

15. Any water rights associated with the property shall be dedicated to the City of Kalispell per Section 28.3.08 of the subdivision regulations. Only water rights controlled by the subdivider are to be dedicated.

16. The existing sanitary sewer main shall be extended within the paved portion of existing and proposed roadways to the northwestern limits of the development, terminating at a manhole in Stillwater Road. Within the subdivision, sewer mains shall be extended in the paved portions of the proposed streets to the far extents of the property, including road extensions to adjacent properties. (Section 28.3.20, Subdivision Regulations)

17. Provisions shall be made for either a regional lift station to serve the proposed subdivision and adjacent growth area or an oversized gravity main. Either alternative shall ultimately connect to the existing sanitary sewer manhole southwest of the Stillwater Rd/Reserve Dr roundabout in accordance with the sanitary sewer modeling performed for the project. The northeastern portion of the subdivision sewer may connect to a sewer extension from Taelor Rd and should be limited to a peak flow 153.3 gpm as was analyzed with the sewer model. Any additional flow routed through Taelor Road shall be modeled to verify downstream capacities. (Section 28.3.20, Subdivision Regulations)

18. A capacity analysis of downstream gravity main, force main, and lift stations shall be performed with each phase of development. Upgrades required to accommodate sanitary sewage flows from the development will be required to be completed as part of the project development and any associated costs will be borne by the development. (Section 28.3.220, Subdivision Regulations; Section 6.1.1.E, Standards for Design and Construction – July 5, 2022)

19. The developer shall submit the street designs to the Kalispell Public Works Department for review and approval prior to construction pursuant to the Standards for Design and Construction. In addition, Sections 28.3.13 and 28.4.14 of the Subdivision Regulations includes access, street and road design standards that shall be part of the engineering design review. Designs shall also include street access control, intersection layout, horizontal and vertical curves, clear vision triangles, signage, and pedestrian facilities. (Section 28.3.13,14, & 16 Subdivision Regulations)

20. A 10-foot private utility easement shall be provided adjoining the right-of-way of Stillwater Road and Old Reserve Drive and shall be provided on all proposed interior roads. (Section 4.1.1.D, Standards for Design and Construction – July 5, 2024)

21. The frontage of the property along Old Reserve Drive and Stillwater Road shall be improved to a minor arterial standard in accordance with the Move 2040 Transportation Plan and City of Kalispell Standards for Design and Construction. (Section 28.3.14, Subdivision Regulations)

22. For Old Reserve Drive and Stillwater Road, full width improvements are required on the development side of the street including, but not necessarily limited to curb and gutter, street signage, striping, sidewalk, street lighting, boulevards and landscaping. Minimum improvements in the opposite side of the road shall include full lane width and shoulder. Improvements shall include the dedication of additional right-of-way along the frontage in order to provide the appropriate right-of-way width and to install required standard improvements. (Section 28.3.14, Subdivision Regulations)

23. All internal streets will be built to a minimum of a local street design standard as appropriate pursuant to the Standards for Design and Construction including, but not limited to sidewalks, landscape boulevard, street lights, and curb and gutter. (Section 28.3.14, Subdivision Regulations)

24. The development is required to maintain or improve the level of service of existing roadway intersections. Recommended mitigation from the Traffic Impact Study shall be implemented. Additional analysis and amendments to the TIS may also be required as phases of development are completed in order to consider other area developments. (Section 28.3.14, Subdivision Regulations; Section 9.1.2, Standard for Design and Construction – July 5, 2022)

25. Per the findings of the TIS, the proposed approach onto Reserve Drive at the south end of the development would require a turning movement restriction of either a right-in / right-out or ¾ movement approach (which would allow left turns into the approach). Any approach would require the approval of the Montana Department of Transportation. Further, if a ¾ movement approach is proposed, a left-turn lane shall be provided as approved by MDT. Any additional road widening and right-of-way to accommodate a left-turn lane shall be provided by the development. (Section 28.3.14, Subdivision Regulations)

26. Provisions for roundabouts at both 90 degree turn locations in Stillwater Road shall be made by reserving right-of-way for future construction. Therefore, right-of-way shall be allocated for the southern half of a future roundabout in the northeast portion of the development where Stillwater Road currently turns 90 degrees and intersects with the LHC gravel pit approach as was indicated in the clarification to the Traffic Impact Study. Right-of-way shall also be allocated for a future roundabout in the northwest portion of the development where Stillwater Road currently turns 90 degrees and intersects with private property accesses. (Section 28.3.14, Subdivision Regulations)

27. A homeowners' association shall be formed and established to provide for the maintenance of the common areas and facilities, including, but not necessarily limited to,

storm water, streets, parks and open space. (Section 28.3.17 & 22, Subdivision Regulations)

28. In order to achieve appropriate slopes for platted lots and driveways, a stamped topographical plan shall be submitted prior to infrastructure construction and recertified prior to final plat showing that the appropriate slopes are met. (Sections 28.3.03 & 28.3.11)

29. The recommendations in the Geotech report and any subsequent updates shall be followed. (Section 28.3.10, Subdivision Regulations)

30. Prior to final plat of any phase, a letter from the Kalispell Public Works Department shall be submitted stating that all new infrastructure has been accepted by the City of Kalispell, any private infrastructure has been constructed per city standards, and a proper bond has been accepted for unfinished work. (Section 28.2.09(E), Subdivision Regulations)

31. All existing and proposed easements shall be indicated on the face of the final plat. Utility easements for city water and sewer shall be provided to allow for the logical extension of utilities from this subdivision to adjoining properties. A letter from the Kalispell Public Works Department shall be obtained stating that the required easements are being shown on the final plat. (Section 28.3.21, Subdivision Regulations)

32. Per Section 28.3.21 of the Subdivision Regulations, the following statement shall appear on the final plat: "The undersigned hereby grants unto each and every person, firm or corporation, whether public or private, providing or offering to provide telephone, telegraph, electric power, gas, cable television, water or sewer service to the public, the right to the joint use of an easement for the construction, maintenance, repair, and removal of their lines and other facilities, in, over, under, and across each area designated on this plat as "Utility Easement" to have and to hold forever."

_____

Developer's Signature

33. Prior to filing the final plat, a letter from the US Postal Service shall be included stating the Service has reviewed and approved of the design and location of the mail delivery site. The mail delivery site shall be installed or bonded for prior to final plat. In addition, the mail delivery site and improvements shall also be included in the preliminary and final engineering plans to be reviewed by the Public Works Department. The mail delivery site shall not impact a sidewalk or proposed boulevard area. (Section 28.3.24, Subdivision Regulations)

34. A homeowner's association (HOA) shall be formed and established to provide for the maintenance of the common areas, including, but not necessarily limited to, roads/alleys, parks and open space.

35. A letter from the Kalispell Fire Department approving the access, placement of the fire hydrants and fire flows within the subdivision shall be submitted prior to final plat. (Section 28.3.23, Subdivision Regulations)

36. A letter shall be obtained from the Parks and Recreation Director approving a landscape plan for the placement of trees and landscaping materials within the landscape boulevards of the streets serving the subdivision, common area, and adjoining rights-of-way. (Section 28.3.14, Subdivision Regulations)

37. A park plan shall be created and approved by the Parks and Recreation Director prior to final plat. Park area shall meet the criteria for parkland under the subdivision regulations, including, but not necessarily limited to, cross slopes. (Section 28.3.22, Subdivision Regulations)

38. A note shall be placed on the final plat indicating a waiver of the right to protest creation of a park maintenance district. This district shall only be activated in the event that the property owners' association defaults on their park and open space amenity conditions. The assessments levied within the maintenance district shall be determined by the Parks and Recreation Department with approvals by the Kalispell City Council. (Section 28.3.22, Subdivision Regulations)

39. Pursuant to Sec 28.3.25 of the subdivision regulations, the final plat shall include a note stating that "The owners hereby waive the right to protest the creation of an SID for the purpose of financing improvements to area roads which specifically benefit this subdivision."

40. A note shall be placed on the final plat indicating a waiver of the right to protest creation of a stormwater maintenance district. This district shall only be activated in the event that the property owner(s) default on the maintenance of the approved stormwater facilities. The assessments levied within the maintenance district shall be determined by the Public Works Department with approvals by the Kalispell City Council. (Section 28.3.17, Subdivision Regulations)

41. A minimum of two-thirds of the necessary infrastructure for the subdivision shall be completed prior to final plat submittal. (Section 28.8.01, Subdivision Regulations)

42. All utilities shall be installed underground and in locations that are approved by the Kalispell Public Works Department in accordance with the Kalispell Standards for Design and Construction. (Section 28.3.21(C), Subdivision Regulations)

43. All areas disturbed during development shall be re-vegetated with a weed-free mix immediately after development. (Section 28.3.02, Subdivision Regulations)

CITY OF KALISPELL

**Development Services Department**
201 1st Avenue East
Kalispell, MT 59901
Phone (406) 758-7940

# PETITION FOR ANNEXATION AND INITIAL ZONING

**Email:** planning@kalispell.com **Website:** www.kalispell.com

| | |
|---|---|
| **Project Name**<br>The Reserve at Johnson Ranch | **Property Address**<br>Not yet assigned |

| | |
|---|---|
| **NAME OF APPLICANT**<br>Spartan Holdings | **Applicant Phone**<br>909.772.7800 |
| **Applicant Address**<br>341 W Second Street, Suite 1 | **City, State, Zip**<br>San Bernardino, CA 92401 |
| **Applicant Email Address**<br>joeccharger@yahoo.com | |

***If not current owner, please attach a letter from the current owner authorizing the applicant to proceed with the application.***

| | |
|---|---|
| **OWNER OF RECORD**<br>Spartan Holdings LLC, Whispering Trails LLC | **Owner Phone**<br>909.772.7800 |
| **Owner Address**<br>341 W Second Street, Suite 1W | **City, State, Zip**<br>San Bernardino, CA 92401 |
| **Owner Email Address**<br>joeccharger@yahoo.com | |

| | |
|---|---|
| **CONSULTANT (ARCHITECT/ENGINEER)**<br>Jackola Engineering and Architecture | **Phone**<br>406-755-3208 |
| **Address**<br>2250 US HWY 93 S | **City, State, Zip**<br>Kalispell, MT, 59901 |
| **Email Address**<br>mbestwick@jackola.com | |

| | |
|---|---|
| **POINT OF CONTACT FOR REVIEW COMMENTS**<br>Mike Bestwick | **Phone**<br>406-755-3208 |
| **Address**<br>2250 US HWY 93 S | **City, State, Zip**<br>Kalispell, MT, 59901 |
| **Email Address**<br>mbestwick@jackola.com | |

**List ALL owners (any individual or other entity with an ownership interest in the property):**

Spartan Holdings LLC
Whispering Trails LLC
Deborah J. Snyder

**Legal Description (please attach a full legal description for the property and a copy of the most recent deed).**

**Before the application will be deemed to be accepted for review, our office must receive an approval of the legal description from the Flathead County Plat Room. Please submit the legal description to their office (plat@flathead.mt.gov).**

CITY OF KALISPELL

**1. Land In project (acres)** 91.8

**2. Current estimated market value** 344,225

**Estimated market value of proposed development at 50% build out** $ 10,925,000

**Estimated market value of proposed development at 100% build out** $ 21,850,000

**3. Is there a Rural Fire Dept RSID or Bond on this property?** ☐ **YES** ☑ **NO**

**If yes, remaining balance is:** $

**4. Present zoning of property** County AG-80

**5. Proposed zoning of property** City R-3, RA-1, & B-1

**6. State the changed or changing conditions that make the annexation necessary:**

The majority of the property is to be developed into single-family housing (R-3) with approximately 20 acres dedicated to RA-1 (Residential Apartment) and approximately 10 acres dedicated to B-1 (Neighborhood Business). The development will require extension of and connection to City water and sewer mains. The property is currently situated in Flathead County. Annexation is necessary to allow for the water and sewer main connections.

**HOW WILL THE PROPOSED ZONING DISTRICT ACCOMPLISH THE INTENT AND PURPOSE OF (attach separate sheet w/ answers):**

a. Promoting the Growth Policy
b. Lessening congestion in the streets and providing safe access
c. Promoting safety from fire, panic and other dangers
d. Promoting the public interest, health, comfort, convenience, safety and general welfare
e. Preventing the overcrowding of land
f. Avoiding undue concentration of population
g. Facilitating the adequate provision of transportation, water, sewage, schools, parks and other public facilities
h. Giving reasonable consideration to the character of the district
i. Giving consideration to the peculiar suitability of the property for particular uses
j. Protecting and conserving the value of buildings
k. Encouraging the most appropriate use of land by assuring orderly growth

**I hereby certify under penalty of perjury and the laws of the State of Montana that the information submitted herein, on all other submitted forms, documents, plans or any other information submitted as a part of this application, to be true, complete, and accurate to the best of my knowledge. Should any information or representation submitted in connection with this application be incorrect or untrue, I understand that any approval based thereon may be rescinded, and other appropriate action taken. The signing of this application signifies approval for the Kalispell City staff to be present on the property for routine monitoring and inspection during the approval and development process.**

**Applicant Signature** **Date**

CITY OF KALISPELL

## APPLICATION PROCESS

(application must be received and accepted by the Kalispell Planning Department **35 days prior** to the Planning Commission Hearing)

**A pre-application meeting with a member of the planning staff is required.**

**Application Contents:**

**1. Completed application form & attachments**

**2. Completed Petition to Annex and Notice to Withdrawl from the Rural Fire District form (attached), including an Exhibit A, legal description of the property.**

**3. A bona fide legal description of the subject property and a map showing the location and boundaries of the property.**

***Note - verify with the Flathead County Plat Room that the legal description submitted is accurate and recordable. They can be reached at (406) 758-5510.**

**4. Electronic copy of the application materials submitted. Either copied onto a disk or emailed to planning@kalispell.com (Please note the maximum file size to email is 20MB)**

**5. Application fee based on the schedule in the link below, made payable to the City of Kalispell:**

**https://www.kalispell.com/DocumentCenter/View/447/Planning-Fees-Schedule-2023-PDF?bidId=**

525 + 91.8 x 42 = $4,380.60

# INITIAL ZONING AND ANNEXATION APPLICATON

**From:** Catherine Frazier <cfrazier@flathead.mt.gov>
**Sent:** Wednesday, July 24, 2024 12:31 PM
**To:** Will Sanzone
**Cc:** Sarah Arrigoni; Sheena Sterling
**Subject:** RE: Legal Description Review

You don't often get email from cfrazier@flathead.mt.gov. Learn why this is important

Good afternoon Will,

This are both acceptable legal descriptions for recording.

Feel free to let us know if we can be of further assistance with this.

Have a great rest of your day,

Cathy

*Catherine Frazier*
*Cadastral Specialist*
*Flathead County Plat Room*
*800 S Main*
*Kalispell, MT 59901*
*Ph 406-314-6923*

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**From:** Will Sanzone <wsanzone@jackola.com>
**Sent:** Wednesday, July 24, 2024 9:34 AM
**To:** Plat Room <Plat@flathead.mt.gov>
**Subject:** Legal Description Review

Hello,

Can you please let me know if the description circled in red for the two attached documents are acceptable legal descriptions? Please let me know if you need any more information.

Thank you!

**William Sanzone, EI**
Civil Engineer
Jackola Web Site
406-755-3208 Office
406-755-3218 Fax

**LEGAL DESCRIPTION FOR STORMWATER PARCEL:**

Parcel B of Certificate of Survey No. 14346, located in the Southeast Quarter of the Northeast Quarter of Section 26, Township 29 North, Range 22 West, P.M.M, Flathead County, Montana.

**LEGAL DESCRIPTION FOR MAIN PARCEL:**

The East Half (E 1/2) of the Southeast Quarter (SE ¼) of Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana;

EXCEPTING THEREFROM that portion deeded to Flathead County for road purposes, recorded December 5, 1899, in Book 30, Page 582, and

ALSO EXCEPTING THEREFROM that portion deeded to the Montana Department of Transportation for highway purposes, recorded June 28, 2007, as Doc. No. 2007-179-14150;

202000031987
Page: 1 of 2
Fees: $14.00
Debbie Pierson, Flathead County MT by MW 9/25/2020 4:36 PM

0978415

Approved 9/25/2020 cw

**This Document Prepared By:**
Fidelity National Title Company of Flathead Valley, LLC
1807 3rd Ave East
Kalispell, MT 59901

**After Recording Return To:**
Nicholas J. Coussoulis
Whispering Trails, LLC
341 West 2nd, Suite 1
San Bernardino, CA 92401

**Order No.:** FT1585-201313-JC

Recorded by
Fidelity National Title
FNT: 1585-201313

# WARRANTY DEED

For Value Received Hubert J. Turner, the grantor(s), do(es) hereby grant, bargain, sell and convey unto Whispering Trails, LLC, a Montana limited liability company as to an undivided 50% interest and Deborah J. Snyder as to an undivided 50% interest, of 341 West 2nd, Suite 1, San Bernardino, CA 92401, the grantee(s), the following described premises, in Flathead County, Montana, to wit:

Parcel B of Certificate of Survey No. 14346, located in the Southeast Quarter of the Northeast Quarter of Section 26, Township 29 North, Range 22 West, P.M.M, Flathead County, Montana.

TO HAVE AND TO HOLD unto the Grantee and to the heirs and assigns forever, subject, however, to:

A. All reservations and exceptions of record and in patents from the United States or the State of Montana;

B. All existing easements and rights of way of record, building, use zoning, sanitary and environmental restrictions;

C. Taxes and assessments for the year 2020 and subsequent years;

D. All prior conveyances, leases or transfers of any interest in minerals, including oil, gas and other hydrocarbons;

Except with reference to items referred to in paragraphs above, this Deed is given with the usual covenants expressed in §30-11-110, Montana Code Annotated.

This conveyance is made and accepted upon the express agreement that the consideration heretofore paid constitutes an adequate and full consideration in money or money's worth.

# WARRANTY DEED
(continued)

IN WITNESS WHEREOF, the undersigned have executed this document on the date(s) set forth below.

Hubert J. Turner

State of MT

County of Flathead

This instrument was acknowledged before me on Sept. 25, 2020 by Hubert J. Turner.

Notary Public for the State of _____
Residing at _____,
My Commission Expires: _____

(SEAL)

WENDY EVERETT
NOTARY PUBLIC for the
State of Montana
Residing at Kalispell, Montana
My Commission Expires
June 23, 2022

202100038458
Page: 1 of 2
Fees: $16.00
Debbie Pierson, Flathead County MT by DT 11/2/2021 2:29 PM

**Upon recording, please return to:**
Spartan Holdings, LLC
341 West 2nd Street, Suite 1
San Bernardino, CA 92401

**Send Tax Notices to:**
Spartan Holdings, LLC
341 West 2nd Street, Suite 1
San Bernardino, CA 92401

0561950

Approved 11/2/2021 sc

899289-FT **WARRANTY DEED**

**THE ESTATE OF THELMA M. JOHNSON to SPARTAN HOLDINGS, LLC**

**80-Acre Parcel, Flathead County, MT**

**THIS INDENTURE,** in the form of a warranty deed, is made and given, with warranties of title, the 1st day of November, 2021, by the **GRANTOR:**

> **THE ESTATE OF THELMA M. JOHNSON**, c/o Debra J. Snyder, Personal Representative, the address for which personal representative is 271 Commons Way, Kalispell, MT 59901,

to the **GRANTEE:**

> **SPARTAN HOLDINGS, LLC**, a Montana limited liability company, the address for which is 341 West 2nd Street, Suite 1, San Bernardino, CA 92401;

**WITNESSETH,** that the said Grantor makes and executes this conveyance of real property acting by and through its duly appointed, qualified and acting personal representative who was appointed by the Court in proceedings for the administration of the said Estate, filed as Cause No. DP-19-196A in the District Court of the Eleventh Judicial District for Flathead County, Montana. For good and valuable consideration paid by the said Grantee, the receipt and sufficiency of which is hereby acknowledged, the said Grantor does hereby grant, bargain, sell and convey unto the said Grantee, and to its successors and assigns, forever, all that certain parcel of land consisting of approximately eighty (80) acres, located in Flathead County, Montana, and particularly described as follows:

> The East Half (E½) of the Southeast Quarter (SE¼) of Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana;
>
> EXCEPTING THEREFROM that portion deeded to Flathead County for road purposes, Recorded December 5, 1899, in Book 30, Page 582, and
>
> ALSO EXCEPTING THEREFROM that portion deeded to the Montana Department Of Transportation for highway purposes, recorded June 28, 2007, as Doc. No. 2007-179-14150;

**SUBJECT TO** existing easements and rights-of-way; reservations and exceptions in patents from the United States and the State of Montana; mineral and royalty reservations and conveyances of record; building, use, zoning, sanitary and environmental restrictions; and such other easements, restrictions and interests disclosed by the records of the clerk and recorder for Flathead County, Montana, and as noted in Part II of Schedule B of the October 18, 2021 *ALTA Commitment for Title Insurance* issued by Old Republic National Title Insurance Company under its Commitment No. 899289-FT (Rev. No. 5), as items 7, 8, 26, 28, 30, 31 and 34-36; and

**TOGETHER WITH** all appurtenances and the reversion, remainder, rents, issues and profits thereof; and the said Grantor does hereby covenant that it will forever warrant and defend all right, title and interest in and to the said premises and the quiet and peaceable possession thereof unto the said Grantee, and to the successors and assigns of the said Grantee, forever, against all acts and deeds of the said Grantor and all and every person or persons whomsoever, lawfully claiming or to claim the same.

**IN WITNESS WHEREOF,** the said Grantor, the Estate of Thelma M. Johnson, has caused this instrument to be executed by its duly appointed and acting personal representative, effective the day and year first above written.

**ESTATE OF THELMA M. JOHNSON**

Debra J Snyder

By: Debra J. Snyder
Its: Duly Appointed Personal Representative

## ACKNOWLEDGMENT

STATE OF MONTANA )
:ss
County of Flathead )

This instrument was acknowledged before me this 1st day of November, 2021, by Debra J. Snyder, duly appointed and acting personal representative for the Estate of Thelma M. Johnson.

Jackson

Notary Public for the State of Montana
[Stamp Name, Commission No., and Expiration Date to the left]

*[Seal of Notary]*

TANYA JACKSON
NOTARY PUBLIC for the
State of Montana
Residing at Kalispell, Montana
My Commission Expires
December 15, 2022

80 -A CRES

Return to:
Aimee Brunckhorst
Kalispell City Clerk
P.O. Box 1997
Kalispell, MT 59903

PETITION TO ANNEX
AND
NOTICE OF WITHDRAWAL FROM RURAL FIRE DISTRICT

The undersigned hereinafter referred to as Petitioner(s) respectfully petition the City Council of the City of Kalispell for annexation of the real property described below into the City of Kalispell.

The Petitioner(s) requesting City of Kalispell annexation of the property described herein and further described in Exhibit A hereby mutually agree with the City of Kalispell that immediately upon annexation of the land all City of Kalispell municipal services will be provided to the property described herein on substantially the same basis and in the same manner as such services are provided or made available to other properties within the rest of the municipality. Petitioner(s) hereby state that there is no need to prepare a Municipal Annexation Service Plan for this annexation pursuant to Section 7-2-4610, M.C.A. since the parties are in agreement as to the provision of municipal services to the property requested to be annexed.

The Petitioner(s) further herein express an intent to have the property as herein described withdrawn from the West Valley Rural Fire District under the provisions of Section 7-33-2127, Montana Code Annotated; and that incorporated into this Petition to Annex is the Notice requirement pursuant to said Section; and that upon proper adoption of an ordinance or resolution of annexation by the City Council of the City of Kalispell, the property shall be detracted from said district.

In the event the property is not immediately annexed, the Petitioner(s) further agree(s) that this covenant shall run to, with, and be binding upon the title of the said real property, and shall be binding upon our heirs, assigns, successors in interest, purchasers, and any and all subsequent holders or owners of the above described property.

This City hereby agrees to allow Petitioner(s) to connect and receive the utilities from the City of Kalispell.

This City hereby agrees to allow Petitioner(s) to connect and receive all available utilities from the City of Kalispell excluding solid waste services. MCA 7-2-4736 prohibits the city from providing solid waste services to this property for a minimum of 5 years from date of annexation.

Nicholas J Coussoulis 2·13·25
~~Petitioner/Owner~~ Date
MANAGING MEMBER/SPARTAN HOLDINGS LLC

Petitioner/Owner Date

**NOTE: You must attach an Exhibit A that provides a bona fide legal description of the property to be annexed.**

STATE OF MONTANA )
: ss
County of Flathead County

On this 13 day of February, 2025, before me, the undersigned, a Notary Public for the State of Montana, personally appeared Nicholas J. Coussoulis known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he/she executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notary Seal the day and year ~~in this certificate first above written.~~

TRENA FULLER NOTARIAL SEAL STATE OF MONTANA
TRENA FULLER
NOTARY PUBLIC for the
State of Montana
Residing at Kalispell, MT
My Commission Expires
July 28, 2025.

Trena Fuller
Notary Public, State of Montana
Printed Name Trena Fuller
Residing at Kalispell, MT
My Commission expires: July 28, 2025

STATE OF MONTANA )
: ss
County of Flathead County

On this _____day of _____, _____, before me, the undersigned, a Notary Public for the State of Montana, personally appeared _____ known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he/she executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notary Seal the day and year in this certificate first above written.

_____
Notary Public, State of Montana
Printed Name _____
Residing at _____
My Commission expires: _____

EXHIBIT A.
PROPERTY TO BE ANNEXED.

# Flathead County Map




**Flathead County**
**GIS Department**

800 South Main Street
Kalispell, Montana 59901

0 0.03 0.06 0.12 0.18 0.24 mi

N W E S

*The areas depicted on these maps are for illustrative purposes only and do not necessarily meet mapping, surveying, or engineering standards. Deriving conclusions from this map is done at the user's assumed risk.*

Return to:
Aimee Brunckhorst
Kalispell City Clerk
P.O. Box 1997
Kalispell, MT 59903

PETITION TO ANNEX
AND
NOTICE OF WITHDRAWAL FROM RURAL FIRE DISTRICT

The undersigned hereinafter referred to as Petitioner(s) respectfully petition the City Council of the City of Kalispell for annexation of the real property described below into the City of Kalispell.

The Petitioner(s) requesting City of Kalispell annexation of the property described herein and further described in Exhibit A hereby mutually agree with the City of Kalispell that immediately upon annexation of the land all City of Kalispell municipal services will be provided to the property described herein on substantially the same basis and in the same manner as such services are provided or made available to other properties within the rest of the municipality. Petitioner(s) hereby state that there is no need to prepare a Municipal Annexation Service Plan for this annexation pursuant to Section 7-2-4610, M.C.A. since the parties are in agreement as to the provision of municipal services to the property requested to be annexed.

The Petitioner(s) further herein express an intent to have the property as herein described withdrawn from the West Valley Rural Fire District under the provisions of Section 7-33-2127, Montana Code Annotated; and that incorporated into this Petition to Annex is the Notice requirement pursuant to said Section; and that upon proper adoption of an ordinance or resolution of annexation by the City Council of the City of Kalispell, the property shall be detracted from said district.

In the event the property is not immediately annexed, the Petitioner(s) further agree(s) that this covenant shall run to, with, and be binding upon the title of the said real property, and shall be binding upon our heirs, assigns, successors in interest, purchasers, and any and all subsequent holders or owners of the above described property.

This City hereby agrees to allow Petitioner(s) to connect and receive the utilities from the City of Kalispell.

This City hereby agrees to allow Petitioner(s) to connect and receive all available utilities from the City of Kalispell excluding solid waste services. MCA 7-2-4736 prohibits the city from providing solid waste services to this property for a minimum of 5 years from date of annexation.

_____

Petitioner/Owner Date

_____

Petitioner/Owner Date

**NOTE: You must attach an Exhibit A that provides a bona fide legal description of the property to be annexed.**

STATE OF MONTANA )
: ss
County of Flathead County

On this _____day of _____, _____, before me, the undersigned, a Notary Public for the State of Montana, personally appeared _____ known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he/she executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notary Seal the day and year in this certificate first above written.

_____

Notary Public, State of Montana
Printed Name _____
Residing at _____
My Commission expires: _____

STATE OF MONTANA )
: ss
County of Flathead County

On this _____day of _____, _____, before me, the undersigned, a Notary Public for the State of Montana, personally appeared _____ known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he/she executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notary Seal the day and year in this certificate first above written.

_____

Notary Public, State of Montana
Printed Name _____
Residing at _____
My Commission expires: _____

EXHIBIT A.
PROPERTY TO BE ANNEXED.

# Flathead County Map

**PROPERTY TO BE ANNEXED**

**LEGAL DESCRIPTION:**
**PARCEL B OF CERTIFICATE OF SURVEY NO. 14346, LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, P.M.M., FLATHEAD COUNTY, MONTANA.**




**Flathead County**
**GIS Department**

800 South Main Street
Kalispell, Montana 59901

0 0.03 0.06 0.12 0.18 0.24 mi

N W E S

*The areas depicted on these maps are for illustrative purposes only and do not necessarily meet mapping, surveying, or engineering standards. Deriving conclusions from this map is done at the user's assumed risk.*

## HOW WILL THE PROPOSED ZONING DISTRICT ACCOMPLISH THE INTENT AND PURPOSE OF:

*a. Promoting the Growth Policy*

Per the Kalispell Growth Policy Planning Area Map (dated April 2014), the property has a future land use designation of Urban Residential for the northern two-thirds of the property and High Density Residential for the southern third of the property. The Kalispell Zoning Ordinance (No. 1677) includes urban residential as supporting R-3 Residential Zoning Districts and high density residential as supporting RA-1 Residential Apartment Districts.

The proposed development would also contain approximately 10-acres of B-1 Neighborhood Business Zoning District. Approval for this district would require a PUD which is submitted along with this Annexation and Zoning Application and growth policy map amendment. It should be noted, however, that the Kalispell West Neighborhood Plan has a goal for providing neighborhood convenience shopping centers. Therefore, with a PUD, the Neighborhood Business District designation aligns with the current growth policy.

This area of Kalispell is suited to support both commercial and residential uses due to the area's growth patterns with improvements to Old Reserve Drive, and new developments to the north and east of the subject property. The growth policy identifies a 2% rental vacancy rate which has only experienced further pressure over the last few years. Development of this project would add both multi-family and single-family units to the market and the City of Kalispell.

*b. Lessening congestion in the streets and providing safe access.*

The development is located at the northwest corner of the intersection of Old Reserve Drive and Stillwater Road near the Highway 93 bypass and Glacier High School. Interior site roads will be designed and constructed in accordance with City standards to encourage traffic circulation through the site. The site will have three accesses: access to Old Reserve Drive on the south, access to Stillwater Road on the north, and another access to Stillwater Road on the east. The Montana Department of Transportation (MDT) is also in the planning phases to widen Old Reserve Drive along the south property boundary.

Stillwater Road will also be improved from its current condition as a 60-foot-wide county road to a city minor arterial road. Improvements will include a center left-turn lane and sidewalks along the western edge of the road.

While the development will likely result in an increase in traffic, it is not anticipated that the development will negatively impact the overall transportation system. A traffic impact study is being provided with this application.

*c. Promoting safety from fire, panic, and other dangers*

Development plans will ensure adequate access to public infrastructure and private structures in the case of an emergency, and there are no proposed features or land uses that may compromise the safety of the public. The development will also be served by municipal services, including police, fire protection, water, and sewer. New construction in the development will be required to follow current City adopted building codes and relevant City ordinances and design standards. Development infrastructure will be designed in accordance with local regulations to minimize undue risk from fire, panic, and other dangers.

*d. Promoting the public interest, health, comfort, convenience, safety, and general welfare*

Annexing the subject property is in the public interest because it will ensure it is developed in accordance with City zoning and development guidelines. Connection to public water and sewer will reduce the risk of well contamination and degradation of groundwater from septic discharge. The proposed zoning designation will promote the health and general welfare of the public by providing new and modern single-family & multi-family living units which is needed within the city based on high costs of single-family units and low vacancy rates. The proposed development will also provide space for neighborhood business which would add to the comfort and convenience of the area residents. Finally, the development will also provide residents with parkland located in common areas to further help promote the public's health, comfort, and general welfare.

*e. Preventing the overcrowding of land*

Based on the growth policy future land use designation for the site, development in this area has been anticipated for Urban Residential and High-Density Residential uses. The policy finds that urban residential neighborhoods should be developed at a density between four and twelve dwelling units per acre. The policy also finds that high density residential neighborhoods should be developed at a density that does not exceed twenty units per acre. The proposed development would construct the urban residential neighborhood at a density under six dwelling units per acre, and the high-density residential neighborhood at a density under sixteen dwelling units per acre. The site will also have a portion dedicated for neighborhood business and parkland, which will further prevent the overcrowding of the land.

*f. Avoiding undue concentration of population*

As discussed previously, the proposed zoning districts are consistent with the Growth Policy Future Land Use designations and neighboring developments of the area. The proposed development will result in an increase in number and concentration of residents as compared to the property's current vacant state. However, the land will be developed at a population density below the allowable zoning density. A lower dwelling density will mitigate undue concentrations of the population.

*g. Facilitating the adequate provision of transportation, water, sewage, schools, parks, and other public facilities*

The development will be provided with municipal water and sewer facilities. Existing water and sewer mains will be extended within the proposed subdivision streets. The developer will be responsible for extending the necessary City utility services to the property at their own expense in accordance with City standards. Stormwater will be addressed through water quality and flow control measures on site. Stillwater drive will be upgraded to a minor collector, and MDT has plans to widen Old Reserve Drive. This will improve transportation throughout the area. Internal subdivision roads will also meet city standards for local roads. As a major subdivision project, the City Ordinances require parkland. The parkland will provide outdoor opportunities for the residents. Sidewalks and pathways within common areas and City ROW will allow for convenient pedestrian circulation. The project is also located a short distance from Glacier High School, making for a short commute for students.

*h. Giving reasonable consideration to the character of the district*

The proposed zoning is consistent with the area, which is experiencing residential, multi-family and commercial growth. Properties to the south and west are zoned R3. The properties kitty-corner and to the southwest of the development are zoned R5 with a PUD that allows for professional offices and business. The proposed 10-acres to be zoned B-1 in the southeast of the subdivision will blend well with the adjacent commercial offices and business to the southwest. The remainder of the subdivision will be residential and will blend well with the adjacent R-3 zoned neighborhoods.

*i. Giving consideration to the peculiar suitability of the property for particular uses*

The proposed R-3 and RA-1 zoning districts are consistent with the growth policy future land use designation of Urban Residential and High density Residential. The B-1 zoning in the southeast 10-acres of the site would effectively be landlocked by Glacier High School and adjacent residential development. This would allow opportunity to provide for neighborhood convenience and shopping centers while providing a buffer that transitions to lower density residential development. Including B-1 zoning in the southeast of the development is therefore consistent with goals stated in the Kalispell West Neighborhood Plan.

*j. Protecting and conserving the value of buildings*

The value of buildings in the neighboring areas will be conserved. The proposed R-3 and RA-2 zoning provides for housing that is compatible with other uses adjacent to the site. The development will achieve the density goals for both urban residential and high-density residential neighborhoods. With the extension and improvement of city services, neighboring property values are likely to increase as City services will eventually become available to neighboring properties.

*k. Encouraging the most appropriate use of land by assuring orderly growth*

The proposed development is consistent with the growth policy future land use designation and is also compatible with current city zoning in the immediate area. Annexed properties to the east are zoned R-3 and RA-2, with annexed properties to the south zoned R-3/PUD. Properties southwest of the development are R-5 with a PUD that allows for professional offices and business. Therefore, the proposed B-1 in the southeast corner of the development will provide an opportunity for neighborhood business without the risk of commercial sprawl. This is consistent with the Kalispell West Neighborhood Plan.

PREPARED BY:
JACKOLA ENGINEERING & ARCHITECTURE, P.C.
2250 HWY 93 SOUTH
P.O. BOX 1134
KALISPELL, MT 59903
406-755-3208

PREPARED FOR:
SPARTAN HOLDINGS LLC. (OWNERS)

*Growth Policy Map Amendment and Zoning Map for*

# THE RESERVE AT JOHNSON RANCH

SE1/4 NE1/4 & E1/2 SE1/4 , SECTION 26, T 29 N, R 22 W, P.M., M., FLATHEAD COUNTY, MONTANA

## DESCRIPTION

NORTH RA-1 ZONING (URBAN RESIDENTIAL)
A ZONING BOUNDARY LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, PRINCIPAL MERIDIAN, MONTANA, FLATHEAD COUNTY, MONTANA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 26; THENCE N79°10'08"W, A DISTANCE OF 210.14 FEET TO THE TRUE POINT OF BEGINNING;

THENCE S89°51'21"W, A DISTANCE OF 1077.60 FEET; THENCE N00°06'22"W, A DISTANCE OF 622.99 THENCE N89°50'04"E, A DISTANCE OF 1075.86 FEET; THENCE S00°15'55"E, A DISTANCE OF 623.44 FEET TO THE POINT OF BEGINNING CONTAINING 15.41 ACRES MORE OR LESS

AND;

SOUTH RA-1 ZONING (HIGH-DENSITY RESIDENTIAL)
A ZONING BOUNDARY LOCATED IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, PRINCIPAL MERIDIAN, MONTANA, FLATHEAD COUNTY, MONTANA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 26; THENCE S02°14'28"W, A DISTANCE OF 977.46 FEET TO THE TRUE POINT OF BEGINNING;

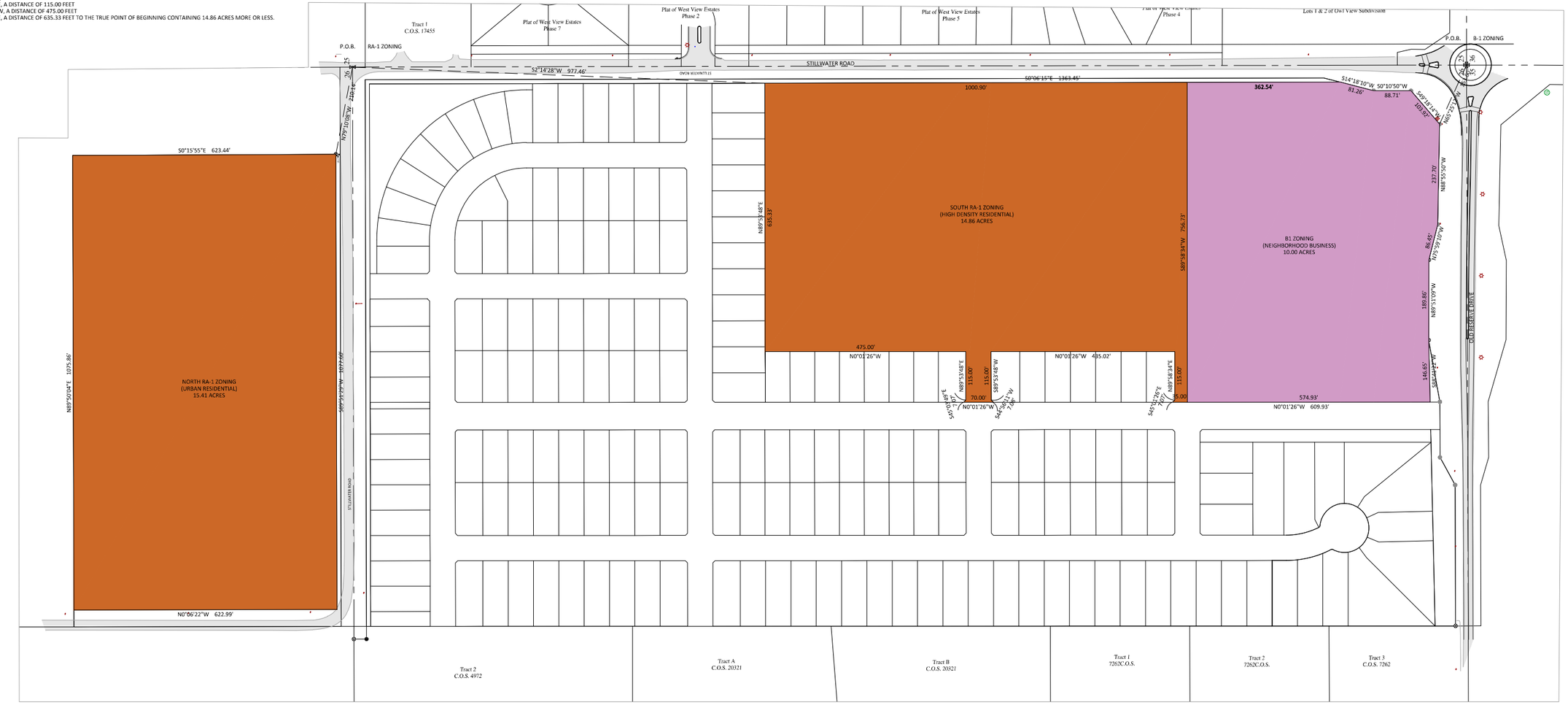
THENCE ON AND ALONG THE FOLLOWING THIRTEEN (13) COURSES
S00°06'15"E, A DISTANCE OF 1000.90 FEET
S89°58'34"W, A DISTANCE OF 756.73 FEET
N00°01'26"W, A DISTANCE OF 35.00 FEET
S45°01'26"E, A DISTANCE OF 7.07 FEET
N89°58'34"E, A DISTANCE OF 115.00 FEET
N01°01'26"W, A DISTANCE OF 435.02 FEET
S89°53'48"W, A DISTANCE OF 115.00 FEET
S44°56'11"W, A DISTANCE OF 7.08 FEET
N00°01'26"W, A DISTANCE OF 70.00 FEET
S45°03'49"E, A DISTANCE OF 7.07 FEET
N89°53'48"E, A DISTANCE OF 115.00 FEET
N00°01'26"W, A DISTANCE OF 475.00 FEET
N89°53'48"E, A DISTANCE OF 635.33 FEET TO THE TRUE POINT OF BEGINNING CONTAINING 14.86 ACRES MORE OR LESS.

AND;

B-1 ZONING (NEIGHBORHOOD BUSINESS)
A ZONING BOUNDARY LOCATED IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, PRINCIPAL MERIDIAN, MONTANA, FLATHEAD COUNTY, MONTANA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 26; THENCE N65°25'12"W, A DISTANCE OF 153.60 FEET TO THE TRUE POINT OF BEGINNING;

THENCE ON AND ALONG THE FOLLOWING TWELVE (10) COURSES
N88°55'50"W, A DISTANCE OF 237.70 FEET
N75°59'10"W, A DISTANCE OF 86.45 FEET
N89°51'09"W, A DISTANCE OF 189.86 FEET
S88°41'22"W, A DISTANCE OF 146.65 FEET
N00°01'26"W, A DISTANCE OF 609.93 FEET
N89°58'34"E, A DISTANCE OF 756.73 FEET
S00°06'15"E, A DISTANCE OF 362.54 FEET
S14°18'10"W, A DISTANCE OF 81.26 FEET
S00°10'50"W, A DISTANCE OF 88.71 FEET
S49°18'14"W, A DISTANCE OF 103.92 FEET TO THE TRUE POINT OF BEGINNING CONTAINING 10.00 ACRES MORE OR LESS.



**THE RESERVE AT JOHNSON RANCH**

**PLANNED UNIT DEVELOPMENT NARRATIVE**

**Kalispell, Montana**

Prepared By:

Jackola Engineering & Architecture
PO Box 1134
Kalispell, MT 59903

Project No. 240208:200

Contact: Michael Bestwick, PE
406-755-3208

Date

February, 2024

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5) Draft CCR's
6) Preliminary Plat Drawing
7) Phasing Plan
8) Preliminary Site and Utility Plans

## a) Description of Goals and Objectives for the Development

The Reserve at Johnson Ranch proposes to create a single-family, multi-family and neighborhood-commercial development on approximately 92 acres located in the northwest corner of the Old Reserve Drive and Stillwater Road intersection. The overall intent of this PUD is to create a single-family, multi-family and neighborhood business community that blends well with the surrounding residential areas. The site is located directly adjacent to the current City of Kalispell limits and the site's proximity to City infrastructure and significant transportation routes make it suitable for the proposed mixed-use development. The site is also within the Growth Policy Planning Area and the Annexation Policy Boundary per the Kalispell Growth Policy Planning Area Map. The project aims to support the need for both single-family and rental housing while integrating neighborhood businesses to provide goods and services to residents.

## b) Project Timeframe and Schedule

The project is expected to be completed in multiple phases over the next 12 years. Phase 1 is intended to start construction in the Fall of 2025 with the infrastructure and buildings being complete in 2037. The tentative schedule is presented in the table below.

| Phase | Estimated Start | Estimated Completion |
|---|---|---|
| Phase 1 | Fall 2025 | Spring 2026 |
| Phase 2 | Spring 2026 | Spring 2027 |
| Phase 3 | Spring 2027 | Spring 2028 |
| Phase 4 | Spring 2028 | Spring 2029 |
| Phase 5 | Spring 2029 | Spring 2030 |
| Phase 6 | Spring 2030 | Spring 2031 |
| Phase 7 | Spring 2031 | Spring 2032 |
| Phase 8 | Spring 2032 | Spring 2033 |
| Phase 9 | Spring 2033 | Spring 2034 |
| Phase 10 | Spring 2034 | Spring 2035 |
| Phase 11 | Spring 2035 | Spring 2036 |
| Phase 12 | Spring 2036 | Spring 2037 |

## c) Conformance with Zoning and Subdivision Regulations

The plan departs from the zoning policy in two ways. First, the southeast 10-acres of the property will be zoned B-1 (neighborhood business) as opposed to RA-2 (high density residential). Second, the B-1 zoning will allow for a maximum building footprint for a neighborhood grocery store of up to 40,000 SF, and the total building footprint area of all buildings within the B-1 district would not exceed 110,000 SF.

These deviations are deemed to be in the public interest because they are aligned with the City Growth Policy. Specifically, the development falls within the Kalispell West Neighborhood Plan. One of the specific policies of the growth plan is to provide for neighborhood shopping centers to serve residents within a one-mile radius while providing a buffer with higher density housing to transition away from the neighborhood shopping center. There are no neighborhood shopping centers within a mile of the development, and the nearest major shopping center is the Hutton Ranch Development that exceeds a 1-mile radius from the subdivision. The proposed B-1 zoning will serve as a neighborhood shopping center for the proposed and existing residential zoning districts that surround the B-1 zoning. Specifically, the neighborhood B-1 zoning will serve the proposed RA-1 and R-3 zoning districts associated with the subject subdivision. In addition, the neighborhood B-1 zoning will serve the Westview Park subdivision to the east, which consists of R-3 and RA-2 zones. Lastly the B-1 zoning will serve the developing Starling subdivision to the south, which is zoned as R-3/PUD, and is anticipated to be developed for high-density residential use.

Because the proposed B-1 zoning is surrounded by residential zoning, there is no risk for strip commercial development land use patterns. Limiting strip commercial development also aligns with the City growth policy. However, because the immediate area is rapidly developing with high-density multifamily and single-family use, there is a growing population that would benefit from retail stores business exceeding 4,000 SF in floor area. Examples of such neighborhood businesses include grocery stores, convenience stores, banks, or equivalent uses.

To mitigate potential for developing the B-1 zone with high-density box stores, the PUD limits the total allowable footprint area within the 10-acre B-1 zoning district to 110,000 SF. This would allow ample space for buildings and parking lots while reserving significant greenspace for landscape buffers and walking path connectivity throughout the B-1 zoned area.

The RA-1 zoned area lies directly north of the B-1 zoning. This area will allow for multifamily housing directly adjacent to neighborhood business, which will provide necessary services (e.g. banks, community grocery stores, convenience stores) for the multifamily portion of the development. Per the City growth policy, high density housing developments should be in close proximity to necessary services, so having these zones adjacent to one another is aligned with the City growth policy.

Additionally, the PUD proposes to integrate pedestrian path connectivity throughout the subdivision. This would be done by integrating a 10-foot-wide pedestrian path that would connect from West Reserve Drive and extend along an internal subdivision road and ultimately terminate at Stillwater Road to the north. The path would effectively link the B-1 zoned district to the south with the RA-1 and R-3 zones to the north. This would enhance the overall nature of the development by providing walkable and bikeable connectivity between the residential and commercial sectors of the subdivision. Creating walkable and bikeable neighborhoods is a goal of the City Growth Policy, so the implementation of the pedestrian promotes the City growth policy.

Lastly, the PUD proposes to develop the R-3 zoning at a reduced density relative to zoning regulations allowances. Specifically, the proposed minimum lot size is 7,000 SF as opposed to 6,000 SF in the R3 zone. Increased lot size will provide more greenspace and reduced congestion throughout the subdivision and surrounding neighborhoods. The R-3 zone will also not allow for ADUs to ensure that the density remains as planned. The lower density R-3 also works to transition away from the higher density RA-1 zone and B-1 zone consistent with the Kalispell West Neighborhood Plan.

**d) Nature and Extent of Common Open Space**

The nature and extent of the common area would focus on pedestrian connectivity between the various zoning designations within the subdivision. As stated above, a 10-foot-wide pedestrian path will run from Reserve Drive to Stillwater Road to provide pedestrian and bicycle access throughout the subdivision. Limiting the total building area footprint area to 110,000 SF within the proposed 10-acre B-1 zone will further allow for more greenspace and pedestrian connectivity within the southwest 10-acres of the property. Setting a minimum lot size of 7,000 SF within the R-3 zoning will reduce overall dwelling densities, thereby reducing congestion within proposed paths, open areas, and on roadways. The PUD also proposes an approximate 10.5-acre parcel directly north of Stillwater Road. This tract will be used for both stormwater detention as well as common open space/parkland.

As a predominant single-family & multi-family development, parkland will be provided at a ratio of 0.03 acres per dwelling unit or recreational amenities equivalent to the fair market value of 0.03 acres of land per unit. Amenities and landscaping will be proposed with each project phase and the engineering and construction documents will be reviewed and approved by the Planning and Parks & Recreation Departments to ensure compliance. With the amenities being provided for use by the entire portion of the development, it supports a more community feel. Maintenance and conservation of the common space would be the responsibility of the HOA/POA for the subdivision.

**e) Strategy for the Provision of Local Services**

Water supply, sewer collection, storm water management, roadways, traffic management, pedestrian access, and recreational facilities will be designed and constructed in accordance with the City of Kalispell Standards for Design and Construction. The facilities will be designed and installed at the expense of the developer and will be granted to the City of Kalispell after completion of construction for future ownership.

The water distribution system will be comprised of a network of water mains which will extend from the existing 12" water main located within Taelor Road to the east. New water mains will be extended within the subdivision as well as within the Stillwater Road ROW. The water main will be extended to the far north boundary of Stillwater Road for future developments. Fire hydrants will be installed at appropriate locations coordinated with the Fire Department and each building will be provided with an individual water service and fire suppression service where required by code.

Wastewater collection will be provided by gravity sewer mains. Sewer mains will be constructed in the public ROW and will tie into existing sewer mains within the intersection of Stillwater Road and Old Reserve Drive. A main will also be extended from Taelor Road to serve the northern portion of the subdivision.

City ROWs will be constructed to meet the City Standards, and curb and gutters will direct stormwater to low points. Stormwater will then be conveyed to stormwater retention or detention facilities. The topography of the site naturally falls from west to east. Stormwater will generally drain from west to east/northeast. Post development drainage patterns are expected to generally match existing, with overflows from the site meeting pre-development conditions.

There will be three Public ROW ingress/egress points for the residential portion of the site, and two egress/ingress points for the multifamily (RA-1) and neighborhood business (B-1) portions of the site respectively. Reserve Drive is owned by MDT, so the south access will need to be coordinated with MDT. Stillwater Road is a county road, but upon annexation, ownership will transfer to the City. Interior roadways will be aligned to the extent feasible with the City of Kalispell's transportation plan to anticipate future roadway extensions. MDT does have plans to improve Old Reserve Drive in the next couple years, and as such, coordination will be required for the approach from the development to that road. Power is located overhead on the north

side of Old Reserve Drive along the site's southern boundary. Fiber optic runs along the north side of Old Reserve Drive. These will be extended underground throughout the development.

**f) Relationship of Development upon Neighborhood**

The subject property is situated in a highly visible and accessible location in proximity to both US Hwy 93 and the 93 by-pass. This area is currently experiencing residential growth with the development of the Westview Estates subdivision, the Owl View Subdivision, Johnson Ranch Subdivision (Flathead County), and the Starling Development. The Project is expected to facilitate further growth and provide additional commercial and residential opportunities for current and future residents due to the location, extension of public utilities, and exposure from passing vehicles. The B-1 zoning will allow for neighborhood businesses to serve the immediate needs of surrounding residential areas. Neighborhood business will also be an asset to future residential developments that are anticipated to expand to the west and north. The B-1 zoning location provides easy access to surrounding neighborhoods, but it is bounded by residentially zoned districts, which will mitigate concerns of commercial sprawl. The development also emphasizes pedestrian connectivity via a 10-foot-wide walking path that connects Reserve Drive to Stillwater Road. For these reasons, the planned development is anticipated to have a beneficial relationship upon the local neighborhood.

**g) Suitability of Property for the Proposed Use**

The immediate area within the vicinity of the subdivision is experiencing rapid residential growth. As such, the development will provide additional residential units while blending a neighborhood business district to provide goods and services to support residential development. The PUD also emphasizes connectivity by integrating a 10-foot-wide path through the subdivision. Limiting total floor areas within the 10-acre B-1 zoning will provide ample greenspace and buffers between the commercial district and adjacent residential development. Because the B-1 zoning is bounded by residential zoning district, there is no potential for commercial sprawl, so the neighborhood business will blend into the adjacent residential zones.

**h) Mitigation of the Impact of Incompatible Uses**

The proposed B-1 zoning use limits total building footprint area to 110,000 SF within the 10-acre zone. This will ensure that B-1 zone does not develop as a high-density box store development like Hutton Ranch Plaza. Limiting the total allowable building area

will also provide more greenspace and pedestrian connectivity throughout the B-1 zone.

The RA-1 zone will allow for multifamily development. To offset the increased density associated with multifamily development, the PUD will set a minimum lot size in the R-3 zone to 7,000 SF. Per City zoning rules, minimum lot size for R-3 is 6,000 SF, so the increased minimum lot size will reduce dwelling density within the R-3 district by up to 16%. Additionally, the R-3 zone will prohibit ADUs, negating risk for an unplanned increase in dwelling density.

The multifamily RA-1 zone will be situated adjacent to the B-1 zone and then transition to the R-3 zone. Thus the neighborhood will transition from neighborhood business to multifamily development to lower density residential. The blend from commercial to high density residential to lower density residential is consistent with the growth policy for the Kalispell West Neighborhood Plan.

**i) <u>Furthering the Kalispell Growth Policy</u>**

The development will further the goals of the growth policy by providing neighborhood shopping centers to serve residents within a one-mile radius, while providing a buffer with higher density housing to transition away from the neighborhood shopping center. This B-1 zoning area will serve the proposed RA-1 and R-3 zoning for the development, along with the existing R-3 and RA-2 zones associated with the Westview Park Subdivision. The B-1 zoned area will have a maximum building footprint of up to 40,000 SF for a neighborhood grocery store and no more than 110,000 SF of floor space between all buildings, which will discourage big box stores from using the space. Because the B-1 zoned area is surrounded by residential development, there is no risk of strip commercial development, which also aligns with the city growth policy.

The RA-1 zoned area lies directly north of the B-1 zoning. This lot will allow for multifamily housing directly adjacent to neighborhood business, which will provide necessary services for residents. Per the city growth policy, high density residential development should be located near to necessary services that would be provided in the B-1 zoned lot. Therefore, allowing for multifamily units directly next to the B-1 district is aligned with the City Growth Policy.

Additionally, the PUD proposes to integrate the pedestrian path connectivity throughout the subdivision. This would be done by building a 10-foot-wide pedestrian path that would connect from Reserve Drive and extend along an internal subdivision

road, ultimately terminating at Stillwater Road to the north. The path would link the B-1 zoned district to the south with the RA-1 and R-3 zones to the north. Creating walkable and bikeable neighborhoods is a goal of the City Growth Policy, so the implementation of the pedestrian path promotes the City Growth Policy.

Lastly, the PUD proposes to develop the R-3 zoned area at a reduced density relative to zoning regulations allowances. Specifically, the proposed minimum lot size is 7,000 SF as opposed to 6,000 SF for the R-3 zone in the zoning regulations. The R-3 zone will also prohibit ADUs. Increasing the lot size will provide more greenspace and will help to reduce congestion throughout the subdivision. The lower density R-3 zoning will also help to transition away from the higher density RA-1 zone and B-1 neighborhood business zone. It is a goal of the City Growth Policy to provide more single-family housing, so the R-3 zoned area aligns with the growth policy.

**j) Supplemental Information**

1. **Total acreage and present zoning classifications**
   The Site occupies 91.8-acres and is currently zoned as AG-80.
2. **Zoning classification of all adjoining properties**
   Zoning of adjacent properties consists of County AG-80, County SAG-5, County R-1, City R-5/PUD, City RA-2 and City R-3. Please refer to the attached zoning map.
3. **Density in dwelling units per gross acre**
   The dwelling density for the subdivision is summarized below:

| Zone | Area (AC) | Dwelling Units (No.) | Density (No/AC) |
|---|---|---|---|
| B-1 | 10.0 | N/A | N/A |
| South RA-1 | 14.8 | 237 | 16* |
| R-3 | 36.2 | 186 | 5.1 |
| North Residential RA-1 | 5.0 | 70 | 14* |
| Right of Way | 14.2 | N/A | N/A |
| Open Space | 11.6 | N/A | N/A |
| Totals | 91.8 | 493 | 5.4 |
| Notes:<br>*Dwelling Density of 16 and 14 units/Ac assumed for multifamily units based on zoning and City growth policy designations. | | | |

Based on the varying lot sizes, the unit densities per lot ranges from 5.1-16 units per acre. The average unit density as presented above is 5.4 units per acre. By clustering multifamily buildings in the Stillwater Road frontage, the densities to the north and west can be reduced and softened to the adjacent properties. Refer to the attached site maps for preliminary lot layouts.

4. **Location, size height and number of stories for buildings and uses proposed for buildings.**

   The Neighborhood Commercial lot is in the southeast corner of the property, adjacent to the intersection of Old Reserve Drive and Stillwater Road. Buildings on this lot will not exceed the B-1 zone 60 feet height limit and will have a maximum footprint size of 40,000-sf. The businesses within this area are to serve primarily the residents of the subdivision and surrounding neighborhoods. Those types of businesses that will be encouraged include neighborhood grocery stores, convenience stores, banking, small boutique businesses and coffee shops, and convenience stores. The RA-1 lot may be developed with multi-family residential buildings not exceeding the 45-foot building height limit per the zoning regulations. Roof heights will be determined from native grade as determined in the zoning ordinance. The remaining R-3 zoning will consist of single-family homes.

5. **Layout and dimensions of streets, parking areas, pedestrian walkways, and surfacing**

   All streets and parking area design will follow the guidelines listed in the City of Kalispell Standards for Design and Construction and City Zoning Ordinance. Streets and parking areas will be paved with asphalt. A 10-foot-wide pedestrian path will provide connectivity from the neighborhood commercial area to Stillwater Road to the north. This will allow pedestrian circulation for the multifamily and urban residential areas as well.

6. **Vehicle, emergency and pedestrian access, traffic circulation and control**

   The development will be accessed from both Stillwater Road and Old Reserve Drive, with interior site roadways providing traffic circulation through the Site. Roadway design will follow City of Kalispell design standards, and International Fire Code (IFC) will be followed to ensure appropriate emergency access is provided in parking lots and throughout commercial and multi-family areas.

7. **Location, size, height, color and materials of signs**

   All signs will comply with City of Kalispell ordinances. A. Final design of signs will be reviewed by the city, and the height, size, color, and materials of the proposed signage will conform to the Kalispell Sign Ordinance.

8. **Location and height of fencing and/or screening**

No fencing is being proposed at this time; a preliminary landscape plan will be submitted prior to construction of the development. Should fences be constructed, they will conform to City regulations (4 feet height maximum front, 6.5 feet height maximum rear).

9. **Location and type of landscaping**

   The subdivision will follow City of Kalispell Landscape ordinances. Specifically, boulevard trees will be provided throughout the subdivision. Site specific landscape plans will be developed for the neighborhood business and RA-1 zoned multifamily lots as these lots are developed. Landscaping will also be provided in the stormwater retention area to the north of the enhance the visual appeal of the stormwater system. Final landscape and irrigation design will be reviewed and approved by the City Parks department prior to construction.

10. **Location and type of open space and common areas**

    An approximate 10-acre open space is provided to the north of Stillwater Road. This open space will serve as an area for stormwater retention in addition to parkland, which may consist of playgrounds, linear parks, or a dog park. As the RA-1 area develops with multifamily units, it is anticipated that common courtyard areas with pavilions or clubhouses will be integrated into the site design to meet City of Kalispell amenity requirements. The proposed 10-wide path running across the site will also serve as a common area to promote safe pedestrian and bicycle connectivity. Additional open space/green space will be developed with site design within the B-1 area as well since overall building footprints are being limited to 110,000 SF. Overall open space and common areas will be constructed throughout the subdivision to allow for ease of access and increase overall neighborhood feel.

11. **Proposed maintenance of common areas and open space**

    Maintenance of common areas and open space will be maintained by an HOA/POA. Please refer to the attached draft CCRs.

12. **Property boundary locations and setback lines**

    Property Boundaries are shown on the attached preliminary plat drawing and building setbacks will meet City zoning standards for B-1, RA-1, and R-3.

13. **Special design standards, materials and/or colors**

    All buildings and materials will comply with City Architectural standards and building code. No special building design standards or materials are being proposed.

14. **Proposed schedule of completions and phasing of the development, if applicable**

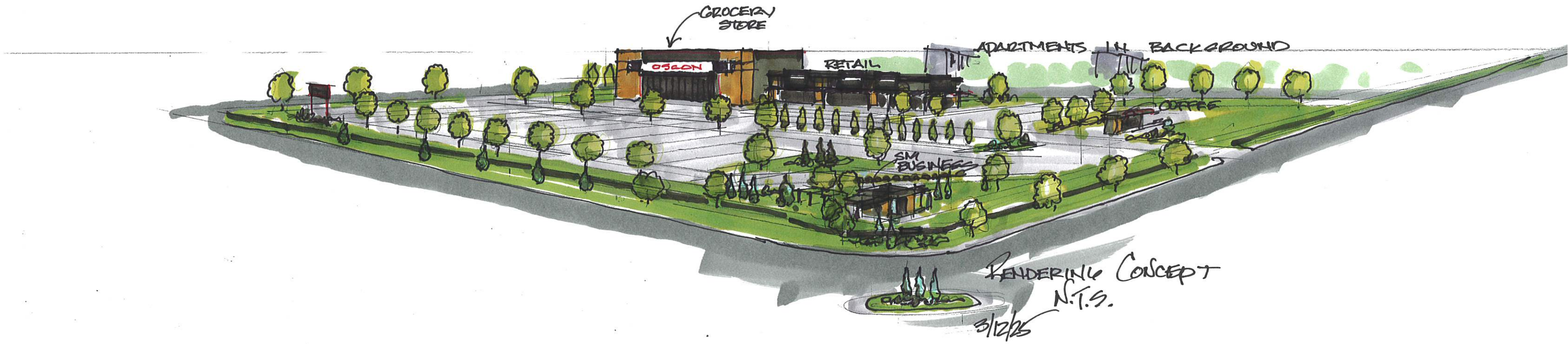
    A phasing plan with schedule is provided as an attachment to this application.

15. **Covenants, conditions and restrictions**

See Attached CCRs.

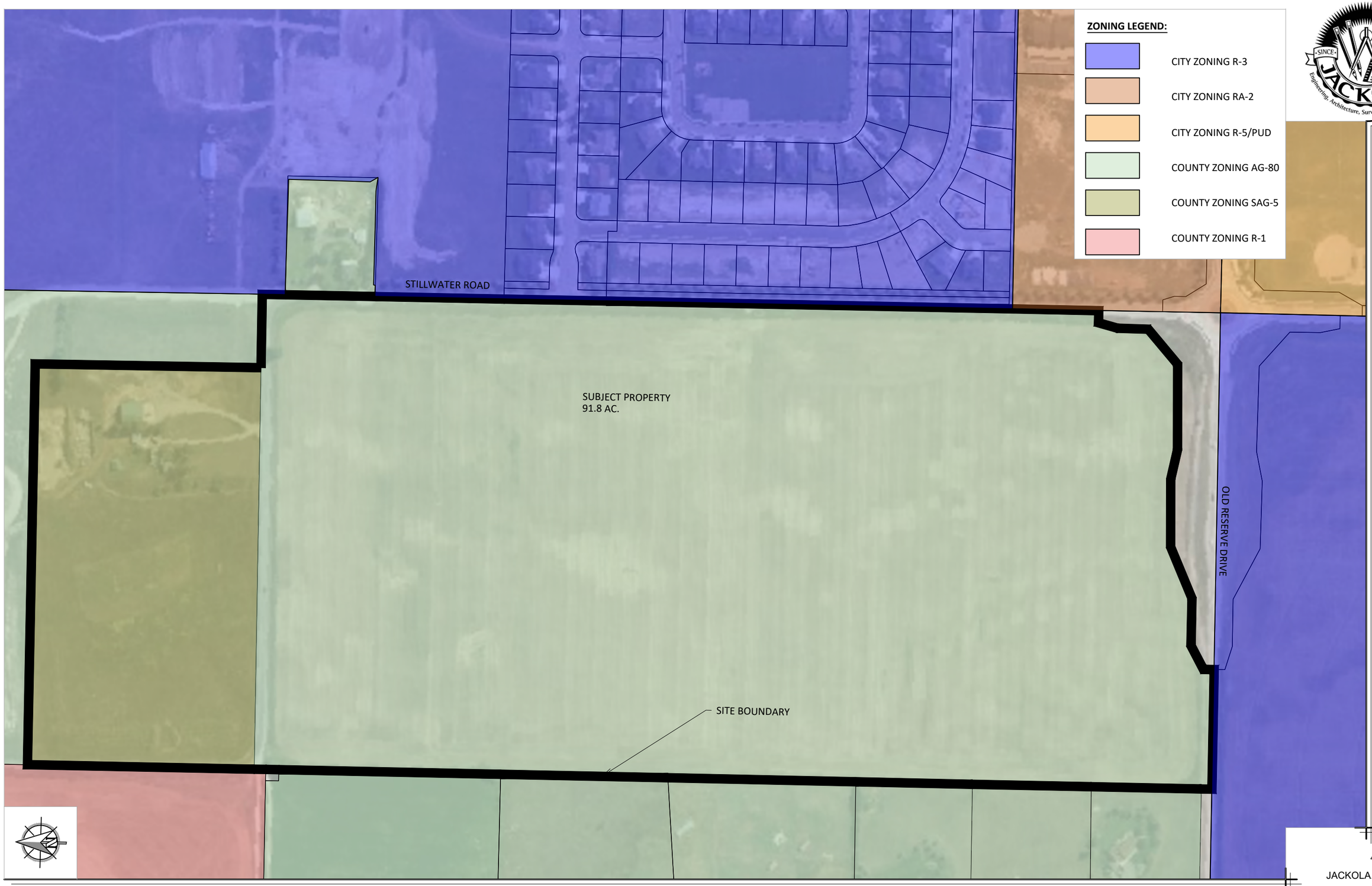
16. **Any other information that may be deemed relevant and appropriate to allow for adequate review**

Please refer to the attached plans and other supplementary information.




RENDERING CONCEPT
N.T.S.
3/12/25

# ATTACHMENT 1
# Existing Zoning Map




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THE RESERVE AT JOHNSON RANCH
SPARTAN HOLDINGS
KALISPELL, MONTANA

EXISTING ZONING MAP
1"=250'

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KALISPELL
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JACKOLA.COM
VANCOUVER
360-852-8746
BOZEMAN
406-586-0707

# ATTACHMENT 2
# Vicinity Map

STILLWATER ROAD

STILLWATER ROAD

TAELOR ROAD

OWL LOOP

LANDING LANE

THE RESERVE AT
JOHNSON RANCH
91.8 AC.

SITE BOUNDARY

FARM VIEW LANE

SAWYER LANE

OLD RESERVE DRIVE

GLACIER HIGH SCHOOL

STILLWATER ROAD

# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
KALISPELL, MONTANA

## VICINITY MAP
1"=500'


KALISPELL
406-755-3208

JACKOLA.COM

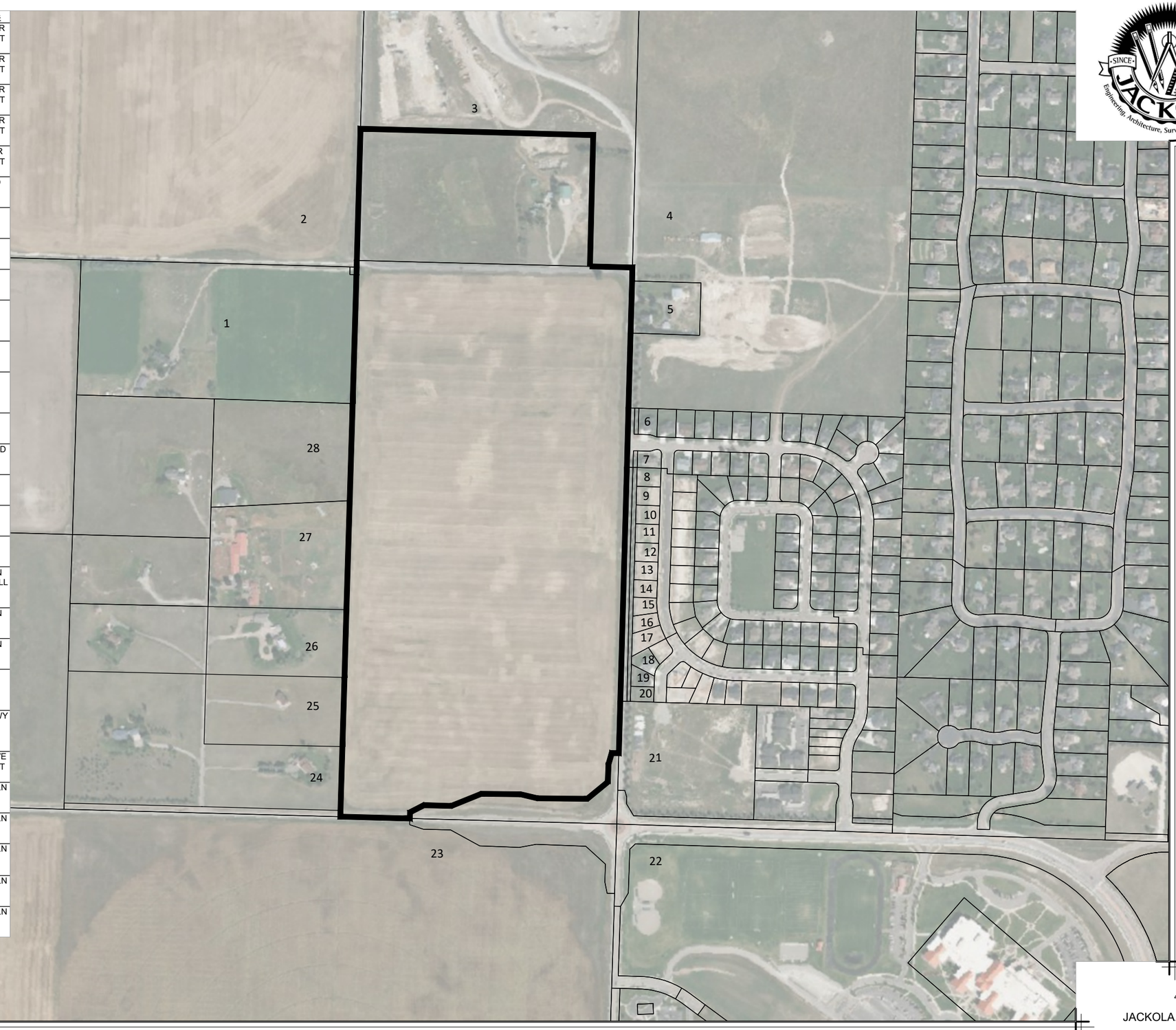
VANCOUVER
360-852-8746

BOZEMAN
406-586-0707


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# ATTACHMENT 3
# Adjacent Landowner Map

| Lot | Tract ID | Owner | Mailing Address | Property Address |
|---|---|---|---|---|
| 1 | 2922X26-XXX-7C | REGIER, KEITH S & JOLENE A | 1078 STILLWATER RD KALISPELL MT 59901 | 1078 STILLWATER RD KALISPELL MT 59901 |
| 2 | 2922X26-XXX-1 | ALLMARK LAND HOLDINGS LLC | 201 HIGHVIEW LN MEDIA PA 19063 | 1104 STILLWATER RD KALISPELL MT 59901 |
| 3 | 2922X26-XXX-3B | L H C INC | PO BOX 7338 KALISPELL MT 59904 | 1100 STILLWATER RD KALISPELL MT 59901 |
| 4 | 2922X25-XXX-5 | OWL CORPORATION | 500 PALMER DR KALISPELL MT 59901 | 1080 STILLWATER RD KALISPELL MT 59901 |
| 5 | 2922X25-XXX-5D | MC COLLUM, WILLIAM O & PAULA C | 985 STILLWATER RD KALISPELL MT 59901 | 985 STILLWATER RD KALISPELL MT 59901 |
| 6 | 2922X25-WVG-33 | COCHRAN, MARY | 202 TAELOR RD KALISPELL MT 59901 | 202 TAELOR RD KALISPELL MT 59901 |
| 7 | 2922X25-WE5-34 | CANNON, TAMRA JEAN & DANIEL WELDON | 176 OWL LOOP KALISPELL MT 59901 | 176 OWL LOOP KALISPELL MT 59901 |
| 8 | 2922X25-WE5-34 | CANNON, TAMRA JEAN & DANIEL WELDON | 176 OWL LOOP KALISPELL MT 59901 | 176 OWL LOOP KALISPELL MT 59901 |
| 9 | 2922X25-WE5-35 | MORGAN, PETER & TANYA | 172 OWL LOOP KALISPELL MT 59901 | 172 OWL LOOP KALISPELL MT 59901 |
| 10 | 2922X25-WE5-36 | IRON STAR CONSTRUCTION LLC | Attn:KISA DAVISON 130 2ND ST W KALISPELL MT 59901 | 168 OWL LOOP KALISPELL MT 59901 |
| 11 | 2922X25-WE5-37 | MUONIO, LEE & ANNIE | 184 EMPIRE LOOP KALISPELL MT 59901 | 164 OWL LOOP KALISPELL MT 59901 |
| 12 | 2922X25-WE5-38 | BONDAR, OLEKSII | 122 OSPREY BUSINESS CT STE 103 COLUMBIA FALLS MT 59912 | 160 OWL LOOP KALISPELL MT 59901 |
| 13 | 2922X25-WE5-39 | KAUFFMAN, HOPE | 156 OWL LOOP KALISPELL MT 59901 | 156 OWL LOOP KALISPELL MT 59901 |
| 14 | 2922X25-WE5-40 | BUCK, DARREN & JANET | 152 OWL LOOP RD KALISPELL MT 59901 | 152 OWL LOOP RD KALISPELL MT 59901 |
| 15 | 2922X25-WE5-41 | LEMOS, MICHAEL & KELSI | 150 OWL LOOP KALISPELL MT 59901 | 150 OWL LOOP KALISPELL MT 59901 |
| 16 | 2922X25-WE5-42 | VOGEL, JAMES H & TATE E | 148 OWL LOOP KALISPELL MT 59901 | 148 OWL LOOP KALISPELL MT 59901 |
| 17 | 2922X25-WE5-43 | CATTRON, RICHARD & KAREN KAYLYNN | 146 OWL LOOP KALISPELL MT 59901 | 146 OWL LOOP KALISPELL MT 59901 |
| 18 | 2922X25-WE4-45 | POTTER, CHRISTOPHER JAMES & JEANNINE LYNN | 276 LANDING LN STE 103 KALISPELL MT 59901 | 276 LANDING LN STE 103 KALISPELL MT 59901 |
| 19 | 2922X25-WE4-46 | NOLAN, LOGAN | 272 LANDING LN KALISPELL MT 59901 | 272 LANDING LN KALISPELL MT 59901 |
| 20 | 2922X25-WE4-47 | WILEY, BRIAN G & MIKKI R | 137 TRAILRIDGE RD KALISPELL MT 59901 | 268 LANDING LN KALISPELL MT 59901 |
| 21 | 2922X25-OWA-1A | LBO PROPERTIES LIMITED PARTNERSHIP | 500 PALMER DR KALISPELL MT 59901 | 1295 OLD RESERVE DR KALISPELL MT 59901 |
| 22 | 2922X36-GHS-1 | ST MT DEPT OF NATURAL RESOURCES & CONSERVATION | FLTHD SCHOOL DIST 5 233 1ST AVE E KALISPELL MT 59901 | 375 WOLFPACK WY KALISPELL MT 59901 |
| 23 | 2922X35-XXX-3 | ASPEN STILLWATER PROPERTIES LLC | 6550 E IRONWOOD DR PARADISE VALLEY AZ 85253 | 885 OLD RESERVE DR KALISPELL MT 59901 |
| 24 | 2922X26-XXX-7E | MORGAN, DENNIS M & LILLIAN M | 515 FARM VIEW LN KALISPELL MT 59901 | 515 FARM VIEW LN KALISPELL MT 59901 |
| 25 | 2922X26-XXX-7EA | WEAVER, MALLORY MARIE & STEVEN PATRICK | 547 FARM VIEW LN KALISPELL MT 59901 | 547 FARM VIEW LN KALISPELL MT 59901 |
| 26 | 2922X26-XXX-7DA | OSLER REVOCABLE TRUST, RODNEY R | 577 FARM VIEW LN KALISPELL MT 59901 | 577 FARM VIEW LN KALISPELL MT 59901 |
| 27 | 2922X26-XXX-7DAA | WALTERS, MICHEL ANN | 2184 E EMERALD RIVER CIR FORT MOHAVE AZ 86426 | 605 FARM VIEW LN KALISPELL MT 59901 |
| 28 | 2922X26-XXX-7BA | WILSON, ERIC A & RACHEL E | 633 FARM VIEW LN KALISPELL MT 59901 | 633 FARM VIEW LN KALISPELL MT 59901 |




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SINCE 1969 P.C.
Engineering, Architecture, Surveying, Land Use Planning

# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
KALISPELL, MONTANA

VICINITY MAP: PARCEL INFO
1"=500'


KALISPELL
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JACKOLA.COM
VANCOUVER
360-852-8746
BOZEMAN
406-586-0707


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# ATTACHMENT 4
# PUD Site Plan

## CONCEPT FOR MAIN GROCERY STORE FACADE



## CONCEPT FOR RETAIL FRONTAGE FACADE



**KEYNOTES:** ⬡ (X)

1. NEW LOCAL STREET.
2. NEW LOCAL INTERSECTION.
3. NEW URBAN MINOR ARTERIAL.
4. NEW DRIVEWAY APPROACH.
5. NEW 10' WIDE SIDEWALK.
6. NEW 3/4 TURN APPROACH TO MDT RIGHT-OF-WAY.
7. NEW SIDEWALK ALONG MDT FRONTAGE. FINAL DESIGN TO BE COORD. WITH MDT ROAD IMPROVEMENT PLANS.
8. NEW GRAVEL ACCESS FOR STORMWATER RETENTION AREA.




PUD SUMMARY

ZONE B-1 (NEIGHBORHOOD BUSINESS)--10 AC
40,000 SF MAX BUILDING FOOTPRINT FOR GROCERY STORE & 110,000 SF TOTAL FOR ALL BUILDINGS

SOUTH RA-1 ZONE--14.8 AC
MAX 237 DWELLING UNITS AT 16 UNITS PER AC

NORTH RA-1 ZONE--4.98 AC
MAX 70 DWELLING UNITS AT 14 UNITS PER AC

1 SITE PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

## CONCEPT FOR OUTDOOR SEATING FOR DELI/CAFE




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Engineering, Architecture, Surveying, Land Use Planning
KALISPELL | 406-755-3208 | BOZEMAN | 406-586-0707 | VANCOUVER | 360-852-8746
info@jackola.com jackola.com

**PRELIMINARY**

THE INFORMATION CONTAINED HEREIN IS PROPRIETARY. THIS DOCUMENT MAY NOT BE USED OR REPRODUCED WITHOUT THE WRITTEN CONSENT OF JACKOLA ENGR. & ARCH., P.C.

# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

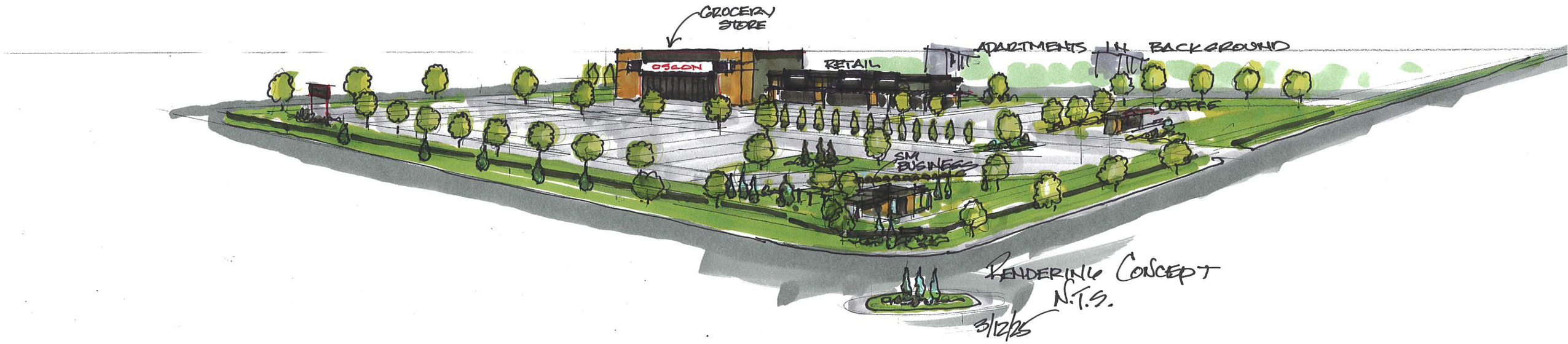
276 193 +121 254

DRAWN: WJS CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

SITE PLAN

C1.10

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PROJECT # 240208




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N.T.S.
3/12/25

# ATTACHMENT 5
# Draft CCR's

After recording return to:

Mark Buckwalter, Esq.
Buckwalter Webb PLLC
40 Second Street East, Suite 226
Kalispell, MT 59901

# DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR

# THE RESERVE AT JOHNSON RANCH (Single-Family Residential)

This Declaration of Covenants, Conditions, Restrictions, and Easements for The Reserve at Johnson Ranch (Single-Family Residential) (the "Declaration") is made this ____day of _____, 202__, by The Reserve at Johnson Ranch, LLC, a Montana limited liability company, hereinafter (the "Declarant").

## ARTICLE 1
## STATEMENT AND PURPOSE AND IMPOSITION OF COVENANTS

Section 1.1. *Owner*. The Declarant is the owner of the property in Flathead County, Montana, more particularly described as follows (the "Property"):

> ***LEGAL DESCRIPTION TO BE CHANGED UPON FINAL PLAT.***
> **The East Half (E½) of the Southeast Quarter (SE¼) of Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana;**
>
> **EXCEPTING THEREFROM that portion deeded to Flathead County for road purposes, Recorded December 5, 1899, in Book 30, Page 582, and**
>
> **ALSO EXCEPTING THEREFROM that portion deeded to the Montana Department Of Transportation for highway purposes, recorded June 28, 2007, as Doc. No. 2007-179-14150.**

Section 1.2. *Purpose*. The purpose of the Declarant in making this Declaration is to create a development known as The Reserve at Johnson Ranch on the Property (the "Project" or "The Reserve at Johnson Ranch"). The Reserve at Johnson Ranch Project is presently planned to include multi-family and commercial components, but those components are not covered by this Declaration upon its execution, but may be at some future time as provided herein.

The Declarant further intends to ensure the attractiveness of the Property, including the residences and other improvements constructed on it to prevent any future impairment of the Property and to guard against the construction on the Property of improvements of improper or unsuitable materials or with improper quality or methods of construction, to protect and enhance the values and amenities of the Property; to provide for the operation, administration, use and maintenance of the common areas within the Property; to preserve, protect and enhance the values and amenities of the Property; and to promote the health safety and welfare of the owners of the Property.

Section 1.3. *Imposition of Covenants*. To accomplish the purposes indicated above, the Declarant hereby declares that from the date of recording this Declaration forward, the Property will constitute a planned community known as The Reserve at Johnson Ranch, and will be held, sold, and conveyed subject to the following covenants, conditions, restrictions and easements (collectively, these "Covenants"). These Covenants will run with the land and will be binding upon all persons or entities having any right, title, or interest in all or any part of the Property (including Declarant) and their heirs, successors, and assigns, and their tenants, employees, guests, and invitees. These Covenants will inure to the benefit of each owner of the Property.

## ARTICLE 2
## DEFINITIONS

The following terms, as used in this Declaration, are defined as follows:

Section 2.1. *"Annual Assessment"* means the Assessment levied annually pursuant to Section 9.3.

Section 2.2. *"Architectural Review Committee"* means the committee formed pursuant to Article 6 to maintain the quality and architectural harmony of improvements in The Reserve at Johnson Ranch.

Section 2.3 *"Articles" or "Articles of Incorporation"* means the Articles of Incorporation of The Reserve at Johnson Ranch Property Owner's Association, Inc., a Montana non-profit corporation, which were filed with the Montana Secretary of State's office on _____, as such Articles, may be amended from time to time.

Section 2.4 *"Assessments"* means the Annual, Special and Default Assessments levied pursuant to Article 9 to meet the estimated cash requirements of the Association.

Section 2.5. *"Association"* means The Reserve at Johnson Ranch Property Owner's Association, Inc., a Montana non-profit corporation, and any successor of that entity by whatever name. The Declarant reserves the right to, but is not obligated to, create separate associations of the commercial lot owners as well as a master association with over-arching jurisdiction over the other associations. Declarant reserves the right to structure all associations of The Reserve at Johnson Ranch property Owners in the manner Declarant believes best serves the interests of The Reserve at Johnson Ranch.

Section 2.6. *"Bylaws"* means the bylaws of the Association which establish the methods and procedures of its operation, as such bylaws may be amended from time to time.

Section 2.7. *"The Reserve at Johnson Ranch Documents"* means the basic documents creating and governing The Reserve at Johnson Ranch, including, but not limited to, this Declaration, the Articles of Incorporation and Bylaws, the Design Guidelines and any other procedures, rules, regulations or policies adopted under such documents by the Association, all as may be amended from time to time.

Section 2.8. *"The Reserve at Johnson Ranch Rules"* means the rules and regulations adopted by the Association from time to time.

Section 2.9. *"Common Area"* means all of the areas shown as parks and common areas, depicted on the Final Plat or Plats of The Reserve at Johnson Ranch, records of Flathead County, Montana, and any other property in which the Association owns an interest for the common use, benefit and enjoyment of the Members.

Section 2.10. *"Common Expenses"* means (i) premiums for the insurance carried by the Association under Article 9; (ii) all other expenses incurred by the Association in administering, servicing, conserving, managing, maintaining, repairing or replacing the Common Area and any Improvements located on it; (iii) all expenses expressly declared to be Common Expenses by The Reserve at Johnson Ranch Documents; (iv) all expenses lawfully determined to be Common Expenses by the Board of Directors; and (v) all expenses to be allocated among the Owners as provided in Article 9.

Section 2.11. *"Declarant"* means The Reserve at Johnson Ranch, LLC, or its successors or assigns, including any Successor Declarant.

Section 2.12. *"Default Assessment"* means any Assessment levied by the Association pursuant to Section 9.5 below.

Section 2.13. *"Design Guidelines"* means the guidelines and rules published and amended and supplemented from time to time by the Architectural Review Committee.

Section 2.14. *"Development Rights"* is defined in Section 11.1.2.

Section 2.15. *"Expansion Property"* means such additional real property owned at the time of the execution of this Declaration, or in the future acquired, by The Reserve at Johnson Ranch, LLC, the Declarant named herein, or any Successor Declarant as such Declarant or Successor Declarant may make subject to the provisions of this Declaration, by duly recorded Declaration of Annexation and are not covered by this Declaration or included as part of the Property at the time of execution of this Declaration.

Section 2.16. *"Improvement(s)"* means all buildings, parking areas, loading areas, fences, exterior walls, hedges, plantings, lighting, poles, driveways, roads, ponds, lakes, trails, gates, signs, changes in any exterior color or shape, excavation and all other site work, including, without limitation, grading, road construction, utility improvements, removal of trees or plantings, and any new exterior construction or exterior improvement which may not be included in the foregoing. "Improvement(s)" does not include turf, shrub, or tree repair or replacement of a magnitude which does not change exterior colors or exterior appearances. "Improvement(s)" does include both original improvements and all later changes and improvements.

Section 2.17. *"Lot"* means a parcel of land designated as a lot on any Plat of the Property.

Section 2.18. *"Operations Fund"* means the fund created by Assessments and fees levied pursuant to Article 9 below to provide the Association with the funds required to carry out its duties under this Declaration.

Section 2.19. *"Member"* means any person or entity (including a trust) holding membership in the Association.

Section 2.20 *"Mortgage"* means a mortgage, deed of trust, Montana trust indenture, deed to secure debt, or any other form of security instrument secured by real estate.

Section 2.21 *"Mortgagee"* means a beneficiary or holder of a Mortgage, including the seller under a contract for deed.

Section 2.22. *"Owner"* means the owner of record (including Declarant, and including the most recent contract purchaser, but excluding all contract sellers) whether one or more persons or entities, of fee simple title to any Lot or, if the Lot is subject to one or more contracts for deed, the owner of the purchaser's interest in the most recent contract for deed, but "Owner" does not mean or refer to any person or entity who holds such interest merely as security for the performance of a debt or other obligation, including a Mortgage, unless and until such person or entity has acquired fee simple title pursuant to foreclosure or other proceedings.

Section 2.23. *"Period of Declarant Control"* means the period beginning on the date this Declaration is first recorded in the office of the Clerk and Recorder of Flathead County, Montana, and ending on the date which is forty (40) years later. The Declarant at any time may terminate its period of control by giving ninety (90) days' written notice to the Board of Directors.

Section 2.24. *"Person"* means a natural person, a corporation, a partnership, a limited liability company, an association, a trust or any other entity or combination of the foregoing.

Section 2.25. *"Pets"* means domesticated animals including but not limited to dogs, and cats, and specifically excludes poultry, fowl, and livestock animals.

Section 2.26. *"Plat"* means any survey or surveys of all or part of the Property, together with such other diagrammatic plans and information regarding the Property as may be required by

applicable law, or as may be included in the discretion of Declarant, as each such survey may be amended and supplemented from time to time, and all as recorded in the office of the Clerk and Recorder of Flathead County, Montana.

Section 2.27. *"Property"* means and includes the property described in Section 1.1 and initially subjected to this Declaration, and also refers to any additional real property that may be incorporated in the Project from time to time and made subject to these Covenants pursuant to the provisions of this Declaration.

Section 2.28. *"Special Assessment"* means an Assessment levied pursuant to Section 9.4 below.

Section 2.29. *"Special Declarant Rights"* is defined as set forth in Section 11.1 below.

Section 2.30. *"Successor Declarant"* means any person or entity to whom Declarant assigns any or all of its rights, obligations or interest as Declarant, as permitted by Section 17.7 and evidenced by an assignment or deed of record in the office of the Clerk and Recorder of Flathead County, Montana, designating such party as a Successor Declarant, signed by the transferor and the transferee. Upon such recording, Declarant's rights and obligations under the Declaration will cease and terminate to the extent provided in such document, and all such rights and obligations shall be transferred to and assumed by the Successor Declarant to the extent provided in such document.

## ARTICLE 3
## EXPANSION AND PLAT

Section 3.1. *Development Rights*. Declarant reserves the right to exercise all Development Rights in connection with The Reserve at Johnson Ranch subdivision in accordance with Article 11 below.

Section 3.2. *Declaration of Boundaries*. The boundaries of each Lot are delineated on the Plat, and each Lot is identified by the number noted on the Plat.

Section 3.3. *Plat*. The Plat will be filed for record in the office of the Clerk and Recorder of Flathead County, Montana. The Plat may be filed as a whole or as a series of Plats from time to time.

## ARTICLE 4
## ASSOCIATION MEMBERSHIP AND VOTING RIGHTS

Section 4.1. *Membership*. Every Owner, by virtue of being an Owner, and for so long as he is an Owner, will be a Member of the Association. Membership will be appurtenant to and may not be separated from ownership of any Lot. No Owner, whether one or more persons, will have more than one membership per Lot owned, but all of the persons owning each Lot will be entitled to rights of membership and of use and enjoyment appurtenant to such ownership. The Declarant

shall be considered an Owner and shall be a Member of the Association with all of the same privileges of the other Owners and Members, except that Declarant shall have such additional rights as provided in this Declaration. For purposes of assessments, the Declarant shall be exempt from all forms of assessments imposed pursuant to this Declaration.

Section 4.2. *Transfer of Membership*. An Owner may not transfer, pledge or alienate his membership in the Association in any way except upon the sale or encumbrance of his Lot, and then only to the purchaser or Mortgagee of his Lot.

Section 4.3. *Classes of Membership*. The Association will have two classes of voting membership. One class is composed only of the Declarant, which class (and Member) shall be the only one entitled to vote during the Period of Declarant Control. The other class is composed of all Owners, including Declarant, and shall have voting rights in the Association and under this Declaration after the Period of Declarant Control, provided that the Declarant shall have such additional rights and responsibilities as expressly provided in this Declaration.

Section 4.4. *Voting Rights*. All Members entitled to vote shall be entitled to one vote on the Association matters on the basis of one vote for each Lot owned. When more than one person or entity is an Owner of the same Lot, all such persons or entities will be Members, but they may collectively cast only one vote for each Lot with such vote to be cast in such manner as those multiple Owners may determine among themselves.

Section 4.5. *Appointment of Officers and Directors by Declarant*. Until the expiration of the Period of Declarant Control, Declarant shall retain the exclusive powers to vote for, appoint, designate, remove and replace Directors and officers of the Association.

## ARTICLE 5
## POWERS AND DUTIES OF THE ASSOCIATION

Section 5.1. *Association Management Duties*. Subject to the rights and obligations of Declarant as set forth in this Declaration, the Association will be responsible for the administration and operation of the Association and for all matters as provided in The Reserve at Johnson Ranch Documents. The Board of Directors will exercise for the Association all power, duties and authority vested in or obligated to be taken by the Association and not reserved to Declarant or the other Members by this Declaration, or by other applicable law.

Section 5.2. *Common Area*.

5.2.1. *Conveyance by Declarant*. On or before the expiration of the Period of Declarant Control, Declarant will convey to the Association, by written instrument recorded with the Clerk and Recorder of Flathead County, Montana, the Common Area located on the Property.

5.2.2. *Use of Common Area*. The Common Area generally is designated by this Declaration for the common use, benefit and enjoyment of the Owners and their families, tenants, employees, guests and invitees.

5.2.3. *Association's Responsibility for Common Area*. The Association, subject to the rights and obligations of the Owners set forth in this Declaration, will be responsible for the management, maintenance and control of the Common Area.

5.2.4. *Association's Agreements Regarding Common Area*. The Association, acting through the Board of Directors, may grant easements, right-of-way, leases, licenses and concessions through or over the Common Area without the independent approval by the Owner. Without limiting the generality of the foregoing, the Association may grant such rights to suppliers of utilities serving the Project or property adjacent to the Project, and to developers or owners of property adjacent to the Project for the purpose of accommodating minor encroachments onto the Common Area or other purposes that do not unreasonably interfere with the use and enjoyment of the Common Area by the Owners.

Section 5.3. *Delegation by the Association.*

5.3.1. *Committees*. The Association may delegate any of its rights, duties or responsibilities to any committee or other entity (in addition to the Architectural Review Committee) that the Board may choose to form.

5.3.2. *Limitation*. Any delegation by the Board under this Section is subject to compliance with the Bylaws and the requirement that the Board, when so delegating, will not be relieved of its responsibilities under The Reserve at Johnson Ranch Documents.

Section 5.4. *Books and Records*. The Association will make available for inspection by Owners and Mortgagees, upon request, during normal business hours or under other reasonable circumstances, current copies of The Reserve at Johnson Ranch Documents, and the books, records, and financial statements of the Association prepared pursuant to the Bylaws.

Section 5.5. *Successor to Declarant*. The Association will succeed to all the rights, duties, and responsibilities of the Declarant under this Declaration upon termination of the Period of Declarant Control.

## ARTICLE 6
## ARCHITECTURAL REVIEW COMMITTEE

Section 6.1. *Committee*. There is hereby established an Architectural Review Committee, which will be responsible for the review and approval of all proposed Improvements on the Lots.

Section 6.2. *Committee Membership*. The Architectural Review Committee will be composed of three or more persons. All of the members of the Architectural Review Committee will be appointed, removed, and replaced by Declarant, in its sole discretion, until the expiration of the Period of Declarant Control or such earlier time as Declarant may elect to voluntarily waive this right by notice to the Association, and at that time the Board of Directors will succeed to

Declarant's right to appoint, remove, or replace the members of the Architectural Review Committee. Members of the Architectural Review Committee are not required to be Members of the Association.

Section 6.3. *Purpose and General Authority*. No Improvements will be erected, placed, reconstructed, replaced, repaired or otherwise altered, nor will any construction, repair or reconstruction be commenced until plans for the Improvements have been approved by the Architectural Review Committee; provided, however, that Improvements that are completely within a building may be undertaken without such approval. The Owner shall submit a detailed site plan and elevations showing the design, location, material, color and exterior finish of proposed Improvements to the Architectural Review Committee. All improvements will be constructed only in accordance with approved plans.

Section 6.4. *Design Guidelines*. The Architectural Review Committee may publish Design Guidelines which set forth the procedures and criteria for review of Improvements to be constructed on any Lot, and for review of landscaping plans. Failure to follow procedures or criteria set forth in the current published Design Guidelines shall form an adequate basis for rejection of the submitted site plan and elevations; provided, however, that this requirement shall not be construed as preventing the Declarant or the Architectural Review Committee, at their option, from waiving or amending the Design Guidelines at any time or with respect to any application. Failure to follow such procedures or criteria set forth in the Design Guidelines shall also be deemed a breach of this Declaration by such Owner and shall entitle the Association or the Architectural Review Committee to exercise and pursue the rights and remedies provided herein with respect to such breach.

Section 6.5. *Failure to Act*. In the event the Architectural Review Committee fails to approve or disapprove the design, location, material, color and exterior finish of proposed Improvements within thirty (30) days after the detailed site plan and elevations have been submitted to it, approval shall not be required, and such Owner shall be deemed in compliance with this Article. Any plans, elevations and proposals so approved, either expressly in writing or by the expiration of the thirty-day period herein above provided, shall then permit the Owner to commence construction in accordance with said plans and elevations, but any deviation from said plans and elevations which in the judgment of said Architectural Review Committee is a substantial detriment to the appearance of the structure or of the surrounding area shall be corrected to conform with the plans and elevations as submitted.

Section 6.6. *Committee Discretion*. The Architectural Review Committee will exercise its best judgment to see that all Improvements conform and harmonize with any existing structures as to external design, quality and type of construction, materials, color, location on the Lot, height, grade and finished ground elevation, and the schemes and aesthetic considerations set forth in the Design Guidelines and the other The Reserve at Johnson Ranch Documents. The Architectural Review Committee, in its sole discretion, may excuse compliance with such requirements as are not considered necessary or appropriate in specific situations and may permit compliance with different or alternative requirements.

Section 6.7. *Binding Effect*. The actions of the Architectural Review Committee in the exercise of its discretion by its approval or disapproval of plans and other information submitted to it, or with respect to any other matter before it, will be conclusive and binding on all interested parties.

Section 6.8. *Organization and Operation of Architectural Review Committee*.

6.8.1. *Term*. The term of office of each member of the Architectural Review Committee will be one year, commencing January 1 of each year, and continuing until his successor shall have been appointed. Should an Architectural Review Committee member die, retire or become incapacitated, or in the event of a temporary absence of a member, a successor may be appointed as provided in Section 6.2.

6.8.2. *Chairman*. So long as Declarant appoints the Architectural Review Committee, Declarant will appoint the chairman. At such time as the Architectural Review Committee is appointed by the Board of Directors, the chairman will be elected annually from among the members of the Architectural Review Committee by a majority vote of the members thereof. In the absence of a chairman, the party responsible for appointing or electing the chairman may appoint or elect a successor, or if the absence is temporary, an interim chairman.

6.8.3. *Operations*. The Architectural Review Committee chairman will take charge of and conduct all meetings and will provide for reasonable notice to each member of the Architectural Review Committee prior to any meeting. The notice will set forth the time and place of the meeting, and notice may be waived by any member.

6.8.4. *Voting*. The affirmative vote of a majority of the members of the Architectural Review Committee will govern its actions and be the act of the Architectural Review Committee.

Section 6.9. *Other Requirements*. Compliance with The Reserve at Johnson Ranch architectural review process is not a substitute for compliance with City of Kalispell building, zoning and subdivision regulations, and each Owner is responsible for obtaining all approvals, licenses, and permits as may be required by The City of Kalispell or other state or local authorities prior to commencing construction.

Section 6.10. *Enforcement.*

6.10.1. *Inspection*. Any member or authorized consultant of the Architectural Review Committee, or any authorized officer, Director, employee or agent of the Association may enter upon any Lot at any reasonable time after notice to the Owner, without being deemed guilty of trespass, in order to inspect Improvements constructed or under construction on the Lot to determine whether the Improvements have been or are being built in compliance with The Reserve at Johnson Ranch Documents and the plans and specifications approved by the Architectural Review Committee.

6.10.2. *Deemed Nuisances*. Every violation of these Covenants is hereby declared to be and to constitute a nuisance, and every public or private remedy allowed for such violation by law or equity against a Member will be applicable. Without limiting the generality of the foregoing, these Covenants may be enforced as provided below.

(i) *Fines for Violations*. The Architectural Review Committee may adopt a schedule of fines for failure to abide by the Architectural Review Committee rules and the Design Guidelines, including fines for failure to obtain any required approval from the Architectural Review Committee.

(ii) *Injunction for Removal of Nonconforming Improvements*. The Association may, upon request of the Architectural Review Committee and after reasonable time after notice to the Owner, seek an injunction or other judicial relief to remove any Improvement constructed, reconstructed, refinished, altered, or maintained in violation of these Covenants. The Owner of the Improvements waives any requirement for the Association to post a bond in connection with the granting of an injunction. The Owner of the Improvement will immediately reimburse the Association for all expenses incurred in connection with the exercise of such remedy, including but not limited to attorney and legal assistant fees. If the Owner fails to reimburse the Association within thirty (30) days after the Association gives the Owner notice of the expenses, the sum owed to the Association will bear interest at the maximum rate permitted under Montana law from the date the expense was incurred by the Association through the date of reimbursement in full, and all such sums and interest will be a Default Assessment enforceable as provided in Article 9.

Section 6.11. *Continuity of Construction*. All Improvements commenced on the Property will be prosecuted diligently to completion. If an Improvement is commenced and construction is then abandoned for more than ninety (90) days, or if construction is not completed within the required twelve-month period described below in Section 7.4, then after notice and opportunity for hearing as provided in the Bylaws, the Association may impose a fine of not more than $50.00 per day to be charged against the Owner of the Lot until construction is resumed, or the Improvements are completed, as applicable.

Section 6.12. *Standard of Review; Non-liability for Approval or Disapproval*. In reviewing any Plans, the Architectural Review Committee may consider without limitation:

(a) Suitability of the Construction and materials to the site upon which it is to be located;

(b) The nature of what has already been constructed or otherwise exists on the adjacent or neighboring property;

(c) The quality of the materials to be utilized in any proposed Construction;

(d) The effect of any proposed Construction on the adjacent or neighboring property;

(e) Whether the Construction will be so similar or so dissimilar to other property in the vicinity that values, monetary or aesthetic, may be impaired; and

(f) The character of the area.

In reviewing the Plans, the Architectural Review Committee assumes no responsibility and/or liability for engineering design, including, but not limited to, structural engineering, or compliance with zoning and building codes or laws. The Architectural Review Committee, the Declarant, the Board of Directors, and any members, officers, directors, employees, agents, attorneys, consultants, and independent contractors shall each not be liable in damages or otherwise for any reason including, but not limited to, any mistake in judgment, negligence, or nonfeasance arising out of or in connection with the review, approval or disapproval of any Plans.

## ARTICLE 7
## PROPERTY USE RESTRICTIONS

Section 7.1. *General Restriction*. The Property will be used only for the purposes set forth in these Covenants, as permitted by the applicable regulations of the City of Kalispell and any other local governing body, and the laws of the State of Montana and the United States, and as set forth in The Reserve at Johnson Ranch Documents or other specific recorded covenants affecting all or any part of the Property.

Section 7.2. *Single-Family Residence*. Upon obtaining the approval of the Architectural Review Committee, one single-family residence may be built on each single-family Lot. Construction of the residence must be started within thirty-six (36) months of closing, unless otherwise provided for by the Declarant.

Section 7.3. *Further Subdivision*. Other than Lots owned by the Declarant, no Lot shall be further subdivided.

Section 7.4. *Temporary Buildings, Square Footage, etc.* No temporary building, shack, tent, house trailer, mobile home or modular structure shall be located on any Lot. All construction, including landscaping, must be completed within twelve (12) months from the commencement of construction. All residences must be of new construction, built on-site, and shall contain a minimum of 1,300 square feet of finished living space above grade, exclusive of garages, decks, porches or basements. All two-level residences must contain no less than 900 square feet of living space on the first level, exclusive of attached garages, basements, decks, and porches. All residences must have an attached garage of at least 400 square feet unless otherwise approved by the Architectural Review Committee.

Section 7.5. *Roofs, Siding and Colors*. It is expected that all elevations will not only take advantage of the view from within the residence, but will provide pleasant views from all surrounding areas. All side and rear elevations are expected to be articulated to break up the façade into smaller elements, as well as adding the richness of shade and shadow. Large blank walls will not be allowed. Failure to provide adequate articulation and richness may be grounds for rejection of the design by the Architectural Review Committee.

Roof shape and character is important to avoid vertical monotony. Slopes of 6/12 or greater are to be considered for dominant roof elements and gable ends. Gentler roof pitches can be integrated for background and less conspicuous connections. Alternative configurations may also be considered to balcony roofs and dormers of all sizes as these contribute to the human scale. This is encouraged to provide a texture and an apparent reduction of the built mass. All overhangs and projections shall be a minimum of 16" with 24" preferred.

The Architectural Review Committee strongly recommends that sloping roofs be designed as sheltering and shading elements, normally with broad overhangs and strong shadow lines. Thin edges or thin fascias should be avoided. Sloped roof materials should be textural with very dark or deep color tones.

Roof surfaces must be non-reflective and, in the opinion of the Architectural Review Committee, not visually objectionable from neighboring properties and roads.

The composition of roof forms should be carefully considered. No continuous ridgelines should exceed forty (40) feet. Changing the ridge direction, offsets or major roof projections should be used to break ridgelines. Fascia boards are required. Rafters shall not be exposed. Wood with the look of substance is required unless otherwise approved.

The placement of the various pipes and vents that penetrate the roof should be considered. Combine them in the attic space and project through roof in a common enclosed stack when possible. Where it is practical, place stacks on the roof away from the side of greatest visibility. All roof vents are to be colored to match the dominant roofing material.

Colors

- Non-reflective materials are to be used, including non-reflecting glazing
- Color selections shall range from white or off-white to weathered driftwood (a very light gray) through to light brown, green or related tones. The use of blue may be allowed in certain shades.
- Materials for roofs may be sculpted architectural asphalt, flat concrete or fiber-cement tile, slate or other cut stone only. Metal roofs are not permitted.
- Materials for walls may be stained wood or wood, painted fiber-cement lap siding and stone. Colored stucco may be incorporated for very small area as an accent only. Stucco colors are to be deeply toned rich warm grays, greens and browns; light or soft reflective tones are not acceptable.

Section 7.6. *Landscaping, Drainage, Grading and Irrigation*. Immediately after construction, all disturbed ground must be landscaped. All lots must have underground irrigation systems. Residences should be designed to fit the existing topography of the property without excessive manipulation of the site by cut or fill. Changes in the natural grade by cutting or filling for structures, walks and driveways must be kept to a minimum to preserve the existing landform. Owners shall be responsible for irrigation, maintenance and upkeep of all boulevards that are adjacent to their property.

General siting and grading principles are as follows:

- The finish grade around the residence and any site walls should remain as close as possible to the original natural grade.
- Grading may be done outside the landscaping for driveway access and site drainage.
- Screen walls, walls not supporting a building structure or retaining earth, may not exceed six (6) feet in height measured from finish grade along the exterior side of the enclosure.

A landscaping plan for each building Lot shall be submitted to the Architectural Review Committee for approval. Landscaping of the entire Lot shall be complete within ninety (90) days of occupancy or unless otherwise approved by the Architectural Review Committee in writing.

In the event that soil must be imported or exported from the Lot, the Lot Owner will be responsible for this cost. Import soils scheduled for use as landscape topsoil may be subject to an agricultural soil analysis at the discretion of the Architectural Review Committee.

The following building Lot landscape design criteria are provided to enhance the definition of each home site. The primary goal is to protect and maximize individual property values through the implementation of a generous landscape design. These criteria must be met to successfully receive the approvals required by the Architectural Review Committee.

Drainage of individual properties must work with the existing topography and be directed toward the natural open space or drainage systems, developed in conjunction with the roadways.

The Front Yard/Streetscape Zone is the area nearest to the neighborhood street and includes boulevard area to the back of curb and is normally at the front of the property. On corner Lots this zone also extends down the side of the property parallel to the street. The landscape requirements for the front yard are:

- Minimum one (1) City Tree per Lot.
- Lawn area to be sodded with underground irrigation systems.

The Side/Rear Yard includes the transitional side yard area and "backyard" area adjacent to another lot or the street. The landscape requirements are:

- Lawn area to be sodded with underground irrigation systems.

Landscape areas that require irrigation should conform to the following:

- Buried PVC sprinkler system or the utilization of drip irrigation systems;
- Sprinklers and nozzles selected to provide water to the landscape that are compatible with their respective soils, slopes, exposure, orientation and plant types;
- Utilization of an automatic control system; and
- No overthrowing of irrigation water onto public roadways, sidewalks, neighboring homes, or trails is permitted.

Section 7.7. *Storage Vehicles, etc.* All automobile, trailers and boat storage shall be within the side property setback and the garage. Fencing and/or heavy landscaping is required to soften this impact and must be approved by the Architectural Review Committee. Fencing will be the primary consideration. No vehicle, boat or trailer shall be allowed to park overnight in the right of way. No, trailers, recreational vehicles, or watercraft of any kind, nor storage shed, tent, recreational equipment or any type of modular structure, may be parked on driveways except briefly for purposes of loading and unloading.

Section 7.8. *Signs*. Other than signs advertising Lots or residences for sale or rent, no sign, billboard or advertising structure of any kind shall be erected, used or maintained on the Property. Signs shall be no larger than twenty-four (24) square inches.

Section 7.9. *Driveways*. All driveways shall be concrete from the street to the garage and only one driveway entrance off the street will be permitted for each lot unless otherwise approved by the Architectural Review Committee. Lot owners are responsible to provide six (6) inch concrete to the street.

Section 7.10. *Commercial Activity*. No profession, business, manufacturing, trade or commercial activity may be conducted on any Lot except home occupations as defined by City ordinance and which do not significantly increase traffic within The Reserve at Johnson Ranch. Notwithstanding the foregoing, no Owner shall operate any daycare, pre-school or other child or person care facility on their Lot. No Owner shall lease or rent their Lot for terms less than thirty (30) days ("Short-Term Rentals"), including, but not limited to, VRBOs, AirBnB's, or any other Short-Term Rentals will be allowed on any Lot.

Section 7.11. *Maintenance*. All Improvements located on any Lot shall be maintained in the same condition as at the time of initial construction, normal wear and tear excepted. All Improvements shall be preserved and of a pleasant appearance by maintaining paint, stain or sealer as needed. If any Improvement or landscaping is damaged or destroyed, the Owner shall promptly rebuild, repair and restore it to its appearance and condition prior to the casualty. Reconstruction or repair shall be completed within nine (9) months of any casualty that damaged or destroyed the Improvement or landscaping.

Section 7.12. *Fences, Gates, Screening, Hot Tubs, etc.* All fences, gates, and screening shall be a maximum of six (6) feet in height and can extend from the rear property corner to within

five feet of the face of the residence or garage. All rear property line fences shall be a maximum of six (6) feet in height. Consideration as to the storage of parking of vehicles, trailers and boats is essential. All above-ground garbage and trash containers, mechanical equipment, and other outdoor maintenance and service facilities must be completely screened from adjacent lots, streets, or common spaces by walls, fences and gates, at least one (1) foot higher than the equipment, but not to exceed six (6) feet in height. The Declarant reserves the right to change the standards for fences. Fences, hot tubs, pools, etc. must be approved by the Architectural Review Committee.

Section 7.13. *Utilities and Lighting*. All utilities shall be buried underground. There shall be no exterior antennas except for small satellite dishes, which shall be unobtrusive. Exterior lighting shall not be directed at neighboring Lots, extend beyond the boundaries of the Owner's Lot, or impair the neighbors' use or enjoyment of their Lots.

Section 7.14. *Pets*.

7.14.1 Dog runs and animal pens must be enclosed and approved by the Architectural Review Committee. To protect birds and wildlife, dogs and cats must be accompanied and on a leash at all times when not on the Owner's Lot, and will be expected to be cleaned up after when outside the Lot. Plastic baggies work well, but cannot be put in the sewer.

7.14.1. No Owner shall have or keep any dog which barks or whines on regular or continuous basis, or which otherwise creates an ongoing disturbance for any other Owner.

Section 7.15. *Nuisances*. No noxious or offensive activity shall be carried out upon any Lot, nor shall anything be done thereon which is or which may become an annoyance or nuisance to other Owners.

Section 7.16. *Landscape Maintenance and Irrigation*. All yards and landscaping shall be maintained and shall not be allowed to become unsightly. Lawns shall be mowed on a regular basis. All weeds, including noxious weeds, shall be eradicated or controlled and all Owners shall fully comply with state and local law regarding the control and eradication of noxious weeds. Undeveloped Lots must be mowed at least twice each year and may not be used as a dumping area for trimmings or grass clippings.

Section 7.17. *Garbage*. No Lot shall be used or maintained as a dump site or storage ground for rubbish, trash, garbage, junk vehicles, equipment or other waste. All garbage and other waste shall be removed as reasonably necessary.

## ARTICLE 8
## OWNER'S OBLIGATIONS FOR MAINTENANCE

Section 8.1. *Owner's Responsibility for Lot*. All maintenance of a Lot and the Improvements located on it will be the sole responsibility of the Owner of the Lot. The Association may, in the discretion of the Board, assume the maintenance responsibilities of such Owner, if, in the opinion of the Board, the level and quality of maintenance being provided by such Owner is

not satisfactory. Before assuming the maintenance responsibilities, the Board will notify the Owner in writing of its intention to do so, and if the Owner has not commenced and diligently pursued remedial action within thirty (30) days after the mailing of such written notice, then the Association may proceed. The expenses of the maintenance by the Board will be reimbursed to the Association by the Owner within thirty (30) days after the Association notifies the Owner of the amount due, and any sum not reimbursed within that thirty (30) day period will bear interest at the maximum rate permitted under Montana law from the date of the expenditure until payment in full.

Section 8.2. *Owner's Negligence*. If the need for maintenance, repair or replacement of any portion of the Common Area (including Improvements located on it) arises because of the negligent or willful act or omission of an Owner or his family member, guest, invitee or tenant, then the expenses incurred by the Association for the maintenance, repair or replacement will be a personal obligation of that Owner. If the Owner fails to repay the expenses incurred by the Association within thirty (30) days after the notice to the Owner of the amount owed, then those expenses will bear interest at the maximum rate permitted under Montana law from the date of the advance by the Association until payment by the responsible Owner is paid in full.

## ARTICLE 9
## ASSESSMENTS

Section 9.1. *Creation of Lien and Personal Obligation for Assessments*. Except as otherwise provided by this Declaration, each Owner of a Lot (for each Lot owned within the Property), by accepting a deed for a Lot, is deemed to covenant to pay to the Association (1) the Annual Assessments imposed by the Board of Directors as necessary to generally carry out the functions of the Association; (2) Special Assessments for capital improvements and other purposes as stated in this Declaration; and (3) Default Assessments which may be assessed against a Lot pursuant to The Reserve at Johnson Ranch Documents for the Owner's failure to perform an obligation under The Reserve at Johnson Ranch Documents or because the Association has incurred an expense on behalf of or caused by the Owner under The Reserve at Johnson Ranch Documents.

Notwithstanding the ownership of any Lot, the Declarant shall not be obligated to pay any of the Assessments described in this Declaration.

All Assessments, together with fines, interest, costs, and reasonable attorney's (and legal assistants') fees will be a charge on the land and will be a continuing lien upon the Lot against which each such Assessment is made until paid.

Each Assessment, together with fines, interest, costs, and reasonable attorney's fees and costs, will also be the personal and individual obligation of the Owner of such Lot as of the time the Assessment falls due, and two or more Owners of a Lot will be jointly and severally liable for such obligations. No Owner may exempt himself from liability for any Assessments by abandonment of his Lot or by waiver of the use or enjoyment of the Common Area. Suit to recover

a money judgment for unpaid Assessment and related charges as listed above may be maintained without foreclosing or waiving the Assessment lien provided in this Declaration.

Section 9.2. *Purpose of Assessments*. The Assessments levied by the Association will be used for all purposes provided for in The Reserve at Johnson Ranch Documents, including but not limited to promoting the recreation, health, safety and welfare of the Owners and occupants of The Reserve at Johnson Ranch.

Section 9.3. *Annual Assessments*.

9.3.1. *Calculation of Annual Assessments*. The Board of Directors will prepare a budget before the close of each fiscal year of the Association. Annual Assessments for Common Expenses will be based upon the estimated net cash flow requirements of the Association to cover items including, without limitation, the cost of routine maintenance, repair and operation of the Common Area; and premiums for insurance coverage as deemed desirable or necessary by the Association; snow removal, landscaping, care of grounds and common lighting within the Common Area; routine renovations within the Common Area; wages; common water and utility charges for the Common Area; legal and accounting fees; expenses and liabilities incurred by the Association under or by reason of this Declaration; payment of any deficit remaining from a previous Assessment period; and the supplementing of the reserve fund for general, routine maintenance, repairs and replacement of improvements within the Common Area on a periodic basis, as needed. Assessments shall be fixed at a uniform rate for all Lots. Assessments shall be divided by the number of Lots in the Association. Each Lot shall bear its pro rata share.

9.3.2. *Collection*. Annual Assessments will be collected in periodic installments as the Board may determine from time to time; but until the Board directs otherwise, they will be payable annually in advance on the date determined by the Board. The omission or failure of the Association to fix the Annual Assessment period will not be deemed a waiver, modification or release of the Owners from their obligation to pay the same.

Section 9.4 *Special Assessments*.

9.4.1. *Determination by Board*. The Board of Directors may levy, in any fiscal year, one or more Special Assessments, applicable to that year only, for the purpose of defraying, in whole or in part, the cost of any construction or reconstruction, repair or replacement of a described capital improvement upon the Common Area, including the necessary fixtures and personal property related thereto, or, after adopting and submitting a revised budget to the Association, as may be required to make up any shortfall in the current year's budget.

9.4.2. *Apportionment and Collection of Special Assessments*. The Board will apportion Special Assessments among the Lots as set forth in Annual Assessments in Section 9.3.1, and collect payment according to the same guidelines as set forth for Annual Assessments in Section 9.3.2.

9.4.3. *Notice*. Notice of the amount and due dates for such Special Assessments must be sent to each Owner at least thirty (30) days prior to the due date.

Section 9.5. *Default Assessments*. All monetary fines, penalties, interest or other charges or fees (excluding Annual and Special Assessments) levied against an Owner pursuant to The Reserve at Johnson Ranch Documents, or any expense of the Association which is the obligation of an Owner or which is incurred by the Association on behalf of the Owner pursuant to The Reserve at Johnson Ranch Documents, and any expense (including without limitation attorneys' fees and costs) incurred by the Association as a result of the failure of an Owner to abide by The Reserve at Johnson Ranch Documents, constitutes a Default Assessment, enforceable as provided in this Declaration below.

Section 9.6. *General Remedies of the Association for Nonpayment of Assessment*. Any installment of an Annual Assessment, Special Assessment or Default Assessment which is not paid within thirty (30) days after its due date will be delinquent. In the event that an installment of an Annual Assessment or Special Assessment becomes delinquent, or in the event any Default Assessment is established under this Declaration, the Association, in its sole discretion, may take any or all of the following actions:

9.6.1. Assess a late charge for each delinquency at uniform rates set by the Board of Directors from time to time;

9.6.2. Charge interest from the date of delinquency at the maximum rate permitted under Montana law;

9.6.3. Suspend the voting rights of the Owner during any period of delinquency;

9.6.4. Accelerate all remaining Assessment installments for the fiscal year in question so that unpaid Assessments for the remainder of the fiscal year will be due and payable at once;

9.6.5. Bring an action at law or equity against any Owner personally obligated to pay the delinquent Assessment charges;

9.6.6. File a statement of lien on the Lot and foreclose as set forth in more detail below.

9.6.7. For a delinquent Assessment related to the provision of utilities, the utility service to the Lot may be suspended after giving the Owner ten (10) days' written notice that the service will be suspended unless the delinquent Assessment is paid.

The remedies provided under this Declaration will not be exclusive, and the Association may enforce any other remedies to collect delinquent Assessments as may be provided by law.

Section 9.7. *Assessment Lien*. Any Assessment chargeable to a Lot will constitute a lien on the Lot, effective the due date of the Assessment. To evidence the lien, the Association may, but will not be obligated to, prepare a written lien statement with respect to the Lot, setting forth the name of the Owner, the legal description of the Lot, the name of the Association, and the delinquent Assessment amounts then owing. Any such statement will be duly signed and acknowledged by an officer or Director of the Association and will be served upon the Owner of the Lot by mail to the address of the Lot or at such other address as the Association may have in its records for the Owner. At least ten (10) days after the Association mails the statement to the Owner, the Association may record the lien statement in the office of the Clerk and Recorder of Flathead County, Montana. Thirty (30) days following the recording of the lien statement in the office of the Clerk and Recorder of Flathead County, Montana, the Association may proceed to foreclose the statement of lien in the same manner as provided for the foreclosure of mortgages under the statutes of the State of Montana.

Section 9.8. *Successor 's Liability for Assessment*. All successors to the fee simple title of a Lot, except as provided in Section 9.9, will be jointly and severally liable with the prior Owner or Owners thereof for any and all unpaid Assessments, interest, late charges, costs, expenses, and attorney's and legal assistants' fees against such Lot without prejudice to any such successor's right to recover from any prior Owner any amounts paid by such successor.

Section 9.9 *Exempt Property*. The following portions of the Property will be exempt from the Assessments, charges, and liens created under the Declaration:

9.9.1. Any Lot owned by Declarant; and

9.9.2. Common Areas.

Section 9.10. *Statement of Status of Assessments*. The Association will furnish to an Owner or his designee or to any Mortgagee, within fourteen days of request, a statement setting forth the amount of unpaid Assessments then levied against the Lot in which the Owner, designee or Mortgagee has an interest.

Section 9.11. *Failure to Assess*. The omission or failure of the Board to fix the Assessment amounts or rates or to deliver or mail to each Owner an Assessment notice will not be deemed a waiver, modification or a release of any Owner from the obligation to pay Assessments. In such event, each Owner will continue to pay Annual Assessments on the same bases as for the last year for which an Assessment was made until a new Assessment is made, at which time any shortfalls in collections may be assessed retroactively by the Association.

## ARTICLE 10
## PROPERTY RIGHTS OF OWNERS

Section 10.1 *Owner's Easements of Access and Enjoyment*. Every Owner has a perpetual, non-exclusive easement for ingress, egress and utilities to and from his Lot and for the use and

enjoyment of the Common Area, which easement is appurtenant to and will pass with the title to every Lot, subject to the provisions set forth in this Declaration.

Section 10.2. *Delegation of Use*. Any Owner may delegate, in accordance with The Reserve at Johnson Ranch Documents, its rights of access and enjoyment described in Section 10.1 above to its tenants, employees, family, guests or invitees.

Section 10.3. *Easements of Record and of Use*. The Property will be subject to all easements shown on any recorded Plat and to any other easements of record or of use as of the date of recordation of this Declaration.

## ARTICLE 11
## SPECIAL DECLARANT RIGHTS AND ADDITIONAL RESERVED RIGHTS

Section 11.1. *General Provisions*. Until the expiration of the Period of Declarant Control, Declarant will have the following Special Declarant Rights:

11.1.1. *Completion of Improvements*. The right to complete Improvements as indicated on any Plat filed with respect to the Property.

11.1.2. *Development Rights*. The right to exercise all Development Rights in connection with the development of The Reserve at Johnson Ranch Project, including without limitation the right or combination of rights hereby reserved by Declarant, as follows: (i) the right to create Lots and Common Area on the Property; (ii) the right to subdivide Lots, combine Lots, and convert Lots into Common Area on any part of the Property; (iii) the right to withdraw real property from The Reserve at Johnson Ranch; (iv) the right to annex all or part of the Expansion Property to the Project, in accordance with Article 12; and/or (v) the right to do all things necessary to complete the Project consistent with law.

11.1.3. *Sales Activities*. The right to maintain sales and management offices, signs advertising The Reserve at Johnson Ranch and model residences on the Common Area and on Lots owned by Declarant.

11.1.4. *Easements*. The right to use easements through the Common Area on the Property for the purpose of making, utilizing, and operating Improvements on the Property.

11.1.5. *Association Directors and Officers*. The right to vote for, appoint, designate, remove, and replace any officer or Director of the Association, as provided in this Declaration or the Bylaws.

11.1.6. *Order of Exercise of Declarant's Rights*. Declarant makes no representations and gives no assurances regarding the legal description of the boundaries of any future phases of the Project or the order or time in which the future phases of the Project may be developed or incorporated into The Reserve at Johnson Ranch, or whether or to what extent any of the Expansion Property will be developed or incorporated into the Project. Further, the fact that

Declarant may exercise one or more of Declarant's Development Rights or other Special Declarant Rights on one portion of the Property or Expansion Property will not operate to require Declarant to exercise a Development Right or other Special Declarant Right with respect to any other portion of the Property or Expansion Property.

Section 11.2 *Supplemental Provisions Regarding Declarant's Rights*. Without limiting the generality of the foregoing, certain of these Special Declarant rights are explained more fully in this Article below. Further, Declarant reserves the right to amend this Declaration and any Plat (including, without limitation, easements created thereby) in connection with the exercise of any Development Right or any other Special Declarant Right, and Declarant also reserves the additional rights retained for the benefit of Declarant in this Article and in other provisions of this Declaration. The Declarant further reserves the right to, but is not obligated to, create separate associations of the multi-family and commercial lot owners as well as a master association with over-arching jurisdiction over the other associations. Declarant reserves the right to structure all associations of The Reserve at Johnson Ranch property Owners in the manner Declarant believes best serves the interests of The Reserve at Johnson Ranch.

Section 11.3. *Utility Easements*. There is hereby created an easement upon, across, over, in, and under the Common Area, roadways and the areas designated on the final Plat or Plats of The Reserve at Johnson Ranch as utility easements for the installation, replacement, repair and maintenance of all utilities, including but not limited to water, sewer, gas, telephone, electrical, television and other communications systems. By virtue of this easement, it will be expressly permissible and proper for the companies providing utility services to install and maintain necessary equipment on and under the Common Area, the private roadways and the areas designated on the final Plat of The Reserve at Johnson Ranch as utility easements and to affix and maintain utility pipes, wires, circuits, conduits and other equipment under those areas. Any utility company using this easement will use its best efforts to install and maintain the utilities provided for without disturbing the uses of the Owners, the Association and Declarant; will prosecute its installation and maintenance activities as promptly and expeditiously as reasonably possible; and will restore the surface to its original condition as soon as possible after completion of its work. Should any utility company furnishing a service covered by the easement granted above request a specific easement by separate recordable document, either Declarant or the Association, will have, and are hereby given, the right and authority to grant such easement upon, across, over, in or under any part or all of the Common Area, the private roadways and the areas designated on the final Plat or Plats of The Reserve at Johnson Ranch as utility easements without conflicting with the terms of this Declaration. This easement will in no way effect, avoid, extinguish, or modify any other recorded easement on the Property.

Section 11.4. *Reservation for Expansion and Construction*. Declarant hereby reserves for itself and its successors and assigns and for Owners in all Expansion Property and future phases of The Reserve at Johnson Ranch, a perpetual easement and right-of-way for access over, upon, in, under, and across the Property for construction, utilities, drainage, ingress and egress, and for use of the Common Area. The location of these easements and rights-of-way may be made certain by Declarant or the Association by instruments recorded in Flathead County, Montana.

Declarant further reserves the right to establish from time to time, by declaration or otherwise, utility, drainage, ingress and egress, and other easements over and across the Common Areas, and to create other reservations, exemptions, and exclusions convenient or necessary for the use and operation of any other property of the Declarant. The location of these easements may be made certain by Declarant or the Association by instruments recorded in Flathead County, Montana.

Section 11.5. *Reservation of Easements, Exceptions and Exclusions for Utilities, Infrastructure, and Access*. Declarant reserves for itself and its successors and assigns and hereby grants to the Association, acting through the Board of Directors, the concurrent right to establish from time to time, by declaration or otherwise, utility and other easements, permits, or licenses over the Common Area, for purposes including but not limited to streets, paths, walkways, drainage, recreational areas and parking areas, and to create other reservations, exceptions, and exclusions in the interest of the Owners and the Association.

Section 11.6. *Maintenance Easement*. An easement is hereby reserved to Declarant for itself and its successors and assigns and granted to the Association, and any member of the board of Directors and their respective officers, agents, employees, and assigns, upon, across, over, in and under the Property and a right to make such use of the Property as may be necessary or appropriate to make emergency repairs or to perform the duties and functions which the Association is obligated or permitted to perform pursuant to The Reserve at Johnson Ranch Documents.

Section 11.7. *Drainage Easement*. An easement is hereby reserved to Declarant for itself and its successors and assigns and granted to the Association, its officers, agents, employees, successors and assigns to enter upon, across, over, in, and under any portion of the Property for the purpose of changing, correcting, or otherwise modifying the grade or drainage channels of the Property so as to improve the drainage of water. Reasonable efforts will be made to use this easement so as not to disturb the uses of the Owner, the Association and Declarant, as applicable, to the extent possible; to prosecute such drainage work promptly and expeditiously; and to restore any areas affected by such work to a sightly and usable condition as soon as reasonably possible following such work.

Section 11.8. *Declarant's Rights Incident to Construction*. Declarant, for itself and its successors and assigns, hereby retains a right and easement of ingress and egress over, in, upon, under and across the Common Area and the right to store materials thereon and to make such other use thereof as may be reasonably necessary or incident to the construction of the Improvements on the Property or other real property owned by The Reserve at Johnson Ranch, LLC or any Successor Declarant, provided, however, that no such rights will be exercised by Declarant in such a way as to unreasonably interfere with the occupancy, use, enjoyment or access to an Owner's Lot by the Owner or his family, tenants, employees, guests or invitees.

Section 11.9. *Easements Deemed Created*. All conveyances of Lots hereafter made, whether by Declarant or otherwise, will be construed to grant and reserve the easements contained

in this Article, even though no specific reference to such easements or to this Article appears in the instrument for such conveyance.

## ARTICLE 12
## EXPANSION AND WITHDRAWAL

Section 12.1. *Reservation of Right to Expand*. Declarant reserves the right during the Period of Declarant Control, but will not be obligated, to expand the effect of this Declaration to include all or part of the Expansion Property. The consent of the existing Lot Owners and Mortgagees will not be required for any such expansion, and Declarant may proceed with such expansion without limitation at its sole option. Declarant will have the unilateral right to transfer to any other person this right to expand by an instrument duly recorded.

Section 12.2. *Declaration of Annexation*. Any expansion of the Project may be accomplished by recording a Declaration of Annexation and, when appropriate, one or more supplemental Plats in the records of the Clerk and Recorder of Flathead County, Montana, before the expiration of the Period of Declarant Control. The Declaration of Annexation will describe the real property to be expanded, submitting it to these Covenants and, as applicable, provide for voting rights in the Association and Assessment allocations as determined in Declarant's sole discretion. Such Declaration of Annexation will not require the consent of Owners, the Association, or the Board of Directors; any such expansion will be effective upon the filing for record of such Declaration of Annexation in the real estate records of Flathead County, Montana, unless otherwise provided therein. The expansion may be accomplished in stages by successive supplements or in one supplemental expansion.

Upon the recordation of any such Declaration of Annexation, the definitions used in this Declaration will be expanded automatically to encompass and refer to The Reserve at Johnson Ranch as expanded. Such Declaration of Annexation may add supplemental covenants peculiar to the Expansion Property in question, or delete or modify provisions of this Declaration as it applies to the Expansion Property added. However, this Declaration may not be modified with respect to that portion of the Property already subject to this Declaration, except as provided in this Declaration for amendment.

## ARTICLE 13
## INSURANCE

Section 13.1. *Authority to Purchase*. All insurance policies relating to the Common Area will be purchased by the Board of Directors or its duly authorized agent. The Board of Directors and the Declarant will not be liable for failure to obtain any coverage required by this Article or for any loss or damage resulting from such failure if such failure is due to the unavailability of such coverage from reputable insurance companies, or if such coverage is available only at demonstrably unreasonable costs.

Section 13.2. *General Insurance Provisions*. All such insurance coverage obtained by the Board of Directors will be governed by the following provisions:

13.2.1. As long as Declarant owns any Lot, Declarant, and Declarant's members, managers, officers, directors, shareholders, trustees, and other persons designated by Declarant, will be protected by all such policies in the same manner as any other Owner.

13.2.2. The deductible, if any, on any insurance policy purchased by the Board of Directors may be treated as a Common Expense payable from Annual Assessments or Special Assessments (allocable to all of the Lots or to only some of the Lots, if the claims for damages arise from the negligence of particular Owners, or if the repairs benefit only particular Owners), or as an item to be paid from working capital reserves established by the Board of Directors.

Section 13.3. *Physical Damage Insurance on Common Area*. The Association will obtain insurance for such insurable Improvements and with such coverages, limits, deductibles and other terms and conditions as the Board may determine from time to time.

Section 13.4. *Liability Insurance*. The Association may obtain a comprehensive policy of public liability insurance and property damage insurance with such coverage and limits as the Board of Directors may from time to time determine, insuring each member of the Board of Directors, the Association, and the respective employees, agents, and all persons acting as agents against any liability to the public or the Owners (and their guests, invitees, tenants, agents and employees) arising in connection with the ownership, operation, maintenance or use of the Common Area and streets and roads within The Reserve at Johnson Ranch and any other areas under the control of the Association. Declarant will be included in the coverage as an additional insured in Declarant's capacity as an Owner or Director.

## ARTICLE 14
## ENFORCEMENT OF COVENANTS

Section 14.1. *Violations Deemed a Nuisance*. Every violation of this Declaration or any other violation of The Reserve at Johnson Ranch Documents is deemed to be a nuisance and is subject to all the remedies provided for the abatement of the violation. In addition, all public and private remedies allowed at law or equity against anyone in violation of these Covenants will be available.

Section 14.1.1 *Fines*. In addition to the means of enforcement provided in this Declaration, all covenants, conditions and restrictions applicable to The Reserve at Johnson Ranch may be enforced as follows:

(a) The Board may impose fines upon Owners for violations.

(b) Prior to the imposition of a fine, the Board or its agent shall give the Owner in question written notice of the violation and intended amount of the fine, and the notice shall indicate the specific number of days' after receipt of the notice to correct the violation so as to avoid the fine.

(c) If the violation is remedied within the specified period, no fine shall be imposed. If the violation is not corrected within the specified period, the Board may, but is not required to, impose a fine, using the procedures set forth below.

(d) The Board may impose fines ranging from twenty-five dollars ($25) to five hundred dollars ($500) per fine for violations continuing after the Owner's receipt of the written notice. Each separate day of a continuing violation may be considered a separate violation. Imposition of a fine shall be by mailing a notice, certified mail, return receipt requested, to all Owners of the Lot in question. In determining the appropriate amount of a fine, the Board shall consider, among other factors:

(i) Whether the violation threatened the health or safety of anyone,

(ii) Whether the violation involved physical damage to property of another, to Community Property, or to the environment,

(iii) The cost of remedying the violation, and

(iv) Whether the Owner has been previously warned in writing or fined for the same or substantially similar violations.

(e) The notice of imposition of fine shall also give the Owner in question at least seven (7) days' notice of the next meeting of the Board at which the Owner may appear to appeal the determination of violation and the fine or amount of the fine. The Owner may appear in person, by agent or by written communication.

(f) If a fine is neither paid nor appealed within seven days of the receipt of notice by the Owner, then the Board may cause a lien to be filed against the Owner's Lot for the amount of the fine, plus the cost of filing the lien and attorney's fees. If the Owner appeals the Board's notice, no lien shall be filed until the Board hears the appeal.

(g) The Board shall keep a written record of all notices sent and the disposition of each.

(h) The Owner and the Board may each be represented by an attorney at all hearings on the violation.

(i) If the Owner wishes to appeal the Board's decision after the Board's hearing of the Owner's appeal, the Owner shall, in writing, request binding arbitration by a single arbitrator to be agreed upon by the parties. The parties shall equally share the fees, if any, of the arbitrator.

Section 14.2. *Compliance*. Each Owner or other occupant of any part of the Property will comply with the provisions of The Reserve at Johnson Ranch Documents as the same may be amended from time to time.

Section 14.3. *Failure to Comply*. Failure to comply with The Reserve at Johnson Ranch Documents will be grounds for an action to recover damages or for injunctive relief to cause any such violation to be remedied, or both. The Owner in violation waives any requirement to post a bond in connection with the granting of an injunction. Reasonable notice and an opportunity for a hearing may, but is not required to be, provided in the Bylaws, and if such notice and opportunity is so provided, will be given to the delinquent party prior to commencing any legal proceedings.

Section 14.4. *Who May Enforce*. Any action to enforce The Reserve at Johnson Ranch Documents may be brought by Declarant or the Board in the name of the Association on behalf of the Owners. If, after a written request from an aggrieved Owner, none of the foregoing persons or entities commences an action to enforce The Reserve at Johnson Ranch Documents, then the aggrieved Owner may bring such an action.

Section 14.5. *Nonexclusive Remedies*. All the remedies set forth herein are cumulative and not exclusive.

Section 14.6. *No Waiver*. The failure of the Board of Directors, Declarant, or any aggrieved Owner to enforce The Reserve at Johnson Ranch Documents in any one or more instances will not be deemed a waiver of the right to do so for any subsequent violations or of the right to enforce any other part of The Reserve at Johnson Ranch Documents at any future time.

Section 14.7. *No Liability*. No member of the Board of Directors, the Declarant or any Owner will be liable to any other Owner for the failure to enforce any of The Reserve at Johnson Ranch Documents at any time.

Section 14.8. *Recovery of Costs*. If legal assistance is obtained to enforce any of the provisions of The Reserve at Johnson Ranch Documents, or in any legal proceeding (whether or not suit is brought) for damages or for the enforcement of The Reserve at Johnson Ranch Documents or the restraint of violations of The Reserve at Johnson Ranch Documents, the prevailing party will be entitled to recover all costs incurred by it in such action, including reasonable attorney's fees (and legal assistants' fees) and costs as may be incurred, or if suit is brought, as may be determined by the court.

## ARTICLE 15
## RESOLUTION OF DISPUTES

If any dispute or question arises between Members or between Members and the Association or relating to the interpretation, performance or nonperformance, violation, or enforcement of The Reserve at Johnson Ranch Documents, such dispute or violation may, but is not required to, be subject to a hearing and determination by the Board in accordance with the procedures set forth in the Bylaws.

## ARTICLE 16
## DURATION OF THESE COVENANTS AND AMENDMENT

Section 16.1. *Term*. This Declaration and any amendments or supplements hereto will remain in effect from the date of recordation until the fiftieth ($50^{th}$) anniversary of the date this Declaration is first recorded in the office of the Clerk and Recorder of Flathead County, Montana. Thereafter these Covenants will be automatically extended for five successive periods of ten (10) years each, unless otherwise terminated or modified as provided below.

Section 16.2. *Amendment, Replacement, Termination*. Until the end of the Period of Declarant Control, the Declarant shall have the sole authority and power to amend, replace, supersede, or terminate this Declaration from time to time, by recording an instrument in writing signed by the Declarant. After the Period of Declarant Control, the Association shall have the sole authority to amend, replace, supersede, or terminate the Declaration, by recording an instrument in writing signed by a duly authorized officer of the Association, but only after obtaining the affirmative vote from the Owners of seventy percent (70%) of the Lots. No amendment, replacement, or termination of the Declaration shall be effective until it has been recorded in the office of the Clerk and Recorder of Flathead County, Montana.

## ARTICLE 17
## MISCELLANEOUS PROVISIONS

Section 17.1. *Severability*. This Declaration, to the extent possible, will be construed or reformed so as to give validity to all of its provisions. Any provision of this Declaration found to be prohibited by law or unenforceable will be ineffective to the extent of such prohibition or unenforceability without invalidating any other part hereof.

Section 17.2. *Construction*. In interpreting words in this Declaration, unless the context will otherwise provide or require, the singular will include the plural, the plural will include the singular, and the use of any gender will include all genders.

Section 17.3. *Headings*. The headings are included only for purposes of convenient reference, and they will not affect the meaning or interpretation of this Declaration.

Section 17.4. *Waiver*. No failure on the part of the Association or the Board to give notice or default or to exercise or to delay in exercising any right or remedy will operate as a waiver, except as specifically provided above in the event the Board fails to respond to certain requests. No waiver will be effective unless it is in writing and signed by the President or Vice President of the Board on behalf of the Association.

Section 17.5. *Limitation of Liability*. Neither the Declarant, the Association, nor any partner, officer, manager, director, or member of either the Declarant or the Board will be liable to any party for any action or for any failure to act with respect to any matter arising by, through or under The Reserve at Johnson Ranch Documents if the action or failure was made in good faith. The Association will indemnify all of the officers, Board members, Architectural Review

Committee members, Declarant, and the Declarant's managers and members with respect to any act taken in their official capacity to the extent provided in The Reserve at Johnson Ranch Documents.

Section 17.6. *Conflicts Between Documents*. In case of conflict between this Declaration and the Articles of Incorporation or the Bylaws, this Declaration will control. In case of conflict between the Articles of Incorporation and the Bylaws, the Articles of Incorporation will control.

Section 17.7. *Assignment*. Declarant may assign all or any part of the Special Declarant Rights or any of Declarant's other rights, obligations, interests, and reservations hereunder to any successor who takes title to all or part of the Property in a bulk transfer for the purpose of development and sale. Such successor will be identified, the rights, interests, and reservations being assigned will be described, and, to the extent required, concomitant obligations will be expressly assumed by such successor, all in a written instrument duly recorded in the records of the Clerk and Recorder of Flathead County, Montana.

Section 17.8. *Covenants and Easements Run with the Land*. The Covenants and all easements created and referenced in this Declaration shall run with the land.

Section 17.9. *Notice.* All notices required to be delivered hereunder shall be in writing and shall be delivered by the following methods and deemed effectively delivered as of the date hereinafter specified: (i) three days after it is deposited in the mail if it is delivered postage prepaid, (ii) on the date the notice is delivered by a courier service (including Federal Express, Express Mail, UPS, or similar operation) to the address of the person to whom it is directed, provided it is sent prepaid, return receipt requested (if available), (iii) on the date sent by electronic mail, with receipt confirmation requested, and (iv) on the date the notice is handed to the recipient if delivered in person.

Notice may be delivered to any address of the recipient on file with the Association. Anyone entitled to receive notice hereunder may, from time to time, change its address for receiving notices by delivering written notice thereof in the manner outlined above or to a valid email address for the Association.

IN WITNESS WHEREOF, Declarant has signed this Declaration on the Date shown.

THE RESERVE AT JOHNSON RANCH, LLC

By:_____
Nicholas J. Coussoulis, Manager

STATE OF MONTANA )
ss.
County of Flathead )

On the _____ day of _____, 202__, before me, the undersigned Notary Public in and for the State of Montana, duly commissioned and sworn, personally appeared Nicholas J. Coussoulis, Manager of The Reserve at Johnson Ranch, LLC, known to me to be the individual described in and who executed the within and foregoing instrument, and acknowledged that he signed the same as his free and voluntary act and deed, for the uses and purposes therein mentioned.

WITNESS my hand and official seal hereto affixed the day and year first above written.

_____
Notary Public for the State of Montana
(SEAL) Printed Name:_____
Residing at: _____
My Commission Expires:_____

After recording return to:

Mark W. Buckwalter, Esq.
Buckwalter Webb PLLC
40 Second Street East, Suite 226
Kalispell, MT 59901

# DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR

# THE RESERVE AT JOHNSON RANCH (Commercial)

This Declaration of Covenants, Conditions, Restrictions, and Easements for The Reserve at Johnson Ranch (Commercial) (the "Declaration") is made this ____ day of _____, 202__, by The Reserve at Johnson Ranch, LLC, a Montana limited liability company, hereinafter (the "Declarant").

## ARTICLE 1
## STATEMENT AND PURPOSE AND IMPOSITION OF COVENANTS

Section 1.1. *Owner*. The Declarant is the owner of the property in Flathead County, Montana, more particularly described as follows (the "Property"):

> ***LEGAL DESCRIPTION TO BE CHANGED UPON FINAL PLAT.***
> **The East Half (E½) of the Southeast Quarter (SE¼) of Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana;**
>
> **EXCEPTING THEREFROM that portion deeded to Flathead County for road purposes, Recorded December 5, 1899, in Book 30, Page 582, and**
>
> **ALSO EXCEPTING THEREFROM that portion deeded to the Montana Department Of Transportation for highway purposes, recorded June 28, 2007, as Doc. No. 2007-179-14150.**

Section 1.2. *Purpose*. The purpose of the Declarant in making this Declaration is to create a development known as The Reserve at Johnson Ranch on the Property (the "Project" or "The Reserve at Johnson Ranch"). The Reserve at Johnson Ranch Project is presently planned to include single-family residential, but those components are not covered by this Declaration upon its execution, but may be at some future time as provided herein.

The Declarant further intends to ensure the attractiveness of the Property, including the commercial buildings and other improvements constructed on it to prevent any future impairment of the Property and to guard against the construction on the Property of improvements of improper or unsuitable materials or with improper quality or methods of construction, to protect and enhance the values and amenities of the Property; to provide for the operation, administration, use and maintenance of the common areas within the Property; to preserve, protect and enhance the values and amenities of the Property; and to promote the health safety and welfare of the owners of the Property.

Section 1.3. *Imposition of Covenants*. To accomplish the purposes indicated above, the Declarant hereby declares that from the date of recording this Declaration forward, the Property will constitute a planned community known as The Reserve at Johnson Ranch, and will be held, sold, and conveyed subject to the following covenants, conditions, restrictions, and easements (collectively, these "Covenants"). These Covenants will run with the land and will be binding upon all persons or entities having any right, title, or interest in all or any part of the Property (including Declarant) and their heirs, successors, and assigns, and their tenants, employees, guests, and invitees. These Covenants will inure to the benefit of each owner of the Property.

## ARTICLE 2
## DEFINITIONS

The following terms, as used in this Declaration, are defined as follows:

Section 2.1. *"Annual Assessment"* means the Assessment levied annually pursuant to Section 9.4.

Section 2.2. *"Architectural Review Committee"* means the committee formed pursuant to Article 6 to maintain the quality and architectural harmony of improvements in The Reserve at Johnson Ranch.

Section 2.3. *"Articles" or "Articles of Incorporation"* means the Articles of Incorporation of The Reserve at Johnson Ranch Property Owner's Association, Inc., a Montana non-profit corporation, which were filed with the Montana Secretary of State's office on _____, as such Articles may be amended from time to time.

Section 2.4. *"Assessments"* means the Annual, Special, and Default Assessments levied pursuant to Article 9 to meet the estimated cash requirements of the Association.

Section 2.5. *"Association"* means The Reserve at Johnson Ranch Property Owner's Association, Inc., a Montana non-profit corporation, and any successor of that entity by whatever name. The Declarant reserves the right to, but is not obligated to, create separate associations of the residential lot owners as well as a master association with over-arching jurisdiction over the other associations. Declarant reserves the right to structure all associations of The Reserve at Johnson Ranch Property Owners in the manner Declarant believes best serves the interests of The Reserve at Johnson Ranch.

Section 2.6. *"Building"* means any structural improvement on any Lot which is enclosed fully or partially by exterior walls and used in connection with the Owner's or Occupant's business activity.

Section 2.7. *"Bylaws"* means the bylaws of the Association which establish the methods and procedures of its operation, as such bylaws may be amended from time to time.

Section 2.8. *"The Reserve at Johnson Ranch Documents"* means the basic documents creating and governing The Reserve at Johnson Ranch, including, but not limited to, this Declaration, the Articles of Incorporation and Bylaws, the Design Guidelines and any other procedures, rules, regulations or policies adopted under such documents by the Association, all as may be amended from time to time.

Section 2.9. *"The Reserve at Johnson Ranch Rules"* means the rules and regulations adopted by the Association from time to time.

Section 2.10. *"Common Area"* means all of the areas shown as parks and common areas, depicted on the Final Plat or Plats of The Reserve at Johnson Ranch, records of Flathead County, Montana, and any other property in which the Association owns an interest for the common use, benefit, and enjoyment of the Members.

Section 2.11. *"Common Expenses"* means (i) premiums for the insurance carried by the Association under Article 9; (ii) all other expenses incurred by the Association in administering, servicing, conserving, managing, maintaining, repairing, or replacing the Common Area and any Improvements located on it; (iii) all expenses expressly declared to be Common Expenses by The Reserve at Johnson Ranch Documents; (iv) all expenses lawfully determined to be Common Expenses by the Board of Directors; and (v) all expenses to be allocated among the Owners as provided in Article 9.

Section 2.12. *"Declarant"* means The Reserve at Johnson Ranch, LLC, or its successors or assigns, including any Successor Declarant.

Section 2.13. *"Default Assessment"* means any Assessment levied by the Association pursuant to Section 9.6 below.

Section 2.14. *"Design Guidelines"* means the guidelines and rules published and amended and supplemented from time to time by the Architectural Review Committee.

Section 2.15. *"Development Rights"* is defined in Section 11.1.2.

Section 2.16. *"Expansion Property"* means such additional real property owned at the time of the execution of this Declaration, or in the future acquired, by The Reserve at Johnson Ranch, LLC, the Declarant named herein, or any Successor Declarant as such Declarant or

Successor Declarant may make subject to the provisions of this Declaration, by duly recorded Declaration of Annexation.

Section 2.17. *"Improvement(s)"* means all buildings, parking areas, loading areas, fences, exterior walls, hedges, plantings, lighting, poles, driveways, roads, ponds, lakes, trails, gates, signs, changes in any exterior color or shape, excavation and all other site work, including, without limitation, grading, road construction, utility improvements, removal of trees or planting, and any new exterior construction or exterior improvement which may not be included in the foregoing. "Improvement(s)" does not include turf, shrub, or tree repair or replacement of a magnitude which does not change exterior colors or exterior appearances. "Improvement(s)" does include both original improvements and all later changes and improvements.

Section 2.18. *"Lot"* means a parcel of land designated as a lot on any Plat of the Property.

Section 2.19. *"Maintenance Fund"* means the fund created by Assessments and fees levied pursuant to Article 9 below to provide the Association with the funds required to carry out its duties under this Declaration.

Section 2.20. *"Member"* means any person or entity (including a trust) holding membership in the Association.

Section 2.21. *"Mortgage"* means a mortgage, deed of trust, Montana trust indenture, deed to secure debt, or any other form of security instrument secured by real estate.

Section 2.22. *"Mortgagee"* means a beneficiary or holder of a Mortgage, including the seller under a contract for deed.

Section 2.23. *"Owner"* means the owner of record (including Declarant, and including the most recent contract purchaser, but excluding all contract sellers) whether one or more persons or entities, of fee simple title to any Lot or, if the Lot is subject to one or more contracts for deed, the owner of the purchaser's interest in the most recent contract for deed, but "Owner" does not mean or refer to any person or entity who holds such interest merely as security for the performance of a debt or other obligation, including a Mortgage, unless and until such person or entity has acquired fee simple title pursuant to foreclosure or other proceedings.

Section 2.24. *"Period of Declarant Control"* means the period beginning on the date this Declaration is first recorded in the office of the Clerk and Recorder of Flathead County, Montana and ending on the date which is forty (40) years later. The Declarant at any time may terminate its period of control by giving ninety (90) days' written notice to the Board of Directors.

Section 2.25. *"Person"* means a natural person, a corporation, a partnership, a limited liability company, an association, a trust or any other entity or combination of the foregoing.

Section 2.26. *"Plat"* means any survey or surveys of all or part of the Property, together with such other diagrammatic plans and information regarding the Property as may be required by

applicable law, or as may be included in the discretion of Declarant, as each such survey may be amended and supplemented from time to time, and all as recorded in the office of the Clerk and Recorder of Flathead County, Montana.

Section 2.27. *"Property"* means and includes the property described in Section 1.1 and initially subjected to this Declaration, and also refers to any additional real property that may be incorporated in the Project from time to time and made subject to these Covenants pursuant to the provisions of this Declaration.

Section 2.28. *"Special Assessment"* means an Assessment levied pursuant to Section 9.5 below.

Section 2.29. *"Special Declarant Rights"* is defined as set forth in Article 11 below.

Section 2.30. *"Successor Declarant"* means any person or entity to whom Declarant assigns any or all of its rights, obligations or interest as Declarant, as permitted by Section 17.7 and evidenced by an assignment or deed of record in the office of the Clerk and Recorder of Flathead County, Montana, designating such party as a Successor Declarant, signed by the transferor and the transferee. Upon such recording, Declarant's rights and obligations under the Declaration will cease and terminate to the extent provided in such document, and all such rights and obligations shall be transferred to and assumed by the Successor Declarant to the extent provided in such document.

## ARTICLE 3
## EXPANSION AND PLAT

Section 3.1. *Development Rights*. Declarant reserves the right to exercise all Development Rights in connection with The Reserve at Johnson Ranch subdivision in accordance with Article 11 below.

Section 3.2. *Declaration of Boundaries*. The boundaries of each Lot are delineated on the Plat, and each Lot is identified by the number noted on the Plat.

Section 3.3. *Plat*. The Plat will be filed for record in the office of the Clerk and Recorder of Flathead County, Montana. The Plat may be filed as a whole or as a series of Plats from time to time.

## ARTICLE 4
## ASSOCIATION MEMBERSHIP AND VOTING RIGHTS

Section 4.1. *Membership*. Every Owner, by virtue of being an Owner, and for so long as he is an Owner, will be a Member of the Association. Membership will be appurtenant to and may not be separated from ownership of any Lot. No Owner, whether one or more persons, will have more than one membership per Lot owned, but all of the persons owning each Lot will be entitled to rights of membership and of use and enjoyment appurtenant to such ownership. The Declarant

shall be considered an Owner and shall be a Member of the Association with all of the same privileges of the other Owners and Members, except that Declarant shall have such additional rights as provided in this Declaration. For purposes of assessments, the Declarant shall be exempt from all forms of assessments imposed pursuant to this Declaration.

Section 4.2. *Transfer of Membership*. An Owner may not transfer, pledge or alienate his membership in the Association in any way except upon the sale or encumbrance of his Lot, and then only to the purchaser or Mortgagee of his Lot.

Section 4.3. *Classes of Membership*. The Association will have two classes of voting membership. One class is composed only of the Declarant, which class (and Member) shall be the only one entitled to vote during the Period of Declarant Control. The other class is composed of all Owners, including Declarant, and shall have voting rights in the Association and under this Declaration after the Period of Declarant Control, provided that the Declarant shall have such additional rights and responsibilities as expressly provided in this Declaration.

Section 4.4. *Voting Rights*. All Members entitled to vote shall be entitled to one vote on the Association matters on the basis of one vote for each Lot owned. When more than one person or entity is an Owner of the same Lot, all such persons or entities will be Members, but they may collectively cast only one vote for each Lot with such vote to be cast in such manner as those multiple Owners may determine among themselves.

Section 4.5. *Appointment of Officers and Directors by Declarant*. Until the expiration of the Period of Declarant Control, Declarant shall retain the exclusive powers to vote for, appoint, designate, remove and replace Directors and officers of the Association.

## ARTICLE 5
## POWERS AND DUTIES OF THE ASSOCIATION

Section 5.1. *Association Management Duties*. Subject to the rights and obligations of Declarant as set forth in this Declaration, the Association will be responsible for the administration and operation of the Association and for all matters as provided in The Reserve at Johnson Ranch Documents. The Board of Directors will exercise for the Association all power, duties and authority vested in or obligated to be taken by the Association and not reserved to Declarant or the other Members by this Declaration, or by other applicable law.

Section 5.2. *Common Area*.

5.2.1. *Conveyance by Declarant*. On or before the expiration of the Period of Declarant Control, Declarant will convey to the Association, by written instrument recorded with the Clerk and Recorder of Flathead County, Montana, the Common Area located on the Property.

5.2.2. *Use of Common Area*. The Common Area generally is designated by this Declaration for the common use, benefit and enjoyment of the Owners, tenants, employees, guests and invitees.

5.2.3. *Association's Responsibility for Common Area*. The Association, subject to the rights and obligations of the Owners set forth in this Declaration, will be responsible for the management, maintenance and control of the Common Area.

5.2.4. *Association's Agreements Regarding Common Area*. The Association, acting through the Board of Directors, may grant easements, right-of-way, leases, licenses and concessions through or over the Common Area without the independent approval by the Owner. Without limiting the generality of the foregoing, the Association may grant such rights to suppliers of utilities serving the Project or property adjacent to the Project, and to developers or owners of property adjacent to the Project for the purpose of accommodating minor encroachments onto the Common Area or other purposes that do not unreasonably interfere with the use and enjoyment of the Common Area by the Owners.

Section 5.3. *Delegation by the Association.*

5.3.1. *Committees*. The Association may delegate any of its rights, duties or responsibilities to any committee or other entity (in addition to the Architectural Review Committee) that the Board may choose to form.

5.3.2. *Limitation*. Any delegation by the Board under this Section is subject to compliance with the Bylaws and the requirement that the Board, when so delegating, will not be relieved of its responsibilities under The Reserve at Johnson Ranch Documents.

Section 5.4. *Books and Records*. The Association will make available for inspection by Owners and Mortgagees, upon request, during normal business hours or under other reasonable circumstances, current copies of The Reserve at Johnson Ranch Documents, and the books, records, and financial statements of the Association prepared pursuant to the Bylaws.

Section 5.5. *Successor to Declarant*. The Association will succeed to all of the rights, duties and responsibilities of the Declarant under this Declaration upon termination of the Period of Declarant Control.

## ARTICLE 6
## ARCHITECTURAL REVIEW COMMITTEE

Section 6.1. *Committee*. There is hereby established an Architectural Review Committee ("ARC"), which will be responsible for the review and approval of all proposed Improvements on the Lots.

Section 6.2. *Committee Membership*. The ARC will be composed of three or more persons. All of the members of the ARC will be appointed, removed, and replaced by Declarant, in its sole discretion, until the expiration of the Period of Declarant Control or such earlier time as Declarant may elect to voluntarily waive this right by notice to the Association, and at that time the Board of Directors will succeed to Declarant's right to appoint, remove, or replace the members of the ARC. Members of the ARC are not required to be Members of the Association.

Section 6.3. *Purpose and General Authority*. All plans ("Plans") for the construction, remodeling, reconstruction, or alteration of any Building, road or driveway, parking area, fence, wall or other structure or improvement upon any Lot ("Construction") shall be submitted to and must have written approval from the ARC before beginning Construction, except for any Construction that is completely within the interior of a Building already built. The Plans shall include but not be limited to front, side, and rear elevations, floor plans for each floor, exterior color schemes, a block or plot plan indicating and fixing the exact location of the Improvement, and architectural drawings. All improvements will be constructed only in accordance with approved plans.

In the event the proposed improvement shall be one for repainting or redecorating the exterior of a Building or other structure without remodeling or changing it, it shall only be necessary to file one color and redecorating scheme of such proposed work and have the same approved by the ARC prior to the commencement of such work.

Section 6.4. *Design Guidelines*. The ARC may publish Design Guidelines which set forth the procedures and criteria for review of Improvements to be constructed on any Lot, and for review of landscaping plans. Failure to follow procedures or criteria set forth in the current published Design Guidelines shall form an adequate basis for rejection of the submitted site plan and elevations; provided, however, that this requirement shall not be construed as preventing the Declarant or the ARC, at their option, from waiving or amending the Design Guidelines at any time or with respect to any application. Failure to follow such procedures or criteria set forth in the Design Guidelines shall also be deemed a breach of this Declaration by such Owner and shall entitle the Association or the ARC to exercise and pursue the rights and remedies provided herein with respect to such breach.

Section 6.5. *Failure to Act*. In the event the ARC fails to approve or disapprove the design, location, material, color and exterior finish of proposed Improvements within thirty (30) days after the detailed site plan and elevations have been submitted to it, approval shall not be required and such Owner shall be deemed in compliance with this Article. Any plans, elevations, and proposals so approved, either expressly in writing or by the expiration of the thirty (30) day period herein above provided, shall then permit the Owner to commence construction in accordance with said plans and elevations, but any deviation from said plans and elevations which in the judgment of said ARC is a substantial detriment to the appearance of the structure or of the surrounding area shall be corrected to conform with the plans and elevations as submitted.

Section 6.6. *Committee Discretion*. The ARC will exercise its best judgment to see that all Improvements conform and harmonize with any existing structures as to external design, quality and type of construction, materials, color, location on the Lot, height, grade and finished ground elevation, and the schemes and aesthetic considerations set forth in the Design Guidelines and the other The Reserve at Johnson Ranch Documents. The ARC, in its sole discretion, may excuse compliance with such requirements as are not considered necessary or appropriate in specific situations and may permit compliance with different or alternative requirements.

Section 6.7. *Binding Effect*. The actions of the ARC in the exercise of its discretion by its approval or disapproval of plans and other information submitted to it, or with respect to any other matter before it, will be conclusive and binding on all interested parties.

Section 6.8. *Organization and Operation of ARC*.

6.8.1. *Term*. The term of office of each member of the ARC will be one (1) year, commencing January 1 of each year, and continuing until his successor shall have been appointed. Should an ARC member die, retire, or become incapacitated, or in the event of a temporary absence of a member, a successor may be appointed as provided in Section 6.2.

6.8.2. *Chairman*. So long as Declarant appoints the ARC, Declarant will appoint the chairman. At such time as the ARC is appointed by the Board of Directors, the chairman will be elected annually from among the members of the ARC by a majority vote of the members thereof. In the absence of a chairman, the party responsible for appointing or electing the chairman may appoint or elect a successor, or if the absence is temporary, an interim chairman.

6.8.3. *Operations*. The ARC chairman will take charge of and conduct all meetings and will provide for reasonable notice to each member of the ARC prior to any meeting. The notice will set forth the time and place of the meeting, and notice may be waived by any member.

6.8.4. *Voting*. The affirmative vote of a majority of the members of the ARC will govern its actions and be the act of the ARC.

Section 6.9. *Other Requirements*. Compliance with The Reserve at Johnson Ranch architectural review process is not a substitute for compliance with City of Kalispell building, zoning, and subdivision regulations, and each Owner is responsible for obtaining all approvals, licenses, and permits as may be required prior to commencing construction.

Section 6.10. Enforcement.

6.10.1. *Inspection*. Any member or authorized consultant of the ARC, or any authorized officer, Director, employee, or agent of the Association may enter upon any Lot at any reasonable time after notice to the Owner, without being deemed guilty of trespass, in order to inspect Improvements constructed or under construction on the Lot to determine whether the Improvements have been or are being built in compliance with The Reserve at Johnson Ranch Documents and the plans and specifications approved by the ARC.

6.10.2. *Deemed Nuisances*. Every violation of these Covenants is hereby declared to be and to constitute a nuisance, and every public or private remedy allowed for such violation by law or equity against a Member will be applicable. Without limiting the generality of the foregoing, these Covenants may be enforced as provided below.

(i) *Fines for Violations*. The ARC may adopt a schedule of fines for failure to abide by the ARC rules and the Design Guidelines, including fines for failure to obtain any required approval from the ARC.

(ii) *Injunction for Removal of Nonconforming Improvements*. The Association may, upon request of the ARC and after reasonable time after notice to the Owner, seek an injunction or other judicial relief to remove any Improvement constructed, reconstructed, refinished, altered, or maintained in violation of these Covenants. The Owner of the Improvements waives any requirement for the Association to post a bond in connection with the granting of an injunction. The Owner of the Improvement will immediately reimburse the Association for all expenses incurred in connection with the exercise of such remedy, including but not limited to attorney and legal assistant fees. If the Owner fails to reimburse the Association within 30 days after the Association gives the Owner notice of the expenses, the sum owed to the Association will bear interest at the maximum rate permitted under Montana law from the date the expense was incurred by the Association through the date of reimbursement in full, and all such sums and interest will be a Default Assessment enforceable as provided in Article 9.

Section 6.11. *Continuity of Construction*. All Improvements commenced on the Property will be prosecuted diligently to completion. If an Improvement is commenced and construction is then abandoned for more than ninety (90) days, or if construction is not completed within one (1) year from the date of approval of the Plans, then after notice and opportunity for hearing as provided in the Bylaws, the Association may impose a fine of not more than $50.00 per day to be charged against the Owner of the Lot until construction is resumed, or the Improvements are completed, as applicable.

Section 6.12. *Standard of Review; Non-liability for Approval or Disapproval*. In reviewing any Plans, the ARC may consider without limitation:

(a) Suitability of the Construction and materials to the site upon which it is to be located;

(b) The nature of what has already been constructed or otherwise exists on the adjacent or neighboring property;

(c) The quality of the materials to be utilized in any proposed Construction;

(d) The effect of any proposed Construction on the adjacent or neighboring property;

(e) Whether the Construction will be so similar or so dissimilar to other property in the vicinity that values, monetary or aesthetic, may be impaired; and

(f) The character of the area.

In reviewing the Plans, the ARC assumes no responsibility and/or liability for engineering design, including, but not limited to, structural engineering, or compliance with zoning and building codes or laws. The ARC, the Declarant, the Board of Directors, and any members, officers, directors, employees, agents, attorneys, consultants, and independent contractors shall each not be liable in damages or otherwise for any reason including, but not limited to, any mistake in judgment, negligence, or nonfeasance arising out of or in connection with the review, approval or disapproval of any Plans.

## ARTICLE 7
## PROPERTY USE RESTRICTIONS

Section 7.1. *General Restriction*. The Property will be used only for commercial purposes, specifically excluding any residential and any marijuana commercial use, as set forth in these Covenants, as permitted by the applicable regulations of the City of Kalispell, and the laws of the State of Montana and the United States, and as set forth in The Reserve at Johnson Ranch Documents or other specific recorded covenants affecting all or any part of the Property.

Section 7.2. *Further Subdivision*. Other than Lots owned by the Declarant, no Lot shall be further subdivided.

Section 7.3. *Landscaping, Drainage, Grading and Irrigation*. Immediately after construction, all disturbed ground must be landscaped. All lots must have underground irrigation systems. Buildings should be designed to fit the existing topography of the property without excessive manipulation of the site by cut or fill. Changes in the natural grade by cutting or filling for buildings, parking areas, loading areas, fences, exterior walls, hedges, plantings, lighting, poles, driveways, roads, ponds, lakes, trails, gates, and signs must be kept to a minimum to preserve the existing landform. Owners shall be responsible for irrigation, maintenance, and upkeep of all boulevards that are adjacent to their property.

General siting and grading principles are as follows:

- The finish grade around the Building and any site walls should remain as close as possible to the original natural grade.
- Grading may be done outside the landscaping for driveway access and site drainage.
- Screen walls, walls not supporting a building structure or retaining earth, may not exceed five (5) feet in height measured from finish grade along the exterior side of the enclosure.

A landscaping plan for each building Lot shall be submitted to the ARC for approval. Landscaping of the entire Lot shall be complete within ninety (90) days of Building completion or unless otherwise approved by the ARC in writing.

In the event that soil must be imported or exported from the Lot, the Lot Owner will be responsible for this cost. Import soils scheduled for use as landscape topsoil may be subject to an agricultural soil analysis at the discretion of the ARC.

Drainage of individual properties must work with the existing topography and be directed toward the natural open space or drainage systems, developed in conjunction with the roadways.

Section 7.4. *Signs*. All signs shall comply with applicable City of Kalispell Ordinances. All identity signage shall be submitted to the Declarant, the ARC, and the City for review and approval.

(a) All identity signage not attached to the building shall be setback a minimum of fifteen (15) feet from the property line. Signs shall be incorporated into the landscape plan. Sign material shall be as specified by the Declarant, the ARC, and the City. Maximum size overall shall not exceed five (5) feet in height or fifty (50) square feet in area.

(b) All identity signage attached to the building shall be incorporated into the building architecture and shall be presented for approval with the architectural plans. Signs may not exceed ten percent (10%) of the square feet contained in the wall to which they are affixed. In addition, signs may not extend above the roof parapet line or project more than eighteen (18) inches from the face of the building.

(c) There shall be no more than one exterior freestanding sign for each Lot, unless otherwise expressly approved by the Declarant, the ARC, and the City for good cause shown.

(d) Flashing signs are expressly prohibited.

Section 7.5. *Parking*. Each Lot shall be provided with off-street automobile parking as follows:

| USE | REQUIREMENT |
|---|---|
| Office | Five (5) spaces plus one (1) space for each 300 square feet of floor area over 1,000 square feet. |
| Manufacturing | Two (2) spaces for each three (3) employees or two (2) spaces for each 1,000 square feet of floor space. |

No parking will be permitted on any street, driveway, or any other place in The Reserve at Johnson Ranch or on any Lot other than in an approved parking space. With the exception of

construction trailers in use on the Lot, overnight parking of campers, mobile homes, boats, trailers and similar vehicles is prohibited.

Shared parking and access between Lots is encouraged to improve business access and reduce the number of curb cuts.

Parking lot plans and configuration shall be reviewed and subject to approval by the ARC and the City.

All parking surfaces, roadways, and driveways shall be paved with an asphalt or concrete surface. Curb and gutters shall be placed along the borders of all permanent parking areas and permanent driveways.

Section 7.6. *Maintenance*. All Improvements located on any Lot shall be maintained in the same condition as at the time of initial construction, normal wear and tear excepted. All Improvements shall be preserved and of a pleasant appearance by maintaining paint, stain, or sealer as needed. If any Improvement or landscaping is damaged or destroyed, the Owner shall promptly rebuild, repair, and restore it to its appearance and condition prior to the casualty. Reconstruction or repair shall be completed within nine (9) months of any casualty that damaged or destroyed the Improvement or landscaping.

Section 7.7. *Garbage and Refuse Containers.* Garbage and refuse containers shall be screened from view with appropriate enclosures. All such storage areas shall have concrete floors and approach, and shall be sufficient in size to contain all refuse generated on each Lot.

Section 7.8. *Utilities and Lighting*. All utilities shall be buried underground. Exterior lighting shall not be directed at neighboring Lots or impair the neighbors' use or enjoyment of their Lots.

Section 7.9. *Roof Mounted Equipment.* Roof-mounted equipment shall be so located and/or screened and/or painted to minimize visibility from streets and adjacent Lots. Solar panels and other alternative energy devices shall be reviewed on an individual basis.

Section 7.10. *Fencing.* No fences shall be constructed on any Lot without prior written approval by the ARC. Fencing shall be constructed only of permanent materials such as pressure-treated wood or masonry, and shall require prior written approval by the ARC in every instance. This requirement is in addition to any requirements that may be established by City ordinances.

Section 7.11. *Landscape Maintenance and Irrigation*. All landscaping shall be maintained and shall not be allowed to become unsightly. Lawns shall be mowed on a regular basis. All weeds, including noxious weeds, shall be eradicated or controlled and all Owners shall fully comply with state and local law regarding the control and eradication of noxious weeds. Undeveloped Lots must be mowed at least twice each year and may not be used as a dumping area for trimmings or grass clippings.

Section 7.12. *Garbage*. No Lot shall be used or maintained as a dump site or storage ground for rubbish, trash, garbage, junk vehicles, equipment or other waste. All garbage and other waste shall be removed as reasonably necessary.

## ARTICLE 8
## OWNER'S OBLIGATIONS FOR MAINTENANCE

Section 8.1. *Owner's Responsibility for Lot*. All maintenance of a Lot and the Improvements located on it will be the sole responsibility of the Owner of the Lot. The Association may, in the discretion of the Board, assume the maintenance responsibilities of such Owner, if, in the opinion of the Board, the level and quality of maintenance being provided by such Owner is not satisfactory. Before assuming the maintenance responsibilities, the Board will notify the Owner in writing of its intention to do so, and if the Owner has not commenced and diligently pursued remedial action within thirty (30) days after the mailing of such written notice, then the Association may proceed. The expenses of the maintenance by the Board will be reimbursed to the Association by the Owner within thirty (30) days after the Association notifies the Owner of the amount due, and any sum not reimbursed within that thirty (30) day period will bear interest at the maximum rate permitted under Montana law from the date of the expenditure until payment in full.

Section 8.2. *Owner's Negligence*. If the need for maintenance, repair or replacement of any portion of the Common Area (including Improvements located on it) arises because of the negligent or willful act or omission of an Owner or his customer, guest, invitee or tenant, then the expenses incurred by the Association for the maintenance, repair or replacement will be a personal obligation of that Owner. If the Owner fails to repay the expenses incurred by the Association within thirty (30) days after the notice to the Owner of the amount owed, then those expenses will bear interest at the maximum rate permitted under Montana law from the date of the advance by the Association until payment by the responsible Owner is paid in full.

## ARTICLE 9
## ASSESSMENTS

Section 9.1. *Annual Assessments.* The Association shall fix, levy, collect and enforce assessments for maintenance of the Common Areas, assessments as further defined in The Reserve at Johnson Ranch Documents, and assessments to cover all costs and expenses of the Association. Said Assessments shall be based on a budget, as may be adjusted from time to time. All Members shall be entitled to copies of Association records for the purposes of verifying assessments for accuracy and consistency with The Reserve at Johnson Ranch Documents.

Section 9.2. *Creation of Lien*. In the event any assessment, cost, expense, or other amount charged against a Lot or any Owner thereof is not paid in full within thirty (30) days from when the notice of assessment was delivered ("Delinquent Charge"), the Delinquent Charge shall be a charge upon and constitute a lien in favor of the Association against the Lot, which lien shall attach and take effect upon recordation by the Association of a lien in the real estate records of Flathead County, Montana.

Notwithstanding the ownership of any Lot, the Declarant shall not be obligated to pay any of the Assessments described in this Declaration.

Each Assessment, together with fines, interest, costs, and reasonable attorney's fees and costs, will also be the personal and individual obligation of the Owner of such Lot as of the time the Assessment falls due, and two or more Owners of a Lot will be jointly and severally liable for such obligations. No Owner may exempt himself from liability for any Assessments by abandonment of his Lot or by waiver of the use or enjoyment of the Common Area. Suit to recover a money judgment for unpaid Assessment and related charges as listed above may be maintained without foreclosing or waiving the Assessment lien provided in this Declaration.

Section 9.3. *Purpose of Assessments*. The Assessments levied by the Association will be used for all purposes provided for in The Reserve at Johnson Ranch Documents, including but not limited to promoting the recreation, health, safety and welfare of the Owners and occupants of The Reserve at Johnson Ranch.

Section 9.4. *Annual Assessments*.

9.4.1. *Calculation of Annual Assessments*. The Board of Directors will prepare a budget before the close of each fiscal year of the Association. Annual Assessments for Common Expenses will be based upon the estimated net cash flow requirements of the Association to cover items including, without limitation, the cost of routine maintenance, repair, and operation of the Common Area; and premiums for insurance coverage as deemed desirable or necessary by the Association; snow removal, landscaping, care of grounds and common lighting within the Common Area; routine renovations within the Common Area; wages; common water and utility charges for the Common Area; legal and accounting fees; expenses and liabilities incurred by the Association under or by reason of this Declaration; payment of any deficit remaining from a previous Assessment period; and the supplementing of the reserve fund for general, routine maintenance, repairs and replacement of improvements within the Common Area on a periodic bases, as needed.

9.4.2. *Collection*. Annual Assessments will be collected in periodic installments as the Board may determine from time to time; but until the Board directs otherwise, they will be payable annually in advance on the date determined by the Board. The omission or failure of the Association to fix the Annual Assessment period will not be deemed a waiver, modification or release of the Owners from their obligation to pay the same.

Section 9.5. *Special Assessments*.

9.5.1. *Determination by Board*. The Board of Directors may levy, in any fiscal year, one or more Special Assessments, applicable to that year only, for the purpose of defraying, in whole or in part, the cost of any construction or reconstruction, repair or replacement of a described capital improvement upon the Common Area, including the necessary fixtures and

personal property related thereto, or, after adopting and submitting a revised budget to the Association as may be required to make up any shortfall in the current year's budget.

9.5.2. *Apportionment and Collection of Special Assessments*. The Board will apportion Special Assessments among the Lots as set forth in Annual Assessments in Section 9.4.1, and collect payment according to the same guidelines as set forth for Annual Assessments in Section 9.4.2.

9.5.3. *Notice*. Notice of the amount and due dates for such Special Assessments must be sent to each Owner at least 30 days prior to the due date.

Section 9.6. *Default Assessments*. All monetary fines, penalties, interest or other charges or fees (excluding Annual and Special Assessments) levied against an Owner pursuant to The Reserve at Johnson Ranch Documents, or any expense of the Association which is the obligation of an Owner or which is incurred by the Association on behalf of the Owner pursuant to The Reserve at Johnson Ranch Documents, and any expense (including without limitation attorneys' fees and costs) incurred by the Association as a result of the failure of an Owner to abide by The Reserve at Johnson Ranch Documents, constitutes a Default Assessment, enforceable as provided in this Declaration below.

Section 9.7. *General Remedies of the Association for Nonpayment of Assessment*. Any installment of an Annual Assessment, Special Assessment or Default Assessment which is not paid within thirty (30) days after its due date will be delinquent. In the event that an installment of an Annual Assessment or Special Assessment becomes delinquent, or in the event any Default Assessment is established under this Declaration, the Association, in its sole discretion, may take any or all of the following actions:

9.7.1. Assess a late charge for each delinquency at uniform rates set by the Board of Directors from time to time;

9.7.2. Charge interest from the date of delinquency at the maximum rate permitted under Montana law;

9.7.3. Suspend the voting rights of the Owner during any period of delinquency;

9.7.4. Accelerate all remaining Assessment installments for the fiscal year in question so that unpaid Assessments for the remainder of the fiscal year will be due and payable at once;

9.7.5. Bring an action at law or equity against any Owner personally obligated to pay the delinquent Assessment charges;

9.7.6. File a statement of lien on the Lot and foreclose as set forth in more detail below.

9.7.7. For a delinquent Assessment related to the provision of utilities, the utility service to the Lot may be suspended after giving the Owner ten (10) days written notice that the service will be suspended unless the delinquent Assessment is paid.

The remedies provided under this Declaration will not be exclusive, and the Association may enforce any other remedies to collect delinquent Assessments as may be provided by law.

Section 9.8. *Assessment Lien*. Any Assessment chargeable to a Lot will constitute a lien on the Lot, effective the due date of the Assessment. To evidence the lien, the Association may, but will not be obligated to, prepare a written lien statement with respect to the Lot, setting forth the name of the Owner, the legal description of the Lot, the name of the Association, and the delinquent Assessment amounts then owing. Any such statement will be duly signed and acknowledged by an officer or Director of the Association and will be served upon the Owner of the Lot by mail to the address of the Lot or at such other address as the Association may have in its records for the Owner.

Section 9.9. *Successor 's Liability for Assessment*. All successors to the fee simple title of a Lot, except as provided in Section 9.10, will be jointly and severally liable with the prior Owner or Owners thereof for any and all unpaid Assessments, interest, late charges, costs, expenses, and attorney's and legal assistants' fees against such Lot without prejudice to any such successor's right to recover from any prior Owner any amounts paid by such successor.

Section 9.10. *Exempt Property*. The following portions of the Property will be exempt from the Assessments, charges, and liens created under the Declaration:

9.10.1. Any Lot owned by Declarant; and

9.10.2. Common Areas.

Section 9.11. *Statement of Status of Assessments*. The Association will furnish to an Owner or his designee or to any Mortgagee, within fourteen days of request, a statement setting forth the amount of unpaid Assessments then levied against the Lot in which the Owner, designee or Mortgagee has an interest.

Section 9.12. *Failure to Assess*. The omission or failure of the Board to fix the Assessment amounts or rates or to deliver or mail to each Owner an Assessment notice will not be deemed a waiver, modification or a release of any Owner from the obligation to pay Assessments. In such event, each Owner will continue to pay Annual Assessments on the same bases as for the last year for which an Assessment was made until a new Assessment is made, at which time any shortfalls in collections may be assessed retroactively by the Association.

## ARTICLE 10
## PROPERTY RIGHTS OF OWNERS

Section 10.1. *Owner's Easements of Access and Enjoyment*. Every Owner has a perpetual, non-exclusive easement for ingress, egress and utilities to and from his Lot and for the use and enjoyment of the Common Area, which easement is appurtenant to and will pass with the title to every Lot, subject to the provisions set forth in this Declaration.

Section 10.2. *Delegation of Use*. Any Owner may delegate, in accordance with The Reserve at Johnson Ranch Documents, its rights of access and enjoyment described in Section 10.1 above to its tenants, employees, customers, guests or invitees.

Section 10.3. *Easements of Record and of Use*. The Property will be subject to all easements shown on any recorded Plat and to any other easements of record or of use as of the date of recordation of this Declaration.

## ARTICLE 11
## SPECIAL DECLARANT RIGHTS AND ADDITIONAL RESERVED RIGHTS

Section 11.1. *General Provisions*. Until the expiration of the Period of Declarant Control, Declarant will have the following Special Declarant Rights:

11.1.1. *Completion of Improvements*. The right to complete Improvements as indicated on any Plat filed with respect to the Property.

11.1.2. *Development Rights*. The right to exercise all Development Rights in connection with the development of The Reserve at Johnson Ranch Project, including without limitation the right or combination of rights hereby reserved by Declarant, as follows: (i) the right to create Lots and Common Area on the Property; (ii) the right to subdivide Lots, combine Lots, and convert Lots into Common Area on any part of the Property; (iii) the right to withdraw real property from The Reserve at Johnson Ranch; (iv) the right to annex all or part of the Expansion Property to the Project, in accordance with Article 12; and/or (v) the right to do all things necessary to complete the Project consistent with law.

11.1.3. *Sales Activities*. The right to maintain sales and management offices, and signs advertising The Reserve at Johnson Ranch.

11.1.4. *Easements*. The right to use easements through the Common Area on the Property for the purpose of making, utilizing, and operating Improvements on the Property.

11.1.5. *Association Directors and Officers*. The right to vote for, appoint, designate, remove, and replace any officer or Director of the Association, as provided in this Declaration or the Bylaws.

11.1.6. *Order of Exercise of Declarant's Rights*. Declarant makes no representations and gives no assurances regarding the legal description of the boundaries of any future phases of the Project or the order or time in which the future phases of the Project may be developed or incorporated into The Reserve at Johnson Ranch, or whether or to what extent any of the Expansion Property will be developed or incorporated into the Project. Further, the fact that Declarant may exercise one or more of Declarant's Development Rights or other Special Declarant Rights on one portion of the Property or Expansion Property will not operate to require Declarant to exercise a Development Right or other Special Declarant Right with respect to any other portion of the Property or Expansion Property.

Section 11.2. *Supplemental Provisions Regarding Declarant's Rights*. Without limiting the generality of the foregoing, certain of these Special Declarant rights are explained more fully in this Article below. Further, Declarant reserves the right to amend this Declaration and any Plat (including, without limitation, easements created thereby) in connection with the exercise of any Development Right or any other Special Declarant Right, and Declarant also reserves the additional rights retained for the benefit of Declarant in this Article and in other provisions of this Declaration. The Declarant further reserves the right to, but is not obligated to, create separate associations of the multi-family and residential lot owners as well as a master association with over-arching jurisdiction over the other associations. Declarant reserves the right to structure all associations of The Reserve at Johnson Ranch property Owners in the manner Declarant believes best serves the interests of The Reserve at Johnson Ranch.

Section 11.3. *Utility Easements*. There is hereby created an easement upon, across, over, in, and under the Common Area, roadways and the areas designated on the final Plat or Plats of The Reserve at Johnson Ranch as utility easements for the installation, replacement, repair and maintenance of all utilities, including but not limited to water, sewer, gas, telephone, electrical, television and other communications systems. By virtue of this easement, it will be expressly permissible and proper for the companies providing utility services to install and maintain necessary equipment on and under the Common Area, the private roadways and the areas designated on the final Plat of The Reserve at Johnson Ranch as utility easements and to affix and maintain utility pipes, wires, circuits, conduits and other equipment under those areas. Any utility company using this easement will use its best efforts to install and maintain the utilities provided for without disturbing the uses of the Owners, the Association and Declarant; will prosecute its installation and maintenance activities as promptly and expeditiously as reasonably possible; and will restore the surface to its original condition as soon as possible after completion of its work. Should any utility company furnishing a service covered by the easement granted above request a specific easement by separate recordable document, either Declarant or the Association, will have, and are hereby given, the right and authority to grant such easement upon, across, over, in or under any part or all of the Common Area, the private roadways and the areas designated on the final Plat or Plats of The Reserve at Johnson Ranch as utility easements without conflicting with the terms of this Declaration. This easement will in no way effect, avoid, extinguish, or modify any other recorded easement on the Property.

Section 11.4. *Reservation for Expansion and Construction*. Declarant hereby reserves for itself and its successors and assigns and for Owners in all Expansion Property and future phases

of The Reserve at Johnson Ranch, a perpetual easement and right-of-way for access over, upon, in, under, and across the Property for construction, utilities, drainage, ingress and egress, and for use of the Common Area. The location of these easements and rights-of-way may be made certain by Declarant or the Association by instruments recorded in Flathead County, Montana.

Declarant further reserves the right to establish from time to time, by declaration or otherwise, utility, drainage, ingress and egress, and other easements over and across the Common Areas, and to create other reservations, exemptions, and exclusions convenient or necessary for the use and operation of any other property of the Declarant. The location of these easements may be made certain by Declarant or the Association by instruments recorded in Flathead County, Montana.

Section 11.5. *Reservation of Easements, Exceptions and Exclusions for Utilities, Infrastructure, and Access*. Declarant reserves for itself and its successors and assigns and hereby grants to the Association, acting through the Board of Directors, the concurrent right to establish from time to time, by declaration or otherwise, utility and other easements, permits, or licenses over the Common Area, for purposes including but not limited to streets, paths, walkways, drainage, recreational areas and parking areas, and to create other reservations, exceptions, and exclusions in the interest of the Owners and the Association.

Section 11.6. *Maintenance Easement*. An easement is hereby reserved to Declarant for itself and its successors and assigns and granted to the Association, and any member of the Board of Directors and their respective officers, agents, employees, and assigns, upon, across, over, in and under the Property and a right to make such use of the Property as may be necessary or appropriate to make emergency repairs or to perform the duties and functions which the Association is obligated or permitted to perform pursuant to The Reserve at Johnson Ranch Documents.

Section 11.7. *Drainage Easement*. An easement is hereby reserved to Declarant for itself and its successors and assigns and granted to the Association, its officers, agents, employees, successors and assigns to enter upon, across, over, in, and under any portion of the Property for the purpose of changing, correcting, or otherwise modifying the grade or drainage channels of the Property so as to improve the drainage of water. Reasonable efforts will be made to use this easement so as not to disturb the uses of the Owner, the Association and Declarant, as applicable, to the extent possible; to prosecute such drainage work promptly and expeditiously; and to restore any areas affected by such work to a sightly and usable condition as soon as reasonably possible following such work.

Section 11.8. *Declarant's Rights Incident to Construction*. Declarant, for itself and its successors and assigns, hereby retains a right and easement of ingress and egress over, in, upon, under and across the Common Area and the right to store materials thereon and to make such other use thereof as may be reasonably necessary or incident to the construction of the Improvements on the Property or other real property owned by The Reserve at Johnson Ranch, LLC or any Successor Declarant, provided, however, that no such rights will be exercised by Declarant in such

a way as to unreasonably interfere with the occupancy, use, enjoyment or access to an Owner's Lot by the Owner or his family, tenants, employees, guests or invitees.

Section 11.9. *Easements Deemed Created*. All conveyances of Lots hereafter made, whether by Declarant or otherwise, will be construed to grant and reserve the easements contained in this Article, even though no specific reference to such easements or to this Article appears in the instrument for such conveyance.

## ARTICLE 12
## EXPANSION AND WITHDRAWAL

Section 12.1. *Reservation of Right to Expand*. Declarant reserves the right during the Period of Declarant Control, but will not be obligated, to expand the effect of this Declaration to include all or part of the Expansion Property. The consent of the existing Lot Owners and Mortgagees will not be required for any such expansion, and Declarant may proceed with such expansion without limitation at its sole option. Declarant will have the unilateral right to transfer to any other person this right to expand by an instrument duly recorded.

Section 12.2. *Declaration of Annexation*. Any expansion of the Project may be accomplished by recording a Declaration of Annexation and, when appropriate, one or more supplemental Plats in the records of the Clerk and Recorder of Flathead County, Montana, before the expiration of the Period of Declarant Control. The Declaration of Annexation will describe the real property to be expanded, submitting it to these Covenants and, as applicable, provide for voting rights in the Association and Assessment allocations as determined in Declarant's sole discretion. Such Declaration of Annexation will not require the consent of Owners, the Association, or the Board of Directors; any such expansion will be effective upon the filing for record of such Declaration of Annexation in the real estate records of Flathead County, Montana, unless otherwise provided therein. The expansion may be accomplished in stages by successive supplements or in one supplemental expansion.

Upon the recordation of any such Declaration of Annexation, the definitions used in this Declaration will be expanded automatically to encompass and refer to The Reserve at Johnson Ranch as expanded. Such Declaration of Annexation may add supplemental covenants peculiar to the Expansion Property in question, or delete or modify provisions of this Declaration as it applies to the Expansion Property added. However, this Declaration may not be modified with respect to that portion of the Property already subject to this Declaration, except as provided in this Declaration for amendment.

## ARTICLE 13
## INSURANCE

Section 13.1. *Authority to Purchase*. All insurance policies relating to the Common Area will be purchased by the Board of Directors or its duly authorized agent. The Board of Directors and the Declarant will not be liable for failure to obtain any coverage required by this Article or for any loss or damage resulting from such failure if such failure is due to the unavailability of

such coverage from reputable insurance companies, or if such coverage is available only at demonstrably unreasonable costs.

Section 13.2. *General Insurance Provisions*. All such insurance coverage obtained by the Board of Directors will be governed by the following provisions:

13.2.1. As long as Declarant owns any Lot, Declarant, and Declarant's members, managers, officers, directors, shareholders, trustees, and other persons designated by Declarant, will be protected by all such policies in the same manner as any other Owner.

13.2.2. The deductible, if any, on any insurance policy purchased by the Board of Directors may be treated as a Common Expense payable from Annual Assessments or Special Assessments (allocable to all of the Lots or to only some of the Lots, if the claims for damages arise from the negligence of particular Owners, or if the repairs benefit only particular Owners), or as an item to be paid from working capital reserves established by the Board of Directors.

Section 13.3. *Physical Damage Insurance on Common Area*. The Association will obtain insurance for such insurable Improvements and with such coverages, limits, deductibles and other terms and conditions as the Board may determine from time to time.

Section 13.4. *Liability Insurance*. The Association may obtain a comprehensive policy of public liability insurance and property damage insurance with such coverage and limits as the Board of Directors may from time to time determine, insuring each member of the Board of Directors, the Association, and the respective employees, agents, and all persons acting as agents against any liability to the public or the Owners (and their guests, invitees, tenants, agents and employees) arising in connection with the ownership, operation, maintenance or use of the Common Area and streets and roads within The Reserve at Johnson Ranch and any other areas under the control of the Association. Declarant will be included in the coverage as an additional insured in Declarant's capacity as an Owner or Director.

## ARTICLE 14
## ENFORCEMENT OF COVENANTS

Section 14.1. *Violations Deemed a Nuisance*. Every violation of this Declaration or any other violation of The Reserve at Johnson Ranch Documents is deemed to be a nuisance and is subject to all the remedies provided for the abatement of the violation. In addition, all public and private remedies allowed at law or equity against anyone in violation of these Covenants will be available.

Section 14.2. *Compliance*. Each Owner or other occupant of any part of the Property will comply with the provisions of The Reserve at Johnson Ranch Documents as the same may be amended from time to time.

Section 14.3. *Failure to Comply*. Failure to comply with The Reserve at Johnson Ranch Documents will be grounds for an action to recover damages or for injunctive relief to cause any

such violation to be remedied, or both. Reasonable notice and an opportunity for a hearing may, but is not required to be, provided in the Bylaws, and if such notice and opportunity is so provided, will be given to the delinquent party prior to commencing any legal proceedings.

Section 14.4. *Who May Enforce*. Any action to enforce The Reserve at Johnson Ranch Documents may be brought by Declarant or the Board in the name of the Association on behalf of the Owners. If, after a written request from an aggrieved Owner, none of the foregoing persons or entities commences an action to enforce The Reserve at Johnson Ranch Documents, then the aggrieved Owner may bring such an action.

Section 14.5. *Nonexclusive Remedies*. All the remedies set forth herein are cumulative and not exclusive. The Owner in violation waives any requirement to post a bond in connection with the granting of an injunction.

Section 14.6. *No Waiver*. The failure of the Board of Directors, Declarant, or any aggrieved Owner to enforce The Reserve at Johnson Ranch Documents in any one or more instances will not be deemed a waiver of the right to do so for any subsequent violations or of the right to enforce any other part of The Reserve at Johnson Ranch Documents at any future time.

Section 14.7. *No Liability*. No member of the Board of Directors, the Declarant or any Owner will be liable to any other Owner for the failure to enforce any of The Reserve at Johnson Ranch Documents at any time.

Section 14.8. *Recovery of Costs*. If legal assistance is obtained to enforce any of the provisions of The Reserve at Johnson Ranch Documents, or in any legal proceeding (whether or not suit is brought) for damages or for the enforcement of The Reserve at Johnson Ranch Documents or the restraint of violations of The Reserve at Johnson Ranch Documents, the prevailing party will be entitled to recover all costs incurred by it in such action, including reasonable attorney's fees (and legal assistants' fees) and costs as may be incurred, or if suit is brought, as may be determined by the court.

## ARTICLE 15
## RESOLUTION OF DISPUTES

If any dispute or question arises between Members or between Members and the Association or relating to the interpretation, performance or nonperformance, violation, or enforcement of The Reserve at Johnson Ranch Documents, such dispute or violation may, but is not required to, be subject to a hearing and determination by the Board in accordance with the procedures set forth in the Bylaws.

## ARTICLE 16
## DURATION OF THESE COVENANTS AND AMENDMENT

Section 16.1. *Term*. This Declaration and any amendments or supplements hereto will remain in effect from the date of recordation until the 50th anniversary of the date this Declaration

is first recorded in the office of the Clerk and Recorder of Flathead County, Montana. Thereafter these Covenants will be automatically extended for successive periods of ten (10) years each, unless otherwise terminated or modified as provided below.

Section 16.2. *Amendment, Replacement, Termination*. Until the end of the Period of Declarant Control, the Declarant shall have the sole authority and power to amend, replace, supersede, or terminate this Declaration from time to time, by recording an instrument in writing signed by the Declarant. After the Period of Declarant Control, the Association shall have the sole authority to amend, replace, supersede, or terminate the Declaration, by recording an instrument in writing signed by a duly authorized officer of the Association, but only after obtaining the affirmative vote from the Owners of seventy percent (70%) of the Lots. No amendment, replacement, or termination of the Declaration shall be effective until it has been recorded in the office of the Clerk and Recorder of Flathead County, Montana.

## ARTICLE 17
## MISCELLANEOUS PROVISIONS

Section 17.1. *Severability*. This Declaration, to the extent possible, will be construed or reformed so as to give validity to all of its provisions. Any provision of this Declaration found to be prohibited by law or unenforceable will be ineffective to the extent of such prohibition or unenforceability without invalidating any other part hereof.

Section 17.2. *Construction*. In interpreting words in this Declaration, unless the context will otherwise provide or require, the singular will include the plural, the plural will include the singular, and the use of any gender will include all genders.

Section 17.3. *Headings*. The headings are included only for purposes of convenient reference, and they will not affect the meaning or interpretation of this Declaration.

Section 17.4. *Waiver*. No failure on the part of the Association or the Board to give notice or default or to exercise or to delay in exercising any right or remedy will operate as a waiver, except as specifically provided above in the event the Board fails to respond to certain requests. No waiver will be effective unless it is in writing and signed by the President or Vice President of the Board on behalf of the Association.

Section 17.5. *Limitation of Liability*. Neither the Declarant, the Association, nor any partner, officer, manager, director, or member of either the Declarant or the Board will be liable to any party for any action or for any failure to act with respect to any matter arising by, through or under The Reserve at Johnson Ranch Documents if the action or failure was made in good faith. The Association will indemnify all of the officers, Board members, ARC members, Declarant, and the Declarant's managers and members with respect to any act taken in their official capacity to the extent provided in The Reserve at Johnson Ranch Documents.

Section 17.6. *Conflicts Between Documents*. In case of conflict between this Declaration and the Articles of Incorporation or the Bylaws, this Declaration will control. In case of conflict between the Articles of Incorporation and the Bylaws, the Articles of Incorporation will control.

Section 17.7. *Assignment*. Declarant may assign all or any part of the Special Declarant Rights or any of Declarant's other rights, obligations, interests, and reservations hereunder to any successor who takes title to all or part of the Property in a bulk transfer for the purpose of development and sale. Such successor will be identified, the rights, interests, and reservations being assigned will be described, and, to the extent required, concomitant obligations will be expressly assumed by such successor, all in a written instrument duly recorded in the records of the Clerk and Recorder of Flathead County, Montana.

Section 17.8. *Covenants and Easements Run with the Land*. The Covenants and all easements created and referenced in this Declaration shall run with the land.

Section 17.9. *Notice.* All notices required to be delivered hereunder shall be in writing and shall be delivered by the following methods and deemed effectively delivered as of the date hereinafter specified: (i) three days after it is deposited in the mail if it is delivered postage prepaid, (ii) on the date the notice is delivered by a courier service (including Federal Express, Express Mail, UPS, or similar operation) to the address of the person to whom it is directed, provided it is sent prepaid, return receipt requested (if available), (iii) on the date sent by electronic mail, with receipt confirmation requested, and (iv) on the date the notice is handed to the recipient if delivered in person.

Notice may be delivered to any address of the recipient on file with the Association. Anyone entitled to receive notice hereunder may, from time to time, change its address for receiving notices by delivering written notice thereof in the manner outlined above or to a valid email address for the Association.

IN WITNESS WHEREOF, Declarant has signed this Declaration on the Date shown.

THE RESERVE AT JOHNSON RANCH, LLC

By:_____
Nicholas J. Coussoulis, Manager

STATE OF MONTANA )
ss.
County of Flathead )

On the ____ day of _____, 202___, before me, the undersigned Notary Public in and for the State of Montana, duly commissioned and sworn, personally appeared Nicholas J. Coussoulis, Manager of The Reserve at Johnson Ranch, LLC, known to me to be the individual described in and who executed the within and foregoing instrument, and acknowledged that he signed the same as his free and voluntary act and deed, for the uses and purposes therein mentioned.

WITNESS my hand and official seal hereto affixed the day and year first above written.

_____
Notary Public for the State of Montana
(SEAL) Printed Name:_____
Residing at: _____
My Commission Expires:_____

# ATTACHMENT 6
# Preliminary Plat Drawing

## DESCRIPTION

A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, PRINCIPAL MERIDIAN, MONTANA, FLATHEAD COUNTY, MONTANA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 26; THENCE N00°15'55"W ALONG THE EAST BOUNDARY OF THE NORTHEAST QUARTER OF SAID SECTION 26, A DISTANCE OF 30.00 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY OF A 60-FOOT WIDE DEEDED COUNTY ROAD KNOWN AS STILLWATER ROAD; THENCE S89°51'29"W ON AND ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 206.22 FEET TO THE TRUE POINT OF BEGINNING;

THENCE S89°51'21"W CONTINUING ALONG SAID RIGHT-OF-WAY BOUNDARY OF STILLWATER ROAD, A DISTANCE OF 1117.62 FEET TO A POINT ON THE WEST BOUNDARY OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF AID SECTION 25; THENCE N00°06'22"W ALONG SAID WEST BOUNDARY, A DISTANCE OF 632.98 FEET; THENCE N89°50'04"E, A DISTANCE OF 1115.86 FEET; THENCE S00°15'55"E, A DISTANCE OF 633.40 FEET TO THE POINT OF BEGINNING CONTAINING 16.23 ACRES, SUBJECT TO AND TOGETHER WITH ALL APPURTENANT EASEMENTS AND ENCUMBRANCES OF RECORD.

AND;

A TRACT OF LAND LOCATED IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, PRINCIPAL MERIDIAN, MONTANA, FLATHEAD COUNTY, MONTANA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 26; THENCE S00°06'15"E ALONG THE EAST BOUNDARY OF THE SOUTHEAST QUARTER OF SAID SECTION 26, A DISTANCE OF 30.0 FEET; THENCE S89°51'48"W, A DISTANCE OF 30.00 FEET A POINT ON THE WESTERLY RIGHT-OF-WAY OF A 60.00-FOOT WIDE DEEDED COUNTY ROAD KNOWN AS STILLWATER ROAD AND SAID POINT BEING THE TRUE POINT OF BEGINNING;

THENCE S00°06'15"E ALONG SAID WESTERLY RIGHT-OF-WAY, A DISTANCE OF 2271.14 FEET TO THE NORTHERLY RIGHT-OF-WAY OF OF A VARIABLE WIDTH PUBLIC ROAD KNOWN AS OLD RESERVE DRIVE; THENCE ALONG SAID RIGHT-OF-WAY THE FOLLOWING TEN (10) COURSES:

S14°18'09"W, A DISTANCE OF 121.45 FEET, S00°10'50"W, A DISTANCE OF 88.71 FEET; S49°18'14"W, A DISTANCE OF 103.92 FEET, N88°55'50"W, A DISTANCE OF 237.69 FEET; N75°59'10"W, A DISTANCE OF 86.45 FEET; N89°51'09"W, A DISTANCE OF 189.86 FEET; S79°39'44"W, A DISTANCE OF 148.58 FEET; S89°55'05"W, A DISTANCE OF 131.34 FEET; S61°21'36"W, A DISTANCE OF 74.61 FEET; S89°48'20"W, A DISTANCE OF 333.60 FEET TO A POINT ON THE WEST LINE OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 26;

THENCE N00°01'26"W ALONG SAID WEST LINE, A DISTANCE OF 2580.09 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF AFOREMENTIONED STILLWATER ROAD; THENCE N89°51'49"E ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 1294.01 FEET TO THE POINT OF BEGINNING, CONTAINING 75.58 ACRES SUBJECT TO AND TOGETHER WITH ALL APPURTENANT EASEMENT AND ENCUMBRANCES OF RECORD.

WE HEREBY CERTIFY THAT THESE LOTS ARE EXCLUDED FROM SANITATION REVIEW BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY PURSUANT TO MCA 76-4-125 (1) A SUBDIVISION EXCLUDED FROM THE PROVISIONS OF CHAPTER 3 MUST BE SUBMITTED FOR REVIEW ACCORDING TO THE PROVISIONS OF THIS PART, EXCEPT THAT THE FOLLOWING DIVISIONS OR PARCELS, UNLESS THE EXCLUSIONS ARE USED TO EVADE THE PROVISIONS OF THIS PART, ARE NOT SUBJECT TO REVIEW: (e) AS CERTIFIED PURSUANT TO 76-4-127 (i) NEW DIVISIONS SUBJECT TO REVIEW UNDER THE MONTANA SUBDIVISION AND PLATTING ACT.

### TOTAL AREA 91.81 Ac.

| | |
|---|---|
| *SINGLE-FAMILY RESIDENTIAL (LOTS 1-186)* | 36.19 |
| *SOUTH MULTI-FAMILY RESIDENTIAL (LOT 188)* | 14.86 |
| *COMMERCIAL (LOT B-1):* | 10.00 |
| *NORTH MULTI-FAMILY LOT 187* | 4.98 |
| *COMMON AREA:* | 11.62 |
| *ROADS:* | 12.03 |
| *RIGHT-OF-WAY DEDICATION:* | 1.65 |
| *ROAD RESERVATION:* | 0.52 |

LEGEND:

- FOUND 2" ALUMINUM CAP BY MONTANA DEPT. OF TRANSPORTATION
- FOUND 5/8" RE-BAR (NO CAP)
- FOUND 5/8" RE-BAR WITH CAP MARKED "PUTNAM 47395"
- FOUND 1/2" RE-BAR WITH CAP MARKED "SANDS 7975S
- FOUND 5/8" RE-BAR WITH CAP MARKED "BRIEN 76815"

Tract 1 C.O.S. 17455

Plat of West View Estates Phase 7

Plat of West View Estates Phase 6

Plat of West View Estates Phase 5

Plat of West View Estates Phase 4

Lot 1 A of Amended Lots 1 & 2 of Owl View Subdivision

STILLWATER ROAD

S00°06'15"E 2271.14'

S14°18'09"W 121.45'

S00°10'50"W 88.71'

Parcel A C.O.S. 14346

S00°15'55"E 633.44'

Parcel B C.O.S. 14346

COMMON AREA 7

187

1294.01'

1115.86'

N89°50'04"E

S89°51'21"W 1117.62'

N89°51'48"E

N00°06'22"W 632.98'

STILLWATER ROAD

COMMON AREA 1

COMMON AREA

STREET NAME TBD

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186

188

189

COMMON AREA 4

N00°01'26"W 2580.09'

Tract 2 C.O.S. 4972

Tract A C.O.S. 20321

Tract B C.O.S. 20321

Tract 1 7262C.O.S.

Tract 2 7262C.O.S.

Tract 3 C.O.S. 7262

SEE C-101

1 OVERALL PRELIMINARY PLAT
1" =120'

SCALE: 1" = 120'
-60 0 60 120 240

PROJECT # 24020B

C:\DATAsurf.kfkfd5fd9184df64fea8f08cc2903fd0fd107\node8ffee9c\7b77ee-7bbfc4ace4c7bcedf7b0fd0615f2\Sheet Files\Spartan H4#rings\24020B 80 Acre Subdivision\Autocad\BASE_Publish-TNH.dwg


JACKOLA
SINCE 1969 P.C.
Engineering, Architecture, Surveying, Land Use Planning
KALISPELL | BOZEMAN | VANCOUVER
406-755-3208 | 406-586-0707 | 360-852-8746
info@jackola.com jackola.com


**PRELIMINARY**


THE INFORMATION CONTAINED HEREIN IS PROPRIETARY. THIS DOCUMENT MAY NOT BE USED OR REPRODUCED WITHOUT THE WRITTEN CONSENT OF JACKOLA ENGR. & ARCH., P.C.


# THE RESERVE AT JOHNSON RANCH
# SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: RAE CHECKED: MLB

DATE: 11/21/2024

REVISIONS:

| | | |
|---|---|---|
| A | ADDENDUM | -/-/-- |
| 1 | REVISION | -/-/-- |

**OVERALL PRELIMINARY PLAT**

**C-100**

N89°50'04"E 1115.86'

728.0' 347.8'

40.0'

PROPOSED WATER SYSTEM EASEMENT FOR FUTURE "JOHNSON RANCH SUBDIVISION"

633.98' 622.59' 623.31' 633.44'

40' RIGHT-OF-WAY DEDICATION TO THE CITY OF KALISPELL

0.83 Acres

EXISTING 60' DECLARED COUNTY ROAD

N00°06'22"W N00°15'55"W S00°13'55"E

COMMON AREA 7
10.43 Acres

187
4.98 Acres

10' RIGHT-OF-WAY DEDICATION TO THE CITY OF KALISPELL

EXISTING 60' DEEDED COUNTY ROAD PER BOOK 30, PAGE 582

729.8' S89°51'29"W 1077.60' S89°51'29"W 1117.62' 347.8' 10.0'

STILLWATER ROAD

10' RIGHT-OF-WAY DEDICATION TO THE CITY OF KALISPELL

N89°51'48"E 1294.01'

N89°51'48"E 1284.02'

COMMON AREA 3
0.11 Acres

COMMON AREA 2
0.05 Acres

COMMON AREA 1
0.61 Acres

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 15.0' | 60.0' | 60.0' | 60.0' | 65.0' | 60.0' | N89°16'39"E 79.51' | 65.0' | 14.5' | L=52.9' |
| 140.7' | 27 8,455 S.F. | 26 8,457 S.F. | 25 8,459 S.F. | 24 8,461 S.F. | 23 8,463 S.F. | 22 8,465 S.F. | 21 8,467 S.F. | 20 8,469 S.F. | 19 8,472 S.F. | 141.2' | 18 8,474 S.F. | 17 8,476 S.F. | 16 9,158 S.F. | 136.32' | N00°02'10"W | 136.36' | 15 9,177 S.F. | 141.39' | 14 8,471 S.F. |
| 35.2' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 15.0' | 60.0' | 60.0' | 59.8' | 7.1' | | N89°53'48"E 74.68' | 60.0' | 14.7' | L=34.2' |

N89°53'18"E 770.00'

10' UTILITY EASEMENT

10' UTILITY EASEMENT

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10' UTILITY EASEMENT | N89°53'48"E 150.00' | 7.1' | 7.1' | N89°53'48"E 240.00' | 7.1' | 7.1' | N89°53'48"E 117.5' | 117.5' | 7.1' | N89°53'48"E 235.00' | 7.1' | 7.1' | N89°53'48"E 74.76' | 74.8' | L=45.8' | D=90°03'46" | L=48.9' | L=73.1' | L=80.0' |
| 65.0' | 28 10,063 S.F. | 60.0' | 120.0' | 98 8,113 S.F. | 65.0' | 60.0' | 160 7,950 S.F. | 65.0' | 60.0' | 161 7,950 S.F. | 65.0' | 60.0' | 178 8,021 S.F. | 60.0' | 58.9' | 179 8,500 S.F. | 60.2' | 146.7' | 12 9,452 S.F. |
| 155.0' | | | 125.0' | | 125.0' | | 122.5' | | | 122.5' | | | 125.0' | | | | | | |
| MATCH LINE | 29 9,300 S.F. | 60.0' | 97 7,500 S.F. | 60.0' | 100 7,500 S.F. | 60.0' | 159 7,350 S.F. | 60.0' | 60.0' | 162 7,350 S.F. | 60.0' | 60.0' | 177 7,511 S.F. | 60.0' | 60.2' | | | | |
| | | | | | | | 122.5' | | | 122.5' | | | 125.0' | | | | | | |
| 329.99' | | 60.0' | | | 60.0' | 329.98' | 158 7,350 S.F. | 60.0' | 60.0' | 163 7,350 S.F. | 60.0' | 329.98' | 176 7,489 S.F. | 60.0' | 59.8' | 180 8,495 S.F. | 67.68' | N63°47'30"E | L=71.7' |

R=120.00' L=143.8' L=80.0' D=89°13'24" R=376.20' L=406.12' L=80.0' 386.8'

9 9,439 S.F. 146.7' L=48.6' L=80.0' L=63.0'

8 9,436 S.F. 143.6' 18.2'

7 8,351 S.F.

EXISTING 30' DEEDED COUNTY ROAD PER BOOK 30, PAGE 582

EXISTING 30' DECLARED COUNTY ROAD

30' CITY ROADWAY PER WEST VIEW ESTATES, PHASE 7

1 PRELIMINARY PLAT
1" =50'

SCALE: 1" = 50'
-25 0 25 50 100


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Engineering, Architecture, Surveying, Land Use, Planning
KALISPELL 406-755-3208 | BOZEMAN 406-586-0707 | VANCOUVER 360-852-8746
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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: RAE CHECKED: MLB

DATE: 11/21/2024

**REVISIONS:**

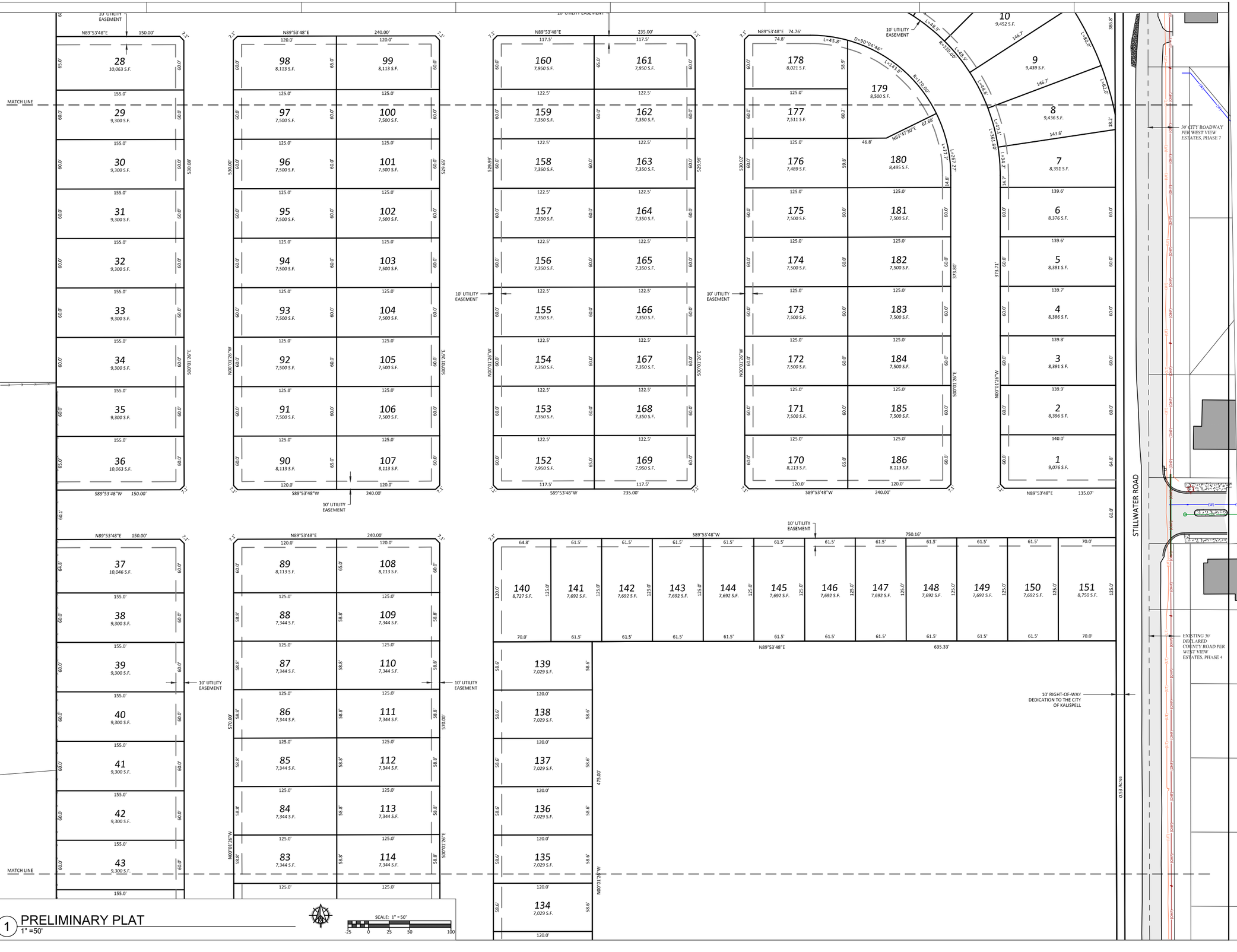
| | | |
|---|---|---|
| A | ADDENDUM | -/-/- |
| 1 | REVISION | -/-/- |

**PRELIMINARY PLAT**

**C-101**

PROJECT #: 24028

C:\DATA\ccf.84c65ba9918a6c54ea8f68fcc2853f4d5fd7f07ea9af8ae8c7b4eaf7b0d0615\Client Files\Spartan Holdings\240208 80 Acre Subdivision\Autocad\BASE_Public-TM.dwg




1 PRELIMINARY PLAT
1" =50'

SCALE: 1" = 50'
-25 0 25 50 100

PROJECT # 24026

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SINCE 1969
Engineering, Architecture, Surveying, Land Use, Planning
KALISPELL | BOZEMAN | VANCOUVER
406-755-3208 | 406-586-0707 | 360-852-8746
info@jackola.com jackola.com


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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

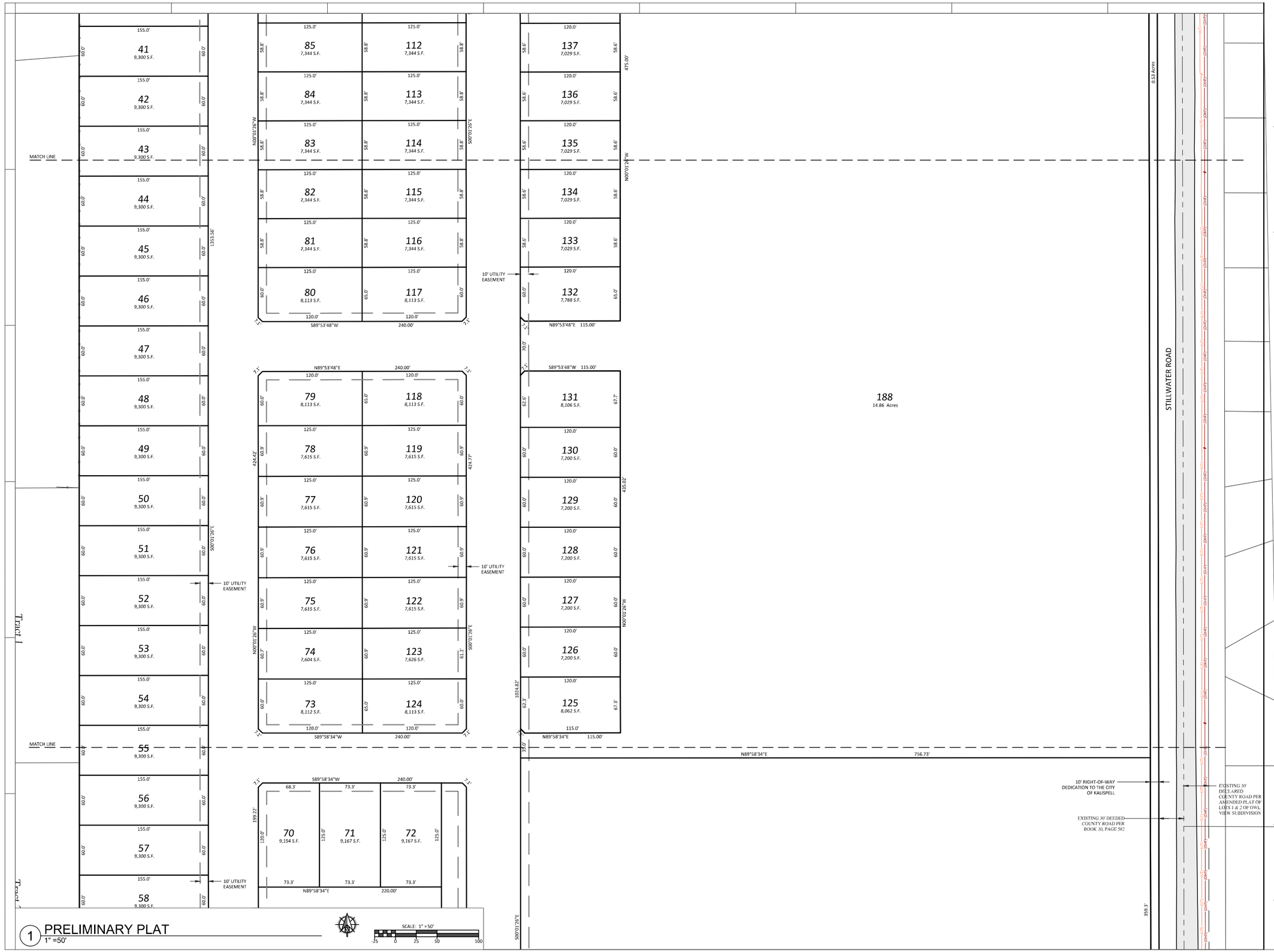
DRAWN: RAE CHECKED: MLB
DATE: 11/21/2024

**REVISIONS:**

| | | |
|---|---|---|
| A | ADDENDUM | --/--/-- |
| 1 | REVISION | --/--/-- |

**PRELIMINARY PLAT**

**C-102**




1 PRELIMINARY PLAT
1" =50'


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info@jackola.com jackola.com


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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: RAE CHECKED: MLB
DATE: 11/21/2024

**REVISIONS:**

| | | |
|---|---|---|
| A | ADDENDUM | --/--/-- |
| 1 | REVISION | --/--/-- |

**PRELIMINARY PLAT**

**C-103**


C:\Drafting\Jobs\Stillwater\Reserve\Plat\C103\C103.dwg PROJECT # 242206


50 9,300 S.F.
51 9,300 S.F.
52 9,300 S.F.
53 9,300 S.F.
54 9,300 S.F.
55 9,300 S.F.
56 9,300 S.F.
57 9,300 S.F.
58 9,300 S.F.
59 9,313 S.F.
60 9,765 S.F.
61 10,572 S.F.
62 20,849 S.F.
63 19,452 S.F.
64 10,491 S.F.
65 16,723 S.F.
66 17,106 S.F.
67 11,464 S.F.
68 15,937 S.F.
69 16,133 S.F.
70 9,154 S.F.
71 9,167 S.F.
72 9,167 S.F.
73 8,112 S.F.
74 7,604 S.F.
75 7,615 S.F.
76 7,615 S.F.
77 7,615 S.F.
120 7,615 S.F.
121 7,615 S.F.
122 7,615 S.F.
123 7,626 S.F.
124 8,113 S.F.
125 8,062 S.F.
126 7,200 S.F.
127 7,200 S.F.
128 7,200 S.F.
129 7,200 S.F.
189 10.00 Acres
COMMON AREA 4 0.48 Acres
MATCH LINE
10' UTILITY EASEMENT
10' RIGHT-OF-WAY DEDICATION TO THE CITY OF KALISPELL
EXISTING 30' DECLARED COUNTY ROAD PER AMENDED PLAT OF LOTS 1 & 2 OF OWL VIEW SUBDIVISION
EXISTING 30' DEEDED COUNTY ROAD PER BOOK 30, PAGE 582
ROAD RESERVE FOR FUTURE RIGHT-OF-WAY DEDICATION 0.48 Acres
ROAD RESERVE FOR FUTURE RIGHT-OF-WAY DEDICATION 0.04 Acres
OLD RESERVE DRIVE
STILLWATER ROAD
MDT R/W PER DOC.# 2007179141S0
N89°58'34"E 756.73'
S89°58'34"W 240.00'
N89°58'34"E 220.00'
N89°58'34"E 115.00'
N89°48'20"E 333.60'
N89°55'05"E 130.91'
S89°51'09"E 189.86'
S75°59'10"E 86.45'
S88°55'50"E 237.70'
N89°10'14"E 103.92'
N88°41'22"E 465.12'
N79°41'30"E 149.01'
N61°21'36"E 74.61'
S00°01'26"E 574.9'
N00°01'26"W 563.30'
N00°01'26"W 1024.82'
S00°01'26"E 359.3'
S00°01'26"E 1324.82'
S00°01'26"E 1199.23'
S00°01'26"E 1324.82'
S00°01'26"E 1324.82'
S00°01'26"E 1324.82

# ATTACHMENT 7
# Phasing Plan

**LOT SUMMARY**:
ZONING = R-3/PUD & RA-2/PUD & B-1/PUD

| | |
|---|---|
| TOTAL RESIDENTIAL LOTS = | 187 |
| TOTAL RIGHT-OF-WAY = | 14.20 AC. |
| TOTAL R-3 AREA = | 40.87 AC. |
| TOTAL RA-2 AREA = | 14.86 AC. |
| TOTAL B-1 AREA = | 10.00 AC. |
| TOTAL COMMON/PARK AREAS = | 11.92 AC. |

**PHASING LEGEND**:

- PHASE 1 - PROJECTED COMPLETION SPRING 2026
  - RESIDENTIAL - 26 LOTS
  - COMMON AREA- 1 LOT
- PHASE 2 - PROJECTED COMPLETION SPRING 2027
  - RESIDENTIAL - 28 LOTS
  - COMMON AREA - 1 LOT
- PHASE 3 - PROJECTED COMPLETION SPRING 2028
  - RESIDENTIAL - 27 LOTS
  - COMMON AREA - 1 LOT
- PHASE 4 - PROJECTED COMPLETION SPRING 2029
  - RESIDENTIAL - 27 LOTS
- PHASE 5 - PROJECTED COMPLETION SPRING 2030
  - RESIDENTIAL - 32 LOTS
- PHASE 6 - PROJECTED COMPLETION SPRING 2031
  - COMMERCIAL - 1 LOT

**PHASING LEGEND**:

- PHASE 7 - PROJECTED COMPLETION SPRING 2032
  - MULTIFAMILY - 1 LOT
- PHASE 8 - PROJECTED COMPLETION SPRING 2033
  - MULTIFAMILY - 1 LOT
- PHASE 9 - PROJECTED COMPLETION SPRING 2034
  - RESIDENTIAL - 29 LOTS
- PHASE 10 - PROJECTED COMPLETION SPRING 2035
  - RESIDENTIAL - 17 LOTS
- PHASE 11 - PROJECTED COMPLETION SPRING 2036
  - MULTIFAMILY - 1 LOT
- PHASE 12 - PROJECTED COMPLETION SPRING 2037
  - MULTIFAMILY - 1 LOT

PHASE 1 FRONTAGE IMPROVEMENTS
PHASE 11 FRONTAGE IMPROVEMENTS
PHASE 7 FRONTAGE IMPROVEMENTS
PHASE 6 FRONTAGE IMPROVEMENTS
PHASE 2 FRONTAGE IMPROVEMENTS
PHASE 10 FRONTAGE IMPROVEMENTS
COMMON AREA 1
COMMON AREA 7
PHASE 1
PHASE 2
PHASE 3
PHASE 4
PHASE 5
PHASE 6
PHASE 7
PHASE 8
PHASE 9
PHASE 10
PHASE 11
PHASE 12

1 SUBDIVISION PHASING AND FRONTAGE PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

**SUBDIVISION PHASING AND FRONTAGE PLAN**

**C1.01**

PROJECT # 24208
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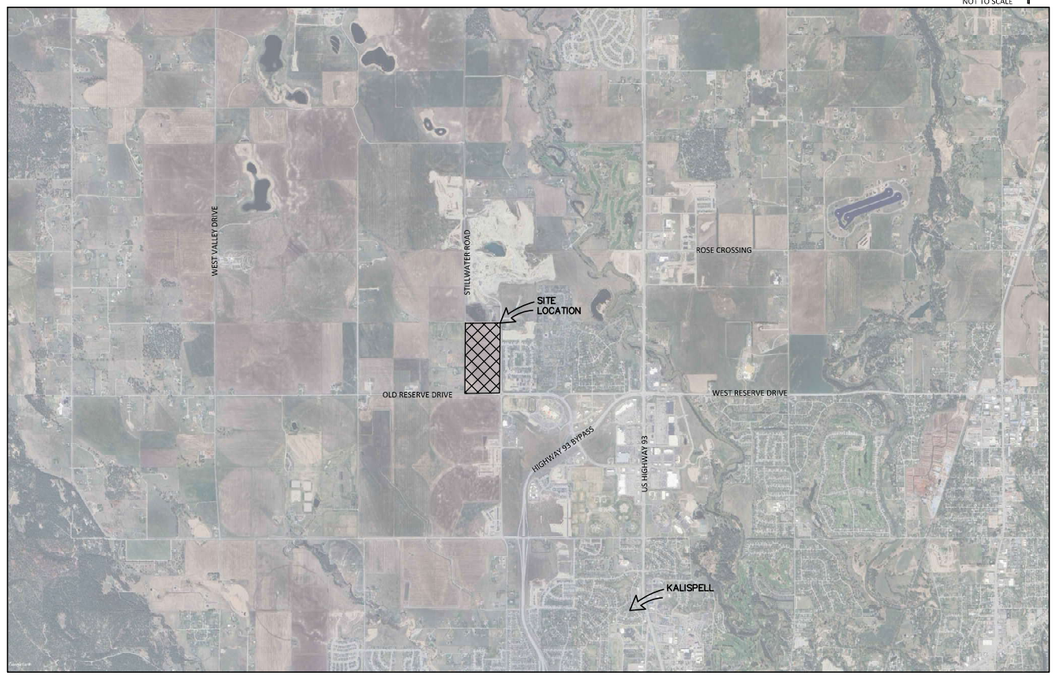
# ATTACHMENT 8
# Preliminary Site and Utility Plans

# THE RESERVE AT JOHNSON RANCH
# SPARTAN HOLDINGS

**LOCATED IN SECTION 26, T 29 N, R 22 W, P.M.M.**
**KALISPELL, MONTANA**

SITE LOCATION PLAN

NOT TO SCALE




Know what's below. Call before you dig.

## GENERAL CONDITIONS

1. THE GENERAL CONTRACTOR IS TO GUARANTEE ALL WORK, INCLUDING WORK DONE BY SUBCONTRACTORS, FOR A PERIOD OF ONE (1) YEAR COMMENCING WITH THE SUBSTANTIAL COMPLETION OF THE CONTRACT.
2. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH ALL GOVERNING CODES, ORDINANCES, AND AUTHORITIES HAVING JURISDICTION. GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND PAYING FOR ALL REQUIRED BUILDING PERMITS.
3. THE GENERAL CONTRACTOR IS TO HAVE A FULL-TIME, QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES WHILE WORK IS BEING PERFORMED.
4. ALL MATERIAL SPECIFIED IS TO BE NEW AND INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS. GENERAL CONTRACTOR IS TO CONSTRUCT PROJECT IN ACCORDANCE WITH THE DOCUMENTS. ANY DEVIATION FROM THE INTENT OF THE DOCUMENTS, WITHOUT ARCHITECT OR ENGINEER'S APPROVAL, ARE AT THE CONTRACTOR'S OWN RISK AND MAY RESULT IN THE WORK BEING DONE OVER AT THE CONTRACTOR'S EXPENSE (MATERIALS AND LABOR).

## GENERAL NOTES

1. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH ALL GOVERNING CODES, ORDINANCES AND AUTHORITIES HAVING JURISDICTION. GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND PAYING FOR ALL REQUIRED PERMITS. THE GENERAL CONTRACTOR IS TO HAVE A FULL TIME QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES WHILE WORK IS BEING PERFORMED.
2. ALL MATERIAL SPECIFIED IS TO BE NEW AND INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS. GENERAL CONTRACTOR IS TO CONSTRUCT PROJECT IN ACCORDANCE WITH THE DOCUMENTS. ANY DEVIATION FROM THE INTENT OF THE DOCUMENTS, WITHOUT ENGINEER'S APPROVAL, ARE AT THE CONTRACTOR'S OWN RISK AND MAY RESULT IN THE WORK BEING DONE OVER AT CONTRACTOR'S EXPENSE (MATERIALS AND LABOR).
3. CONTRACTOR TO REVIEW AND BECOME FAMILIAR WITH ALL EXISTING CONDITIONS PRIOR TO COMMENCING WORK. ANY CONDITIONS NOT INDICATED ON CONTRACT DOCUMENTS ARE TO BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.
4. THE CONTRACTOR SHALL REMOVE ALL DEBRIS AS A RESULT OF THIS PROJECT. THE CONTRACTOR WILL REMOVE EXISTING EQUIPMENT, FIXTURES, ETC. IN THE SPACE PRIOR TO CONSTRUCTION AND RELOCATE PER OWNER.
5. THE CONTRACTOR SHALL SCHEDULE HIS WORK AND MATERIAL AND EQUIPMENT DELIVERIES SO AS NOT TO INTERFERE WITH THE DAILY VEHICLE TRAFFIC.
6. THE CONTRACTOR SHALL PROTECT EXISTING FACILITIES, EQUIPMENT, FIXTURES, ETC. FROM DAMAGE DURING THE COURSE OF CONSTRUCTION.
7. ALL SURFACES AND/OR FINISHES DAMAGED AS A RESULT OF AND ADJACENT TO THE WORK SHALL BE REPAIRED AND FINISHED TO EQUAL OR BETTER THAN ORIGINAL CONDITION.
8. ALL ITEMS REQUIRED BY THE DRAWINGS AND SPECIFICATIONS SHALL BE PERFORMED IN A WORKMANLIKE MANNER BY PERSONS SKILLED IN THEIR RESPECTIVE TRADE AND WHO NORMALLY PARTICIPATE IN THE WORK OF THAT TRADE.
9. THE ENGINEER SHALL BE IN THE FIRST INSTANCE THE SOLE INTERPRETER OF THE DRAWINGS AND SPECIFICATIONS WITH REGARD TO THEIR MEANING OR INTENT.
10. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES AND PROCEDURES.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF SAFETY AND TRAFFIC CONTROL DURING CONSTRUCTION.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO, SWPPP.
13. ALL WORK IS TO BE COMPLETED PER CITY OF KALISPELL STANDARDS FOR DESIGN AND CONSTRUCTION.

## PROJECT INFORMATION

**OWNER / DEVELOPER**

SPARTAN HOLDINGS
341 WEST SECOND STREET STE 1
SAN BERNARDINO, CA
ATTN: JOE CARMEN
EMAIL:
PHONE:

**DESIGN PROFESSIONAL**

JACKOLA ENGINEERING AND ARCHITECTURE, P.C.
2250 HWY 93 SOUTH
PO BOX 1134
KALISPELL, MT 59903
EMAIL:
PHONE:

PROJECT MANAGER: MICHAEL BESTWICK

CIVIL ENGINEER: MICHAEL BESTWICK

**BUILDING DEPARTMENT**

CITY OF KALISPELL BUILDING DEPARTMENT
201 1ST AVENUE EAST
KALISPELL, MT 59901
PHONE: 406-758-7734

**PUBLIC WORKS DEPARTMENT**

CITY OF KALISPELL PUBLIC WORKS DEPARTMENT
201 1ST AVENUE EAST
KALISPELL, MT 59901
PHONE: 406-758-7720


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406-755-3208 | 406-586-0707 | 360-852-8746
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THE RESERVE AT JOHNSON RANCH
SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB

DATE: 11/21/2024

REVISIONS:

TITLE SHEET

T0.00

PROJECT #: 24028

C:\Drafting\Active\24028\Revit\Models\Johnson Ranch_Phase 1_Central_wjs.rvt

PROPERTY INFORMATION

TRACT LEGAL: PARCEL B OF COS 14346 AND E 1/2 SW 1/4, SEC. 26, T29 N., R 22W., P.M.M.,

BASIS OF SURVEY

THIS PROJECT WAS SURVEYED USING RTK GPS AND TIED TO MONTANA STATE PLANE ZONE 2500 BASED ON AN OPUS SOLUTION AT CONTROL POINT NO 1.

THE GEODETIC DATUM IS GEOID18. BASIS OF BEARINGS IS GRID BEARING.
THE VERTICAL DATUM IS NAVD88.

ALL UNITS ARE INTERNATIONAL FEET AT GROUND.

POINT CP-01 POSITION:

STATE PLANE COORDINATES:

N: 1493880.8920
E: 786073.0249
ELEVATION: 3057.274

COMBINED SCALE FACTOR: 0.99948229
CONVERGENCE: -3.55340556

SURVEY NOTES:

1. THE FIELD WORK WAS PERFORMED ON 03/18/2024.
2. OBSERVED EVIDENCE OF UNDERGROUND UTILITIES ARE SHOWN BASED ON UNDERGROUND UTILITY MARKINGS BY OTHERS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.
3. THE SITE CONTRACTOR SHALL MARK ALL SURVEY CONTROL POINTS PRIOR TO STARTING CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED OF ANY POINTS NEEDING TO BE REMOVED FOR CONSTRUCTION PRIOR TO REMOVAL. CONTRACTOR IS RESPONSIBLE FOR RE-SETTING OF ANY POINTS REMOVED WITHOUT PROPER NOTICE TO THE ENGINEER.

## POINT COORDINATE TABLE

| POINT | NORTHING | EASTING | ELEVATION | DESCRIPTION |
|---|---|---|---|---|
| 1 | 1493880.89 | 786073.02 | 3057.27 | 1/2 JEA CP |
| 10 | 1491447.04 | 787117.67 | 3048.64 | 2" Alumn_ MDOT |
| 12 | 1490037.70 | 787435.58 | 3056.06 | 1/2 Sands 7975S |
| 15 | 1494061.60 | 787200.37 | 3057.01 | 5/8 Rebar |
| 18 | 1494114.67 | 786083.98 | 3056.63 | 5/8 YPC |
| 20 | 1494056.60 | 786050.49 | 3053.41 | 5/8 Putnam 47395 |
| 22 | 1494086.39 | 786052.28 | 3054.70 | 5/8 Rebar |
| 24 | 1493425.66 | 786043.72 | 3057.72 | 5/8 Burton 5428S |
| 25 | 1492956.05 | 786017.01 | 3063.85 | 5/8 RAB |
| 26 | 1492437.50 | 785985.69 | 3098.85 | 5/8 2520S |
| 28 | 1491778.37 | 785946.75 | 3105.33 | 1/2 Rebar |
| 44 | 1491460.70 | 786262.60 | 3081.91 | 2" Alumn_ MDOT |
| 45 | 1491492.54 | 786330.08 | 3078.77 | 2" Alumn_ MDOT |
| 46 | 1491484.99 | 786461.20 | 3067.19 | 2" Alumn_ MDOT |
| 47 | 1491502.99 | 786608.69 | 3054.39 | 5/8 Rebar |
| 48 | 1491491.31 | 786798.19 | 3050.12 | 5/8 Rebar |
| 51 | 1491510.04 | 787200.32 | 3049.07 | 2" Alumn_ MDOT |
| 52 | 1491598.57 | 787205.82 | 3050.75 | 2" Alumn_ MDOT |
| 55 | 1491484.26 | 785956.41 | 3095.88 | 1/2" MDOT |
| 84 | 1491479.23 | 785929.52 | 3096.73 | 5/8 Rebar |

STILLWATER ROAD

WATER SYSTEM EASEMENT PER JOHNSON RANCH SUBDIVISION PRELIMINARY PLAT

TRACT 3 C.O.S. 9262

1 EXISTING SITE SURVEY
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

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info@jackola.com jackola.com

PRELIMINARY

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

EXISTING SITE SURVEY

C0.10

PROJECT #: 24J028

C:\DATA\rvt\JEA\3c3b27f0-1caf-529d-bae6-f0f9c39eeb9a\Revit\Spartan Holdings\24J028 80 Acre Subdivision\Active\24J028_C0.10.dwg

**LOT SUMMARY**:
ZONING = R-3/PUD & RA-2/PUD & B-1/PUD

| | |
|---|---|
| TOTAL RESIDENTIAL LOTS = | 187 |
| TOTAL RIGHT-OF-WAY = | 14.20 AC. |
| TOTAL R-3 AREA = | 40.87 AC. |
| TOTAL RA-2 AREA = | 14.86 AC. |
| TOTAL B-1 AREA = | 10.00 AC. |
| TOTAL COMMON/PARK AREAS = | 11.92 AC. |

**PHASING LEGEND**:

- PHASE 1 - PROJECTED COMPLETION SPRING 2026
  - RESIDENTIAL - 26 LOTS
  - COMMON AREA- 1 LOT
- PHASE 2 - PROJECTED COMPLETION SPRING 2027
  - RESIDENTIAL - 28 LOTS
  - COMMON AREA - 1 LOT
- PHASE 3 - PROJECTED COMPLETION SPRING 2028
  - RESIDENTIAL - 27 LOTS
  - COMMON AREA - 1 LOT
- PHASE 4 - PROJECTED COMPLETION SPRING 2029
  - RESIDENTIAL - 27 LOTS
- PHASE 5 - PROJECTED COMPLETION SPRING 2030
  - RESIDENTIAL - 32 LOTS
- PHASE 6 - PROJECTED COMPLETION SPRING 2031
  - COMMERCIAL - 1 LOT

**PHASING LEGEND**:

- PHASE 7 - PROJECTED COMPLETION SPRING 2032
  - MULTIFAMILY - 1 LOT
- PHASE 8 - PROJECTED COMPLETION SPRING 2033
  - MULTIFAMILY - 1 LOT
- PHASE 9 - PROJECTED COMPLETION SPRING 2034
  - RESIDENTIAL - 29 LOTS
- PHASE 10 - PROJECTED COMPLETION SPRING 2035
  - RESIDENTIAL - 17 LOTS
- PHASE 11 - PROJECTED COMPLETION SPRING 2036
  - MULTIFAMILY - 1 LOT
- PHASE 12 - PROJECTED COMPLETION SPRING 2037
  - MULTIFAMILY - 1 LOT

PHASE 1 FRONTAGE IMPROVEMENTS
PHASE 3 FRONTAGE IMPROVEMENTS
PHASE 2 FRONTAGE IMPROVEMENTS
PHASE 3 FRONTAGE IMPROVEMENTS
COMMON AREA 1
COMMON AREA 7
COMMON AREA 4
PHASE 1
PHASE 2
PHASE 3
PHASE 4
PHASE 5
PHASE 6
PHASE 7
PHASE 8
PHASE 9
PHASE 10
PHASE 11
PHASE 12

1 SUBDIVISION PHASING AND FRONTAGE PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

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info@jackola.com jackola.com

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

**SUBDIVISION PHASING AND FRONTAGE PLAN**

**C1.01**

PROJECT # 240208
C:\Users\Mike\DOCS\Documents\Jackola Engineering & Architecture\AD 2024\Client Files\Spartan Holdings\240208 BS Acre Subdivision\Autocad\240AC_C1.01.dwg

**KEYNOTES:** (#)

1. WATER MAIN.
2. SANITARY SEWER MAIN.
3. SANITARY SEWER MANHOLE.
4. STORM MAIN.
5. STORM MANHOLE.
6. NEW RETENTION POND.

**GENERAL NOTES:**

1. CONTRACTOR TO COORDINATE DRY UTILITY CONNECTIONS WITH APPROPRIATE UTILITY COMPANY PRIOR TO CONSTRUCTION.

STILLWATER ROAD

TRACT 3
C.O.S. 7262

1 SITE UTILITY PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

PROJECT # 242206

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

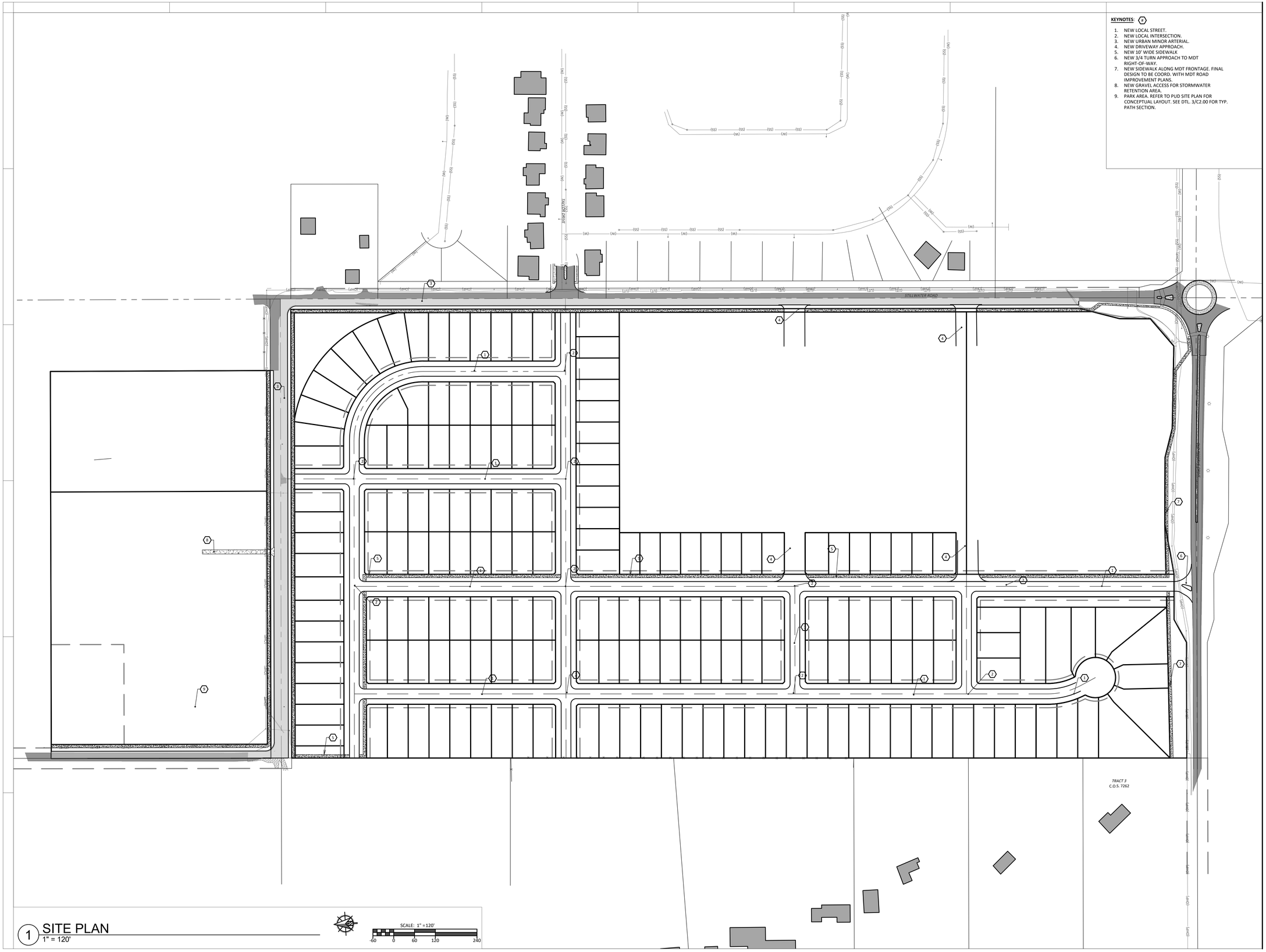
DRAWN: WJS CHECKED: MLB

DATE: 11/21/2024

REVISIONS:

**SITE UTILITY PLAN**

**C1.20**




1 SITE PLAN
1" = 120'

SCALE: 1" =120'
-60 0 60 120 240

PROJECT # 240208

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

**SITE PLAN**

**C1.10**

**KEYNOTES:**

1. WATER MAIN.
2. SANITARY SEWER MAIN.
3. SANITARY SEWER MANHOLE.
4. STORM MAIN.
5. STORM MANHOLE.
6. NEW RETENTION POND.

**GENERAL NOTES:**

1. CONTRACTOR TO COORDINATE DRY UTILITY CONNECTIONS WITH APPROPRIATE UTILITY COMPANY PRIOR TO CONSTRUCTION.

15" SEWER TRUNK LINE TO CONNECT TO WEST SIDE INTERCEPTOR

STILLWATER ROAD

15" SEWER TRUNK LINE TO CONNECT TO WEST SIDE INTERCEPTOR

15" SEWER TRUNK LINE TO CONNECT TO WEST SIDE INTERCEPTOR

APPROX. AREA FOR FUTURE REGIONAL LIFT STATION

15" SEWER TRUNK LINE TO CONNECT TO WEST SIDE INTERCEPTOR

TRACT 3
C.O.S. 7262

1 SITE UTILITY PLAN
1" = 120'

SCALE: 1" =120'
-60 0 60 120 240


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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB

DATE: 11/21/2024

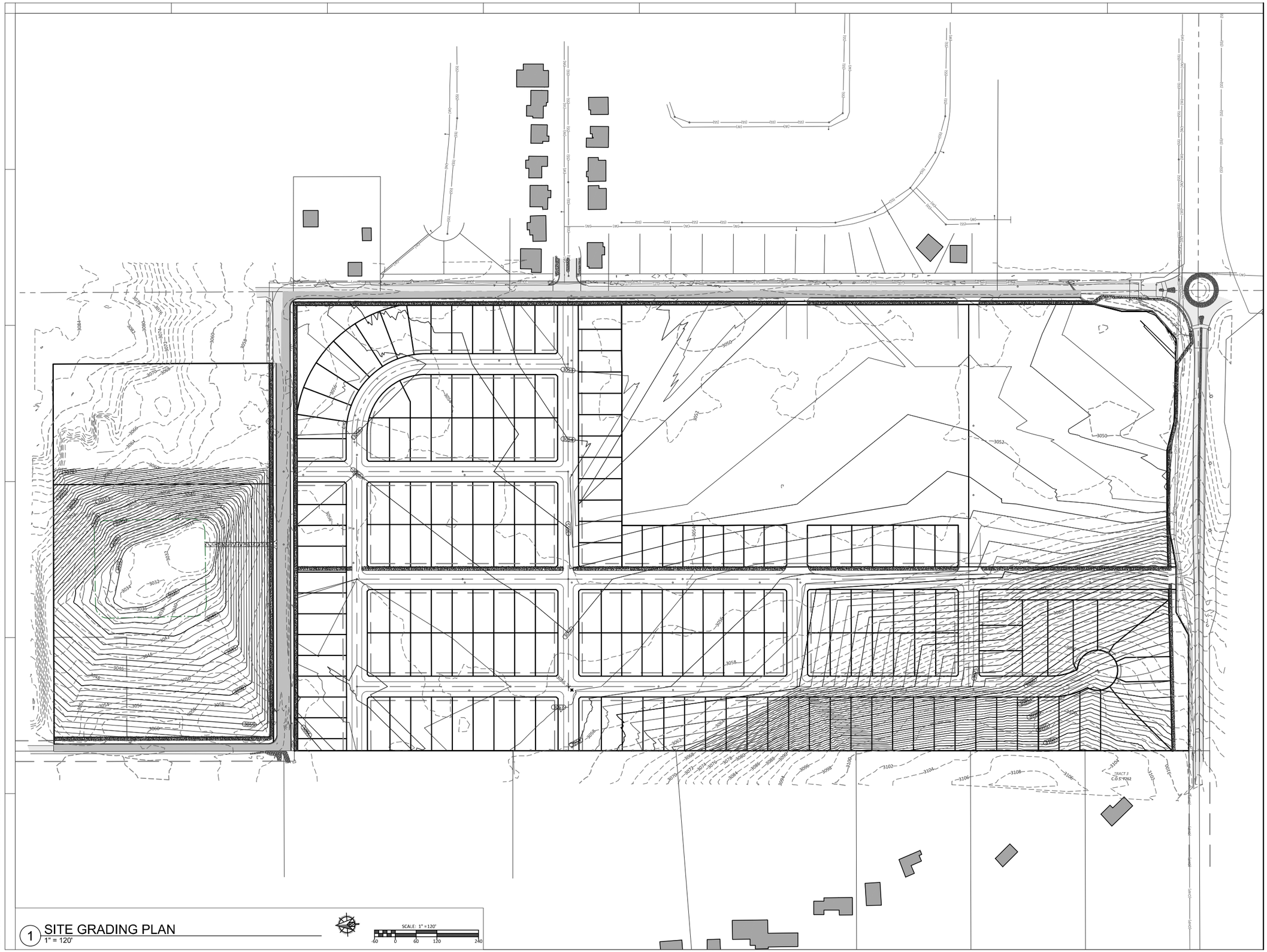
REVISIONS:

**SITE UTILITY PLAN**

**C1.20**

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PROJECT # 240208




1 SITE GRADING PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

**SITE GRADING PLAN**

**C1.30**

PROJECT # 24208
C:\OA\Your Jobs\3a3279b0-1ecf-f09d-aa0f-0f4c56aa5f0f\Sheets\Sheet Files\F373ae7b-6d-4ace-9c70-cadf7d3559.tif\C1.30 Site Grading Plan.dwg

| Slopes Table | | | |
|---|---|---|---|
| Number | Minimum Slope | Maximum Slope | Color |
| 1 | 0.00% | 2.00% | |
| 2 | 2.00% | 4.00% | |
| 3 | 4.00% | 6.00% | |
| 4 | 6.00% | 10.00% | |
| 5 | 10.00% | 25.00% | |
| 6 | 25.00% | 60.00% | |

GENERAL NOTE:
1. SITE SLOPES DO NOT EXCEED 25%

1 SITE SLOPE PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

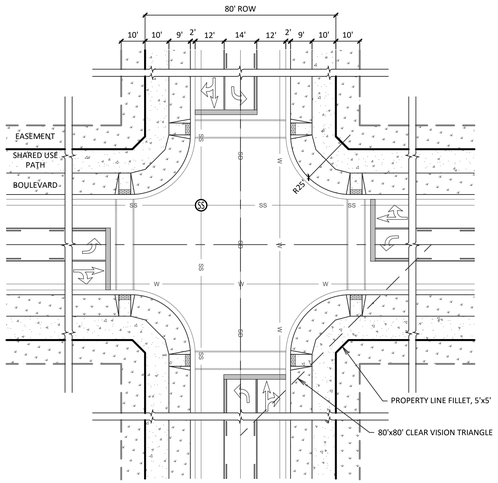
STILLWATER ROAD
KALISPELL, MONTANA

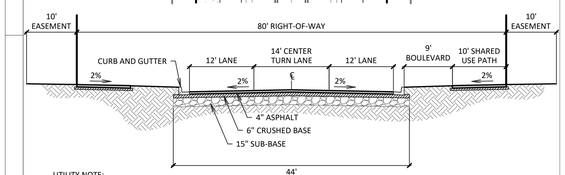
DRAWN: MLB CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

SITE SLOPE PLAN

C1.31

PROJECT # JA0208
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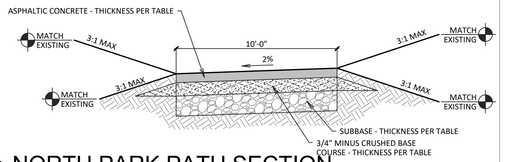




UTILITY NOTE:
ALL NEW UTILITIES SHALL BE PLACED UNDERGROUND. EXCEPT FOR SEWER AND WATER, UNDERGROUND UTILITIES, IF PLACED IN RIGHT-OF-WAY OR EASEMENT, SHALL BE LOCATED BETWEEN THE BACK OF SIDEWALK AND EASEMENT LINE. NO UNDERGROUND UTILITIES SHALL BE PLACED IN THE BOULEVARD BETWEEN THE BACK OF CURB AND SIDEWALK.

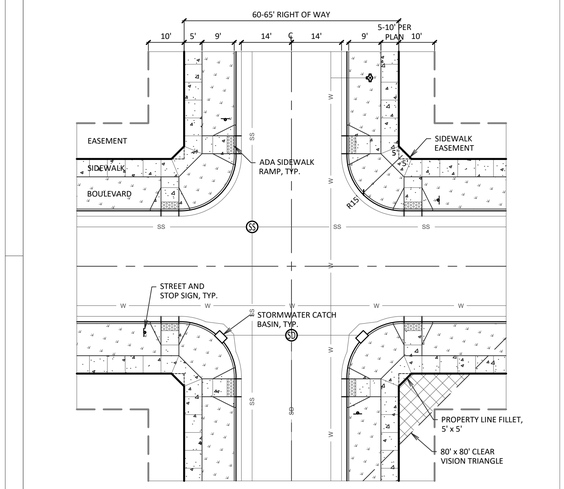
NOTES:
1. SEE ROAD CONSTRUCTION GENERAL NOTES FOR MATERIAL SPECIFICATIONS.

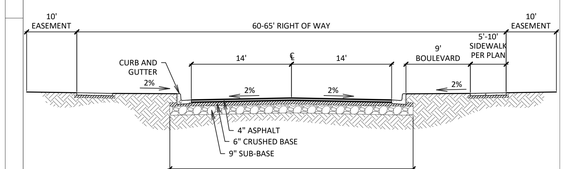
ST.1 MINOR ARTERIAL
NTS

| PAVEMENT SECTIONS | |
|---|---|
| MATERIAL | PEDESTRIAN PATH |
| ASPHALT | 4" |
| CRUSHED BASE | 6" |
| SUBBASE | 9" |
| NATIVE | SEE NOTES |




3 NORTH PARK PATH SECTION
3/8" = 1'-0"




NOTES:
1. ALL NEW UTILITIES SHALL BE PLACED UNDERGROUND. EXCEPT FOR SEWER AND WATER, UNDERGROUND UTILITIES, IF PLACED IN RIGHT OF WAY OR EASEMENT SHALL BE LOCATED BETWEEN THE BACK OF SIDEWALK AND EASEMENT LINE. NO UNDERGROUND UTILITIES SHALL BE PLACED IN THE BOULEVARD BETWEEN THE BACK OF CURB AND SIDEWALK.
2. SEE ROAD CONSTRUCTION GENERAL NOTES FOR MATERIAL SPECIFICATIONS.

ST.4 URBAN LOCAL
NTS

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: MLB CHECKED: MLB
DATE: 11/21/2024

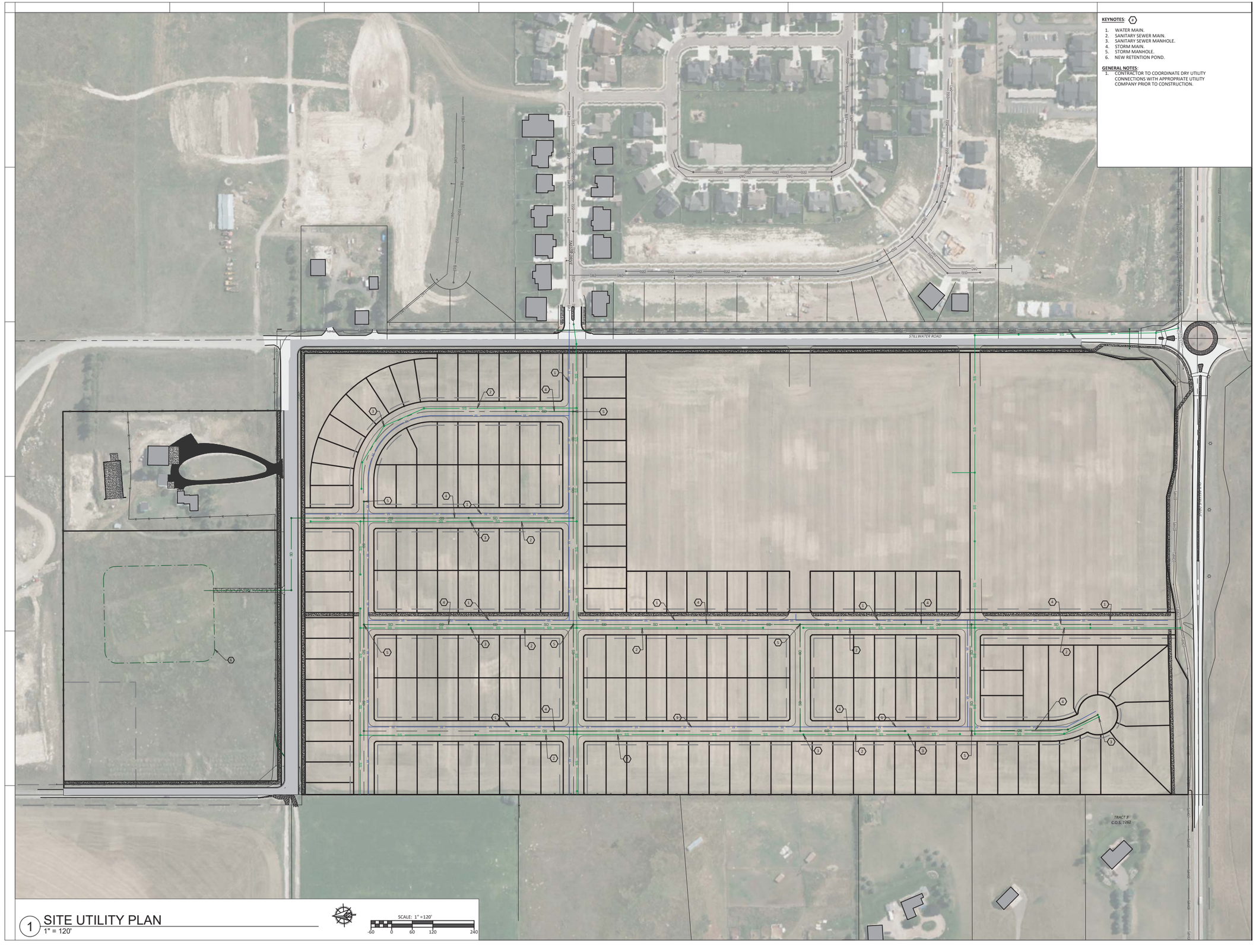
| REVISIONS: | | |
|---|---|---|
| A | ADDENDUM | --/--/-- |
| 1 | REVISION | --/--/-- |

**NOTES AND DETAILS**

**C2.00**

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PROJECT # 240208




**KEYNOTES:**

1. WATER MAIN.
2. SANITARY SEWER MAIN.
3. SANITARY SEWER MANHOLE.
4. STORM MAIN.
5. STORM MANHOLE.
6. NEW RETENTION POND.

**GENERAL NOTES:**

1. CONTRACTOR TO COORDINATE DRY UTILITY CONNECTIONS WITH APPROPRIATE UTILITY COMPANY PRIOR TO CONSTRUCTION.

1 SITE UTILITY PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB

DATE: 11/21/2024

REVISIONS:

**SITE UTILITY PLAN**

**C1.20**

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PROJECT # 24-0018

# Preliminary Plat

# THE RESERVE AT JOHNSON RANCH

**Prepared For:**

**Spartan Holdings, LLC**

**341 West Second Street, STE 1**

**San Bernardino, CA 92401**

**Prepared By:**

**Jackola Engineering & Architecture**

**2250 Highway 93 South**

**Kalispell, MT 59901**

**Date**

January 2024

# *TABLE OF CONTENTS*


***PART A – General Application Materials***

1. ***Copy of Application Check***
2. ***Legal Description***

***PART B- Drawings and Maps***

1. ***Preliminary Plat Drawing***
2. ***Preliminary Site and Utility Plans***
3. ***Vicinity Map***
4. ***Zoning Map***
5. ***Adjacent Landowner Map***

***PART C- Common Area Management Plan***

***PART D- Environmental Assessment***

1. ***Environmental Assessment Narrative***
2. ***Topographic Survey***
3. ***Flood Surface Water Map***
4. ***National Wetlands Inventory Map***
5. ***Geotechnical Borings***
6. ***MT Fish and Wildlife Checklist***
7. ***NRCS Soils Map***
8. ***Vegetation and Land use Map***
9. ***Adjacent Well Logs***

***PART E- Phasing Plan***

***PART F- City Application Content***

1. ***Geotechnical Report***
2. ***Conceptual Park Plan***

# PART A
# General Application Materials

# PART A.1
# Copy of Application Check

SECURITY FEATURES INCLUDE TRUE WATERMARK PAPER, HEAT SENSITIVE ICON AND FOIL HOLOGRAM.

FIRST INTERSTATE BANK
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firstinterstate.com

1289

93-168/929

CHECK ARMOR FRAUD PROTECTION

**SPARTAN HOLDINGS, LLC** 03-20
341 W 2ND ST. STE, 1 909-772-7800
SAN BERNARDINO, CA 92401-1804

01/09/2025

PAY TO THE ORDER OF City of Kalispell Planning

$ **84,376.40

Eighty-four thousand three hundred seventy-six and 40/100********** DOLLARS

City of Kalispell Planning
201 1st Avenue East
Kalispell, MT 59901

MEMO

AUTHORIZED SIGNATURE

Details on Back. Security Features Included

⑈001289⑈ ⑆092901683⑆010768533 1⑈

**SPARTAN HOLDINGS, LLC** 1289

| | | |
|---|---|---|
| **01/09/2025** | **City of Kalispell Planning** | |
| | Application fees | 84,376.40 |

**First Interstate Bank** 84,376.40

# PART A.2
# Legal Description

**LEGAL DESCRIPTION FOR RESERVE AT JOHNSON RANCH:**

A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, PRINCIPAL MERIDIAN, MONTANA, FLATHEAD COUNTY, MONTANA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 26; THENCE N00°15'55"W ALONG THE EAST BOUNDARY OF THE NORTHEAST QUARTER OF SAID SECTION 26, A DISTANCE OF 30.00 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY OF A 60-FOOT WIDE DEEDED COUNTY ROAD KNOWN AS STILLWATER ROAD; THENCE S89°51'29"W ON AND ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 206.22 FEET TO THE TRUE POINT OF BEGINNING;

THENCE S89°51'21"W CONTINUING ALONG SAID RIGHT-OF-WAY BOUNDARY OF STILLWATER ROAD, A DISTANCE OF 1117.62 FEET TO A POINT ON THE WEST BOUNDARY OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 26; THENCE N00°06'22"W ALONG SAID WEST BOUNDARY, A DISTANCE OF 632.98 FEET; THENCE N89°50'04"E, A DISTANCE OF 1115.86 FEET;

THENCE S00°15'55"E, A DISTANCE OF 633.40 FEET TO THE POINT OF BEGINNING CONTAINING 16.23 ACRES, SUBJECT TO AND TOGETHER WITH ALL APPURTENANT EASEMENTS AND ENCUMBRANCES OF RECORD.

AND;

A TRACT OF LAND LOCATED IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, PRINCIPAL MERIDIAN, MONTANA, FLATHEAD COUNTY, MONTANA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 26; THENCE S00°06'15"E ALONG THE EAST BOUNDARY OF THE SOUTHEAST QUARTER OF SAID SECTION 26, A DISTANCE OF 30.0 FEET; THENCE S89°51'48"W, A DISTANCE OF 30.00 FEET A POINT ON THE WESTERLY RIGHT-OF-WAY OF A 60.00-FOOT WIDE DEEDED COUNTY ROAD KNOWN AS STILLWATER ROAD AND SAID POINT BEING THE TRUE POINT OF BEGINNING;

THENCE S00°06'15"E ALONG SAID WESTERLY RIGHT-OF-WAY, A DISTANCE OF 2271.14 FEET TO THE NORTHERLY RIGHT-OF-WAY OF OF A VARIABLE WIDTH PUBLIC ROAD KNOWN AS OLD RESERVE DRIVE; THENCE ALONG SAID RIGHT-OF-WAY THE FOLLOWING TEN (10) COURSES:

S14°18'09"W, A DISTANCE OF 121.45 FEET; S00°10'50"W, A DISTANCE OF 88.71 FEET; S49°18'14"W, A DISTANCE OF 103.92 FEET;

N88°55'50"W, A DISTANCE OF 237.69 FEET; N75°59'10"W, A DISTANCE OF 86.45 FEET; N89°51'09"W, A DISTANCE OF 189.86 FEET;

S79°39'44"W, A DISTANCE OF 148.58 FEET; S89°55'05"W, A DISTANCE OF 131.34 FEET; S61°21'36"W, A DISTANCE OF 74.61 FEET; S89°48'20"W, A DISTANCE OF 333.60 FEET TO A POINT ON THE WEST LINE OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 26; THENCE N00°01'26"W ALONG SAID WEST LINE, A DISTANCE OF 2580.09 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF AFOREMENTIONED STILLWATER ROAD; THENCE N89°51'49"E ALONG SAID RIGHT-OF-WAY, A DISTANCE

OF 1294.01 FEET TO THE POINT OF BEGINNING, CONTAINING 75.58 ACRES SUBJECT TO AND TOGETHER WITH ALL APPURTENANT EASEMENT AND ENCUMBRANCES OF RECORD.

**From:** Tracy Gladden
**To:** Mike Bestwick, PE, LSI
**Cc:** Bob Erickson, PLS
**Subject:** RE: Legal Description for City of Kalispell Preliminary Plat Application
**Date:** Friday, November 15, 2024 1:07:27 PM
**Attachments:** image004.png

---

You don't often get email from tgladden@flathead.mt.gov. Learn why this is important

Good Afternoon Mike,

The attached is an approved legal description for recording. Please note that there are a couple types in the first legal description that should be addressed (highlighted):

A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, PRINCIPAL MERIDIAN, MONTANA, FLATHEAD COUNTY, MONTANA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 26; THENCE N00°15'55"W ALONG THE EAST BOUNDARY OF THE NORTHEAST QUARTER OF SAID SECTION 26, A DISTANCE OF 30.00 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY OF A 60-FOOT WIDE DEEDED COUNTY ROAD KNOWN AS STILLWATER ROAD; THENCE S89°51'29"W ON AND ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 206.22 FEET TO THE TRUE POINT OF BEGINNING;
THENCE S89°51'21"W CONTINUING ALONG SAID RIGHT-OF-WAY BOUNDARY OF STILLWATER ROAD, A DISTANCE OF 1117.62 FEET TO A POINT ON THE WEST BOUNDARY OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF AID SECTION 25; THENCE N00°06'22"W ALONG SAID WEST BOUNDARY, A DISTANCE OF 632.98 FEET; THENCE N89°50'04"E, A DISTANCE OF 1115.86 FEET;
THENCE S00°15'55"E, A DISTANCE OF 633.40 FEET TO THE POINT OF BEGINNING CONTAINING 16.23 ACRES, SUBJECT TO AND TOGETHER WITH ALL APPURTENANT EASEMENTS AND ENCUMBRANCES OF RECORD.

Thank you,

Tracy Gladden
Land Specialist
Plat Room/Surveyor's Office
Flathead County

(406) 314-6998
800 S Main St, Room 105
Kalispell MT 59901

---

**From:** Mike Bestwick, PE, LSI <mbestwick@jackola.com>
**Sent:** Wednesday, November 13, 2024 12:05 PM
**To:** Plat Room <Plat@flathead.mt.gov>
**Cc:** Bob Erickson, PLS <rerickson@jackola.com>
**Subject:** Legal Description for City of Kalispell Preliminary Plat Application

Hello,

I was wondering if someone could review the attached preliminary plat to verify that the legal description is recordable. This is for a major preliminary plat subdivision application through the City of Kalispell. The specific tract ID's are as follows:

2922X26-XXX-2
2922X26-XXX-2A

The properties are located directly northwest of the intersection Old Reserve Drive and Stillwater Road. See snip below for reference.

Thanks, and please let me know if you need more information from me,




**Mike Bestwick, PE**
Civil Engineer
Jackola Web Site
406-755-3208 Office
406-755-3218 Fax
**Click here to securely send me files**

# PART B
# Drawings and Maps

# PART B.1
# Preliminary Plat Drawing 11 X 17

## DESCRIPTION

A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, PRINCIPAL MERIDIAN, MONTANA, FLATHEAD COUNTY, MONTANA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 26; THENCE N00°15'55"W ALONG THE EAST BOUNDARY OF THE NORTHEAST QUARTER OF SAID SECTION 26, A DISTANCE OF 30.00 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY OF A 60-FOOT WIDE DEEDED COUNTY ROAD KNOWN AS STILLWATER ROAD; THENCE S89°51'29"W ON AND ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 206.22 FEET TO THE TRUE POINT OF BEGINNING;

THENCE S89°51'21"W CONTINUING ALONG SAID RIGHT-OF-WAY BOUNDARY OF STILLWATER ROAD, A DISTANCE OF 1117.62 FEET TO A POINT ON THE WEST BOUNDARY OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF AID SECTION 25; THENCE N00°06'22"W ALONG SAID WEST BOUNDARY, A DISTANCE OF 632.98 FEET; THENCE N89°50'04"E, A DISTANCE OF 1115.86 FEET; THENCE S00°15'55"E, A DISTANCE OF 633.40 FEET TO THE POINT OF BEGINNING CONTAINING 16.23 ACRES, SUBJECT TO AND TOGETHER WITH ALL APPURTENANT EASEMENTS AND ENCUMBRANCES OF RECORD.

AND;

A TRACT OF LAND LOCATED IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, PRINCIPAL MERIDIAN, MONTANA, FLATHEAD COUNTY, MONTANA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 26; THENCE S00°06'15"E ALONG THE EAST BOUNDARY OF THE SOUTHEAST QUARTER OF SAID SECTION 26, A DISTANCE OF 30.0 FEET; THENCE S89°51'48"W, A DISTANCE OF 30.00 FEET A POINT ON THE WESTERLY RIGHT-OF-WAY OF A 60.00-FOOT WIDE DEEDED COUNTY ROAD KNOWN AS STILLWATER ROAD AND SAID POINT BEING THE TRUE POINT OF BEGINNING;

THENCE S00°06'15"E ALONG SAID WESTERLY RIGHT-OF-WAY, A DISTANCE OF 2271.14 FEET TO THE NORTHERLY RIGHT-OF-WAY OF OF A VARIABLE WIDTH PUBLIC ROAD KNOWN AS OLD RESERVE DRIVE; THENCE ALONG SAID RIGHT-OF-WAY THE FOLLOWING TEN (10) COURSES:

S14°18'09"W, A DISTANCE OF 121.45 FEET; S00°10'50"W, A DISTANCE OF 88.71 FEET; S49°18'14"W, A DISTANCE OF 103.92 FEET; N88°55'50"W, A DISTANCE OF 237.69 FEET; N75°59'10"W, A DISTANCE OF 86.45 FEET; N89°51'09"W, A DISTANCE OF 189.86 FEET; S79°39'44"W, A DISTANCE OF 148.58 FEET; S89°55'05"W, A DISTANCE OF 131.34 FEET; S61°21'36"W, A DISTANCE OF 74.61 FEET; S89°48'20"W, A DISTANCE OF 333.60 FEET TO A POINT ON THE WEST LINE OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 26;

THENCE N00°01'26"W ALONG SAID WEST LINE, A DISTANCE OF 2580.09 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF AFOREMENTIONED STILLWATER ROAD; THENCE N89°51'49"E ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 1294.01 FEET TO THE POINT OF BEGINNING, CONTAINING 75.58 ACRES SUBJECT TO AND TOGETHER WITH ALL APPURTENANT EASEMENT AND ENCUMBRANCES OF RECORD.

WE HEREBY CERTIFY THAT THESE LOTS ARE EXCLUDED FROM SANITATION REVIEW BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY PURSUANT TO MCA 76-4-125 (1) A SUBDIVISION EXCLUDED FROM THE PROVISIONS OF CHAPTER 3 MUST BE SUBMITTED FOR REVIEW ACCORDING TO THE PROVISIONS OF THIS PART, EXCEPT THAT THE FOLLOWING DIVISIONS OR PARCELS, UNLESS THE EXCLUSIONS ARE USED TO EVADE THE PROVISIONS OF THIS PART, ARE NOT SUBJECT TO REVIEW: (d) AS CERTIFIED PURSUANT TO 76-4-127 (i) NEW DIVISIONS SUBJECT TO REVIEW UNDER THE MONTANA SUBDIVISION AND PLATTING ACT.

### TOTAL AREA 91.81 Ac.

| | |
|---|---|
| *SINGLE-FAMILY RESIDENTIAL (LOTS 1-186)* | 36.19 |
| *SOUTH MULTI-FAMILY RESIDENTIAL (LOT 188)* | 14.86 |
| *COMMERCIAL (LOT B-1):* | 10.00 |
| *NORTH MULTI-FAMILY LOT 187* | 4.98 |
| *COMMON AREA:* | 11.62 |
| *ROADS:* | 12.03 |
| *RIGHT-OF-WAY DEDICATION:* | 1.65 |
| *ROAD RESERVATION:* | 0.52 |

LEGEND:

- FOUND 2" ALUMINUM CAP BY MONTANA DEPT. OF TRANSPORTATION
- FOUND 5/8" RE-BAR (NO CAP)
- FOUND 5/8" RE-BAR WITH CAP MARKED "PUTNAM 47395"
- FOUND 1/2" RE-BAR WITH CAP MARKED "SANDS 79755
- FOUND 5/8" RE-BAR WITH CAP MARKED "BRIEN 76815"

Plat of West View Estates Phase 7 · Plat of West View Estates Phase 2 · Plat of West View Estates Phase 5 · Plat of West View Estates Phase 4 · Lot 1 A of Amended Lots 1 & 2 of Owl View Subdivision · Tract 1 C.O.S. 17455 · Parcel A C.O.S. 19246 · Parcel B C.O.S. 19246

STILLWATER ROAD · OLD RESERVE DRIVE · STREET NAME TBD

COMMON AREA 1 · COMMON AREA 4 · COMMON AREA 7

187 · 188 · 189

S00°15'55"E 633.44' · N00°06'22"W 632.98' · S89°51'21"W 1117.62' · N89°50'04"E 1115.86' · S00°06'15"E 2271.14' · N00°01'26"W 2580.09' · S89°48'20"W 333.60' · S14°18'09"W 121.45' · S00°10'50"W 88.71' · S49°18'14"W 103.92' · N88°55'50"W 237.70' · N75°59'10"W 86.45' · N89°51'09"W 189.86' · S79°39'44"W 148.58' · S89°55'05"W 131.34' · S61°21'36"W 74.61' · 1294.01'

Tract 2 C.O.S. 4972 · Tract A C.O.S. 20321 · Tract B C.O.S. 20321 · Tract 1 7262C.O.S. · Tract 2 7262C.O.S. · Tract 3 C.O.S. 7262

SEE C-101

1 OVERALL PRELIMINARY PLAT
1" =120'

SCALE: 1" =120'
-60 0 60 120 240


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KALISPELL 406-755-3208 | BOZEMAN 406-586-0707 | VANCOUVER 360-852-8746
info@jackola.com jackola.com


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# THE RESERVE AT JOHNSON RANCH
# SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: RAE CHECKED: MLB
DATE: 11/21/2024

**REVISIONS:**

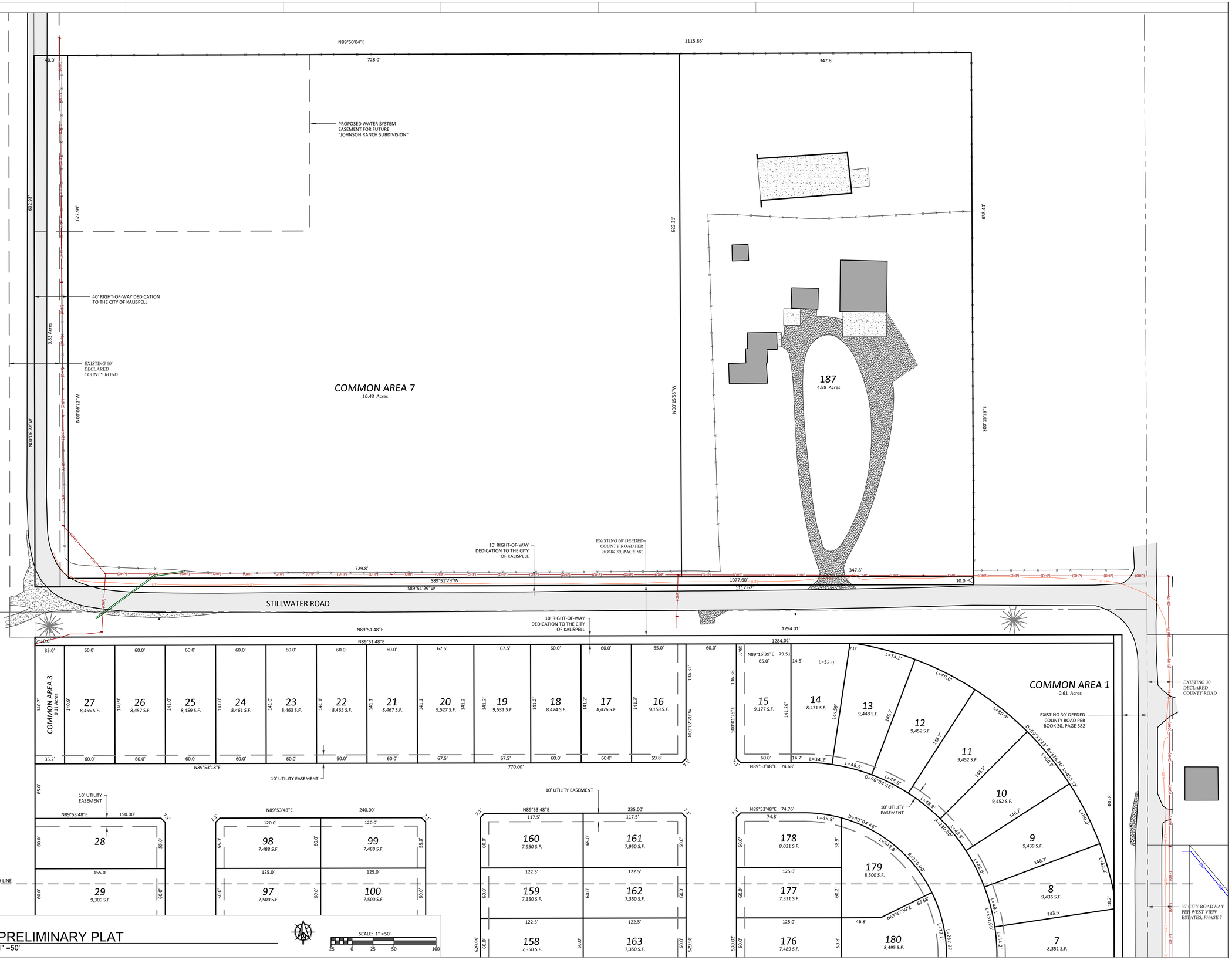
| | | |
|---|---|---|
| A | ADDENDUM | --/--/-- |
| 1 | REVISION | --/--/-- |

**OVERALL PRELIMINARY PLAT**

**C-100**

PROJECT # 240208

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1 PRELIMINARY PLAT
1" =50'


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info@jackola.com jackola.com


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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: RAE CHECKED: MLB

DATE: 11/21/2024

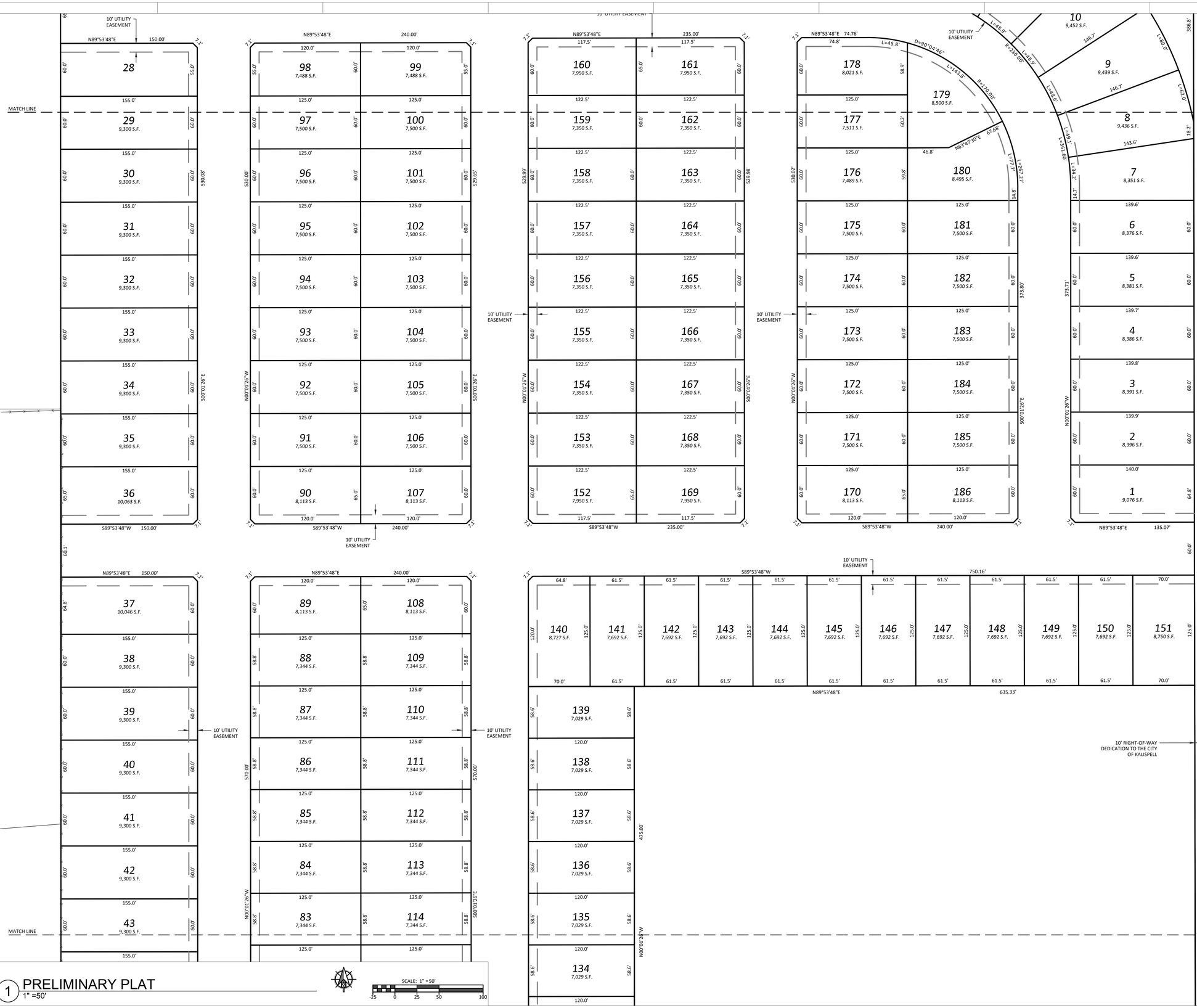
**REVISIONS:**

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|---|---|---|
| A | ADDENDUM | --/--/-- |
| 1 | REVISION | --/--/-- |

**PRELIMINARY PLAT**

**C-101**


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PROJECT # 240208




1 PRELIMINARY PLAT
1" =50'

SCALE: 1" = 50'
-25 0 25 50 100


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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: RAE CHECKED: MLB
DATE: 11/21/2024

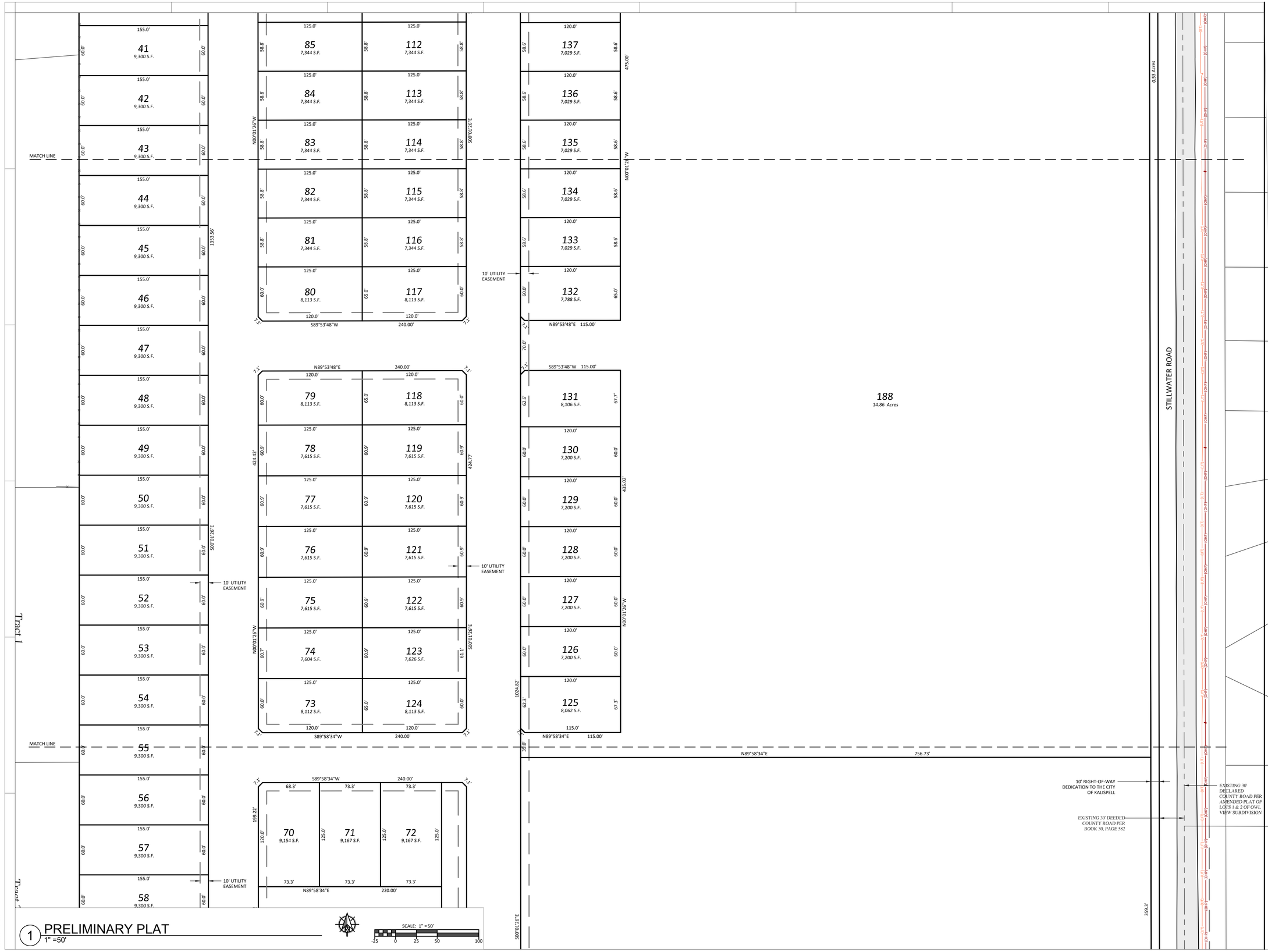
**REVISIONS:**

| # | | |
|---|---|---|
| A | ADDENDUM | --/--/-- |
| 1 | REVISION | --/--/-- |

**PRELIMINARY PLAT**

**C-102**

PROJECT #: 24208
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1 PRELIMINARY PLAT
1" =50'

SCALE: 1" = 50'
-25 0 25 50 100

PROJECT # 24208

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: RAE CHECKED: MLB

DATE: 11/21/2024

| # | REVISIONS: | |
|---|---|---|
| A | ADDENDUM | --/--/-- |
| 1 | REVISION | --/--/-- |

**PRELIMINARY PLAT**

**C-103**


50
9,300 S.F.
51
9,300 S.F.
52
9,300 S.F.
53
9,300 S.F.
54
9,300 S.F.
55
9,300 S.F.
56
9,300 S.F.
57
9,300 S.F.
58
9,300 S.F.
59
9,313 S.F.
60
9,765 S.F.
61
10,572 S.F.
62
20,849 S.F.
63
19,452 S.F.
64
10,491 S.F.
65
16,723 S.F.
66
17,106 S.F.
67
11,464 S.F.
68
15,937 S.F.
69
16,133 S.F.
70
9,154 S.F.
71
9,167 S.F.
72
9,167 S.F.
73
8,112 S.F.
74
7,604 S.F.
75
7,615 S.F.
76
7,615 S.F.
77
7,615 S.F.
120
7,615 S.F.
121
7,615 S.F.
122
7,615 S.F.
123
7,626 S.F.
124
8,113 S.F.
125
8,062 S.F.
126
7,200 S.F.
127
7,200 S.F.
128
7,200 S.F.
129
7,200 S.F.
189
10.00 Acres
COMMON AREA 4
0.84 Acres
ROAD RESERVE FOR FUTURE RIGHT-OF-WAY DEDICATION
0.48 Acres
ROAD RESERVE FOR FUTURE RIGHT-OF-WAY DEDICATION
0.04 Acres
10' UTILITY EASEMENT
MATCH LINE
10' RIGHT-OF-WAY DEDICATION TO THE CITY OF KALISPELL
EXISTING 30' DECLARED COUNTY ROAD PER AMENDED PLAT OF LOTS 1 & 2 OF OWL VIEW SUBDIVISION
EXISTING 30' DEEDED COUNTY ROAD PER BOOK 30, PAGE 582
STILLWATER ROAD
OLD RESERVE DRIVE
MDT R/W PER DOC.# 200717914150
S89°58'34"W 240.00'
N89°58'34"E 756.73'
N89°58'34"E 115.00'
S89°58'34"W 240.00'
N89°58'34"E 220.00'
N88°41'22"E 465.12'
N89°48'20"E 333.60'
N89°55'05"E 130.91'
S89°51'09"E 189.86'
S88°55'50"E 237.70'
S00°01'26"E 1324.57'
N00°01'26"W 1324.57

# PART B.1
# Preliminary Plat Drawing

## DESCRIPTION

A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, PRINCIPAL MERIDIAN, MONTANA, FLATHEAD COUNTY, MONTANA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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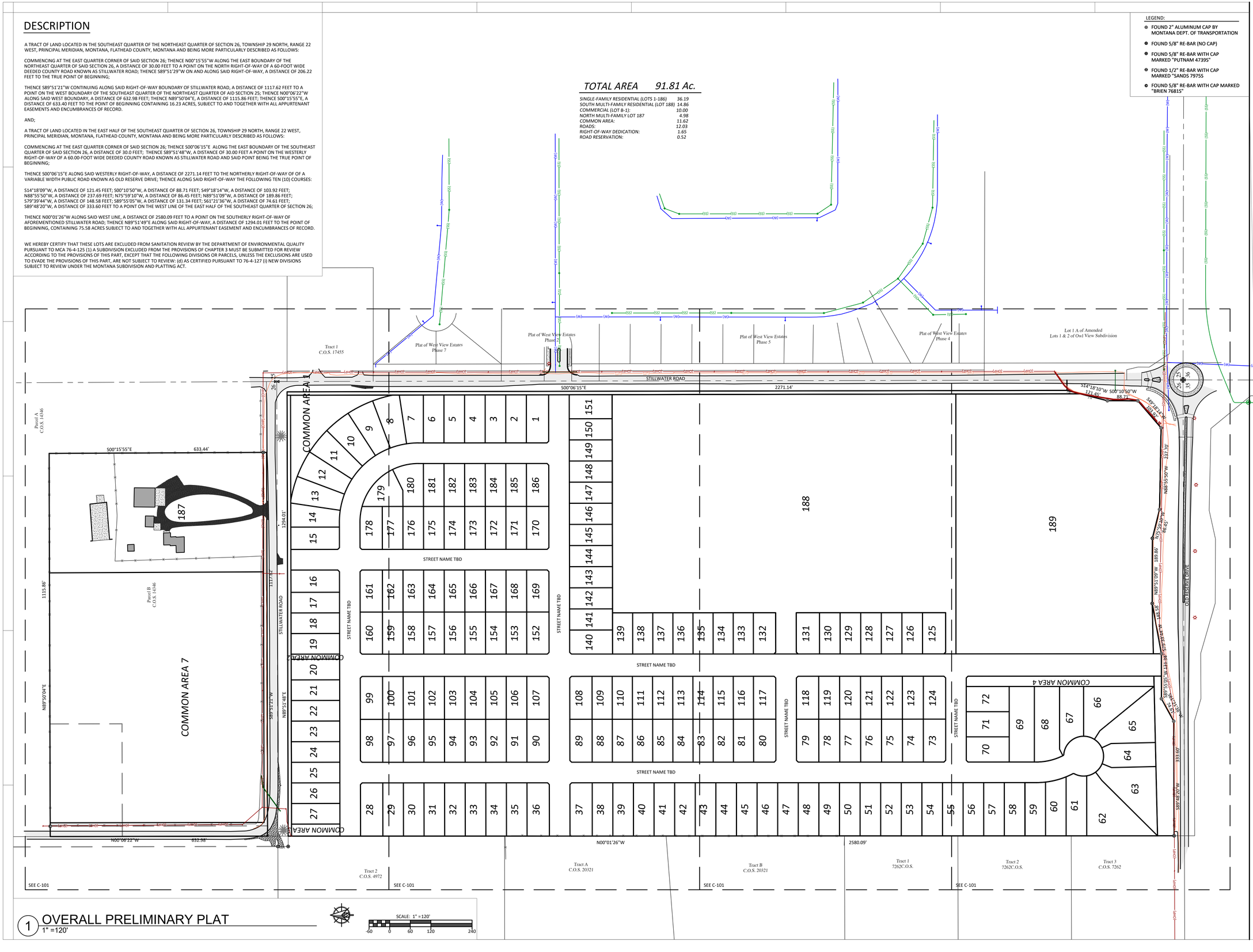
WE HEREBY CERTIFY THAT THESE LOTS ARE EXCLUDED FROM SANITATION REVIEW BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY PURSUANT TO MCA 76-4-125 (1) A SUBDIVISION EXCLUDED FROM THE PROVISIONS OF CHAPTER 3 MUST BE SUBMITTED FOR REVIEW ACCORDING TO THE PROVISIONS OF THIS PART, EXCEPT THAT THE FOLLOWING DIVISIONS OR PARCELS, UNLESS THE EXCLUSIONS ARE USED TO EVADE THE PROVISIONS OF THIS PART, ARE NOT SUBJECT TO REVIEW: (d) AS CERTIFIED PURSUANT TO 76-4-127 (i) NEW DIVISIONS SUBJECT TO REVIEW UNDER THE MONTANA SUBDIVISION AND PLATTING ACT.

LEGEND:

- FOUND 2" ALUMINUM CAP BY MONTANA DEPT. OF TRANSPORTATION
- FOUND 5/8" RE-BAR (NO CAP)
- FOUND 5/8" RE-BAR WITH CAP MARKED "PUTNAM 47395"
- FOUND 1/2" RE-BAR WITH CAP MARKED "SANDS 79755
- FOUND 5/8" RE-BAR WITH CAP MARKED "BRIEN 76815"

*TOTAL AREA 91.81 Ac.*

| | |
|---|---|
| *SINGLE-FAMILY RESIDENTIAL (LOTS 1-186)* | 36.19 |
| *SOUTH MULTI-FAMILY RESIDENTIAL (LOT 188)* | 14.86 |
| *COMMERCIAL (LOT B-1):* | 10.00 |
| *NORTH MULTI-FAMILY LOT 187* | 4.98 |
| *COMMON AREA:* | 11.62 |
| *ROADS:* | 12.03 |
| *RIGHT-OF-WAY DEDICATION:* | 1.65 |
| *ROAD RESERVATION:* | 0.52 |




1 OVERALL PRELIMINARY PLAT
1" =120'

SCALE: 1" =120'
-60 0 60 120 240


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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: RAE CHECKED: MLB

DATE: 11/21/2024

**REVISIONS:**

| | | |
|---|---|---|
| A | ADDENDUM | --/--/-- |
| 1 | REVISION | --/--/-- |

**OVERALL PRELIMINARY PLAT**

**C-100**

PROJECT # 240208

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N89°50'04"E 1115.86'

728.0' 347.8'

40.0'

632.68'

622.99'

623.31'

633.44'

N00°06'22"W

N00°15'55"W

S00°15'55"E

PROPOSED WATER SYSTEM EASEMENT FOR FUTURE "JOHNSON RANCH SUBDIVISION"

40' RIGHT-OF-WAY DEDICATION TO THE CITY OF KALISPELL

0.83 Acres

*EXISTING 60' DECLARED COUNTY ROAD*

*COMMON AREA 7*
*10.43 Acres*

187
4.98 Acres

10' RIGHT-OF-WAY DEDICATION TO THE CITY OF KALISPELL

*EXISTING 60' DEEDED COUNTY ROAD PER BOOK 30, PAGE 582*

729.8'

S89°51'29"W

1077.60'

1117.62

347.8'

10.0'

STILLWATER ROAD

N89°51'48"E

1294.01'

10.0'

N89°51'48"E 1284.02'

10' RIGHT-OF-WAY DEDICATION TO THE CITY OF KALISPELL

*EXISTING 30' DECLARED COUNTY ROAD*

EXISTING 30' DEEDED COUNTY ROAD PER BOOK 30, PAGE 582

*30' CITY ROADWAY PER WEST VIEW ESTATES, PHASE 7*

*COMMON AREA 3*
*0.11 Acres*

*COMMON AREA 2*
*0.05 Acres*

*COMMON AREA 1*
*0.61 Acres*

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 15.0' | 60.0' | 60.0' | 60.0' | 65.0' | 60.0' | | | | |
| 140.7' | 140.9' | 140.9' | 141.0' | 141.0' | 141.0' | 141.1' | 141.1' | 141.1' | 141.2' | 141.2' | 141.2' | 141.2' | 141.2' | 141.3' | 136.32' | | | | |
| | 27 8,455 S.F. | 26 8,457 S.F. | 25 8,459 S.F. | 24 8,461 S.F. | 23 8,463 S.F. | 22 8,465 S.F. | 21 8,467 S.F. | 20 8,469 S.F. | 19 8,472 S.F. | | 18 8,474 S.F. | 17 8,476 S.F. | 16 9,158 S.F. | | | | | | |
| 35.2' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 15.0' | 60.0' | 60.0' | 60.0' | 59.8' | 7.1' | | | | |

N89°53'18"E 770.00' N00°02'20"W

10' UTILITY EASEMENT

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 60.0' | 15 9,177 S.F. | | 14 8,471 S.F. | | 13 9,448 S.F. | | 12 9,452 S.F. | | 11 9,452 S.F. | | 10 9,452 S.F. | | 9 9,439 S.F. | | 8 9,436 S.F. | | 7 8,351 S.F. | | |
| 136.36' | 141.39' | | 145.59' | | 146.7' | | 146.7' | | 146.7' | | 146.7' | | 146.7' | | 143.6' | | 18.2' | | |
| S00°01'26"E | 14.7' | L=34.2' | 14.5' | L=52.9' | 7.0' | L=73.1' | | L=80.0' | | L=80.0' | | D=89°13'23" R=376.70' L=455.17' | | L=80.0' | | L=94.0' | | L=34.2' | |
| | 60.0' | N89°53'48"E 74.68' | | L=48.9' | | D=90°04'46" R=230.00' L=361.60' | | | | | | | | | | | | | |

386.8'

10' UTILITY EASEMENT

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7.1' | N89°53'48"E 74.76' | | | | | | | | | | | | | | | | | | |
| 60.0' | 74.8' | | 178 8,021 S.F. | | 179 8,500 S.F. | | 177 7,511 S.F. | | 176 7,489 S.F. | | 180 8,495 S.F. | | | | | | | | |
| 530.02' | 60.0' | 59.8' | 125.0' | 60.2' | 46.8' | N63°47'30"E 57.66' | L=45.8' | D=90°04'46" R=230.00' L=361.60' | L=72.2' | | | | | | | | | | |

MATCH LINE

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7.1' | N89°53'48"E 150.00' | | | | N89°53'48"E 240.00' | | | | N89°53'48"E 235.00' | | | | | | | | | | |
| 60.0' | 28 10,063 S.F. | | | | 120.0' 98 8,113 S.F. | | 120.0' 99 8,113 S.F. | | 117.5' 160 7,950 S.F. | | 117.5' 161 7,950 S.F. | | | | | | | | |
| 65.0' | 155.0' | | | | 125.0' | | 125.0' | | 122.5' | | 122.5' | | | | | | | | |
| 60.0' | 29 9,300 S.F. | | | | 97 7,500 S.F. | | 100 7,500 S.F. | | 159 7,350 S.F. | | 162 7,350 S.F. | | | | | | | | |
| 529.99' | | | | | | | | | 122.5' | | 122.5' | | | | | | | | |
| | | | | | | | | | 158 7,350 S.F. | | 163 7,350 S.F. | | | | | | | | |
| | | | | | | | | | 529.98' | | | | | | | | | | |

10' UTILITY EASEMENT

1 PRELIMINARY PLAT
1" =50'

SCALE: 1" = 50'
-25 0 25 50 100

C:\DATA\ok\Jobs\09a9815a4b4c4ba6fb8fc2353302bd7\revitfiles\fc7f1f77ae-7bb6-4ace-9c73-aaf7503081fd\Client Files\Spartan Holdings\240208 80 Acre Subdivision\Autocad\BAC_Prelim-Plat.dwg

PROJECT # 240208


KALISPELL 406-755-3208 | BOZEMAN 406-586-0707 | VANCOUVER 360-852-8746
info@jackola.com jackola.com


**PRELIMINARY**


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# THE RESERVE AT JOHNSON RANCH
# SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: RAE CHECKED: MLB

DATE: 11/21/2024

**REVISIONS:**

| | | |
|---|---|---|
| A | ADDENDUM | --/--/-- |
| 1 | REVISION | --/--/-- |

**PRELIMINARY PLAT**

**C-101**




1 PRELIMINARY PLAT
1" =50'

SCALE: 1" = 50'
-25 0 25 50 100

JACKOLA
SINCE 1969 P.C.
Engineering, Architecture, Surveying, Land Use, Planning
KALISPELL 406-755-3208 | BOZEMAN 406-586-0707 | VANCOUVER 360-852-8746
info@jackola.com jackola.com

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: RAE CHECKED: MLB
DATE: 11/21/2024

| # | REVISIONS: | |
|---|---|---|
| A | ADDENDUM | --/--/-- |
| 1 | REVISION | --/--/-- |

**PRELIMINARY PLAT**

**C-102**

PROJECT # 24208

C:\DATA\ork.ddvs\5bd9b15a6c424ee4f08fb2203d92b2f\1\ad\da\files\b.f7377de-7bb6-4ace-8c70-baff7003061f\Client Files\Spartan Holdings\240208 80 Acre Subdivision\Autocad\80AC_Prelim-Plat.dwg

MATCH LINE

Tract 1

MATCH LINE

Tract 2

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 9,300 S.F. | 42 | 9,300 S.F. | 43 | 9,300 S.F. | 44 | 9,300 S.F. | 45 | 9,300 S.F. | 46 | 9,300 S.F. |
| 47 | 9,300 S.F. | 48 | 9,300 S.F. | 49 | 9,300 S.F. | 50 | 9,300 S.F. | 51 | 9,300 S.F. | 52 | 9,300 S.F. |
| 53 | 9,300 S.F. | 54 | 9,300 S.F. | 55 | 9,300 S.F. | 56 | 9,300 S.F. | 57 | 9,300 S.F. | 58 | 9,300 S.F. |
| 85 | 7,344 S.F. | 112 | 7,344 S.F. | 84 | 7,344 S.F. | 113 | 7,344 S.F. | 83 | 7,344 S.F. | 114 | 7,344 S.F. |
| 82 | 7,344 S.F. | 115 | 7,344 S.F. | 81 | 7,344 S.F. | 116 | 7,344 S.F. | 80 | 8,113 S.F. | 117 | 8,113 S.F. |
| 79 | 8,113 S.F. | 118 | 8,113 S.F. | 78 | 7,615 S.F. | 119 | 7,615 S.F. | 77 | 7,615 S.F. | 120 | 7,615 S.F. |
| 76 | 7,615 S.F. | 121 | 7,615 S.F. | 75 | 7,615 S.F. | 122 | 7,615 S.F. | 74 | 7,604 S.F. | 123 | 7,626 S.F. |
| 73 | 8,112 S.F. | 124 | 8,113 S.F. | 70 | 9,154 S.F. | 71 | 9,167 S.F. | 72 | 9,167 S.F. | | |
| 137 | 7,029 S.F. | 136 | 7,029 S.F. | 135 | 7,029 S.F. | 134 | 7,029 S.F. | 133 | 7,029 S.F. | 132 | 7,788 S.F. |
| 131 | 8,106 S.F. | 130 | 7,200 S.F. | 129 | 7,200 S.F. | 128 | 7,200 S.F. | 127 | 7,200 S.F. | 126 | 7,200 S.F. |
| 125 | 8,062 S.F. | | | | | | | | | | |

188
14.86 Acres

0.53 Acres

STILLWATER ROAD

10' UTILITY EASEMENT

10' RIGHT-OF-WAY DEDICATION TO THE CITY OF KALISPELL

EXISTING 30' DECLARED COUNTY ROAD PER AMENDED PLAT OF LOTS 1 & 2 OF OWL VIEW SUBDIVISION

EXISTING 30' DEEDED COUNTY ROAD PER BOOK 30, PAGE 582

1 PRELIMINARY PLAT
1" =50'

SCALE: 1" = 50'

PROJECT # 24208

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SINCE 1969 P.C.
Engineering, Architecture, Surveying, Land Use Planning

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: RAE CHECKED: MLB

DATE: 11/21/2024

| # | REVISIONS: | |
|---|---|---|
| A | ADDENDUM | --/--/-- |
| 1 | REVISION | --/--/-- |

**PRELIMINARY PLAT**

**C-103**


50
9,300 S.F.
51
9,300 S.F.
52
9,300 S.F.
53
9,300 S.F.
54
9,300 S.F.
55
9,300 S.F.
56
9,300 S.F.
57
9,300 S.F.
58
9,300 S.F.
59
9,313 S.F.
60
9,765 S.F.
61
10,572 S.F.
62
20,849 S.F.
63
19,452 S.F.
64
10,491 S.F.
65
16,723 S.F.
66
17,106 S.F.
67
11,464 S.F.
68
15,937 S.F.
69
16,133 S.F.
70
9,154 S.F.
71
9,167 S.F.
72
9,167 S.F.
73
8,112 S.F.
74
7,604 S.F.
75
7,615 S.F.
76
7,615 S.F.
77
7,615 S.F.
120
7,615 S.F.
121
7,615 S.F.
122
7,615 S.F.
123
7,626 S.F.
124
8,113 S.F.
125
8,062 S.F.
126
7,200 S.F.
127
7,200 S.F.
128
7,200 S.F.
129
7,200 S.F.
189
10.00 Acres
COMMON AREA 4
0.84 Acres
MATCH LINE
10' UTILITY EASEMENT
10' UTILITY EASEMENT
10' UTILITY EASEMENT
S89°58'34"W 240.00'
N89°58'34"E 115.00'
N89°58'34"E 756.73'
S00°01'26"E 574.9'
N00°01'26"W 563.30'
N00°01'26"W 435.1'
S00°01'26"E 1,199.19'
N00°01'26"W 1024.82'
S89°58'34"W 240.00'
N89°58'34"E 220.00'
S00°01'26"E 199.22'
N89°58'34"E 182.8'
N89°58'34"E 171.9'
N89°58'34"E 145.1'
N89°58'34"E 174.6'
N89°58'34"E 156.5'
N89°58'34"E 201.7'
N88°41'22"E 70.0'
N88°41'22"E 465.12'
N89°48'20"E 333.60'
N89°55'05"E 130.91'
S89°51'09"E 189.86'
S88°55'50"E 237.70'
N89°48'20"E 333.60'
N44°59'24"E 229.0'
N01°18'38"W 129.2'
S01°18'38"E 129.2'
S39°15'40"E 203.9'
N23°07'33"W 30.0'
S24°44'48"E 30.0'
N63°07'10"E 30.0'
S57°23'07"E 30.0'
R=68.00'
L=47.4'
L=33.0'
L=31.4'
R=5.00'
L=4.82'
R=5.00'
L=5.03'
R=270.00'
L=109.77'
L=26.5'
L=12.1'
L=37.2'
L=78.5'
L=78.5'
L=37.2'
L=12.1'
L=26.5'
R=270.00'
L=109.77'
R=10.00'
L=16.1'
R=10.00'
L=16.1'
21.4'
80.98'
80.98'
10' RIGHT-OF-WAY DEDICATION TO THE CITY OF KALISPELL
EXISTING 30' DECLARED COUNTY ROAD PER AMENDED PLAT OF LOTS 1 & 2 OF OWL VIEW SUBDIVISION
EXISTING 30' DEEDED COUNTY ROAD PER BOOK 30, PAGE 582
STILLWATER ROAD
359.3'
N14°18'10"E 88.71'
N00°10'50"E 81.3'
N14°18'10"E 121.45'
N40°18'14"E 183.92'
40.2'
ROAD RESERVE FOR FUTURE RIGHT-OF-WAY DEDICATION
0.04 Acres
ROAD RESERVE FOR FUTURE RIGHT-OF-WAY DEDICATION
0.48 Acres
MDT R/W PER DOC.# 2007179141 50
OLD RESERVE DRIVE
48.3'
65.9'
65.0'
21.9'
23.3'
30.0'
35.0'
199.22'
206.2'
205.4'
574.9'
563.30'
1024.82'
435.1'
68.3'
73.3'
73.3'
73

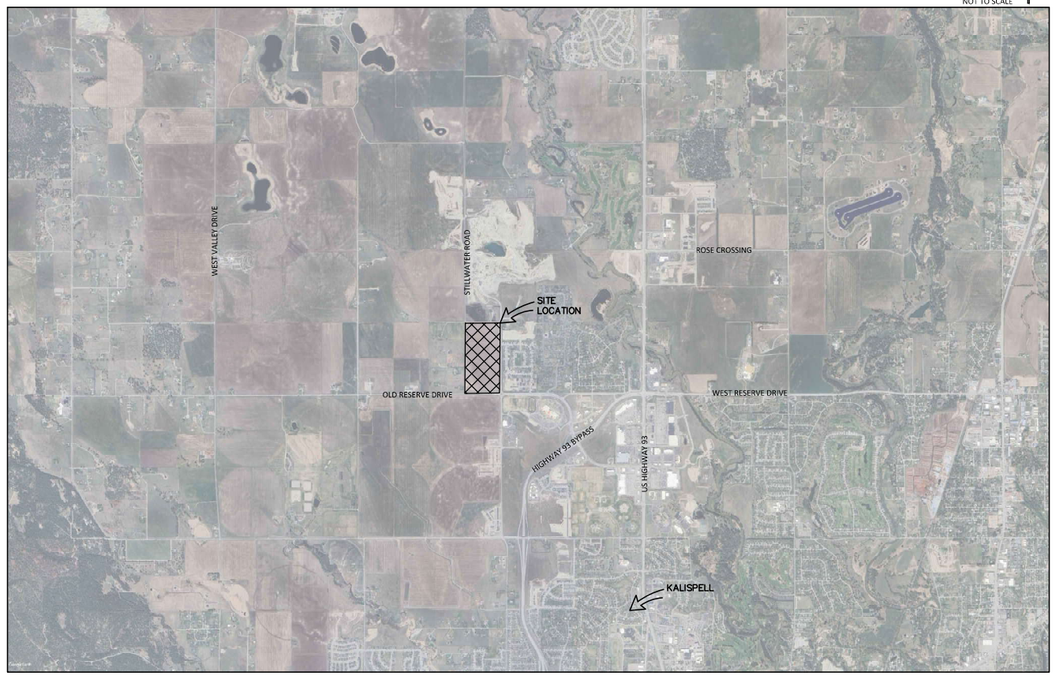
# PART B.2
# Preliminary Site and Utility Plans 11 X 17

# THE RESERVE AT JOHNSON RANCH
# SPARTAN HOLDINGS

**LOCATED IN SECTION 26, T 29 N, R 22 W, P.M.M.**
**KALISPELL, MONTANA**

SITE LOCATION PLAN

NOT TO SCALE




Know what's below. Call before you dig.

## GENERAL CONDITIONS

1. THE GENERAL CONTRACTOR IS TO GUARANTEE ALL WORK, INCLUDING WORK DONE BY SUBCONTRACTORS, FOR A PERIOD OF ONE (1) YEAR COMMENCING WITH THE SUBSTANTIAL COMPLETION OF THE CONTRACT.
2. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH ALL GOVERNING CODES, ORDINANCES, AND AUTHORITIES HAVING JURISDICTION. GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND PAYING FOR ALL REQUIRED BUILDING PERMITS.
3. THE GENERAL CONTRACTOR IS TO HAVE A FULL-TIME, QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES WHILE WORK IS BEING PERFORMED.
4. ALL MATERIAL SPECIFIED IS TO BE NEW AND INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS. GENERAL CONTRACTOR IS TO CONSTRUCT PROJECT IN ACCORDANCE WITH THE DOCUMENTS. ANY DEVIATION FROM THE INTENT OF THE DOCUMENTS, WITHOUT ARCHITECT OR ENGINEER'S APPROVAL, ARE AT THE CONTRACTOR'S OWN RISK AND MAY RESULT IN THE WORK BEING DONE OVER AT THE CONTRACTOR'S EXPENSE (MATERIALS AND LABOR).

## GENERAL NOTES

1. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH ALL GOVERNING CODES, ORDINANCES AND AUTHORITIES HAVING JURISDICTION. GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND PAYING FOR ALL REQUIRED PERMITS. THE GENERAL CONTRACTOR IS TO HAVE A FULL TIME QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES WHILE WORK IS BEING PERFORMED.
2. ALL MATERIAL SPECIFIED IS TO BE NEW AND INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS. GENERAL CONTRACTOR IS TO CONSTRUCT PROJECT IN ACCORDANCE WITH THE DOCUMENTS. ANY DEVIATION FROM THE INTENT OF THE DOCUMENTS, WITHOUT ENGINEER'S APPROVAL, ARE AT THE CONTRACTOR'S OWN RISK AND MAY RESULT IN THE WORK BEING DONE OVER AT CONTRACTOR'S EXPENSE (MATERIALS AND LABOR).
3. CONTRACTOR TO REVIEW AND BECOME FAMILIAR WITH ALL EXISTING CONDITIONS PRIOR TO COMMENCING WORK. ANY CONDITIONS NOT INDICATED ON CONTRACT DOCUMENTS ARE TO BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.
4. THE CONTRACTOR SHALL REMOVE ALL DEBRIS AS A RESULT OF THIS PROJECT. THE CONTRACTOR WILL REMOVE EXISTING EQUIPMENT, FIXTURES, ETC. IN THE SPACE PRIOR TO CONSTRUCTION AND RELOCATE PER OWNER.
5. THE CONTRACTOR SHALL SCHEDULE HIS WORK AND MATERIAL AND EQUIPMENT DELIVERIES SO AS NOT TO INTERFERE WITH THE DAILY VEHICLE TRAFFIC.
6. THE CONTRACTOR SHALL PROTECT EXISTING FACILITIES, EQUIPMENT, FIXTURES, ETC. FROM DAMAGE DURING THE COURSE OF CONSTRUCTION.
7. ALL SURFACES AND/OR FINISHES DAMAGED AS A RESULT OF AND ADJACENT TO THE WORK SHALL BE REPAIRED AND FINISHED TO EQUAL OR BETTER THAN ORIGINAL CONDITION.
8. ALL ITEMS REQUIRED BY THE DRAWINGS AND SPECIFICATIONS SHALL BE PERFORMED IN A WORKMANLIKE MANNER BY PERSONS SKILLED IN THEIR RESPECTIVE TRADE AND WHO NORMALLY PARTICIPATE IN THE WORK OF THAT TRADE.
9. THE ENGINEER SHALL BE IN THE FIRST INSTANCE THE SOLE INTERPRETER OF THE DRAWINGS AND SPECIFICATIONS WITH REGARD TO THEIR MEANING OR INTENT.
10. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES AND PROCEDURES.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF SAFETY AND TRAFFIC CONTROL DURING CONSTRUCTION.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO, SWPPP.
13. ALL WORK IS TO BE COMPLETED PER CITY OF KALISPELL STANDARDS FOR DESIGN AND CONSTRUCTION.

## PROJECT INFORMATION

**OWNER / DEVELOPER**

SPARTAN HOLDINGS
341 WEST SECOND STREET STE 1
SAN BERNARDINO, CA
ATTN: JOE CARMEN
EMAIL:
PHONE:

**DESIGN PROFESSIONAL**

JACKOLA ENGINEERING AND ARCHITECTURE, P.C.
2250 HWY 93 SOUTH
PO BOX 1134
KALISPELL, MT 59903
EMAIL:
PHONE:

PROJECT MANAGER: MICHAEL BESTWICK

CIVIL ENGINEER: MICHAEL BESTWICK

**BUILDING DEPARTMENT**

CITY OF KALISPELL BUILDING DEPARTMENT
201 1ST AVENUE EAST
KALISPELL, MT 59901
PHONE: 406-758-7734

**PUBLIC WORKS DEPARTMENT**

CITY OF KALISPELL PUBLIC WORKS DEPARTMENT
201 1ST AVENUE EAST
KALISPELL, MT 59901
PHONE: 406-758-7720


KALISPELL | BOZEMAN | VANCOUVER
406-755-3208 | 406-586-0707 | 360-852-8746
info@jackola.com jackola.com


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THE RESERVE AT JOHNSON RANCH
SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB

DATE: 11/21/2024

REVISIONS:

TITLE SHEET

T0.00

PROJECT #: 24028

C:\Drafting\Active\24028\Revit\Models\Johnson Ranch_Phase 1_Central_wjs.rvt

PROPERTY INFORMATION

TRACT LEGAL: PARCEL B OF COS 14346 AND E 1/2 SW 1/4, SEC. 26, T29 N., R 22W., P.M.M.,

BASIS OF SURVEY

THIS PROJECT WAS SURVEYED USING RTK GPS AND TIED TO MONTANA STATE PLANE ZONE 2500 BASED ON AN OPUS SOLUTION AT CONTROL POINT NO 1.

THE GEODETIC DATUM IS GEOID18. BASIS OF BEARINGS IS GRID BEARING.
THE VERTICAL DATUM IS NAVD88.

ALL UNITS ARE INTERNATIONAL FEET AT GROUND.

POINT CP-01 POSITION:

STATE PLANE COORDINATES:

N: 1493880.8920
E: 786073.0249
ELEVATION: 3057.274

COMBINED SCALE FACTOR: 0.99948229
CONVERGENCE: -3.55340556

SURVEY NOTES:

1. THE FIELD WORK WAS PERFORMED ON 03/18/2024.
2. OBSERVED EVIDENCE OF UNDERGROUND UTILITIES ARE SHOWN BASED ON UNDERGROUND UTILITY MARKINGS BY OTHERS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.
3. THE SITE CONTRACTOR SHALL MARK ALL SURVEY CONTROL POINTS PRIOR TO STARTING CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED OF ANY POINTS NEEDING TO BE REMOVED FOR CONSTRUCTION PRIOR TO REMOVAL. CONTRACTOR IS RESPONSIBLE FOR RE-SETTING OF ANY POINTS REMOVED WITHOUT PROPER NOTICE TO THE ENGINEER.

## POINT COORDINATE TABLE

| POINT | NORTHING | EASTING | ELEVATION | DESCRIPTION |
|---|---|---|---|---|
| 1 | 1493880.89 | 786073.02 | 3057.27 | 1/2 JEA CP |
| 10 | 1491447.04 | 787117.67 | 3048.64 | 2" Alumn_ MDOT |
| 12 | 1490037.70 | 787435.58 | 3056.06 | 1/2 Sands 7975S |
| 15 | 1494061.60 | 787200.37 | 3057.01 | 5/8 Rebar |
| 18 | 1494114.67 | 786083.98 | 3056.63 | 5/8 YPC |
| 20 | 1494056.60 | 786050.49 | 3053.41 | 5/8 Putnam 47395 |
| 22 | 1494086.39 | 786052.28 | 3054.70 | 5/8 Rebar |
| 24 | 1493425.66 | 786043.72 | 3057.72 | 5/8 Burton 5428S |
| 25 | 1492956.05 | 786017.01 | 3063.85 | 5/8 RAB |
| 26 | 1492437.50 | 785985.69 | 3098.85 | 5/8 2520S |
| 28 | 1491778.37 | 785946.75 | 3105.33 | 1/2 Rebar |
| 44 | 1491460.70 | 786262.60 | 3081.91 | 2" Alumn_ MDOT |
| 45 | 1491492.54 | 786330.08 | 3078.77 | 2" Alumn_ MDOT |
| 46 | 1491484.99 | 786461.20 | 3067.19 | 2" Alumn_ MDOT |
| 47 | 1491502.99 | 786608.69 | 3054.39 | 5/8 Rebar |
| 48 | 1491491.31 | 786798.19 | 3050.12 | 5/8 Rebar |
| 51 | 1491510.04 | 787200.32 | 3049.07 | 2" Alumn_ MDOT |
| 52 | 1491598.57 | 787205.82 | 3050.75 | 2" Alumn_ MDOT |
| 55 | 1491484.26 | 785956.41 | 3095.88 | 1/2" MDOT |
| 84 | 1491479.23 | 785929.52 | 3096.73 | 5/8 Rebar |

STILLWATER ROAD

WATER SYSTEM EASEMENT PER JOHNSON RANCH SUBDIVISION PRELIMINARY PLAT

TRACT 3 C.O.S. 9262

1 EXISTING SITE SURVEY
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

JACKOLA
SINCE 1969 P.C.
Engineering, Architecture, Surveying, Land Use, Planning
KALISPELL 406-755-3208 | BOZEMAN 406-586-0707 | VANCOUVER 360-852-8746
info@jackola.com jackola.com

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

EXISTING SITE SURVEY

C0.10

PROJECT #: 24J028

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**LOT SUMMARY:**
ZONING = R-3/PUD & RA-2/PUD & B-1/PUD

TOTAL RESIDENTIAL LOTS = 187

TOTAL RIGHT-OF-WAY = 14.20 AC.
TOTAL R-3 AREA = 40.87 AC.
TOTAL RA-2 AREA = 14.86 AC.
TOTAL B-1 AREA = 10.00 AC.
TOTAL COMMON/PARK AREAS = 11.92 AC.

**PHASING LEGEND:**

- PHASE 1 - PROJECTED COMPLETION SPRING 2026
  - RESIDENTIAL - 26 LOTS
  - COMMON AREA- 1 LOT
- PHASE 2 - PROJECTED COMPLETION SPRING 2027
  - RESIDENTIAL - 28 LOTS
  - COMMON AREA - 1 LOT
- PHASE 3 - PROJECTED COMPLETION SPRING 2028
  - RESIDENTIAL - 27 LOTS
  - COMMON AREA - 1 LOT
- PHASE 4 - PROJECTED COMPLETION SPRING 2029
  - RESIDENTIAL - 27 LOTS
- PHASE 5 - PROJECTED COMPLETION SPRING 2030
  - RESIDENTIAL - 32 LOTS
- PHASE 6 - PROJECTED COMPLETION SPRING 2031
  - COMMERCIAL - 1 LOT

**PHASING LEGEND:**

- PHASE 7 - PROJECTED COMPLETION SPRING 2032
  - MULTIFAMILY - 1 LOT
- PHASE 8 - PROJECTED COMPLETION SPRING 2033
  - MULTIFAMILY - 1 LOT
- PHASE 9 - PROJECTED COMPLETION SPRING 2034
  - RESIDENTIAL - 29 LOTS
- PHASE 10 - PROJECTED COMPLETION SPRING 2035
  - RESIDENTIAL - 17 LOTS
- PHASE 11 - PROJECTED COMPLETION SPRING 2036
  - MULTIFAMILY - 1 LOT
- PHASE 12 - PROJECTED COMPLETION SPRING 2037
  - MULTIFAMILY - 1 LOT

PHASE 1 FRONTAGE IMPROVEMENTS
PHASE 11 FRONTAGE IMPROVEMENTS
PHASE 7 FRONTAGE IMPROVEMENTS
PHASE 6 FRONTAGE IMPROVEMENTS
PHASE 2 FRONTAGE IMPROVEMENTS
PHASE 10 FRONTAGE IMPROVEMENTS
COMMON AREA 1
COMMON AREA 7
COMMON AREA
COMMON AREA 4
PHASE 1
PHASE 2
PHASE 3
PHASE 4
PHASE 5
PHASE 6
PHASE 7
PHASE 8
PHASE 9
PHASE 10
PHASE 11
PHASE 12

1 SUBDIVISION PHASING AND FRONTAGE PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240


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# THE RESERVE AT JOHNSON RANCH
# SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

**SUBDIVISION PHASING AND FRONTAGE PLAN**

**C1.01**

PROJECT #: 24026


C:\DATA\civil 3d\c3d\2025\Projects\24026 Spartan Holdings\24026 Reserve at Johnson Ranch\Subdivision\Active\24026_C1.01.dwg

**KEYNOTES:**

1. NEW LOCAL STREET.
2. NEW LOCAL INTERSECTION.
3. NEW URBAN MINOR ARTERIAL.
4. NEW DRIVEWAY APPROACH.
5. NEW 10' WIDE SIDEWALK
6. NEW 3/4 TURN APPROACH TO MDT RIGHT-OF-WAY.
7. NEW SIDEWALK ALONG MDT FRONTAGE. FINAL DESIGN TO BE COORD. WITH MDT ROAD IMPROVEMENT PLANS.
8. NEW GRAVEL ACCESS FOR STORMWATER RETENTION AREA.

STILLWATER ROAD

TRACT 3
C.O.S. 7262

1 SITE PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240


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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB

DATE: 11/21/2024

REVISIONS:

**SITE PLAN**

**C1.10**

PROJECT # 240208


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**KEYNOTES:** (#)

1. WATER MAIN.
2. SANITARY SEWER MAIN.
3. SANITARY SEWER MANHOLE.
4. STORM MAIN.
5. STORM MANHOLE.
6. NEW RETENTION POND.

**GENERAL NOTES:**

1. CONTRACTOR TO COORDINATE DRY UTILITY CONNECTIONS WITH APPROPRIATE UTILITY COMPANY PRIOR TO CONSTRUCTION.

STILLWATER ROAD

TRACT 3
C.O.S. 7262

1 SITE UTILITY PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

PROJECT # 242206

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

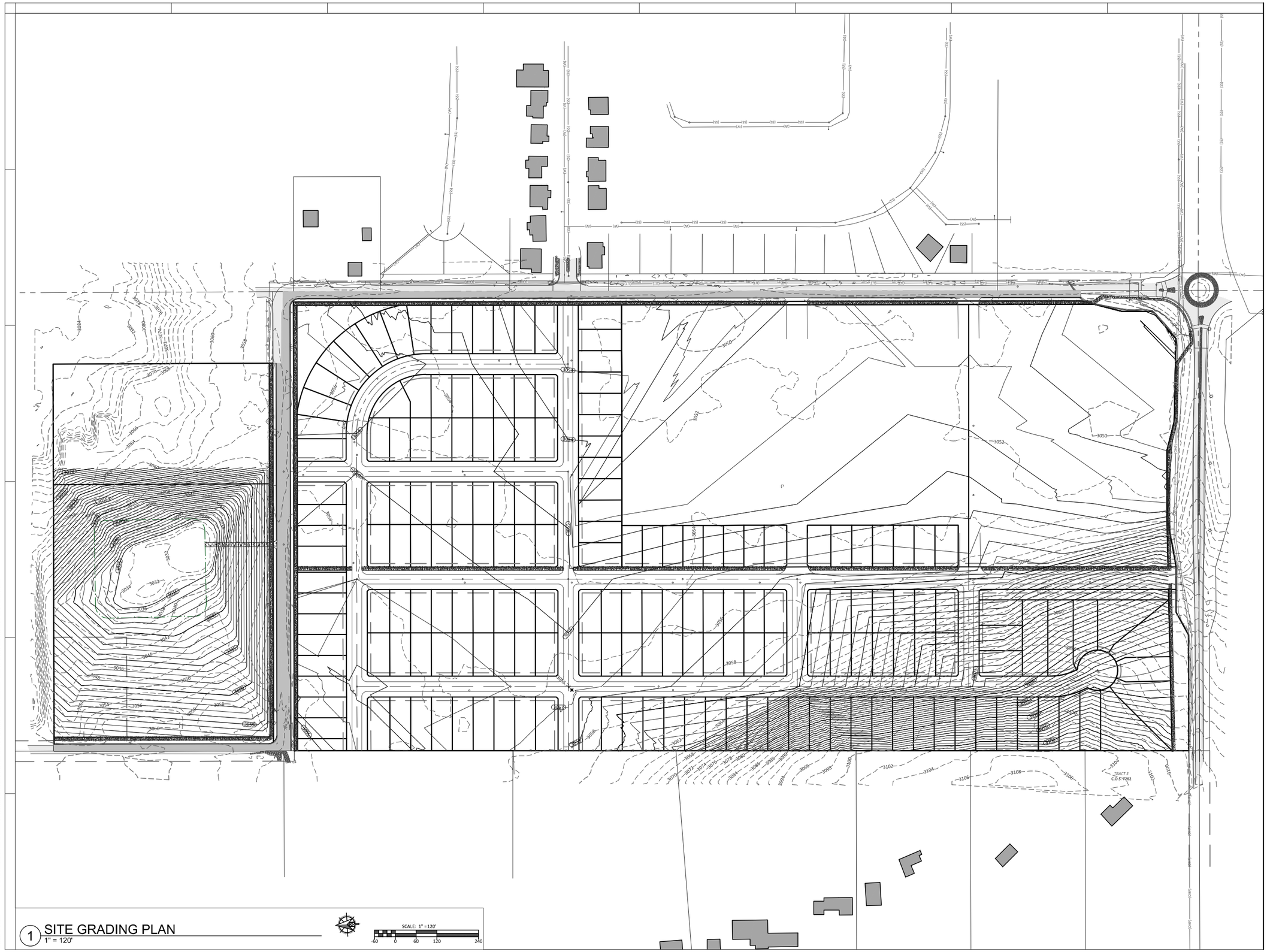
DRAWN: WJS CHECKED: MLB

DATE: 11/21/2024

REVISIONS:

**SITE UTILITY PLAN**

**C1.20**




1 SITE GRADING PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

**SITE GRADING PLAN**

**C1.30**

PROJECT # 24208
C:\OA\Your Jobs\3a3279b0-1ecf-f09d-aa0f-0f4c56aa5f0f\Sheets\Sheet Files\F373ae7b-6d-4ace-9c70-cadf7d3559.tif\C1.30 Site Grading Plan.dwg

| Slopes Table | | | |
|---|---|---|---|
| Number | Minimum Slope | Maximum Slope | Color |
| 1 | 0.00% | 2.00% | |
| 2 | 2.00% | 4.00% | |
| 3 | 4.00% | 6.00% | |
| 4 | 6.00% | 10.00% | |
| 5 | 10.00% | 25.00% | |
| 6 | 25.00% | 60.00% | |

GENERAL NOTE:
1. SITE SLOPES DO NOT EXCEED 25%

1 SITE SLOPE PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

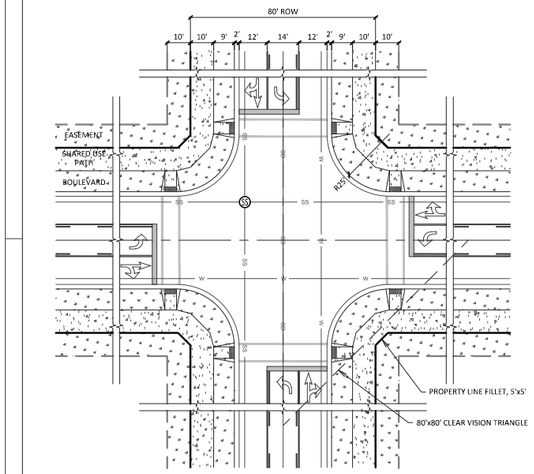
STILLWATER ROAD
KALISPELL, MONTANA

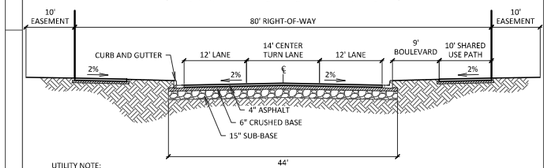
DRAWN: MLB CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

SITE SLOPE PLAN

C1.31

PROJECT # JA0208
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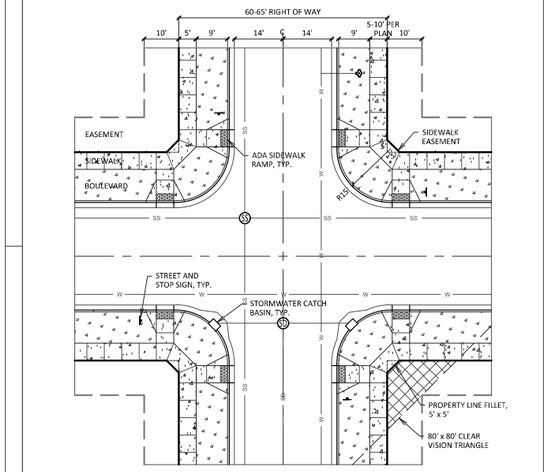


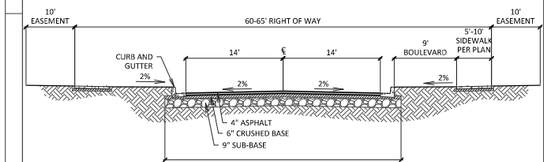




UTILITY NOTE:
ALL NEW UTILITIES SHALL BE PLACED UNDERGROUND. EXCEPT FOR SEWER AND WATER, UNDERGROUND UTILITIES, IF PLACED IN RIGHT-OF-WAY OR EASEMENT, SHALL BE LOCATED BETWEEN THE BACK OF SIDEWALK AND EASEMENT LINE. NO UNDERGROUND UTILITIES SHALL BE PLACED IN THE BOULEVARD BETWEEN THE BACK OF CURB AND SIDEWALK.

NOTES:
1. SEE ROAD CONSTRUCTION GENERAL NOTES FOR MATERIAL SPECIFICATIONS.

ST.1 MINOR ARTERIAL
NTS




NOTES:
1. ALL NEW UTILITIES SHALL BE PLACED UNDERGROUND. EXCEPT FOR SEWER AND WATER, UNDERGROUND UTILITIES, IF PLACED IN RIGHT OF WAY OR EASEMENT SHALL BE LOCATED BETWEEN THE BACK OF SIDEWALK AND EASEMENT LINE. NO UNDERGROUND UTILITIES SHALL BE PLACED IN THE BOULEVARD BETWEEN THE BACK OF CURB AND SIDEWALK.
2. SEE ROAD CONSTRUCTION GENERAL NOTES FOR MATERIAL SPECIFICATIONS.

ST.4 URBAN LOCAL
NTS

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PROJECT # 240208

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KALISPELL | 406-755-3208 | BOZEMAN | 406-586-0707 | VANCOUVER | 360-852-8746
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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: MLB CHECKED: MLB
DATE: 11/21/2024

**REVISIONS:**

| | | |
|---|---|---|
| A | ADDENDUM | --/--/-- |
| 1 | REVISION | --/--/-- |

**NOTES AND DETAILS**

**C2.00**

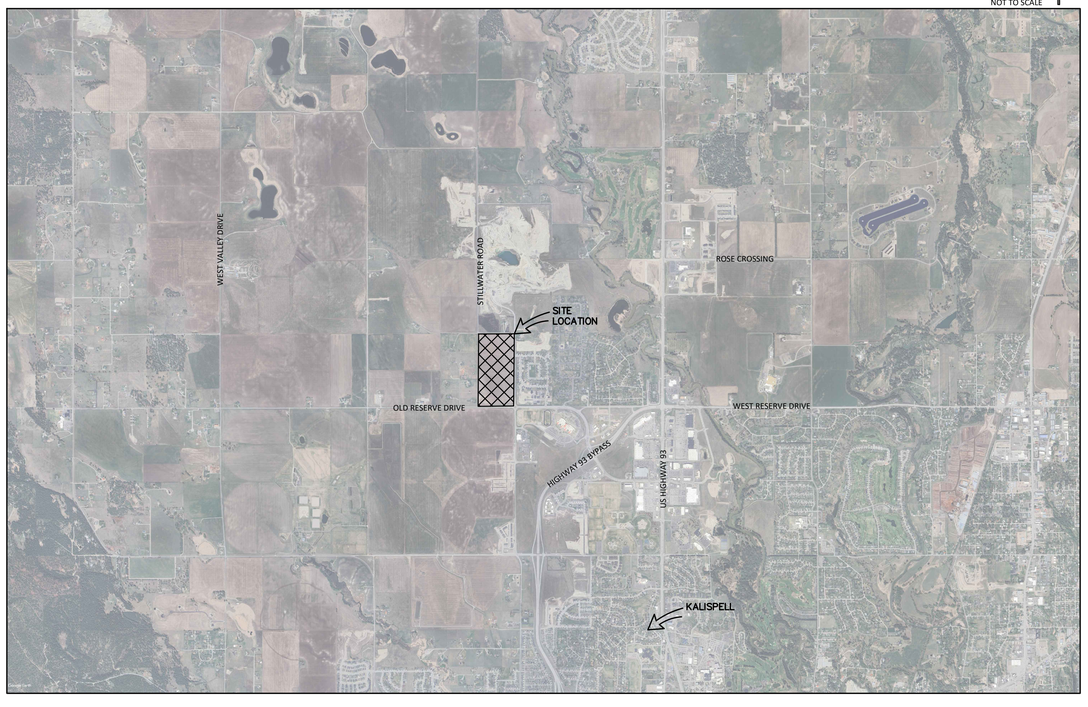
# PART B.2
# Preliminary Site and Utility Plans

# THE RESERVE AT JOHNSON RANCH
# SPARTAN HOLDINGS

## LOCATED IN SECTION 26, T 29 N, R 22 W, P.M.M.
## KALISPELL, MONTANA

SITE LOCATION PLAN

NOT TO SCALE




## GENERAL CONDITIONS

1. THE GENERAL CONTRACTOR IS TO GUARANTEE ALL WORK, INCLUDING WORK DONE BY SUBCONTRACTORS, FOR A PERIOD OF ONE (1) YEAR COMMENCING WITH THE SUBSTANTIAL COMPLETION OF THE CONTRACT.
2. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH ALL GOVERNING CODES, ORDINANCES, AND AUTHORITIES HAVING JURISDICTION. GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND PAYING FOR ALL REQUIRED BUILDING PERMITS.
3. THE GENERAL CONTRACTOR IS TO HAVE A FULL-TIME, QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES WHILE WORK IS BEING PERFORMED.
4. ALL MATERIAL SPECIFIED IS TO BE NEW AND INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS. GENERAL CONTRACTOR IS TO CONSTRUCT PROJECT IN ACCORDANCE WITH THE DOCUMENTS. ANY DEVIATION FROM THE INTENT OF THE DOCUMENTS, WITHOUT ARCHITECT OR ENGINEER'S APPROVAL, ARE AT THE CONTRACTOR'S OWN RISK AND MAY RESULT IN THE WORK BEING DONE OVER AT THE CONTRACTOR'S EXPENSE (MATERIALS AND LABOR).

## GENERAL NOTES

1. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH ALL GOVERNING CODES, ORDINANCES AND AUTHORITIES HAVING JURISDICTION. GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND PAYING FOR ALL REQUIRED PERMITS. THE GENERAL CONTRACTOR IS TO HAVE A FULL TIME QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES WHILE WORK IS BEING PERFORMED.
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3. CONTRACTOR TO REVIEW AND BECOME FAMILIAR WITH ALL EXISTING CONDITIONS PRIOR TO COMMENCING WORK. ANY CONDITIONS NOT INDICATED ON CONTRACT DOCUMENTS ARE TO BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.
4. THE CONTRACTOR SHALL REMOVE ALL DEBRIS AS A RESULT OF THIS PROJECT. THE CONTRACTOR WILL REMOVE EXISTING EQUIPMENT, FIXTURES, ETC. IN THE SPACE PRIOR TO CONSTRUCTION AND RELOCATE PER OWNER.
5. THE CONTRACTOR SHALL SCHEDULE HIS WORK AND MATERIAL AND EQUIPMENT DELIVERIES SO AS NOT TO INTERFERE WITH THE DAILY VEHICLE TRAFFIC.
6. THE CONTRACTOR SHALL PROTECT EXISTING FACILITIES, EQUIPMENT, FIXTURES, ETC. FROM DAMAGE DURING THE COURSE OF CONSTRUCTION.
7. ALL SURFACES AND/OR FINISHES DAMAGED AS A RESULT OF AND ADJACENT TO THE WORK SHALL BE REPAIRED AND FINISHED TO EQUAL OR BETTER THAN ORIGINAL CONDITION.
8. ALL ITEMS REQUIRED BY THE DRAWINGS AND SPECIFICATIONS SHALL BE PERFORMED IN A WORKMANLIKE MANNER BY PERSONS SKILLED IN THEIR RESPECTIVE TRADE AND WHO NORMALLY PARTICIPATE IN THE WORK OF THAT TRADE.
9. THE ENGINEER SHALL BE IN THE FIRST INSTANCE THE SOLE INTERPRETER OF THE DRAWINGS AND SPECIFICATIONS WITH REGARD TO THEIR MEANING OR INTENT.
10. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES AND PROCEDURES.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF SAFETY AND TRAFFIC CONTROL DURING CONSTRUCTION.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO, SWPPP.
13. ALL WORK IS TO BE COMPLETED PER CITY OF KALISPELL STANDARDS FOR DESIGN AND CONSTRUCTION.

## PROJECT INFORMATION

**OWNER / DEVELOPER**

SPARTAN HOLDINGS
341 WEST SECOND STREET STE 1
SAN BERNARDINO, CA
ATTN: JOE CARMEN
EMAIL:
PHONE:

**DESIGN PROFESSIONAL**

JACKOLA ENGINEERING AND ARCHITECTURE, P.C.
2250 HWY 93 SOUTH
PO BOX 1134
KALISPELL, MT 59903
EMAIL:
PHONE:

PROJECT MANAGER: MICHAEL BESTWICK

CIVIL ENGINEER: MICHAEL BESTWICK

**BUILDING DEPARTMENT**

CITY OF KALISPELL BUILDING DEPARTMENT
201 1ST AVENUE EAST
KALISPELL, MT 59901
PHONE: 406-758-7734

**PUBLIC WORKS DEPARTMENT**

CITY OF KALISPELL PUBLIC WORKS DEPARTMENT
201 1ST AVENUE EAST
KALISPELL, MT 59901
PHONE: 406-758-7720

811 Know what's below. Call before you dig.


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THE RESERVE AT JOHNSON RANCH
SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB

DATE: 11/21/2024

REVISIONS:

TITLE SHEET

T0.00

PROJECT # 340208

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*PROPERTY INFORMATION*

TRACT LEGAL: PARCEL B OF COS 14346 AND E 1/2 SW 1/4, SEC. 26, T29 N., R 22W., P.M.M.,

*BASIS OF SURVEY*

*THIS PROJECT WAS SURVEYED USING RTK GPS AND TIED TO MONTANA STATE PLANE ZONE 2500 BASED ON AN OPUS SOLUTION AT CONTROL POINT NO 1.*

*THE GEODETIC DATUM IS GEOID18. BASIS OF BEARINGS IS GRID BEARING.*
*THE VERTICAL DATUM IS NAVD88.*

*ALL UNITS ARE INTERNATIONAL FEET AT GROUND.*

*POINT CP-01 POSITION:*

*STATE PLANE COORDINATES:*

*N: 1493880.8920*
*E: 786073.0249*
*ELEVATION: 3057.274*

COMBINED SCALE FACTOR: 0.99948229
CONVERGENCE: -3.55340556

*SURVEY NOTES:*

1. *THE FIELD WORK WAS PERFORMED ON 03/18/2024.*
2. *OBSERVED EVIDENCE OF UNDERGROUND UTILITIES ARE SHOWN BASED ON UNDERGROUND UTILITY MARKINGS BY OTHERS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.*
3. *THE SITE CONTRACTOR SHALL MARK ALL SURVEY CONTROL POINTS PRIOR TO STARTING CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED OF ANY POINTS NEEDING TO BE REMOVED FOR CONSTRUCTION PRIOR TO REMOVAL. CONTRACTOR IS RESPONSIBLE FOR RE-SETTING OF ANY POINTS REMOVED WITHOUT PROPER NOTICE TO THE ENGINEER.*

## POINT COORDINATE TABLE

| POINT | NORTHING | EASTING | ELEVATION | DESCRIPTION |
|---|---|---|---|---|
| 1 | 1493880.89 | 786073.02 | 3057.27 | 1/2 JEA CP |
| 10 | 1491447.04 | 787117.67 | 3048.64 | 2" Alumn_ MDOT |
| 12 | 1494037.70 | 787435.58 | 3056.06 | 1/2 Sands 7975S |
| 15 | 1494061.60 | 787200.37 | 3057.01 | 5/8 Rebar |
| 18 | 1494114.67 | 786083.98 | 3056.63 | 5/8 YPC |
| 20 | 1494056.60 | 786050.49 | 3053.41 | 5/8 Putnam 47395 |
| 22 | 1494086.39 | 786052.28 | 3054.70 | 5/8 Rebar |
| 24 | 1493425.66 | 786043.72 | 3057.72 | 5/8 Burton 5428S |
| 25 | 1492956.05 | 786017.01 | 3063.85 | 5/8 RAB |
| 26 | 1492437.50 | 785985.69 | 3098.85 | 5/8 2520S |
| 28 | 1491778.37 | 785946.75 | 3105.33 | 1/2 Rebar |
| 44 | 1491460.70 | 786262.60 | 3081.91 | 2" Alumn_ MDOT |
| 45 | 1491492.54 | 786330.08 | 3078.77 | 2" Alumn_ MDOT |
| 46 | 1491484.99 | 786461.20 | 3067.19 | 2" Alumn_ MDOT |
| 47 | 1491502.99 | 786608.69 | 3054.39 | 5/8 Rebar |
| 48 | 1491491.31 | 786798.19 | 3050.12 | 5/8 Rebar |
| 51 | 1491510.04 | 787200.32 | 3049.07 | 2" Alumn_ MDOT |
| 52 | 1491598.57 | 787205.82 | 3050.75 | 2" Alumn_ MDOT |
| 55 | 1491484.26 | 785956.41 | 3095.88 | 1/2" MDOT |
| 84 | 1491479.23 | 785929.52 | 3096.73 | 5/8 Rebar |

STILLWATER ROAD

WATER SYSTEM EASEMENT PER JOHNSON RANCH SUBDIVISION PRELIMINARY PLAT

TRACT 3 C.O.S. 7262

1 EXISTING SITE SURVEY
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240


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# THE RESERVE AT JOHNSON RANCH
# SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB

DATE: 11/21/2024

REVISIONS:

**EXISTING SITE SURVEY**

**C0.10**


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PROJECT # 240208

**LOT SUMMARY**:
ZONING = R-3/PUD & RA-2/PUD & B-1/PUD

| | |
|---|---|
| TOTAL RESIDENTIAL LOTS = | 187 |
| TOTAL RIGHT-OF-WAY = | 14.20 AC. |
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- PHASE 11 - PROJECTED COMPLETION SPRING 2036
  - MULTIFAMILY - 1 LOT
- PHASE 12 - PROJECTED COMPLETION SPRING 2037
  - MULTIFAMILY - 1 LOT

PHASE 1 FRONTAGE IMPROVEMENTS
PHASE 11 FRONTAGE IMPROVEMENTS
PHASE 7 FRONTAGE IMPROVEMENTS
PHASE 6 FRONTAGE IMPROVEMENTS
PHASE 2 FRONTAGE IMPROVEMENTS
PHASE 10 FRONTAGE IMPROVEMENTS
COMMON AREA 1
COMMON AREA 7
COMMON AREA 4
PHASE 1
PHASE 2
PHASE 3
PHASE 4
PHASE 5
PHASE 6
PHASE 7
PHASE 8
PHASE 9
PHASE 10
PHASE 11
PHASE 12

1 SUBDIVISION PHASING AND FRONTAGE PLAN
1" = 120'

SCALE: 1" =120'
-60 0 60 120 240


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# THE RESERVE AT JOHNSON RANCH
# SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

**SUBDIVISION PHASING AND FRONTAGE PLAN**

**C1.01**

PROJECT # 240208
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**KEYNOTES:**

1. NEW LOCAL STREET.
2. NEW LOCAL INTERSECTION.
3. NEW URBAN MINOR ARTERIAL.
4. NEW DRIVEWAY APPROACH.
5. NEW 10' WIDE SIDEWALK
6. NEW 3/4 TURN APPROACH TO MDT RIGHT-OF-WAY.
7. NEW SIDEWALK ALONG MDT FRONTAGE. FINAL DESIGN TO BE COORD. WITH MDT ROAD IMPROVEMENT PLANS.
8. NEW GRAVEL ACCESS FOR STORMWATER RETENTION AREA.

STILLWATER ROAD

TRACT 3
C.O.S. 7262

1 SITE PLAN
1" = 120'

SCALE: 1" =120'
-60 0 60 120 240


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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB

DATE: 11/21/2024

REVISIONS:

**SITE PLAN**

**C1.10**


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PROJECT # 240208

**KEYNOTES:**

1. WATER MAIN.
2. SANITARY SEWER MAIN.
3. SANITARY SEWER MANHOLE.
4. STORM MAIN.
5. STORM MANHOLE.
6. NEW RETENTION POND.

**GENERAL NOTES:**

1. CONTRACTOR TO COORDINATE DRY UTILITY CONNECTIONS WITH APPROPRIATE UTILITY COMPANY PRIOR TO CONSTRUCTION.

STILLWATER ROAD

TRACT 3
C.O.S. 7262

1 SITE UTILITY PLAN
1" = 120'

SCALE: 1" =120'
-60 0 60 120 240

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB

DATE: 11/21/2024

REVISIONS:

**SITE UTILITY PLAN**

**C1.20**

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PROJECT # 240208

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB

DATE: 11/21/2024

REVISIONS:

**SITE GRADING PLAN**

**C1.30**

1 SITE GRADING PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

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PROJECT # 240208

| Slopes Table | | | |
|---|---|---|---|
| Number | Minimum Slope | Maximum Slope | Color |
| 1 | 0.00% | 2.00% | |
| 2 | 2.00% | 4.00% | |
| 3 | 4.00% | 6.00% | |
| 4 | 6.00% | 10.00% | |
| 5 | 10.00% | 25.00% | |
| 6 | 25.00% | 60.00% | |

GENERAL NOTE:
1. SITE SLOPES DO NOT EXCEED 25%

1 SITE SLOPE PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

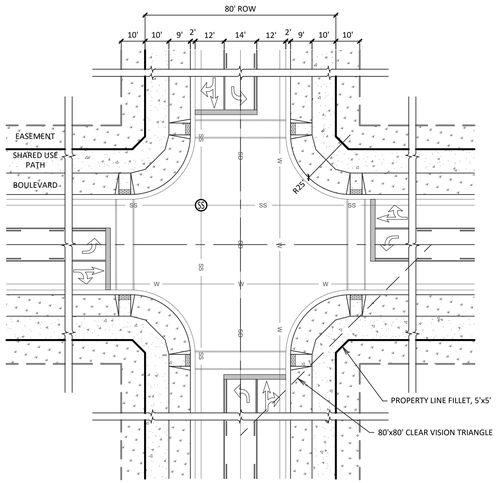
DRAWN: MLB CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

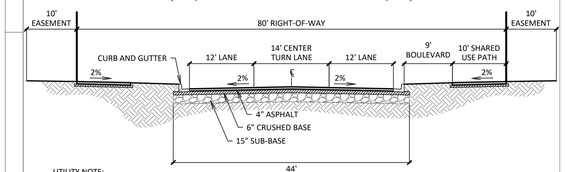
SITE SLOPE PLAN

C1.31

PROJECT # 24208

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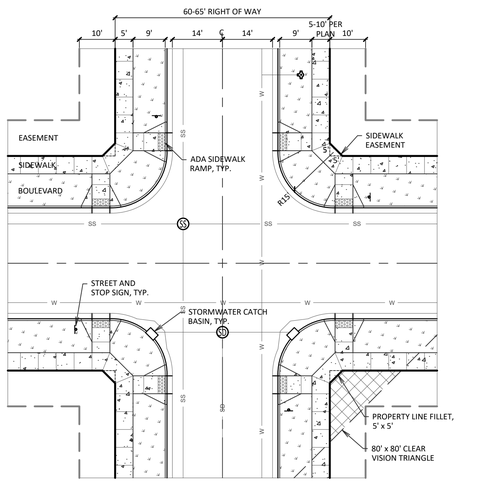


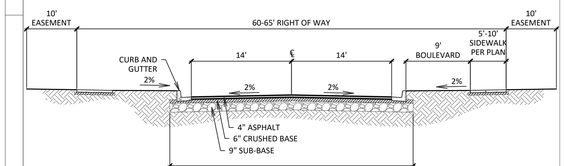




UTILITY NOTE:
ALL NEW UTILITIES SHALL BE PLACED UNDERGROUND. EXCEPT FOR SEWER AND WATER, UNDERGROUND UTILITIES, IF PLACED IN RIGHT-OF-WAY OR EASEMENT, SHALL BE LOCATED BETWEEN THE BACK OF SIDEWALK AND EASEMENT LINE. NO UNDERGROUND UTILITIES SHALL BE PLACED IN THE BOULEVARD BETWEEN THE BACK OF CURB AND SIDEWALK.

NOTES:
1. SEE ROAD CONSTRUCTION GENERAL NOTES FOR MATERIAL SPECIFICATIONS.

## ST.3 MINOR ARTERIAL
NTS




NOTES:
1. ALL NEW UTILITIES SHALL BE PLACED UNDERGROUND. EXCEPT FOR SEWER AND WATER, UNDERGROUND UTILITIES, IF PLACED IN RIGHT OF WAY OR EASEMENT SHALL BE LOCATED BETWEEN THE BACK OF SIDEWALK AND EASEMENT LINE. NO UNDERGROUND UTILITIES SHALL BE PLACED IN THE BOULEVARD BETWEEN THE BACK OF CURB AND SIDEWALK.
2. SEE ROAD CONSTRUCTION GENERAL NOTES FOR MATERIAL SPECIFICATIONS.

## ST.4 URBAN LOCAL
NTS

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# THE RESERVE AT JOHNSON RANCH
# SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: MLB CHECKED: MLB

DATE: 11/21/2024

**REVISIONS:**

| # | | |
|---|---|---|
| A | ADDENDUM | --/--/-- |
| 1 | REVISION | --/--/-- |

## NOTES AND DETAILS

# C2.00

# PART B.3
# Vicinity Map

STILLWATER ROAD

STILLWATER ROAD

TAELOR ROAD

OWL LOOP

LANDING LANE

THE RESERVE AT
JOHNSON RANCH
91.8 AC.

SITE BOUNDARY

FARM VIEW LANE

SAWYER LANE

OLD RESERVE DRIVE

GLACIER HIGH SCHOOL

STILLWATER ROAD

# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
KALISPELL, MONTANA

## VICINITY MAP
1"=500'


KALISPELL
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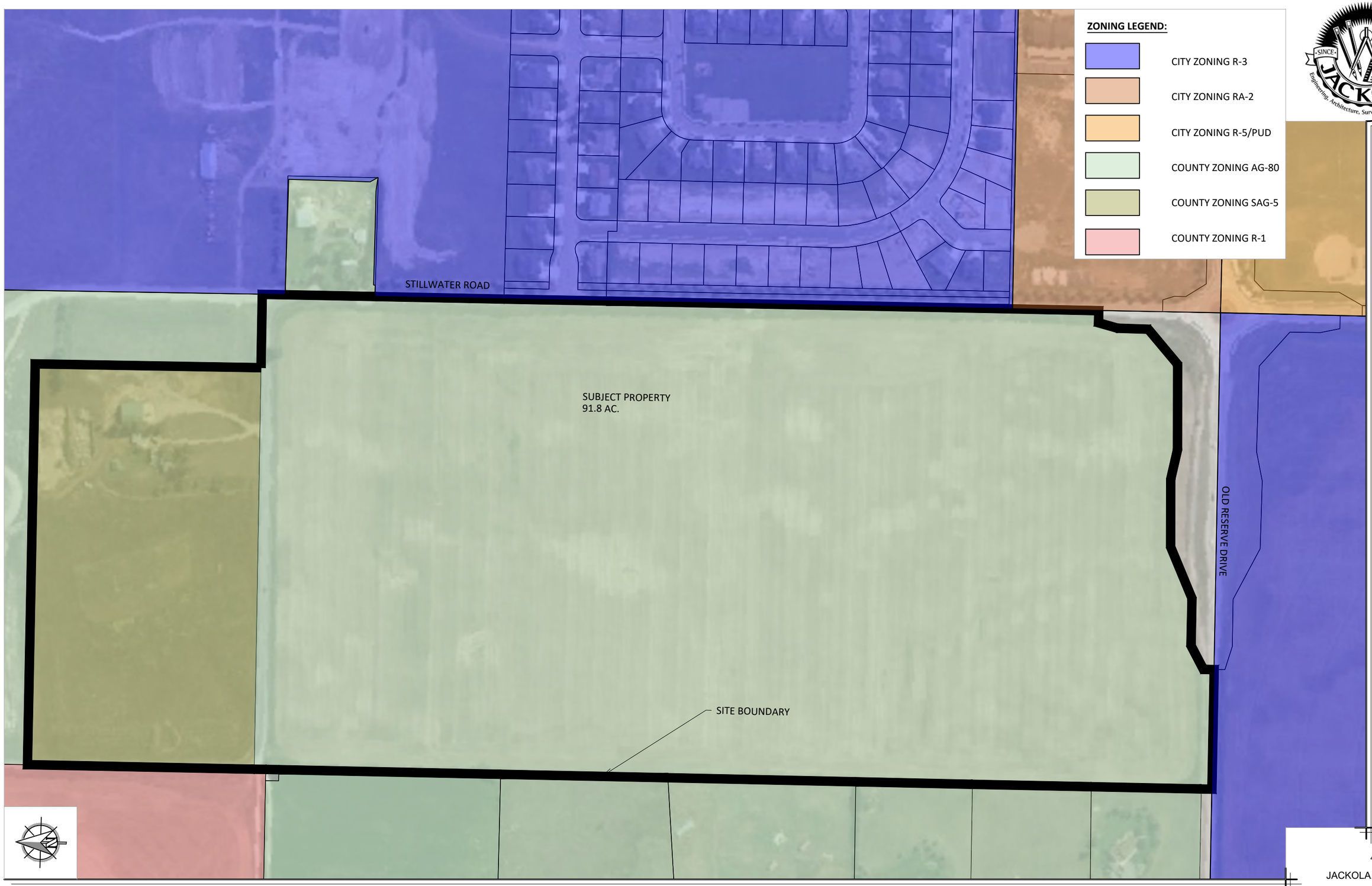
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# PART B.4
# Zoning Map




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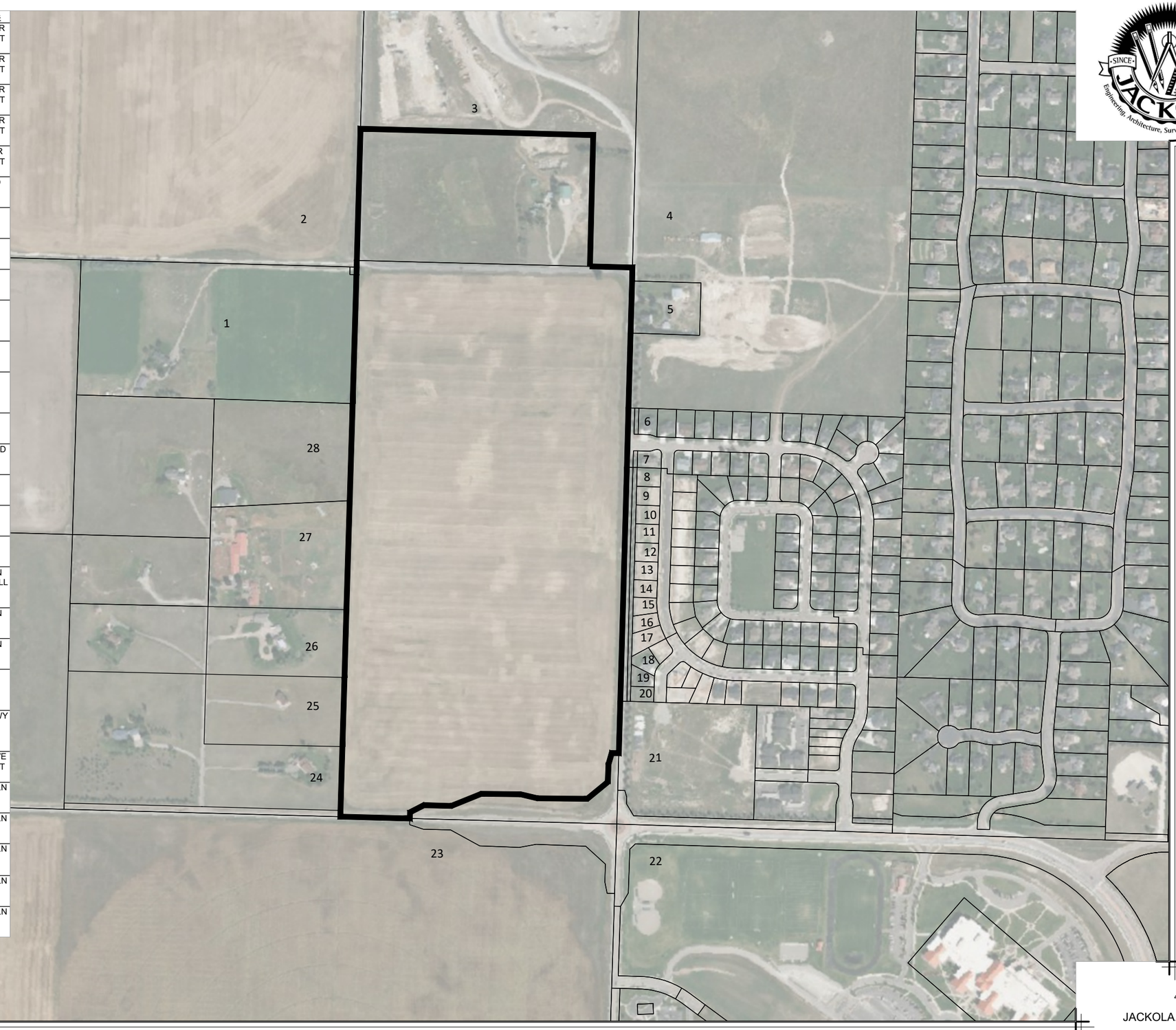
THE RESERVE AT JOHNSON RANCH
SPARTAN HOLDINGS
KALISPELL, MONTANA

EXISTING ZONING MAP
1"=250'

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# Part B.5
# Adjacent Landowner Map

| Lot | Tract ID | Owner | Mailing Address | Property Address |
|---|---|---|---|---|
| 1 | 2922X26-XXX-7C | REGIER, KEITH S & JOLENE A | 1078 STILLWATER RD KALISPELL MT 59901 | 1078 STILLWATER RD KALISPELL MT 59901 |
| 2 | 2922X26-XXX-1 | ALLMARK LAND HOLDINGS LLC | 201 HIGHVIEW LN MEDIA PA 19063 | 1104 STILLWATER RD KALISPELL MT 59901 |
| 3 | 2922X26-XXX-3B | L H C INC | PO BOX 7338 KALISPELL MT 59904 | 1100 STILLWATER RD KALISPELL MT 59901 |
| 4 | 2922X25-XXX-5 | OWL CORPORATION | 500 PALMER DR KALISPELL MT 59901 | 1080 STILLWATER RD KALISPELL MT 59901 |
| 5 | 2922X25-XXX-5D | MC COLLUM, WILLIAM O & PAULA C | 985 STILLWATER RD KALISPELL MT 59901 | 985 STILLWATER RD KALISPELL MT 59901 |
| 6 | 2922X25-WVG-33 | COCHRAN, MARY | 202 TAELOR RD KALISPELL MT 59901 | 202 TAELOR RD KALISPELL MT 59901 |
| 7 | 2922X25-WE5-34 | CANNON, TAMRA JEAN & DANIEL WELDON | 176 OWL LOOP KALISPELL MT 59901 | 176 OWL LOOP KALISPELL MT 59901 |
| 8 | 2922X25-WE5-34 | CANNON, TAMRA JEAN & DANIEL WELDON | 176 OWL LOOP KALISPELL MT 59901 | 176 OWL LOOP KALISPELL MT 59901 |
| 9 | 2922X25-WE5-35 | MORGAN, PETER & TANYA | 172 OWL LOOP KALISPELL MT 59901 | 172 OWL LOOP KALISPELL MT 59901 |
| 10 | 2922X25-WE5-36 | IRON STAR CONSTRUCTION LLC | Attn:KISA DAVISON 130 2ND ST W KALISPELL MT 59901 | 168 OWL LOOP KALISPELL MT 59901 |
| 11 | 2922X25-WE5-37 | MUONIO, LEE & ANNIE | 184 EMPIRE LOOP KALISPELL MT 59901 | 164 OWL LOOP KALISPELL MT 59901 |
| 12 | 2922X25-WE5-38 | BONDAR, OLEKSII | 122 OSPREY BUSINESS CT STE 103 COLUMBIA FALLS MT 59912 | 160 OWL LOOP KALISPELL MT 59901 |
| 13 | 2922X25-WE5-39 | KAUFFMAN, HOPE | 156 OWL LOOP KALISPELL MT 59901 | 156 OWL LOOP KALISPELL MT 59901 |
| 14 | 2922X25-WE5-40 | BUCK, DARREN & JANET | 152 OWL LOOP RD KALISPELL MT 59901 | 152 OWL LOOP RD KALISPELL MT 59901 |
| 15 | 2922X25-WE5-41 | LEMOS, MICHAEL & KELSI | 150 OWL LOOP KALISPELL MT 59901 | 150 OWL LOOP KALISPELL MT 59901 |
| 16 | 2922X25-WE5-42 | VOGEL, JAMES H & TATE E | 148 OWL LOOP KALISPELL MT 59901 | 148 OWL LOOP KALISPELL MT 59901 |
| 17 | 2922X25-WE5-43 | CATTRON, RICHARD & KAREN KAYLYNN | 146 OWL LOOP KALISPELL MT 59901 | 146 OWL LOOP KALISPELL MT 59901 |
| 18 | 2922X25-WE4-45 | POTTER, CHRISTOPHER JAMES & JEANNINE LYNN | 276 LANDING LN STE 103 KALISPELL MT 59901 | 276 LANDING LN STE 103 KALISPELL MT 59901 |
| 19 | 2922X25-WE4-46 | NOLAN, LOGAN | 272 LANDING LN KALISPELL MT 59901 | 272 LANDING LN KALISPELL MT 59901 |
| 20 | 2922X25-WE4-47 | WILEY, BRIAN G & MIKKI R | 137 TRAILRIDGE RD KALISPELL MT 59901 | 268 LANDING LN KALISPELL MT 59901 |
| 21 | 2922X25-OWA-1A | LBO PROPERTIES LIMITED PARTNERSHIP | 500 PALMER DR KALISPELL MT 59901 | 1295 OLD RESERVE DR KALISPELL MT 59901 |
| 22 | 2922X36-GHS-1 | ST MT DEPT OF NATURAL RESOURCES & CONSERVATION | FLTHD SCHOOL DIST 5 233 1ST AVE E KALISPELL MT 59901 | 375 WOLFPACK WY KALISPELL MT 59901 |
| 23 | 2922X35-XXX-3 | ASPEN STILLWATER PROPERTIES LLC | 6550 E IRONWOOD DR PARADISE VALLEY AZ 85253 | 885 OLD RESERVE DR KALISPELL MT 59901 |
| 24 | 2922X26-XXX-7E | MORGAN, DENNIS M & LILLIAN M | 515 FARM VIEW LN KALISPELL MT 59901 | 515 FARM VIEW LN KALISPELL MT 59901 |
| 25 | 2922X26-XXX-7EA | WEAVER, MALLORY MARIE & STEVEN PATRICK | 547 FARM VIEW LN KALISPELL MT 59901 | 547 FARM VIEW LN KALISPELL MT 59901 |
| 26 | 2922X26-XXX-7DA | OSLER REVOCABLE TRUST, RODNEY R | 577 FARM VIEW LN KALISPELL MT 59901 | 577 FARM VIEW LN KALISPELL MT 59901 |
| 27 | 2922X26-XXX-7DAA | WALTERS, MICHEL ANN | 2184 E EMERALD RIVER CIR FORT MOHAVE AZ 86426 | 605 FARM VIEW LN KALISPELL MT 59901 |
| 28 | 2922X26-XXX-7BA | WILSON, ERIC A & RACHEL E | 633 FARM VIEW LN KALISPELL MT 59901 | 633 FARM VIEW LN KALISPELL MT 59901 |




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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
KALISPELL, MONTANA

VICINITY MAP: PARCEL INFO
1"=500'


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# PART C
# Draft Common Area Managment Plan

Declarant may exercise one or more of Declarant's Development Rights or other Special Declarant Rights on one portion of the Property or Expansion Property will not operate to require Declarant to exercise a Development Right or other Special Declarant Right with respect to any other portion of the Property or Expansion Property.

Section 11.2 *Supplemental Provisions Regarding Declarant's Rights*. Without limiting the generality of the foregoing, certain of these Special Declarant rights are explained more fully in this Article below. Further, Declarant reserves the right to amend this Declaration and any Plat (including, without limitation, easements created thereby) in connection with the exercise of any Development Right or any other Special Declarant Right, and Declarant also reserves the additional rights retained for the benefit of Declarant in this Article and in other provisions of this Declaration. The Declarant further reserves the right to, but is not obligated to, create separate associations of the multi-family and commercial lot owners as well as a master association with over-arching jurisdiction over the other associations. Declarant reserves the right to structure all associations of The Reserve at Johnson Ranch property Owners in the manner Declarant believes best serves the interests of The Reserve at Johnson Ranch.

Section 11.3. *Utility Easements*. There is hereby created an easement upon, across, over, in, and under the Common Area, roadways and the areas designated on the final Plat or Plats of The Reserve at Johnson Ranch as utility easements for the installation, replacement, repair and maintenance of all utilities, including but not limited to water, sewer, gas, telephone, electrical, television and other communications systems. By virtue of this easement, it will be expressly permissible and proper for the companies providing utility services to install and maintain necessary equipment on and under the Common Area, the private roadways and the areas designated on the final Plat of The Reserve at Johnson Ranch as utility easements and to affix and maintain utility pipes, wires, circuits, conduits and other equipment under those areas. Any utility company using this easement will use its best efforts to install and maintain the utilities provided for without disturbing the uses of the Owners, the Association and Declarant; will prosecute its installation and maintenance activities as promptly and expeditiously as reasonably possible; and will restore the surface to its original condition as soon as possible after completion of its work. Should any utility company furnishing a service covered by the easement granted above request a specific easement by separate recordable document, either Declarant or the Association, will have, and are hereby given, the right and authority to grant such easement upon, across, over, in or under any part or all of the Common Area, the private roadways and the areas designated on the final Plat or Plats of The Reserve at Johnson Ranch as utility easements without conflicting with the terms of this Declaration. This easement will in no way effect, avoid, extinguish, or modify any other recorded easement on the Property.

Section 11.4. *Reservation for Expansion and Construction*. Declarant hereby reserves for itself and its successors and assigns and for Owners in all Expansion Property and future phases of The Reserve at Johnson Ranch, a perpetual easement and right-of-way for access over, upon, in, under, and across the Property for construction, utilities, drainage, ingress and egress, and for use of the Common Area. The location of these easements and rights-of-way may be made certain by Declarant or the Association by instruments recorded in Flathead County, Montana.

Declarant further reserves the right to establish from time to time, by declaration or otherwise, utility, drainage, ingress and egress, and other easements over and across the Common Areas, and to create other reservations, exemptions, and exclusions convenient or necessary for the use and operation of any other property of the Declarant. The location of these easements may be made certain by Declarant or the Association by instruments recorded in Flathead County, Montana.

Section 11.5. *Reservation of Easements, Exceptions and Exclusions for Utilities, Infrastructure, and Access*. Declarant reserves for itself and its successors and assigns and hereby grants to the Association, acting through the Board of Directors, the concurrent right to establish from time to time, by declaration or otherwise, utility and other easements, permits, or licenses over the Common Area, for purposes including but not limited to streets, paths, walkways, drainage, recreational areas and parking areas, and to create other reservations, exceptions, and exclusions in the interest of the Owners and the Association.

Section 11.6. *Maintenance Easement*. An easement is hereby reserved to Declarant for itself and its successors and assigns and granted to the Association, and any member of the board of Directors and their respective officers, agents, employees, and assigns, upon, across, over, in and under the Property and a right to make such use of the Property as may be necessary or appropriate to make emergency repairs or to perform the duties and functions which the Association is obligated or permitted to perform pursuant to The Reserve at Johnson Ranch Documents.

Section 11.7. *Drainage Easement*. An easement is hereby reserved to Declarant for itself and its successors and assigns and granted to the Association, its officers, agents, employees, successors and assigns to enter upon, across, over, in, and under any portion of the Property for the purpose of changing, correcting, or otherwise modifying the grade or drainage channels of the Property so as to improve the drainage of water. Reasonable efforts will be made to use this easement so as not to disturb the uses of the Owner, the Association and Declarant, as applicable, to the extent possible; to prosecute such drainage work promptly and expeditiously; and to restore any areas affected by such work to a sightly and usable condition as soon as reasonably possible following such work.

Section 11.8. *Declarant's Rights Incident to Construction*. Declarant, for itself and its successors and assigns, hereby retains a right and easement of ingress and egress over, in, upon, under and across the Common Area and the right to store materials thereon and to make such other use thereof as may be reasonably necessary or incident to the construction of the Improvements on the Property or other real property owned by The Reserve at Johnson Ranch, LLC or any Successor Declarant, provided, however, that no such rights will be exercised by Declarant in such a way as to unreasonably interfere with the occupancy, use, enjoyment or access to an Owner's Lot by the Owner or his family, tenants, employees, guests or invitees.

Section 11.9. *Easements Deemed Created*. All conveyances of Lots hereafter made, whether by Declarant or otherwise, will be construed to grant and reserve the easements contained

in this Article, even though no specific reference to such easements or to this Article appears in the instrument for such conveyance.

## ARTICLE 12
## EXPANSION AND WITHDRAWAL

Section 12.1. *Reservation of Right to Expand*. Declarant reserves the right during the Period of Declarant Control, but will not be obligated, to expand the effect of this Declaration to include all or part of the Expansion Property. The consent of the existing Lot Owners and Mortgagees will not be required for any such expansion, and Declarant may proceed with such expansion without limitation at its sole option. Declarant will have the unilateral right to transfer to any other person this right to expand by an instrument duly recorded.

Section 12.2. *Declaration of Annexation*. Any expansion of the Project may be accomplished by recording a Declaration of Annexation and, when appropriate, one or more supplemental Plats in the records of the Clerk and Recorder of Flathead County, Montana, before the expiration of the Period of Declarant Control. The Declaration of Annexation will describe the real property to be expanded, submitting it to these Covenants and, as applicable, provide for voting rights in the Association and Assessment allocations as determined in Declarant's sole discretion. Such Declaration of Annexation will not require the consent of Owners, the Association, or the Board of Directors; any such expansion will be effective upon the filing for record of such Declaration of Annexation in the real estate records of Flathead County, Montana, unless otherwise provided therein. The expansion may be accomplished in stages by successive supplements or in one supplemental expansion.

Upon the recordation of any such Declaration of Annexation, the definitions used in this Declaration will be expanded automatically to encompass and refer to The Reserve at Johnson Ranch as expanded. Such Declaration of Annexation may add supplemental covenants peculiar to the Expansion Property in question, or delete or modify provisions of this Declaration as it applies to the Expansion Property added. However, this Declaration may not be modified with respect to that portion of the Property already subject to this Declaration, except as provided in this Declaration for amendment.

## ARTICLE 13
## INSURANCE

Section 13.1. *Authority to Purchase*. All insurance policies relating to the Common Area will be purchased by the Board of Directors or its duly authorized agent. The Board of Directors and the Declarant will not be liable for failure to obtain any coverage required by this Article or for any loss or damage resulting from such failure if such failure is due to the unavailability of such coverage from reputable insurance companies, or if such coverage is available only at demonstrably unreasonable costs.

Section 13.2. *General Insurance Provisions*. All such insurance coverage obtained by the Board of Directors will be governed by the following provisions:

13.2.1. As long as Declarant owns any Lot, Declarant, and Declarant's members, managers, officers, directors, shareholders, trustees, and other persons designated by Declarant, will be protected by all such policies in the same manner as any other Owner.

13.2.2. The deductible, if any, on any insurance policy purchased by the Board of Directors may be treated as a Common Expense payable from Annual Assessments or Special Assessments (allocable to all of the Lots or to only some of the Lots, if the claims for damages arise from the negligence of particular Owners, or if the repairs benefit only particular Owners), or as an item to be paid from working capital reserves established by the Board of Directors.

Section 13.3. *Physical Damage Insurance on Common Area*. The Association will obtain insurance for such insurable Improvements and with such coverages, limits, deductibles and other terms and conditions as the Board may determine from time to time.

Section 13.4. *Liability Insurance*. The Association may obtain a comprehensive policy of public liability insurance and property damage insurance with such coverage and limits as the Board of Directors may from time to time determine, insuring each member of the Board of Directors, the Association, and the respective employees, agents, and all persons acting as agents against any liability to the public or the Owners (and their guests, invitees, tenants, agents and employees) arising in connection with the ownership, operation, maintenance or use of the Common Area and streets and roads within The Reserve at Johnson Ranch and any other areas under the control of the Association. Declarant will be included in the coverage as an additional insured in Declarant's capacity as an Owner or Director.

## ARTICLE 14
## ENFORCEMENT OF COVENANTS

Section 14.1. *Violations Deemed a Nuisance*. Every violation of this Declaration or any other violation of The Reserve at Johnson Ranch Documents is deemed to be a nuisance and is subject to all the remedies provided for the abatement of the violation. In addition, all public and private remedies allowed at law or equity against anyone in violation of these Covenants will be available.

Section 14.1.1 *Fines*. In addition to the means of enforcement provided in this Declaration, all covenants, conditions and restrictions applicable to The Reserve at Johnson Ranch may be enforced as follows:

(a) The Board may impose fines upon Owners for violations.

(b) Prior to the imposition of a fine, the Board or its agent shall give the Owner in question written notice of the violation and intended amount of the fine, and the notice shall indicate the specific number of days' after receipt of the notice to correct the violation so as to avoid the fine.

(c) If the violation is remedied within the specified period, no fine shall be imposed. If the violation is not corrected within the specified period, the Board may, but is not required to, impose a fine, using the procedures set forth below.

(d) The Board may impose fines ranging from twenty-five dollars ($25) to five hundred dollars ($500) per fine for violations continuing after the Owner's receipt of the written notice. Each separate day of a continuing violation may be considered a separate violation. Imposition of a fine shall be by mailing a notice, certified mail, return receipt requested, to all Owners of the Lot in question. In determining the appropriate amount of a fine, the Board shall consider, among other factors:

(i) Whether the violation threatened the health or safety of anyone,

(ii) Whether the violation involved physical damage to property of another, to Community Property, or to the environment,

(iii) The cost of remedying the violation, and

(iv) Whether the Owner has been previously warned in writing or fined for the same or substantially similar violations.

(e) The notice of imposition of fine shall also give the Owner in question at least seven (7) days' notice of the next meeting of the Board at which the Owner may appear to appeal the determination of violation and the fine or amount of the fine. The Owner may appear in person, by agent or by written communication.

(f) If a fine is neither paid nor appealed within seven days of the receipt of notice by the Owner, then the Board may cause a lien to be filed against the Owner's Lot for the amount of the fine, plus the cost of filing the lien and attorney's fees. If the Owner appeals the Board's notice, no lien shall be filed until the Board hears the appeal.

(g) The Board shall keep a written record of all notices sent and the disposition of each.

(h) The Owner and the Board may each be represented by an attorney at all hearings on the violation.

(i) If the Owner wishes to appeal the Board's decision after the Board's hearing of the Owner's appeal, the Owner shall, in writing, request binding arbitration by a single arbitrator to be agreed upon by the parties. The parties shall equally share the fees, if any, of the arbitrator.

Section 14.2. *Compliance*. Each Owner or other occupant of any part of the Property will comply with the provisions of The Reserve at Johnson Ranch Documents as the same may be amended from time to time.

Section 14.3. *Failure to Comply*. Failure to comply with The Reserve at Johnson Ranch Documents will be grounds for an action to recover damages or for injunctive relief to cause any such violation to be remedied, or both. The Owner in violation waives any requirement to post a bond in connection with the granting of an injunction. Reasonable notice and an opportunity for a hearing may, but is not required to be, provided in the Bylaws, and if such notice and opportunity is so provided, will be given to the delinquent party prior to commencing any legal proceedings.

Section 14.4. *Who May Enforce*. Any action to enforce The Reserve at Johnson Ranch Documents may be brought by Declarant or the Board in the name of the Association on behalf of the Owners. If, after a written request from an aggrieved Owner, none of the foregoing persons or entities commences an action to enforce The Reserve at Johnson Ranch Documents, then the aggrieved Owner may bring such an action.

Section 14.5. *Nonexclusive Remedies*. All the remedies set forth herein are cumulative and not exclusive.

Section 14.6. *No Waiver*. The failure of the Board of Directors, Declarant, or any aggrieved Owner to enforce The Reserve at Johnson Ranch Documents in any one or more instances will not be deemed a waiver of the right to do so for any subsequent violations or of the right to enforce any other part of The Reserve at Johnson Ranch Documents at any future time.

Section 14.7. *No Liability*. No member of the Board of Directors, the Declarant or any Owner will be liable to any other Owner for the failure to enforce any of The Reserve at Johnson Ranch Documents at any time.

Section 14.8. *Recovery of Costs*. If legal assistance is obtained to enforce any of the provisions of The Reserve at Johnson Ranch Documents, or in any legal proceeding (whether or not suit is brought) for damages or for the enforcement of The Reserve at Johnson Ranch Documents or the restraint of violations of The Reserve at Johnson Ranch Documents, the prevailing party will be entitled to recover all costs incurred by it in such action, including reasonable attorney's fees (and legal assistants' fees) and costs as may be incurred, or if suit is brought, as may be determined by the court.

## ARTICLE 15
## RESOLUTION OF DISPUTES

If any dispute or question arises between Members or between Members and the Association or relating to the interpretation, performance or nonperformance, violation, or enforcement of The Reserve at Johnson Ranch Documents, such dispute or violation may, but is not required to, be subject to a hearing and determination by the Board in accordance with the procedures set forth in the Bylaws.

## ARTICLE 16
## DURATION OF THESE COVENANTS AND AMENDMENT

Section 16.1. *Term*. This Declaration and any amendments or supplements hereto will remain in effect from the date of recordation until the fiftieth ($50^{th}$) anniversary of the date this Declaration is first recorded in the office of the Clerk and Recorder of Flathead County, Montana. Thereafter these Covenants will be automatically extended for five successive periods of ten (10) years each, unless otherwise terminated or modified as provided below.

Section 16.2. *Amendment, Replacement, Termination*. Until the end of the Period of Declarant Control, the Declarant shall have the sole authority and power to amend, replace, supersede, or terminate this Declaration from time to time, by recording an instrument in writing signed by the Declarant. After the Period of Declarant Control, the Association shall have the sole authority to amend, replace, supersede, or terminate the Declaration, by recording an instrument in writing signed by a duly authorized officer of the Association, but only after obtaining the affirmative vote from the Owners of seventy percent (70%) of the Lots. No amendment, replacement, or termination of the Declaration shall be effective until it has been recorded in the office of the Clerk and Recorder of Flathead County, Montana.

## ARTICLE 17
## MISCELLANEOUS PROVISIONS

Section 17.1. *Severability*. This Declaration, to the extent possible, will be construed or reformed so as to give validity to all of its provisions. Any provision of this Declaration found to be prohibited by law or unenforceable will be ineffective to the extent of such prohibition or unenforceability without invalidating any other part hereof.

Section 17.2. *Construction*. In interpreting words in this Declaration, unless the context will otherwise provide or require, the singular will include the plural, the plural will include the singular, and the use of any gender will include all genders.

Section 17.3. *Headings*. The headings are included only for purposes of convenient reference, and they will not affect the meaning or interpretation of this Declaration.

Section 17.4. *Waiver*. No failure on the part of the Association or the Board to give notice or default or to exercise or to delay in exercising any right or remedy will operate as a waiver, except as specifically provided above in the event the Board fails to respond to certain requests. No waiver will be effective unless it is in writing and signed by the President or Vice President of the Board on behalf of the Association.

Section 17.5. *Limitation of Liability*. Neither the Declarant, the Association, nor any partner, officer, manager, director, or member of either the Declarant or the Board will be liable to any party for any action or for any failure to act with respect to any matter arising by, through or under The Reserve at Johnson Ranch Documents if the action or failure was made in good faith. The Association will indemnify all of the officers, Board members, Architectural Review

Committee members, Declarant, and the Declarant's managers and members with respect to any act taken in their official capacity to the extent provided in The Reserve at Johnson Ranch Documents.

Section 17.6. *Conflicts Between Documents*. In case of conflict between this Declaration and the Articles of Incorporation or the Bylaws, this Declaration will control. In case of conflict between the Articles of Incorporation and the Bylaws, the Articles of Incorporation will control.

Section 17.7. *Assignment*. Declarant may assign all or any part of the Special Declarant Rights or any of Declarant's other rights, obligations, interests, and reservations hereunder to any successor who takes title to all or part of the Property in a bulk transfer for the purpose of development and sale. Such successor will be identified, the rights, interests, and reservations being assigned will be described, and, to the extent required, concomitant obligations will be expressly assumed by such successor, all in a written instrument duly recorded in the records of the Clerk and Recorder of Flathead County, Montana.

Section 17.8. *Covenants and Easements Run with the Land*. The Covenants and all easements created and referenced in this Declaration shall run with the land.

Section 17.9. *Notice.* All notices required to be delivered hereunder shall be in writing and shall be delivered by the following methods and deemed effectively delivered as of the date hereinafter specified: (i) three days after it is deposited in the mail if it is delivered postage prepaid, (ii) on the date the notice is delivered by a courier service (including Federal Express, Express Mail, UPS, or similar operation) to the address of the person to whom it is directed, provided it is sent prepaid, return receipt requested (if available), (iii) on the date sent by electronic mail, with receipt confirmation requested, and (iv) on the date the notice is handed to the recipient if delivered in person.

Notice may be delivered to any address of the recipient on file with the Association. Anyone entitled to receive notice hereunder may, from time to time, change its address for receiving notices by delivering written notice thereof in the manner outlined above or to a valid email address for the Association.

IN WITNESS WHEREOF, Declarant has signed this Declaration on the Date shown.

THE RESERVE AT JOHNSON RANCH, LLC

By:_____
Nicholas J. Coussoulis, Manager

STATE OF MONTANA )
ss.
County of Flathead )

On the _____ day of _____, 202__, before me, the undersigned Notary Public in and for the State of Montana, duly commissioned and sworn, personally appeared Nicholas J. Coussoulis, Manager of The Reserve at Johnson Ranch, LLC, known to me to be the individual described in and who executed the within and foregoing instrument, and acknowledged that he signed the same as his free and voluntary act and deed, for the uses and purposes therein mentioned.

WITNESS my hand and official seal hereto affixed the day and year first above written.

_____
Notary Public for the State of Montana
(SEAL) Printed Name:_____
Residing at: _____
My Commission Expires:_____

After recording return to:

Mark W. Buckwalter, Esq.
Buckwalter Webb PLLC
40 Second Street East, Suite 226
Kalispell, MT 59901

# DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR

# THE RESERVE AT JOHNSON RANCH (Commercial)

This Declaration of Covenants, Conditions, Restrictions, and Easements for The Reserve at Johnson Ranch (Commercial) (the "Declaration") is made this ____ day of _____, 202__, by The Reserve at Johnson Ranch, LLC, a Montana limited liability company, hereinafter (the "Declarant").

## ARTICLE 1
## STATEMENT AND PURPOSE AND IMPOSITION OF COVENANTS

Section 1.1. *Owner*. The Declarant is the owner of the property in Flathead County, Montana, more particularly described as follows (the "Property"):

> ***LEGAL DESCRIPTION TO BE CHANGED UPON FINAL PLAT.***
> **The East Half (E½) of the Southeast Quarter (SE¼) of Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana;**
>
> **EXCEPTING THEREFROM that portion deeded to Flathead County for road purposes, Recorded December 5, 1899, in Book 30, Page 582, and**
>
> **ALSO EXCEPTING THEREFROM that portion deeded to the Montana Department Of Transportation for highway purposes, recorded June 28, 2007, as Doc. No. 2007-179-14150.**

Section 1.2. *Purpose*. The purpose of the Declarant in making this Declaration is to create a development known as The Reserve at Johnson Ranch on the Property (the "Project" or "The Reserve at Johnson Ranch"). The Reserve at Johnson Ranch Project is presently planned to include single-family residential, but those components are not covered by this Declaration upon its execution, but may be at some future time as provided herein.

The Declarant further intends to ensure the attractiveness of the Property, including the commercial buildings and other improvements constructed on it to prevent any future impairment of the Property and to guard against the construction on the Property of improvements of improper or unsuitable materials or with improper quality or methods of construction, to protect and enhance the values and amenities of the Property; to provide for the operation, administration, use and maintenance of the common areas within the Property; to preserve, protect and enhance the values and amenities of the Property; and to promote the health safety and welfare of the owners of the Property.

Section 1.3. *Imposition of Covenants*. To accomplish the purposes indicated above, the Declarant hereby declares that from the date of recording this Declaration forward, the Property will constitute a planned community known as The Reserve at Johnson Ranch, and will be held, sold, and conveyed subject to the following covenants, conditions, restrictions, and easements (collectively, these "Covenants"). These Covenants will run with the land and will be binding upon all persons or entities having any right, title, or interest in all or any part of the Property (including Declarant) and their heirs, successors, and assigns, and their tenants, employees, guests, and invitees. These Covenants will inure to the benefit of each owner of the Property.

## ARTICLE 2
## DEFINITIONS

The following terms, as used in this Declaration, are defined as follows:

Section 2.1. *"Annual Assessment"* means the Assessment levied annually pursuant to Section 9.4.

Section 2.2. *"Architectural Review Committee"* means the committee formed pursuant to Article 6 to maintain the quality and architectural harmony of improvements in The Reserve at Johnson Ranch.

Section 2.3. *"Articles" or "Articles of Incorporation"* means the Articles of Incorporation of The Reserve at Johnson Ranch Property Owner's Association, Inc., a Montana non-profit corporation, which were filed with the Montana Secretary of State's office on _____, as such Articles may be amended from time to time.

Section 2.4. *"Assessments"* means the Annual, Special, and Default Assessments levied pursuant to Article 9 to meet the estimated cash requirements of the Association.

Section 2.5. *"Association"* means The Reserve at Johnson Ranch Property Owner's Association, Inc., a Montana non-profit corporation, and any successor of that entity by whatever name. The Declarant reserves the right to, but is not obligated to, create separate associations of the residential lot owners as well as a master association with over-arching jurisdiction over the other associations. Declarant reserves the right to structure all associations of The Reserve at Johnson Ranch Property Owners in the manner Declarant believes best serves the interests of The Reserve at Johnson Ranch.

Section 2.6. *"Building"* means any structural improvement on any Lot which is enclosed fully or partially by exterior walls and used in connection with the Owner's or Occupant's business activity.

Section 2.7. *"Bylaws"* means the bylaws of the Association which establish the methods and procedures of its operation, as such bylaws may be amended from time to time.

Section 2.8. *"The Reserve at Johnson Ranch Documents"* means the basic documents creating and governing The Reserve at Johnson Ranch, including, but not limited to, this Declaration, the Articles of Incorporation and Bylaws, the Design Guidelines and any other procedures, rules, regulations or policies adopted under such documents by the Association, all as may be amended from time to time.

Section 2.9. *"The Reserve at Johnson Ranch Rules"* means the rules and regulations adopted by the Association from time to time.

Section 2.10. *"Common Area"* means all of the areas shown as parks and common areas, depicted on the Final Plat or Plats of The Reserve at Johnson Ranch, records of Flathead County, Montana, and any other property in which the Association owns an interest for the common use, benefit, and enjoyment of the Members.

Section 2.11. *"Common Expenses"* means (i) premiums for the insurance carried by the Association under Article 9; (ii) all other expenses incurred by the Association in administering, servicing, conserving, managing, maintaining, repairing, or replacing the Common Area and any Improvements located on it; (iii) all expenses expressly declared to be Common Expenses by The Reserve at Johnson Ranch Documents; (iv) all expenses lawfully determined to be Common Expenses by the Board of Directors; and (v) all expenses to be allocated among the Owners as provided in Article 9.

Section 2.12. *"Declarant"* means The Reserve at Johnson Ranch, LLC, or its successors or assigns, including any Successor Declarant.

Section 2.13. *"Default Assessment"* means any Assessment levied by the Association pursuant to Section 9.6 below.

Section 2.14. *"Design Guidelines"* means the guidelines and rules published and amended and supplemented from time to time by the Architectural Review Committee.

Section 2.15. *"Development Rights"* is defined in Section 11.1.2.

Section 2.16. *"Expansion Property"* means such additional real property owned at the time of the execution of this Declaration, or in the future acquired, by The Reserve at Johnson Ranch, LLC, the Declarant named herein, or any Successor Declarant as such Declarant or

Successor Declarant may make subject to the provisions of this Declaration, by duly recorded Declaration of Annexation.

Section 2.17. *"Improvement(s)"* means all buildings, parking areas, loading areas, fences, exterior walls, hedges, plantings, lighting, poles, driveways, roads, ponds, lakes, trails, gates, signs, changes in any exterior color or shape, excavation and all other site work, including, without limitation, grading, road construction, utility improvements, removal of trees or planting, and any new exterior construction or exterior improvement which may not be included in the foregoing. "Improvement(s)" does not include turf, shrub, or tree repair or replacement of a magnitude which does not change exterior colors or exterior appearances. "Improvement(s)" does include both original improvements and all later changes and improvements.

Section 2.18. *"Lot"* means a parcel of land designated as a lot on any Plat of the Property.

Section 2.19. *"Maintenance Fund"* means the fund created by Assessments and fees levied pursuant to Article 9 below to provide the Association with the funds required to carry out its duties under this Declaration.

Section 2.20. *"Member"* means any person or entity (including a trust) holding membership in the Association.

Section 2.21. *"Mortgage"* means a mortgage, deed of trust, Montana trust indenture, deed to secure debt, or any other form of security instrument secured by real estate.

Section 2.22. *"Mortgagee"* means a beneficiary or holder of a Mortgage, including the seller under a contract for deed.

Section 2.23. *"Owner"* means the owner of record (including Declarant, and including the most recent contract purchaser, but excluding all contract sellers) whether one or more persons or entities, of fee simple title to any Lot or, if the Lot is subject to one or more contracts for deed, the owner of the purchaser's interest in the most recent contract for deed, but "Owner" does not mean or refer to any person or entity who holds such interest merely as security for the performance of a debt or other obligation, including a Mortgage, unless and until such person or entity has acquired fee simple title pursuant to foreclosure or other proceedings.

Section 2.24. *"Period of Declarant Control"* means the period beginning on the date this Declaration is first recorded in the office of the Clerk and Recorder of Flathead County, Montana and ending on the date which is forty (40) years later. The Declarant at any time may terminate its period of control by giving ninety (90) days' written notice to the Board of Directors.

Section 2.25. *"Person"* means a natural person, a corporation, a partnership, a limited liability company, an association, a trust or any other entity or combination of the foregoing.

Section 2.26. *"Plat"* means any survey or surveys of all or part of the Property, together with such other diagrammatic plans and information regarding the Property as may be required by

applicable law, or as may be included in the discretion of Declarant, as each such survey may be amended and supplemented from time to time, and all as recorded in the office of the Clerk and Recorder of Flathead County, Montana.

Section 2.27. *"Property"* means and includes the property described in Section 1.1 and initially subjected to this Declaration, and also refers to any additional real property that may be incorporated in the Project from time to time and made subject to these Covenants pursuant to the provisions of this Declaration.

Section 2.28. *"Special Assessment"* means an Assessment levied pursuant to Section 9.5 below.

Section 2.29. *"Special Declarant Rights"* is defined as set forth in Article 11 below.

Section 2.30. *"Successor Declarant"* means any person or entity to whom Declarant assigns any or all of its rights, obligations or interest as Declarant, as permitted by Section 17.7 and evidenced by an assignment or deed of record in the office of the Clerk and Recorder of Flathead County, Montana, designating such party as a Successor Declarant, signed by the transferor and the transferee. Upon such recording, Declarant's rights and obligations under the Declaration will cease and terminate to the extent provided in such document, and all such rights and obligations shall be transferred to and assumed by the Successor Declarant to the extent provided in such document.

## ARTICLE 3
## EXPANSION AND PLAT

Section 3.1. *Development Rights*. Declarant reserves the right to exercise all Development Rights in connection with The Reserve at Johnson Ranch subdivision in accordance with Article 11 below.

Section 3.2. *Declaration of Boundaries*. The boundaries of each Lot are delineated on the Plat, and each Lot is identified by the number noted on the Plat.

Section 3.3. *Plat*. The Plat will be filed for record in the office of the Clerk and Recorder of Flathead County, Montana. The Plat may be filed as a whole or as a series of Plats from time to time.

## ARTICLE 4
## ASSOCIATION MEMBERSHIP AND VOTING RIGHTS

Section 4.1. *Membership*. Every Owner, by virtue of being an Owner, and for so long as he is an Owner, will be a Member of the Association. Membership will be appurtenant to and may not be separated from ownership of any Lot. No Owner, whether one or more persons, will have more than one membership per Lot owned, but all of the persons owning each Lot will be entitled to rights of membership and of use and enjoyment appurtenant to such ownership. The Declarant

shall be considered an Owner and shall be a Member of the Association with all of the same privileges of the other Owners and Members, except that Declarant shall have such additional rights as provided in this Declaration. For purposes of assessments, the Declarant shall be exempt from all forms of assessments imposed pursuant to this Declaration.

Section 4.2. *Transfer of Membership*. An Owner may not transfer, pledge or alienate his membership in the Association in any way except upon the sale or encumbrance of his Lot, and then only to the purchaser or Mortgagee of his Lot.

Section 4.3. *Classes of Membership*. The Association will have two classes of voting membership. One class is composed only of the Declarant, which class (and Member) shall be the only one entitled to vote during the Period of Declarant Control. The other class is composed of all Owners, including Declarant, and shall have voting rights in the Association and under this Declaration after the Period of Declarant Control, provided that the Declarant shall have such additional rights and responsibilities as expressly provided in this Declaration.

Section 4.4. *Voting Rights*. All Members entitled to vote shall be entitled to one vote on the Association matters on the basis of one vote for each Lot owned. When more than one person or entity is an Owner of the same Lot, all such persons or entities will be Members, but they may collectively cast only one vote for each Lot with such vote to be cast in such manner as those multiple Owners may determine among themselves.

Section 4.5. *Appointment of Officers and Directors by Declarant*. Until the expiration of the Period of Declarant Control, Declarant shall retain the exclusive powers to vote for, appoint, designate, remove and replace Directors and officers of the Association.

## ARTICLE 5
## POWERS AND DUTIES OF THE ASSOCIATION

Section 5.1. *Association Management Duties*. Subject to the rights and obligations of Declarant as set forth in this Declaration, the Association will be responsible for the administration and operation of the Association and for all matters as provided in The Reserve at Johnson Ranch Documents. The Board of Directors will exercise for the Association all power, duties and authority vested in or obligated to be taken by the Association and not reserved to Declarant or the other Members by this Declaration, or by other applicable law.

Section 5.2. *Common Area*.

5.2.1. *Conveyance by Declarant*. On or before the expiration of the Period of Declarant Control, Declarant will convey to the Association, by written instrument recorded with the Clerk and Recorder of Flathead County, Montana, the Common Area located on the Property.

5.2.2. *Use of Common Area*. The Common Area generally is designated by this Declaration for the common use, benefit and enjoyment of the Owners, tenants, employees, guests and invitees.

5.2.3. *Association's Responsibility for Common Area*. The Association, subject to the rights and obligations of the Owners set forth in this Declaration, will be responsible for the management, maintenance and control of the Common Area.

5.2.4. *Association's Agreements Regarding Common Area*. The Association, acting through the Board of Directors, may grant easements, right-of-way, leases, licenses and concessions through or over the Common Area without the independent approval by the Owner. Without limiting the generality of the foregoing, the Association may grant such rights to suppliers of utilities serving the Project or property adjacent to the Project, and to developers or owners of property adjacent to the Project for the purpose of accommodating minor encroachments onto the Common Area or other purposes that do not unreasonably interfere with the use and enjoyment of the Common Area by the Owners.

Section 5.3. *Delegation by the Association.*

5.3.1. *Committees*. The Association may delegate any of its rights, duties or responsibilities to any committee or other entity (in addition to the Architectural Review Committee) that the Board may choose to form.

5.3.2. *Limitation*. Any delegation by the Board under this Section is subject to compliance with the Bylaws and the requirement that the Board, when so delegating, will not be relieved of its responsibilities under The Reserve at Johnson Ranch Documents.

Section 5.4. *Books and Records*. The Association will make available for inspection by Owners and Mortgagees, upon request, during normal business hours or under other reasonable circumstances, current copies of The Reserve at Johnson Ranch Documents, and the books, records, and financial statements of the Association prepared pursuant to the Bylaws.

Section 5.5. *Successor to Declarant*. The Association will succeed to all of the rights, duties and responsibilities of the Declarant under this Declaration upon termination of the Period of Declarant Control.

## ARTICLE 6
## ARCHITECTURAL REVIEW COMMITTEE

Section 6.1. *Committee*. There is hereby established an Architectural Review Committee ("ARC"), which will be responsible for the review and approval of all proposed Improvements on the Lots.

Section 6.2. *Committee Membership*. The ARC will be composed of three or more persons. All of the members of the ARC will be appointed, removed, and replaced by Declarant, in its sole discretion, until the expiration of the Period of Declarant Control or such earlier time as Declarant may elect to voluntarily waive this right by notice to the Association, and at that time the Board of Directors will succeed to Declarant's right to appoint, remove, or replace the members of the ARC. Members of the ARC are not required to be Members of the Association.

Section 6.3. *Purpose and General Authority*. All plans ("Plans") for the construction, remodeling, reconstruction, or alteration of any Building, road or driveway, parking area, fence, wall or other structure or improvement upon any Lot ("Construction") shall be submitted to and must have written approval from the ARC before beginning Construction, except for any Construction that is completely within the interior of a Building already built. The Plans shall include but not be limited to front, side, and rear elevations, floor plans for each floor, exterior color schemes, a block or plot plan indicating and fixing the exact location of the Improvement, and architectural drawings. All improvements will be constructed only in accordance with approved plans.

In the event the proposed improvement shall be one for repainting or redecorating the exterior of a Building or other structure without remodeling or changing it, it shall only be necessary to file one color and redecorating scheme of such proposed work and have the same approved by the ARC prior to the commencement of such work.

Section 6.4. *Design Guidelines*. The ARC may publish Design Guidelines which set forth the procedures and criteria for review of Improvements to be constructed on any Lot, and for review of landscaping plans. Failure to follow procedures or criteria set forth in the current published Design Guidelines shall form an adequate basis for rejection of the submitted site plan and elevations; provided, however, that this requirement shall not be construed as preventing the Declarant or the ARC, at their option, from waiving or amending the Design Guidelines at any time or with respect to any application. Failure to follow such procedures or criteria set forth in the Design Guidelines shall also be deemed a breach of this Declaration by such Owner and shall entitle the Association or the ARC to exercise and pursue the rights and remedies provided herein with respect to such breach.

Section 6.5. *Failure to Act*. In the event the ARC fails to approve or disapprove the design, location, material, color and exterior finish of proposed Improvements within thirty (30) days after the detailed site plan and elevations have been submitted to it, approval shall not be required and such Owner shall be deemed in compliance with this Article. Any plans, elevations, and proposals so approved, either expressly in writing or by the expiration of the thirty (30) day period herein above provided, shall then permit the Owner to commence construction in accordance with said plans and elevations, but any deviation from said plans and elevations which in the judgment of said ARC is a substantial detriment to the appearance of the structure or of the surrounding area shall be corrected to conform with the plans and elevations as submitted.

Section 6.6. *Committee Discretion*. The ARC will exercise its best judgment to see that all Improvements conform and harmonize with any existing structures as to external design, quality and type of construction, materials, color, location on the Lot, height, grade and finished ground elevation, and the schemes and aesthetic considerations set forth in the Design Guidelines and the other The Reserve at Johnson Ranch Documents. The ARC, in its sole discretion, may excuse compliance with such requirements as are not considered necessary or appropriate in specific situations and may permit compliance with different or alternative requirements.

Section 6.7. *Binding Effect*. The actions of the ARC in the exercise of its discretion by its approval or disapproval of plans and other information submitted to it, or with respect to any other matter before it, will be conclusive and binding on all interested parties.

Section 6.8. *Organization and Operation of ARC*.

6.8.1. *Term*. The term of office of each member of the ARC will be one (1) year, commencing January 1 of each year, and continuing until his successor shall have been appointed. Should an ARC member die, retire, or become incapacitated, or in the event of a temporary absence of a member, a successor may be appointed as provided in Section 6.2.

6.8.2. *Chairman*. So long as Declarant appoints the ARC, Declarant will appoint the chairman. At such time as the ARC is appointed by the Board of Directors, the chairman will be elected annually from among the members of the ARC by a majority vote of the members thereof. In the absence of a chairman, the party responsible for appointing or electing the chairman may appoint or elect a successor, or if the absence is temporary, an interim chairman.

6.8.3. *Operations*. The ARC chairman will take charge of and conduct all meetings and will provide for reasonable notice to each member of the ARC prior to any meeting. The notice will set forth the time and place of the meeting, and notice may be waived by any member.

6.8.4. *Voting*. The affirmative vote of a majority of the members of the ARC will govern its actions and be the act of the ARC.

Section 6.9. *Other Requirements*. Compliance with The Reserve at Johnson Ranch architectural review process is not a substitute for compliance with City of Kalispell building, zoning, and subdivision regulations, and each Owner is responsible for obtaining all approvals, licenses, and permits as may be required prior to commencing construction.

Section 6.10. Enforcement.

6.10.1. *Inspection*. Any member or authorized consultant of the ARC, or any authorized officer, Director, employee, or agent of the Association may enter upon any Lot at any reasonable time after notice to the Owner, without being deemed guilty of trespass, in order to inspect Improvements constructed or under construction on the Lot to determine whether the Improvements have been or are being built in compliance with The Reserve at Johnson Ranch Documents and the plans and specifications approved by the ARC.

6.10.2. *Deemed Nuisances*. Every violation of these Covenants is hereby declared to be and to constitute a nuisance, and every public or private remedy allowed for such violation by law or equity against a Member will be applicable. Without limiting the generality of the foregoing, these Covenants may be enforced as provided below.

(i) *Fines for Violations*. The ARC may adopt a schedule of fines for failure to abide by the ARC rules and the Design Guidelines, including fines for failure to obtain any required approval from the ARC.

(ii) *Injunction for Removal of Nonconforming Improvements*. The Association may, upon request of the ARC and after reasonable time after notice to the Owner, seek an injunction or other judicial relief to remove any Improvement constructed, reconstructed, refinished, altered, or maintained in violation of these Covenants. The Owner of the Improvements waives any requirement for the Association to post a bond in connection with the granting of an injunction. The Owner of the Improvement will immediately reimburse the Association for all expenses incurred in connection with the exercise of such remedy, including but not limited to attorney and legal assistant fees. If the Owner fails to reimburse the Association within 30 days after the Association gives the Owner notice of the expenses, the sum owed to the Association will bear interest at the maximum rate permitted under Montana law from the date the expense was incurred by the Association through the date of reimbursement in full, and all such sums and interest will be a Default Assessment enforceable as provided in Article 9.

Section 6.11. *Continuity of Construction*. All Improvements commenced on the Property will be prosecuted diligently to completion. If an Improvement is commenced and construction is then abandoned for more than ninety (90) days, or if construction is not completed within one (1) year from the date of approval of the Plans, then after notice and opportunity for hearing as provided in the Bylaws, the Association may impose a fine of not more than $50.00 per day to be charged against the Owner of the Lot until construction is resumed, or the Improvements are completed, as applicable.

Section 6.12. *Standard of Review; Non-liability for Approval or Disapproval*. In reviewing any Plans, the ARC may consider without limitation:

(a) Suitability of the Construction and materials to the site upon which it is to be located;

(b) The nature of what has already been constructed or otherwise exists on the adjacent or neighboring property;

(c) The quality of the materials to be utilized in any proposed Construction;

(d) The effect of any proposed Construction on the adjacent or neighboring property;

(e) Whether the Construction will be so similar or so dissimilar to other property in the vicinity that values, monetary or aesthetic, may be impaired; and

(f) The character of the area.

In reviewing the Plans, the ARC assumes no responsibility and/or liability for engineering design, including, but not limited to, structural engineering, or compliance with zoning and building codes or laws. The ARC, the Declarant, the Board of Directors, and any members, officers, directors, employees, agents, attorneys, consultants, and independent contractors shall each not be liable in damages or otherwise for any reason including, but not limited to, any mistake in judgment, negligence, or nonfeasance arising out of or in connection with the review, approval or disapproval of any Plans.

## ARTICLE 7
## PROPERTY USE RESTRICTIONS

Section 7.1. *General Restriction*. The Property will be used only for commercial purposes, specifically excluding any residential and any marijuana commercial use, as set forth in these Covenants, as permitted by the applicable regulations of the City of Kalispell, and the laws of the State of Montana and the United States, and as set forth in The Reserve at Johnson Ranch Documents or other specific recorded covenants affecting all or any part of the Property.

Section 7.2. *Further Subdivision*. Other than Lots owned by the Declarant, no Lot shall be further subdivided.

Section 7.3. *Landscaping, Drainage, Grading and Irrigation*. Immediately after construction, all disturbed ground must be landscaped. All lots must have underground irrigation systems. Buildings should be designed to fit the existing topography of the property without excessive manipulation of the site by cut or fill. Changes in the natural grade by cutting or filling for buildings, parking areas, loading areas, fences, exterior walls, hedges, plantings, lighting, poles, driveways, roads, ponds, lakes, trails, gates, and signs must be kept to a minimum to preserve the existing landform. Owners shall be responsible for irrigation, maintenance, and upkeep of all boulevards that are adjacent to their property.

General siting and grading principles are as follows:

- The finish grade around the Building and any site walls should remain as close as possible to the original natural grade.
- Grading may be done outside the landscaping for driveway access and site drainage.
- Screen walls, walls not supporting a building structure or retaining earth, may not exceed five (5) feet in height measured from finish grade along the exterior side of the enclosure.

A landscaping plan for each building Lot shall be submitted to the ARC for approval. Landscaping of the entire Lot shall be complete within ninety (90) days of Building completion or unless otherwise approved by the ARC in writing.

In the event that soil must be imported or exported from the Lot, the Lot Owner will be responsible for this cost. Import soils scheduled for use as landscape topsoil may be subject to an agricultural soil analysis at the discretion of the ARC.

Drainage of individual properties must work with the existing topography and be directed toward the natural open space or drainage systems, developed in conjunction with the roadways.

Section 7.4. *Signs*. All signs shall comply with applicable City of Kalispell Ordinances. All identity signage shall be submitted to the Declarant, the ARC, and the City for review and approval.

(a) All identity signage not attached to the building shall be setback a minimum of fifteen (15) feet from the property line. Signs shall be incorporated into the landscape plan. Sign material shall be as specified by the Declarant, the ARC, and the City. Maximum size overall shall not exceed five (5) feet in height or fifty (50) square feet in area.

(b) All identity signage attached to the building shall be incorporated into the building architecture and shall be presented for approval with the architectural plans. Signs may not exceed ten percent (10%) of the square feet contained in the wall to which they are affixed. In addition, signs may not extend above the roof parapet line or project more than eighteen (18) inches from the face of the building.

(c) There shall be no more than one exterior freestanding sign for each Lot, unless otherwise expressly approved by the Declarant, the ARC, and the City for good cause shown.

(d) Flashing signs are expressly prohibited.

Section 7.5. *Parking*. Each Lot shall be provided with off-street automobile parking as follows:

| USE | REQUIREMENT |
|---|---|
| Office | Five (5) spaces plus one (1) space for each 300 square feet of floor area over 1,000 square feet. |
| Manufacturing | Two (2) spaces for each three (3) employees or two (2) spaces for each 1,000 square feet of floor space. |

No parking will be permitted on any street, driveway, or any other place in The Reserve at Johnson Ranch or on any Lot other than in an approved parking space. With the exception of

construction trailers in use on the Lot, overnight parking of campers, mobile homes, boats, trailers and similar vehicles is prohibited.

Shared parking and access between Lots is encouraged to improve business access and reduce the number of curb cuts.

Parking lot plans and configuration shall be reviewed and subject to approval by the ARC and the City.

All parking surfaces, roadways, and driveways shall be paved with an asphalt or concrete surface. Curb and gutters shall be placed along the borders of all permanent parking areas and permanent driveways.

Section 7.6. *Maintenance*. All Improvements located on any Lot shall be maintained in the same condition as at the time of initial construction, normal wear and tear excepted. All Improvements shall be preserved and of a pleasant appearance by maintaining paint, stain, or sealer as needed. If any Improvement or landscaping is damaged or destroyed, the Owner shall promptly rebuild, repair, and restore it to its appearance and condition prior to the casualty. Reconstruction or repair shall be completed within nine (9) months of any casualty that damaged or destroyed the Improvement or landscaping.

Section 7.7. *Garbage and Refuse Containers.* Garbage and refuse containers shall be screened from view with appropriate enclosures. All such storage areas shall have concrete floors and approach, and shall be sufficient in size to contain all refuse generated on each Lot.

Section 7.8. *Utilities and Lighting*. All utilities shall be buried underground. Exterior lighting shall not be directed at neighboring Lots or impair the neighbors' use or enjoyment of their Lots.

Section 7.9. *Roof Mounted Equipment.* Roof-mounted equipment shall be so located and/or screened and/or painted to minimize visibility from streets and adjacent Lots. Solar panels and other alternative energy devices shall be reviewed on an individual basis.

Section 7.10. *Fencing.* No fences shall be constructed on any Lot without prior written approval by the ARC. Fencing shall be constructed only of permanent materials such as pressure-treated wood or masonry, and shall require prior written approval by the ARC in every instance. This requirement is in addition to any requirements that may be established by City ordinances.

Section 7.11. *Landscape Maintenance and Irrigation*. All landscaping shall be maintained and shall not be allowed to become unsightly. Lawns shall be mowed on a regular basis. All weeds, including noxious weeds, shall be eradicated or controlled and all Owners shall fully comply with state and local law regarding the control and eradication of noxious weeds. Undeveloped Lots must be mowed at least twice each year and may not be used as a dumping area for trimmings or grass clippings.

Section 7.12. *Garbage*. No Lot shall be used or maintained as a dump site or storage ground for rubbish, trash, garbage, junk vehicles, equipment or other waste. All garbage and other waste shall be removed as reasonably necessary.

## ARTICLE 8
## OWNER'S OBLIGATIONS FOR MAINTENANCE

Section 8.1. *Owner's Responsibility for Lot*. All maintenance of a Lot and the Improvements located on it will be the sole responsibility of the Owner of the Lot. The Association may, in the discretion of the Board, assume the maintenance responsibilities of such Owner, if, in the opinion of the Board, the level and quality of maintenance being provided by such Owner is not satisfactory. Before assuming the maintenance responsibilities, the Board will notify the Owner in writing of its intention to do so, and if the Owner has not commenced and diligently pursued remedial action within thirty (30) days after the mailing of such written notice, then the Association may proceed. The expenses of the maintenance by the Board will be reimbursed to the Association by the Owner within thirty (30) days after the Association notifies the Owner of the amount due, and any sum not reimbursed within that thirty (30) day period will bear interest at the maximum rate permitted under Montana law from the date of the expenditure until payment in full.

Section 8.2. *Owner's Negligence*. If the need for maintenance, repair or replacement of any portion of the Common Area (including Improvements located on it) arises because of the negligent or willful act or omission of an Owner or his customer, guest, invitee or tenant, then the expenses incurred by the Association for the maintenance, repair or replacement will be a personal obligation of that Owner. If the Owner fails to repay the expenses incurred by the Association within thirty (30) days after the notice to the Owner of the amount owed, then those expenses will bear interest at the maximum rate permitted under Montana law from the date of the advance by the Association until payment by the responsible Owner is paid in full.

## ARTICLE 9
## ASSESSMENTS

Section 9.1. *Annual Assessments.* The Association shall fix, levy, collect and enforce assessments for maintenance of the Common Areas, assessments as further defined in The Reserve at Johnson Ranch Documents, and assessments to cover all costs and expenses of the Association. Said Assessments shall be based on a budget, as may be adjusted from time to time. All Members shall be entitled to copies of Association records for the purposes of verifying assessments for accuracy and consistency with The Reserve at Johnson Ranch Documents.

Section 9.2. *Creation of Lien*. In the event any assessment, cost, expense, or other amount charged against a Lot or any Owner thereof is not paid in full within thirty (30) days from when the notice of assessment was delivered ("Delinquent Charge"), the Delinquent Charge shall be a charge upon and constitute a lien in favor of the Association against the Lot, which lien shall attach and take effect upon recordation by the Association of a lien in the real estate records of Flathead County, Montana.

Notwithstanding the ownership of any Lot, the Declarant shall not be obligated to pay any of the Assessments described in this Declaration.

Each Assessment, together with fines, interest, costs, and reasonable attorney's fees and costs, will also be the personal and individual obligation of the Owner of such Lot as of the time the Assessment falls due, and two or more Owners of a Lot will be jointly and severally liable for such obligations. No Owner may exempt himself from liability for any Assessments by abandonment of his Lot or by waiver of the use or enjoyment of the Common Area. Suit to recover a money judgment for unpaid Assessment and related charges as listed above may be maintained without foreclosing or waiving the Assessment lien provided in this Declaration.

Section 9.3. *Purpose of Assessments*. The Assessments levied by the Association will be used for all purposes provided for in The Reserve at Johnson Ranch Documents, including but not limited to promoting the recreation, health, safety and welfare of the Owners and occupants of The Reserve at Johnson Ranch.

Section 9.4. *Annual Assessments*.

9.4.1. *Calculation of Annual Assessments*. The Board of Directors will prepare a budget before the close of each fiscal year of the Association. Annual Assessments for Common Expenses will be based upon the estimated net cash flow requirements of the Association to cover items including, without limitation, the cost of routine maintenance, repair, and operation of the Common Area; and premiums for insurance coverage as deemed desirable or necessary by the Association; snow removal, landscaping, care of grounds and common lighting within the Common Area; routine renovations within the Common Area; wages; common water and utility charges for the Common Area; legal and accounting fees; expenses and liabilities incurred by the Association under or by reason of this Declaration; payment of any deficit remaining from a previous Assessment period; and the supplementing of the reserve fund for general, routine maintenance, repairs and replacement of improvements within the Common Area on a periodic bases, as needed.

9.4.2. *Collection*. Annual Assessments will be collected in periodic installments as the Board may determine from time to time; but until the Board directs otherwise, they will be payable annually in advance on the date determined by the Board. The omission or failure of the Association to fix the Annual Assessment period will not be deemed a waiver, modification or release of the Owners from their obligation to pay the same.

Section 9.5. *Special Assessments*.

9.5.1. *Determination by Board*. The Board of Directors may levy, in any fiscal year, one or more Special Assessments, applicable to that year only, for the purpose of defraying, in whole or in part, the cost of any construction or reconstruction, repair or replacement of a described capital improvement upon the Common Area, including the necessary fixtures and

personal property related thereto, or, after adopting and submitting a revised budget to the Association as may be required to make up any shortfall in the current year's budget.

9.5.2. *Apportionment and Collection of Special Assessments*. The Board will apportion Special Assessments among the Lots as set forth in Annual Assessments in Section 9.4.1, and collect payment according to the same guidelines as set forth for Annual Assessments in Section 9.4.2.

9.5.3. *Notice*. Notice of the amount and due dates for such Special Assessments must be sent to each Owner at least 30 days prior to the due date.

Section 9.6. *Default Assessments*. All monetary fines, penalties, interest or other charges or fees (excluding Annual and Special Assessments) levied against an Owner pursuant to The Reserve at Johnson Ranch Documents, or any expense of the Association which is the obligation of an Owner or which is incurred by the Association on behalf of the Owner pursuant to The Reserve at Johnson Ranch Documents, and any expense (including without limitation attorneys' fees and costs) incurred by the Association as a result of the failure of an Owner to abide by The Reserve at Johnson Ranch Documents, constitutes a Default Assessment, enforceable as provided in this Declaration below.

Section 9.7. *General Remedies of the Association for Nonpayment of Assessment*. Any installment of an Annual Assessment, Special Assessment or Default Assessment which is not paid within thirty (30) days after its due date will be delinquent. In the event that an installment of an Annual Assessment or Special Assessment becomes delinquent, or in the event any Default Assessment is established under this Declaration, the Association, in its sole discretion, may take any or all of the following actions:

9.7.1. Assess a late charge for each delinquency at uniform rates set by the Board of Directors from time to time;

9.7.2. Charge interest from the date of delinquency at the maximum rate permitted under Montana law;

9.7.3. Suspend the voting rights of the Owner during any period of delinquency;

9.7.4. Accelerate all remaining Assessment installments for the fiscal year in question so that unpaid Assessments for the remainder of the fiscal year will be due and payable at once;

9.7.5. Bring an action at law or equity against any Owner personally obligated to pay the delinquent Assessment charges;

9.7.6. File a statement of lien on the Lot and foreclose as set forth in more detail below.

9.7.7. For a delinquent Assessment related to the provision of utilities, the utility service to the Lot may be suspended after giving the Owner ten (10) days written notice that the service will be suspended unless the delinquent Assessment is paid.

The remedies provided under this Declaration will not be exclusive, and the Association may enforce any other remedies to collect delinquent Assessments as may be provided by law.

Section 9.8. *Assessment Lien*. Any Assessment chargeable to a Lot will constitute a lien on the Lot, effective the due date of the Assessment. To evidence the lien, the Association may, but will not be obligated to, prepare a written lien statement with respect to the Lot, setting forth the name of the Owner, the legal description of the Lot, the name of the Association, and the delinquent Assessment amounts then owing. Any such statement will be duly signed and acknowledged by an officer or Director of the Association and will be served upon the Owner of the Lot by mail to the address of the Lot or at such other address as the Association may have in its records for the Owner.

Section 9.9. *Successor 's Liability for Assessment*. All successors to the fee simple title of a Lot, except as provided in Section 9.10, will be jointly and severally liable with the prior Owner or Owners thereof for any and all unpaid Assessments, interest, late charges, costs, expenses, and attorney's and legal assistants' fees against such Lot without prejudice to any such successor's right to recover from any prior Owner any amounts paid by such successor.

Section 9.10. *Exempt Property*. The following portions of the Property will be exempt from the Assessments, charges, and liens created under the Declaration:

9.10.1. Any Lot owned by Declarant; and

9.10.2. Common Areas.

Section 9.11. *Statement of Status of Assessments*. The Association will furnish to an Owner or his designee or to any Mortgagee, within fourteen days of request, a statement setting forth the amount of unpaid Assessments then levied against the Lot in which the Owner, designee or Mortgagee has an interest.

Section 9.12. *Failure to Assess*. The omission or failure of the Board to fix the Assessment amounts or rates or to deliver or mail to each Owner an Assessment notice will not be deemed a waiver, modification or a release of any Owner from the obligation to pay Assessments. In such event, each Owner will continue to pay Annual Assessments on the same bases as for the last year for which an Assessment was made until a new Assessment is made, at which time any shortfalls in collections may be assessed retroactively by the Association.

## ARTICLE 10
## PROPERTY RIGHTS OF OWNERS

Section 10.1. *Owner's Easements of Access and Enjoyment*. Every Owner has a perpetual, non-exclusive easement for ingress, egress and utilities to and from his Lot and for the use and enjoyment of the Common Area, which easement is appurtenant to and will pass with the title to every Lot, subject to the provisions set forth in this Declaration.

Section 10.2. *Delegation of Use*. Any Owner may delegate, in accordance with The Reserve at Johnson Ranch Documents, its rights of access and enjoyment described in Section 10.1 above to its tenants, employees, customers, guests or invitees.

Section 10.3. *Easements of Record and of Use*. The Property will be subject to all easements shown on any recorded Plat and to any other easements of record or of use as of the date of recordation of this Declaration.

## ARTICLE 11
## SPECIAL DECLARANT RIGHTS AND ADDITIONAL RESERVED RIGHTS

Section 11.1. *General Provisions*. Until the expiration of the Period of Declarant Control, Declarant will have the following Special Declarant Rights:

11.1.1. *Completion of Improvements*. The right to complete Improvements as indicated on any Plat filed with respect to the Property.

11.1.2. *Development Rights*. The right to exercise all Development Rights in connection with the development of The Reserve at Johnson Ranch Project, including without limitation the right or combination of rights hereby reserved by Declarant, as follows: (i) the right to create Lots and Common Area on the Property; (ii) the right to subdivide Lots, combine Lots, and convert Lots into Common Area on any part of the Property; (iii) the right to withdraw real property from The Reserve at Johnson Ranch; (iv) the right to annex all or part of the Expansion Property to the Project, in accordance with Article 12; and/or (v) the right to do all things necessary to complete the Project consistent with law.

11.1.3. *Sales Activities*. The right to maintain sales and management offices, and signs advertising The Reserve at Johnson Ranch.

11.1.4. *Easements*. The right to use easements through the Common Area on the Property for the purpose of making, utilizing, and operating Improvements on the Property.

11.1.5. *Association Directors and Officers*. The right to vote for, appoint, designate, remove, and replace any officer or Director of the Association, as provided in this Declaration or the Bylaws.

11.1.6. *Order of Exercise of Declarant's Rights*. Declarant makes no representations and gives no assurances regarding the legal description of the boundaries of any future phases of the Project or the order or time in which the future phases of the Project may be developed or incorporated into The Reserve at Johnson Ranch, or whether or to what extent any of the Expansion Property will be developed or incorporated into the Project. Further, the fact that Declarant may exercise one or more of Declarant's Development Rights or other Special Declarant Rights on one portion of the Property or Expansion Property will not operate to require Declarant to exercise a Development Right or other Special Declarant Right with respect to any other portion of the Property or Expansion Property.

Section 11.2. *Supplemental Provisions Regarding Declarant's Rights*. Without limiting the generality of the foregoing, certain of these Special Declarant rights are explained more fully in this Article below. Further, Declarant reserves the right to amend this Declaration and any Plat (including, without limitation, easements created thereby) in connection with the exercise of any Development Right or any other Special Declarant Right, and Declarant also reserves the additional rights retained for the benefit of Declarant in this Article and in other provisions of this Declaration. The Declarant further reserves the right to, but is not obligated to, create separate associations of the multi-family and residential lot owners as well as a master association with over-arching jurisdiction over the other associations. Declarant reserves the right to structure all associations of The Reserve at Johnson Ranch property Owners in the manner Declarant believes best serves the interests of The Reserve at Johnson Ranch.

Section 11.3. *Utility Easements*. There is hereby created an easement upon, across, over, in, and under the Common Area, roadways and the areas designated on the final Plat or Plats of The Reserve at Johnson Ranch as utility easements for the installation, replacement, repair and maintenance of all utilities, including but not limited to water, sewer, gas, telephone, electrical, television and other communications systems. By virtue of this easement, it will be expressly permissible and proper for the companies providing utility services to install and maintain necessary equipment on and under the Common Area, the private roadways and the areas designated on the final Plat of The Reserve at Johnson Ranch as utility easements and to affix and maintain utility pipes, wires, circuits, conduits and other equipment under those areas. Any utility company using this easement will use its best efforts to install and maintain the utilities provided for without disturbing the uses of the Owners, the Association and Declarant; will prosecute its installation and maintenance activities as promptly and expeditiously as reasonably possible; and will restore the surface to its original condition as soon as possible after completion of its work. Should any utility company furnishing a service covered by the easement granted above request a specific easement by separate recordable document, either Declarant or the Association, will have, and are hereby given, the right and authority to grant such easement upon, across, over, in or under any part or all of the Common Area, the private roadways and the areas designated on the final Plat or Plats of The Reserve at Johnson Ranch as utility easements without conflicting with the terms of this Declaration. This easement will in no way effect, avoid, extinguish, or modify any other recorded easement on the Property.

Section 11.4. *Reservation for Expansion and Construction*. Declarant hereby reserves for itself and its successors and assigns and for Owners in all Expansion Property and future phases

of The Reserve at Johnson Ranch, a perpetual easement and right-of-way for access over, upon, in, under, and across the Property for construction, utilities, drainage, ingress and egress, and for use of the Common Area. The location of these easements and rights-of-way may be made certain by Declarant or the Association by instruments recorded in Flathead County, Montana.

Declarant further reserves the right to establish from time to time, by declaration or otherwise, utility, drainage, ingress and egress, and other easements over and across the Common Areas, and to create other reservations, exemptions, and exclusions convenient or necessary for the use and operation of any other property of the Declarant. The location of these easements may be made certain by Declarant or the Association by instruments recorded in Flathead County, Montana.

Section 11.5. *Reservation of Easements, Exceptions and Exclusions for Utilities, Infrastructure, and Access*. Declarant reserves for itself and its successors and assigns and hereby grants to the Association, acting through the Board of Directors, the concurrent right to establish from time to time, by declaration or otherwise, utility and other easements, permits, or licenses over the Common Area, for purposes including but not limited to streets, paths, walkways, drainage, recreational areas and parking areas, and to create other reservations, exceptions, and exclusions in the interest of the Owners and the Association.

Section 11.6. *Maintenance Easement*. An easement is hereby reserved to Declarant for itself and its successors and assigns and granted to the Association, and any member of the Board of Directors and their respective officers, agents, employees, and assigns, upon, across, over, in and under the Property and a right to make such use of the Property as may be necessary or appropriate to make emergency repairs or to perform the duties and functions which the Association is obligated or permitted to perform pursuant to The Reserve at Johnson Ranch Documents.

Section 11.7. *Drainage Easement*. An easement is hereby reserved to Declarant for itself and its successors and assigns and granted to the Association, its officers, agents, employees, successors and assigns to enter upon, across, over, in, and under any portion of the Property for the purpose of changing, correcting, or otherwise modifying the grade or drainage channels of the Property so as to improve the drainage of water. Reasonable efforts will be made to use this easement so as not to disturb the uses of the Owner, the Association and Declarant, as applicable, to the extent possible; to prosecute such drainage work promptly and expeditiously; and to restore any areas affected by such work to a sightly and usable condition as soon as reasonably possible following such work.

Section 11.8. *Declarant's Rights Incident to Construction*. Declarant, for itself and its successors and assigns, hereby retains a right and easement of ingress and egress over, in, upon, under and across the Common Area and the right to store materials thereon and to make such other use thereof as may be reasonably necessary or incident to the construction of the Improvements on the Property or other real property owned by The Reserve at Johnson Ranch, LLC or any Successor Declarant, provided, however, that no such rights will be exercised by Declarant in such

a way as to unreasonably interfere with the occupancy, use, enjoyment or access to an Owner's Lot by the Owner or his family, tenants, employees, guests or invitees.

Section 11.9. *Easements Deemed Created*. All conveyances of Lots hereafter made, whether by Declarant or otherwise, will be construed to grant and reserve the easements contained in this Article, even though no specific reference to such easements or to this Article appears in the instrument for such conveyance.

## ARTICLE 12
## EXPANSION AND WITHDRAWAL

Section 12.1. *Reservation of Right to Expand*. Declarant reserves the right during the Period of Declarant Control, but will not be obligated, to expand the effect of this Declaration to include all or part of the Expansion Property. The consent of the existing Lot Owners and Mortgagees will not be required for any such expansion, and Declarant may proceed with such expansion without limitation at its sole option. Declarant will have the unilateral right to transfer to any other person this right to expand by an instrument duly recorded.

Section 12.2. *Declaration of Annexation*. Any expansion of the Project may be accomplished by recording a Declaration of Annexation and, when appropriate, one or more supplemental Plats in the records of the Clerk and Recorder of Flathead County, Montana, before the expiration of the Period of Declarant Control. The Declaration of Annexation will describe the real property to be expanded, submitting it to these Covenants and, as applicable, provide for voting rights in the Association and Assessment allocations as determined in Declarant's sole discretion. Such Declaration of Annexation will not require the consent of Owners, the Association, or the Board of Directors; any such expansion will be effective upon the filing for record of such Declaration of Annexation in the real estate records of Flathead County, Montana, unless otherwise provided therein. The expansion may be accomplished in stages by successive supplements or in one supplemental expansion.

Upon the recordation of any such Declaration of Annexation, the definitions used in this Declaration will be expanded automatically to encompass and refer to The Reserve at Johnson Ranch as expanded. Such Declaration of Annexation may add supplemental covenants peculiar to the Expansion Property in question, or delete or modify provisions of this Declaration as it applies to the Expansion Property added. However, this Declaration may not be modified with respect to that portion of the Property already subject to this Declaration, except as provided in this Declaration for amendment.

## ARTICLE 13
## INSURANCE

Section 13.1. *Authority to Purchase*. All insurance policies relating to the Common Area will be purchased by the Board of Directors or its duly authorized agent. The Board of Directors and the Declarant will not be liable for failure to obtain any coverage required by this Article or for any loss or damage resulting from such failure if such failure is due to the unavailability of

such coverage from reputable insurance companies, or if such coverage is available only at demonstrably unreasonable costs.

Section 13.2. *General Insurance Provisions*. All such insurance coverage obtained by the Board of Directors will be governed by the following provisions:

13.2.1. As long as Declarant owns any Lot, Declarant, and Declarant's members, managers, officers, directors, shareholders, trustees, and other persons designated by Declarant, will be protected by all such policies in the same manner as any other Owner.

13.2.2. The deductible, if any, on any insurance policy purchased by the Board of Directors may be treated as a Common Expense payable from Annual Assessments or Special Assessments (allocable to all of the Lots or to only some of the Lots, if the claims for damages arise from the negligence of particular Owners, or if the repairs benefit only particular Owners), or as an item to be paid from working capital reserves established by the Board of Directors.

Section 13.3. *Physical Damage Insurance on Common Area*. The Association will obtain insurance for such insurable Improvements and with such coverages, limits, deductibles and other terms and conditions as the Board may determine from time to time.

Section 13.4. *Liability Insurance*. The Association may obtain a comprehensive policy of public liability insurance and property damage insurance with such coverage and limits as the Board of Directors may from time to time determine, insuring each member of the Board of Directors, the Association, and the respective employees, agents, and all persons acting as agents against any liability to the public or the Owners (and their guests, invitees, tenants, agents and employees) arising in connection with the ownership, operation, maintenance or use of the Common Area and streets and roads within The Reserve at Johnson Ranch and any other areas under the control of the Association. Declarant will be included in the coverage as an additional insured in Declarant's capacity as an Owner or Director.

## ARTICLE 14
## ENFORCEMENT OF COVENANTS

Section 14.1. *Violations Deemed a Nuisance*. Every violation of this Declaration or any other violation of The Reserve at Johnson Ranch Documents is deemed to be a nuisance and is subject to all the remedies provided for the abatement of the violation. In addition, all public and private remedies allowed at law or equity against anyone in violation of these Covenants will be available.

Section 14.2. *Compliance*. Each Owner or other occupant of any part of the Property will comply with the provisions of The Reserve at Johnson Ranch Documents as the same may be amended from time to time.

Section 14.3. *Failure to Comply*. Failure to comply with The Reserve at Johnson Ranch Documents will be grounds for an action to recover damages or for injunctive relief to cause any

such violation to be remedied, or both. Reasonable notice and an opportunity for a hearing may, but is not required to be, provided in the Bylaws, and if such notice and opportunity is so provided, will be given to the delinquent party prior to commencing any legal proceedings.

Section 14.4. *Who May Enforce*. Any action to enforce The Reserve at Johnson Ranch Documents may be brought by Declarant or the Board in the name of the Association on behalf of the Owners. If, after a written request from an aggrieved Owner, none of the foregoing persons or entities commences an action to enforce The Reserve at Johnson Ranch Documents, then the aggrieved Owner may bring such an action.

Section 14.5. *Nonexclusive Remedies*. All the remedies set forth herein are cumulative and not exclusive. The Owner in violation waives any requirement to post a bond in connection with the granting of an injunction.

Section 14.6. *No Waiver*. The failure of the Board of Directors, Declarant, or any aggrieved Owner to enforce The Reserve at Johnson Ranch Documents in any one or more instances will not be deemed a waiver of the right to do so for any subsequent violations or of the right to enforce any other part of The Reserve at Johnson Ranch Documents at any future time.

Section 14.7. *No Liability*. No member of the Board of Directors, the Declarant or any Owner will be liable to any other Owner for the failure to enforce any of The Reserve at Johnson Ranch Documents at any time.

Section 14.8. *Recovery of Costs*. If legal assistance is obtained to enforce any of the provisions of The Reserve at Johnson Ranch Documents, or in any legal proceeding (whether or not suit is brought) for damages or for the enforcement of The Reserve at Johnson Ranch Documents or the restraint of violations of The Reserve at Johnson Ranch Documents, the prevailing party will be entitled to recover all costs incurred by it in such action, including reasonable attorney's fees (and legal assistants' fees) and costs as may be incurred, or if suit is brought, as may be determined by the court.

## ARTICLE 15
## RESOLUTION OF DISPUTES

If any dispute or question arises between Members or between Members and the Association or relating to the interpretation, performance or nonperformance, violation, or enforcement of The Reserve at Johnson Ranch Documents, such dispute or violation may, but is not required to, be subject to a hearing and determination by the Board in accordance with the procedures set forth in the Bylaws.

## ARTICLE 16
## DURATION OF THESE COVENANTS AND AMENDMENT

Section 16.1. *Term*. This Declaration and any amendments or supplements hereto will remain in effect from the date of recordation until the 50th anniversary of the date this Declaration

is first recorded in the office of the Clerk and Recorder of Flathead County, Montana. Thereafter these Covenants will be automatically extended for successive periods of ten (10) years each, unless otherwise terminated or modified as provided below.

Section 16.2. *Amendment, Replacement, Termination*. Until the end of the Period of Declarant Control, the Declarant shall have the sole authority and power to amend, replace, supersede, or terminate this Declaration from time to time, by recording an instrument in writing signed by the Declarant. After the Period of Declarant Control, the Association shall have the sole authority to amend, replace, supersede, or terminate the Declaration, by recording an instrument in writing signed by a duly authorized officer of the Association, but only after obtaining the affirmative vote from the Owners of seventy percent (70%) of the Lots. No amendment, replacement, or termination of the Declaration shall be effective until it has been recorded in the office of the Clerk and Recorder of Flathead County, Montana.

## ARTICLE 17
## MISCELLANEOUS PROVISIONS

Section 17.1. *Severability*. This Declaration, to the extent possible, will be construed or reformed so as to give validity to all of its provisions. Any provision of this Declaration found to be prohibited by law or unenforceable will be ineffective to the extent of such prohibition or unenforceability without invalidating any other part hereof.

Section 17.2. *Construction*. In interpreting words in this Declaration, unless the context will otherwise provide or require, the singular will include the plural, the plural will include the singular, and the use of any gender will include all genders.

Section 17.3. *Headings*. The headings are included only for purposes of convenient reference, and they will not affect the meaning or interpretation of this Declaration.

Section 17.4. *Waiver*. No failure on the part of the Association or the Board to give notice or default or to exercise or to delay in exercising any right or remedy will operate as a waiver, except as specifically provided above in the event the Board fails to respond to certain requests. No waiver will be effective unless it is in writing and signed by the President or Vice President of the Board on behalf of the Association.

Section 17.5. *Limitation of Liability*. Neither the Declarant, the Association, nor any partner, officer, manager, director, or member of either the Declarant or the Board will be liable to any party for any action or for any failure to act with respect to any matter arising by, through or under The Reserve at Johnson Ranch Documents if the action or failure was made in good faith. The Association will indemnify all of the officers, Board members, ARC members, Declarant, and the Declarant's managers and members with respect to any act taken in their official capacity to the extent provided in The Reserve at Johnson Ranch Documents.

Section 17.6. *Conflicts Between Documents*. In case of conflict between this Declaration and the Articles of Incorporation or the Bylaws, this Declaration will control. In case of conflict between the Articles of Incorporation and the Bylaws, the Articles of Incorporation will control.

Section 17.7. *Assignment*. Declarant may assign all or any part of the Special Declarant Rights or any of Declarant's other rights, obligations, interests, and reservations hereunder to any successor who takes title to all or part of the Property in a bulk transfer for the purpose of development and sale. Such successor will be identified, the rights, interests, and reservations being assigned will be described, and, to the extent required, concomitant obligations will be expressly assumed by such successor, all in a written instrument duly recorded in the records of the Clerk and Recorder of Flathead County, Montana.

Section 17.8. *Covenants and Easements Run with the Land*. The Covenants and all easements created and referenced in this Declaration shall run with the land.

Section 17.9. *Notice.* All notices required to be delivered hereunder shall be in writing and shall be delivered by the following methods and deemed effectively delivered as of the date hereinafter specified: (i) three days after it is deposited in the mail if it is delivered postage prepaid, (ii) on the date the notice is delivered by a courier service (including Federal Express, Express Mail, UPS, or similar operation) to the address of the person to whom it is directed, provided it is sent prepaid, return receipt requested (if available), (iii) on the date sent by electronic mail, with receipt confirmation requested, and (iv) on the date the notice is handed to the recipient if delivered in person.

Notice may be delivered to any address of the recipient on file with the Association. Anyone entitled to receive notice hereunder may, from time to time, change its address for receiving notices by delivering written notice thereof in the manner outlined above or to a valid email address for the Association.

IN WITNESS WHEREOF, Declarant has signed this Declaration on the Date shown.

THE RESERVE AT JOHNSON RANCH, LLC

By:_____
Nicholas J. Coussoulis, Manager

STATE OF MONTANA )
ss.
County of Flathead )

On the ____ day of _____, 202___, before me, the undersigned Notary Public in and for the State of Montana, duly commissioned and sworn, personally appeared Nicholas J. Coussoulis, Manager of The Reserve at Johnson Ranch, LLC, known to me to be the individual described in and who executed the within and foregoing instrument, and acknowledged that he signed the same as his free and voluntary act and deed, for the uses and purposes therein mentioned.

WITNESS my hand and official seal hereto affixed the day and year first above written.

_____
Notary Public for the State of Montana
(SEAL) Printed Name:_____
Residing at: _____
My Commission Expires:_____

# PART D
# Environmental Assessment

# THE RESERVE AT JOHNSON RANCH

# Environmental Assessment

**Prepared For:**

**Spartan Holdings, LLC**

**341 W Second Street, Ste. 1**

**Prepared By:**

**Jackola Engineering & Architecture**

**PO Box 1134**

**Kalispell, MT 59903**

**Date**

February 2024

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# ENVIRONMENTAL ASSESSMENT

## INTRODUCTION

This Environmental Assessment (EA) was prepared by Jackola Engineering and Architecture for the Reserve at Johnson Ranch Subdivision located in Kalispell, MT. The assessment investigates the potential impacts of the proposed development on both the natural environment and the community at large. The EA was conducted following the *City of Kalispell Subdivision Regulations, Title 28, Ordinance No. 1707,* Appendix B.

The proposed subdivision is approximately 92-acres and is in North Kalispell on the west side of the Highway 93 Bypass. The proposed development will include 187 single-family residential lots, 19.85-acres of multi-family residential space and 10-acres of neighborhood business area.

## PART I – PROPERTY DESCRIPTION

### 1. Surface Water

A map showing all natural and manmade water bodies and a map showing all federally designated wetland and riparian areas near the site are provided in the appendices. From these maps, it was determined that there are no known natural or manmade water bodies nor wetland or riparian areas which would be adversely affected through development of the site.

The closest non-seasonal water system to the proposed subdivision is the Stillwater River which runs in a southerly direction approximately 3,980-feet west of the north-eastern property boundary. There is also a small manmade pond on the LHC property to the north, approximately 2,460-feet north of the proposed development. A map showing the 100-year floodplain boundary for the proposed development and surrounding areas is included in the appendices. This map shows the site lying in a zone which is not designated as a flood hazard. Therefore, it can be concluded that flooding will be of little risk to any development on the site.

Given that stream banks, lake beds, stream channels, wetlands, or floodplains are not present within the extents of the proposed development, there will not be any altercations to these features.

### 2. Groundwater

***A: Provide the following information: The minimum depth to the water table or to the historic water table and identify dates when depths were determined. What is the location and depth of all aquifers which may be affected by the proposed subdivision? Describe the location of known aquifer recharge areas which may be affected.***

A geotechnical investigation was performed in May 2024 by Alpine Geotechnical. The report, included in the appendices, reported that groundwater was not encountered in any of the borings which range in depth from 11.5 to 16.5 feet below existing grade. The geotechnical report noted soils consisting of fine-grained soils throughout most of the site.

Well logs adjacent to the site encountered groundwater at depths exceeding 200 feet with static water levels rising to 140 feet. Well logs also noted clay and silt layers between the ground surface and water table elevation. This is an indication that underlying aquifer is a deep-confined or semiconfined aquifer, so it is unlikely that the property contains aquifer recharge areas that would be substantially affected by the development. Well drilling dates range from the late 1960's through the early 2000's. A map of the well locations and example well logs are provided in the attachments. From the *Ground-Water Resources of the Flathead Lake Area: Flathead, Lake Missoula, and Sanders Counties Montana,* the site lies in the vicinity of the Lost Creek Aquifer to the west of Kalispell. This aquifer has an approximate depth of 30-feet and may contribute recharge to the overall groundwater flow system. However, based on the well logs noted above, it does not appear that the property is in direct connection with the Lost Creek Aquifer.

***B: Describe any steps necessary to avoid depletion or degradation of groundwater recharge areas.***

Although the subdivision will most likely have a negligible contribution to degradation of surrounding aquifers, water quality treatment measures will be put in-place in compliance with City of Kalispell MS4 requirements to ensure groundwater quality is maintained. The subdivision will also be served by city utilities and not individual wells, which will also help to minimize depletion of groundwater recharge areas.

## 3. Topography, Geology and Soils

***A: Provide a map of the topography of the area to be subdivided, and an evaluation of suitability for the proposed land uses. On the map identify any areas with highly erodible soils or slopes in excess of 15% grade. Identify the lots or areas affected.***

Overall the site is generally flat. However, there is a hill located on the southwest corner of the property with slopes in excess of 15%. Additionally, the proposed stormwater retention area to the north of the site has slopes in excess of 15%. A topographic survey of the site was conducted in May 2024, and areas with slopes greater than 15% are shown on the topographic survey and preliminary plat drawing.

A geotechnical report conducted by Alpine Geotechnical (Dated June 17, 2024) generally found that the land was suitable for the proposed development. However, the report notes that specific construction measures should be adhered to when developing the property. These measures include but are not limited to stripping of topsoil, proper moisture conditioning and compaction of native subsoils and imported fill, proper grading to maintain positive drainage away from proposed roads and buildings, and proper road construction.

*i.* *Shallow Bedrock*

No shallow bedrock was discovered during the geotechnical investigation. Therefore, it can be concluded that this hazard does not exist onsite.

*ii.* *Unstable Slopes*

The geotechnical report did not note any unstable slopes throughout the site.

*iii.* *Unstable or expansive soils*

Site soils generally consist of organic silt topsoil atop predominantly native silts and sands. The organic silt topsoil ranges from approximately 1.0 to 1.5 feet thick. The native soils beneath the

topsoil across the site consist of medium stiff silt and/or loose silty sand. Glacial till gravel was found at the drumlin hill in the southwestern portion of the site. This can be classified as very stiff to hard sandy silt with gravel. The geotechnical report stated that site soils are competent and can support expected bearing capacities with minimal settlement. This indicates that site soils are generally stable.

The geotechnical report noted that silts are present throughout the development. Silts have large swell potential. Accordingly, the geotechnical report recommends replacing silts with imported backfill for site structures. Specifically, the report recommends replacing silt with a structural fill in the top 18" of the soil profile to eliminate potential for frost heave on exterior flatwork and unheated buildings.

*iv.* *Excessive slope*

The site is generally flat. However, there is a hill in the southwest of the site with slopes ranging from 5-15% to the east.

The proposed stormwater area to the north of the site also has slopes in excess of 15%. Aside from stormwater infrastructure, there are no buildings or structures planned for this area.

***B: Locate on an overlay or sketch map any known hazards affecting the development which could result in property damage or personal injury due to:***

*i.* *Falls, slides or slumps – soil, rock, mud, snow*

The site is generally flat, and the final subdivision design will meet ADA standards. It is therefore unlikely that the personal injury would result from falls. The geotechnical report identified stable soils throughout the site, so it is unlikely that property or personal damage would result from rock or mudslides. The geotechnical investigation did not identify any slumps on site.

*ii.* *Rock outcroppings*

There are no rock outcroppings in the project vicinity; therefore, there is minimal to negligible possibility of damage to property or personal injury on the site from falling rock or dangerous outcroppings.

*iii.* *Seismic Activity*

Based on the location, the site is in a zone of potentially significant seismic ground movement. Risks of property damage or personal injury will be mitigated during the construction of the residential and commercial units. Building design would comply with IBC and IRC standards.

*iv.* *High Water Table*

Depth to groundwater is anticipated to be greater than 15 feet below the ground surface, which is below the planned excavation limits and utility construction.

***C: Describe measures proposed to prevent or reduce these hazards.***

*i.* *Falls, slides or slumps mitigation*

The site will be designed to meet ADA standards to reduce the likelihood of falls. Additionally, geotechnical report recommendations will be followed to ensure proper soil stabilization. This will mitigate risks associated with slides or slumps.

*ii. Seismic Mitigation*

To mitigate the effect of any earthquake induced ground motion, all structures will be built in accordance IRC and IBC design criteria.

***D: Describe the location and amount of any cut or fill more than three feet in depth. Indicate these cuts or fills on a plat overlay or sketch map. Where cuts or fills are necessary, describe plans to prevent erosion and to promote vegetation such as replacement of topsoil and grading.***

There is an approximate 50-foot elevation difference from the southwest corner of the site to the center of the site. Preliminary grading plans propose leveling out the southwestern elevated area for preparation of building foundations. A cut/fill map showing the preliminary areas of cuts and fills and the approximate depth in those areas is provided in the appendices.

Grading operations will follow geotechnical report recommendations to ensure soil stabilization and prevent erosion. These measures included proper moisture conditioning and compaction of native subgrade soils. Where buildings are proposed, imported backfill will be utilized to support building foundations.

Native topsoil will be stockpiled on site. Following mass grading operations, approximately 6" of topsoil will be replaced across lots and reseeded with a native grass mix. The contractor will be responsible to provide a means for temporary watering to reestablish grass cover.

## 4. Vegetation

***A: On a plat overlay or sketch map:***

*i. Indicate the distribution of the major vegetation types, such as marsh, grassland, shrub, coniferous forest, deciduous forest, mixed forest*

The map provided in the appendices indicates the major vegetation types found on the site, as shown on the Montana Natural Heritage Map Viewer. Based on this mapping, the site is predominantly occupied by agricultural land as cultivated crops.

*ii. Identify the location of critical plant communities such as: Stream bank or shoreline vegetation, vegetation on steep, unstable slopes, vegetation on soils highly susceptible to wind or water erosion, type and extent of noxious weeds.*

According to the mapping provided in the appendices, there are no wetland or riparian land cover on the site.

Based on site visits and historical imagery, the site has been under continuous cultivation for an extended period of time. Noxious weeds are therefore assumed to be controlled by the use of herbicides.

Overall the site is flat and is vegetated, so wind and water erosion concerns are negligible.

***B: Describe measures to:***

*i. Preserve trees and other natural vegetation e.g. locating roads and lot boundaries, planning construction to avoid damaging tree cover.*

As shown on the vegetation map provided in the appendices, the site is under cultivation, so trees are generally not present throughout the site.

*ii. Protect critical plant communities e.g. keeping structural development away from these areas, setting areas aside for open space.*

As mentioned above, the landsite is cultivated, so critical plant communities are not present across the site. The Natural Heritage Map Viewer also does not identify any critical plant communities on the Site.

*iii. Prevent and control grass, brush or forest fires e.g. green strips, water supply, access.*

The site is bounded by existing City infrastructure, which includes a water main with fire hydrants. The water main will be extended throughout the development, which will provide more fire protection via additional hydrants. Roads will be designed to accommodate emergency access vehicles, which include fire trucks.

Upon completion of the subdivision, brush and forest fires will be highly unlikely due to the developed urban nature of the subdivision and surrounding properties. Landscape areas will be irrigated in accordance with City standards, and fire hydrants will be placed throughout the development at the recommended spacing to provide water during emergencies.

*iv. Control and prevent growth of noxious weeds*

All yards within the development will be fully landscaped upon construction of each individual residence. This landscaping will help prevent growth of noxious weeds within the subdivision. Before construction of each lot, all undeveloped areas will be covered with topsoil and reseeded with native grasses for stabilization.

## 5. Wildlife

***A: Identify species of fish and wildlife use the area affected by the proposed subdivision.***

Per the Fish Wildlife and Parks website, the area is listed as being winter habitat for large game. Specific species include elk, moose, and deer.

***B: On a copy of the preliminary plat or overlay, identify known critical wildlife areas, such as big game winter range, calving areas and migration routes; riparian habitat and waterfowl nesting areas; habitat for rare or endangered species and wetlands.***

This area is a Big Game winter range area per Montana Fish & Wildlife website.

However, based on the MT Crucial Areas Planning System, there are no known critical wildlife areas, nesting areas, or habitat for endangered or threatened species on the site.

***C: Describe proposed measures to protect or enhance wildlife habitat or to minimize degradation (e.g. keeping buildings and roads back from shorelines; setting aside wetlands as undeveloped open space).***

To reduce the possibility of attracting deer to the subdivision, ornamental plants and fruit trees will not be included in the site landscaping. The guidelines from *Fish and Wildlife Recommendations for Subdivision Development in Montana* will be incorporated into the subdivision.

## 6. Land Use:

Aerial imagery dating back to as early as 1985 shows that the site was historically utilized as agricultural land. However, the project's proposed land uses are based on the proposed PUD application and Growth Policy Map Amendment for the subject property, which proposes to zone the property as a mixture of B-1 Neighborhood Business, RA-2 High Density Residential, and the remainder of the property as R-3 Urban Residential.

Adjacent lands to the proposed development primarily consist of single-family residential lots, urban residential subdivisions, and adjacent agricultural land that is zoned urban residential. The subdivision will be accessed primarily from Stillwater Road, with another access on Old Reserve Drive. The subdivision will not prevent access to any adjoining properties, and proposed roads will align with currently existing roads to improve circulation.

## PART II – SUMMARY OF PROBABLE IMPACTS

The underlying sections summarizes possible impacts of the subdivision.

### 1. Effects on Agriculture

***A: Is the proposed subdivision or associated improvements located on or near prime farmland or farmland of statewide importance as defined by the Natural Resource Conservation Service? If so, identify each area on a copy of the preliminary plat.***

From the NCRS soils report, existing onsite soils consist primarily of Kalispell loam, Prospect loam and Prospect stony loam. Kalispell Loams are classified as prime farmland if irrigated and the Prospect loam, and Prospect stony loam soils are designated as not prime farmland. A copy of the NRCS report is provided in Appendix E. It should be noted, however, that the development falls within the city annexation boundary.

***B: Describe whether the subdivision would remove from production any agricultural or timber land.***

The subdivision is not located on or near any timber land and will not affect timber production. The subdivision was historically used as farmland but is being proposed to be designated as R-3, RA-2, and B-1 zones. The subdivision is in line with City of Kalispell's growth plan and lies within the City of Kalispell annexation boundary.

***C: Describe possible conflicts with nearby agricultural operations, e.g., residential development creating problems for moving livestock, operating farm machinery, operating septage disposal sites, maintaining water supplies, controlling weeds or applying pesticides; agricultural operations suffering from vandalism, uncontrolled pets or damaged fences.***

The subdivision is in an area of Kalispell that is currently undergoing significant growth and additional residential and commercial developments to the northwest and east of the site. Glacier High School is also directly southeast of the site. The property directly to the south of the site is currently used as agricultural land, however this property is separated from the site by Old Reserve Drive and has plans to be subdivided as it is zoned R-3/PUD. Therefore, there are no foreseeable conflicts that could arise.

***D: Describe possible nuisance problems which may arise from locating a subdivision near agricultural or timber lands.***

Since the proposed development is not immediately near timberland operations, and the agricultural land to the south is separated from the site by Old Reserve Drive with plans to be subdivided, there are no foreseeable nuisances that could arise from locating a subdivision near such areas. Agricultural land to the northwest has also been preliminary platted as a county subdivision. Generally, all adjacent land has already been developed or is in the process of being developed for commercial and residential use.

***E: Describe effects the subdivision would have on the value of nearby agricultural lands***.

Agricultural Properties within the vicinity of the proposed subdivision are generally being developed for commercial or residential use. Since the subdivision will extend utilities (e.g. water, sewer, storm, power etc.) to neighboring properties, the subdivision is likely to increase the value of properties in the area. Therefore, the subdivision will have no foreseeable effects that devalue nearby agricultural lands.

## 2. Effects on Agricultural Water User Facilities

***A: Describe conflicts the subdivision would create with agricultural water user facilities, e.g. residential development creating problems for operating and maintaining irrigation systems, and whether agricultural water user facilities would be more subject to vandalism or damage because of the subdivision.***

Nearby agricultural fields have been developed or are currently in the process of being developed for urban use. Given this, it is unlikely that the development will have a long-lasting negative impact on agricultural water facilities. Additionally, the development is bounded by Reserve Drive to the south, Stillwater Road to the east and north, and an existing county subdivision to the west. Therefore, it is highly unlikely that the development would pose a maintenance or vandalism threat to any of the nearby irrigation systems since those systems are not directly adjacent to the subdivision.

***B: Describe possible nuisance problems which the subdivision would generate with regard to agricultural water user facilities, e.g. safety hazards to residents or water problems from irrigation ditches, head gates, siphons, sprinkler systems, or other agricultural water user facilities.***

Since roads or existing subdivisions isolated the development from agricultural water use facilities, no nuisance problems regarding agricultural water use facilities are anticipated.

## 3. Effects on Local Services

***A: Indicate the proposed use and number of lots or spaces in each:***

The proposed development will be constructed over multiple phases. The overall development will consist of 14.85-acres of multifamily residential, 10-acres of neighborhood business, and 187 single family residential lots, as well as the necessary roadway and right-of-way improvements to access each lot. The residential lots will be in the northern & western part of the subdivision. The multifamily residences will be located along the Stillwater Road frontage and the neighborhood business area will be in the southeast corner of the subdivision.

***B: Describe the additional or expanded public services and facilities that would be required of local government or special districts to serve the subdivision.***

*i. Describe additional costs that would result for services such as roads, bridges, law enforcement, parks and recreation, fire protection, water, sewer and solid waste systems, schools or busing, (including additional personnel, construction, and maintenance costs).*

The proposed development will include construction of approximately 200 new sewer and water services. This will require approximately 8,186 LF and 9,749 LF of new water and sewer mains to be extended throughout the subdivision respectively. It is also anticipated that 6,582 LF of storm main will be required at full build out. Public local roads will be built internal to the subdivision, and Stillwater Road will be improved to a minor arterial.

City of Kalispell would take ownership of the sewer, water, and storm systems within the public within the public right-of-way, which would increase City maintenance costs. Public roadways would also be owned and maintained by the city thereby increasing City Road department costs. City fire and police would also have an increased population and area to serve thereby increasing their operating costs.

However, additional tax revenue collected from the subdivision would work to offset increased costs associated with City services.

*ii. Who will bear the cost, e.g. all taxpayers within the jurisdiction, people within special taxing districts, or users of a service?*

The sewer and water main extensions will be paid for by the developer. The utility services to each individual property will be paid for by the developer, and the utility connection and impact fees will be paid for by the developer or lot owner. The City of Kalispell will receive property taxes from the developed lots to use as it sees fit for maintaining public utilities. The Kalispell schools will also receive taxpayer money to help offset the cost of the additional students attending City schools. Funds for increased fire and police staffing, if needed, could also be offset from additional tax revenue.

*iii. Can the service providers meet the additional costs given legal or other constraints, e.g. statutory ceilings on mill levies or bonded indebtedness?*

The City of Kalispell emergency responder dedicated levy passed in March of 2024. It is assumed that combined levy and tax revenue from the subdivision will provide ample funding from an emergency response (e.g. police and fire) perspective. Since the developer will be paying for all utility construction/connections associated with sewer, water, storm, and roadway infrastructure, it is assumed that increased tax revenue would offset City maintenance costs for the added infrastructure.

*iv. Describe off-site costs or costs to other jurisdictions which may be incurred, e.g. development of water sources or construction of a sewage treatment plant; costs borne by the municipality.*

The subdivision will connect to the existing gravity sewer system owned by the City of Kalispell. Costs for construction of these items will be borne by the developer. No additional improvements will be necessary for increased capacity of the City of Kalispell wastewater treatment plant or water source to provide those services to the subdivision.

***C: Describe how the subdivision allows existing services, through expanded use, to operate more efficiently, or makes the installation or improvement of services feasible, e.g. allow installation of a central water system, or upgrading a rural road.***

New water and sewer mains will be constructed through the subdivision, extending the existing mains to provide municipal water and sewer services to previously un-served land. Stillwater Road will also be improved from a rural county road to a City of Kalispell minor collector street where it borders the site. Sidewalks and utility easements will also be included in the upgrade to Stillwater Road.

***D: What are the present tax revenues received from the un-subdivided land?***

From the 2023 Real Estate Tax Bill for the parcel, a total of $284.47 was paid in property taxes. The following is a breakdown of the dollar amount to each taxing authority.

*i. By the County*

$67.04 was paid to Flathead County for County functions.

*ii. By the State*

$65.56 was paid to the State of Montana.

*iii. By Other*

$16.22 was paid to others.

*iv. By the Schools*

$135.65 was paid for education.

***E: Provide the approximate revenues received by each above taxing authority if the lots are reclassified, and when the lots are all improved and built upon. Describe any other taxes that would be paid by the subdivision and into what funds.***

The subdivision includes development of 187 single family residential lots, approximately 240 multifamily housing units assuming a density of 16 units per acre, and approximately 10-acres of neighborhood business. Commercial properties are difficult to project the types of development which might occur and future tax revenue. To establish some basis, a commercial property similar to the proposed neighborhood business portion of the subdivision located off of Heritage Way and US 93 N will be used for comparison. The 2023 Real Estate Tax Bill for one of these commercial lots stated a total of $33,573.40 over 1.25 acres. The total development of the proposed commercial lots which would span 10-acres would generate approximately $268,587 annually. The following gives a breakdown of the approximate dollar amount generated by the neighborhood business portion of the proposed subdivision:

| | |
|---|---|
| County: | $64,923 |
| Municipality: | $73,013 |
| Schools: | $91,134 |
| State: | $36,477 |
| Other: | $3,040 |

Eagle Valley Ranch Apartments, a multifamily apartment building complex located off Jefferson Boulevard and Rose Crossing, was used for comparison to the multifamily portion of the project. While each of the residential properties will have a varied number of buildings and dwelling units, the Eagle Valley Ranch Apartments property appears to be the relatively similar compared to other properties in the City. The 2023 Tax Bill stated a total of $70,899.44 was paid in taxes by the property owner in which the property has two, 24-plex buildings on it. This equates to $35,449.50 per 24-plex. Assuming the multi-family lot has twelve 24-plexes, the annual tax revenue for the development would be $425,394. The following gives a breakdown of the approximate dollar amount which will be paid by each commercial lot owner/building of the proposed subdivision.

| | |
|---|---|
| County: | $5,771 |
| Municipality: | $9,660 |
| Schools: | $13,964 |
| State: | $5,589 |
| Other: | $466 |

Upon developing the residential lots, the residential lots will be similar in value to the residential lots in the Eagle Valley Ranch Phase 1-3 subdivision. The 2023 Real Estate Tax Bill for a comparable Eagle Valley Ranch Phase 1-3 lot totaled $3,975. Given that the proposed subdivision will have similar residential lot sizes and homes, it can be rationalized that a similar sum will be paid by each property owner. At full buildout, the entire subdivision will have 187 single-family lots, which would generate approximately $743,325 annually. The following gives a breakdown of the approximate dollar amount which will be generated per lot.

| | |
|---|---|
| County: | $622 |
| Municipality: | $1,096 |
| Schools: | $1,574 |
| State: | $630 |
| Other: | $53 |

***F: Would new taxes generated from the subdivision cover additional public costs?***

With the passing of the emergency response levy and the increased City tax revenue, it is believed that emergency service costs would be covered by the tax generated. It is also believed that public infrastructure costs would also be covered since the developer will finance the construction of the infrastructure, and the city would be responsible for maintenance.

***G: How many special improvement districts would be created which would obligate local government fiscally or administratively? Are any bonding plans proposed that would affect the local government's bonded indebtedness?***

There is no new special improvement district created as part of this project. Bonding plans that would affect the local government are also not anticipated.

## 4. Effects on the Historic or Natural Environment

***A: Describe and locate on a plat overlay or sketch map known or possible historic, paleontological, archaeological or cultural sites, structures, or objects that may be affected by the proposed subdivision.***

There are no known historic paleontological, archaeological, or cultural sites located on or near the property which would be affected by the development.

***B: How would the subdivision affect surface and groundwater, soils, slopes, vegetation, historical or archaeological features within the subdivision or on adjacent land? Describe plans to protect these sites.***

*i. Would any stream banks or lake shorelines be altered, streams rechanneled or any surface water contaminated from sewage treatment systems, run-off carrying sedimentation, or concentration of pesticides or fertilizers.*

The site consists of generally flat ground, bounded by steeper grades and slopes on the southwestern property perimeter. Generally, natural slopes will be maintained, and any cut and fill operations will strive to balance earthwork quantities. Plant life on the property consists of

grasses and farmed crops. There is potential for runoff to contain lawn fertilizers, however these concentrations are expected to be well below that of an agricultural use. In addition, water quality measures will be taken to reduce the pollutant load on any runoff.

*ii. Would groundwater supplies likely be contaminated or depleted as a result of the subdivision?*

Sewer and water will be supplied by City of Kalispell. Sewage from the subdivision will be collected and discharged into the city sewer system. Therefore, there is no potential for sewage contamination of any surface or groundwater. As noted above, water for the subdivision will be supplied by City of Kalispell and not through individual wells. Therefore, depletion of groundwater because of this development is not likely.

*iii. Would construction of roads or building sites require cuts and fills on steep slopes or cause erosion on unstable, erodible soils? Would soils be contaminated by sewage treatment systems?*

Site design will maintain reasonable slopes and will attempt to keep grades as close to existing grades as feasible. Any cut slopes will be properly stabilized. Furthermore, onsite soil is not highly erodible and road construction will not cause excessive destabilization of existing soils. As noted above, sewage waste will be collected and discharged to the City of Kalispell wastewater system. This development has no planned onsite sewage treatment systems that could contaminate soils.

*iv. Describe the impacts that removal of vegetation would have on soil erosion, bank, or shoreline instability.*

The closest non-seasonal waterway to the site is the Stillwater River located over 4,000-feet to the west. There are no sections of this river that cross any of the site boundaries. As a result, vegetation removed from the site will not destabilize any stream banks. The effort to minimize steep grades on the site decreases the potential for erosion upon vegetation removal. However, there is always erosion potential during and after construction if preventative measures are not taken. During construction, a Stormwater Pollution Prevention Plan will be executed in which BMP's will be set in place to reduce erosion. Upon completion of the project, all exposed areas will be immediately stabilized and reseeded with native grasses.

*v. Would the value of significant historical, visual, or open space features be reduced or eliminated?*

There are no historical, visual or open space features on or near the site.

*vi. Describe possible natural hazards the subdivision could be subject to, e.g., natural hazards such as flooding, rock, snow or landslides, high winds, severe wildfires, or difficulties such as shallow bedrock, high water table, unstable or expansive soils, or excessive slopes.*

As discussed in previous sections, there are minimal natural hazards on the site, which will therefore pose little to no risk to the subdivision.

***C: How would the subdivision affect visual features within the subdivision or on adjacent land? Describe anticipated efforts to visually blend the proposed development with the existing environment, e.g. use of appropriate building materials, colors, road design, underground utilities, and revegetation of earthworks.***

The Site's location and natural topography promote commercial land uses in the lower lying areas on the eastern side of the site that transition to residential land uses in the north and central areas allowing for increased visibility. Residential lots on the western side of the property will be set back from the property line to maintain mountain views for the neighboring properties to the west. This area is currently experiencing rapid residential and commercial growth with the development of the Owl View Subdivision to the east, and the county Johnson Ranch Subdivision to the north and northeast. The Project is expected to facilitate further growth and provide additional commercial and residential opportunities for current and future residents due to the location and exposure to moderate volumes of traffic.

New utilities will be routed underground, which will help maintain views. Roadways and boulevard landscaping will be designed and constructed per City of Kalispell standards. Building design will also meet City of Kalispell Architectural standards. A stormwater pollution prevention plan will be maintained during construction and final stabilization will be provided by site landscaping and reseeding following construction.

## 5. Effects on Wildlife and Wildlife Habitat

***A: Describe what impacts the subdivision or associated improvements would have on wildlife areas such as big game wintering range, migration routes, nesting areas, wetlands, or important habitat for rare or endangered species.***

The project site is not designated as a specific wildlife area. The proposed development is also in line with the city of Kalispell's growth plan. There are also no wetlands present within the property boundaries of the site. Additionally, the site is bordered by existing development to the north, west, and east. Any additional impact the development may have on wildlife areas will be minimal.

***B: Describe the effect that pets or human activity would have on wildlife.***

As the site is bordered by existing developments and is located along Old Reserve Drive, the effect on wildlife from additional people and pets moving into the area due to the proposed development will be minimal to negligible.

## 6. Effects on the Public Health and Safety

***A: Describe any health or safety hazards on or near the subdivision, such as natural hazards, lack of water, drainage problems, heavy traffic, dilapidated structures, high pressure gas lines, high voltage power lines, or irrigation ditches. These conditions, proposed or existing, should be accurately described with their origin and location identified on a copy of the preliminary plat.***

There are no known health or safety hazards as described in the statement above.

***B: Describe how the subdivision would be subject to hazardous conditions due to high voltage lines, airports, highways, railroads, dilapidated structures, high pressure gas lines, irrigation ditches, and adjacent industrial or mining uses.***

There are no known health or safety hazards as described in the statement above on or near the subdivision.

***C: Describe land uses adjacent to the subdivision and how the subdivision will affect the adjacent land uses. Identify existing uses such as feed lots, processing plants, airports or industrial firms that could be subject to lawsuits or complaints from residents of the subdivision.***

The land adjacent to the site consists of the following uses: Johnson Ranch Subdivision (Flathead County) & residential property to the north, Owl View Subdivision to the east, agricultural property to the south, and residential properties to the west. These areas are shown on the existing conditions map in Appendix

A. Commercial properties will be located along the Stillwater Road & Old Reserve Drive frontage, which will provide a buffer between the residential lots, located further to the west and to the north. Given that the adjacent properties are largely developed and have consisted used with the proposed subdivision, it is unlikely that the new subdivision would be vulnerable to lawsuits or complaints.

***D: Describe public health or safety hazards, such as dangerous traffic, fire conditions, or contamination of water supplies that would be created by the subdivision.***

Recommendations from the attached traffic impact study will be implemented to mitigate traffic hazards. Additionally, road design will follow City of Kalispell design guidelines to further mitigate dangerous traffic hazards. Fire protection will be provided via hydrants. Stormwater runoff best management practices will be implemented to treat runoff and reduce the risk of contaminating both groundwater and surface water supplies. The subdivision will be designed in accordance with City and state standards and regulations. Hazards to public health or safety created by the subdivision will be minimized.

**PART III – COMMUNITY IMPACT REPORT**

***Provide a community impact report containing a statement of estimated number of people coming into the area as a result of the subdivision, anticipated needs or the proposed subdivision for public facilities and services, the increased capital and operating cost to each affected unit of local government. Provide responses to each of the following questions and provide reference materials as required.***

## 1. Education and Busing

***A: Describe the available educational facilities that would serve this subdivision.***

The subdivision is located within West Valley School District #1 and will be serviced by West Valley Elementary and Glacier High School. The City of Kalispell has grown in recent years and many of the schools are near or at capacity. However, large changes are planned to meet the needs of the growing student population.

***B: Estimate the number of school children that will be added by the proposed subdivision. Provide a statement from the administrator of the affected school system indicating whether the increased enrollment can be accommodated by the present personnel and facilities and by the existing school bus system. If not, estimate the increased expenditures that would be necessary to do so.***

Based upon 2022 Census data, the average number of persons per household in Kalispell is 2.38. The percentage of children 18 years and younger for Kalispell is 23.7%. The residential portion of the project will result in approximately 307 dwelling units in the RA-1 zoned property and 187 dwelling units in the R-3 zoned property, which equates to approximately 1,235 total people with 292 people under the age of 18. If the ages of these students are distributed evenly among the grades K-12, in a given year there would be 97 new students attending the elementary school, 97 new students attending the middle school, and 97 new students attending Glacier High School. However, because the subdivision will be built out in phases, the increase in student population would occur over multiple years, not immediately.

## 2. Roads and Maintenance

***A: Estimate how much daily traffic the subdivision, when fully occupied, will generate on existing streets and arterials.***

Based on the Traffic Impact Study (TIS), included in Appendix F and prepared by Abelin Traffic Services for the subdivision, it is estimated that the development will generate approximately 9,746 trips per day: 4,531 from the residential portion and 5,215 from the commercial portion.

***B: Describe the capability of existing and proposed roads to safely accommodate this increased traffic.***

Development of the subdivision will increase traffic loads on Old Reserve Drive and Stillwater Road as well as Highway 93 and the Highway 93 Bypass to the east. As part of the development, Stillwater Road will be improved to a minor arterial meeting City of Kalispell standards and annexed into the city. Old Reserve Drive is under MDT jurisdiction with future plans to update the roadway. The TIS indicates that no additional roadway improvements other than the ones mentioned above are necessary at this time to maintain an acceptable level of service.

***C: Describe increased maintenance problems and increased cost due to this increase in volume.***

Stillwater Road will be fully annexed into the city around the perimeter of the subdivision. Additionally, Stillwater Road will be widened to a minor arterial. This will require the city to own and maintain additional road right-of-way, thereby increasing maintenance cost. Reserve Drive, on the other hand, will be owned and maintained by the Montana Department of Transportation.

***D: Describe proposed new public or private access roads including:***

*i. Measures for disposing of storm run-off from streets and roads.*

Storm water runoff will either surface flow or be collected in curb inlets and piped to a proposed detention basins in the northern portions of the site. The ponds will be sized to detain and treat water on-site in accordance with City standards.

*ii. Type of road surface and provisions to be made for dust.*

All new roads within the Subdivision will be asphalt. Similarly, all driveways into the lots will be constructed to meet the City of Kalispell standards. By paving all driving surfaces, the potential for dust generation will be minimal.

*iii. Facilities for streams or drainage crossing (e.g. culverts, bridges).*

There are no planned stream or drainage crossings as part of this project.

*iv. Seeding of disturbed areas.*

All exposed, disturbed areas will be stabilized and landscaped or reseeded upon completion of the subdivision construction. City boulevards will be landscaped with plantings, trees, and sod or hydroseed. Homeowners and property owners will be required to maintain their private property to an acceptable standard per the attached draft HOA/POA documents. The open spaces used for storm water retention will be re-seeded with native grasses in accordance with City regulations.

***E: Describe the closing or modification of any existing roads.***

There will be no road closures of existing streets during the construction of the project. Stillwater Road will be upgraded to a minor arterial road meeting the City of Kalispell standards. Old Reserve Drive is under MDT jurisdiction, and they have plans to improve this road in the future.

***F: Explain why road access was not provided within the subdivision, if access to any individual lot is directly from arterial streets or roads.***

This question is not applicable to the subdivision. Access to each lot will be from roads within the subdivision.

***G: Is year-round access by conventional automobile over legal rights-of-way available to the subdivision and to all lots and common facilities within the subdivision? Identify the owners of any private property over which access to the subdivision will be provided.***

Year-round access by conventional automobile over public right-of-way will be available to the subdivision from the proposed interior roads.

***H: Estimate the cost and completion date of the system, and indicate who will pay the cost of installation, maintenance and snow removal.***

The development will be built out in 12 phases over the next 12 years. The total estimated cost of the development, which includes sewer, water, storm, roads, sidewalks, boulevards, landscaping, and dry utilities is estimated to be $18,766,500. The developer will finance construction costs, and upon completion, all public roads and utilities will be deeded to the City. The city will then be responsible for owning and maintaining public roads and infrastructure. The city will also be responsible for snow removal within public roadways.

## 3. Water, Sewage, and Solid Waste Facilities

***A. Briefly describe the water supply and sewage treatment systems to be used in serving the proposed subdivision, e.g. methods, capacities, locations.***

There will be no new municipal wastewater treatment or water supply system needed to supplement the current City of Kalispell infrastructure due to an increase in demand from the subdivision. However, new sewer, water and storm mains will be extended to serve the subdivision. Water and sewer mains will be extended into the subdivision from existing mains within Taelor Road and Reserve Drive. New water and sewer mains will also be routed through the subdivision within the proposed interior roadway ROW.

***B. Provide information on estimated cost of the system, who will bear the costs, and how the system will be financed.***

There will be no new municipal wastewater treatment or water supply system needed to supplement the current City of Kalispell infrastructure due to an increase in demand from the subdivision. The preliminary costs of all water, sewer, and storm infrastructure for the subdivision is estimated to be $1,945,000. Cost of installation for all the subdivision infrastructure will be paid for by the developer.

***C. Where hook-up to an existing system is proposed, describe estimated impacts on the existing system, and show evidence that permission has been granted to hook up to the existing system.***

A new 12” water main will be extended along Taelor Road from an existing 12” PVC water main located on the west side of Taelor Road. The water main will reduce to 8” within the subdivision and through the subdivision. The extension of these utilities was anticipated with the construction of the Owl View Subdivision and therefore the City has capacity to meet these demands.

***D. All water supply and sewage treatment plans and specifications will be reviewed and approved by the Department of Environmental Quality (DEQ) and should be submitted using the appropriate DEQ application form.***

All new sewer and water main plans will be sent to Montana DEQ for approval.

***E. Describe the proposed method of collecting and disposing of solid waste from the development.***

Solid waste collection and disposal service is available from either Evergreen Disposal or the City of Kalispell.

***F. If use of an existing collection system or disposal facility is proposed indicate the name and location of the facility.***

As mentioned above, solid waste collection and disposal service is available from either Evergreen Disposal or the City of Kalispell. Solid waste will ultimately be disposed at the Flathead County Landfill located at Disposal Road, Kalispell, MT 59901.

## 4. Fire and Police Protection

***A. Describe the fire and police protection services available to the residents of the proposed subdivision including number of personnel and number of vehicles or type of facilities for:***

*i. Fire protection -- is the proposed subdivision in an existing fire district? If not, will one be formed or extended? Describe what fire protection procedures are planned?*

The subdivision will be located within the City of Kalispell Fire District. Municipal fire hydrants will be placed with the ROW at a minimum spacing of 500 feet for residential areas and 300-feet for commercial areas. Apartment units and commercial buildings will have fire suppression systems.

*ii. Law Enforcement protection –is the proposed subdivision within the jurisdiction of a County Sheriff or municipal policy department?*

The subdivision will be located under the jurisdiction of the City of Kalispell Police Department.

***B: Can the fire and police protection service needs of the proposed subdivision be met by present personnel and facilities? If not, describe the additional expenses that would be necessary to make these services adequate, and who would pay the costs?***

It is anticipated that police and fire protection personnel and facilities will not need to be increased to meet service needs of the subdivision. However, with the passing of the emergency response levy as well as an increased tax base associated with the development, this would likely cover costs for increased emergency response personnel and facilities.

## 5. Parks and Recreation Facilities

***A. Describe park and recreation facilities to be provided within the proposed subdivision and other recreational facilities that will serve the subdivision.***

With a total of 187 residential lots being developed throughout all phases, there is a requirement of 5.58 acres of park land based on 0.03 acres per lot for the subdivision. The entire residentially zoned portion of the subdivision will provide 5.58 acres of parkland or equivalent recreation facilities so this requirement is met.

If multifamily units are built in the RA-1 zoned area, additional amenities will be required. However, the number of multifamily units for this area has not yet been determined. Amenity requirements will be determined as building plans are developed.

Additionally, a 10-foot-wide walking path will extend through the subdivision, providing convenient pedestrian access from Old Reserve Drive to Stillwater Road. This path will connect the neighborhood business, multifamily, and urban residential areas. The approximate location of this path can be found in the attached preliminary site plan.

***B. List other parks and recreation facilities or sites in the area and their approximate distance from the site.***

Glacier High School is located less than a half-mile from the proposed subdivision. Westview Park and the Keith Albright Memorial Park are located to the east of the site, also approximately one half-mile away.

***C. If cash-in-lieu of parkland is proposed, state the purchase price per acre or current market value (values stated must be no more than 12 months old).***

Cash in lieu for parkland is not being proposed.

## 6. Payment for Extension of Capital Facilities

***A. Indicate how the sub-divider will pay for the cost of extending capital facilities resulting from expected impacts directly attributable to the subdivision.***

The developer will pay for the cost of extending all capital facilities to the subdivision.

# PART D.1
# Environmental Assessment Narrative

# THE RESERVE AT JOHNSON RANCH

# Environmental Assessment

**Prepared For:**

**Spartan Holdings, LLC**

**341 W Second Street, Ste. 1**

**Prepared By:**

**Jackola Engineering & Architecture**

**PO Box 1134**

**Kalispell, MT 59903**

**Date**

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# ENVIRONMENTAL ASSESSMENT

## INTRODUCTION

This Environmental Assessment (EA) was prepared by Jackola Engineering and Architecture for the Reserve at Johnson Ranch Subdivision located in Kalispell, MT. The assessment investigates the potential impacts of the proposed development on both the natural environment and the community at large. The EA was conducted following the *City of Kalispell Subdivision Regulations, Title 28, Ordinance No. 1707,* Appendix B.

The proposed subdivision is approximately 92-acres and is in North Kalispell on the west side of the Highway 93 Bypass. The proposed development will include 187 single-family residential lots, 19.85-acres of multi-family residential space and 10-acres of neighborhood business area.

## PART I – PROPERTY DESCRIPTION

### 1. Surface Water

A map showing all natural and manmade water bodies and a map showing all federally designated wetland and riparian areas near the site are provided in the appendices. From these maps, it was determined that there are no known natural or manmade water bodies nor wetland or riparian areas which would be adversely affected through development of the site.

The closest non-seasonal water system to the proposed subdivision is the Stillwater River which runs in a southerly direction approximately 3,980-feet west of the north-eastern property boundary. There is also a small manmade pond on the LHC property to the north, approximately 2,460-feet north of the proposed development. A map showing the 100-year floodplain boundary for the proposed development and surrounding areas is included in the appendices. This map shows the site lying in a zone which is not designated as a flood hazard. Therefore, it can be concluded that flooding will be of little risk to any development on the site.

Given that stream banks, lake beds, stream channels, wetlands, or floodplains are not present within the extents of the proposed development, there will not be any altercations to these features.

### 2. Groundwater

***A: Provide the following information: The minimum depth to the water table or to the historic water table and identify dates when depths were determined. What is the location and depth of all aquifers which may be affected by the proposed subdivision? Describe the location of known aquifer recharge areas which may be affected.***

A geotechnical investigation was performed in May 2024 by Alpine Geotechnical. The report, included in the appendices, reported that groundwater was not encountered in any of the borings which range in depth from 11.5 to 16.5 feet below existing grade. The geotechnical report noted soils consisting of fine-grained soils throughout most of the site.

Well logs adjacent to the site encountered groundwater at depths exceeding 200 feet with static water levels rising to 140 feet. Well logs also noted clay and silt layers between the ground surface and water table elevation. This is an indication that underlying aquifer is a deep-confined or semiconfined aquifer, so it is unlikely that the property contains aquifer recharge areas that would be substantially affected by the development. Well drilling dates range from the late 1960's through the early 2000's. A map of the well locations and example well logs are provided in the attachments. From the *Ground-Water Resources of the Flathead Lake Area: Flathead, Lake Missoula, and Sanders Counties Montana,* the site lies in the vicinity of the Lost Creek Aquifer to the west of Kalispell. This aquifer has an approximate depth of 30-feet and may contribute recharge to the overall groundwater flow system. However, based on the well logs noted above, it does not appear that the property is in direct connection with the Lost Creek Aquifer.

***B: Describe any steps necessary to avoid depletion or degradation of groundwater recharge areas.***

Although the subdivision will most likely have a negligible contribution to degradation of surrounding aquifers, water quality treatment measures will be put in-place in compliance with City of Kalispell MS4 requirements to ensure groundwater quality is maintained. The subdivision will also be served by city utilities and not individual wells, which will also help to minimize depletion of groundwater recharge areas.

## 3. Topography, Geology and Soils

***A: Provide a map of the topography of the area to be subdivided, and an evaluation of suitability for the proposed land uses. On the map identify any areas with highly erodible soils or slopes in excess of 15% grade. Identify the lots or areas affected.***

Overall the site is generally flat. However, there is a hill located on the southwest corner of the property with slopes in excess of 15%. Additionally, the proposed stormwater retention area to the north of the site has slopes in excess of 15%. A topographic survey of the site was conducted in May 2024, and areas with slopes greater than 15% are shown on the topographic survey and preliminary plat drawing.

A geotechnical report conducted by Alpine Geotechnical (Dated June 17, 2024) generally found that the land was suitable for the proposed development. However, the report notes that specific construction measures should be adhered to when developing the property. These measures include but are not limited to stripping of topsoil, proper moisture conditioning and compaction of native subsoils and imported fill, proper grading to maintain positive drainage away from proposed roads and buildings, and proper road construction.

*i.* *Shallow Bedrock*

No shallow bedrock was discovered during the geotechnical investigation. Therefore, it can be concluded that this hazard does not exist onsite.

*ii.* *Unstable Slopes*

The geotechnical report did not note any unstable slopes throughout the site.

*iii.* *Unstable or expansive soils*

Site soils generally consist of organic silt topsoil atop predominantly native silts and sands. The organic silt topsoil ranges from approximately 1.0 to 1.5 feet thick. The native soils beneath the

topsoil across the site consist of medium stiff silt and/or loose silty sand. Glacial till gravel was found at the drumlin hill in the southwestern portion of the site. This can be classified as very stiff to hard sandy silt with gravel. The geotechnical report stated that site soils are competent and can support expected bearing capacities with minimal settlement. This indicates that site soils are generally stable.

The geotechnical report noted that silts are present throughout the development. Silts have large swell potential. Accordingly, the geotechnical report recommends replacing silts with imported backfill for site structures. Specifically, the report recommends replacing silt with a structural fill in the top 18" of the soil profile to eliminate potential for frost heave on exterior flatwork and unheated buildings.

*iv.* *Excessive slope*

The site is generally flat. However, there is a hill in the southwest of the site with slopes ranging from 5-15% to the east.

The proposed stormwater area to the north of the site also has slopes in excess of 15%. Aside from stormwater infrastructure, there are no buildings or structures planned for this area.

***B: Locate on an overlay or sketch map any known hazards affecting the development which could result in property damage or personal injury due to:***

*i.* *Falls, slides or slumps – soil, rock, mud, snow*

The site is generally flat, and the final subdivision design will meet ADA standards. It is therefore unlikely that the personal injury would result from falls. The geotechnical report identified stable soils throughout the site, so it is unlikely that property or personal damage would result from rock or mudslides. The geotechnical investigation did not identify any slumps on site.

*ii.* *Rock outcroppings*

There are no rock outcroppings in the project vicinity; therefore, there is minimal to negligible possibility of damage to property or personal injury on the site from falling rock or dangerous outcroppings.

*iii.* *Seismic Activity*

Based on the location, the site is in a zone of potentially significant seismic ground movement. Risks of property damage or personal injury will be mitigated during the construction of the residential and commercial units. Building design would comply with IBC and IRC standards.

*iv.* *High Water Table*

Depth to groundwater is anticipated to be greater than 15 feet below the ground surface, which is below the planned excavation limits and utility construction.

***C: Describe measures proposed to prevent or reduce these hazards.***

*i.* *Falls, slides or slumps mitigation*

The site will be designed to meet ADA standards to reduce the likelihood of falls. Additionally, geotechnical report recommendations will be followed to ensure proper soil stabilization. This will mitigate risks associated with slides or slumps.

*ii. Seismic Mitigation*

To mitigate the effect of any earthquake induced ground motion, all structures will be built in accordance IRC and IBC design criteria.

***D: Describe the location and amount of any cut or fill more than three feet in depth. Indicate these cuts or fills on a plat overlay or sketch map. Where cuts or fills are necessary, describe plans to prevent erosion and to promote vegetation such as replacement of topsoil and grading.***

There is an approximate 50-foot elevation difference from the southwest corner of the site to the center of the site. Preliminary grading plans propose leveling out the southwestern elevated area for preparation of building foundations. A cut/fill map showing the preliminary areas of cuts and fills and the approximate depth in those areas is provided in the appendices.

Grading operations will follow geotechnical report recommendations to ensure soil stabilization and prevent erosion. These measures included proper moisture conditioning and compaction of native subgrade soils. Where buildings are proposed, imported backfill will be utilized to support building foundations.

Native topsoil will be stockpiled on site. Following mass grading operations, approximately 6" of topsoil will be replaced across lots and reseeded with a native grass mix. The contractor will be responsible to provide a means for temporary watering to reestablish grass cover.

## 4. Vegetation

***A: On a plat overlay or sketch map:***

*i. Indicate the distribution of the major vegetation types, such as marsh, grassland, shrub, coniferous forest, deciduous forest, mixed forest*

The map provided in the appendices indicates the major vegetation types found on the site, as shown on the Montana Natural Heritage Map Viewer. Based on this mapping, the site is predominantly occupied by agricultural land as cultivated crops.

*ii. Identify the location of critical plant communities such as: Stream bank or shoreline vegetation, vegetation on steep, unstable slopes, vegetation on soils highly susceptible to wind or water erosion, type and extent of noxious weeds.*

According to the mapping provided in the appendices, there are no wetland or riparian land cover on the site.

Based on site visits and historical imagery, the site has been under continuous cultivation for an extended period of time. Noxious weeds are therefore assumed to be controlled by the use of herbicides.

Overall the site is flat and is vegetated, so wind and water erosion concerns are negligible.

***B: Describe measures to:***

*i. Preserve trees and other natural vegetation e.g. locating roads and lot boundaries, planning construction to avoid damaging tree cover.*

As shown on the vegetation map provided in the appendices, the site is under cultivation, so trees are generally not present throughout the site.

*ii. Protect critical plant communities e.g. keeping structural development away from these areas, setting areas aside for open space.*

As mentioned above, the landsite is cultivated, so critical plant communities are not present across the site. The Natural Heritage Map Viewer also does not identify any critical plant communities on the Site.

*iii. Prevent and control grass, brush or forest fires e.g. green strips, water supply, access.*

The site is bounded by existing City infrastructure, which includes a water main with fire hydrants. The water main will be extended throughout the development, which will provide more fire protection via additional hydrants. Roads will be designed to accommodate emergency access vehicles, which include fire trucks.

Upon completion of the subdivision, brush and forest fires will be highly unlikely due to the developed urban nature of the subdivision and surrounding properties. Landscape areas will be irrigated in accordance with City standards, and fire hydrants will be placed throughout the development at the recommended spacing to provide water during emergencies.

*iv. Control and prevent growth of noxious weeds*

All yards within the development will be fully landscaped upon construction of each individual residence. This landscaping will help prevent growth of noxious weeds within the subdivision. Before construction of each lot, all undeveloped areas will be covered with topsoil and reseeded with native grasses for stabilization.

## 5. Wildlife

***A: Identify species of fish and wildlife use the area affected by the proposed subdivision.***

Per the Fish Wildlife and Parks website, the area is listed as being winter habitat for large game. Specific species include elk, moose, and deer.

***B: On a copy of the preliminary plat or overlay, identify known critical wildlife areas, such as big game winter range, calving areas and migration routes; riparian habitat and waterfowl nesting areas; habitat for rare or endangered species and wetlands.***

This area is a Big Game winter range area per Montana Fish & Wildlife website.

However, based on the MT Crucial Areas Planning System, there are no known critical wildlife areas, nesting areas, or habitat for endangered or threatened species on the site.

***C: Describe proposed measures to protect or enhance wildlife habitat or to minimize degradation (e.g. keeping buildings and roads back from shorelines; setting aside wetlands as undeveloped open space).***

To reduce the possibility of attracting deer to the subdivision, ornamental plants and fruit trees will not be included in the site landscaping. The guidelines from *Fish and Wildlife Recommendations for Subdivision Development in Montana* will be incorporated into the subdivision.

## 6. Land Use:

Aerial imagery dating back to as early as 1985 shows that the site was historically utilized as agricultural land. However, the project's proposed land uses are based on the proposed PUD application and Growth Policy Map Amendment for the subject property, which proposes to zone the property as a mixture of B-1 Neighborhood Business, RA-2 High Density Residential, and the remainder of the property as R-3 Urban Residential.

Adjacent lands to the proposed development primarily consist of single-family residential lots, urban residential subdivisions, and adjacent agricultural land that is zoned urban residential. The subdivision will be accessed primarily from Stillwater Road, with another access on Old Reserve Drive. The subdivision will not prevent access to any adjoining properties, and proposed roads will align with currently existing roads to improve circulation.

## PART II – SUMMARY OF PROBABLE IMPACTS

The underlying sections summarizes possible impacts of the subdivision.

### 1. Effects on Agriculture

***A: Is the proposed subdivision or associated improvements located on or near prime farmland or farmland of statewide importance as defined by the Natural Resource Conservation Service? If so, identify each area on a copy of the preliminary plat.***

From the NCRS soils report, existing onsite soils consist primarily of Kalispell loam, Prospect loam and Prospect stony loam. Kalispell Loams are classified as prime farmland if irrigated and the Prospect loam, and Prospect stony loam soils are designated as not prime farmland. A copy of the NRCS report is provided in Appendix E. It should be noted, however, that the development falls within the city annexation boundary.

***B: Describe whether the subdivision would remove from production any agricultural or timber land.***

The subdivision is not located on or near any timber land and will not affect timber production. The subdivision was historically used as farmland but is being proposed to be designated as R-3, RA-2, and B-1 zones. The subdivision is in line with City of Kalispell's growth plan and lies within the City of Kalispell annexation boundary.

***C: Describe possible conflicts with nearby agricultural operations, e.g., residential development creating problems for moving livestock, operating farm machinery, operating septage disposal sites, maintaining water supplies, controlling weeds or applying pesticides; agricultural operations suffering from vandalism, uncontrolled pets or damaged fences.***

The subdivision is in an area of Kalispell that is currently undergoing significant growth and additional residential and commercial developments to the northwest and east of the site. Glacier High School is also directly southeast of the site. The property directly to the south of the site is currently used as agricultural land, however this property is separated from the site by Old Reserve Drive and has plans to be subdivided as it is zoned R-3/PUD. Therefore, there are no foreseeable conflicts that could arise.

***D: Describe possible nuisance problems which may arise from locating a subdivision near agricultural or timber lands.***

Since the proposed development is not immediately near timberland operations, and the agricultural land to the south is separated from the site by Old Reserve Drive with plans to be subdivided, there are no foreseeable nuisances that could arise from locating a subdivision near such areas. Agricultural land to the northwest has also been preliminary platted as a county subdivision. Generally, all adjacent land has already been developed or is in the process of being developed for commercial and residential use.

***E: Describe effects the subdivision would have on the value of nearby agricultural lands***.

Agricultural Properties within the vicinity of the proposed subdivision are generally being developed for commercial or residential use. Since the subdivision will extend utilities (e.g. water, sewer, storm, power etc.) to neighboring properties, the subdivision is likely to increase the value of properties in the area. Therefore, the subdivision will have no foreseeable effects that devalue nearby agricultural lands.

## 2. Effects on Agricultural Water User Facilities

***A: Describe conflicts the subdivision would create with agricultural water user facilities, e.g. residential development creating problems for operating and maintaining irrigation systems, and whether agricultural water user facilities would be more subject to vandalism or damage because of the subdivision.***

Nearby agricultural fields have been developed or are currently in the process of being developed for urban use. Given this, it is unlikely that the development will have a long-lasting negative impact on agricultural water facilities. Additionally, the development is bounded by Reserve Drive to the south, Stillwater Road to the east and north, and an existing county subdivision to the west. Therefore, it is highly unlikely that the development would pose a maintenance or vandalism threat to any of the nearby irrigation systems since those systems are not directly adjacent to the subdivision.

***B: Describe possible nuisance problems which the subdivision would generate with regard to agricultural water user facilities, e.g. safety hazards to residents or water problems from irrigation ditches, head gates, siphons, sprinkler systems, or other agricultural water user facilities.***

Since roads or existing subdivisions isolated the development from agricultural water use facilities, no nuisance problems regarding agricultural water use facilities are anticipated.

## 3. Effects on Local Services

***A: Indicate the proposed use and number of lots or spaces in each:***

The proposed development will be constructed over multiple phases. The overall development will consist of 14.85-acres of multifamily residential, 10-acres of neighborhood business, and 187 single family residential lots, as well as the necessary roadway and right-of-way improvements to access each lot. The residential lots will be in the northern & western part of the subdivision. The multifamily residences will be located along the Stillwater Road frontage and the neighborhood business area will be in the southeast corner of the subdivision.

***B: Describe the additional or expanded public services and facilities that would be required of local government or special districts to serve the subdivision.***

*i. Describe additional costs that would result for services such as roads, bridges, law enforcement, parks and recreation, fire protection, water, sewer and solid waste systems, schools or busing, (including additional personnel, construction, and maintenance costs).*

The proposed development will include construction of approximately 200 new sewer and water services. This will require approximately 8,186 LF and 9,749 LF of new water and sewer mains to be extended throughout the subdivision respectively. It is also anticipated that 6,582 LF of storm main will be required at full build out. Public local roads will be built internal to the subdivision, and Stillwater Road will be improved to a minor arterial.

City of Kalispell would take ownership of the sewer, water, and storm systems within the public within the public right-of-way, which would increase City maintenance costs. Public roadways would also be owned and maintained by the city thereby increasing City Road department costs. City fire and police would also have an increased population and area to serve thereby increasing their operating costs.

However, additional tax revenue collected from the subdivision would work to offset increased costs associated with City services.

*ii. Who will bear the cost, e.g. all taxpayers within the jurisdiction, people within special taxing districts, or users of a service?*

The sewer and water main extensions will be paid for by the developer. The utility services to each individual property will be paid for by the developer, and the utility connection and impact fees will be paid for by the developer or lot owner. The City of Kalispell will receive property taxes from the developed lots to use as it sees fit for maintaining public utilities. The Kalispell schools will also receive taxpayer money to help offset the cost of the additional students attending City schools. Funds for increased fire and police staffing, if needed, could also be offset from additional tax revenue.

*iii. Can the service providers meet the additional costs given legal or other constraints, e.g. statutory ceilings on mill levies or bonded indebtedness?*

The City of Kalispell emergency responder dedicated levy passed in March of 2024. It is assumed that combined levy and tax revenue from the subdivision will provide ample funding from an emergency response (e.g. police and fire) perspective. Since the developer will be paying for all utility construction/connections associated with sewer, water, storm, and roadway infrastructure, it is assumed that increased tax revenue would offset City maintenance costs for the added infrastructure.

*iv. Describe off-site costs or costs to other jurisdictions which may be incurred, e.g. development of water sources or construction of a sewage treatment plant; costs borne by the municipality.*

The subdivision will connect to the existing gravity sewer system owned by the City of Kalispell. Costs for construction of these items will be borne by the developer. No additional improvements will be necessary for increased capacity of the City of Kalispell wastewater treatment plant or water source to provide those services to the subdivision.

***C: Describe how the subdivision allows existing services, through expanded use, to operate more efficiently, or makes the installation or improvement of services feasible, e.g. allow installation of a central water system, or upgrading a rural road.***

New water and sewer mains will be constructed through the subdivision, extending the existing mains to provide municipal water and sewer services to previously un-served land. Stillwater Road will also be improved from a rural county road to a City of Kalispell minor collector street where it borders the site. Sidewalks and utility easements will also be included in the upgrade to Stillwater Road.

***D: What are the present tax revenues received from the un-subdivided land?***

From the 2023 Real Estate Tax Bill for the parcel, a total of $284.47 was paid in property taxes. The following is a breakdown of the dollar amount to each taxing authority.

*i. By the County*

$67.04 was paid to Flathead County for County functions.

*ii. By the State*

$65.56 was paid to the State of Montana.

*iii. By Other*

$16.22 was paid to others.

*iv. By the Schools*

$135.65 was paid for education.

***E: Provide the approximate revenues received by each above taxing authority if the lots are reclassified, and when the lots are all improved and built upon. Describe any other taxes that would be paid by the subdivision and into what funds.***

The subdivision includes development of 187 single family residential lots, approximately 240 multifamily housing units assuming a density of 16 units per acre, and approximately 10-acres of neighborhood business. Commercial properties are difficult to project the types of development which might occur and future tax revenue. To establish some basis, a commercial property similar to the proposed neighborhood business portion of the subdivision located off of Heritage Way and US 93 N will be used for comparison. The 2023 Real Estate Tax Bill for one of these commercial lots stated a total of $33,573.40 over 1.25 acres. The total development of the proposed commercial lots which would span 10-acres would generate approximately $268,587 annually. The following gives a breakdown of the approximate dollar amount generated by the neighborhood business portion of the proposed subdivision:

| | |
|---|---|
| County: | $64,923 |
| Municipality: | $73,013 |
| Schools: | $91,134 |
| State: | $36,477 |
| Other: | $3,040 |

Eagle Valley Ranch Apartments, a multifamily apartment building complex located off Jefferson Boulevard and Rose Crossing, was used for comparison to the multifamily portion of the project. While each of the residential properties will have a varied number of buildings and dwelling units, the Eagle Valley Ranch Apartments property appears to be the relatively similar compared to other properties in the City. The 2023 Tax Bill stated a total of $70,899.44 was paid in taxes by the property owner in which the property has two, 24-plex buildings on it. This equates to $35,449.50 per 24-plex. Assuming the multi-family lot has twelve 24-plexes, the annual tax revenue for the development would be $425,394. The following gives a breakdown of the approximate dollar amount which will be paid by each commercial lot owner/building of the proposed subdivision.

| | |
|---|---|
| County: | $5,771 |
| Municipality: | $9,660 |
| Schools: | $13,964 |
| State: | $5,589 |
| Other: | $466 |

Upon developing the residential lots, the residential lots will be similar in value to the residential lots in the Eagle Valley Ranch Phase 1-3 subdivision. The 2023 Real Estate Tax Bill for a comparable Eagle Valley Ranch Phase 1-3 lot totaled $3,975. Given that the proposed subdivision will have similar residential lot sizes and homes, it can be rationalized that a similar sum will be paid by each property owner. At full buildout, the entire subdivision will have 187 single-family lots, which would generate approximately $743,325 annually. The following gives a breakdown of the approximate dollar amount which will be generated per lot.

| | |
|---|---|
| County: | $622 |
| Municipality: | $1,096 |
| Schools: | $1,574 |
| State: | $630 |
| Other: | $53 |

***F: Would new taxes generated from the subdivision cover additional public costs?***

With the passing of the emergency response levy and the increased City tax revenue, it is believed that emergency service costs would be covered by the tax generated. It is also believed that public infrastructure costs would also be covered since the developer will finance the construction of the infrastructure, and the city would be responsible for maintenance.

***G: How many special improvement districts would be created which would obligate local government fiscally or administratively? Are any bonding plans proposed that would affect the local government's bonded indebtedness?***

There is no new special improvement district created as part of this project. Bonding plans that would affect the local government are also not anticipated.

## 4. Effects on the Historic or Natural Environment

***A: Describe and locate on a plat overlay or sketch map known or possible historic, paleontological, archaeological or cultural sites, structures, or objects that may be affected by the proposed subdivision.***

There are no known historic paleontological, archaeological, or cultural sites located on or near the property which would be affected by the development.

***B: How would the subdivision affect surface and groundwater, soils, slopes, vegetation, historical or archaeological features within the subdivision or on adjacent land? Describe plans to protect these sites.***

*i. Would any stream banks or lake shorelines be altered, streams rechanneled or any surface water contaminated from sewage treatment systems, run-off carrying sedimentation, or concentration of pesticides or fertilizers.*

The site consists of generally flat ground, bounded by steeper grades and slopes on the southwestern property perimeter. Generally, natural slopes will be maintained, and any cut and fill operations will strive to balance earthwork quantities. Plant life on the property consists of

grasses and farmed crops. There is potential for runoff to contain lawn fertilizers, however these concentrations are expected to be well below that of an agricultural use. In addition, water quality measures will be taken to reduce the pollutant load on any runoff.

*ii. Would groundwater supplies likely be contaminated or depleted as a result of the subdivision?*

Sewer and water will be supplied by City of Kalispell. Sewage from the subdivision will be collected and discharged into the city sewer system. Therefore, there is no potential for sewage contamination of any surface or groundwater. As noted above, water for the subdivision will be supplied by City of Kalispell and not through individual wells. Therefore, depletion of groundwater because of this development is not likely.

*iii. Would construction of roads or building sites require cuts and fills on steep slopes or cause erosion on unstable, erodible soils? Would soils be contaminated by sewage treatment systems?*

Site design will maintain reasonable slopes and will attempt to keep grades as close to existing grades as feasible. Any cut slopes will be properly stabilized. Furthermore, onsite soil is not highly erodible and road construction will not cause excessive destabilization of existing soils. As noted above, sewage waste will be collected and discharged to the City of Kalispell wastewater system. This development has no planned onsite sewage treatment systems that could contaminate soils.

*iv. Describe the impacts that removal of vegetation would have on soil erosion, bank, or shoreline instability.*

The closest non-seasonal waterway to the site is the Stillwater River located over 4,000-feet to the west. There are no sections of this river that cross any of the site boundaries. As a result, vegetation removed from the site will not destabilize any stream banks. The effort to minimize steep grades on the site decreases the potential for erosion upon vegetation removal. However, there is always erosion potential during and after construction if preventative measures are not taken. During construction, a Stormwater Pollution Prevention Plan will be executed in which BMP's will be set in place to reduce erosion. Upon completion of the project, all exposed areas will be immediately stabilized and reseeded with native grasses.

*v. Would the value of significant historical, visual, or open space features be reduced or eliminated?*

There are no historical, visual or open space features on or near the site.

*vi. Describe possible natural hazards the subdivision could be subject to, e.g., natural hazards such as flooding, rock, snow or landslides, high winds, severe wildfires, or difficulties such as shallow bedrock, high water table, unstable or expansive soils, or excessive slopes.*

As discussed in previous sections, there are minimal natural hazards on the site, which will therefore pose little to no risk to the subdivision.

***C: How would the subdivision affect visual features within the subdivision or on adjacent land? Describe anticipated efforts to visually blend the proposed development with the existing environment, e.g. use of appropriate building materials, colors, road design, underground utilities, and revegetation of earthworks.***

The Site's location and natural topography promote commercial land uses in the lower lying areas on the eastern side of the site that transition to residential land uses in the north and central areas allowing for increased visibility. Residential lots on the western side of the property will be set back from the property line to maintain mountain views for the neighboring properties to the west. This area is currently experiencing rapid residential and commercial growth with the development of the Owl View Subdivision to the east, and the county Johnson Ranch Subdivision to the north and northeast. The Project is expected to facilitate further growth and provide additional commercial and residential opportunities for current and future residents due to the location and exposure to moderate volumes of traffic.

New utilities will be routed underground, which will help maintain views. Roadways and boulevard landscaping will be designed and constructed per City of Kalispell standards. Building design will also meet City of Kalispell Architectural standards. A stormwater pollution prevention plan will be maintained during construction and final stabilization will be provided by site landscaping and reseeding following construction.

## 5. Effects on Wildlife and Wildlife Habitat

***A: Describe what impacts the subdivision or associated improvements would have on wildlife areas such as big game wintering range, migration routes, nesting areas, wetlands, or important habitat for rare or endangered species.***

The project site is not designated as a specific wildlife area. The proposed development is also in line with the city of Kalispell's growth plan. There are also no wetlands present within the property boundaries of the site. Additionally, the site is bordered by existing development to the north, west, and east. Any additional impact the development may have on wildlife areas will be minimal.

***B: Describe the effect that pets or human activity would have on wildlife.***

As the site is bordered by existing developments and is located along Old Reserve Drive, the effect on wildlife from additional people and pets moving into the area due to the proposed development will be minimal to negligible.

## 6. Effects on the Public Health and Safety

***A: Describe any health or safety hazards on or near the subdivision, such as natural hazards, lack of water, drainage problems, heavy traffic, dilapidated structures, high pressure gas lines, high voltage power lines, or irrigation ditches. These conditions, proposed or existing, should be accurately described with their origin and location identified on a copy of the preliminary plat.***

There are no known health or safety hazards as described in the statement above.

***B: Describe how the subdivision would be subject to hazardous conditions due to high voltage lines, airports, highways, railroads, dilapidated structures, high pressure gas lines, irrigation ditches, and adjacent industrial or mining uses.***

There are no known health or safety hazards as described in the statement above on or near the subdivision.

***C: Describe land uses adjacent to the subdivision and how the subdivision will affect the adjacent land uses. Identify existing uses such as feed lots, processing plants, airports or industrial firms that could be subject to lawsuits or complaints from residents of the subdivision.***

The land adjacent to the site consists of the following uses: Johnson Ranch Subdivision (Flathead County) & residential property to the north, Owl View Subdivision to the east, agricultural property to the south, and residential properties to the west. These areas are shown on the existing conditions map in Appendix

A. Commercial properties will be located along the Stillwater Road & Old Reserve Drive frontage, which will provide a buffer between the residential lots, located further to the west and to the north. Given that the adjacent properties are largely developed and have consisted used with the proposed subdivision, it is unlikely that the new subdivision would be vulnerable to lawsuits or complaints.

***D: Describe public health or safety hazards, such as dangerous traffic, fire conditions, or contamination of water supplies that would be created by the subdivision.***

Recommendations from the attached traffic impact study will be implemented to mitigate traffic hazards. Additionally, road design will follow City of Kalispell design guidelines to further mitigate dangerous traffic hazards. Fire protection will be provided via hydrants. Stormwater runoff best management practices will be implemented to treat runoff and reduce the risk of contaminating both groundwater and surface water supplies. The subdivision will be designed in accordance with City and state standards and regulations. Hazards to public health or safety created by the subdivision will be minimized.

**PART III – COMMUNITY IMPACT REPORT**

***Provide a community impact report containing a statement of estimated number of people coming into the area as a result of the subdivision, anticipated needs or the proposed subdivision for public facilities and services, the increased capital and operating cost to each affected unit of local government. Provide responses to each of the following questions and provide reference materials as required.***

## 1. Education and Busing

***A: Describe the available educational facilities that would serve this subdivision.***

The subdivision is located within West Valley School District #1 and will be serviced by West Valley Elementary and Glacier High School. The City of Kalispell has grown in recent years and many of the schools are near or at capacity. However, large changes are planned to meet the needs of the growing student population.

***B: Estimate the number of school children that will be added by the proposed subdivision. Provide a statement from the administrator of the affected school system indicating whether the increased enrollment can be accommodated by the present personnel and facilities and by the existing school bus system. If not, estimate the increased expenditures that would be necessary to do so.***

Based upon 2022 Census data, the average number of persons per household in Kalispell is 2.38. The percentage of children 18 years and younger for Kalispell is 23.7%. The residential portion of the project will result in approximately 307 dwelling units in the RA-1 zoned property and 187 dwelling units in the R-3 zoned property, which equates to approximately 1,235 total people with 292 people under the age of 18. If the ages of these students are distributed evenly among the grades K-12, in a given year there would be 97 new students attending the elementary school, 97 new students attending the middle school, and 97 new students attending Glacier High School. However, because the subdivision will be built out in phases, the increase in student population would occur over multiple years, not immediately.

## 2. Roads and Maintenance

***A: Estimate how much daily traffic the subdivision, when fully occupied, will generate on existing streets and arterials.***

Based on the Traffic Impact Study (TIS), included in Appendix F and prepared by Abelin Traffic Services for the subdivision, it is estimated that the development will generate approximately 9,746 trips per day: 4,531 from the residential portion and 5,215 from the commercial portion.

***B: Describe the capability of existing and proposed roads to safely accommodate this increased traffic.***

Development of the subdivision will increase traffic loads on Old Reserve Drive and Stillwater Road as well as Highway 93 and the Highway 93 Bypass to the east. As part of the development, Stillwater Road will be improved to a minor arterial meeting City of Kalispell standards and annexed into the city. Old Reserve Drive is under MDT jurisdiction with future plans to update the roadway. The TIS indicates that no additional roadway improvements other than the ones mentioned above are necessary at this time to maintain an acceptable level of service.

***C: Describe increased maintenance problems and increased cost due to this increase in volume.***

Stillwater Road will be fully annexed into the city around the perimeter of the subdivision. Additionally, Stillwater Road will be widened to a minor arterial. This will require the city to own and maintain additional road right-of-way, thereby increasing maintenance cost. Reserve Drive, on the other hand, will be owned and maintained by the Montana Department of Transportation.

***D: Describe proposed new public or private access roads including:***

*i. Measures for disposing of storm run-off from streets and roads.*

Storm water runoff will either surface flow or be collected in curb inlets and piped to a proposed detention basins in the northern portions of the site. The ponds will be sized to detain and treat water on-site in accordance with City standards.

*ii. Type of road surface and provisions to be made for dust.*

All new roads within the Subdivision will be asphalt. Similarly, all driveways into the lots will be constructed to meet the City of Kalispell standards. By paving all driving surfaces, the potential for dust generation will be minimal.

*iii. Facilities for streams or drainage crossing (e.g. culverts, bridges).*

There are no planned stream or drainage crossings as part of this project.

*iv. Seeding of disturbed areas.*

All exposed, disturbed areas will be stabilized and landscaped or reseeded upon completion of the subdivision construction. City boulevards will be landscaped with plantings, trees, and sod or hydroseed. Homeowners and property owners will be required to maintain their private property to an acceptable standard per the attached draft HOA/POA documents. The open spaces used for storm water retention will be re-seeded with native grasses in accordance with City regulations.

***E: Describe the closing or modification of any existing roads.***

There will be no road closures of existing streets during the construction of the project. Stillwater Road will be upgraded to a minor arterial road meeting the City of Kalispell standards. Old Reserve Drive is under MDT jurisdiction, and they have plans to improve this road in the future.

***F: Explain why road access was not provided within the subdivision, if access to any individual lot is directly from arterial streets or roads.***

This question is not applicable to the subdivision. Access to each lot will be from roads within the subdivision.

***G: Is year-round access by conventional automobile over legal rights-of-way available to the subdivision and to all lots and common facilities within the subdivision? Identify the owners of any private property over which access to the subdivision will be provided.***

Year-round access by conventional automobile over public right-of-way will be available to the subdivision from the proposed interior roads.

***H: Estimate the cost and completion date of the system, and indicate who will pay the cost of installation, maintenance and snow removal.***

The development will be built out in 12 phases over the next 12 years. The total estimated cost of the development, which includes sewer, water, storm, roads, sidewalks, boulevards, landscaping, and dry utilities is estimated to be $18,766,500. The developer will finance construction costs, and upon completion, all public roads and utilities will be deeded to the City. The city will then be responsible for owning and maintaining public roads and infrastructure. The city will also be responsible for snow removal within public roadways.

## 3. Water, Sewage, and Solid Waste Facilities

***A. Briefly describe the water supply and sewage treatment systems to be used in serving the proposed subdivision, e.g. methods, capacities, locations.***

There will be no new municipal wastewater treatment or water supply system needed to supplement the current City of Kalispell infrastructure due to an increase in demand from the subdivision. However, new sewer, water and storm mains will be extended to serve the subdivision. Water and sewer mains will be extended into the subdivision from existing mains within Taelor Road and Reserve Drive. New water and sewer mains will also be routed through the subdivision within the proposed interior roadway ROW.

***B. Provide information on estimated cost of the system, who will bear the costs, and how the system will be financed.***

There will be no new municipal wastewater treatment or water supply system needed to supplement the current City of Kalispell infrastructure due to an increase in demand from the subdivision. The preliminary costs of all water, sewer, and storm infrastructure for the subdivision is estimated to be $1,945,000. Cost of installation for all the subdivision infrastructure will be paid for by the developer.

***C. Where hook-up to an existing system is proposed, describe estimated impacts on the existing system, and show evidence that permission has been granted to hook up to the existing system.***

A new 12” water main will be extended along Taelor Road from an existing 12” PVC water main located on the west side of Taelor Road. The water main will reduce to 8” within the subdivision and through the subdivision. The extension of these utilities was anticipated with the construction of the Owl View Subdivision and therefore the City has capacity to meet these demands.

***D. All water supply and sewage treatment plans and specifications will be reviewed and approved by the Department of Environmental Quality (DEQ) and should be submitted using the appropriate DEQ application form.***

All new sewer and water main plans will be sent to Montana DEQ for approval.

***E. Describe the proposed method of collecting and disposing of solid waste from the development.***

Solid waste collection and disposal service is available from either Evergreen Disposal or the City of Kalispell.

***F. If use of an existing collection system or disposal facility is proposed indicate the name and location of the facility.***

As mentioned above, solid waste collection and disposal service is available from either Evergreen Disposal or the City of Kalispell. Solid waste will ultimately be disposed at the Flathead County Landfill located at Disposal Road, Kalispell, MT 59901.

## 4. Fire and Police Protection

***A. Describe the fire and police protection services available to the residents of the proposed subdivision including number of personnel and number of vehicles or type of facilities for:***

*i. Fire protection -- is the proposed subdivision in an existing fire district? If not, will one be formed or extended? Describe what fire protection procedures are planned?*

The subdivision will be located within the City of Kalispell Fire District. Municipal fire hydrants will be placed with the ROW at a minimum spacing of 500 feet for residential areas and 300-feet for commercial areas. Apartment units and commercial buildings will have fire suppression systems.

*ii. Law Enforcement protection –is the proposed subdivision within the jurisdiction of a County Sheriff or municipal policy department?*

The subdivision will be located under the jurisdiction of the City of Kalispell Police Department.

***B: Can the fire and police protection service needs of the proposed subdivision be met by present personnel and facilities? If not, describe the additional expenses that would be necessary to make these services adequate, and who would pay the costs?***

It is anticipated that police and fire protection personnel and facilities will not need to be increased to meet service needs of the subdivision. However, with the passing of the emergency response levy as well as an increased tax base associated with the development, this would likely cover costs for increased emergency response personnel and facilities.

## 5. Parks and Recreation Facilities

***A. Describe park and recreation facilities to be provided within the proposed subdivision and other recreational facilities that will serve the subdivision.***

With a total of 187 residential lots being developed throughout all phases, there is a requirement of 5.58 acres of park land based on 0.03 acres per lot for the subdivision. The entire residentially zoned portion of the subdivision will provide 5.58 acres of parkland or equivalent recreation facilities so this requirement is met.

If multifamily units are built in the RA-1 zoned area, additional amenities will be required. However, the number of multifamily units for this area has not yet been determined. Amenity requirements will be determined as building plans are developed.

Additionally, a 10-foot-wide walking path will extend through the subdivision, providing convenient pedestrian access from Old Reserve Drive to Stillwater Road. This path will connect the neighborhood business, multifamily, and urban residential areas. The approximate location of this path can be found in the attached preliminary site plan.

***B. List other parks and recreation facilities or sites in the area and their approximate distance from the site.***

Glacier High School is located less than a half-mile from the proposed subdivision. Westview Park and the Keith Albright Memorial Park are located to the east of the site, also approximately one half-mile away.

***C. If cash-in-lieu of parkland is proposed, state the purchase price per acre or current market value (values stated must be no more than 12 months old).***

Cash in lieu for parkland is not being proposed.

## 6. Payment for Extension of Capital Facilities

***A. Indicate how the sub-divider will pay for the cost of extending capital facilities resulting from expected impacts directly attributable to the subdivision.***

The developer will pay for the cost of extending all capital facilities to the subdivision.

# PART D.2
# Topographic Survey




1 EXISTING SITE SURVEY
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

PROJECT #: 240208

C:\Users\Mike\DOCACCDocs\Jackola Engineering & Architecture\AD 2024\Client Files\Spartan Holdings\240208 80 Acre Subdivision\Autocad\MAC_C0.10.dwg


SINCE 1969 JACKOLA PC
Engineering, Architecture, Surveying, Land Use Planning
KALISPELL 406-755-3208 | BOZEMAN 406-586-0757 | VANCOUVER 360-852-8746
info@jackola.com jackola.com


PRELIMINARY


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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

EXISTING SITE SURVEY

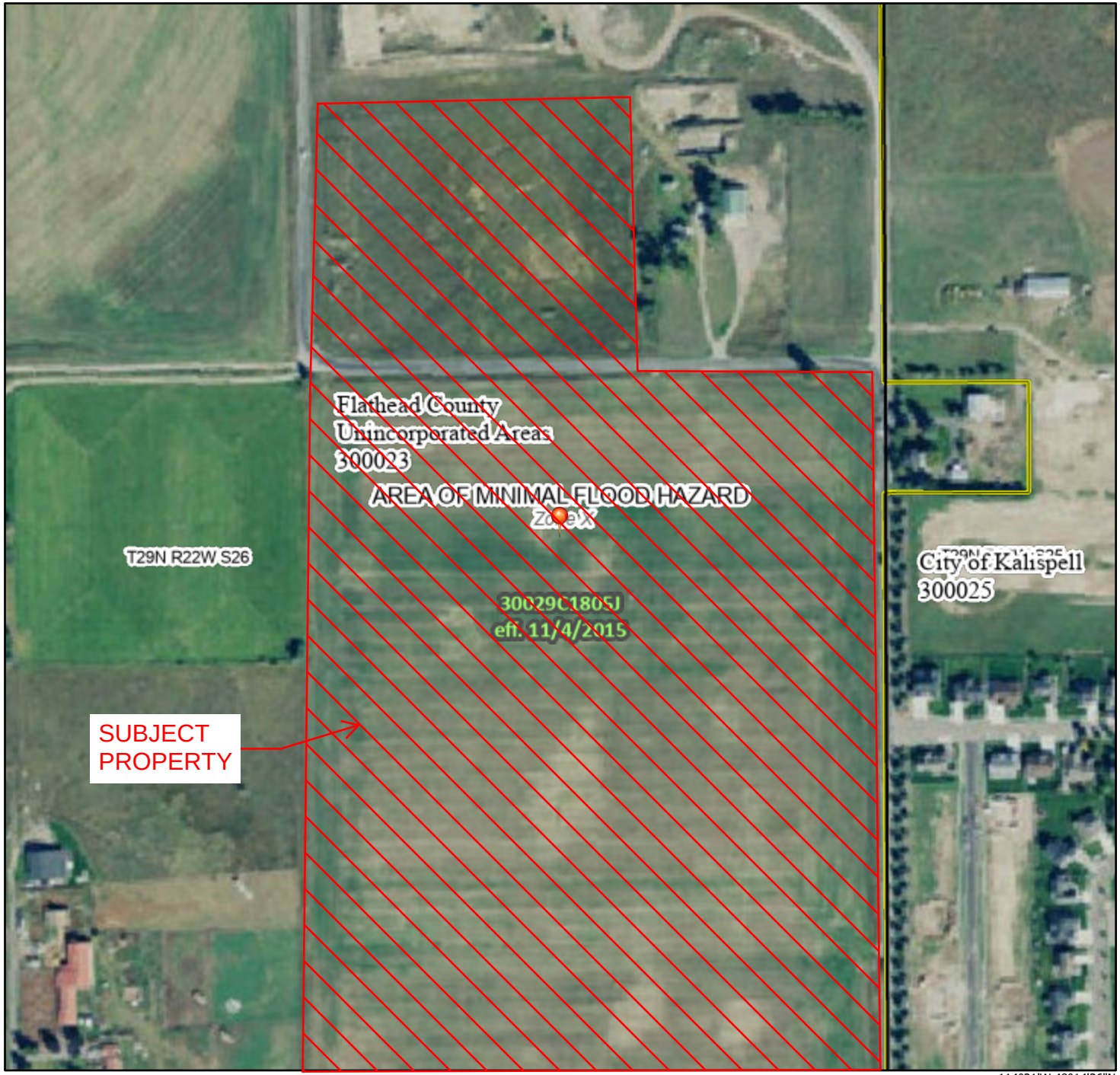
C0.10

# PART D.3
# Flood Surface Water Map

# National Flood Hazard Layer FIRMette

FEMA

114°21'38"W 48°15'N




114°21'W 48°14'36"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

*Basemap Imagery Source: USGS National Map 2023*

## Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

**SPECIAL FLOOD HAZARD AREAS**
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

**OTHER AREAS OF FLOOD HAZARD**
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

**OTHER AREAS**
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

**GENERAL STRUCTURES**
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

**OTHER FEATURES**
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

**MAP PANELS**
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 7/23/2024 at 4:25 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

# National Flood Hazard Layer FIRMette

FEMA

114°21'37"W 48°14'51"N




114°21'27"W 48°14'27"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

*Basemap Imagery Source: USGS National Map 2023*

## Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

**SPECIAL FLOOD HAZARD AREAS**
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

**OTHER AREAS OF FLOOD HAZARD**
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

**OTHER AREAS**
- NO SCREEN — Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

**GENERAL STRUCTURES**
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

**OTHER FEATURES**
- 20.2 — Cross Sections with 1% Annual Chance
- 17.5 — Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

**MAP PANELS**
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

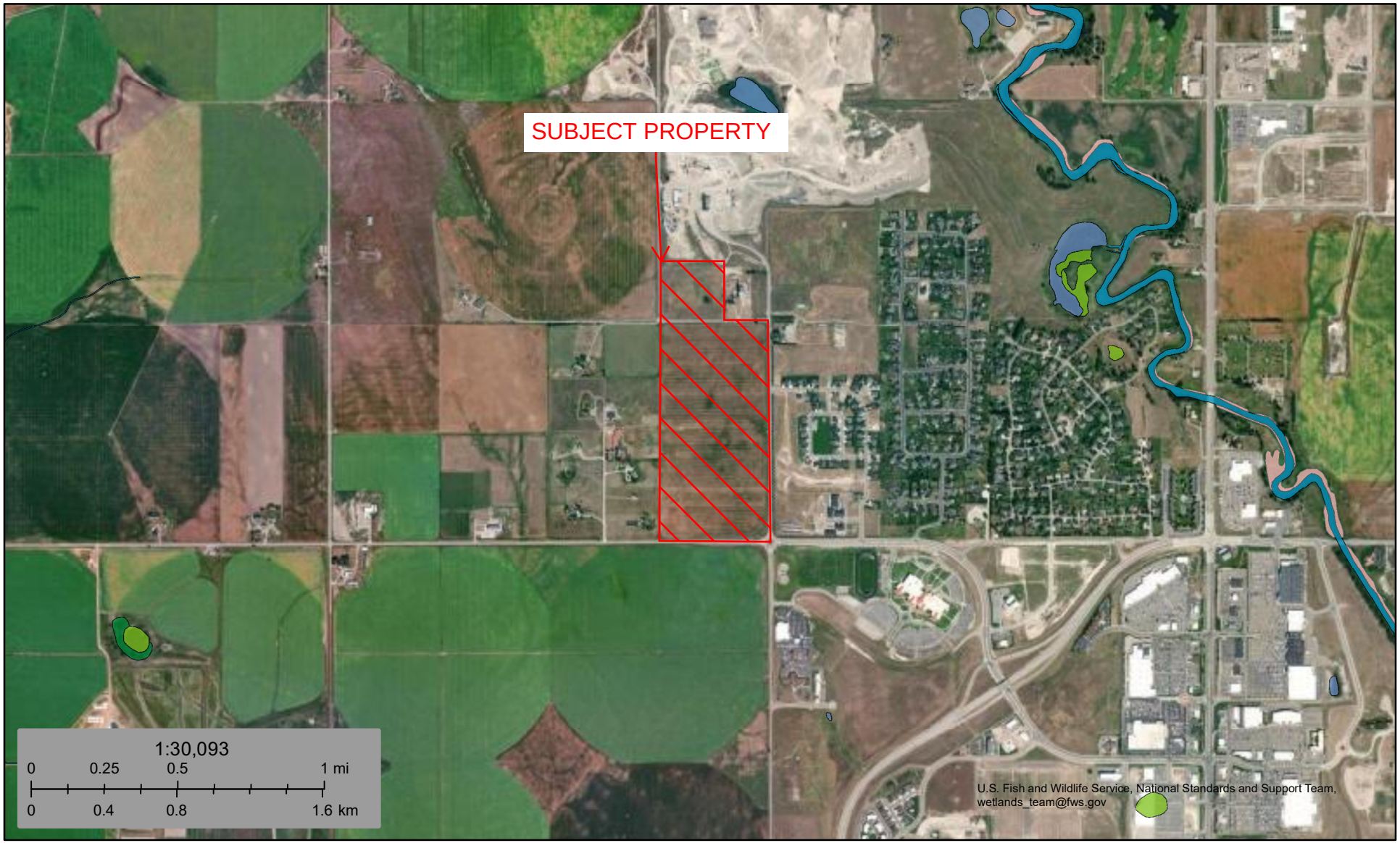
The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 5/28/2024 at 10:34 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

# PART D.4
# National Wetlands Inventory Map

U.S. Fish and Wildlife Service
National Wetlands Inventory

# 80-Acre Subdivision



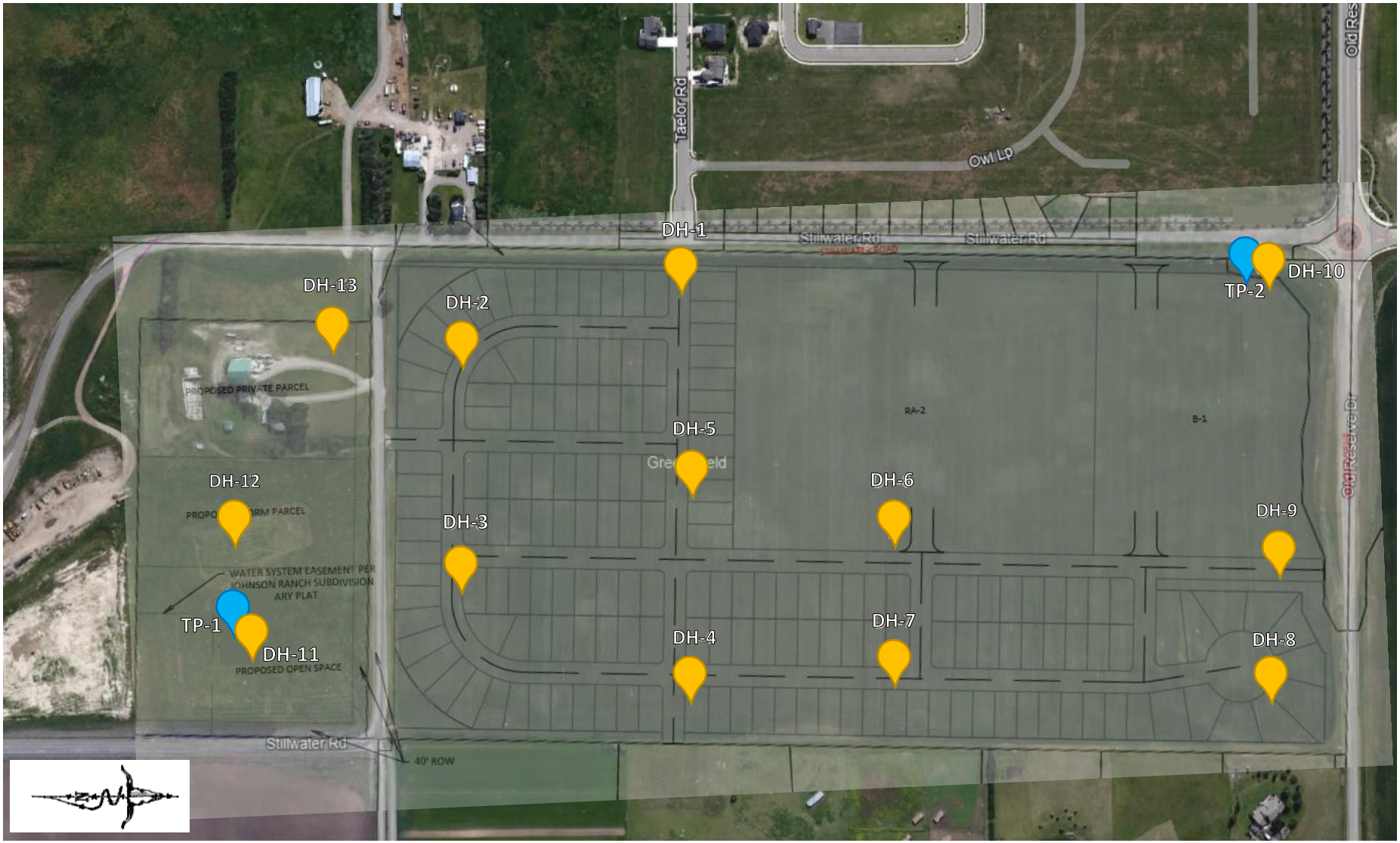

February 28, 2024

**Wetlands**

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

# PART D.5
# Geotechnical Borings

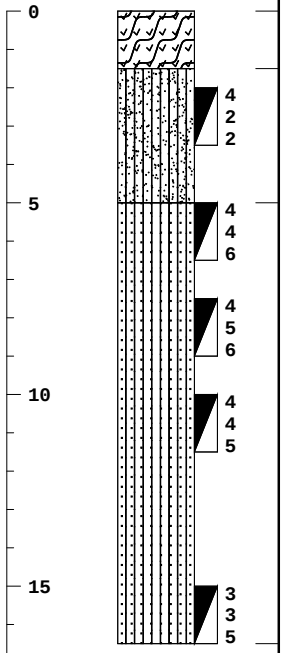



| | | | | |
|---|---|---|---|---|
| **Project No.** | 24-927 | ALPINE GEOTECHNICAL<br>120 Round Stone Drive Kalispell, MT 59901<br>PH. (406) 257-6479 | **Exploration Location Plan** | **Exhibit** |
| **Scale** | NTS | | Stillwater Road Subdivision<br>Kalispell, Montana | A-1 |
| **Date** | 05-08-24 | | | |

# LOG OF BORING
## NO.: DH-1

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24540, -114.35279
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-7-24
Elevation: Existing
Logged By: Jim Murell




| ELEVATION/ DEPTH | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | N | CURVE |
|---|---|---|---|---|---|---|---|
| | OL | Organic SILT topsoil with surficial grass, dark brown, moist, soft, 18" thick | | | | | |
| | ML | SILT with sand, brown, moist, medium stiff | 16 | | 2'-3'6" | 4 | |
| | ML | SILT trace sand, brown, moist, stiff | 24 | | 5'-6'6" | 10 | |
| | | | 23 | | 7'6"-9' | 11 | |
| | | | 23 | | 10'-11'6" | 9 | |
| | | | 19 | | 15'-16'6" | 8 | |
| | | End of Boring for DH-1 | | | | | |

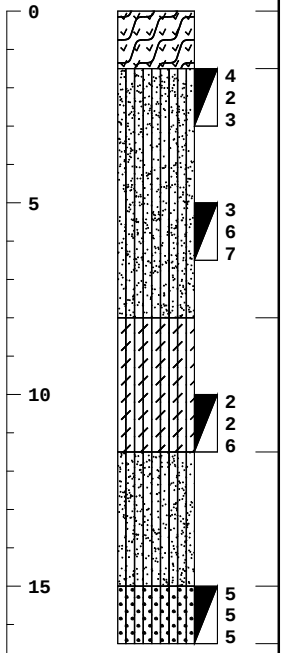
10 30 50

ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-2

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24702, -114.35357
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-7-24
Elevation: Existing
Logged By: Jim Murell

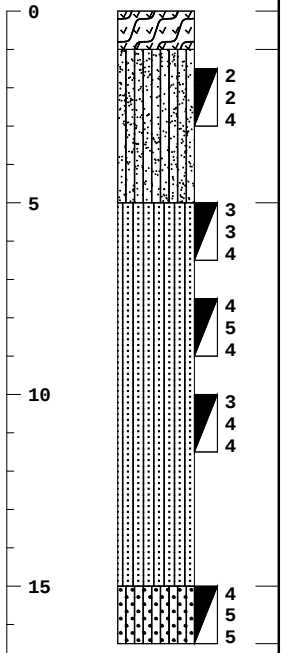



| ELEVATION/ DEPTH | SOIL SYMBOLS, SAMPLERS AND TEST DATA | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | STANDARD PENETRATION TEST N | STANDARD PENETRATION TEST CURVE |
|---|---|---|---|---|---|---|---|---|
| | | OL | Organic SILT topsoil with surficial grass, dark brown, moist, soft, 18" thick | | | | | 10 30 50 |
| | | ML | SILT with sand, brown, moist, medium stiff to stiff | 23 | | 1'6"-3' | 5 | |
| | | | | 23 | | 5'-6'6" | 13 | |
| | | ML | SILT trace organics/woody debris, yellow-brown with rust colored mottling , very moist, stiff to medium stiff | 37 | | 10'-11'6" | 8 | |
| | | ML | SILT with sand, brown, moist, medium stiff | | | | | |
| | | ML | Sandy SILT, brown, moist, stiff | 16 | | 15'-16'6" | 10 | |
| | | | End of Boring DH-2 | | | | | |

# LOG OF BORING
## NO.: DH-3

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24703, -114.35594
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-7-24
Elevation: Existing
Logged By: Jim Murell




| ELEVATION/ DEPTH | SOIL SYMBOLS, SAMPLERS AND TEST DATA | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | STANDARD PENETRATION TEST N | STANDARD PENETRATION TEST CURVE |
|---|---|---|---|---|---|---|---|---|
| | | OL | Organic SILT topsoil with surficial grass, dark brown, moist, soft, 12" thick | | | | | 10 30 50 |
| | | ML | SILT with sand, brown, moist, medium stiff | 20 | | 1'6"-3' | 6 | |
| | | SM | Silty SAND, light brown, moist, loose | 10 | | 5'-6'6" | 7 | |
| | | | Some interbedded silt below 7.5' | 19 | | 7'6"-9' | | |
| | | | | 11 | | 10'-11'6" | 8 | |
| | | ML | Sandy SILT, light brown, moist, stiff | 12 | | 15'-16'6" | 10 | |
| | | | End of Boring DH-3 | | | | | |



ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-4

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24531, -114.35718
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-7-24
Elevation: Existing
Logged By: Jim Murell

| ELEVATION/ DEPTH | SOIL SYMBOLS, SAMPLERS AND TEST DATA | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | STANDARD PENETRATION TEST N | STANDARD PENETRATION TEST CURVE |
|---|---|---|---|---|---|---|---|---|
| 0 | | OL | Organic SILT topsoil with surficial grass, dark brown, moist, soft, 12" thick | | | | | |
| | 4 3 3 | SM | Silty SAND, brown, moist, loose | 13 | | 1'6"-3' | 6 | |
| 5 | 3 2 3 | | | 10 | | 5'-6'6" | 5 | |
| 10 | 3 4 5 | ML | SILT with sand, brown, moist, stiff | 22 | | 10'-11'6" | 9 | |
| 15 | 4 3 5 | SM | Silty SAND, brown, moist, loose | 9 | | 15'-16'6" | 8 | |
| | | | End of Boring DH-4 | | | | | |
| 20 | | | | | | | | |
| 25 | | | | | | | | |
| 30 | | | | | | | | |
| 35 | | | | | | | | |

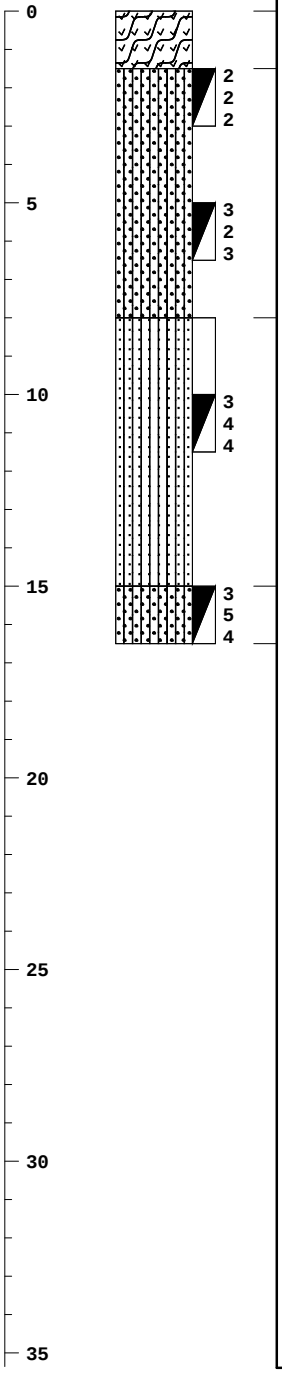
10 30 50

ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-5

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24531, -114.35493
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-7-24
Elevation: Existing
Logged By: Jim Murell




| ELEVATION/ DEPTH | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | N | CURVE |
|---|---|---|---|---|---|---|---|
| | OL | Organic SILT topsoil with surficial grass, brown, moist, soft, 12" thick | | | | | |
| | ML | Sandy SILT, brown, moist, medium stiff | 16 | | 1'6"-3' | 4 | |
| | | | 11 | | 5'-6'6" | 5 | |
| | ML | SILT trace sand, brown, moist, medium stiff | 12 | 82 | | | |
| | | | 14 | | 10'-11'6" | 8 | |
| | ML | Sandy SILT, brown, moist, stiff | 15 | | 15'-16'6" | 9 | |
| | | End of Boring DH-5 | | | | | |

10 30 50

ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-6

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24382, -114.35549
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-7-24
Elevation: Existing
Logged By: Jim Murell

| ELEVATION/ DEPTH | SOIL SYMBOLS, SAMPLERS AND TEST DATA | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | N | CURVE 10 30 50 |
|---|---|---|---|---|---|---|---|---|
| 0 | 3 1 2 | OL | Organic SILT topsoil with surficial grass, dark brown trainsitions to medium brown , moist, soft, 18" thick | | | | | |
| | | SM | Silty SAND, light brown, moist, loose | 18 | | 1'6"-3' | 3 | |
| 5 | 3 3 3 | | | 8 | | 5'-6'6" | 6 | |
| 10 | 4 4 3 | ML | SILT trace sand, light brown, moist, medium stiff to stiff | 22 | | 10'-11'6" | 7 | |
| 15 | 4 5 5 | | | 12 | | 15'-16'6" | 10 | |
| | | | End of Boring DH-6 | | | | | |
| 20 | | | | | | | | |
| 25 | | | | | | | | |
| 30 | | | | | | | | |
| 35 | | | | | | | | |

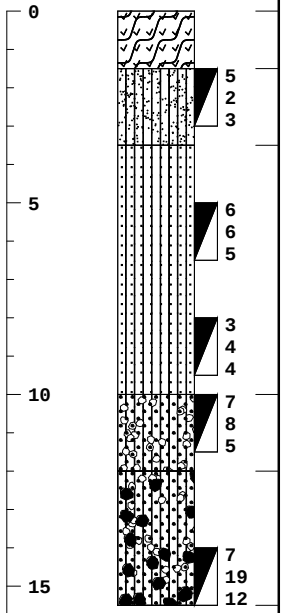


ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-7

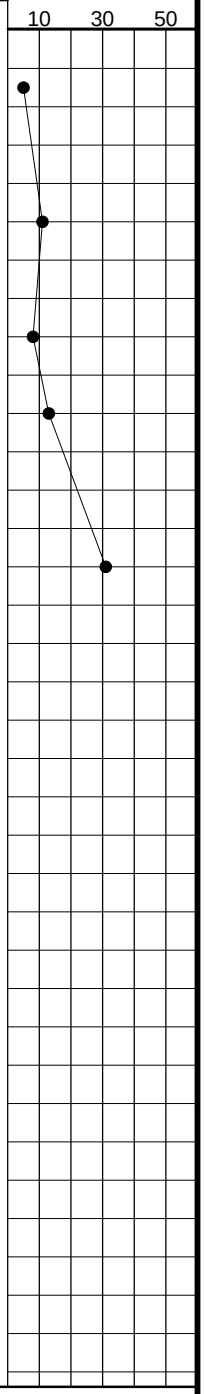
Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24381, -114.35700
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-7-24
Elevation: Existing
Logged By: Jim Murell




| ELEVATION/ DEPTH | SOIL SYMBOLS, SAMPLERS AND TEST DATA | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | STANDARD PENETRATION TEST N |
|---|---|---|---|---|---|---|---|
| | | OL | Organic SILT topsoil with surficial grass, dark brown, moist, soft, 18" thick | | | | |
| | | ML | SILT with sand and gravel, moist to very moist, medium stiff | 16 | | 1'6"-3' | 5 |
| | | ML | SILT trace sand, light brown, moist, stiff to medium stiff | 28 | | 5'-6'6" | 11 |
| | | | | 35 | | 8'-9'6" | 8 |
| | | ML | Sandy SILT with gravel, brown, moist, stiff to hard, (glacial till) | 12 | | 10'-11'6" | 13 |
| | | | With cobbles and boulders below 12.0' | | | | |
| | | | | 14 | | 14'-15'6" | 31 |
| | | | End of Boring DH-7 | | | | |

STANDARD PENETRATION TEST CURVE

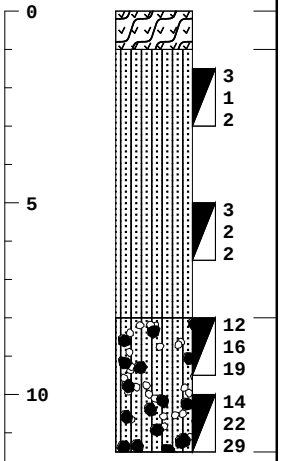



ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-8

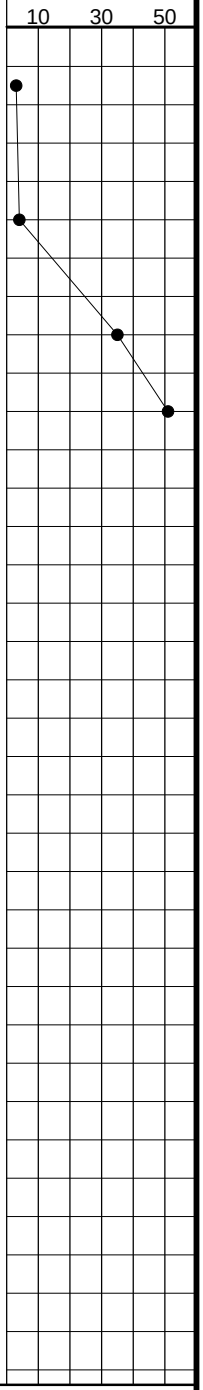
Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24098, -114.35717
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-8-24
Elevation: Existing
Logged By: Jim Murell




| USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | STANDARD PENETRATION TEST N |
|---|---|---|---|---|---|
| OL | Organic SILT topsoil with surficial grass, dark brown to brown, moist, soft, 12" thick | | | | |
| SM | Silty SAND, light brown, moist, very loose to loose, with interbedded sandy silt | 16 | | 1'6"-3' | 3 |
| | | 8 | | 5'-6'6" | 4 |
| SM | Silty SAND with gravel, light brown, moist, dense to very dense, with cobbles and boulders, (glacial till) | 11 | | 8'-9'6" | 35 |
| | | 10 | | 10'-11'6" | 51 |
| | End of Boring DH-8 | | | | |

STANDARD PENETRATION TEST CURVE

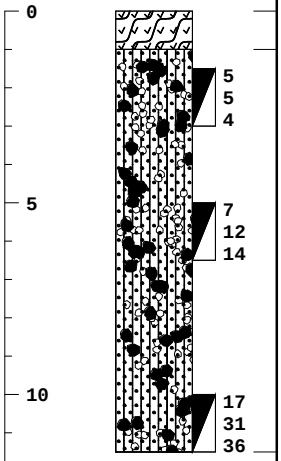



ALPINE GEOTECHNICAL

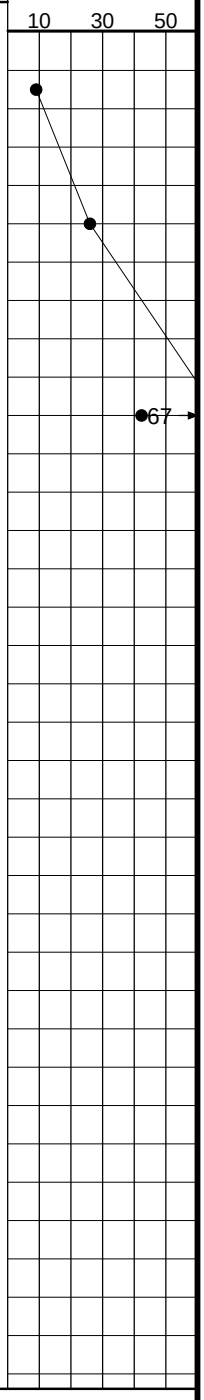
# LOG OF BORING
## NO.: DH-9

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24094, -114.35580
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-8-24
Elevation: Existing
Logged By: Jim Murell




| ELEVATION/ DEPTH | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | STANDARD PENETRATION TEST N |
|---|---|---|---|---|---|---|
| | OL | Organic SILT topsoil with surficial grass, dark brown, moist, soft, 12" thick | | | | |
| | ML | Sandy SILT with gravel, light brown, moist, stiff to hard, with cobbles and boulders, (glacial till) | 22 | | 1'6"-3' | 9 |
| | | | 14 | | 5'-6'6" | 26 |
| | | | 13 | | 10'-11'6" | 67 |
| | | End of Boring DH-9 | | | | |

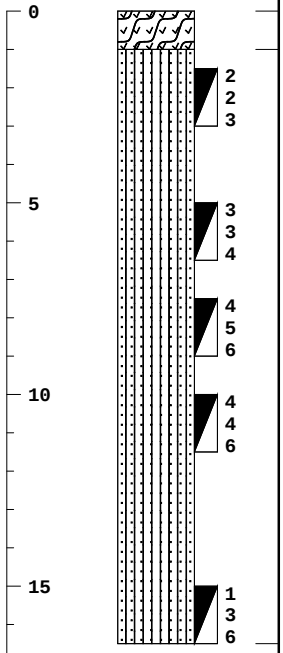



ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-10

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24105, -114.35263
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-8-24
Elevation: Existing
Logged By: Jim Murell




| ELEVATION/ DEPTH | SOIL SYMBOLS, SAMPLERS AND TEST DATA | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | N | CURVE |
|---|---|---|---|---|---|---|---|---|
| | | OL | Organic SILT topsoil with surficial grass, brown, moist, soft, 12" thick | | | | | |
| | | ML | SILT trace sand, brown, moist, medium stiff to stiff | 20 | | 1'6"-3' | 5 | |
| | | | Color change to light brown below 5.0' | 16 | | 5'-6'6" | 7 | |
| | | | | 15 | | 7'6"-9' | 11 | |
| | | | | 25 | | 10'-11'6" | 10 | |
| | | | Wet zone from 15.0' to 15.5' | 29 | | 15'-16'6" | 9 | |
| | | | End of Boring DH-10 | | | | | |

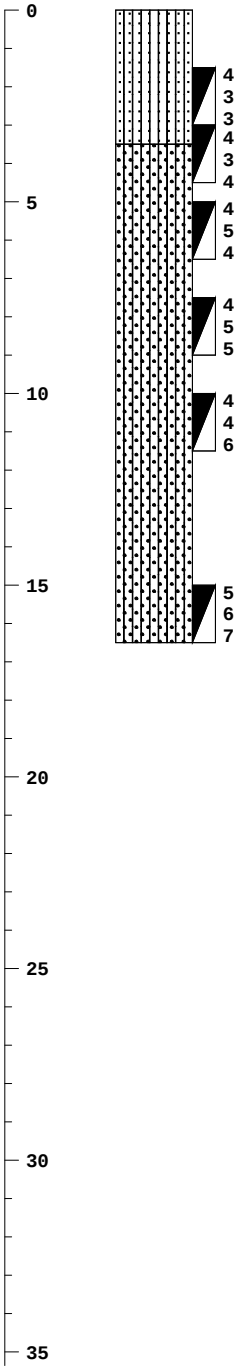
CURVE: 10 30 50

ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-11

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24868, -114.35665
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-8-24
Elevation: Existing
Logged By: Jim Murell



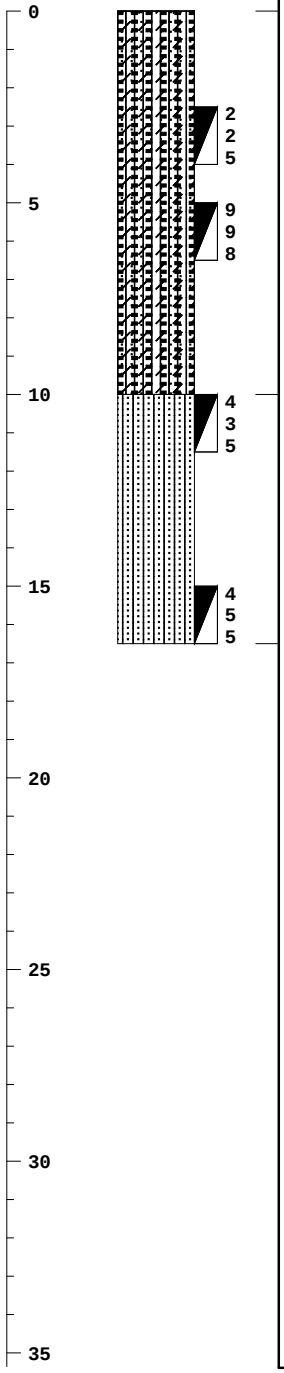

| ELEVATION/ DEPTH | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | N | CURVE 10 30 50 |
|---|---|---|---|---|---|---|---|
| | ML | SILT trace sand with surficial grass, brown, moist, medium stiff | 12 | | 1'6"-3' | 6 | |
| | | | 10 | | 3'-4'6" | 7 | |
| | ML | Sandy SILT, brown, moist, medium stiff to stiff<br>Interbedded silt below 5.0' | 9 | | 5'-6'6" | 9 | |
| | | | 10 | | 7'6"-9' | 10 | |
| | | Interbedded sand below 10.0' | 10 | | 10'-11'6" | 10 | |
| | | | 11 | | 15'-16'6" | 13 | |
| | | End of Boring DH-11 | | | | | |

Figure A-12 PAGE 1 OF 1

# LOG OF BORING
## NO.: DH-12

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24879, -114.35550
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-8-24
Elevation: Existing
Logged By: Jim Murell




| ELEVATION/ DEPTH | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | N | CURVE |
|---|---|---|---|---|---|---|---|
| | ML | SILT trace organics and sand, brown to light brown, moist to wet, medium stiff to very stiff | 47 | | 2'6"-4' | 7 | |
| | | | 20 | | 5'-6'6" | 17 | |
| | SM | Silty SAND, moist, loose to medium dense, rust colored mottling | 14 | | 10'-11'6" | 8 | |
| | | | 20 | | 15'-16'6" | 10 | |
| | | End of Boring 16.5 | | | | | |

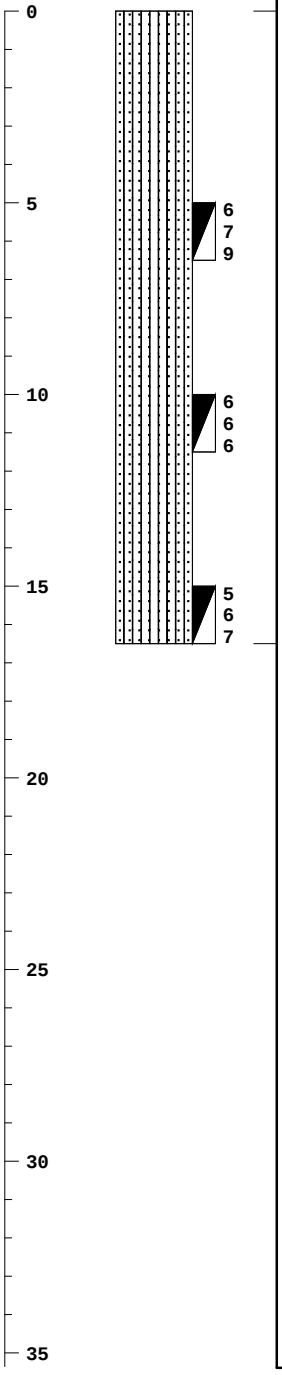
10 30 50

ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-13

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24805, -114.35338
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-8-24
Elevation: Existing
Logged By: Jim Murell




| ELEVATION/ DEPTH | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | N | CURVE 10 30 50 |
|---|---|---|---|---|---|---|---|
| | ML | SILT trace sand, light brown, moist, very stiff to stiff | | | | | |
| | | | 18 | | 5'-6'6" | 16 | |
| | | | 16 | | 10'-11'6" | 12 | |
| | | Some interbedded sand below 15.0' | 12 | | 15'-16'6" | 13 | |
| | | End of Boring DH-13 | | | | | |

ALPINE GEOTECHNICAL

# PART D.6
# MT Fish and Wildlife Checklist

# 1. *Fish & Wildlife Information Checklist*

## Purpose and Use

This form is intended to help the subdivision applicant identify important fish and wildlife species and their habitats on or near the property of interest. FWP encourages the subdivider to complete the form at the earliest stage of project planning, before making any site location and design decisions. Consultation with local FWP biologists is strongly advised at this early stage. Other professionally trained biologists may, of course, also be consulted. FWP biologists are encouraged to review the completed *Checklist* for accuracy. Subdividers should not expect FWP to complete the form for them.

The local government may wish to utilize this form in its subdivision process. The form can be modified to reflect locally important fish and wildlife resources.

Additional sheets may be attached as necessary to provide more complete information.

---

**Owner of Record:** Spartan Holdings, LLC

**Legal Description of Project Location:** _____

**Signature and Date of Owner or Owner Representative:** _____

**Comments:** _____

**Commenter Signature & Date:** _____

| Habitat Factors | Yes | No | Maybe | If Yes or Maybe, Describe Habitat | Identify Source(s) of Information |
|---|---|---|---|---|---|
| Project is within 300 feet of a water body and/or its associated riparian area. | | X | | | Flathead County GIS, Floodplain Maps |
| Project is in one or more big game winter ranges. | | X | | | Montana FWP |
| Project could impact FWP's ability to use public hunting as a wildlife management tool on the site and/or within a one-mile radius. | | X | | | Flathead County GIS, Montana FWP |

| Habitat Factors | Yes | No | Maybe | If Yes or Maybe, Describe Habitat | Identify Source(s) of Information |
|---|---|---|---|---|---|
| Project is in an area with a high or potentially high level of human/bear conflict (black or grizzly bear). | | X | | | Montana FWP |
| Project is in one or more native grass-land or native shrub habitat patches (patch size > 25 acres). | | X | | | Project is on cultivated farmland. |
| Project is within 500 feet of Common Loon nesting site. | | X | | | Montana FWP |

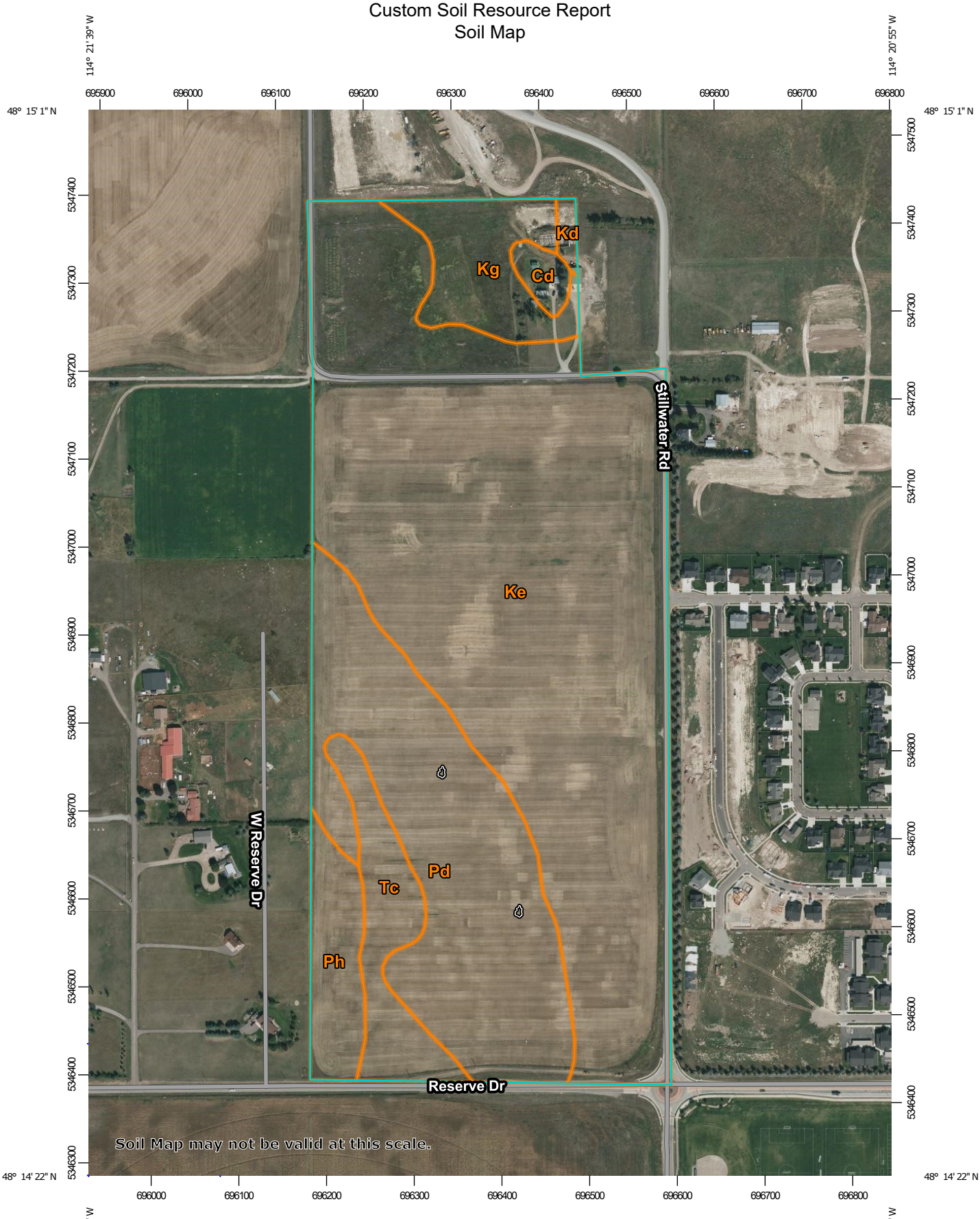
| Habitat Factors | Yes | No | Maybe | If Yes or Maybe, Describe Habitat | Identify Source(s) of Information |
|---|---|---|---|---|---|
| Project is within 800 feet of Great Blue Heron colonial nesting site. | | X | | | Montana FWP |
| Project is within 1,000 feet of Trumpeter Swan nesting or over-wintering site. | | X | | | Montana FWP |
| Project is within 1,000 feet of Long-billed Curlew nesting site. | | X | | | Montana FWP |
| Project is within 1,000 feet of Burrowing Owl nesting site. | | X | | | Montana FWP |

| Habitat Factors | Yes | No | Maybe | If Yes or Maybe, Describe Habitat | Identify Source(s) of Information |
|---|---|---|---|---|---|
| Project is within ½ mile of Bald Eagle nesting site. | | X | | | Montana FWP |
| Project is within ½ mile of Golden Eagle nesting site. | | X | | | Montana FWP |
| Project is within ½ mile of Ferruginous Hawk nesting site. | | X | | | Montana FWP |
| Project is within ½ mile of Peregrine Falcon nesting site. | | X | | | Montana FWP |
| Project is within 5 miles of Greater Sage-Grouse lek. | | X | | | Montana FWP |

| Habitat Factors | Yes | No | Maybe | If Yes or Maybe, Describe Habitat | Identify Source(s) of Information |
|---|---|---|---|---|---|
| Project is within 2 miles of Sharp-tailed Grouse lek. | | X | | | Montana FWP |
| Project is within the range of other Species of Concern. | | X | | | Montana FWP |
| Project is in other important habitat (e.g., upland game bird habitat, or agricultural lands that are seasonally used by migratory waterfowl). | | X | | | Montana FWP |

# PART D.7
# NRCS Soils Map

# Custom Soil Resource Report
## Soil Map




Map Scale: 1:5,900 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 50 100 200 300

Feet: 0 250 500 1000 1500

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

## MAP LEGEND

**Area of Interest (AOI)**
- Area of Interest (AOI)

**Soils**
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

**Special Point Features**
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

**Water Features**
- Streams and Canals

**Transportation**
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

**Background**
- Aerial Photography

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Upper Flathead Valley Area, Montana
Survey Area Data: Version 19, Aug 25, 2023

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 31, 2021—Oct 12, 2021

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

# Map Unit Legend

| Map Unit Symbol | Map Unit Name | Acres in AOI | Percent of AOI |
|---|---|---|---|
| Cd | Corvallis silty clay loam, 0 to 3 percent slopes | 0.9 | 1.0% |
| Kd | Kalispell gravelly loam, moderately deep over gravel, 12 to 40 percent slopes | 0.4 | 0.4% |
| Ke | Kalispell loam, 0 to 3 percent slopes | 58.8 | 60.9% |
| Kg | Kalispell loam, 3 to 7 percent slopes | 5.5 | 5.7% |
| Pd | Prospect loam, 12 to 20 percent slopes | 21.5 | 22.3% |
| Ph | Prospect stony loam, 20 to 45 percent slopes | 4.0 | 4.1% |
| Tc | Tally, Blanchard, and Flathead soils, 3 to 7 percent slopes | 5.3 | 5.5% |
| **Totals for Area of Interest** | | **96.5** | **100.0%** |

# Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit

# PART D.8
# Vegetation and Landuse Map

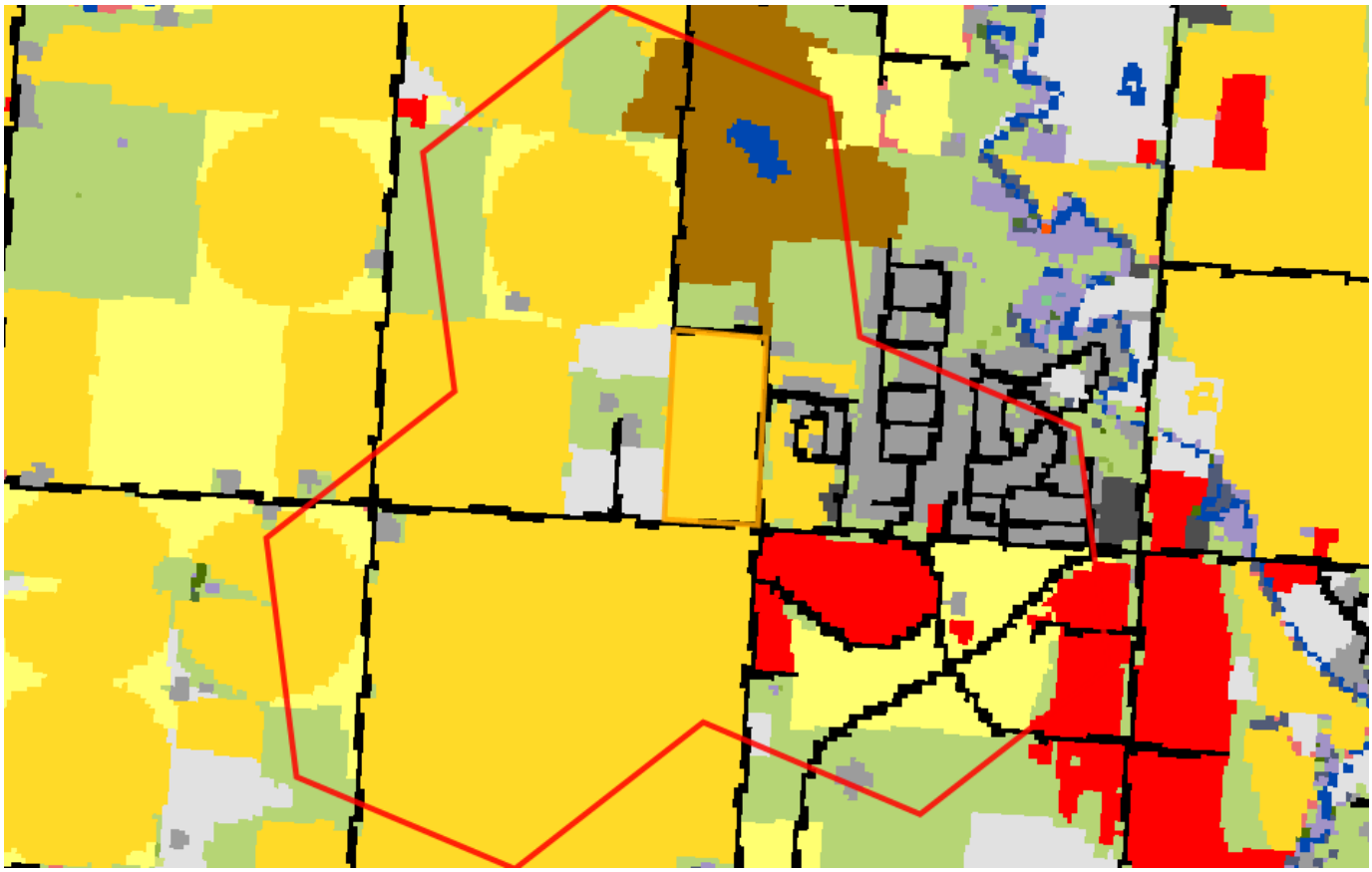
MONTANA STATE LIBRARY
NATURAL HERITAGE PROGRAM
A program of the **Montana State Library's Natural Resource Information System**



| Latitude | Longitude |
|---|---|
| 48.22646 | -114.33432 |
| 48.26084 | -114.37869 |

# Land Cover

Summarized by: *(Custom Area of Interest)*





**47% (*900 Acres*)**

**Human Land Use**
**Agriculture**
**Cultivated Crops**

These areas used for the production of crops, such as corn, soybeans, small grains, sunflowers, vegetables, and cotton, typically on an annual cycle. Agricultural plant cover is variable depending on season and type of farming. Other areas include more stable land cover of orchards and vineyards.



**14% (*260 Acres*)**

**Grassland Systems**
**Montane Grassland**
**Rocky Mountain Lower Montane, Foothill, and Valley Grassland**

This grassland system of the northern Rocky Mountains is found at lower montane to foothill elevations in mountains and valleys throughout Montana. These grasslands are floristically similar to Big Sagebrush Steppe but are defined by shorter summers, colder winters, and young soils derived from recent glacial and alluvial material. They are found at elevations from 548 - 1,650 meters (1,800-5,413 feet). In the lower montane zone, they range from small meadows to large open parks surrounded by conifers; below the lower treeline, they occur as extensive foothill and valley grasslands. Soils are relatively deep, fine-textured, often with coarse fragments, and non-saline. Microphytic crust may be present in high-quality occurrences. This system is typified by cool-season perennial bunch grasses and forbs (>25%) cover, with a sparse shrub cover (<10%). Rough fescue (*Festuca campestris*) is dominant in the northwestern portion of the state and Idaho fescue (*Festuca idahoensis*) is dominant or co-dominant throughout the range of the system. Bluebunch wheatgrass (*Pseudoroegneria spicata*) occurs as a co-dominant throughout the range as well, especially on xeric sites. Western wheatgrass (*Pascopyrum smithii*) is consistently present, often with appreciable coverage (>10%) in lower elevation occurrences in western Montana and virtually always present, with relatively high coverages (>25%), on the edge of the Northwestern Great Plains region. Species diversity ranges from a high of more than 50 per 400 square meter plot on mesic sites to 15 (or fewer) on xeric and disturbed sites. Most occurrences have at least 25 vascular species present. Farmland conversion, noxious species invasion, fire suppression, heavy grazing and oil and gas development are major threats to this system.



**9% (*178 Acres*)**

**Human Land Use**
**Agriculture**
**Pasture/Hay**

These agriculture lands typically have perennial herbaceous cover (e.g. regularly-shaped plantings) used for livestock grazing or the production of hay. There are obvious signs of management such as irrigation and haying that distinguish it from natural grasslands. Identified CRP lands are included in this land cover type.



7% (*141 Acres*)

**Human Land Use**
**Mining and Resource Extraction**
**Quarries, Strip Mines and Gravel Pits**

Areas of extractive mining activities with significant surface expression in the form of pits, service roads, and permanently installed processing machinery



7% (*129 Acres*)

**Human Land Use**
**Developed**
**Low Intensity Residential**

Includes areas with a mixture of constructed materials and vegetation. Impervious surfaces account for 20-50% of total cover. These areas most commonly include single-family housing units in rural and suburban areas. Paved roadways may be classified into this category.

No Image

6% (*113 Acres*)

**Human Land Use**
**Developed**
**Other Roads**

County, city and or rural roads generally open to motor vehicles.

No Image

5% (*95 Acres*)

**Human Land Use**
**Developed**
**Commercial / Industrial**

Businesses, industrial parks, hospitals, airports; utilities in commercial/industrial areas.



3% (*49 Acres*)

**Human Land Use**
**Developed**
**Developed, Open Space**

Vegetation (primarily grasses) planted in developed settings for recreation, erosion control, or aesthetic purposes. Impervious surfaces account for less than 20% of total cover. This category often includes highway and railway rights of way and graveled rural roads.

No Image

2% (*41 Acres*)

**Human Land Use**
**Developed**
**Major Roads**

U.S. and State Highways that are not part of the National Highway System (NHS) Interstate network. This category includes entrance and exit ramps to NHS Interstate highways.

**Additional Limited Land Cover**

<1% (*9 Acres*) Open Water

<1% (*2 Acres*) High Intensity Residential

<1% (*1 Acres*) Alpine-Montane Wet Meadow

<1% (*0 Acres*) Rocky Mountain Montane-Foothill Deciduous Shrubland

<1% (*0 Acres*) Introduced Upland Vegetation - Annual and Biennial Forbland

# Introduction to Land Cover

Land Use/Land Cover is one of 15 Montana Spatial Data Infrastructure framework layers considered vital for making statewide maps of Montana and understanding its geography. The layer records all Montana natural vegetation, land cover and land use, classified from satellite and aerial imagery, mapped at a scale of 1:100,000, and interpreted with supporting ground-level data. The baseline map is adapted from the Northwest ReGAP (NWGAP) project land cover classification, which used 30m resolution multi-spectral Landsat imagery acquired between 1999 and 2001. Vegetation classes were drawn from the Ecological System Classification developed by NatureServe (Comer et al. 2003). The land cover classes were developed by Anderson et al. (1976). The NWGAP effort encompasses 12 map zones. Montana overlaps seven of these zones. The two NWGAP teams responsible for the initial land cover mapping effort in Montana were Sanborn and NWGAP at the University of Idaho. Both Sanborn and NWGAP employed a similar modeling approach in which Classification and Regression Tree (CART) models were applied to Landsat ETM+ scenes. The Spatial Analysis Lab within the Montana Natural Heritage Program was responsible for developing a seamless Montana land cover map with a consistent statewide legend from these two separate products. Additionally, the Montana land cover layer incorporates several other land cover and land use products (e.g., MSDI Structures and Transportation themes and the Montana Department of Revenue Final Land Unit classification) and reclassifications based on plot-level data and the latest NAIP imagery to improve accuracy and enhance the usability of the theme. Updates are done as partner support and funding allow, or when other MSDI datasets can be incorporated. Recent updates include fire perimeters and agricultural land use (annually), energy developments such as wind, oil and gas installations (2014), roads, structures and other impervious surfaces (various years): and local updates/improvements to specific ecological systems (e.g., central Montana grassland and sagebrush ecosystems). Current and previous versions of the Land Use/Land Cover layer with full metadata are available for download from the Montana State Library's GIS Data List More information on the land cover layer is available at: https://msl.mt.gov/geoinfo/msdi/land_use_land_cover/

Within the report area you have requested, land cover is summarized by acres of Level 1, Level 2, and Level 3 Ecological Systems.

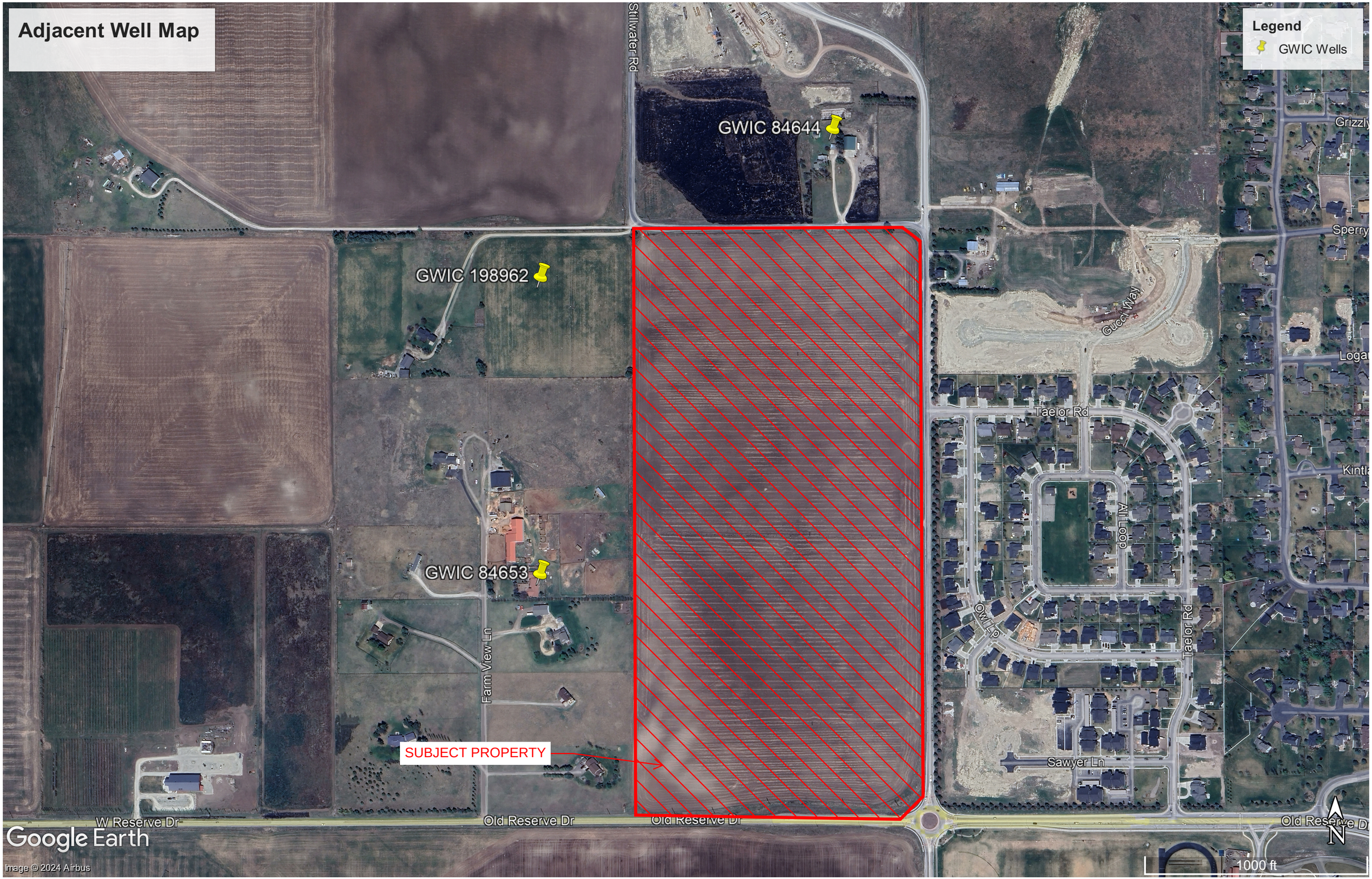
Literature Cited

Anderson, J.R. E.E. Hardy, J.T. Roach, and R.E. Witmer. 1976. A land use and land cover classification system for use with remote sensor data. U.S. Geological Survey Professional Paper 964.

Comer, P., D. Faber-Langendoen, R. Evans, S. Gawler, C. Josse, G. Kittel, S. Menard, M. Pyne, M. Reid, K. Schulz, K. Snow, and J. Teague. 2003. Ecological systems of the United States: A working classification of U.S. terrestrial systems. NatureServe, Arlington, VA.

# Part D.9
# Adjacent Well Logs

# Adjacent Well Map



**MONTANA WELL LOG REPORT**

This well log reports the activities of a licensed Montana well driller, serves as the official record of work done within the borehole and casing, and describes the amount of water encountered. This report is compiled electronically from the contents of the Ground Water Information Center (GWIC) database for this site. Acquiring water rights is the well owner's responsibility and is NOT accomplished by the filing of this report.

**Other Options**

Go to GWIC website
Plot this site in State Library Digital Atlas
Plot this site in Google Maps
View scanned well log (8/7/2009 9:04:05 AM)

**Site Name: OSLER ROD**
**GWIC Id: 84653**

### Section 1: Well Owner(s)

1) OSLER, ROD (MAIL)
120 HIGHLAND
KALISPELL MT 59901 [01/19/1984]

### Section 2: Location

| Township | Range | Section | Quarter Sections |
|---|---|---|---|
| 29N | 22W | 26 | NE¼ SW¼ SE¼ |

**County**
FLATHEAD

**Geocode**

| Latitude | Longitude | Geomethod | Datum |
|---|---|---|---|
| 48.24326 | -114.359456 | TRS-SEC | NAD83 |

**Ground Surface Altitude** **Ground Surface Method** **Datum** **Date**

**Addition** **Block** **Lot**

### Section 3: Proposed Use of Water

DOMESTIC (1)

### Section 4: Type of Work

Drilling Method: FORWARD ROTARY
Status: NEW WELL

### Section 5: Well Completion Date

Date well completed: Thursday, January 19, 1984

### Section 6: Well Construction Details

There are no borehole dimensions assigned to this well.

**Casing**

| From | To | Diameter | Wall Thickness | Pressure Rating | Joint | Type |
|---|---|---|---|---|---|---|
| 0 | 235 | 6 | | | | STEEL |

**Completion (Perf/Screen)**

| From | To | Diameter | # of Openings | Size of Openings | Description |
|---|---|---|---|---|---|
| 235 | 235 | 6 | | | OPEN BOTTOM * |

**Annular Space (Seal/Grout/Packer)**

| From | To | Description | Cont. Fed? |
|---|---|---|---|
| 0 | 25 | CLAY SLURRY | |

### Section 7: Well Test Data

Total Depth: 235
Static Water Level: 200
Water Temperature:

**Air Test** *

20 gpm with drill stem set at _ feet for 3 hours.
Time of recovery _ hours.
Recovery water level _ feet.
Pumping water level 235 feet.

** During the well test the discharge rate shall be as uniform as possible. This rate may or may not be the sustainable yield of the well. Sustainable yield does not include the reservoir of the well casing.*

### Section 8: Remarks

### Section 9: Well Log

**Geologic Source**

112ALVM - ALLUVIUM (PLEISTOCENE)

| From | To | Description |
|---|---|---|
| 0 | 1 | TOPSOIL |
| 1 | 40 | CLAY & BOULDERS |
| 40 | 50 | CLAY & GRAVEL |
| 50 | 230 | CLAY & BOULDERS |
| 230 | 235 | GRAVEL & WATER |

### Driller Certification

All work performed and reported in this well log is in compliance with the Montana well construction standards. This report is true to the best of my knowledge.

**Name:**
**Company:** STINGER WELL DRILLING
**License No:** WWC-325
**Date Completed:** 1/19/1984

**MONTANA WELL LOG REPORT**

This well log reports the activities of a licensed Montana well driller, serves as the official record of work done within the borehole and casing, and describes the amount of water encountered. This report is compiled electronically from the contents of the Ground Water Information Center (GWIC) database for this site. Acquiring water rights is the well owner's responsibility and is NOT accomplished by the filing of this report.

**Other Options**

Go to GWIC website
Plot this site in State Library Digital Atlas
Plot this site in Google Maps
View scanned well log (8/7/2009 8:58:31 AM)

**Site Name: MARTINSON JOHN L.**
**GWIC Id: 84644**

### Section 1: Well Owner(s)

1) HARTINSON, JOHN L. (MAIL)
ROUTE 3
KALISPELL MT 59901 [06/01/1915]

### Section 2: Location

| Township | Range | Section | Quarter Sections |
|---|---|---|---|
| 29N | 22W | 26 | SE¼ SE¼ NE¼ |

**County**
FLATHEAD

**Geocode**

| Latitude | Longitude | Geomethod | Datum |
|---|---|---|---|
| 48.248734 | -114.354052 | TRS-SEC | NAD83 |

**Ground Surface Altitude** **Ground Surface Method** **Datum** **Date**

**Addition** **Block** **Lot**

### Section 3: Proposed Use of Water

DOMESTIC (1)
STOCKWATER (2)

### Section 4: Type of Work

Drilling Method:
Status: NEW WELL

### Section 5: Well Completion Date

Date well completed: Tuesday, June 1, 1915

### Section 6: Well Construction Details

There are no borehole dimensions assigned to this well.
There are no casing strings assigned to this well.
There are no completion records assigned to this well.

**Annular Space (Seal/Grout/Packer)**

There are no annular space records assigned to this well.

### Section 7: Well Test Data

Total Depth: 200
Static Water Level: 70
Water Temperature:

**Unknown Test Method** *

Yield 4 gpm.
Pumping water level _ feet.
Time of recovery _ hours.
Recovery water level _ feet.

** During the well test the discharge rate shall be as uniform as possible. This rate may or may not be the sustainable yield of the well. Sustainable yield does not include the reservoir of the well casing.*

### Section 8: Remarks

### Section 9: Well Log

**Geologic Source**

112ALVM - ALLUVIUM (PLEISTOCENE)

Lithology Data

There are no lithologic details assigned to this well.

### Driller Certification

All work performed and reported in this well log is in compliance with the Montana well construction standards. This report is true to the best of my knowledge.

**Name:**
**Company:**
**License No:** -
**Date Completed:** 6/1/1915

**MONTANA WELL LOG REPORT**

This well log reports the activities of a licensed Montana well driller, serves as the official record of work done within the borehole and casing, and describes the amount of water encountered. This report is compiled electronically from the contents of the Ground Water Information Center (GWIC) database for this site. Acquiring water rights is the well owner's responsibility and is NOT accomplished by the filing of this report.

**Other Options**

Go to GWIC website
Plot this site in State Library Digital Atlas
Plot this site in Google Maps
View scanned well log (8/7/2009 8:59:54 AM)

**Site Name: REGIER KEITH AND JOLENE**
**GWIC Id: 198962**

### Section 1: Well Owner(s)

1) REGIER, KEITH AND JOLENE (MAIL)
1078 STILLWATER ROAD
KALISPELL MT 59901 [07/13/2002]

### Section 2: Location

| Township | Range | Section | Quarter Sections |
|---|---|---|---|
| 29N | 22W | 26 | NE¼ NW¼ SE¼ |

**County**

FLATHEAD

| Latitude | Longitude | Geomethod | Datum |
|---|---|---|---|
| 48.246909 | -114.359456 | TRS-SEC | NAD83 |

| Ground Surface Altitude | Ground Surface Method | Datum | Date |
|---|---|---|---|
| | | | |

| Addition | Block | Lot |
|---|---|---|
| | | 7C |

### Section 3: Proposed Use of Water

IRRIGATION (1)

### Section 4: Type of Work

Drilling Method: ROTARY
Status: NEW WELL

### Section 5: Well Completion Date

Date well completed: Saturday, July 13, 2002

### Section 6: Well Construction Details

**Borehole dimensions**

| From | To | Diameter |
|---|---|---|
| 0 | 18.5 | 10 |
| 18.5 | 130 | 8 |
| 130 | 282 | 6 |

**Casing**

| From | To | Diameter | Wall Thickness | Pressure Rating | Joint | Type |
|---|---|---|---|---|---|---|
| -1.5 | 282 | 6 | 0.250 | | | STEEL |

**Completion (Perf/Screen)**

| From | To | Diameter | # of Openings | Size of Openings | Description |
|---|---|---|---|---|---|
| 242 | 278 | 6 | | 1/4X1 | HOLTE PERFORATOR SLOTS |

**Annular Space (Seal/Grout/Packer)**

| From | To | Description | Cont. Fed? |
|---|---|---|---|
| 0 | 20 | BENTONITE | |

### Section 7: Well Test Data

Total Depth: 282
Static Water Level: 141
Water Temperature:

**Air Test** *

100 gpm with drill stem set at 240 feet for 1 hours.
Time of recovery 0.75 hours.
Recovery water level 146 feet.
Pumping water level _ feet.

** During the well test the discharge rate shall be as uniform as possible. This rate may or may not be the sustainable yield of the well. Sustainable yield does not include the reservoir of the well casing.*

### Section 8: Remarks

### Section 9: Well Log

**Geologic Source**

Unassigned

| From | To | Description |
|---|---|---|
| 0 | 38 | TAN CLAY |
| 38 | 59 | CLAY COBBLESTONES BOULDERS |
| 59 | 104 | CLAY GRAVEL COBBLESTONES |
| 104 | 110 | COBBLESTONES BOULDERS WATER |
| 110 | 150 | GRAVEL COBBLESTONES CLAY |
| 150 | 163 | SAND GRAVEL WATER |
| 163 | 211 | CLAY GRAVEL |
| 211 | 235 | SAND GRAVEL WATER |
| 235 | 282 | GRAVEL SAND WATER |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

### Driller Certification

All work performed and reported in this well log is in compliance with the Montana well construction standards. This report is true to the best of my knowledge.

**Name:**
**Company:** SUDAN DRILLING
**License No:** WWC-450
**Date Completed:** 7/13/2002

# PART E.0
# Phasing Plan

**LOT SUMMARY:**
ZONING = R-3/PUD & RA-2/PUD & B-1/PUD

TOTAL RESIDENTIAL LOTS = 187

TOTAL RIGHT-OF-WAY = 14.20 AC.
TOTAL R-3 AREA = 40.87 AC.
TOTAL RA-2 AREA = 14.86 AC.
TOTAL B-1 AREA = 10.00 AC.
TOTAL COMMON/PARK AREAS = 11.92 AC.

**PHASING LEGEND:**

- PHASE 1 - PROJECTED COMPLETION SPRING 2026
  - RESIDENTIAL - 26 LOTS
  - COMMON AREA- 1 LOT
- PHASE 2 - PROJECTED COMPLETION SPRING 2027
  - RESIDENTIAL - 28 LOTS
  - COMMON AREA - 1 LOT
- PHASE 3 - PROJECTED COMPLETION SPRING 2028
  - RESIDENTIAL - 27 LOTS
  - COMMON AREA - 1 LOT
- PHASE 4 - PROJECTED COMPLETION SPRING 2029
  - RESIDENTIAL - 27 LOTS
- PHASE 5 - PROJECTED COMPLETION SPRING 2030
  - RESIDENTIAL - 32 LOTS
- PHASE 6 - PROJECTED COMPLETION SPRING 2031
  - COMMERCIAL - 1 LOT

**PHASING LEGEND:**

- PHASE 7 - PROJECTED COMPLETION SPRING 2032
  - MULTIFAMILY - 1 LOT
- PHASE 8 - PROJECTED COMPLETION SPRING 2033
  - MULTIFAMILY - 1 LOT
- PHASE 9 - PROJECTED COMPLETION SPRING 2034
  - RESIDENTIAL - 29 LOTS
- PHASE 10 - PROJECTED COMPLETION SPRING 2035
  - RESIDENTIAL - 17 LOTS
- PHASE 11 - PROJECTED COMPLETION SPRING 2036
  - MULTIFAMILY - 1 LOT
- PHASE 12 - PROJECTED COMPLETION SPRING 2037
  - MULTIFAMILY - 1 LOT

PHASE 1 FRONTAGE IMPROVEMENTS
PHASE 11 FRONTAGE IMPROVEMENTS
PHASE 7 FRONTAGE IMPROVEMENTS
PHASE 6 FRONTAGE IMPROVEMENTS
PHASE 2 FRONTAGE IMPROVEMENTS
PHASE 10 FRONTAGE IMPROVEMENTS
COMMON AREA 1
COMMON AREA 7
COMMON AREA
COMMON AREA 4
PHASE 1
PHASE 2
PHASE 3
PHASE 4
PHASE 5
PHASE 6
PHASE 7
PHASE 8
PHASE 9
PHASE 10
PHASE 11
PHASE 12

1 SUBDIVISION PHASING AND FRONTAGE PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240


JACKOLA
SINCE 1969 P.C.
Engineering, Architecture, Surveying, Land Use, Planning
KALISPELL 406-755-3208 | BOZEMAN 406-586-0707 | VANCOUVER 360-852-8746
info@jackola.com jackola.com


**PRELIMINARY**


THE INFORMATION CONTAINED HEREIN IS PROPRIETARY. THIS DOCUMENT MAY NOT BE USED OR REPRODUCED WITHOUT THE WRITTEN CONSENT OF JACKOLA ENGR. & ARCH., P.C.


# THE RESERVE AT JOHNSON RANCH
# SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

**SUBDIVISION PHASING AND FRONTAGE PLAN**

**C1.01**

PROJECT #: 24026


C:\DATA\civil 3d\c3d\2025\Projects\24026 Spartan Holdings\24026 Reserve at Johnson Ranch\Subdivision\Active\24026_C1.01.dwg

# PART F
# City Requested Application Content

# PART F.1
# Geotechnical Report

# GEOTECHNICAL INVESTIGATION REPORT

## Stillwater Road Subdivision
## Kalispell, Montana

**Alpine Geotechnical Project No. 24-927**
**June 17, 2024**




***Prepared for:***

**Spartan Holdings**

***Prepared by:***

**120 Round Stone Drive, Suite 101**
**Kalispell, Montana 59901**
**406.257.6479**

June 17, 2024

Attn: Joe Carman
joeccharger@yahoo.com

Cc: Mike Bestwick, PE
mbestwick@jackola.com

Re: Report of Subdivision Geotechnical Investigation
Stillwater Road Subdivision
Kalispell, Montana

Dear Joe Carman:

Alpine Geotechnical, LLC (Alpine) has completed the geotechnical investigation for the planned residential subdivision to be located on an 80-acre parcel of undeveloped land located northwest of the roundabout at Stillwater Road and West Reserve Drive in Kalispell, Montana. We were asked to provide geotechnical information and recommendations needed to assist with the design, development, and construction of the subdivision phase of this project. Therefore, general site grading, underground utilities, and roadways are the focus of this report. The results of our field investigation, observations, exploration location plan, and boring logs are included in this report. Our services were provided in accordance with our proposal dated March 21, 2024 and subsequent authorization to proceed.

We appreciate the opportunity to be of service to you during the design phase of your project, and look forward to assisting you during the construction phase. If you have any questions concerning this report, or if we may be of further service to you, please contact us.

Sincerely,
**ALPINE GEOTECHNICAL, LLC**

Kagan Rutz, P.E.
Principal/Senior Engineer

Cliff Clark
Staff Geological Engineer

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- Double Ring Infiltration Test Results

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- General Notes
- Unified Soil Classification System

# SUMMARY OF KEY GEOTECHNICAL CONSIDERATIONS

Based on the information obtained from our subsurface, the site can be properly developed for the proposed project with implementation of the recommendations contained in this report. The following is a summary of Alpine's key geotechnical considerations and recommendations for development.

- The subsurface conditions across the majority of the site generally consist of limited thickness of organic silt topsoil atop native silt, sandy silt, and silty sand. Sandy silt with gravel (glacial till) was encountered in the vicinity of Borings DH-7 through DH-9 below a depth of 5 feet +/- along the southwest portion of the property atop a large drumlin hill. This area of the site also contains abundant cobbles and boulders at depth. The Boring Logs in **Appendix A** should be reviewed for comprehensive descriptions of subsurface conditions encountered at each investigation location.

- Groundwater was not encountered at the time of the field investigation to the depths explored.

- The recommended pavement section for roadways and parking areas is 3 inches of asphalt pavement, 3 inches of crushed base course, and 9 inches of subbase course atop geotextile fabric (Propex Geotex 200 ST) over properly prepared subgrade.

- Double Ring Infiltration testing at TP-1 and TP-2 measured infiltration rates of **2.9 in/hr. and 4.2 in/hr.**, respectively.

- Close monitoring of the construction operations discussed herein will be essential in achieving the design foundation support for both building and pavement improvements. It is therefore critical that Alpine Geotechnical be retained to provide observation/testing during the earthwork portion of the project to help ensure satisfactory performance.

This summary should be used in conjunction with the entire report for design purposes. It should be recognized that details were not included or fully developed in this section, and the report must be read in its entirety for a comprehensive understanding of the items contained herein. The section titled **CLOSURE/LIMITATIONS** should be read for an understanding of the report limitations.

**GEOTECHNICAL INVESTIGATION REPORT**

**Stillwater Road Subdivision**
**Kalispell, Montana**

**Alpine Geotechnical Project No. 24-927**
June 17, 2024

# INTRODUCTION

Alpine Geotechnical has completed a subsurface investigation for the planned Stillwater Road Subdivision site in Kalispell, Montana. A total of thirteen (13) borings were drilled and two (2) test pits were excavated to investigate subsurface conditions for the planned development. The purpose of this report is to describe the subsurface conditions encountered in the borings, present the test data, and provide geotechnical recommendations based upon our analysis for subdivision infrastructure design and construction, mass grading, underground utilities, and pavements.

# PROJECT INFORMATION

The project includes future residential development of an 80-acre subdivision located northwest of the roundabout at Stillwater Road and West Reserve Drive in Kalispell, Montana.

# EXPLORATION PROCEDURES

**Field Exploration**
Subsurface exploration took place May 7 - 10, 2024, and included thirteen (13) borings drilled across the site taken to depths ranging from 11.5 to 16.5 feet below existing grade. An additional two (2) test pits were dug where two (2) double ring infiltration tests were conducted. An exploration location plan and individual boring logs are included in **Appendix A**.

The borings were advanced using a truck-mounted, rotary drill rig (Diedrich D-50) using continuous flight hollow-stem augers owned and operated by Alpine Geotechnical. The double ring test pits were excavated using a CAT 303 compact excavator operated by Alpine Geotechnical. Representative samples were obtained by split-barrel sampling methods in general accordance with ASTM D1586, where the standard penetration resistance value (SPT-N) is recorded by counting the number of blows required to advance a standard 2-inch outside diameter split-barrel sampler a distance of 12 inches following the initial 6-inch seating penetration. The energy in the SPT test is delivered by a 140-pound hammer with a free fall of 30 inches. The SPT-N value is used to estimate the in-situ relative density of cohesionless soils and consistency of cohesive soils. Collected samples were tagged for identification, sealed to reduce moisture loss, and taken to our laboratory for further examination, testing, and classification. Information provided on

the boring logs attached to this report includes soil descriptions, consistency evaluations, boring depths, sampling intervals, and groundwater conditions. The drill crew backfilled each boring with auger cuttings at the conclusion of each boring.

A field log of each boring was prepared by our staff engineer. These logs included visual classifications of the subsurface materials encountered during drilling as well as interpretation of the subsurface conditions between samples. Final boring logs included with this report represent field visual classifications, modified as needed based on laboratory tests of the samples. The logs also contain the field SPT results, natural moisture content, groundwater information, and any boring-specific comments. Based on our field classifications and laboratory test results, the estimated group symbol for each stratum is shown on the logs, according to the Unified Soil Classification System (USCS).

**Laboratory Testing**

Representative portions of each recovered sample obtained during the field investigation were sealed in air tight containers and transported to our laboratory for further visual and laboratory examination. Each sample obtained during the field investigation was tested for natural moisture content. Selected samples were also tested for particle size (ASTM C136 & C117), liquid limit, plastic limit, and plasticity index (ASTM D4318), in-situ unit weight (density), Standard Proctor (ASTM D698), California Bearing Ratio (ASTM D1883), One-Dimensional Consolidation and Expansion (ASTM D2435), and Soil Specific Gravity (ASTM D854) to aid in soil classification. Complete results of the laboratory tests are attached in Appendix B. Based on our field classifications and laboratory test results, the estimated group symbol for each stratum is shown on the logs, according to the Unified Soil Classification System (USCS). A brief description of the USCS is attached to this report in Appendix C, along with General Notes that provide explanation of the USCS.

## SITE CONDITIONS

Based on our observations, the site is relatively flat and generally at the same elevation as the adjacent roads and properties. The exception is the southwest corner of the development area, where a large hill (drumlin) is present. The site is primarily undeveloped and is situated between existing residential development to the east and west, farmland to the south, and LHC's main office and plant to the north.

## SUBSURFACE CONDITIONS

**Geology**

The site is located in Kalispell, Montana, which lies in the Rocky Mountain Trench bounded by the Salish Mountains to the west and the Swan Range to the east. These mountain ranges were formed during Tertiary tectonic activity in which Precambrian Belt rocks were faulted and uplifted. Pleistocene mountain and continental glaciation advanced generally southeastward through the trench in the vicinity of Kalispell depositing generally competent till soils beneath the base of the

ice sheet. As the glaciers retreated, a sequence of weaker lakebed and outwash alluvial soils were deposited over the glacial till as meltwater accumulated in areas where drainage was impeded by morainal features. The site is located northwest of Kalispell where glacial outwash deposits consisting of silt and sand comprise the majority of the near-surface landform. However, on the southwestern portion of the site a drumlin is present and near-surface dense glacial till gravel was encountered in three borings (DH-7,8, and 9).

**Soil Conditions**

Based on the results of the borings, general subsurface conditions across the site include limited organic silt topsoil atop predominately native silts and sands. The organic silt topsoil ranges from approximately 1.0 to 1.5 feet thick. The native soils beneath the topsoil across the majority of the site consist of medium stiff silt and/or loose silty sand, which extends to the total depth explored at most boring locations. Glacial till gravel was encountered across the drumlin hill area along the southwest portion of the property in the vicinity of Borings DH-7 through DH-9. The glacial till gravel was classified as very stiff to hard sandy silt with gravel, based upon field SPT N-values ranging from 13 to 67 blows per foot, that increase with depth. It should be noted that abundant cobbles and boulders were encountered throughout the glacial till strata.

One-dimensional consolidation testing by ASTM D2435 was conducted on a portion of a thin-walled tube sample. A sample of silt from Boring DH-8 at a depth of 8.3 feet recorded axial strain values of 0.6, 0.8, 1.0, and 1.3 percent at normal stresses of 1,000, 2,000, 4,000, and 8,000 psf under saturated conditions. The normal stress was then reduced/unloaded to 500 psf in which the sample ended at about 1.2 percent total axial strain. The consolidation results indicate low compressibility with stresses up to 2,000 psf and moderate compressibility at stresses up to 8,000 psf. Specific gravity testing (ASTM D854) was conducted on the consolidation test specimen, which yielded a specific gravity value of 2.731. A swell/collapse test was also conducted on the same sample, which showed slight collapse of 1.1 percent at 2,000 psf.

Particle size testing (ASTM C117 & C136) test results from selected recovered samples are as follows:

| Boring | Depth (ft) | Passing No. 4 (%) | Passing No. 200 (%) | Classification |
|---|---|---|---|---|
| DH-5 | 8.0 | 100 | 92 | SILT trace sand (ML) |
| DH-6 | 5.0 | 100 | 9 | Poorly graded SAND with silt (SP-SM) |
| DH-8 | 10.0 | 30 | 39 | Silty SAND with gravel (GP-GM) |
| BULK | 1.0 | 100 | 46 | Silty SAND (SM) |

Liquid-limit, plastic limit, and plasticity index testing (ASTM D4318) of soils taken from select borings are shown in the table below:

| Boring | Depth (ft) | Liquid Limit (%) | Plasticity Index (%) | Classification |
|---|---|---|---|---|
| DH-2 | 10.0 | 38 | 12 | SILT (ML) |
| DH-5 | 8.0 | NV | NP | SILT (ML) |

A Standard Proctor (ASTM D698) was conducted on a bulk sample of silty sand taken in the upper 5 feet, which yielded a maximum dry density of 116.0 pounds per cubic foot (pcf) at optimum moisture of 11.5%. A California Bearing Ratio test (ASTM D1883) was conducted on the same bulk sample, which yielded a CBR value of 9.2% at 95% maximum dry density. Complete laboratory test results are included in **Appendix B**.

Detailed subsurface conditions encountered at each boring location are indicated on the individual boring logs in **Appendix A**. Stratification boundaries on the boring logs represent the approximate depths of changes in soil types, and the in-situ transition between strata may be gradual.

### Groundwater Conditions

The borings were observed while drilling and immediately after completion for the presence and level of groundwater. Shallow static groundwater was not encountered in any of the borings during the field investigation.

It should be recognized that fluctuations of the groundwater table will occur due to seasonal variations in the amount of rainfall, runoff, and other hydrologic factors not evident at the time the borings were performed. Therefore, groundwater levels during construction or at other times in the future may vary relative to the conditions indicated on the logs. The potential for seasonal groundwater perching should be considered when developing the design and construction plans for the project.

## ENGINEERING RECOMMENDATIONS

### Geotechnical Considerations

From a geotechnical perspective, the proposed roadway and utility infrastructure project can be installed by open trench excavation methods, provided the recommendations presented in this report are considered and all applicable excavation safety regulations are followed. The excavations for utility installation will be conducted in variable soil conditions, consisting of either medium stiff silt/sandy silt, loose silty sand, or dense sandy silt with gravel (glacial till). The consistency of the soils explored was variable, which will require different methods to provide excavation stability. Particular attention should be given to open excavations in the areas of loose silty sand, where substantial sloughing within trenched excavations should be expected. The

presence of cobbles and boulders should also be anticipated along the southwest portion of the property at excavation depths below 5 feet +/-, where glacial till gravel was encountered.

Water conditioning, wetting, or drying, should be anticipated based on the moisture contents that were measured. However, the magnitude of wetting or drying of backfill soils to facilitate compaction will depend on the timeframe of construction and moisture conditions at that time. The organic topsoil materials encountered in the upper zones of the soil profile are not acceptable for use as backfill, and should not be used as subsurface trench backfill, but can be placed atop the trench to match the existing topsoil thickness in non-pavement or other non-hardscaped areas. Representative samples of each backfill material should be taken from mixed excavation spoil piles for laboratory maximum dry density (Proctor) testing. Trench compaction will be best accomplished via sheepsfoot, or static compaction equipment in fine-grained areas and vibratory compaction in sand and gravel areas. Adequate trench backfill density should be achieved through compaction after ensuring that the moisture content and lift thickness are appropriate. We suggest water conditioning to within 3 percent of optimum moisture content of backfill materials be completed outside the trench. Trenches should be backfilled in maximum loose lift thicknesses of 8 to 12 inches (depending on compaction equipment) followed by compaction to a minimum of 95 percent of standard Proctor (ASTM D698) density or as otherwise specified in the contract documents. Imported granular trench backfill that meets the City of Kalispell requirements for mainline utility backfill should be used beneath all hardscaped and all settlement-sensitive areas

**Site Preparation**

To prepare the site for construction, all existing near surface topsoil/organic matter, surficial weeds/grasses, and any encountered cobbles/boulders should be completely removed under all building and roadway/parking areas. The native subgrade (sandy silt, silty sand, glacial till) once encountered should be water conditioned and thoroughly recompacted to recover excavation disturbance. If the excavations consist primarily of native silt, additional recompaction and stabilization will likely be necessary under roadways and building areas. This will require a combination of thorough water conditioning and recompacting. Collapse testing of the native silt indicated low to moderate collapse potential; therefore, proper preparation of the silt subgrade will be critical for long-term pavement and building performance. We recommend geotextile separation fabric (Propex Geotex 200 ST) and a minimum of 12 inches of Structural Fill is placed beneath residential building foundations in silt and loose sand areas to mitigate undesirable settlement.

The subgrade in roadway and parking areas should be proof load tested using rubber-tired construction equipment, and should be stable under that loading. The surface should be cut or filled as necessary using Structural Fill, and prepared to an elevation that will accommodate the minimum recommended pavement section(s). All fill materials should be placed according to the following **Earthwork** section of this report.

**Earthwork**

Excavated materials not suitable for use as backfill should be disposed of off-site. The exposed subgrade should be stable under the loading of construction equipment, thoroughly recompacted and tested by Alpine personnel prior to fill placement. Depending on the season of construction and other factors such as defined haul routes, instability may develop that will require subgrade stabilization. Our engineering staff should be consulted if this situation develops to provide stabilization recommendations, such as subexcavation and replacement, or geotextile/geogrid reinforcement.

The on-site native inorganic soils are suitable for use as building backfill if processed and placed according to this report. For fill areas beneath all exterior hardscaped features such as roadways, sidewalks, and exterior patios/stops we recommend support from Structural Fill to minimize undesirable settlement. Processing involves removal of all oversized material larger than 3 inches in diameter, and rejecting all otherwise unsuitable materials such as organic matter and construction debris. Special attention should be paid in areas where exterior porches or hardscape features cross the building backfill zone. If such areas are planned, we recommend Structural Fill be used exclusively for exterior backfill from foundation depth in order to reduce settlement potential.

The near-surface silt subgrade will be highly frost susceptible, and building plans should reflect this potential. Exterior flatwork areas or unheated buildings that are attached to heated spaces are particularly vulnerable to seasonal uplift due to frost heave and should be mitigated if a high level of performance is desired. Mitigation would include replacement of the upper 18 inches with a granular, non-frost susceptible fill material. A geotextile separation fabric should be placed atop the subgrade, followed by a thin layer (3 inch thick +/-) of clean, free-draining aggregate to serve as a capillary break followed by another layer of geotextile fabric. Structural Fill should be used to achieve final subgrade elevation.

**Structural Fill** for soil replacement and backfill in select areas should be developed from reliable source(s) approved by Alpine Geotechnical and meeting the following gradation and composition requirements:

| Screen or Sieve Size | Percent Passing by Weight |
|---|---|
| 3-inch | 100 |
| 1 1/2-inch | 85-100 |
| No. 4 | 30-60 |
| No. 200 | 10 maximum |

- The sand, gravel, and cobble-size particles comprising the fill must be hard, durable rock materials that will not degrade by moistening or under mechanical action of the compacting equipment; i.e., not shale or other clayey rock types.

- The binder/fines fraction should have maximum Liquid Limit and Plasticity Index values of 25 and 10 percent respectively.

- No frozen, organic, or other deleterious materials should be present in the fill aggregate.

The soil's water content at the time of compaction should be in the range specified in the following table. Some moisture conditioning of on-site soils may be required to achieve adequate compaction; wetting or drying may be required depending on the natural soil moisture conditions at the time of construction. All fill materials should be placed and compacted in horizontal lifts. The fill lifts should not exceed 12 inches in loose thickness for heavy compaction equipment, and 6 inches for smaller equipment such as large vibratory plates and jumping jacks used in foundation and utility excavations. Small vibratory plate compactors should be used in landscaped areas only. Typically, sheepsfoot compactors are best suited for fine-grained, cohesive soils and vibratory, smooth-drum compactors are needed for coarse-grained soils.

At a minimum, excavations should be performed in accordance with OSHA 29 CFR, Part 1926, Subpart P, "Excavations" and its appendices, and in accordance with any applicable local, state, and federal safety regulations. The contractor should be aware that slope height, slope inclination, and excavation depth should in no instance exceed those specified by these safety regulations. Flatter slopes than those dictated by these regulations may be required depending upon the soil/groundwater conditions encountered and other external factors. These regulations are strictly enforced and if they are not followed, the owner, contractor, and/or earthwork and utility subcontractor could be liable and subject to substantial penalties. Under no circumstances should the information provided in this report be interpreted to mean that Alpine Geotechnical is responsible for construction site safety or the contractor's activities. Construction site safety is the sole responsibility of the contractor who shall also be solely responsible for the means, methods, and sequencing of the construction operations. Our engineering staff will be available during construction to provide guidance, if requested in connection with agreed construction phase work by Alpine Geotechnical.

**Drainage**

Site grading should provide effective drainage away from future building sites during and after construction. Water permitted to pond in building or roadway areas can result in greater soil movements. Finished grades should be positively sloped away from the foundation and backfill zones at a minimum slope of 5 percent over the 10 feet immediately adjacent to the foundation perimeter. Irrigation in the backfill zone should be strictly minimized or isolated from the backfill zone. Roof gutters with downspouts should be provided with discharge points beyond the backfill zone. If positive drainage is not provided during the life of the structure, then increased movement could develop.

Infiltration testing was conducted using a double-ring infiltrometer in accordance with ASTM D3385 at the proposed stormwater facility location. The following table summarizes the results of the infiltration tests; complete test results are included in **Appendix C**.

| Test Location | Depth of Test (feet below existing grade) | Stabilized Infiltration Rate (in/hr) |
|---|---|---|
| TP-1 | 3.0 | 2.9 |
| TP-2 | 3.0 | 4.2 |

**Pavements**

It is anticipated that final subgrade elevations within the parking/access roadway areas will be at or slightly above existing grades. Prior to placing any additional fill for pavement section construction, the existing subgrade materials should be stable under rubber-tired construction equipment, including dump truck traffic. Areas that are shown to be unstable during this proof loading operation indicate that deeper subgrade deficiencies may exist and these areas should be repaired under the direction of our geotechnical engineer. The requirements of a suitable fill and its placement are discussed in the **Earthwork** section of this report.

Unsuitable material encountered below subgrade and/or subbase course level should be further undercut and replaced with Structural Fill based on observation by our geotechnical engineer. The upper 1 foot of subgrade material below the subexcavation depth should be compacted to at least 95% of the maximum dry density per ASTM D698. Localized instability of the native silt and sand subgrade may develop during construction when subjected to dump truck and repetitive equipment traffic. A geotextile separation fabric (Propex Geotex 200 ST) should be placed atop properly prepared subgrade. Isolated areas may need geogrid in order to provide adequate stability to compact the subbase course. Additionally, a defined equipment haul route using geotextile and geogrid should be considered to minimize the potential for widespread subgrade instability to develop.

The design approach used to develop the following tables for the flexible surfacing was based on the American Association of State Highway and Transportation Officials (AASHTO) 1993 Guide for Design of Pavement Structures, Chapter 4 Low Volume Road Design. We used structural coefficients of the Montana Department of Transportation and our local experience. Specific information regarding anticipated vehicle types, axle loads and traffic volumes was not provided. In developing our recommendations, we have assumed that traffic will consist primarily of automobile traffic and a limited number of delivery trucks and trash removal trucks. If heavier vehicle types or higher traffic volumes are expected, Alpine Geotechnical should be afforded the opportunity to review, and possibly revise, these assumptions and recommendations.

The design of pavement thickness was based on the approach described above and on the following parameters:

- Stable subgrade as previously detailed and verified by proof-loading with rubber-tired construction equipment and dump truck traffic.

- Placement of geotextile separation fabric (Propex Geotex 200 ST) atop properly prepared subgrade
- Any required fill is placed in accordance with the **Earthwork** section of this report.
- Flexible Pavement Design Catalog assuming a maximum of 5 ESAL's per day over the service life and a California Bearing Ratio of 9.2 percent.
- A service life of 20 years.

As a minimum, we suggest the following typical pavement section be considered:

**Typical Pavement Section Thickness**

| Traffic Area | Asphalt Concrete Surface Course | Crushed Base Course | Subbase Course | Total Thickness |
|---|---|---|---|---|
| Roadways and Parking | 3 inches | 3 inches | 9 inches | 15 inches |

We recommend our technical staff be afforded the opportunity to evaluate the existing subgrade materials during construction. We also recommend field density testing be performed of all fill placed to achieve final subgrade elevation as well as subbase and base course materials.

Pavement sections based upon a more detailed pavement design could be provided if specific traffic loading, frequencies, and desired pavement design life are provided. The pavement section provided is based on design traffic loading as discussed and is not intended for nor should it be construed to be a construction platform either in full or partial section. Construction use is likely to exert heavier and higher frequency axle/wheel loads under adverse weather or channelized traffic conditions than assumed in this forgoing design. If construction access/haul load sections are desired, additional geotechnical input based on construction traffic will be required. Pavements subjected to higher traffic volumes than assumed above may require thicker pavement sections. The above section represents the minimum thickness for in-service use and, as such, periodic maintenance should be anticipated.

Aggregate base course should meet Montana Public Works Specification Section 02235 (6th Edition) for Crushed Base Course, 1 ½ inch or ¾ inch minus and compacted to at least 95% of the maximum ASTM D698 dry density. Aggregate subbase course should meet Montana Public Works Specification Section 02234 (6th Edition) for Sub Base Course, and compacted to at least 95% of the maximum ASTM D698 dry density.

Long term pavement performance will be dependent upon several factors, including maintaining subgrade moisture levels and providing for preventive maintenance. The following recommendations should be considered the minimum:

- Site grading at a minimum 2% grade away from the pavements
- The subgrade and the pavement surface have a minimum ¼ inch per foot slope to promote proper surface drainage
- Consider appropriate edge drainage and pavement underdrain systems

- Apply joint sealant and seal cracks regularly

Preventive maintenance should be planned and provided through an on-going pavement management program. Preventive maintenance activities are intended to slow the rate of pavement deterioration, and to preserve the pavement investment. Preventive maintenance consists of both localized maintenance (e.g., crack and joint sealing and patching) and global maintenance (e.g., surface sealing). Preventive maintenance is usually the first priority when implementing a planned pavement maintenance program and provides the highest return on investment for pavements. Prior to implementing any maintenance, additional engineering observation is recommended to determine the type and extent of preventive maintenance.

## CLOSURE/LIMITATIONS

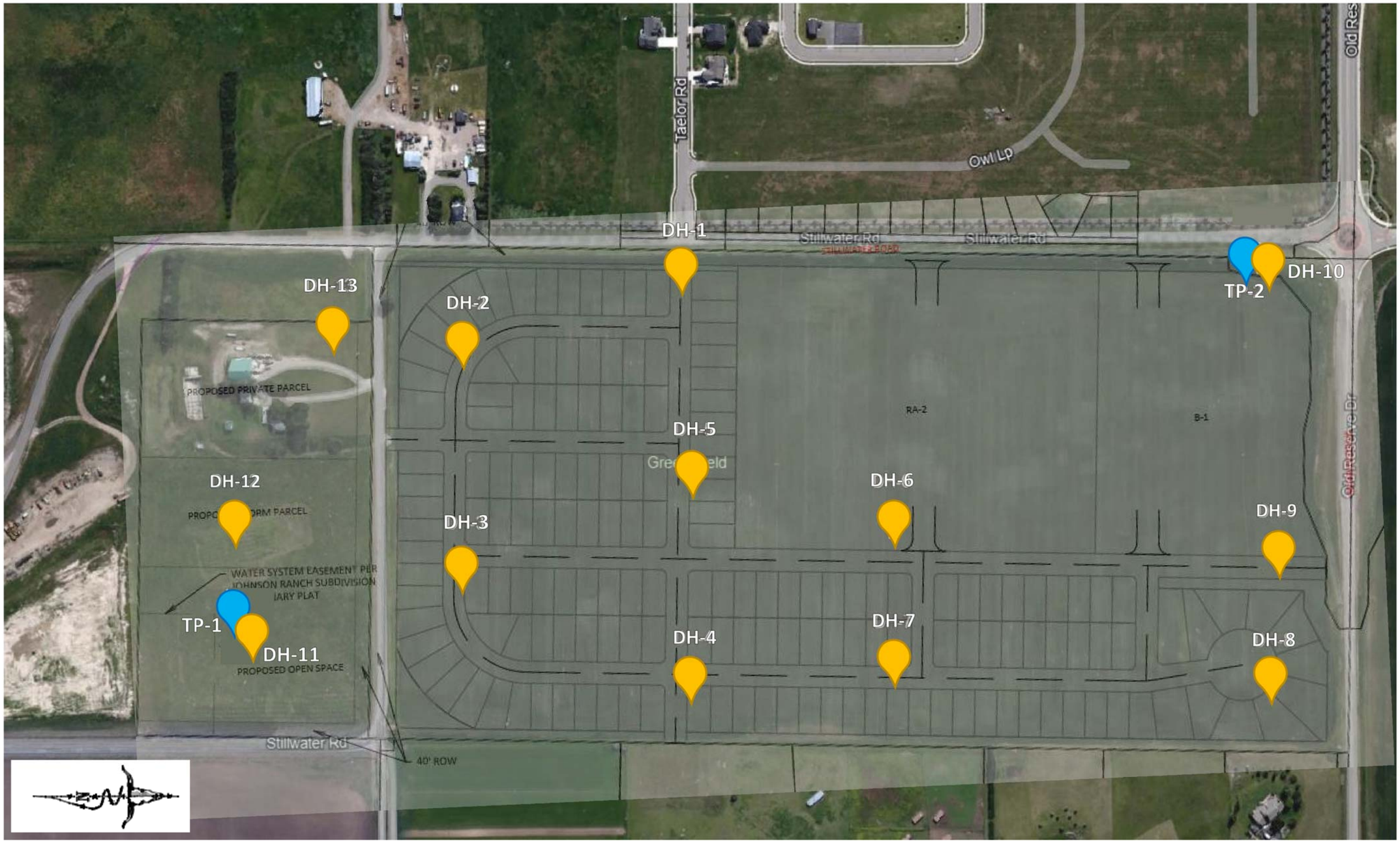
Alpine Geotechnical should be retained to review the final design plans and specifications so comments can be made regarding interpretation and implementation of our geotechnical recommendations in the design and specifications. Alpine Geotechnical also should be retained to provide observation and testing services during site preparation, removal of unsuitable soils, foundation preparation/construction, and backfilling of excavations and other earth-related construction phases of the project.

The analysis and recommendations presented in this report are based upon the data obtained from the borings performed at the indicated locations and from other information discussed in this report. This report does not reflect variations that may occur between boring locations, across the site, or due to the modifying effects of weather. The nature and extent of such variations may not become evident until construction has commenced. If variations appear, Alpine should be immediately notified so that further evaluation and supplemental recommendations can be provided.

This report has been prepared for the exclusive use of our client for specific application to the project discussed and has been prepared in accordance with generally accepted geotechnical engineering practices. No warranties, either expressed or implied, are intended or made. Site safety, excavation support, and dewatering requirements are the responsibility of others. In the event that changes in the nature, design, or location of the project as outlined in this report are planned, the conclusions and recommendations contained in this report shall not be considered valid unless Alpine Geotechnical reviews the changes and either verifies or modifies the conclusions of this report in writing.

ALPINE GEOTECHNICAL

# APPENDIX A

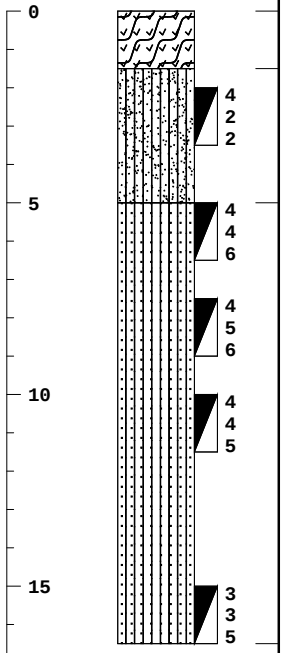



| | | | | |
|---|---|---|---|---|
| **Project No.** | 24-927 | ALPINE GEOTECHNICAL<br>120 Round Stone Drive Kalispell, MT 59901<br>PH. (406) 257-6479 | **Exploration Location Plan** | **Exhibit** |
| **Scale** | NTS | | Stillwater Road Subdivision<br>Kalispell, Montana | A-1 |
| **Date** | 05-08-24 | | | |

# LOG OF BORING
## NO.: DH-1

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24540, -114.35279
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-7-24
Elevation: Existing
Logged By: Jim Murell




| ELEVATION/ DEPTH | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | N | CURVE |
|---|---|---|---|---|---|---|---|
| | OL | Organic SILT topsoil with surficial grass, dark brown, moist, soft, 18" thick | | | | | |
| | ML | SILT with sand, brown, moist, medium stiff | 16 | | 2'-3'6" | 4 | |
| | ML | SILT trace sand, brown, moist, stiff | 24 | | 5'-6'6" | 10 | |
| | | | 23 | | 7'6"-9' | 11 | |
| | | | 23 | | 10'-11'6" | 9 | |
| | | | 19 | | 15'-16'6" | 8 | |
| | | End of Boring for DH-1 | | | | | |

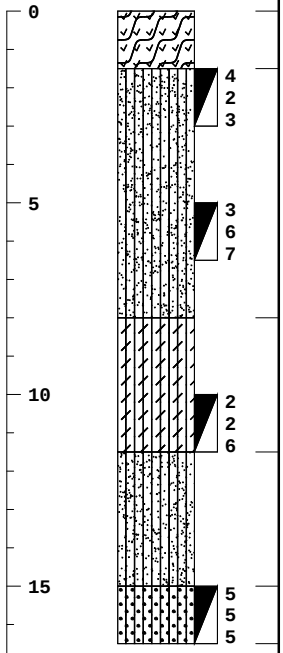
10 30 50

ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-2

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24702, -114.35357
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-7-24
Elevation: Existing
Logged By: Jim Murell

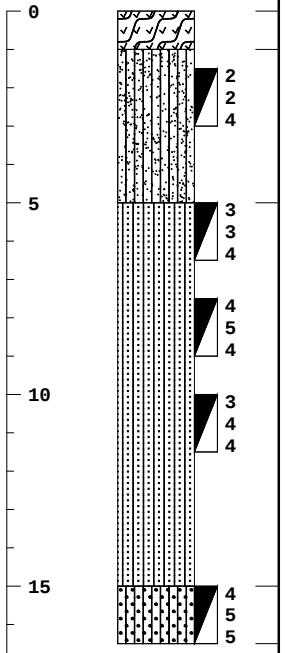



| ELEVATION/ DEPTH | SOIL SYMBOLS, SAMPLERS AND TEST DATA | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | STANDARD PENETRATION TEST N | STANDARD PENETRATION TEST CURVE |
|---|---|---|---|---|---|---|---|---|
| | | OL | Organic SILT topsoil with surficial grass, dark brown, moist, soft, 18" thick | | | | | 10 30 50 |
| | | ML | SILT with sand, brown, moist, medium stiff to stiff | 23 | | 1'6"-3' | 5 | |
| | | | | 23 | | 5'-6'6" | 13 | |
| | | ML | SILT trace organics/woody debris, yellow-brown with rust colored mottling , very moist, stiff to medium stiff | 37 | | 10'-11'6" | 8 | |
| | | ML | SILT with sand, brown, moist, medium stiff | | | | | |
| | | ML | Sandy SILT, brown, moist, stiff | 16 | | 15'-16'6" | 10 | |
| | | | End of Boring DH-2 | | | | | |

# LOG OF BORING
## NO.: DH-3

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24703, -114.35594
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-7-24
Elevation: Existing
Logged By: Jim Murell




| ELEVATION/ DEPTH | SOIL SYMBOLS, SAMPLERS AND TEST DATA | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | STANDARD PENETRATION TEST N | STANDARD PENETRATION TEST CURVE |
|---|---|---|---|---|---|---|---|---|
| | | OL | Organic SILT topsoil with surficial grass, dark brown, moist, soft, 12" thick | | | | | 10 30 50 |
| | | ML | SILT with sand, brown, moist, medium stiff | 20 | | 1'6"-3' | 6 | |
| | | SM | Silty SAND, light brown, moist, loose | 10 | | 5'-6'6" | 7 | |
| | | | Some interbedded silt below 7.5' | 19 | | 7'6"-9' | | |
| | | | | 11 | | 10'-11'6" | 8 | |
| | | ML | Sandy SILT, light brown, moist, stiff | 12 | | 15'-16'6" | 10 | |
| | | | End of Boring DH-3 | | | | | |



ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-4

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24531, -114.35718
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-7-24
Elevation: Existing
Logged By: Jim Murell

| ELEVATION/ DEPTH | SOIL SYMBOLS, SAMPLERS AND TEST DATA | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | STANDARD PENETRATION TEST N | STANDARD PENETRATION TEST CURVE |
|---|---|---|---|---|---|---|---|---|
| 0 | | OL | Organic SILT topsoil with surficial grass, dark brown, moist, soft, 12" thick | | | | | |
| | 4 3 3 | SM | Silty SAND, brown, moist, loose | 13 | | 1'6"-3' | 6 | |
| 5 | 3 2 3 | | | 10 | | 5'-6'6" | 5 | |
| 10 | 3 4 5 | ML | SILT with sand, brown, moist, stiff | 22 | | 10'-11'6" | 9 | |
| 15 | 4 3 5 | SM | Silty SAND, brown, moist, loose | 9 | | 15'-16'6" | 8 | |
| | | | End of Boring DH-4 | | | | | |
| 20 | | | | | | | | |
| 25 | | | | | | | | |
| 30 | | | | | | | | |
| 35 | | | | | | | | |

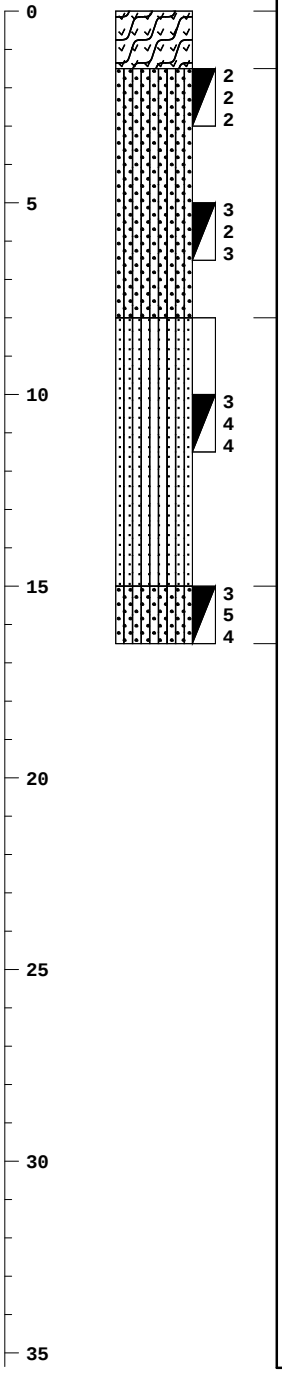
10 30 50

ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-5

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24531, -114.35493
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-7-24
Elevation: Existing
Logged By: Jim Murell




| ELEVATION/ DEPTH | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | N | CURVE |
|---|---|---|---|---|---|---|---|
| | OL | Organic SILT topsoil with surficial grass, brown, moist, soft, 12" thick | | | | | |
| | ML | Sandy SILT, brown, moist, medium stiff | 16 | | 1'6"-3' | 4 | |
| | | | 11 | | 5'-6'6" | 5 | |
| | ML | SILT trace sand, brown, moist, medium stiff | 12 | 82 | | | |
| | | | 14 | | 10'-11'6" | 8 | |
| | ML | Sandy SILT, brown, moist, stiff | 15 | | 15'-16'6" | 9 | |
| | | End of Boring DH-5 | | | | | |

10 30 50

ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-6

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24382, -114.35549
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-7-24
Elevation: Existing
Logged By: Jim Murell

| ELEVATION/ DEPTH | SOIL SYMBOLS, SAMPLERS AND TEST DATA | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | N | CURVE 10 30 50 |
|---|---|---|---|---|---|---|---|---|
| 0 | 3 1 2 | OL | Organic SILT topsoil with surficial grass, dark brown trainsitions to medium brown , moist, soft, 18" thick | | | | | |
| | | SM | Silty SAND, light brown, moist, loose | 18 | | 1'6"-3' | 3 | |
| 5 | 3 3 3 | | | 8 | | 5'-6'6" | 6 | |
| 10 | 4 4 3 | ML | SILT trace sand, light brown, moist, medium stiff to stiff | 22 | | 10'-11'6" | 7 | |
| 15 | 4 5 5 | | | 12 | | 15'-16'6" | 10 | |
| | | | End of Boring DH-6 | | | | | |
| 20 | | | | | | | | |
| 25 | | | | | | | | |
| 30 | | | | | | | | |
| 35 | | | | | | | | |

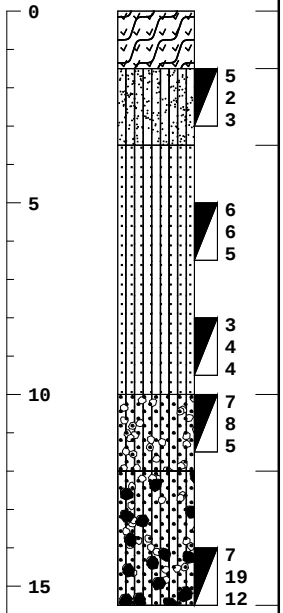


ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-7

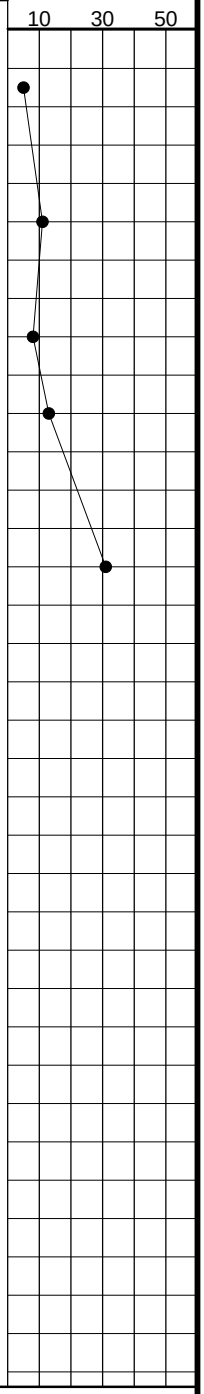
Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24381, -114.35700
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-7-24
Elevation: Existing
Logged By: Jim Murell




| ELEVATION/ DEPTH | SOIL SYMBOLS, SAMPLERS AND TEST DATA | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | STANDARD PENETRATION TEST N |
|---|---|---|---|---|---|---|---|
| | | OL | Organic SILT topsoil with surficial grass, dark brown, moist, soft, 18" thick | | | | |
| | | ML | SILT with sand and gravel, moist to very moist, medium stiff | 16 | | 1'6"-3' | 5 |
| | | ML | SILT trace sand, light brown, moist, stiff to medium stiff | 28 | | 5'-6'6" | 11 |
| | | | | 35 | | 8'-9'6" | 8 |
| | | ML | Sandy SILT with gravel, brown, moist, stiff to hard, (glacial till) | 12 | | 10'-11'6" | 13 |
| | | | With cobbles and boulders below 12.0' | | | | |
| | | | | 14 | | 14'-15'6" | 31 |
| | | | End of Boring DH-7 | | | | |

STANDARD PENETRATION TEST CURVE

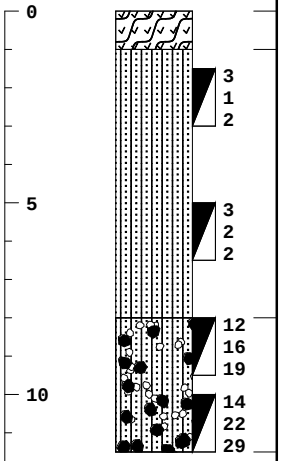



ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-8

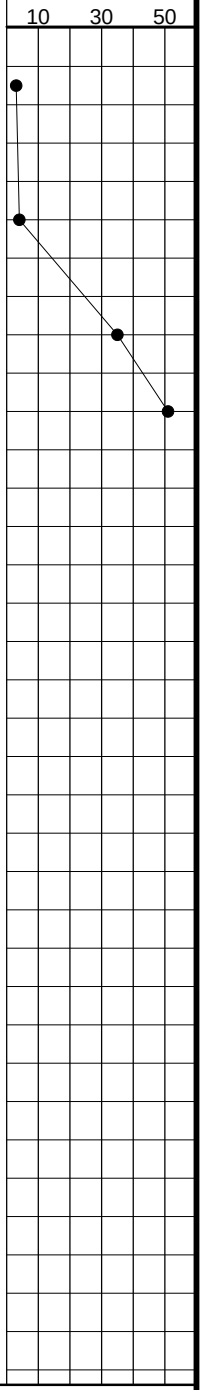
Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24098, -114.35717
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-8-24
Elevation: Existing
Logged By: Jim Murell




| USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | STANDARD PENETRATION TEST N |
|---|---|---|---|---|---|
| OL | Organic SILT topsoil with surficial grass, dark brown to brown, moist, soft, 12" thick | | | | |
| SM | Silty SAND, light brown, moist, very loose to loose, with interbedded sandy silt | 16 | | 1'6"-3' | 3 |
| | | 8 | | 5'-6'6" | 4 |
| SM | Silty SAND with gravel, light brown, moist, dense to very dense, with cobbles and boulders, (glacial till) | 11 | | 8'-9'6" | 35 |
| | | 10 | | 10'-11'6" | 51 |
| | End of Boring DH-8 | | | | |

STANDARD PENETRATION TEST CURVE

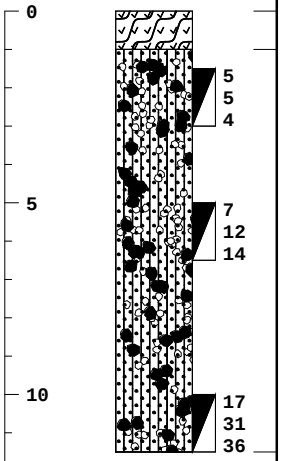



ALPINE GEOTECHNICAL

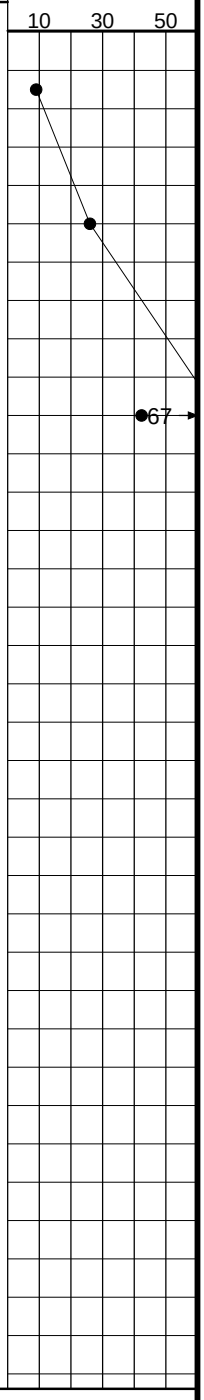
# LOG OF BORING
## NO.: DH-9

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24094, -114.35580
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-8-24
Elevation: Existing
Logged By: Jim Murell




| ELEVATION/ DEPTH | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | STANDARD PENETRATION TEST N |
|---|---|---|---|---|---|---|
| | OL | Organic SILT topsoil with surficial grass, dark brown, moist, soft, 12" thick | | | | |
| | ML | Sandy SILT with gravel, light brown, moist, stiff to hard, with cobbles and boulders, (glacial till) | 22 | | 1'6"-3' | 9 |
| | | | 14 | | 5'-6'6" | 26 |
| | | | 13 | | 10'-11'6" | 67 |
| | | End of Boring DH-9 | | | | |

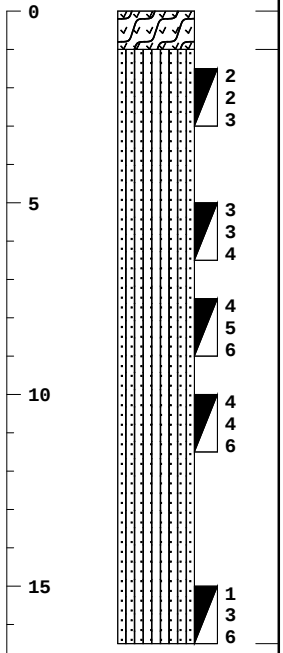



ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-10

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24105, -114.35263
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-8-24
Elevation: Existing
Logged By: Jim Murell




| ELEVATION/ DEPTH | SOIL SYMBOLS, SAMPLERS AND TEST DATA | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | N | CURVE |
|---|---|---|---|---|---|---|---|---|
| | | OL | Organic SILT topsoil with surficial grass, brown, moist, soft, 12" thick | | | | | |
| | | ML | SILT trace sand, brown, moist, medium stiff to stiff | 20 | | 1'6"-3' | 5 | |
| | | | Color change to light brown below 5.0' | 16 | | 5'-6'6" | 7 | |
| | | | | 15 | | 7'6"-9' | 11 | |
| | | | | 25 | | 10'-11'6" | 10 | |
| | | | Wet zone from 15.0' to 15.5' | 29 | | 15'-16'6" | 9 | |
| | | | End of Boring DH-10 | | | | | |

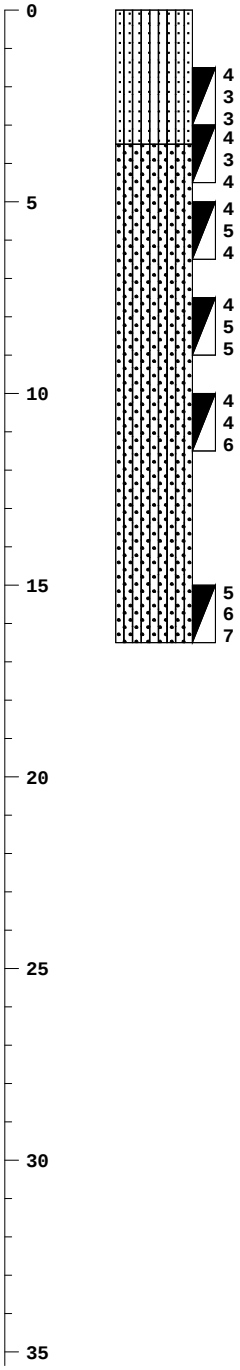
CURVE: 10 30 50

ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-11

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24868, -114.35665
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-8-24
Elevation: Existing
Logged By: Jim Murell



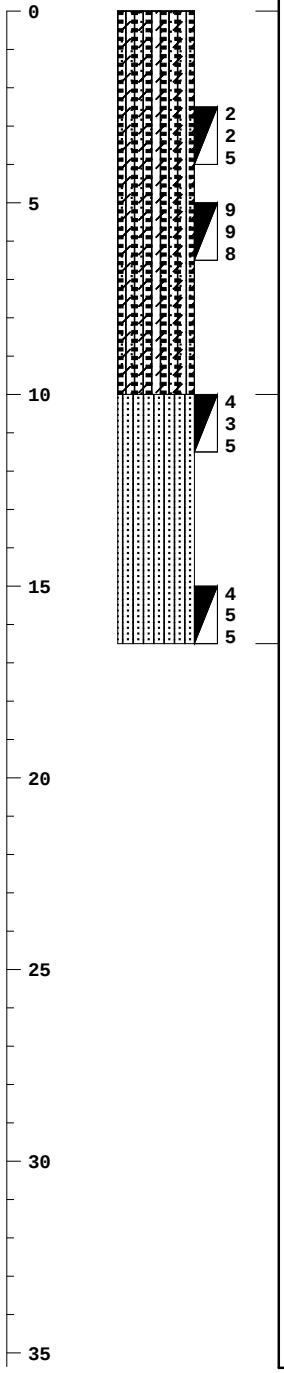

| ELEVATION/ DEPTH | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | N | CURVE 10 30 50 |
|---|---|---|---|---|---|---|---|
| | ML | SILT trace sand with surficial grass, brown, moist, medium stiff | 12 | | 1'6"-3' | 6 | |
| | | | 10 | | 3'-4'6" | 7 | |
| | ML | Sandy SILT, brown, moist, medium stiff to stiff<br>Interbedded silt below 5.0' | 9 | | 5'-6'6" | 9 | |
| | | | 10 | | 7'6"-9' | 10 | |
| | | Interbedded sand below 10.0' | 10 | | 10'-11'6" | 10 | |
| | | | 11 | | 15'-16'6" | 13 | |
| | | End of Boring DH-11 | | | | | |

Figure A-12 PAGE 1 OF 1

# LOG OF BORING
## NO.: DH-12

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24879, -114.35550
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-8-24
Elevation: Existing
Logged By: Jim Murell




| ELEVATION/ DEPTH | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | N | CURVE |
|---|---|---|---|---|---|---|---|
| | ML | SILT trace organics and sand, brown to light brown, moist to wet, medium stiff to very stiff | 47 | | 2'6"-4' | 7 | |
| | | | 20 | | 5'-6'6" | 17 | |
| | SM | Silty SAND, moist, loose to medium dense, rust colored mottling | 14 | | 10'-11'6" | 8 | |
| | | | 20 | | 15'-16'6" | 10 | |
| | | End of Boring 16.5 | | | | | |

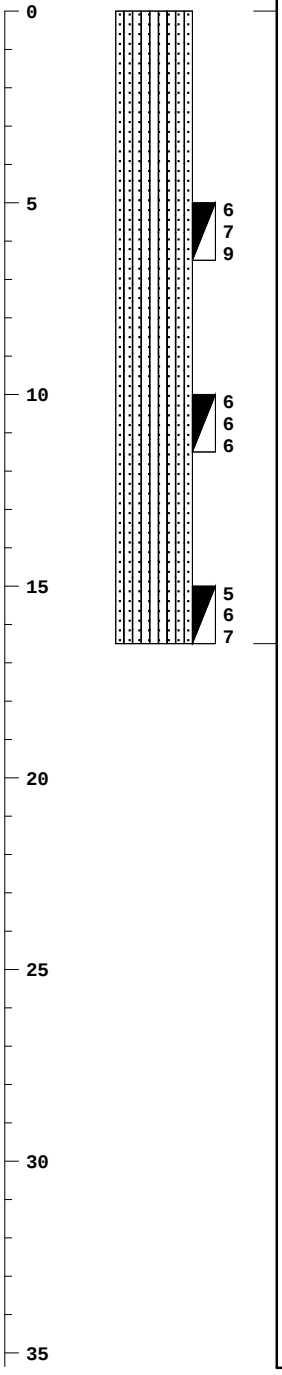
10 30 50

ALPINE GEOTECHNICAL

# LOG OF BORING
## NO.: DH-13

Project: Stillwater Road Subdivision
Client: Spartan Holdings
Location: See Exploration Location Map: 48.24805, -114.35338
Driller: Alpine Geotechnical
Drill Rig: Dierich D50
Depth to Water> Initial ▽: N/E At Completion ▼: N/E

Project No.: 24-927
Date: 5-8-24
Elevation: Existing
Logged By: Jim Murell



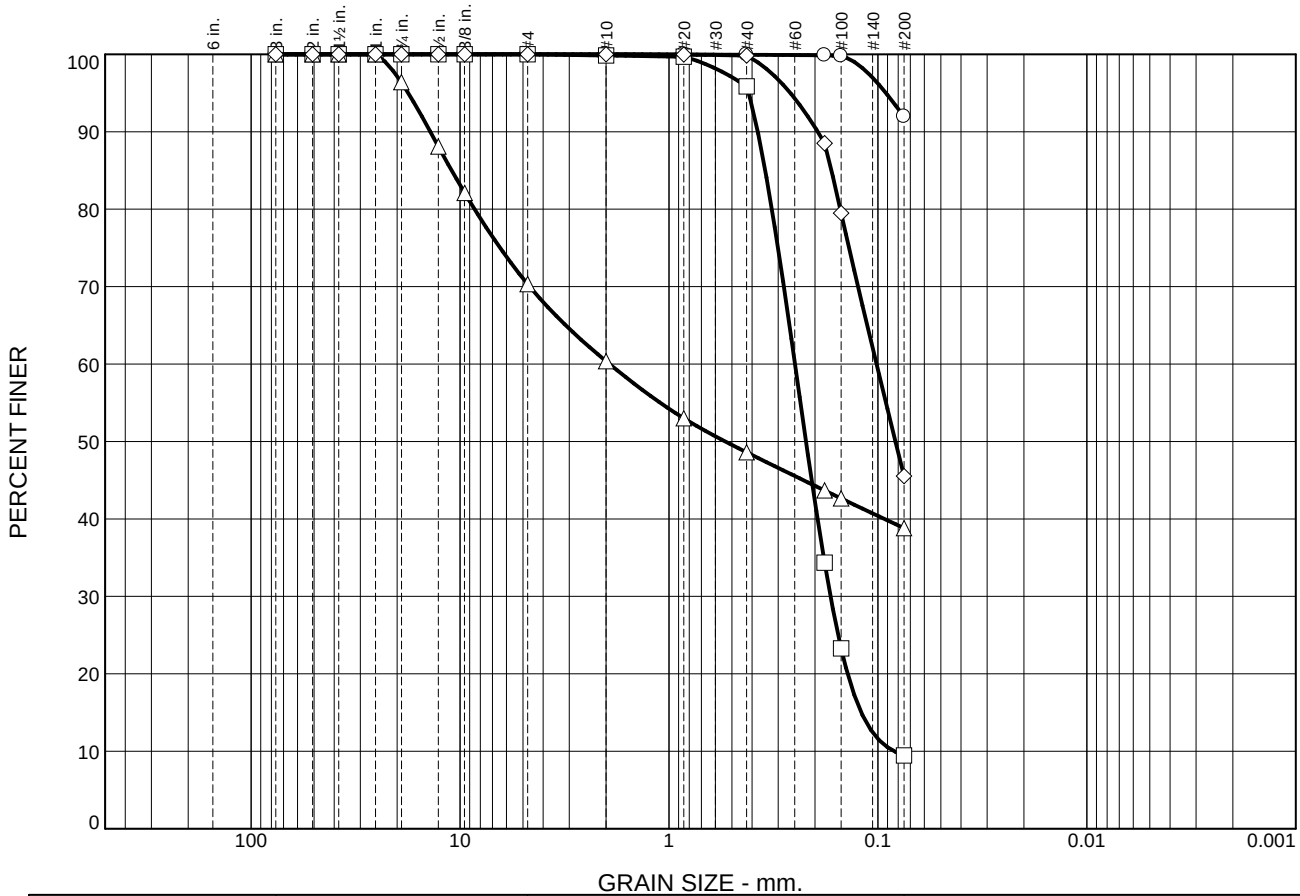

| ELEVATION/ DEPTH | USCS | Description | NM | DD | STANDARD PENETRATION TEST DEPTH | N | CURVE 10 30 50 |
|---|---|---|---|---|---|---|---|
| | ML | SILT trace sand, light brown, moist, very stiff to stiff | | | | | |
| | | | 18 | | 5'-6'6" | 16 | |
| | | | 16 | | 10'-11'6" | 12 | |
| | | Some interbedded sand below 15.0' | 12 | | 15'-16'6" | 13 | |
| | | End of Boring DH-13 | | | | | |

ALPINE GEOTECHNICAL

ALPINE GEOTECHNICAL

# APPENDIX B

# Particle Size Distribution Report




| | % +3" | % Gravel | | % Sand | | | % Fines | |
|---|---|---|---|---|---|---|---|---|
| | | Coarse | Fine | Coarse | Medium | Fine | Silt | Clay |
| ○ | 0 | 0 | 0 | 0 | 0 | 8 | 92 | |
| □ | 0 | 0 | 0 | 0 | 4 | 87 | 9 | |
| △ | 0 | 4 | 26 | 10 | 11 | 10 | 39 | |
| ◇ | 0 | 0 | 0 | 0 | 0 | 54 | 46 | |
| | | | | | | | | |

## SOIL DATA

| SYMBOL | SOURCE | SAMPLE NO. | DEPTH (ft.) | Material Description | USCS |
|---|---|---|---|---|---|
| ○ | DH-5 | 9758 | 8.0 | SILT trace sand | ML |
| □ | DH-6 | 9762 | 5.0 | Poorly graded SAND with silt | SP-SM |
| △ | DH-8 | 9773 | 10.0 | Silty SAND with gravel | SM |
| ◇ | BULK | 9797 | 1.0 | Silty SAND | SM |
| | | | | | |

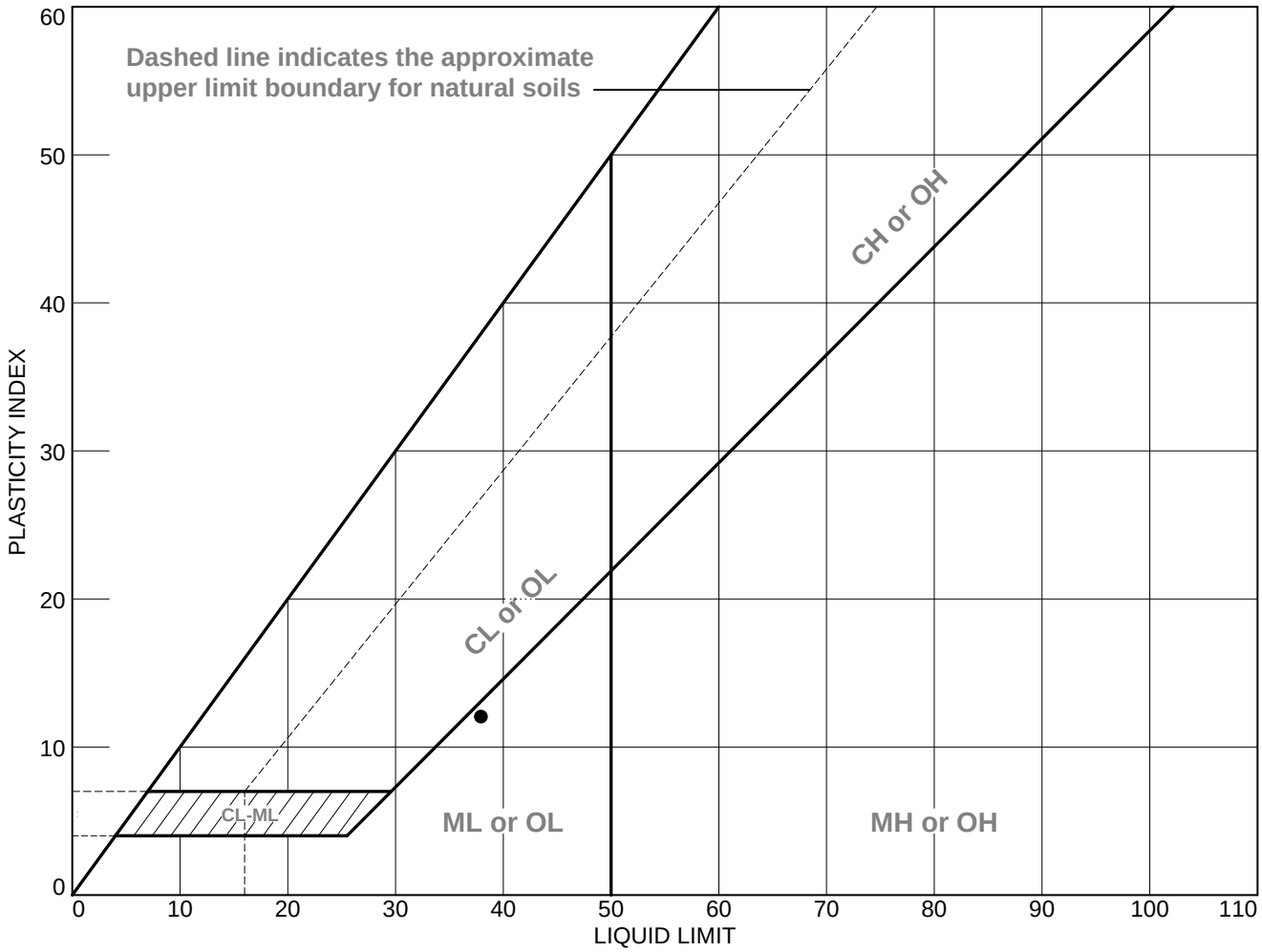
ALPINE GEOTECHNICAL

**Client:** Spartan Holdings

**Project:** Stillwater Road Subdivision

**Project No.:** 24-927 **Figure** B-1

# LIQUID LIMIT, PLASTIC LIMIT, AND PLASTICITY INDEX




## SOIL DATA

| SYMBOL | SOURCE | SAMPLE NO. | DEPTH | NATURAL WATER CONTENT (%) | PLASTIC LIMIT (%) | LIQUID LIMIT (%) | PLASTICITY INDEX (%) | USCS |
|---|---|---|---|---|---|---|---|---|
| ● | DH-2 | 9745 | 10.0 | 37 | 26 | 38 | 12 | ML |
| ■ | DH-5 | 9758 | 8.0 | 12 | NP | NV | NP | ML |

ALPINE GEOTECHNICAL

**Client:** Spartan Holdings
**Project:** Stillwater Road Subdivision

**Project No.:** 24-927 **Figure** B-2

# MOISTURE DENSITY RELATIONSHIP

**Curve No.: 9797**

**Project No.:** 24-927 **Date:** 05-08-2024

**Project:** Stillwater Road Subdivision

**Client:** Spartan Holdings

**Source of Sample:** BULK **Depth:** 1.0

**Sample Number:** 9797

**Remarks:**

**MATERIAL DESCRIPTION**

**Description:** Silty SAND

**Classifications -** **USCS:** SM **AASHTO:** A-4(0)

**Nat. Moist. =** **Sp.G. =** 2.65

**Liquid Limit =** NV **Plasticity Index =** NP

**% < No.200 =** 46 %

| TEST RESULTS |
| --- |
| Maximum dry density = 116.0 pcf |
| Optimum moisture = 11.5 % |

**Test specification:**
ASTM D 698-12 Method A Standard

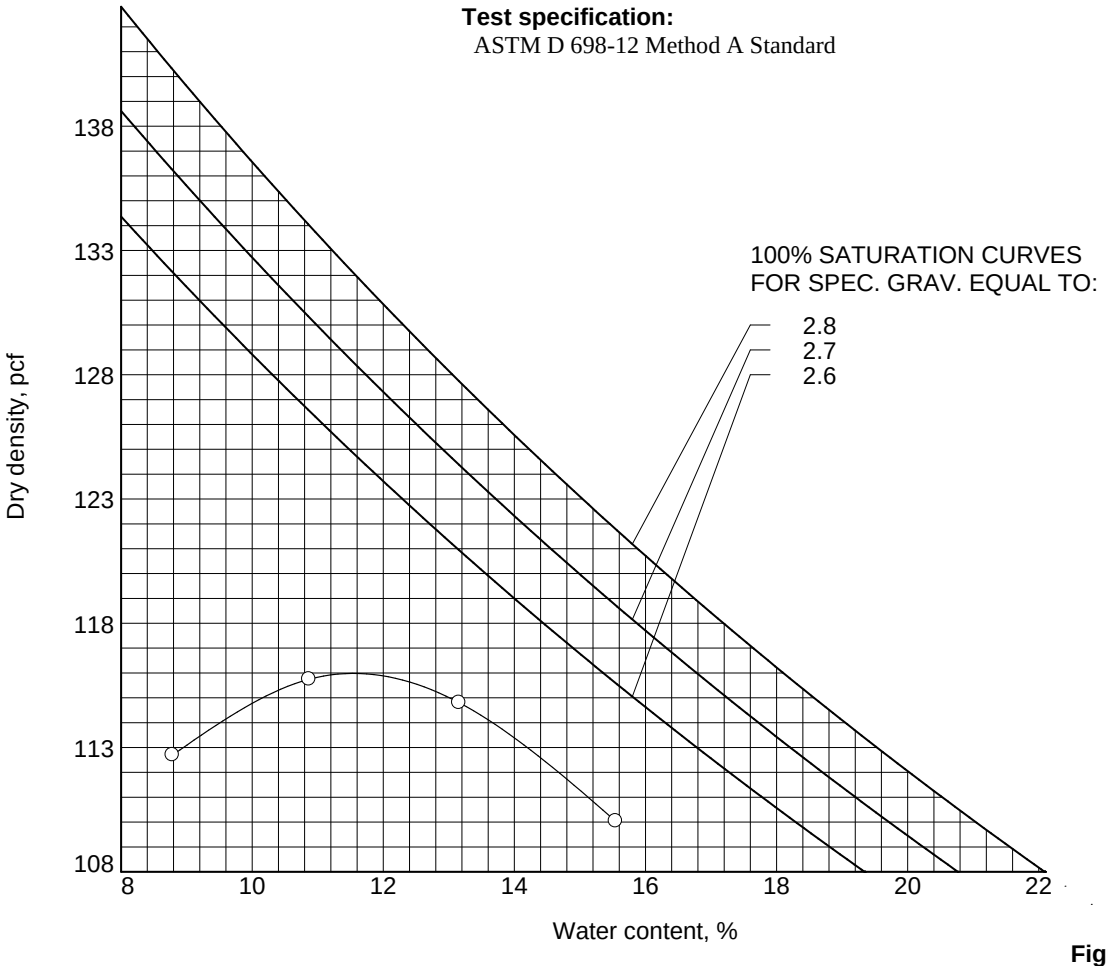
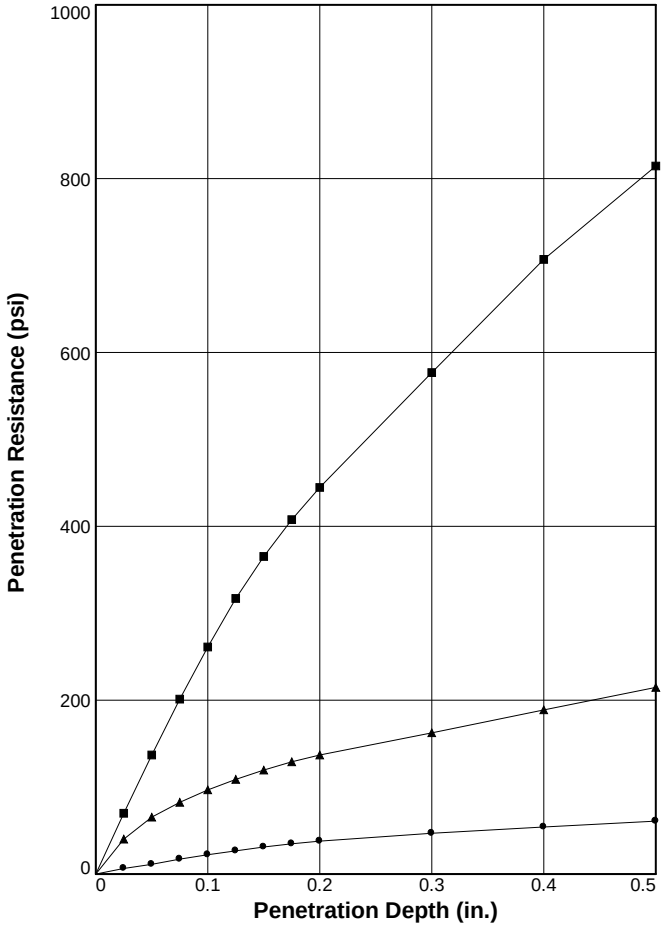
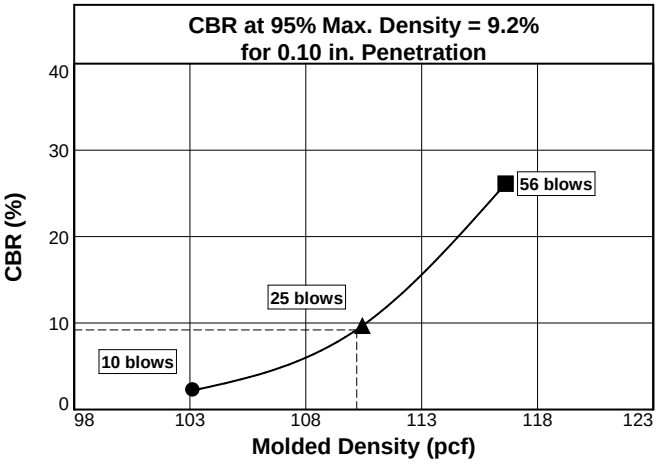


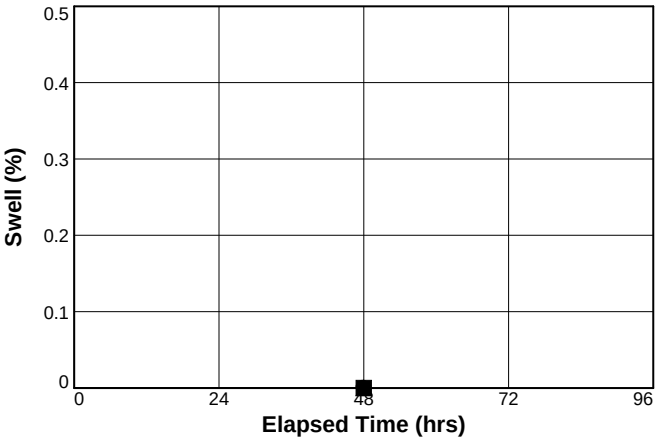

**Figure** B-3

**Alpine Geotechnical**

# BEARING RATIO TEST REPORT
## ASTM D1883-14




| | Molded | | | Soaked | | | CBR (%) | | Linearity Correction (in.) | Surcharge (lbs.) | Max. Swell (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Density (pcf) | Percent of Max. Dens. | Moisture (%) | Density (pcf) | Percent of Max. Dens. | Moisture (%) | 0.10 in. | 0.20 in. | | | |
| 1 ○ | 103.1 | 88.9 | 11.5 | 103.1 | 88.9 | 19.0 | 2.2 | 2.5 | 0.000 | 27.63 | 0 |
| 2 △ | 110.4 | 95.2 | 11.5 | 110.4 | 95.2 | 16.4 | 9.7 | 9.1 | 0.000 | 27.63 | 0 |
| 3 □ | 116.6 | 100.5 | 11.5 | 116.6 | 100.5 | 13.8 | 26.1 | 29.6 | 0.000 | 27.63 | 0 |

| Material Description | USCS | Max. Dens. (pcf) | Optimum Moisture (%) | LL | PI |
|---|---|---|---|---|---|
| Silty SAND | SM | 116.0 | 11.5 | NV | NP |

**Project No:** 24-927

**Project:** Stillwater Road Subdivision

**Source of Sample:** BULK **Depth:** 1.0

**Sample Number:** 9797

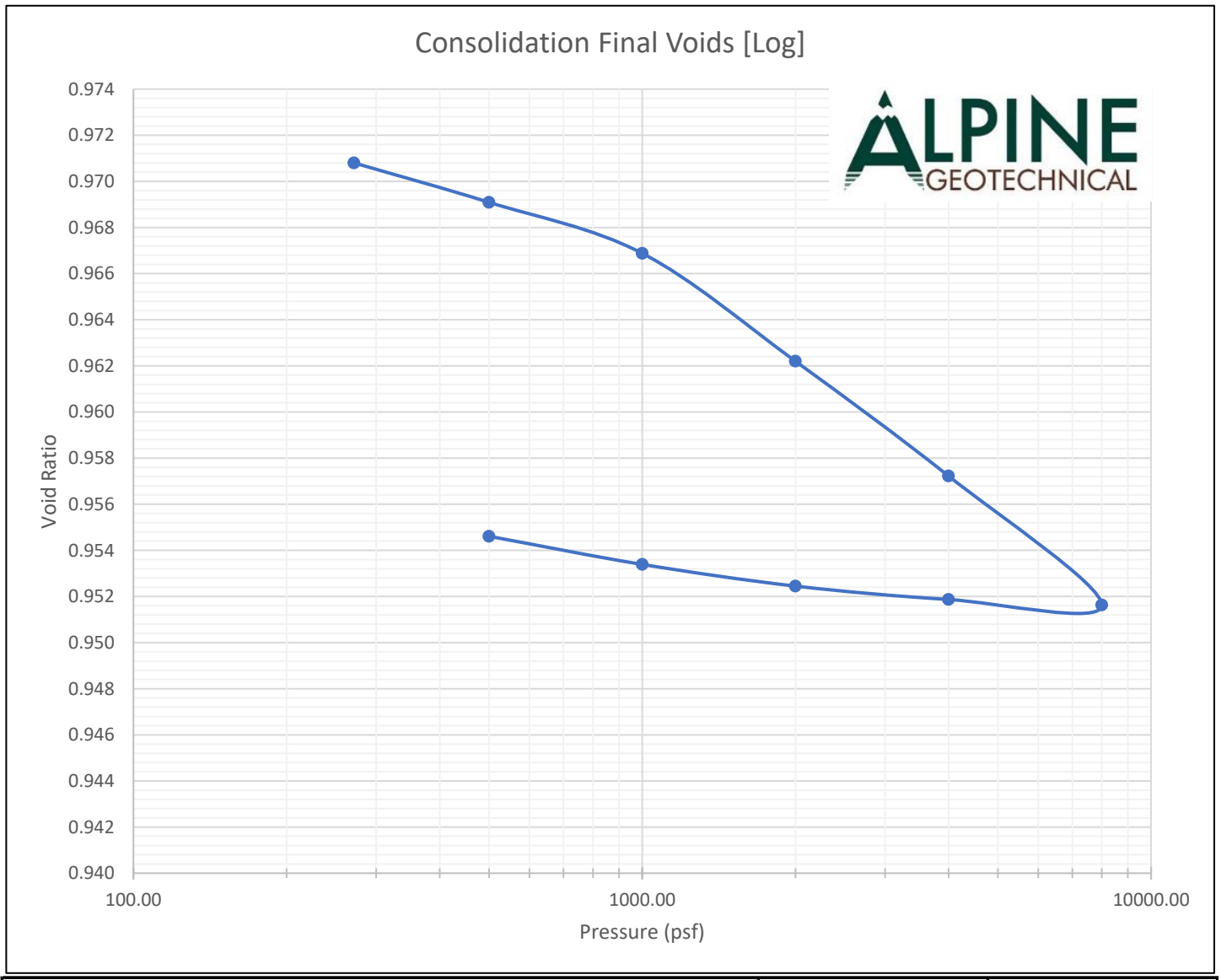
**Date:** 05-08-24

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**Test Description/Remarks:**

Test Run Saturated

**Figure** B-4




| Preconsolidation Stress (psf): | 2500 | Cc: | 0.025 | Cr: | 0.005 |
|---|---|---|---|---|---|

| | Before | After |
|---|---|---|
| Moisture (%) | 12 | 32 |
| Dry Density (pcf) | 86 | 89 |
| Saturation (%) | 52 | 95 |
| Void Ratio | 0.98 | 0.91 |

| | | | |
|---|---|---|---|
| Liquid Limits: | 30 | Test Date: | 05-09-24 |
| Plastic Limits: | 23 | | |
| Specific Gravity: | 2.731 | | |

| | | | | |
|---|---|---|---|---|
| Sample Description: | SILT trace sand | | | |
| Project Number: | 24-927 | Depth (ft): | 8.3'-8.4' | Remarks: |
| Sample Numer: | 9758 | Boring Number: | DH-5 | Inundated |
| Project: | Stillwater Road Subdivision | | | |
| Client: | Spartan Holdings | | | |
| Location: | See exploration location map: 48.24531, -114.35493 | | | |

Figure: B-5

# Data Summary

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| Log of Time Coefficients | | | | |
|---|---|---|---|---|
| *Step* | *Applied Stress* | *(in) Final Displacement* | *Void Ratio* | *(%) Strain at End* |
| 1 | 271 | 0.004 | 0.971 | 0.35 |
| 2 | 500 | 0.004 | 0.969 | 0.44 |
| 3 | 1000 | 0.006 | 0.967 | 0.55 |
| 4 | 2000 | 0.008 | 0.962 | 0.79 |
| 5 | 4000 | 0.010 | 0.957 | 1.04 |
| 6 | 8000 | 0.013 | 0.952 | 1.32 |
| 7 | 4000 | 0.013 | 0.952 | 1.31 |
| 8 | 2000 | 0.013 | 0.952 | 1.28 |
| 9 | 1000 | 0.012 | 0.953 | 1.23 |
| 10 | 500 | 0.012 | 0.955 | 1.17 |

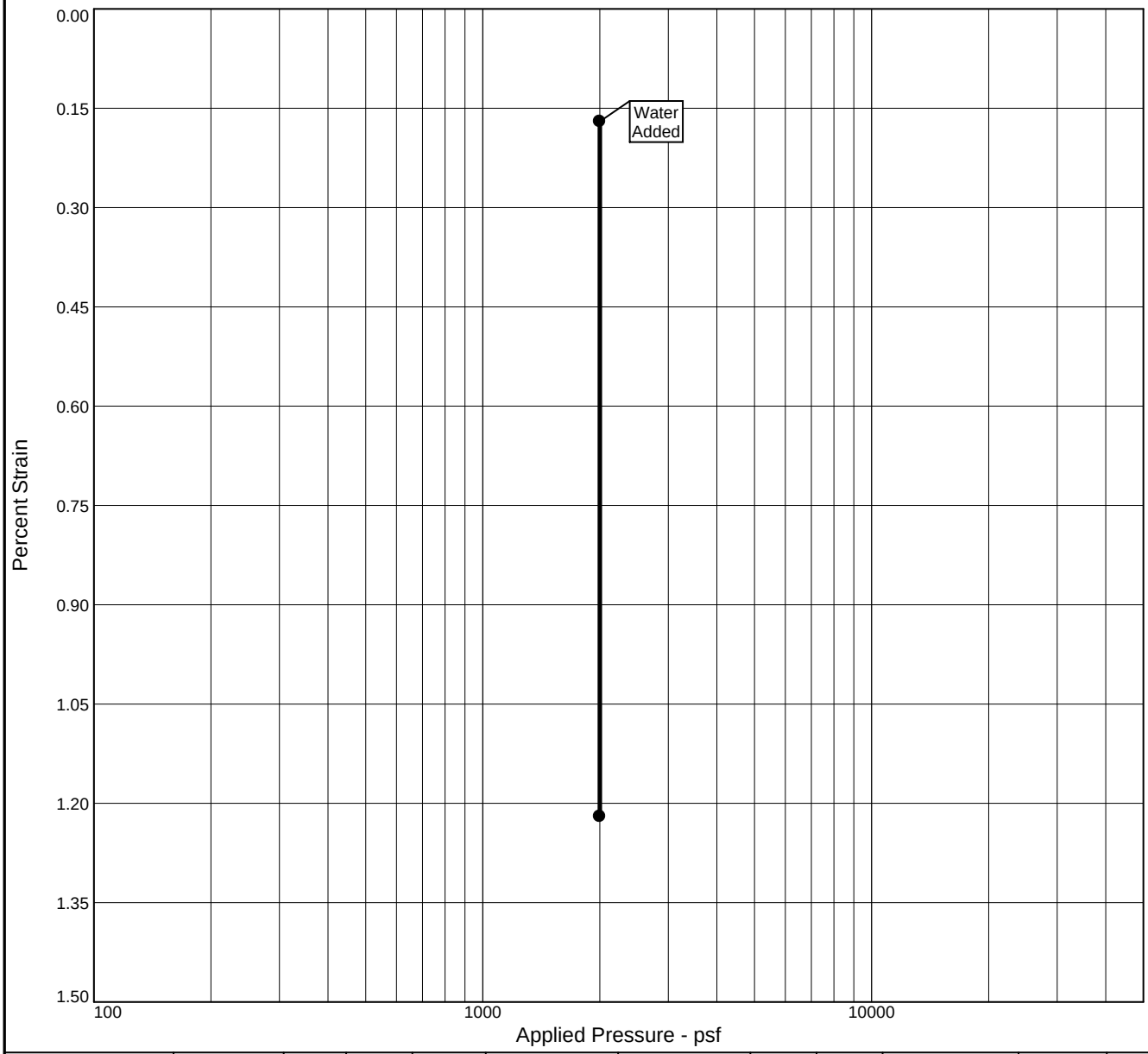
| **Preconsolidation Stress (psf):** | **Cc:** | **Cr:** |
|---|---|---|
| 2500 | 0.025 | 0.005 |

| | **Before** | **After** | **Liquid Limits:** | 30 |
|---|---|---|---|---|
| **Moisture (%)** | 12 | 32 | **Plastic Limits:** | 23 |
| **Dry Density (pcf)** | 86 | 89 | | |
| **Saturation (%)** | 52 | 95 | **Specific Gravity:** | 2.731 |
| **Void Ratio** | 0.98 | 0.91 | **Test Date:** | 05-09-24 |

| **Sample Description:** | SILT trace sand | | | |
|---|---|---|---|---|
| **Project Number:** | 24-927 | **Depth (ft):** | 8.3'-8.4' | **Remarks:** |
| **Sample Numer:** | 9758 | **Boring Number:** | DH-5 | Inundated |
| **Project:** | Stillwater Road Subdivision | | | |
| **Client:** | Spartan Holdings | | | |
| **Location:** | See exploration location map: 48.24531, -114.35493 | | | |

Figure: B-5

# SWELL/COLLAPSE TEST REPORT




| Natural | | Dry Dens. (pcf) | LL | PI | Sp. Gr. | Overburden (psf) | $P_c$ (psf) | $C_c$ | $C_r$ | Swell Press. (psf) | Clpse. % | $e_o$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sat. | Moist. | | | | | | | | | | | |
| 32.0 % | 11.5 % | 85.9 | NV | NP | 2.731 | | | | | | 1.1 | 0.984 |

| MATERIAL DESCRIPTION | USCS | AASHTO |
|---|---|---|
| SILT trace sand | ML | A-4(0) |

**Project No.** 24-927 **Client:** Spartan Holdings

**Project:** Stillwater Road Subdivision

**Source of Sample:** DH-5 **Depth:** 8.0 **Sample Number:** 9758

**Remarks:**

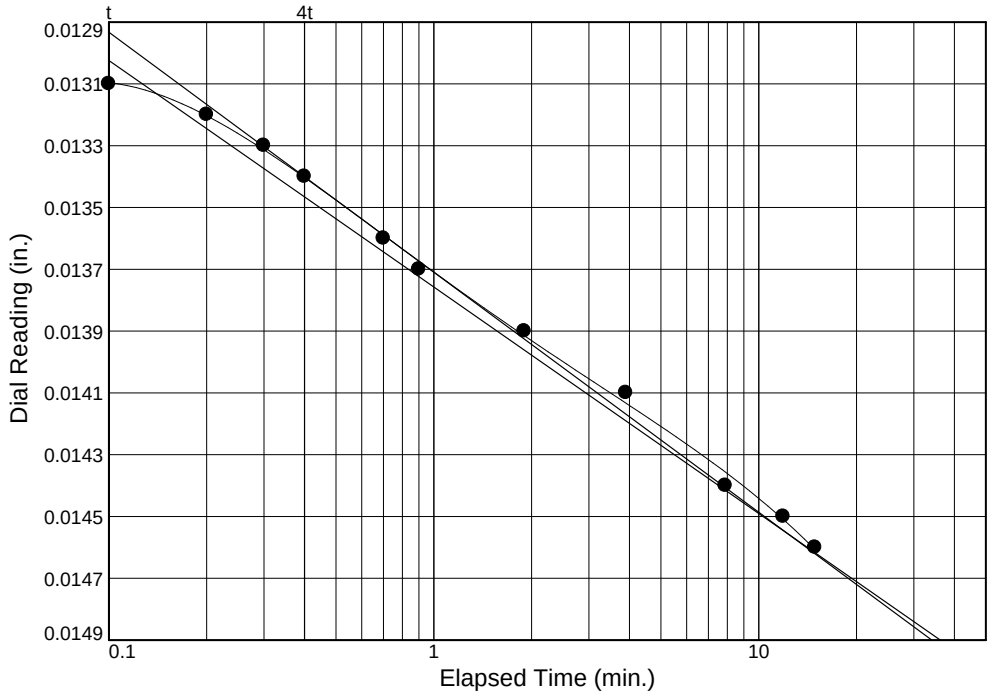
ALPINE GEOTECHNICAL

**Figure** B-6

# Dial Reading vs. Time

Project No.: 24-927
Project: Stillwater Road Subdivision

Source of Sample: DH-5 Depth: 8.0 Sample Number: 9758




Load No.= 1

Load= 2000 psf

$D_0$ = 0.0128

$D_{50}$ = 0.0137

$D_{100}$ = 0.0146

$T_{50}$ = 0.90 min.

| $C_v$ @ $T_{50}$ |
| --- |
| 0.545 ft.$^2$/day |

$C_\alpha$ = 0.001

Figure B-7

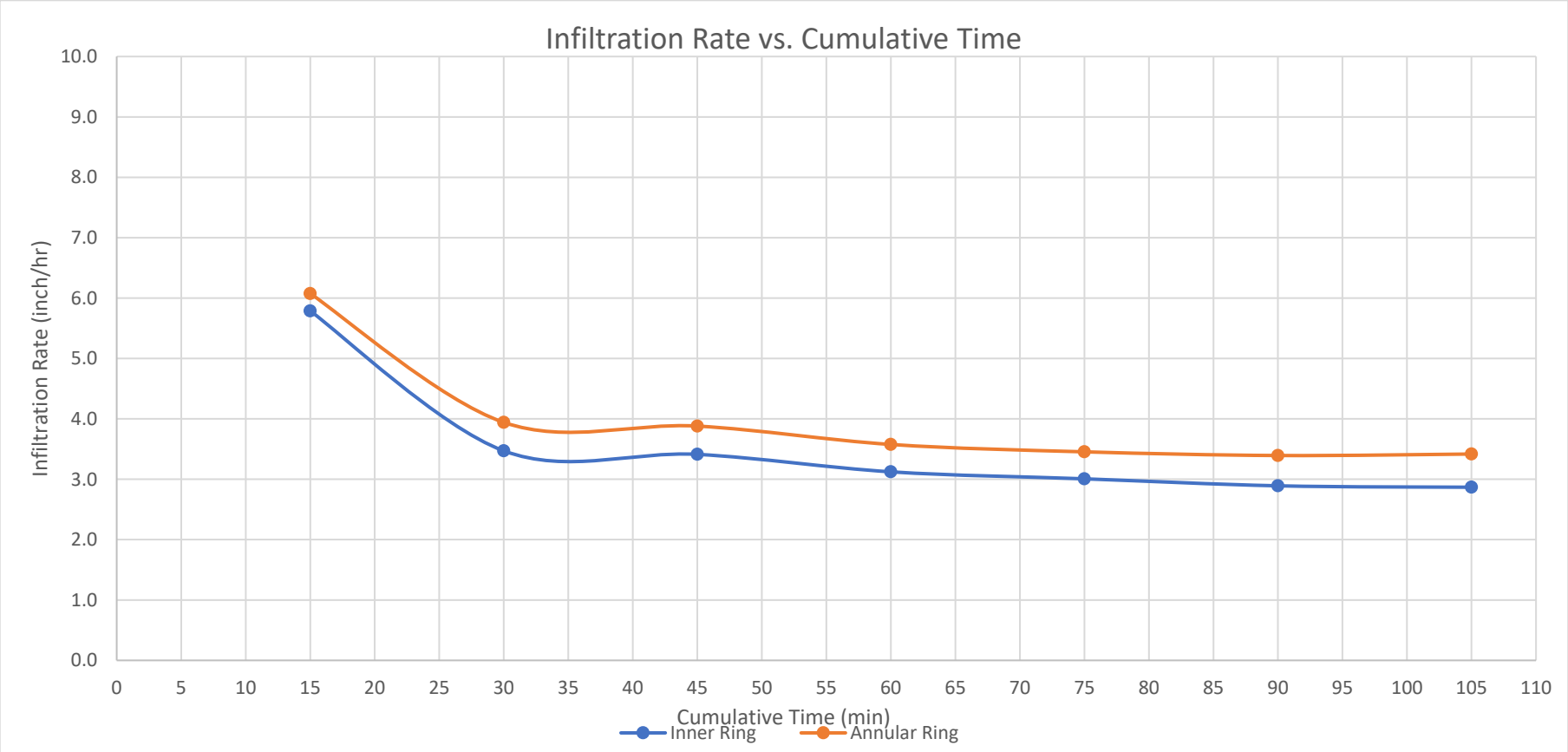
Client: Spartan Holdings
Project: Stillwater Road Subdivision

Date: 5/10/2024
Project #: 24-927

Report of: Infiltration Rate of Soils in Field
Double Ring Infiltrometer ASTM D3385

Soil Description: SILT with sand
Location: TP-1 (see exploration location map)
48.24876, -114.35653
Depth: 3.0'

Final Stablized Infiltration Rate: 2.9 in/hr



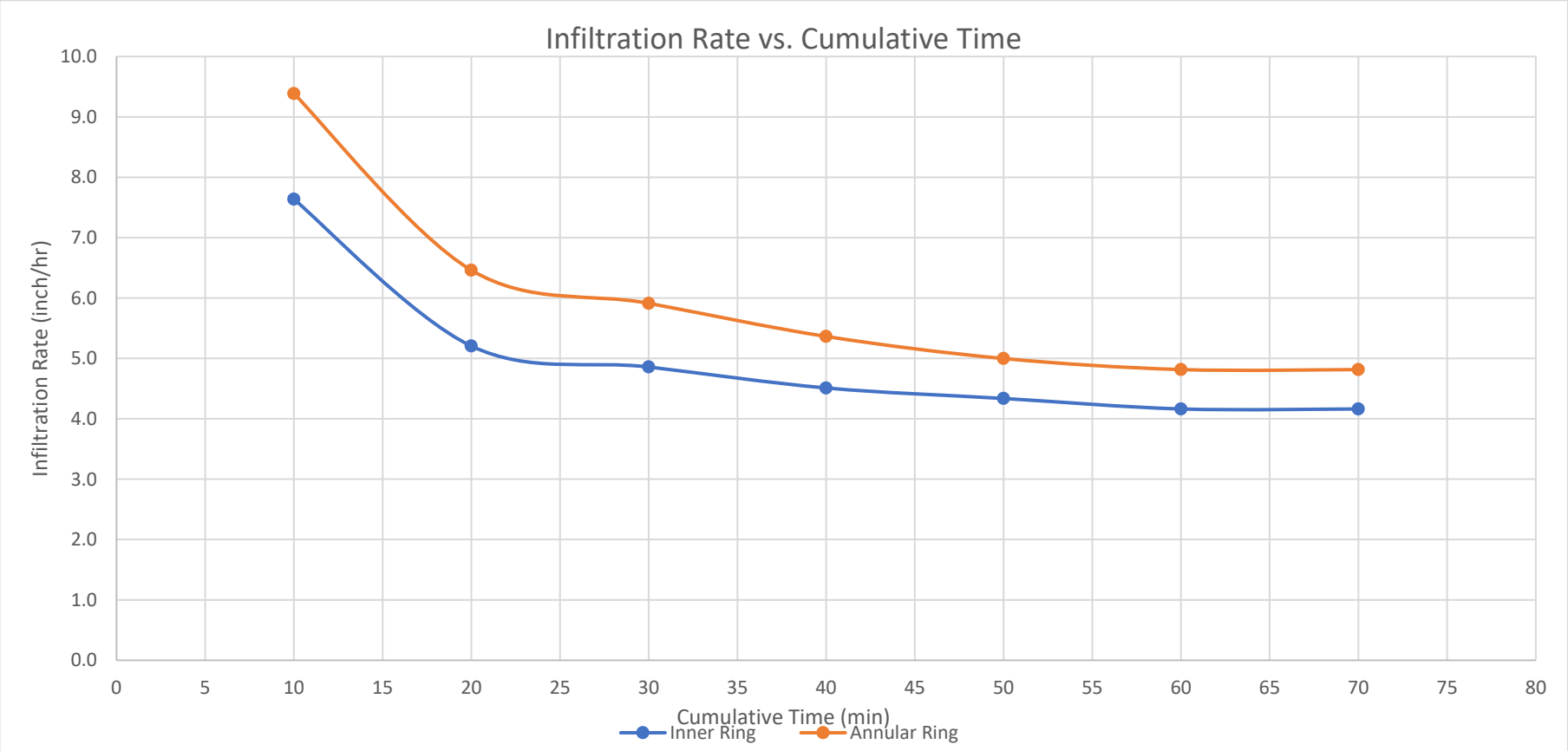
Client: Spartan Holdings
Project: Stillwater Road Subdivision

Date: 5/10/2024
Project #: 24-927

Report of: Infiltration Rate of Soils in Field
Double Ring Infiltrometer ASTM D3385

Soil Description: SILT with sand
Location: TP-2 (see exploration location map)
48.24116, -114.35264
Depth: 3.0'

Final Stablized Infiltration Rate: 4.2 in/hr



ALPINE GEOTECHNICAL

# APPENDIX C

# UNIFIED SOIL CLASSIFICATION SYSTEM

| Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests [A] | | | | | Soil Classification | |
|---|---|---|---|---|---|---|
| | | | | | Group Symbol | Group Name [B] |
| **Coarse Grained Soils:** More than 50% retained on No. 200 sieve | **Gravels:** More than 50% of coarse fraction retained on No. 4 sieve | **Clean Gravels:** Less than 5% fines [C] | $Cu \geq 4$ and $1 \leq Cc \leq 3$ [E] | | GW | Well-graded gravel [F] |
| | | | $Cu < 4$ and/or $1 > Cc > 3$ [E] | | GP | Poorly graded gravel [F] |
| | | **Gravels with Fines:** More than 12% fines [C] | Fines classify as ML or MH | | GM | Silty gravel [F,G,H] |
| | | | Fines classify as CL or CH | | GC | Clayey gravel [F,G,H] |
| | **Sands:** 50% or more of coarse fraction passes No. 4 sieve | **Clean Sands:** Less than 5% fines [D] | $Cu \geq 6$ and $1 \leq Cc \leq 3$ [E] | | SW | Well-graded sand [I] |
| | | | $Cu < 6$ and/or $1 > Cc > 3$ [E] | | SP | Poorly graded sand [I] |
| | | **Sands with Fines:** More than 12% fines [D] | Fines classify as ML or MH | | SM | Silty sand [G,H,I] |
| | | | Fines Classify as CL or CH | | SC | Clayey sand [G,H,I] |
| **Fine-Grained Soils:** 50% or more passes the No. 200 sieve | **Silts and Clays:** Liquid limit less than 50 | **Inorganic:** | PI > 7 and plots on or above "A" line [J] | | CL | Lean clay [K,L,M] |
| | | | PI < 4 or plots below "A" line [J] | | ML | Silt [K,L,M] |
| | | **Organic:** | Liquid limit - oven dried | < 0.75 | OL | Organic clay [K,L,M,N] |
| | | | Liquid limit - not dried | | | Organic silt [K,L,M,O] |
| | **Silts and Clays:** Liquid limit 50 or more | **Inorganic:** | PI plots on or above "A" line | | CH | Fat clay [K,L,M] |
| | | | PI plots below "A" line | | MH | Elastic Silt [K,L,M] |
| | | **Organic:** | Liquid limit - oven dried | < 0.75 | OH | Organic clay [K,L,M,P] |
| | | | Liquid limit - not dried | | | Organic silt [K,L,M,Q] |
| **Highly organic soils:** | Primarily organic matter, dark in color, and organic odor | | | | PT | Peat |

[A] Based on the material passing the 3-in. (75-mm) sieve

[B] If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.

[C] Gravels with 5 to 12% fines require dual symbols: GW-GM well-graded gravel with silt, GW-GC well-graded gravel with clay, GP-GM poorly graded gravel with silt, GP-GC poorly graded gravel with clay.

[D] Sands with 5 to 12% fines require dual symbols: SW-SM well-graded sand with silt, SW-SC well-graded sand with clay, SP-SM poorly graded sand with silt, SP-SC poorly graded sand with clay

[E] $Cu = D_{60}/D_{10}$ $\quad Cc = \dfrac{(D_{30})^2}{D_{10} \times D_{60}}$

[F] If soil contains ≥ 15% sand, add "with sand" to group name.

[G] If fines classify as CL-ML, use dual symbol GC-GM, or SC-SM.

[H] If fines are organic, add "with organic fines" to group name.

[I] If soil contains ≥ 15% gravel, add "with gravel" to group name.

[J] If Atterberg limits plot in shaded area, soil is a CL-ML, silty clay.

[K] If soil contains 15 to 29% plus No. 200, add "with sand" or "with gravel," whichever is predominant.

[L] If soil contains ≥ 30% plus No. 200 predominantly sand, add "sandy" to group name.

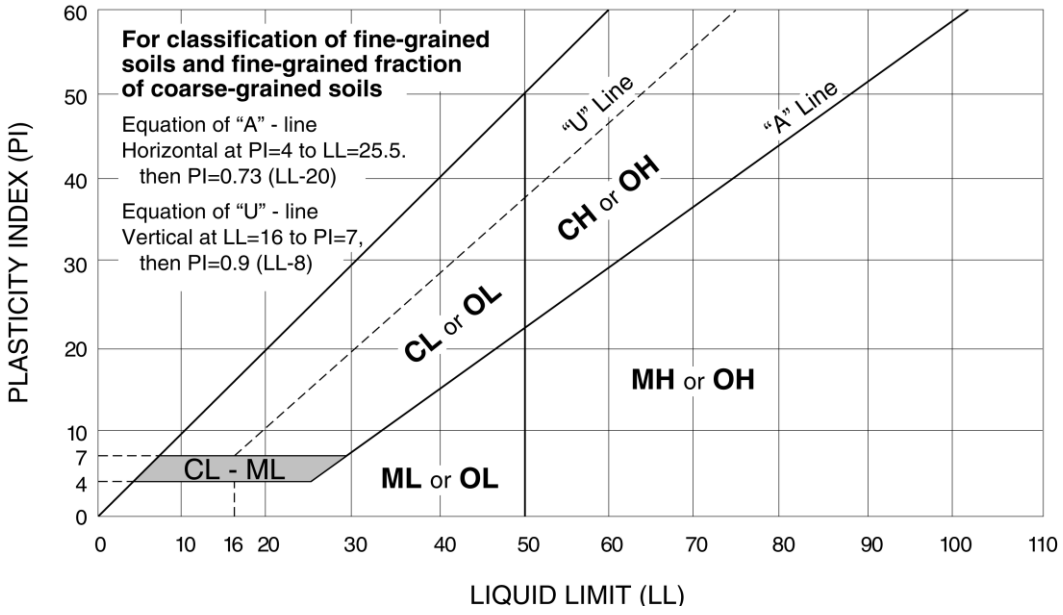
[M] If soil contains ≥ 30% plus No. 200, predominantly gravel, add "gravelly" to group name.

[N] PI ≥ 4 and plots on or above "A" line.

[O] PI < 4 or plots below "A" line.

[P] PI plots on or above "A" line.

[Q] PI plots below "A" line.



## CONSISTENCY OF FINE-GRAINED SOILS

| Unconfined Compressive Strength, Qu, psf | Standard Penetration or N-value (SS) Blows/Ft. | Consistency |
|---|---|---|
| < 500 | 0 - 1 | Very Soft |
| 500 – 1,000 | 2 - 4 | Soft |
| 1,000 – 2,000 | 4 - 8 | Medium Stiff |
| 2,000 – 4,000 | 8 - 15 | Stiff |
| 4,000 – 8,000 | 15 - 30 | Very Stiff |
| 8,000+ | > 30 | Hard |

## RELATIVE DENSITY OF COARSE-GRAINED SOILS

| Standard Penetration or N-value (SS) Blows/Ft. | Relative Density |
|---|---|
| 0 – 3 | Very Loose |
| 4 – 9 | Loose |
| 10 – 29 | Medium Dense |
| 30 – 50 | Dense |
| > 50 | Very Dense |

## RELATIVE PROPORTIONS OF SAND AND GRAVEL

| Descriptive Term(s) of other constituents | Percent of Dry Weight |
|---|---|
| Trace | < 15 |
| With | 15 – 29 |
| Modifier | ≥ 30 |

## GRAIN SIZE TERMINOLOGY

| Major Component of Sample | Particle Size |
|---|---|
| Boulders | Over 12 in. (300mm) |
| Cobbles | 12 in. to 3 in. (300mm to 75mm) |
| Gravel | 3 in. to #4 sieve (75mm to 4.75mm) |
| Sand | #4 to #200 sieve (4.75 to 0.075mm) |
| Silt or Clay | Passing #200 Sieve (0.075mm) |

## RELATIVE PROPORTIONS OF FINES

| Descriptive Term(s) of other constituents | Percent of Dry Weight |
|---|---|
| Trace | < 5 |
| With | 5 – 12 |
| Modifier | > 12 |

## PLASTICITY DESCRIPTION

| Term | Plasticity Index |
|---|---|
| Non-plastic | 0 |
| Low | 1-10 |
| Medium | 11-30 |
| High | > 30 |

# PART F.2
# Conceptual Park Plan

**LEGEND**:

| | | |
|---|---|---|
| WALKING PATH | | |
| PARK AREA | 3.34 AC. | |
| COMMON AREA | 1.06 AC. | |
| UTILITY OR STORMWATER AREA | | |

STILLWATER ROAD

JAMES MCNEIL DRIVE

WALKING PATH



WALKING PATH



WALKING PATH



PLAYGROUND AREA



# THE RESERVE AT JOHNSON RANCH
## PARK PLAN
KALISPELL, MONTANA

## CONCEPTUAL PARK PLAN
1" = 250'


KALISPELL
406-755-3208

JACKOLA.COM

VANCOUVER
360-852-8746

BOZEMAN
406-586-0707


C:\Users\Mike\DC\ACCDocs\Jackola Engineering & Architecture\AD 2024\Client Files\Spartan Holdings\240208 80 Acre Subdivision\Autocad\80AC_Park Plan.dwg

**THE RESERVE AT JOHNSON RANCH**

**GROWTH POLICY MAP AMENDMENT NARRATIVE**

**Kalispell, Montana**

Prepared By:

Jackola Engineering & Architecture
PO Box 1134
Kalispell, MT 59903

Project No. 240208:200

Contact: Michael Bestwick, PE
406-755-3208

Date

February, 2025

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9 Strategy for Provision of Local Services ..... 5

10 Appropriateness of Project Location ..... 7

11 Extent to Which Plan Departs from the Existing Growth Policy and Public Interests ..... 7

12 Supporting Documentation Narrative ..... 7

LIST OF ATTACHMENTS

A. Preliminary Plat Drawing
B. Preliminary Site Plan
C. Phasing Plan
D. Growth Policy Map
E. Transportation Map
F. Traffic Impact Study
G. Site Hazard Map

## 1 Description of Issues, Goals, and Policies

The specific area where a growth map policy is being proposed is a 10-acre area directly northwest of the intersection of West Reserve Drive and Stillwater Road. The main issue with the current growth policy map is that there are no provisions for neighborhood commercial within this area despite residential growth in surrounding neighborhoods. Additional residential use is planned to extend to the north, west, and south around the perimeter of the proposed neighborhood commercial district. Therefore the main goal of this growth policy map amendment is to create a 10-acre land use designation for neighborhood commercial to serve the surrounding and immediate residential neighborhoods as well as future residential development. With the growth policy map amendment, the 10-acres would be zoned as B-1 (neighborhood business) upon development.

A secondary goal is to amend an approximate 15.4-acre piece from suburban residential to urban residential directly north Stillwater Road. The urban residential designation would give the developer flexibility in utilizing this area for either single or multifamily dwellings. Adjacent land to the east of this property has already been annexed into the City and is zoned R3. Land to the south has a land use designation of urban residential, and land to the north has an industrial land use designation. Given these surrounding land uses, changing the area from suburban residential to urban residential would have minimal impact on the City growth map.

## 2 Project Feasibility and Timeframe

There are plans to develop an approximate 92-acre parcel to the northwest of the intersection of West Reserve Drive and Stillwater Road. As noted above, the southwest 10-acres of the development would be designated for neighborhood commercial while the remaining area would be developed as a combination of high density and suburban residential. Both the high density and suburban residential land use designations are consistent with the current growth policy.

The property would be developed in 12 phases. Each phase is anticipated to be built out consecutively over the next 12 years. The neighborhood commercial portion of the development is slated as phase 6, so project completion would occur between 2030 and 2031 assuming the development is built out sequentially. The project would be owner financed and there are no known environmental hazards that would limit developing the property. Overall the project is feasible from both a finance and constructability perspective.

## 3 Conformance with Overall Growth Policy

The specific property falls within the Kalispell West Neighborhood Plan. One of the policies of the growth plan is to provide neighborhood shopping centers to serve residents within a one-mile radius while providing a buffer with higher density housing to transition away from the neighborhood shopping center.

The proposed neighborhood commercial designation will allow the area to be developed as a neighborhood shopping center. The shopping center could include retail services such as grocery stores, banks, restaurants, and convenience stores among others. These amenities would provide goods and services for the immediate and surrounding neighborhoods as well as future planned residential development in the area. Because the neighborhood business is bounded by existing and future residential land use, there is no risk of the neighborhood businesses to expand into commercial sprawl. Lastly, the abutting residential areas have land use designations of high-density residential transitioning to lower-density urban residential.

## 4 Convincing Showing of Need

There are no neighborhood shopping centers within a mile of the proposed site. The nearest major shopping center is the Hutton Ranch Development, but this development exceeds a 1-mile radius and is often congested. There is an urban mixed-used designation directly southeast of the site, but this area largely consists of the Glacier High School campus and government agency buildings that do not provide retail goods and amenities for the surrounding neighborhoods.

The proposed neighborhood commercial area will front onto Stillwater Road and West Reserve Drive—both of which will ultimately be developed as minor arterials, allowing for easy transportation the development. By allowing for neighborhood commercial district, the immediate and surrounding neighborhoods will have quick access to goods and services without needing to commute to the Hutton Ranch or more distant commercial centers. Additionally, the neighborhood commercial district will be landlocked by residential land use designation, eliminating potential for commercial sprawl.

Amending the 15.4-acre piece from suburban residential to urban residential in the northeast corner of the site will allow for RA-1 zoning. An RA-1 zoning designation will allow for flexibility between future single family or multifamily development. Adjacent properties to this piece have similar zoning designations. Specifically zoning to the east and south is R-3, which allows for townhomes and high-density residential. The

RA-1 zoning will provide more housing opportunity and is consistent with the City's growth policy goal to provide an adequate supply and mix of housing that meets needs of present and future residents in terms of cost, type, design, and location.

## 5 Neighborhood Compatibility

The neighborhood commercial area will be bounded by high-density residential areas that transition to suburban or lower density residential areas. This is compatible with the overall growth policy and surrounding neighborhoods.

## 6 Transportation Impacts and Mitigation Measures

The neighborhood commercial area coupled with the planned subdivision will increase traffic volumes throughout the immediate area. However, both Stillwater Road and West Reserve Drive will be improved. Specifically, Stillwater Road will be upgraded to a minor arterial and include a center left-turn lane. The Montana Department of Transportation (MDT) also has immediate plans to widen West Reserve Drive with added turn lanes. Given these improvements coupled with appropriate access and intersection design standards for the subdivision, no major traffic impacts are anticipated. A traffic impact study for the planned subdivision is included in the attachments.

## 7 Environmental Impacts

The project falls within the city annexation boundary and is directly adjacent to developed land. There are no known environmental hazards such as high groundwater, floodplain, wetlands, or critical habitat areas within the site. Therefore, there are no major environmental impacts anticipated.

## 8 Site Hazards and Mitigation Strategies

The proposed development generally falls on flat ground. Additionally, high groundwater and/or liquifiable soils were not encountered during the geotechnical investigation. Therefore site hazards and/or site mitigation strategies are not anticipated.

## 9 Strategy for Provision of Local Services

### *a. Water*

City water will be extended to the neighborhood commercial area and subdivision. The water main will be designed and constructed per City standards.

***b. Sewer***

City sewer will be extended to the neighborhood commercial area and subdivision. The water main will be designed and constructed per City standards.

***c. Police***

Once annexed into the city, the development will fall under the jurisdiction of City police.

***d. Fire***

Once annexed into the city, the development will fall under the jurisdiction of City of Kalispell Fire Department. The water main will include fire hydrants for additional fire protection, and adequate emergency access will be provided via internal subdivision roads, parking lots, and emergency vehicle turn-around areas.

***e. Parks & Open Spaces, trails and Pedestrian Ways***

A 10-foot wide linear path will connect the proposed neighborhood commercial district to the residential neighborhoods to the north. The overall subdivision will also include open space, amenities, and parkland per City of Kalispell standards. An overall site plan is included in the attachments.

***f. Storm Water***

Stormwater mains will be extended into the development. Stormwater is ultimately anticipated to be discharged to a stormwater retention area to the north of the subdivision. Water quality measures meeting City of Kalispell design standards will also be instated.

***g. Schools***

The neighborhood commercial component of the development will not impact schools. However, with more housing, it is anticipated that school enrollment will increase.

***h. Gas and Electricity***

Gas and electricity are available in the West Reserve Drive and Stillwater Road right-of-ways. Gas and electricity will be extended underground to the site.

## 10 Appropriateness of Project Location

The proposed neighborhood commercial district fronts to two minor arterials—West Reserve Drive and Stillwater Road. The district will also be bounded by high density residential land use that transitions to lower density urban residential land use. There are no neighborhood commercial districts within one mile of the proposed area. Given this, the map amendment is compliant with the Kalispell West Neighborhood plan, and the project location is appropriate.

Similarly, the 15.4-acres that will be amended from suburban residential to urban residential will abut properties that are already zoned R-3.

## 11 Extent to Which Plan Departs from the Existing Growth Policy and Public Interests

The plan proposes to replace 10-acres of high-density residential area with neighborhood commercial. Additionally, an approximate 15.4-acre piece in the northt portion of the development will be changed from suburban to urban residential.

The change will benefit the public because it will allow these 10-acres to develop as neighborhood commercial. Anticipated neighborhood commercial businesses include grocery stores, restaurants, banks, and convenience stores among others. These businesses would serve the surrounding residential populations as well as future residential expansion to the west. The district would not develop into commercial sprawl because all adjacent land use designations are residential in nature.

Allowing for urban residential to the northeast will provide more housing opportunity as the City continues to grow. This is consistent with the goals of the City growth policy.

## 12 Supporting Documentation Narrative

### *a. Property Boundary Locations*

Property boundary locations are shown on the attached preliminary plat drawing.

### *b. Site Hazards*

The only site hazard is an are where slopes exceed 15% near the southwest of the site. This area is shown on the preliminary plat drawing, but the proposed neighborhood commercial area does not fall within this area.

***c. Total Acreage, Growth Policy Designation, Present Zoning Classification***

The total acreage is approximately 92 acres. The property falls within the Kalispell West Neighborhood Plan. The growth policy designation is high density residential to the south of the site and urban residential to the north of the site. The property has a current county zoning designation of AG-80 and SAG-5 to the south and north of Stillwater Road respectively.

***d. Growth Policy and Zoning Classification of Adjoining Properties***

The adjoining properties directly north and west of the site have a growth policy designation of suburban residential. Adjoining properties to the east of the site have a growth policy designation of Urban Residential and High Density Residential. Adjoining land directly south of the site is designated as Urban Residential.

The adjoining property to the northwest has a county zoning designation of R-1. The properties directly west of the site have county zoning designations of AG-80. The property south of the site has a city zoning designation of R3-PUD. Properties directly east of the site have City zoning designations of RA-2 and R-3.

***e. Assignment of Major Land Use Categories***

Major land use categories for most of the property are high density residential and urban residential, which are consistent with the growth policy. Dwelling density for the residential/multi-family area is anticipated to be approximately 8.8 dwelling units/acre. A 10-acre parcel in the southwest corner of the property has a proposed land use category of neighborhood business. The neighborhood business parcel would not have a total building area exceeding 110,000 SF, and the maximum building size would be limited to 40,000 SF.

***f. Collector and Arterial Road Systems***

Old Reserve Drive parallels the property's south boundary and Stillwater Road bounds the property's east and north boundaries. Reserve Drive is designated as a minor arterial. Stillwater Road is currently designated as a collector but will be upgraded to a minor arterial as the property is developed.

***g. Location and Type of Open Space***

The project proposes a 10-foot wide pedestrian path to provide pedestrian and bicycle connectivity between Old Reserve Drive to the south of the site and Stillwater Road to the North of the sit. An approximate 10.5-acre open space directly north of Stillwater Road will be utilized as a combined stormwater retention area and parkland/open space. Refer to the site plan for approximate sizes and locations of open space, pedestrian paths, and parkland areas.

***h. Proposed Schedule of Phasing***

The property will consist of 12 phases. Each phase is anticipated to be built out annually over the next 12-years. A phasing plan is included in the attachments.

***i. Existing Conditions, Covenants, and Restrictions***

There are no existing conditions, covenants, and restrictions associated with the property.

***j. Special or Unusual Desing Features to Mitigate Site Hazards***

The site is generally flat and does not pose significant hazards that would necessitate unusual features to mitigate such hazards.

# ATTACHMENT A
# Preliminary Plat Drawing

## DESCRIPTION

A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, PRINCIPAL MERIDIAN, MONTANA, FLATHEAD COUNTY, MONTANA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 26; THENCE N00°15'55"W ALONG THE EAST BOUNDARY OF THE NORTHEAST QUARTER OF SAID SECTION 26, A DISTANCE OF 30.00 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY OF A 60-FOOT WIDE DEEDED COUNTY ROAD KNOWN AS STILLWATER ROAD; THENCE S89°51'29"W ON AND ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 206.22 FEET TO THE TRUE POINT OF BEGINNING;

THENCE S89°51'21"W CONTINUING ALONG SAID RIGHT-OF-WAY BOUNDARY OF STILLWATER ROAD, A DISTANCE OF 1117.62 FEET TO A POINT ON THE WEST BOUNDARY OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF AID SECTION 25; THENCE N00°06'22"W ALONG SAID WEST BOUNDARY, A DISTANCE OF 632.98 FEET; THENCE N89°50'04"E, A DISTANCE OF 1115.86 FEET; THENCE S00°15'55"E, A DISTANCE OF 633.40 FEET TO THE POINT OF BEGINNING CONTAINING 16.23 ACRES, SUBJECT TO AND TOGETHER WITH ALL APPURTENANT EASEMENTS AND ENCUMBRANCES OF RECORD.

AND;

A TRACT OF LAND LOCATED IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, PRINCIPAL MERIDIAN, MONTANA, FLATHEAD COUNTY, MONTANA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 26; THENCE S00°06'15"E ALONG THE EAST BOUNDARY OF THE SOUTHEAST QUARTER OF SAID SECTION 26, A DISTANCE OF 30.0 FEET; THENCE S89°51'48"W, A DISTANCE OF 30.00 FEET A POINT ON THE WESTERLY RIGHT-OF-WAY OF A 60.00-FOOT WIDE DEEDED COUNTY ROAD KNOWN AS STILLWATER ROAD AND SAID POINT BEING THE TRUE POINT OF BEGINNING;

THENCE S00°06'15"E ALONG SAID WESTERLY RIGHT-OF-WAY, A DISTANCE OF 2271.14 FEET TO THE NORTHERLY RIGHT-OF-WAY OF OF A VARIABLE WIDTH PUBLIC ROAD KNOWN AS OLD RESERVE DRIVE; THENCE ALONG SAID RIGHT-OF-WAY THE FOLLOWING TEN (10) COURSES:

S14°18'09"W, A DISTANCE OF 121.45 FEET, S00°10'50"W, A DISTANCE OF 88.71 FEET; S49°18'14"W, A DISTANCE OF 103.92 FEET, N88°55'50"W, A DISTANCE OF 237.69 FEET; N75°59'10"W, A DISTANCE OF 86.45 FEET; N89°51'09"W, A DISTANCE OF 189.86 FEET; S79°39'44"W, A DISTANCE OF 148.58 FEET; S89°55'05"W, A DISTANCE OF 131.34 FEET; S61°21'36"W, A DISTANCE OF 74.61 FEET; S89°48'20"W, A DISTANCE OF 333.60 FEET TO A POINT ON THE WEST LINE OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 26;

THENCE N00°01'26"W ALONG SAID WEST LINE, A DISTANCE OF 2580.09 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF AFOREMENTIONED STILLWATER ROAD; THENCE N89°51'49"E ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 1294.01 FEET TO THE POINT OF BEGINNING, CONTAINING 75.58 ACRES SUBJECT TO AND TOGETHER WITH ALL APPURTENANT EASEMENT AND ENCUMBRANCES OF RECORD.

WE HEREBY CERTIFY THAT THESE LOTS ARE EXCLUDED FROM SANITATION REVIEW BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY PURSUANT TO MCA 76-4-125 (1) A SUBDIVISION EXCLUDED FROM THE PROVISIONS OF CHAPTER 3 MUST BE SUBMITTED FOR REVIEW ACCORDING TO THE PROVISIONS OF THIS PART, EXCEPT THAT THE FOLLOWING DIVISIONS OR PARCELS, UNLESS THE EXCLUSIONS ARE USED TO EVADE THE PROVISIONS OF THIS PART, ARE NOT SUBJECT TO REVIEW: (e) AS CERTIFIED PURSUANT TO 76-4-127 (i) NEW DIVISIONS SUBJECT TO REVIEW UNDER THE MONTANA SUBDIVISION AND PLATTING ACT.

### TOTAL AREA 91.81 Ac.

| | |
|---|---|
| *SINGLE-FAMILY RESIDENTIAL (LOTS 1-186)* | 36.19 |
| *SOUTH MULTI-FAMILY RESIDENTIAL (LOT 188)* | 14.86 |
| *COMMERCIAL (LOT B-1):* | 10.00 |
| *NORTH MULTI-FAMILY LOT 187* | 4.98 |
| *COMMON AREA:* | 11.62 |
| *ROADS:* | 12.03 |
| *RIGHT-OF-WAY DEDICATION:* | 1.65 |
| *ROAD RESERVATION:* | 0.52 |

LEGEND:

- FOUND 2" ALUMINUM CAP BY MONTANA DEPT. OF TRANSPORTATION
- FOUND 5/8" RE-BAR (NO CAP)
- FOUND 5/8" RE-BAR WITH CAP MARKED "PUTNAM 47395"
- FOUND 1/2" RE-BAR WITH CAP MARKED "SANDS 7975S
- FOUND 5/8" RE-BAR WITH CAP MARKED "BRIEN 76815"

Tract 1 C.O.S. 17455

Plat of West View Estates Phase 7

Plat of West View Estates Phase 6

Plat of West View Estates Phase 5

Plat of West View Estates Phase 4

Lot 1 A of Amended Lots 1 & 2 of Owl View Subdivision

STILLWATER ROAD

S00°06'15"E 2271.14'

S14°18'09"W 121.45'

S00°10'50"W 88.71'

Parcel A C.O.S. 14346

S00°15'55"E 633.44'

Parcel B C.O.S. 14346

COMMON AREA 7

187

1294.01'

1115.86'

N89°50'04"E

S89°51'21"W 1117.62'

N89°51'48"E

N00°06'22"W 632.98'

STILLWATER ROAD

COMMON AREA 1

COMMON AREA

STREET NAME TBD

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186

188

189

COMMON AREA 4

N00°01'26"W 2580.09'

Tract 2 C.O.S. 4972

Tract A C.O.S. 20321

Tract B C.O.S. 20321

Tract 1 7262C.O.S.

Tract 2 7262C.O.S.

Tract 3 C.O.S. 7262

SEE C-101

1 OVERALL PRELIMINARY PLAT
1" =120'

SCALE: 1" = 120'
-60 0 60 120 240

PROJECT # 24020B

C:\DATAsurf.kfkfd5fd9184df64fea8f08cc2903fd0fd107\node8ffee9c\7b77ee-7bbfc4ace4c7bcedf7b0fd0615f2\Sheet Files\Spartan H4#rings\24020B 80 Acre Subdivision\Autocad\BASE_Publish-TNH.dwg


JACKOLA
SINCE 1969 P.C.
Engineering, Architecture, Surveying, Land Use Planning
KALISPELL | BOZEMAN | VANCOUVER
406-755-3208 | 406-586-0707 | 360-852-8746
info@jackola.com jackola.com


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# THE RESERVE AT JOHNSON RANCH
# SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: RAE CHECKED: MLB

DATE: 11/21/2024

REVISIONS:

| | | |
|---|---|---|
| A | ADDENDUM | -/-/-- |
| 1 | REVISION | -/-/-- |

**OVERALL PRELIMINARY PLAT**

**C-100**

N89°50'04"E 1115.86'

728.0' 347.8'

40.0'

PROPOSED WATER SYSTEM EASEMENT FOR FUTURE "JOHNSON RANCH SUBDIVISION"

633.98' 622.59' 623.31' 633.44'

40' RIGHT-OF-WAY DEDICATION TO THE CITY OF KALISPELL

0.83 Acres

EXISTING 60' DECLARED COUNTY ROAD

N00°06'22"W N00°15'55"W S00°13'55"E

COMMON AREA 7
10.43 Acres

187
4.98 Acres

10' RIGHT-OF-WAY DEDICATION TO THE CITY OF KALISPELL

EXISTING 60' DEEDED COUNTY ROAD PER BOOK 30, PAGE 582

729.8' S89°51'29"W 1077.60' S89°51'29"W 1117.62' 347.8' 10.0'

STILLWATER ROAD

10' RIGHT-OF-WAY DEDICATION TO THE CITY OF KALISPELL

N89°51'48"E 1294.01'

N89°51'48"E 1284.02'

COMMON AREA 3
0.11 Acres

COMMON AREA 2
0.05 Acres

COMMON AREA 1
0.61 Acres

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 15.0' | 60.0' | 60.0' | 60.0' | 65.0' | 60.0' | N89°16'39"E 79.51' | 65.0' | 14.5' | L=52.9' |
| 140.7' | 27 8,455 S.F. | 26 8,457 S.F. | 25 8,459 S.F. | 24 8,461 S.F. | 23 8,463 S.F. | 22 8,465 S.F. | 21 8,467 S.F. | 20 8,469 S.F. | 19 8,472 S.F. | 141.2' | 18 8,474 S.F. | 17 8,476 S.F. | 16 9,158 S.F. | 136.32' | N00°02'10"W | 136.36' | 15 9,177 S.F. | 141.39' | 14 8,471 S.F. |
| 35.2' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 60.0' | 15.0' | 60.0' | 60.0' | 59.8' | 7.1' | | N89°53'48"E 74.68' | 60.0' | 14.7' | L=34.2' |

N89°53'18"E 770.00'

10' UTILITY EASEMENT

10' UTILITY EASEMENT

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10' UTILITY EASEMENT | N89°53'48"E 150.00' | 7.1' | 7.1' | N89°53'48"E 240.00' | 7.1' | 7.1' | N89°53'48"E 117.5' | 117.5' | 7.1' | N89°53'48"E 235.00' | 7.1' | 7.1' | N89°53'48"E 74.76' | 74.8' | L=45.8' | D=90°03'46" | L=48.9' | L=73.1' | L=80.0' |
| 65.0' | 28 10,063 S.F. | 60.0' | 120.0' | 98 8,113 S.F. | 65.0' | 60.0' | 160 7,950 S.F. | 65.0' | 60.0' | 161 7,950 S.F. | 65.0' | 60.0' | 178 8,021 S.F. | 60.0' | 58.9' | 179 8,500 S.F. | 60.2' | 146.7' | 12 9,452 S.F. |
| 155.0' | | | 125.0' | | 125.0' | | 122.5' | | | 122.5' | | | 125.0' | | | | | | |
| MATCH LINE | 29 9,300 S.F. | 60.0' | 97 7,500 S.F. | 60.0' | 100 7,500 S.F. | 60.0' | 159 7,350 S.F. | 60.0' | 60.0' | 162 7,350 S.F. | 60.0' | 60.0' | 177 7,511 S.F. | 60.0' | 60.2' | | | | |
| | | | | | | | 122.5' | | | 122.5' | | | 125.0' | | | | | | |
| 329.99' | | 60.0' | | | 60.0' | 329.98' | 158 7,350 S.F. | 60.0' | 60.0' | 163 7,350 S.F. | 60.0' | 329.98' | 176 7,489 S.F. | 60.0' | 59.8' | 180 8,495 S.F. | 67.68' | N63°47'30"E | L=71.7' |

R=120.00' L=143.8' L=80.0' D=89°13'24" R=376.20' L=406.12' L=80.0' 386.8'

9 9,439 S.F. 146.7' L=48.6' L=80.0' L=63.0'

8 9,436 S.F. 143.6' 18.2'

7 8,351 S.F.

EXISTING 30' DEEDED COUNTY ROAD PER BOOK 30, PAGE 582

EXISTING 30' DECLARED COUNTY ROAD

30' CITY ROADWAY PER WEST VIEW ESTATES, PHASE 7

1 PRELIMINARY PLAT
1" =50'

SCALE: 1" = 50'
-25 0 25 50 100


JACKOLA SINCE 1969 P.C.
Engineering, Architecture, Surveying, Land Use, Planning
KALISPELL 406-755-3208 | BOZEMAN 406-586-0707 | VANCOUVER 360-852-8746
info@jackola.com jackola.com


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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: RAE CHECKED: MLB

DATE: 11/21/2024

**REVISIONS:**

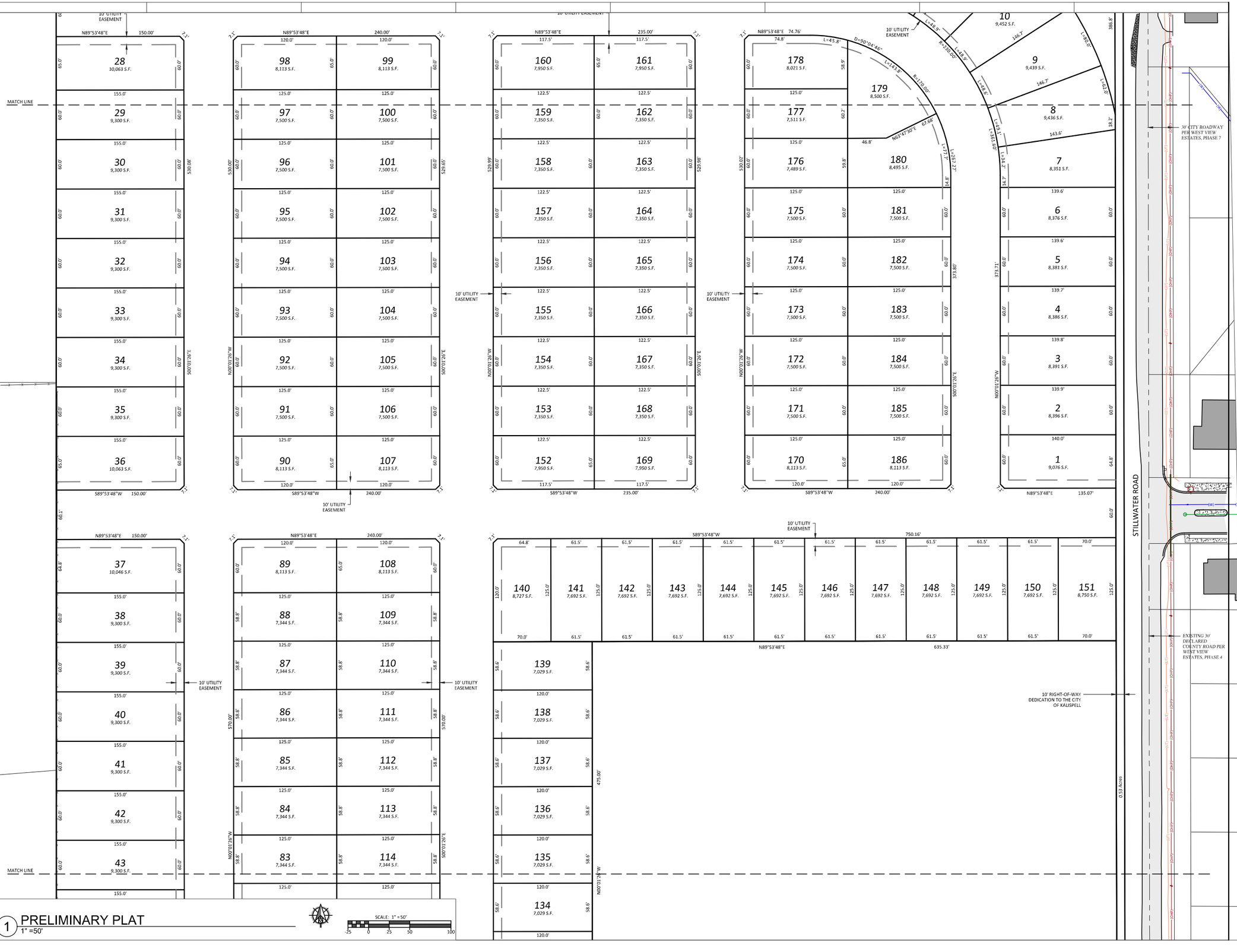
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| A | ADDENDUM | -/-/- |
| 1 | REVISION | -/-/- |

**PRELIMINARY PLAT**

**C-101**

PROJECT #: 24028

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1 PRELIMINARY PLAT
1" =50'

SCALE: 1" = 50'
-25 0 25 50 100

PROJECT # 24026

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JACKOLA ENGINEERING & ARCHITECTURE PLLC
SINCE 1969
Engineering, Architecture, Surveying, Land Use, Planning
KALISPELL | BOZEMAN | VANCOUVER
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info@jackola.com jackola.com


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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

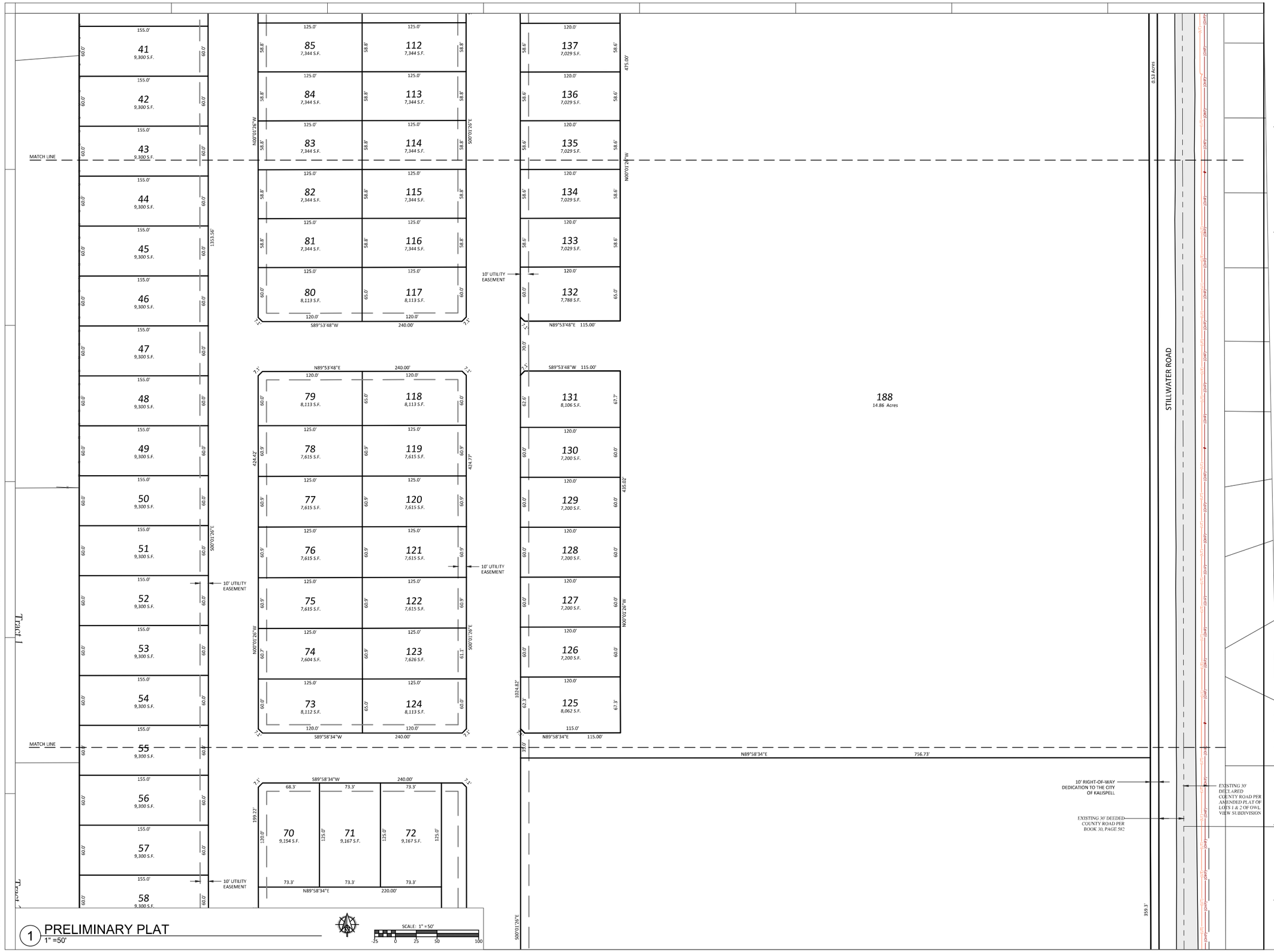
DRAWN: RAE CHECKED: MLB
DATE: 11/21/2024

**REVISIONS:**

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| A | ADDENDUM | --/--/-- |
| 1 | REVISION | --/--/-- |

**PRELIMINARY PLAT**

**C-102**




1 PRELIMINARY PLAT
1" =50'

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KALISPELL | 406-755-3208
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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: RAE CHECKED: MLB
DATE: 11/21/2024

**REVISIONS:**

| | | |
|---|---|---|
| A | ADDENDUM | --/--/-- |
| 1 | REVISION | --/--/-- |

**PRELIMINARY PLAT**

**C-103**

PROJECT # 242206

C:\Drafting\Projects\Spartan Holdings\242206 80 Acre Subdivision\Autocad\80AC_PrelimPlat.dwg


50 9,300 S.F.
51 9,300 S.F.
52 9,300 S.F.
53 9,300 S.F.
54 9,300 S.F.
55 9,300 S.F.
56 9,300 S.F.
57 9,300 S.F.
58 9,300 S.F.
59 9,313 S.F.
60 9,765 S.F.
61 10,572 S.F.
62 20,849 S.F.
63 19,452 S.F.
64 10,491 S.F.
65 16,723 S.F.
66 17,106 S.F.
67 11,464 S.F.
68 15,937 S.F.
69 16,133 S.F.
70 9,154 S.F.
71 9,167 S.F.
72 9,167 S.F.
73 8,112 S.F.
74 7,604 S.F.
75 7,615 S.F.
76 7,615 S.F.
77 7,615 S.F.
120 7,615 S.F.
121 7,615 S.F.
122 7,615 S.F.
123 7,626 S.F.
124 8,113 S.F.
125 8,062 S.F.
126 7,200 S.F.
127 7,200 S.F.
128 7,200 S.F.
129 7,200 S.F.
189 10.00 Acres
COMMON AREA 4 0.48 Acres
MATCH LINE
10' UTILITY EASEMENT
10' RIGHT-OF-WAY DEDICATION TO THE CITY OF KALISPELL
EXISTING 30' DECLARED COUNTY ROAD PER AMENDED PLAT OF LOTS 1 & 2 OF OWL VIEW SUBDIVISION
EXISTING 30' DEEDED COUNTY ROAD PER BOOK 30, PAGE 582
ROAD RESERVE FOR FUTURE RIGHT-OF-WAY DEDICATION 0.48 Acres
ROAD RESERVE FOR FUTURE RIGHT-OF-WAY DEDICATION 0.04 Acres
OLD RESERVE DRIVE
STILLWATER ROAD
MDT R/W PER DOC.# 2007179141S0
N89°58'34"E 756.73'
S89°58'34"W 240.00'
N89°58'34"E 220.00'
N89°58'34"E 115.00'
N89°48'20"E 333.60'
N89°55'05"E 130.91'
S89°51'09"E 189.86'
S75°59'10"E 86.45'
S88°55'50"E 237.70'
N89°10'14"E 103.92'
N88°41'22"E 465.12'
N79°41'30"E 149.01'
N61°21'36"E 74.61'
S00°01'26"E 574.9'
N00°01'26"W 563.30'
N00°01'26"W 1024.82'
S00°01'26"E 359.3'
S00°01'26"E 1324.82'
S00°01'26"E 1199.23'
S00°01'26"E 1324.82'
S00°01'26"E 1324.82'
S00°01'26"E 1324.82

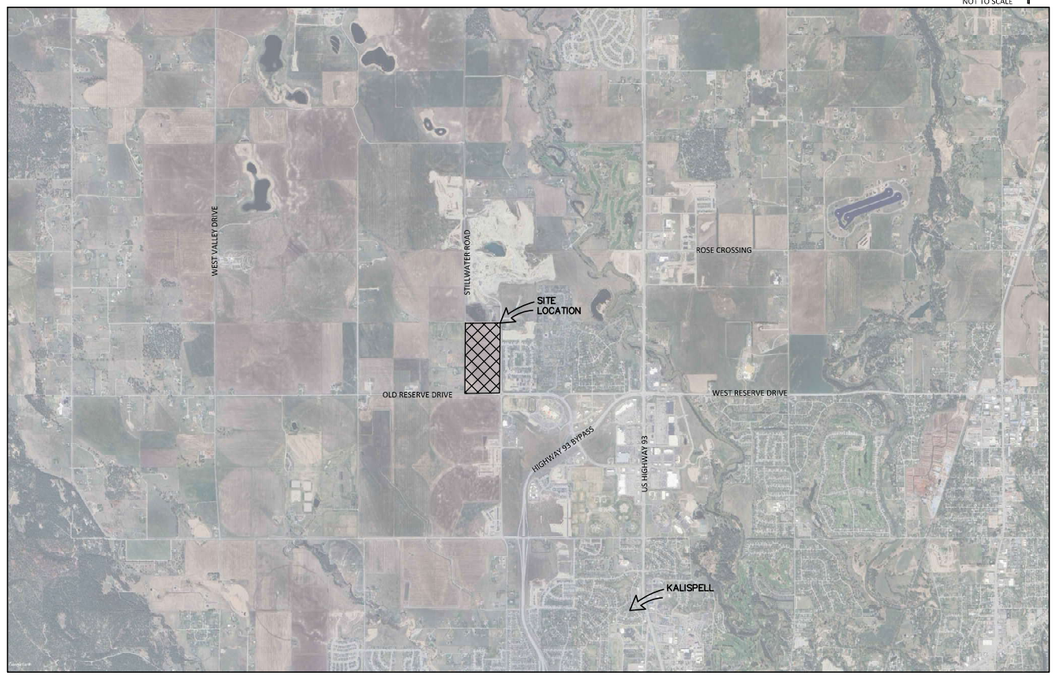
# ATTACHMENT B
# Preliminary Site Plan

# THE RESERVE AT JOHNSON RANCH
# SPARTAN HOLDINGS

**LOCATED IN SECTION 26, T 29 N, R 22 W, P.M.M.**
**KALISPELL, MONTANA**

SITE LOCATION PLAN

NOT TO SCALE




Know what's below. Call before you dig.

## GENERAL CONDITIONS

1. THE GENERAL CONTRACTOR IS TO GUARANTEE ALL WORK, INCLUDING WORK DONE BY SUBCONTRACTORS, FOR A PERIOD OF ONE (1) YEAR COMMENCING WITH THE SUBSTANTIAL COMPLETION OF THE CONTRACT.
2. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH ALL GOVERNING CODES, ORDINANCES, AND AUTHORITIES HAVING JURISDICTION. GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND PAYING FOR ALL REQUIRED BUILDING PERMITS.
3. THE GENERAL CONTRACTOR IS TO HAVE A FULL-TIME, QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES WHILE WORK IS BEING PERFORMED.
4. ALL MATERIAL SPECIFIED IS TO BE NEW AND INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS. GENERAL CONTRACTOR IS TO CONSTRUCT PROJECT IN ACCORDANCE WITH THE DOCUMENTS. ANY DEVIATION FROM THE INTENT OF THE DOCUMENTS, WITHOUT ARCHITECT OR ENGINEER'S APPROVAL, ARE AT THE CONTRACTOR'S OWN RISK AND MAY RESULT IN THE WORK BEING DONE OVER AT THE CONTRACTOR'S EXPENSE (MATERIALS AND LABOR).

## GENERAL NOTES

1. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH ALL GOVERNING CODES, ORDINANCES AND AUTHORITIES HAVING JURISDICTION. GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND PAYING FOR ALL REQUIRED PERMITS. THE GENERAL CONTRACTOR IS TO HAVE A FULL TIME QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES WHILE WORK IS BEING PERFORMED.
2. ALL MATERIAL SPECIFIED IS TO BE NEW AND INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS. GENERAL CONTRACTOR IS TO CONSTRUCT PROJECT IN ACCORDANCE WITH THE DOCUMENTS. ANY DEVIATION FROM THE INTENT OF THE DOCUMENTS, WITHOUT ENGINEER'S APPROVAL, ARE AT THE CONTRACTOR'S OWN RISK AND MAY RESULT IN THE WORK BEING DONE OVER AT CONTRACTOR'S EXPENSE (MATERIALS AND LABOR).
3. CONTRACTOR TO REVIEW AND BECOME FAMILIAR WITH ALL EXISTING CONDITIONS PRIOR TO COMMENCING WORK. ANY CONDITIONS NOT INDICATED ON CONTRACT DOCUMENTS ARE TO BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.
4. THE CONTRACTOR SHALL REMOVE ALL DEBRIS AS A RESULT OF THIS PROJECT. THE CONTRACTOR WILL REMOVE EXISTING EQUIPMENT, FIXTURES, ETC. IN THE SPACE PRIOR TO CONSTRUCTION AND RELOCATE PER OWNER.
5. THE CONTRACTOR SHALL SCHEDULE HIS WORK AND MATERIAL AND EQUIPMENT DELIVERIES SO AS NOT TO INTERFERE WITH THE DAILY VEHICLE TRAFFIC.
6. THE CONTRACTOR SHALL PROTECT EXISTING FACILITIES, EQUIPMENT, FIXTURES, ETC. FROM DAMAGE DURING THE COURSE OF CONSTRUCTION.
7. ALL SURFACES AND/OR FINISHES DAMAGED AS A RESULT OF AND ADJACENT TO THE WORK SHALL BE REPAIRED AND FINISHED TO EQUAL OR BETTER THAN ORIGINAL CONDITION.
8. ALL ITEMS REQUIRED BY THE DRAWINGS AND SPECIFICATIONS SHALL BE PERFORMED IN A WORKMANLIKE MANNER BY PERSONS SKILLED IN THEIR RESPECTIVE TRADE AND WHO NORMALLY PARTICIPATE IN THE WORK OF THAT TRADE.
9. THE ENGINEER SHALL BE IN THE FIRST INSTANCE THE SOLE INTERPRETER OF THE DRAWINGS AND SPECIFICATIONS WITH REGARD TO THEIR MEANING OR INTENT.
10. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES AND PROCEDURES.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF SAFETY AND TRAFFIC CONTROL DURING CONSTRUCTION.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO, SWPPP.
13. ALL WORK IS TO BE COMPLETED PER CITY OF KALISPELL STANDARDS FOR DESIGN AND CONSTRUCTION.

## PROJECT INFORMATION

**OWNER / DEVELOPER**

SPARTAN HOLDINGS
341 WEST SECOND STREET STE 1
SAN BERNARDINO, CA
ATTN: JOE CARMEN
EMAIL:
PHONE:

**DESIGN PROFESSIONAL**

JACKOLA ENGINEERING AND ARCHITECTURE, P.C.
2250 HWY 93 SOUTH
PO BOX 1134
KALISPELL, MT 59903
EMAIL:
PHONE:

PROJECT MANAGER: MICHAEL BESTWICK

CIVIL ENGINEER: MICHAEL BESTWICK

**BUILDING DEPARTMENT**

CITY OF KALISPELL BUILDING DEPARTMENT
201 1ST AVENUE EAST
KALISPELL, MT 59901
PHONE: 406-758-7734

**PUBLIC WORKS DEPARTMENT**

CITY OF KALISPELL PUBLIC WORKS DEPARTMENT
201 1ST AVENUE EAST
KALISPELL, MT 59901
PHONE: 406-758-7720


KALISPELL | BOZEMAN | VANCOUVER
406-755-3208 | 406-586-0707 | 360-852-8746
info@jackola.com jackola.com


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THE RESERVE AT JOHNSON RANCH
SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB

DATE: 11/21/2024

REVISIONS:

TITLE SHEET

T0.00

PROJECT #: 24028

C:\Drafting\Active\24028\Revit\Models\Johnson Ranch_Phase 1_Central_wjs.rvt

PROPERTY INFORMATION

TRACT LEGAL: PARCEL B OF COS 14346 AND E 1/2 SW 1/4, SEC. 26, T29 N., R 22W., P.M.M.,

BASIS OF SURVEY

THIS PROJECT WAS SURVEYED USING RTK GPS AND TIED TO MONTANA STATE PLANE ZONE 2500 BASED ON AN OPUS SOLUTION AT CONTROL POINT NO 1.

THE GEODETIC DATUM IS GEOID18. BASIS OF BEARINGS IS GRID BEARING.
THE VERTICAL DATUM IS NAVD88.

ALL UNITS ARE INTERNATIONAL FEET AT GROUND.

POINT CP-01 POSITION:

STATE PLANE COORDINATES:

N: 1493880.8920
E: 786073.0249
ELEVATION: 3057.274

COMBINED SCALE FACTOR: 0.99948229
CONVERGENCE: -3.55340556

SURVEY NOTES:

1. THE FIELD WORK WAS PERFORMED ON 03/18/2024.
2. OBSERVED EVIDENCE OF UNDERGROUND UTILITIES ARE SHOWN BASED ON UNDERGROUND UTILITY MARKINGS BY OTHERS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.
3. THE SITE CONTRACTOR SHALL MARK ALL SURVEY CONTROL POINTS PRIOR TO STARTING CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED OF ANY POINTS NEEDING TO BE REMOVED FOR CONSTRUCTION PRIOR TO REMOVAL. CONTRACTOR IS RESPONSIBLE FOR RE-SETTING OF ANY POINTS REMOVED WITHOUT PROPER NOTICE TO THE ENGINEER.

## POINT COORDINATE TABLE

| POINT | NORTHING | EASTING | ELEVATION | DESCRIPTION |
|---|---|---|---|---|
| 1 | 1493880.89 | 786073.02 | 3057.27 | 1/2 JEA CP |
| 10 | 1491447.04 | 787117.67 | 3048.64 | 2" Alumn_ MDOT |
| 12 | 1490037.70 | 787435.58 | 3056.06 | 1/2 Sands 7975S |
| 15 | 1494061.60 | 787200.37 | 3057.01 | 5/8 Rebar |
| 18 | 1494114.67 | 786083.98 | 3056.63 | 5/8 YPC |
| 20 | 1494056.60 | 786050.49 | 3053.41 | 5/8 Putnam 47395 |
| 22 | 1494086.39 | 786052.28 | 3054.70 | 5/8 Rebar |
| 24 | 1493425.66 | 786043.72 | 3057.72 | 5/8 Burton 5428S |
| 25 | 1492956.05 | 786017.01 | 3063.85 | 5/8 RAB |
| 26 | 1492437.50 | 785985.69 | 3098.85 | 5/8 2520S |
| 28 | 1491778.37 | 785946.75 | 3105.33 | 1/2 Rebar |
| 44 | 1491460.70 | 786262.60 | 3081.91 | 2" Alumn_ MDOT |
| 45 | 1491492.54 | 786330.08 | 3078.77 | 2" Alumn_ MDOT |
| 46 | 1491484.99 | 786461.20 | 3067.19 | 2" Alumn_ MDOT |
| 47 | 1491502.99 | 786608.69 | 3054.39 | 5/8 Rebar |
| 48 | 1491491.31 | 786798.19 | 3050.12 | 5/8 Rebar |
| 51 | 1491510.04 | 787200.32 | 3049.07 | 2" Alumn_ MDOT |
| 52 | 1491598.57 | 787205.82 | 3050.75 | 2" Alumn_ MDOT |
| 55 | 1491484.26 | 785956.41 | 3095.88 | 1/2" MDOT |
| 84 | 1491479.23 | 785929.52 | 3096.73 | 5/8 Rebar |

STILLWATER ROAD

WATER SYSTEM EASEMENT PER JOHNSON RANCH SUBDIVISION PRELIMINARY PLAT

TRACT 3 C.O.S. 9262

1 EXISTING SITE SURVEY
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

JACKOLA
SINCE 1969 P.C.
Engineering, Architecture, Surveying, Land Use, Planning
KALISPELL 406-755-3208 | BOZEMAN 406-586-0707 | VANCOUVER 360-852-8746
info@jackola.com jackola.com

PRELIMINARY

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

EXISTING SITE SURVEY

C0.10

PROJECT #: 24J028

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**LOT SUMMARY:**
ZONING = R-3/PUD & RA-2/PUD & B-1/PUD

TOTAL RESIDENTIAL LOTS = 187

TOTAL RIGHT-OF-WAY = 14.20 AC.
TOTAL R-3 AREA = 40.87 AC.
TOTAL RA-2 AREA = 14.86 AC.
TOTAL B-1 AREA = 10.00 AC.
TOTAL COMMON/PARK AREAS = 11.92 AC.

**PHASING LEGEND:**

- PHASE 1 - PROJECTED COMPLETION SPRING 2026
  - RESIDENTIAL - 26 LOTS
  - COMMON AREA- 1 LOT
- PHASE 2 - PROJECTED COMPLETION SPRING 2027
  - RESIDENTIAL - 28 LOTS
  - COMMON AREA - 1 LOT
- PHASE 3 - PROJECTED COMPLETION SPRING 2028
  - RESIDENTIAL - 27 LOTS
  - COMMON AREA - 1 LOT
- PHASE 4 - PROJECTED COMPLETION SPRING 2029
  - RESIDENTIAL - 27 LOTS
- PHASE 5 - PROJECTED COMPLETION SPRING 2030
  - RESIDENTIAL - 32 LOTS
- PHASE 6 - PROJECTED COMPLETION SPRING 2031
  - COMMERCIAL - 1 LOT

**PHASING LEGEND:**

- PHASE 7 - PROJECTED COMPLETION SPRING 2032
  - MULTIFAMILY - 1 LOT
- PHASE 8 - PROJECTED COMPLETION SPRING 2033
  - MULTIFAMILY - 1 LOT
- PHASE 9 - PROJECTED COMPLETION SPRING 2034
  - RESIDENTIAL - 29 LOTS
- PHASE 10 - PROJECTED COMPLETION SPRING 2035
  - RESIDENTIAL - 17 LOTS
- PHASE 11 - PROJECTED COMPLETION SPRING 2036
  - MULTIFAMILY - 1 LOT
- PHASE 12 - PROJECTED COMPLETION SPRING 2037
  - MULTIFAMILY - 1 LOT

PHASE 1 FRONTAGE IMPROVEMENTS
PHASE 11 FRONTAGE IMPROVEMENTS
PHASE 7 FRONTAGE IMPROVEMENTS
PHASE 6 FRONTAGE IMPROVEMENTS
PHASE 2 FRONTAGE IMPROVEMENTS
PHASE 10 FRONTAGE IMPROVEMENTS
COMMON AREA 1
COMMON AREA 7
COMMON AREA
COMMON AREA 4
PHASE 1
PHASE 2
PHASE 3
PHASE 4
PHASE 5
PHASE 6
PHASE 7
PHASE 8
PHASE 9
PHASE 10
PHASE 11
PHASE 12

1 SUBDIVISION PHASING AND FRONTAGE PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240


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Engineering, Architecture, Surveying, Land Use, Planning
KALISPELL 406-755-3208 | BOZEMAN 406-586-0707 | VANCOUVER 360-852-8746
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# THE RESERVE AT JOHNSON RANCH
# SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

**SUBDIVISION PHASING AND FRONTAGE PLAN**

**C1.01**

PROJECT #: 24026


C:\DATA\civil 3d\c3d\2025\Projects\24026 Spartan Holdings\24026 Reserve at Johnson Ranch\Subdivision\Active\24026_C1.01.dwg

**KEYNOTES:**

1. NEW LOCAL STREET.
2. NEW LOCAL INTERSECTION.
3. NEW URBAN MINOR ARTERIAL.
4. NEW DRIVEWAY APPROACH.
5. NEW 10' WIDE SIDEWALK
6. NEW 3/4 TURN APPROACH TO MDT RIGHT-OF-WAY.
7. NEW SIDEWALK ALONG MDT FRONTAGE. FINAL DESIGN TO BE COORD. WITH MDT ROAD IMPROVEMENT PLANS.
8. NEW GRAVEL ACCESS FOR STORMWATER RETENTION AREA.

STILLWATER ROAD

TRACT 3
C.O.S. 7262

1 SITE PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240


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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB

DATE: 11/21/2024

REVISIONS:

**SITE PLAN**

**C1.10**

PROJECT # 240208


C:\OA\Acad\Jobs\3x3\2709\1\ref\$\$RasterBOM\3Nod2\nodeMesh\{F1F3713e-7b04-4ace-9c7b-ea5f1f2030187}C\Arch Files Spartan H&H\dgn\240208 80 Acre Subdivision\Acad\arch\SAC_C1.10.dwg

**KEYNOTES:** (#)

1. WATER MAIN.
2. SANITARY SEWER MAIN.
3. SANITARY SEWER MANHOLE.
4. STORM MAIN.
5. STORM MANHOLE.
6. NEW RETENTION POND.

**GENERAL NOTES:**

1. CONTRACTOR TO COORDINATE DRY UTILITY CONNECTIONS WITH APPROPRIATE UTILITY COMPANY PRIOR TO CONSTRUCTION.

STILLWATER ROAD

TRACT 3
C.O.S. 7262

1 SITE UTILITY PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

PROJECT # 242206

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

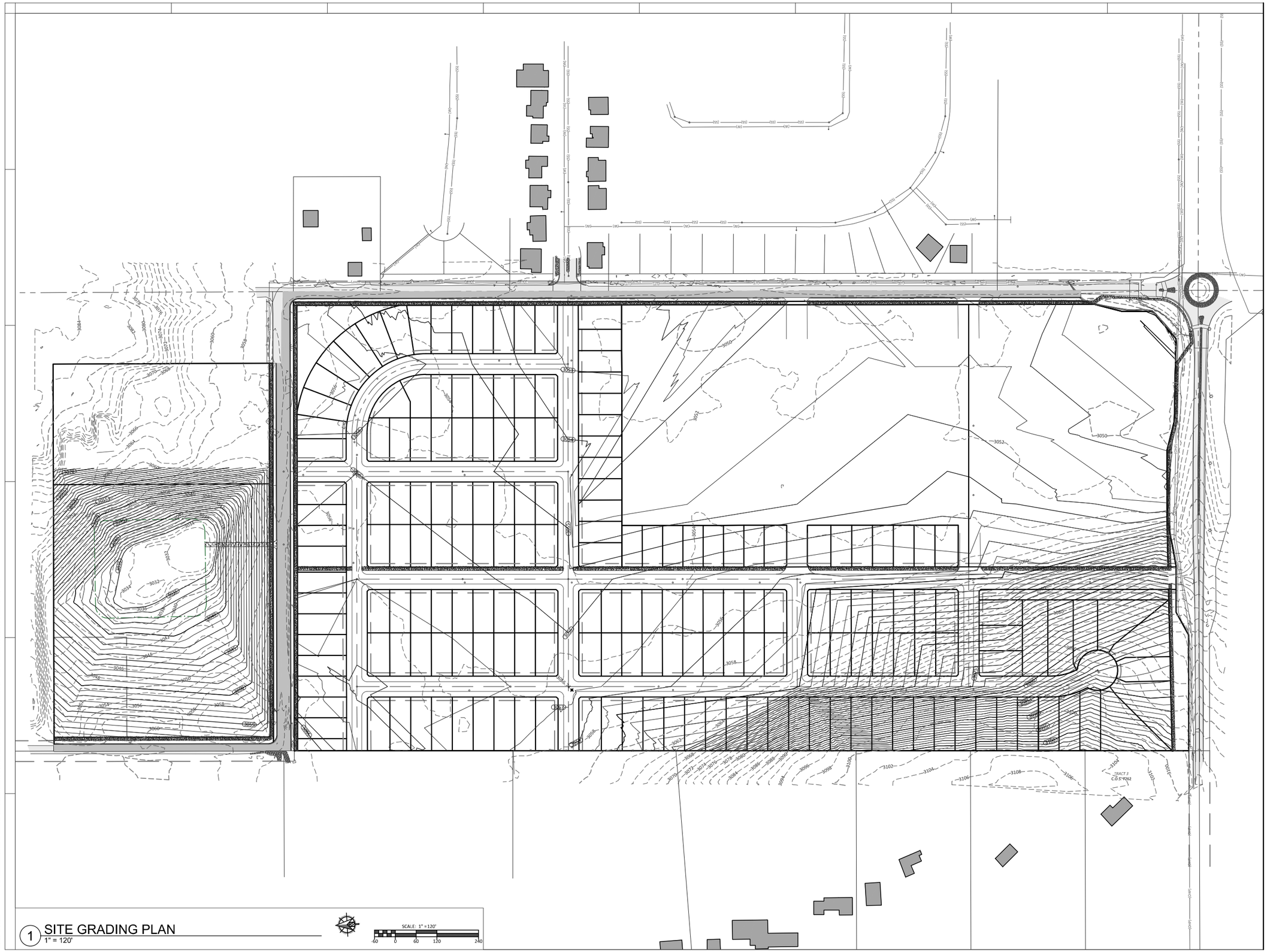
DRAWN: WJS CHECKED: MLB

DATE: 11/21/2024

REVISIONS:

**SITE UTILITY PLAN**

**C1.20**




1 SITE GRADING PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

**SITE GRADING PLAN**

**C1.30**

PROJECT # 24208
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| Slopes Table | | | |
|---|---|---|---|
| Number | Minimum Slope | Maximum Slope | Color |
| 1 | 0.00% | 2.00% | |
| 2 | 2.00% | 4.00% | |
| 3 | 4.00% | 6.00% | |
| 4 | 6.00% | 10.00% | |
| 5 | 10.00% | 25.00% | |
| 6 | 25.00% | 60.00% | |

GENERAL NOTE:
1. SITE SLOPES DO NOT EXCEED 25%

1 SITE SLOPE PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

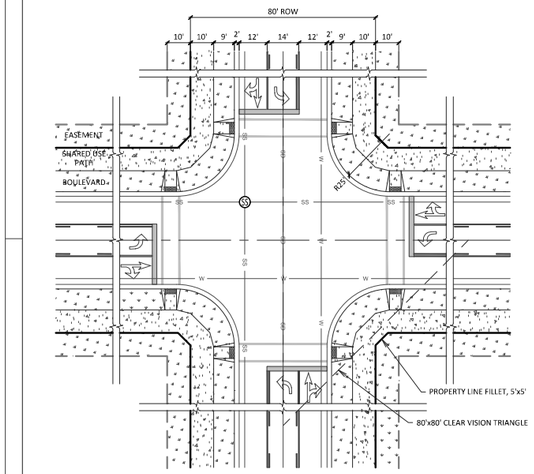
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DATE: 11/21/2024
REVISIONS:

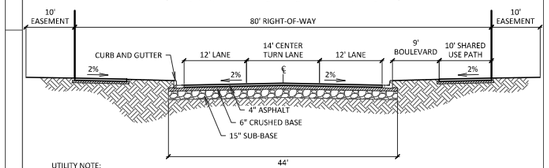
SITE SLOPE PLAN

C1.31

PROJECT # 240208

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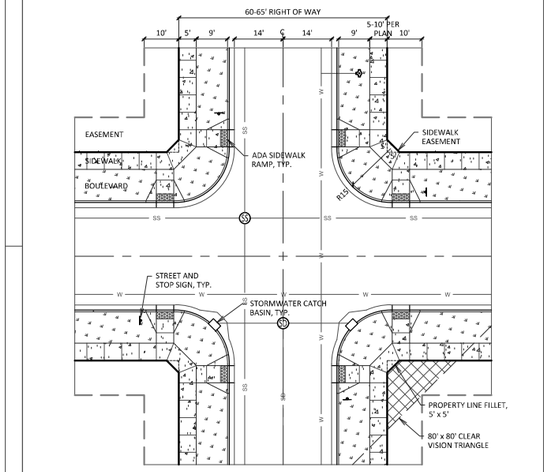


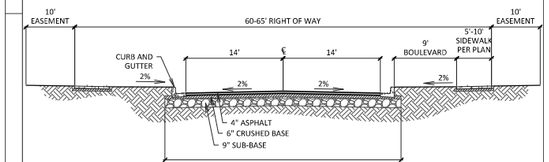




UTILITY NOTE:
ALL NEW UTILITIES SHALL BE PLACED UNDERGROUND. EXCEPT FOR SEWER AND WATER, UNDERGROUND UTILITIES, IF PLACED IN RIGHT-OF-WAY OR EASEMENT, SHALL BE LOCATED BETWEEN THE BACK OF SIDEWALK AND EASEMENT LINE. NO UNDERGROUND UTILITIES SHALL BE PLACED IN THE BOULEVARD BETWEEN THE BACK OF CURB AND SIDEWALK.

NOTES:
1. SEE ROAD CONSTRUCTION GENERAL NOTES FOR MATERIAL SPECIFICATIONS.

ST.1 MINOR ARTERIAL
NTS




NOTES:
1. ALL NEW UTILITIES SHALL BE PLACED UNDERGROUND. EXCEPT FOR SEWER AND WATER, UNDERGROUND UTILITIES, IF PLACED IN RIGHT OF WAY OR EASEMENT SHALL BE LOCATED BETWEEN THE BACK OF SIDEWALK AND EASEMENT LINE. NO UNDERGROUND UTILITIES SHALL BE PLACED IN THE BOULEVARD BETWEEN THE BACK OF CURB AND SIDEWALK.
2. SEE ROAD CONSTRUCTION GENERAL NOTES FOR MATERIAL SPECIFICATIONS.

ST.4 URBAN LOCAL
NTS

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PROJECT # 240208

JACKOLA ENGINEERING & ARCHITECTURE, PLLC
SINCE 1969
Engineering, Architecture, Surveying, Land Use, Planning
KALISPELL | 406-755-3208 | BOZEMAN | 406-586-0707 | VANCOUVER | 360-852-8746
info@jackola.com jackola.com

**PRELIMINARY**

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# THE RESERVE AT JOHNSON RANCH
## SPARTAN HOLDINGS
STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: MLB CHECKED: MLB
DATE: 11/21/2024

**REVISIONS:**

| | | |
|---|---|---|
| A | ADDENDUM | --/--/-- |
| 1 | REVISION | --/--/-- |

**NOTES AND DETAILS**

**C2.00**

# ATTACHMENT C
# Phasing Plan

**LOT SUMMARY:**
ZONING = R-3/PUD & RA-2/PUD & B-1/PUD

TOTAL RESIDENTIAL LOTS = 187

TOTAL RIGHT-OF-WAY = 14.20 AC.
TOTAL R-3 AREA = 40.87 AC.
TOTAL RA-2 AREA = 14.86 AC.
TOTAL B-1 AREA = 10.00 AC.
TOTAL COMMON/PARK AREAS = 11.92 AC.

**PHASING LEGEND:**

- PHASE 1 - PROJECTED COMPLETION SPRING 2026
  - RESIDENTIAL - 26 LOTS
  - COMMON AREA- 1 LOT
- PHASE 2 - PROJECTED COMPLETION SPRING 2027
  - RESIDENTIAL - 28 LOTS
  - COMMON AREA - 1 LOT
- PHASE 3 - PROJECTED COMPLETION SPRING 2028
  - RESIDENTIAL - 27 LOTS
  - COMMON AREA - 1 LOT
- PHASE 4 - PROJECTED COMPLETION SPRING 2029
  - RESIDENTIAL - 27 LOTS
- PHASE 5 - PROJECTED COMPLETION SPRING 2030
  - RESIDENTIAL - 32 LOTS
- PHASE 6 - PROJECTED COMPLETION SPRING 2031
  - COMMERCIAL - 1 LOT

**PHASING LEGEND:**

- PHASE 7 - PROJECTED COMPLETION SPRING 2032
  - MULTIFAMILY - 1 LOT
- PHASE 8 - PROJECTED COMPLETION SPRING 2033
  - MULTIFAMILY - 1 LOT
- PHASE 9 - PROJECTED COMPLETION SPRING 2034
  - RESIDENTIAL - 29 LOTS
- PHASE 10 - PROJECTED COMPLETION SPRING 2035
  - RESIDENTIAL - 17 LOTS
- PHASE 11 - PROJECTED COMPLETION SPRING 2036
  - MULTIFAMILY - 1 LOT
- PHASE 12 - PROJECTED COMPLETION SPRING 2037
  - MULTIFAMILY - 1 LOT

PHASE 1 FRONTAGE IMPROVEMENTS
PHASE 11 FRONTAGE IMPROVEMENTS
PHASE 7 FRONTAGE IMPROVEMENTS
PHASE 6 FRONTAGE IMPROVEMENTS
PHASE 2 FRONTAGE IMPROVEMENTS
PHASE 10 FRONTAGE IMPROVEMENTS
COMMON AREA 1
COMMON AREA 7
COMMON AREA
COMMON AREA 4
PHASE 1
PHASE 2
PHASE 3
PHASE 4
PHASE 5
PHASE 6
PHASE 7
PHASE 8
PHASE 9
PHASE 10
PHASE 11
PHASE 12

1 SUBDIVISION PHASING AND FRONTAGE PLAN
1" = 120'

SCALE: 1" = 120'
-60 0 60 120 240


JACKOLA
SINCE 1969 P.C.
Engineering, Architecture, Surveying, Land Use, Planning
KALISPELL 406-755-3208 | BOZEMAN 406-586-0707 | VANCOUVER 360-852-8746
info@jackola.com jackola.com


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# THE RESERVE AT JOHNSON RANCH
# SPARTAN HOLDINGS

STILLWATER ROAD
KALISPELL, MONTANA

DRAWN: WJS CHECKED: MLB
DATE: 11/21/2024
REVISIONS:

**SUBDIVISION PHASING AND FRONTAGE PLAN**

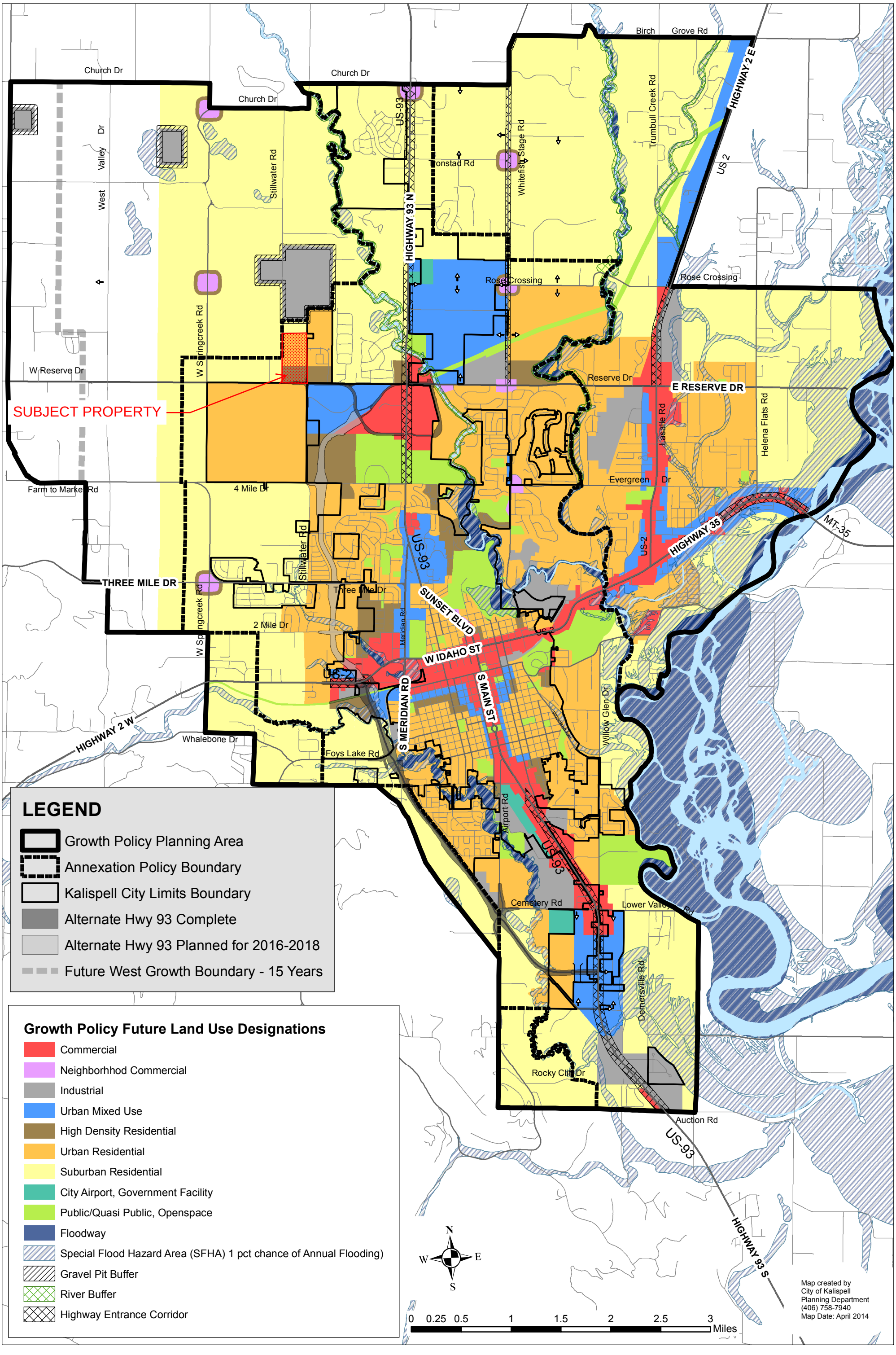
**C1.01**

PROJECT #: 24026


C:\DATA\civil 3d\c3d\2025\Projects\24026 Spartan Holdings\24026 Reserve at Johnson Ranch\Subdivision\Active\24026_C1.01.dwg

# ATTACHMENT D
# Growth Policy Map

# Figure 1
# Kalispell Growth Policy Planning Area Map



PREPARED BY:
JACKOLA ENGINEERING & ARCHITECTURE, P.C.
2250 HWY 93 SOUTH
P.O. BOX 1134
KALISPELL, MT 59903
406-755-3208

PREPARED FOR:
SPARTAN HOLDINGS LLC. (OWNERS)

*Growth Policy Map Amendment and Zoning Map for*

# THE RESERVE AT JOHNSON RANCH

SE1/4 NE1/4 & E1/2 SE1/4 , SECTION 26, T 29 N, R 22 W, P.M., M., FLATHEAD COUNTY, MONTANA

## DESCRIPTION

NORTH RA-1 ZONING (URBAN RESIDENTIAL)
A ZONING BOUNDARY LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, PRINCIPAL MERIDIAN, MONTANA, FLATHEAD COUNTY, MONTANA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 26; THENCE N79°10'08"W, A DISTANCE OF 210.14 FEET TO THE TRUE POINT OF BEGINNING;

THENCE S89°51'21"W, A DISTANCE OF 1077.60 FEET; THENCE N00°06'22"W, A DISTANCE OF 622.99 THENCE N89°50'04"E, A DISTANCE OF 1075.86 FEET; THENCE S00°15'55"E, A DISTANCE OF 623.44 FEET TO THE POINT OF BEGINNING CONTAINING 15.41 ACRES MORE OR LESS

AND;

SOUTH RA-1 ZONING (HIGH-DENSITY RESIDENTIAL)
A ZONING BOUNDARY LOCATED IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, PRINCIPAL MERIDIAN, MONTANA, FLATHEAD COUNTY, MONTANA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 26; THENCE S02°14'28"W, A DISTANCE OF 977.46 FEET TO THE TRUE POINT OF BEGINNING;

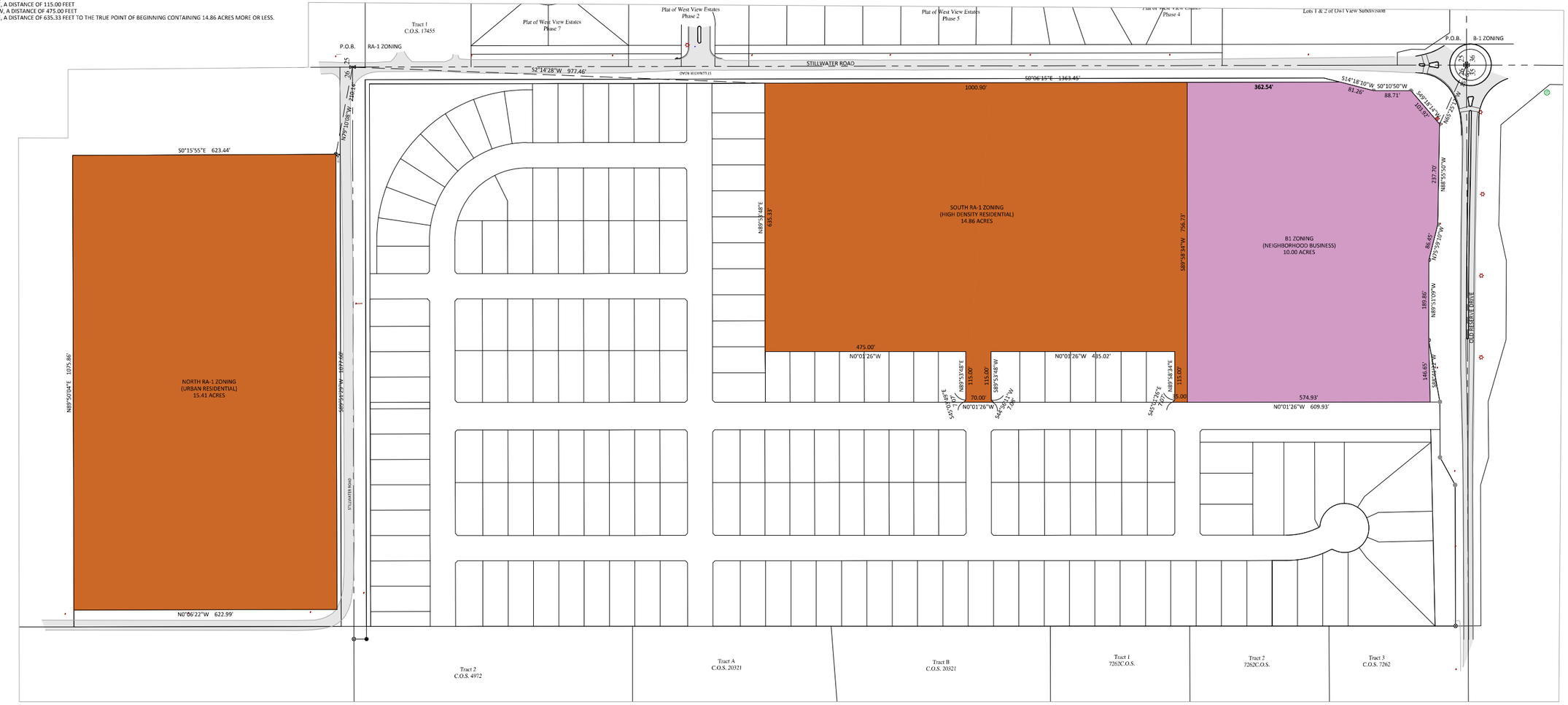
THENCE ON AND ALONG THE FOLLOWING THIRTEEN (13) COURSES
S00°06'15"E, A DISTANCE OF 1000.90 FEET
S89°58'34"W, A DISTANCE OF 756.73 FEET
N00°01'26"W, A DISTANCE OF 35.00 FEET
S45°01'26"E, A DISTANCE OF 7.07 FEET
N89°58'34"E, A DISTANCE OF 115.00 FEET
N01°01'26"W, A DISTANCE OF 435.02 FEET
S89°53'48"W, A DISTANCE OF 115.00 FEET
S44°56'11"W, A DISTANCE OF 7.08 FEET
N00°01'26"W, A DISTANCE OF 70.00 FEET
S45°03'49"E, A DISTANCE OF 7.07 FEET
N89°53'48"E, A DISTANCE OF 115.00 FEET
N00°01'26"W, A DISTANCE OF 475.00 FEET
N89°53'48"E, A DISTANCE OF 635.33 FEET TO THE TRUE POINT OF BEGINNING CONTAINING 14.86 ACRES MORE OR LESS.

AND;

B-1 ZONING (NEIGHBORHOOD BUSINESS)
A ZONING BOUNDARY LOCATED IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, PRINCIPAL MERIDIAN, MONTANA, FLATHEAD COUNTY, MONTANA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

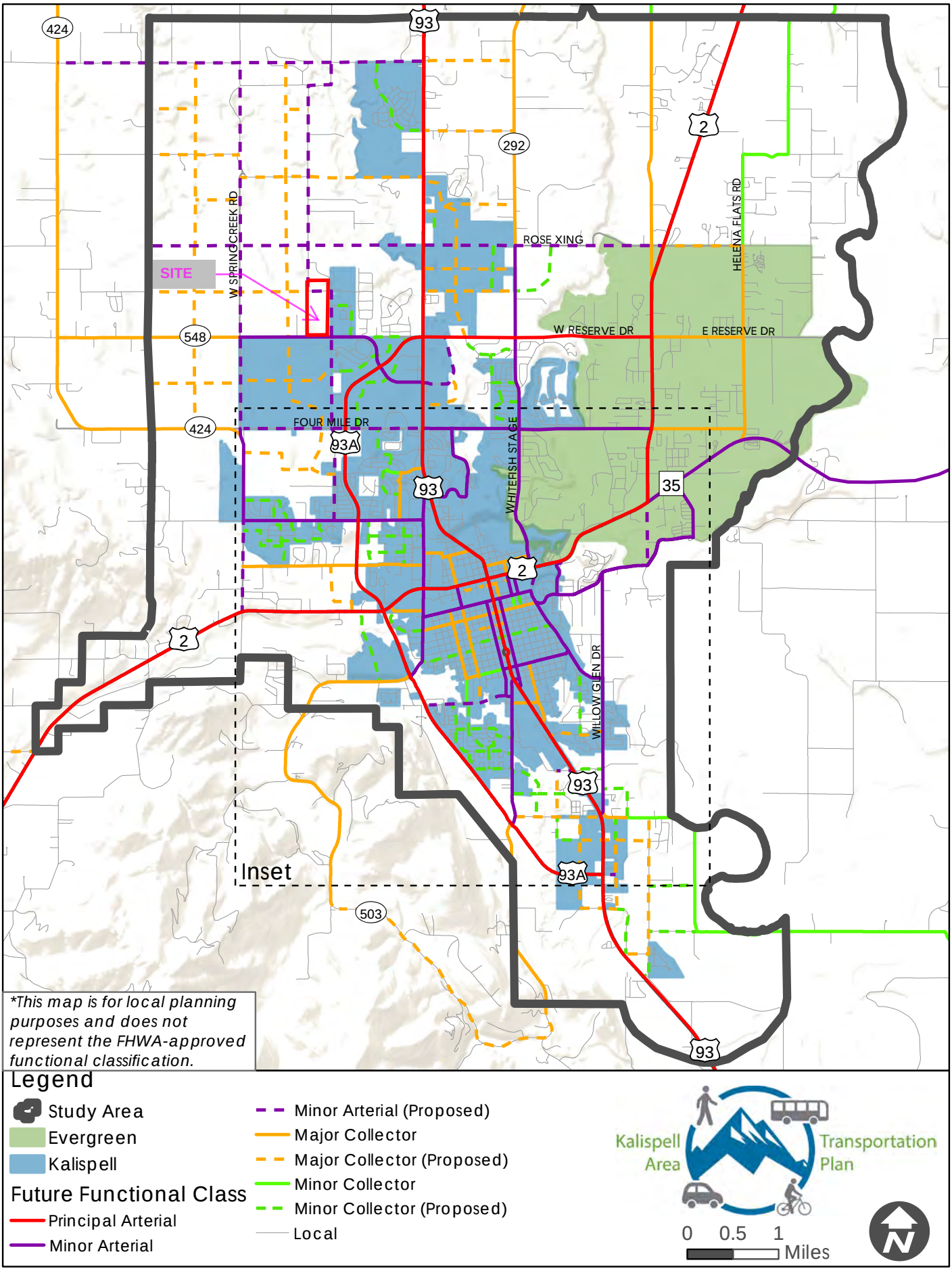
COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 26; THENCE N65°25'12"W, A DISTANCE OF 153.60 FEET TO THE TRUE POINT OF BEGINNING;

THENCE ON AND ALONG THE FOLLOWING TWELVE (10) COURSES
N88°55'50"W, A DISTANCE OF 237.70 FEET
N75°59'10"W, A DISTANCE OF 86.45 FEET
N89°51'09"W, A DISTANCE OF 189.86 FEET
S88°41'22"W, A DISTANCE OF 146.65 FEET
N00°01'26"W, A DISTANCE OF 609.93 FEET
N89°58'34"E, A DISTANCE OF 756.73 FEET
S00°06'15"E, A DISTANCE OF 362.54 FEET
S14°18'10"W, A DISTANCE OF 81.26 FEET
S00°10'50"W, A DISTANCE OF 88.71 FEET
S49°18'14"W, A DISTANCE OF 103.92 FEET TO THE TRUE POINT OF BEGINNING CONTAINING 10.00 ACRES MORE OR LESS.



# ATTACHMENT E
# Transportation Map

## Figure 11.3: Recommended City of Kalispell Functional Classification Map



# ATTACHMENT F
# Traffic Impact Study

March 14, 2025

Mike Bestwick, PE, LSI
Jackola Engineering & Architecture, PC
2250 U.S. 93 S.
Kalispell, MT 59901

Re: Spartan Holdings Development Traffic Impact Study Addendum

Dear Mike, it is my understanding that the developers of the Spartan Holdings development in Kalispell have updated their plans for the proposed project. The revised development plans include an increase in the anticipated numbers of single-family residential lots and a decrease in the number of multi-family homes. Based on this new configuration, ATS performed an updated trip generation analysis to determine the changes to the anticipated future traffic volumes from the revised development. This analysis was performed using the trip generation rates contained in *Trip Generation* (Institute of Transportation Engineers, Eleventh Edition). The new trip generation information was compared to the results from the original June 2024 TIS prepared for this project to evaluate if the new residential mix would impact the results or recommendations from the original traffic report.

**Updated 2025 Trip Generation Rates**

| Land Use | Units | AM Peak Hour Trip Ends per Unit | Total AM Peak Hour Trip Ends | PM Peak Hour Trip Ends per Unit | Total PM Peak Hour Trip Ends | Weekday Trip Ends per Unit | Total Weekday Trip Ends |
|---|---|---|---|---|---|---|---|
| Single-Family Residences # 210 | 186 | 0.7 | 130 (33in/98out) | 0.94 | 175 (110in/65out) | 9.43 | 1,754 |
| Multi-Family Residences # 220 | 307 | 0.46 | 141 (32in/109out) | 0.56 | 172 (108in/64out) | 7.32 | 2,247 |
| Grocery Store #850 | 40 KSF | 2.86 | 114 (67in/47out) | 8.95 | 358 (179in/179out) | 93.84 | 3,754 |
| Bank #912 | 4 KSF | 9.95 | 40 (23in/17out) | 21.01 | 84 (42in/42out) | 100.35 | 401 |
| Gas Station #945 | 4 KSF | 16.06 | 64 (32in/32out) | 18.42 | 74 (37in/37out) | 265.12 | 1,060 |
| **TOTAL** | | | 489 (187in/303out) | | 863 (476in/387out) | | 9,216 |

The updated trip generation numbers are shown in the above table. According to the ITE trip generation rates, at full build-out the development would now produce 489 AM peak hour trips, 863 PM peak hour trips, and 9,216 daily trips at full development. This is a decrease of approximately 500 daily trips from the previous analysis and a decrease of

130 South Howie Street
Helena, Montana 59601
406-459-1443

30-40 peak-hour trips. Depending on the exact types of commercial land uses developed on the site, it is possible that some of these trips may be captured within the development which would reduce the overall traffic impacts from the project. However, at this time the exact commercial land uses are not known so no internal capture or pass-by trips were applied to the trip generation calculations, consistent with the June 2024 study.

Based on the updated site plans, the anticipated decrease of approximately 5% in total trip generation from the proposed development site would not have a significant impact on the future traffic projections or recommendations for this project. Overall, the decrease in projected traffic would create 0.0 to 0.2 second improvements in the calculated LOS and delay values and the results and recommendations from the June 2024 TIS remain valid. The approach onto West Reserve Drive is currently planned as a right-in/out only approach but may be upgraded to a ¾ movement approach if approved by MDT. If a ¾ movement approach is allowed, a left-turn lane would be necessary at the West Reserve Drive approach. Any necessary road widening to develop a left-turn lane should be coordinated with the planned MDT widening project along this section. If you have any additional questions regarding the traffic impacts from this project, please contact me at 406-459-1443.

Sincerely,



Bob Abelin, P.E. PTOE
Abelin Traffic Services, Inc.

## Mike Bestwick, PE, LSI

**From:** Bob Abelin <bob@abelintraffic.com>
**Sent:** Tuesday, February 18, 2025 8:30 AM
**To:** Mike Bestwick, PE, LSI
**Cc:** Rory Young, PE
**Subject:** Re: 80-Acres TIS

Hi Mike, I checked the numbers and you are correct, the decrease in the multi-family units would be greater than the addition from the new single-family units. It's not a huge difference, but the overall trip generation from the site would go down about 5%. I don't think this would make any difference in the results or recommendations, but it may be a good idea to document the change in a short addendum in case anyone has questions. I could work something like up this week if needed.

Bob

On 2025-02-17 15:54, Mike Bestwick, PE, LSI wrote:
> Hi Bob,
>
> I have question for you regarding this project. The TIS was originally
> done for the following conditions:
>
> 1. 170 Single-family lots
> 2. 400 Multi-family units
> 3. 10-Acres of commercial
>
> The developer is now proposing the following conditions:
> 1. 186 single-family lots
> 2. 307 Multi-family units
> 3. 10-acres of commercial
>
> I have not looked at the traffic numbers on this, but I would guess
> the near 100-unit reduction in multi-family units would more than
> offset the increase in 18-single family lots.
>
> If this is the case, could you confirm that the recommendations from
> the original TIS are still valid?
>
> If this is not the case, would you be able to provide a fee to update
> the TIS with the new conditions?
>
> I've attached a revised plan for reference.
>
> Thanks, and please don't hesitate to reach out if you need further
> clarification on this,
>
> Mike B.
>
> -----Original Message-----

# Spartan Holdings Development
# Traffic Impact Study

## Flathead County, Montana




**Prepared For:**

**Jackola Engineering & Architecture**
**2250 U.S. 93 S**
**Kalispell, MT 59901**

**June, 2024**

130 South Howie Street
Helena, Montana 59601
406-459-1443

# West Reserve – Coussoulis Development
# Traffic Impact Study
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# Spartan Holdings Development
# Traffic Impact Study
## Flathead County, Montana

## A. EXECUTIVE SUMMARY

The Spartan Holdings development is an 80-acre residential/commercial project proposed west of Stillwater Road and north of West Reserve Drive in Flathead County, Montana. Upon completion in 2029, the development would include up to 170 single-family residential units, 400 multi-family units, and 10-acres of B-1 commercial. At full development the project would produce up to 9,746 new daily vehicle trips in this area. As proposed, the Spartan Holdings development will increase traffic volumes on the surrounding road network with the potential development of the planned grocery store, bank, and gas station on the site and may require the installation of left-turn lanes on Stillwater Road and West Reserve Drive. The developers already plan to reconstruct Stillwater Road with a center two-way left-turn lane. The approach onto West Reserve Drive is currently planned as a right-in/out only approach but may be upgraded to a ¾ movement approach if approved by MDT. If a ¾ movement approach is allowed, a left-turn lane would be necessary at the West Reserve Drive approach. Any necessary road widening to develop a left-turn lane should be coordinated with the planned MDT widening project along this section.

## B. PROJECT DESCRIPTION

This document studies the possible effects on the surrounding road system from a proposed mixed -use development located in the northwest quadrant of the intersection of West Reserve Drive and Stillwater Road in Flathead County, Montana. The document provides information regarding possible traffic impacts in the area and identifies mitigation efforts that the development may require. The development would include up to 170 new single-family residential units, 400 multi-family units, and 10-acres of business park at full buildout.

## C. EXISTING CONDITIONS

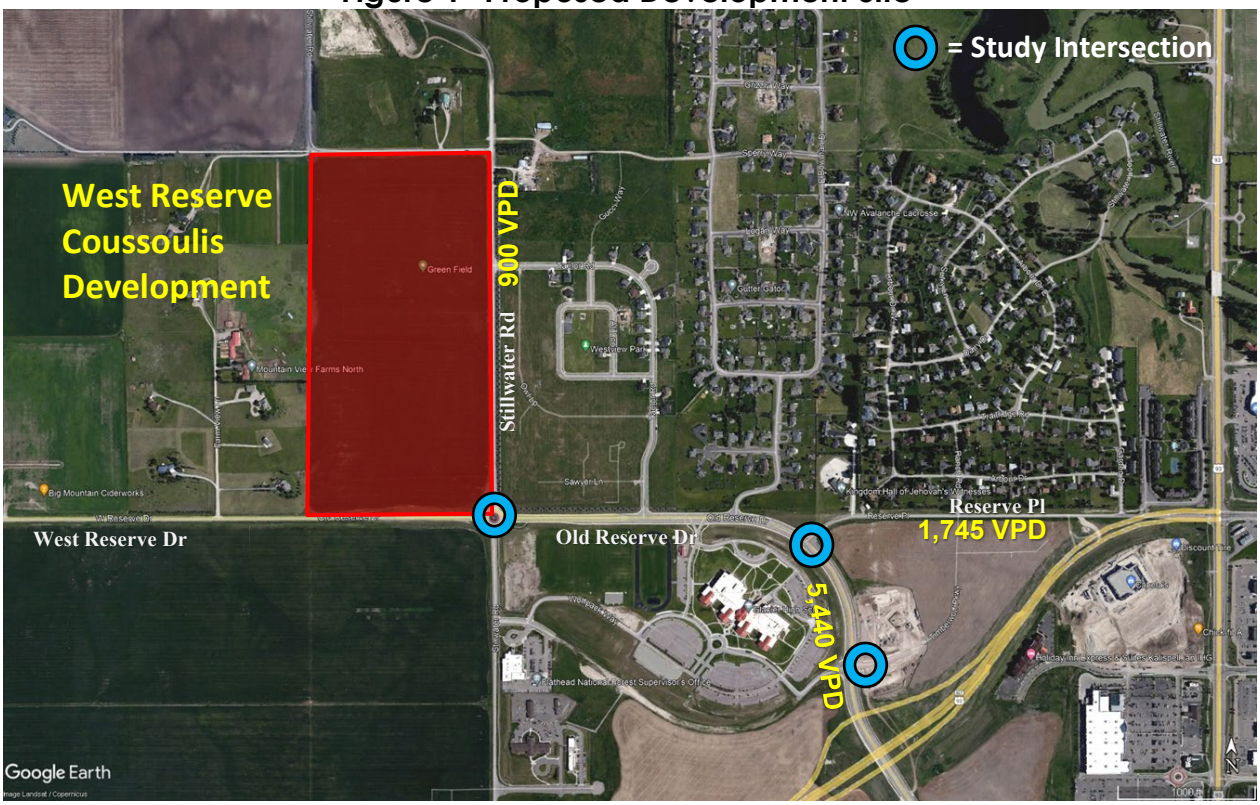
The proposed development property currently consists of an undeveloped 80-acre parcel of flat to rolling farmland located north of West Reserve Drive and west of Stillwater Road in Flathead County. It is located on the edge of the Kalispell suburban to rural transition. See **Figure 1** for a location map of the proposed development.

### Adjacent Roadways

**West Reserve Drive/Old Reserve Drive** (S-548) is a minor arterial roadway which has been developed as part of the Highway 93 Bypass improvements. The road extends northwest from Highway 93 and connects with Stillwater Road at a roundabout. Old Reserve Drive connects

with the Highway 93 Bypass at a grade-separated intersection with off-ramps for northbound and southbound traffic. The intersections of Old Reserve Drive with Wolfpack Way and both Highway 93 Bypass ramps are under traffic signal control. Glacier High School is located along Old Reserve Drive northwest of the bypass. The road currently has a four-lane urban cross-section with left-turn bays at all intersections, corridor lighting, sidewalks on both sides, and a posted 35 MPH speed limit east of Stillwater Road. West of Stillwater Road, the route narrows to 24 feet and the speed limit increases to 45 MPH before transitioning to 55 MPH. The route provides access to the residential areas northwest of Kalispell. According to traffic counts conducted by MDT in 2023, Old Reserve Drive carried 5,440 Vehicles per Day (VPD) west of the Highway 93 bypass.

**Figure 1- Proposed Development Site**




**Stillwater Road** is a north/south, two-lane collector roadway which extends north from Three Mile Drive and continues north of West Reserve Drive. North of Reserve Drive, the roadway has a paved width of 24 feet to 36 feet and the posted speed limit is 35 MPH. The road connects to Church Drive three miles north of West Reserve Drive. The intersection of Stillwater Road and Old Reserve Drive is controlled by a roundabout. The road includes a dedicated left-turn lane at the intersection with Wolfpack Way and has a paved pedestrian trail along the east side of the road between Reserve Drive and the DNRC offices. To the north, Stillwater Road

continues along the east and north boundaries of the proposed development via two 90-degree changes in alignment, having minimal warning signs. The traffic data collected by ATS in 2024 indicates that the roadway currently carries 2,000 VPD north of Reserve Drive.

**Timberwolf Parkway** is a partially constructed local street and presently extends east from Stillwater Road, providing access to the DNRC and DEQ offices and Wolf Pack Way before terminating. The route continues further east at the intersection with Wolf Pack Way, as it reaches a signalized intersection with Old Reserve Drive, before continuing north to a STOP controlled intersection with Reserve Place. In addition to serving Glacier High School via Wolf Pack Way, the route also serves a developing professional sector south of Reserve Place. The roadway has a paved width of 35 feet and includes curb & gutter and sidewalks.

## Traffic Data

In March and April of 2024, Abelin Traffic Services (ATS) collected traffic data at area intersections to evaluate current operations characteristics. These counts included peak-hour turning movement counts and daily traffic volume counts. The peak-hour turning movement counts were performed at the intersections of West Reserve Drive with Stillwater Road, Old Reserve Drive and Reserve Place, and Old Reserve Drive and Wolfpack Way. Additional 24-hour traffic counts were taken on Stillwater Road north of West Reserve Drive. The raw traffic data is included in **Appendix A** of this report.

The raw data collected for this project was adjusted for seasonal variation in accordance with the data collected from MDT's annual count station located on US Highway 2 west of Kalispell (Station A-24). This count station data indicated that data collected in March of 2024 is approximately 89% of the Average Annual Daily Traffic (AADT) in this area and the April data was 97% of the AADT. These annual factors were used to increase the traffic data values to the annual average.

Stillwater Road has a significant amount of heavy truck traffic associated with the operations of LHC sand and gravel pits located to the west of the proposed development site. The observed percentage of large trucks that travel on this section of Stillwater Road is 22%.

Vehicle speed and volume data was also collected along Stillwater Road adjacent to the development property during the March count period. This information suggested that the average vehicle speed on this section of Stillwater Road was 34 MPH, while the 85$^{th}$ percentile speed was 40 MPH for all recorded vehicles. In general, vehicle travel speeds on this section are near the posted 35 MPH speed limit.

## Historic Traffic Data

Abelin Traffic Services obtained historic traffic data for Old Reserve Drive from the Montana

DOT. This data is presented in **Table 1**. The traffic data history for this area indicates that traffic volumes have changed significantly in this area over the past ten years with some road segments increasing in volume and some decreasing. The changes have been caused by the Kalispell Bypass project which was completed in 2016 and the continued commercial and residential development in this area. There is currently not sufficient information to develop a conclusive background traffic volume growth rate for this area. However, this area of Kalispell is developing and has the potential for considerable future growth. Due to the undefined traffic volume growth trends in this area, a 3% annual overall growth rate was used for the study intersections to match existing and future traffic volume growth rates for the nearby sections of Reserve Drive and Stillwater Road.

**Table 1 – Historic Traffic Data**

| Location | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|---|---|---|
| Old Reserve Drive East of HWY 93 Bypass #15-7B-097 | 3,100 | 5,550 | 5,409 | 5,366 | 4,293 | 4,319 | 4,017 | 10,030 | 10,100 | 10,161 |
| Old Reserve Drive West of HWY 93 Bypass #15-7B-073 | - | 7,670 | 8,179 | 8,040 | 8,048 | 8,096 | 6,321 | 6,827 | 6,875 | 5,440 |
| Reserve Place West of Hwy 93 #15-7B-032 | 2,490 | 2,770 | 2,725 | 2,703 | 2,744 | 2,760 | 2,567 | 1,723 | 1,735 | 1,745 |
| West Reserve Drive E of S-424 #15-7A-006 | 2,470 | 2,240 | 2,217 | 2,272 | 2,247 | 2,495 | 2,530 | 2,796 | 2,152 | 2,193 |

## Planned Road Improvements

The Montana Department of Transportation is currently planning to reconstruct West Reserve Drive from Stillwater Road to Farm to Market Road that will improve the route to accommodate future growth in this area. The reconstruction will include road widening, intersection turning lanes, and an adjacent shared use path.

## Additional Developments

The Starling Subdivision is currently proposed on a 58-acre parcel of land located west of Stillwater Road and south of West Reserve Drive. The development would be constructed in 8 phases and would create up to 389 new residential units at full development. Access to the development property would be through two approaches onto Stillwater Road. The northern approach would be located across from the existing Timberwolf Parkway intersection and the southern approach would be located 600 feet to the south.

Timberwolf Ridge development is a 400-unit residential apartment project currently planned at the intersection of Stillwater Road and Timberwolf Parkway in Kalispell. Upon completion in 2027, the development would produce up to 2,639 new daily vehicle trips in this area. The projected traffic from this project was included in the traffic forecast for this analysis.

The Kalispell VA Clinic is a 5.55-acre development proposed in the southeast quadrant of the intersection of Old Reserve Drive and Reserve Place on the west side of Kalispell, Montana. Upon completion, the development would include 22,000 SF of medical services and on-premise parking. Upon completion, the clinic would create 387 new daily vehicle trips on the surrounding road network.

## Level of Service

Using the data collected for this project, ATS conducted a Level of Service (LOS) analysis at area intersections. This evaluation was conducted in accordance with the procedures outlined in the Transportation Research Board's *Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis* and the Highway Capacity Software (HCS) version 8.2. Intersections are graded from A to F representing the average delay that a vehicle entering an intersection can expect. Typically, a LOS of C or better is considered acceptable for peak-hour conditions.

**Table 2** shows the existing 2024 LOS for the AM and PM peak hours without the traffic from the proposed developments in this area. The LOS calculations are included in **Appendix C**. The table shows that all of the existing intersections in this area are currently operating within acceptable limits and have considerable capacity for future growth.

**Table 2 – 2024 Level of Service Summary**

| | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| **Intersection** | **Delay (Sec.)** | **LOS** | **Delay (Sec.)** | **LOS** |
| West Reserve Drive & Stillwater Road | 5.6 | A | 4.8 | A |
| West Reserve & Old Reserve Drive | 11.8 | B | 10.3 | B |
| West Reserve & Timberwolf Parkway | 21.9 | C | 10.6 | B |

## Vehicle Crash Data

ATS reviewed crash data from MDT's public crash site to report the level of conflict experienced within the study area over the most recent 5-year period. This database provides insight to identify possible crash trends pointing to geometric, traffic control, and roadway characteristic deficiencies. Crashes are expressed as a rate of crashes per million vehicles entering (MVE) an intersection or per million vehicle miles traveled (MVT) along a given segment. The 5-year MDT data indicated that five crashes occurred at the western 90-degree curve of Stillwater Road adjacent to the development site and two crashes occurred at the

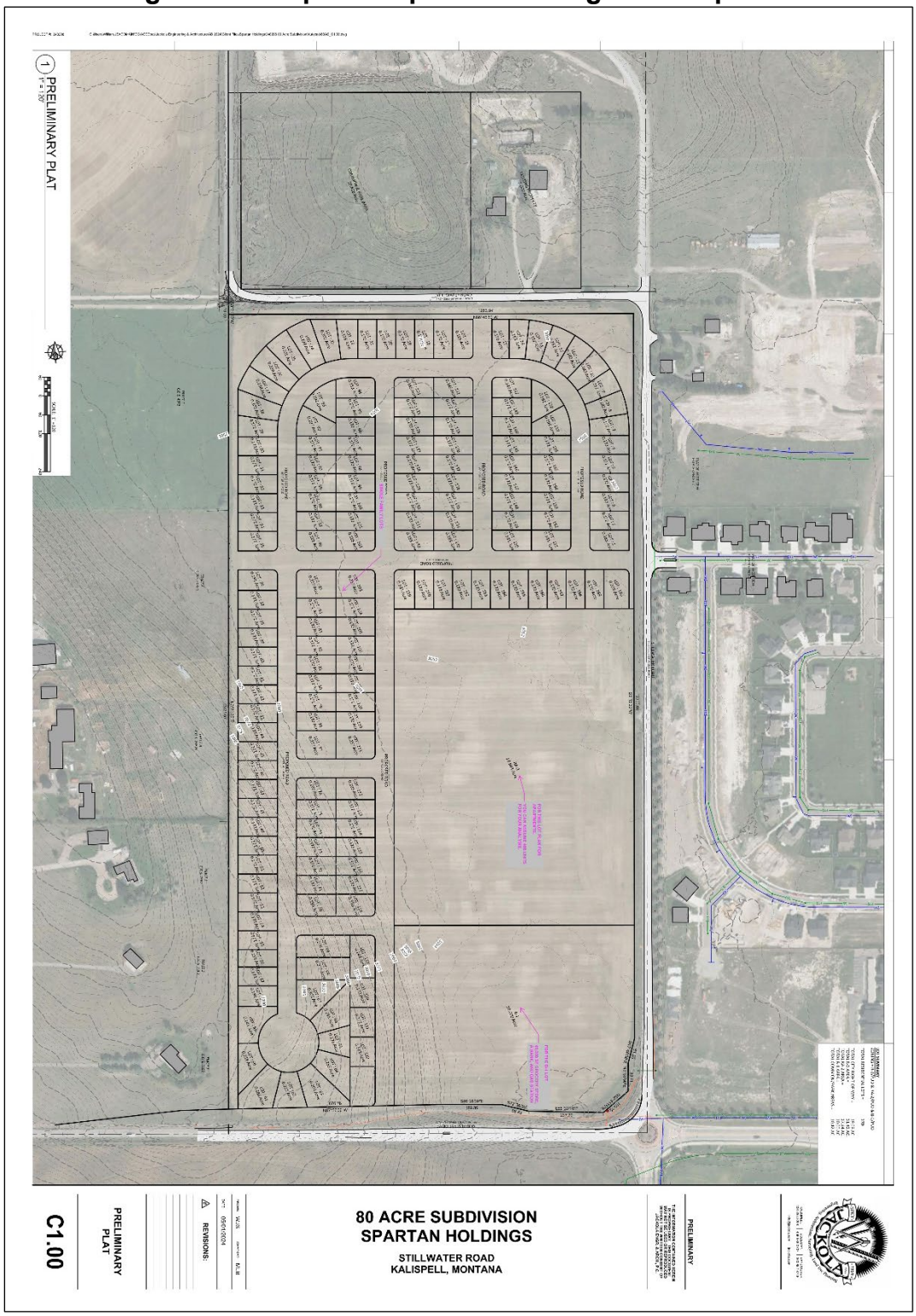
eastern curve. A total of four crashes were recorded at the roundabout on West Reserve Drive in the past four years. For these locations, the crash rates per MVE were 0.3 at the Stillwater Road roundabout, 1.2 at the eastern 90-degree curve, and 3.0 at the western curve. The crash rate at the western curve may indicate a need for improved warning signs at this location. The crash rates at the other two locations are at or below statewide averages for rural intersections.

Twenty-one (21) crashes were reported along the 0.7mile segment of Old Reserve Drive from Stillwater Road to the Highway 93 Bypass access ramp. The crash rate is 2.45 crashes per MVMT. Ninety percent (19 of 21) of those crashes were intersection related and dispersed along the study segment (Taelor Rd (2), Walton Dr (3), Reserve Pl (2), Timberwolf Pkwy (7), and Hwy 93 Bypass (7)). Separately, there were three intersection crashes reported at the intersection of Reserve Place with Ranch Road/Timberwolf Parkway. The conflicts primarily involve access type movements, a characteristic of an urban environment.

## D. PROPOSED DEVELOPMENT

The Spartan Holdings development is currently proposed on an 80-acre parcel of undeveloped land located west of Stillwater Road and north of West Reserve Drive in Flathead County which would be annexed into the City of Kalispell with the proposed project. The Spartan Holdings development would be constructed over the next five years and would create up to 170 new single-family residential units, 400 multi-family units and 10-acres of mixed-use business park/office park at full development. The exact land uses within the B-1 commercial zoning area are not known at this time but may include a neighborhood grocery store, a bank, and gas station. Access to this development will be provided via four new approaches onto Stillwater Road and a new approach onto West Reserve Drive to the south. The development will include internal roadways built to the City of Kalispell urban road standards and would include sidewalks which would tie into the existing pedestrian facilities along Old Reserve Drive and Stillwater Road. The development will also upgrade Stillwater Road along the property's east boundary to minor collector standard which will include a center two-way left-turn lane. The approach onto West Reserve Drive is currently proposed as a right-in/out only approach with no additional turning lanes. The developer may request a ¾ movement approach at this location with a left-turn lane if allowed by MDT. Full buildout of the property is expected by 2029. The Spartan Holdings development site plan is shown in **Figure 2**.

**Figure 2 – Proposed Spartan Holdings Development**



## E. TRIP GENERATION AND ASSIGNMENT

ATS performed a trip generation analysis to determine the anticipated future traffic volumes from the proposed developments using the trip generation rates contained in *Trip Generation* (Institute of Transportation Engineers, Eleventh Edition). These rates are the national standard and are based on the most current information available to planners. A vehicle "trip" is defined as any trip that either begins or ends at the development site. ATS determined that the critical traffic impacts on the intersections and roadways would occur during the weekday morning and evening peak hours. According to the ITE trip generation rates, at full build-out the developments would produce 521 AM peak hour trips, 900 PM peak hour trips, and 9,746 daily trips at full development. See **Table 3** for detailed trip generation information. Depending on the exact types of commercial land uses developed on the site, it is possible that some of these trips may be captured within the development which would reduce the overall traffic impacts from the project. However, at this time the exact commercial land uses are not known so no internal capture or pass-by trips were applied to the trip generation calculations.

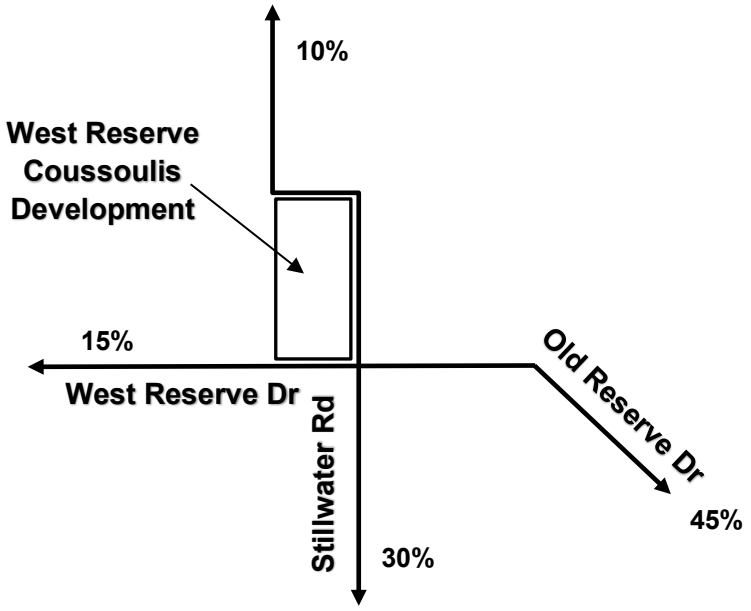
**Table 3 - Trip Generation Rates**

| Land Use | Units | AM Peak Hour Trip Ends per Unit | Total AM Peak Hour Trip Ends | PM Peak Hour Trip Ends per Unit | Total PM Peak Hour Trip Ends | Weekday Trip Ends per Unit | Total Weekday Trip Ends |
|---|---|---|---|---|---|---|---|
| Single-Family Residences # 210 | 167 | 0.7 | 119 (30in/89out) | 0.94 | 160 (101in/59out) | 9.43 | 1,603 |
| Multi-Family Residences # 220 | 275 | 0.46 | 184 (42in/142out) | 0.56 | 224 (141in/83out) | 7.32 | 2,928 |
| Grocery Store #850 | 40 KSF | 2.86 | 114 (67in/47out) | 8.95 | 358 (179in/179out) | 93.84 | 3,754 |
| Bank #912 | 4 KSF | 9.95 | 40 (23in/17out) | 21.01 | 84 (42in/42out) | 100.35 | 401 |
| Gas Station #945 | 4 KSF | 16.06 | 64 (32in/32out) | 18.42 | 74 (37in/37out) | 265.12 | 1,060 |
| **TOTAL** | | | **521** (194in/327out) | | **900** (500in/400out) | | **9,746** |

## F. TRIP DISTRIBUTION

The traffic distribution and assignment for the proposed subdivision was based upon the existing ADT volumes along the adjacent roadways and peak-hour volumes. It is expected that traffic will distribute onto Stillwater Road and Reserve drive to access the Highway 93 Bypass or will travel north to Church Drive to access the Whitefish area. Vehicles will distribute onto the surrounding road network as shown in **Figure 3**.

**Figure 3 – Peak-Hour Trip Distribution**




## G. TRAFFIC IMPACTS OUTSIDE OF THE DEVELOPMENT

Using the trip generation and trip distribution numbers, ATS determined the future Level of Service for the area intersections. The no-build intersection LOS is shown in **Table 4** and the anticipated intersection LOS with the full-buildout of the proposed developments in this area for 2029 traffic conditions is shown in **Table 5**. This analysis includes the projected traffic from the other planned developments in this area. The LOS calculations are included in **Appendix C** of this report. The table indicates that the construction of the Spartan Holdings development will not cause any roadway capacity problems in this area but may cause minor drops in the LOS at the West Reserve Drive roundabout (LOS A to LOS B). The roundabout at the intersection of West Reserve Drive and Stillwater Road provides considerable reserve capacity for future growth. The LOS at all other intersections will remain unchanged. The Spartan Holdings Development may increase traffic volumes on Stillwater Road to 8,000 VPD, which is within the capacity of this two-lane collector roadway.

The future LOS conditions for 2034 and 2039 are shown in **Tables 6 & 7**. It is possible some intersections along Old Reserve Drive may experience higher levels of delay by 2039 with the planned projects in this area. This includes LOS E at the intersection with Reserve Place and LOS D conditions at the signalized intersection at Wolfpack Way. However, the future growth projections for traffic volumes on these roads are not certain. This study assumed a 3% growth

rate on all roads within the study area through 2039 on top of the growth from the three other projects currently planned in this area (Timberwolf Ridge, Starling Subdivision, and Kalispell VA). Including a 3% growth rate on top of these projects will provide somewhat inflated future traffic projections as the anticipated 3% growth rate already includes growth on these properties. If necessary, minor signal timing and lane improvements may be implemented at these intersections in the future to correct LOS issues, but at this time no specific roadway improvements are recommended to improve the LOS at the locations along Old Reserve Drive with the Spartan Holdings project.

**Table 4 – Projected 2029 No Build Level of Service**

| | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| **Intersection** | **Delay (Sec.)** | **LOS** | **Delay (Sec.)** | **LOS** |
| West Reserve Drive & Stillwater Road | 6.8 | A | 6.1 | A |
| Old Reserve Drive & Reserve Place | 15.4 | C | 12.0 | B |
| Old Reserve Drive & Wolfpack Way | 24.2 | C | 10.1 | B |

**Table 5 – Projected 2029 Level of Service with Developments**

| | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| **Intersection** | **Delay (Sec.)** | **LOS** | **Delay (Sec.)** | **LOS** |
| West Reserve Drive & Stillwater Road | 12.0 | B | 14.2 | B |
| Old Reserve Drive & Reserve Place | 21.9 | C | 14.6 | B |
| Old Reserve Drive & Wolfpack Way | 25.4 | C | 10.4 | B |
| Stillwater Road & North Approach (Residential)* | 9.5/10.9 | A/B | 10.5/11.5 | B/B |
| Stillwater Road & Middle Approach (Commercial) | 10.2 | B | 13.9 | B |
| West Reserve Drive & South Approach | 9.8 | A | 10.8 | C |

*Minor East/West Street Approach LOS & Delay.

**Table 6 – Projected 2034 Level of Service with Developments +5 Year**

| | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| **Intersection** | **Delay (Sec.)** | **LOS** | **Delay (Sec.)** | **LOS** |
| West Reserve Drive & Stillwater Road | 14.0 | B | 16.7 | C |
| Old Reserve Drive & Reserve Place | 29.1 | D | 16.1 | C |
| Old Reserve Drive & Wolfpack Way | 32.5 | C | 10.7 | B |
| Stillwater Road & North Approach (Residential)* | 9.5/11.2 | A/B | 10.7/11.8 | B/B |
| Stillwater Road & Middle Approach (Commercial) | 10.3 | B | 14.4 | B |
| West Reserve Drive & South Approach | 10.0 | A | 11.2 | B |

*Minor East/West Street Approach LOS & Delay.

**Table 7 – Projected 2039 Level of Service with Developments +10 Year**

| | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| **Intersection** | **Delay (Sec.)** | **LOS** | **Delay (Sec.)** | **LOS** |
| West Reserve Drive & Stillwater Road | 16.8 | C | 20.0 | C |
| Old Reserve Drive & Reserve Place | 43.6 | E | 18.1 | C |
| Old Reserve Drive & Wolfpack Way | 51.1 | D | 11.0 | B |
| Stillwater Road & North Approach (Residential)* | 9.6/11.3 | A/B | 10.9/12.2 | B/B |
| Stillwater Road & Middle Approach (Commercial) | 10.3 | B | 14.7 | B |
| West Reserve Drive & South Approach | 10.1 | B | 11.5 | B |

*Minor East/West Street Approach LOS & Delay.

ATS also evaluated the turn-lane warrants for the area with the additional traffic from the West Coussoulis Development at the approaches onto Stillwater Road and the proposed approach onto West Reserve Drive. The analysis indicates that with the additional traffic from the planned projects in this area, the intersection of Stillwater Road with the proposed southern approach to the commercial section of the Spartan Holdings project will likely have sufficient traffic to warrant the installation of a left-turn lane on Stillwater Road with the high level of left-turn traffic the commercial approach may produce. The residential approaches to the north will be below the

threshold volumes warrants for the installation of northbound left-turn deceleration lanes on Stillwater Road based on MDT Figure 13.3F (See **Appendix D**). The City of Kalispell has requested the development to reconstruct this section of Stillwater Road to an urban minor collector 3-lane standard, which will address the need for a left-turn lane at these approaches. The new approach onto West Reserve Drive on the southern edge of the project is currently proposed as a right-in/out only approach with no additional turning lanes. The developers may construction this approach as a ¾ movement which would allow left-turns from West Reserve Drive, if allowed by MDT. If constructed as ¾ movement approach, the access will likely meet warrants for a left-turn lane on West Reserve Drive (See Figure 13.3D in **Appendix D**). Any widening for the development of a left-turn lane should be coordinated with the planned MDT reconstruction project for West Reserve Drive.

The exact type and size of the commercial land uses within the B-1 section of the development will significantly impact the need for turning lanes along Stillwater Road and West Reserve Drive. Commercial land uses such as the grocery store, bank, and gas station evaluated for this project produce large amounts of traffic which would require these mitigations. If that commercial area develops as more office/business park or light-industrial land uses, the trip generation may be significantly less and turning lanes may not be necessary. It would be desirable for the developers to re-evaluate the traffic volume projections for the site when the commercial land uses are finalized to determine if these turn lanes will be necessary.

## H. IMPACT SUMMARY & RECOMMENDATIONS

As proposed, the Spartan Holdings development will increase traffic volumes on the surrounding road network with the potential development of the planned grocery store, bank, and gas station on the site and may require the installation of left-turn lanes on Stillwater Road and West Reserve Drive. The developers already plan to reconstruct Stillwater Road with a center two-way left-turn lane. The approach onto West Reserve Drive is currently planned as a right-in/out only approach but may be upgraded to a ¾ movement approach if approved by MDT. If a ¾ movement approach is allowed, a left-turn lane would be necessary at the West Reserve Drive approach. Any necessary road widening to develop a left-turn lane should be coordinated with the planned MDT widening project along this section.

# APPENDIX A

## Traffic Data

Turning Movement Count
All Vehicles
Location Kalispell - Reserve and Stillwater
Date April 17 and 18 2024

| | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thr | Right | Peds | Left | Thr | Right | Peds | Left | Thr | Right | Peds | Left | Thr | Right | Peds | TOTAL |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 2 | 2 | 10 | 0 | 3 | 11 | 0 | 0 | 2 | 49 | 6 | 0 | 11 | 15 | 9 | 0 | 120 |
| 7:30 - 7:45 | 3 | 6 | 11 | 0 | 11 | 16 | 0 | 0 | 0 | 48 | 15 | 0 | 18 | 18 | 8 | 0 | 154 |
| 7:45 - 8:00 | 6 | 8 | 10 | 0 | 17 | 22 | 1 | 0 | 0 | 62 | 23 | 0 | 22 | 26 | 5 | 0 | 202 |
| 8:00 - 8:15 | 11 | 15 | 13 | 0 | 9 | 9 | 2 | 0 | 0 | 63 | 30 | 0 | 31 | 27 | 4 | 0 | 214 |
| 8:15 - 8:30 | 4 | 11 | 8 | 0 | 8 | 14 | 2 | 0 | 0 | 62 | 19 | 0 | 8 | 10 | 13 | 0 | 159 |
| 8:30 - 8:45 | 1 | 7 | 7 | 0 | 4 | 5 | 0 | 0 | 0 | 39 | 4 | 0 | 9 | 17 | 5 | 0 | 98 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 - 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 - 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 - 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 - 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 - 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 - 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 - 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 - 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 - 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 - 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 - 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 - 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 - 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 - 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 - 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 - 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 - 4:30 | 10 | 15 | 17 | 0 | 4 | 4 | 2 | 0 | 2 | 31 | 7 | 0 | 11 | 45 | 8 | 0 | 156 |
| 4:30 - 4:45 | 8 | 18 | 13 | 0 | 13 | 13 | 2 | 0 | 1 | 40 | 4 | 0 | 7 | 55 | 5 | 0 | 179 |
| 4:45 - 5:00 | 10 | 16 | 15 | 0 | 5 | 10 | 1 | 0 | 1 | 30 | 6 | 0 | 12 | 47 | 7 | 0 | 160 |
| 5:00 - 5:15 | 11 | 9 | 18 | 0 | 8 | 15 | 1 | 0 | 1 | 28 | 6 | 0 | 7 | 46 | 10 | 0 | 160 |
| 5:15 - 5:30 | 10 | 18 | 12 | 0 | 6 | 8 | 3 | 0 | 0 | 22 | 12 | 0 | 12 | 38 | 12 | 0 | 153 |
| 5:30 - 5:45 | 10 | 6 | 10 | 0 | 8 | 10 | 2 | 0 | 2 | 23 | 2 | 0 | 6 | 43 | 9 | 0 | 131 |
| 5:45 - 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 - 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 - 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 - 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 - 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 86 | 131 | 144 | 0 | 96 | 137 | 16 | 0 | 9 | 497 | 134 | 0 | 154 | 387 | 95 | 0 | 1886 |

Turning Movement Count
All Vehicles
Location Kalispell - Old and New Reserve
Date Feb. 5, 2024

| | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thr | Right | Peds | Left | Thr | Right | Peds | Left | Thr | Right | Peds | Left | Thr | Right | Peds | TOTAL |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 14 | 0 | 0 | 1 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 25 | 0 | 96 |
| 7:30 - 7:45 | 0 | 23 | 6 | 0 | 1 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 20 | 0 | 162 |
| 7:45 - 8:00 | 0 | 26 | 0 | 0 | 4 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 41 | 0 | 208 |
| 8:00 - 8:15 | 0 | 14 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 30 | 0 | 157 |
| 8:15 - 8:30 | 0 | 16 | 4 | 0 | 1 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 21 | 0 | 130 |
| 8:30 - 8:45 | 0 | 17 | 4 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 14 | 0 | 99 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 - 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 - 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 - 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 - 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 - 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 - 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 - 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 - 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 - 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 - 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 - 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 - 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 - 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 - 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 - 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 - 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 - 4:30 | 0 | 50 | 4 | 0 | 1 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 25 | 0 | 134 |
| 4:30 - 4:45 | 0 | 42 | 3 | 0 | 1 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 20 | 0 | 110 |
| 4:45 - 5:00 | 0 | 51 | 7 | 0 | 5 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 25 | 0 | 158 |
| 5:00 - 5:15 | 0 | 40 | 4 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 30 | 0 | 128 |
| 5:15 - 5:30 | 0 | 47 | 6 | 0 | 2 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 38 | 0 | 147 |
| 5:30 - 5:45 | 0 | 54 | 4 | 0 | 1 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 27 | 0 | 159 |
| 5:45 - 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 - 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 - 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 - 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 - 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 394 | 42 | 0 | 17 | 789 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 316 | 0 | 1688 |

Turning Movement Count
All Vehicles
Location Kalispell - Timberwolf and Reserve
Date Feb. 5 and 6 2024

| | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thr | Right | Peds | Left | Thr | Right | Peds | Left | Thr | Right | Peds | Left | Thr | Right | Peds | TOTAL |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 1 | 0 | 4 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 3 | 22 | 1 | 0 | 38 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 1 | 8 | 12 | 0 | 1 | 4 | 0 | 0 | 9 | 28 | 1 | 0 | 64 |
| 7:45 - 8:00 | 0 | 3 | 1 | 0 | 3 | 7 | 5 | 0 | 0 | 2 | 2 | 0 | 22 | 46 | 2 | 0 | 93 |
| 8:00 - 8:15 | 0 | 3 | 1 | 0 | 4 | 8 | 12 | 0 | 0 | 0 | 1 | 0 | 17 | 52 | 0 | 0 | 98 |
| 8:15 - 8:30 | 0 | 0 | 1 | 0 | 0 | 7 | 3 | 0 | 1 | 2 | 0 | 0 | 10 | 33 | 0 | 0 | 57 |
| 8:30 - 8:45 | 0 | 1 | 0 | 0 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 23 | 2 | 0 | 36 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 - 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 - 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 - 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 - 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 - 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 - 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 - 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 - 2:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 - 2:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 - 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 - 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 - 3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 - 3:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 - 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 - 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 - 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 - 4:30 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 1 | 2 | 0 | 0 | 3 | 16 | 7 | 0 | 35 |
| 4:30 - 4:45 | 1 | 5 | 1 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 1 | 20 | 6 | 0 | 42 |
| 4:45 - 5:00 | 1 | 2 | 3 | 0 | 3 | 7 | 2 | 0 | 6 | 3 | 0 | 0 | 1 | 27 | 3 | 0 | 58 |
| 5:00 - 5:15 | 0 | 4 | 1 | 0 | 0 | 1 | 3 | 0 | 2 | 3 | 0 | 0 | 1 | 34 | 3 | 0 | 52 |
| 5:15 - 5:30 | 2 | 3 | 1 | 0 | 1 | 4 | 1 | 0 | 5 | 4 | 0 | 0 | 2 | 39 | 2 | 0 | 64 |
| 5:30 - 5:45 | 0 | 4 | 2 | 0 | 0 | 4 | 2 | 0 | 4 | 1 | 0 | 0 | 1 | 30 | 4 | 0 | 52 |
| 5:45 - 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 - 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 - 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 - 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 - 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4 | 26 | 13 | 0 | 16 | 54 | 51 | 0 | 24 | 24 | 3 | 0 | 73 | 370 | 31 | 0 | 689 |

| | | | | | |
|---|---|---|---|---|---|
| For Project: | StillwaterRoad | | | | |
| Project Notes: | | | | | |
| Location/Name: | Merged | | | | |
| Report Generated: | 6/24/2024 | 10:06:22 AM | | | |
| Speed Intervals | 1 MPH | | | | |
| Time Intervals | Instant | | | | |
| Traffic Report From | 4/17/2024 | 9:00:00 AM | through | 4/18/2024 | 10:59:59 AM |
| 85th Percentile Speed | 40 MPH | | | | |
| 85th Percentile Vehicles | 1866 | | | | |
| Max Speed | 81 MPH | on | 4/17/2024 | 4:57:42 PM | |
| Total Vehicles | 2195 | | | | |
| AADT: | 2026 | | | | |

## Volumes - weekly counts

| | Time | 5 Day | 7 Day |
|---|---|---|---|
| Average Daily | | 1097 | 1097 |
| AM Peak | 7:00 AM | 151 | 151 |
| PM Peak | 3:00 PM | 193 | 193 |

## Speed

| | | | |
|---|---|---|---|
| Speed Limit: | 35 | | |
| 85th Percentile Speed: | 40 | | |
| 50th Percentile Speed: | 34 | | |
| 10 MPH Pace Interval: | 29.0 MPH | to | 39.0 MPH |
| Average Speed: | 34.53 | | |

| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|---|---|---|---|---|---|---|---|
| Count over limit | N/A | N/A | 589 | 258 | N/A | N/A | N/A |
| % over limit | N/A | N/A | 36.8 | 43.4 | N/A | N/A | N/A |
| Avg Speeder | N/A | N/A | 40.2 | 39.9 | N/A | N/A | N/A |
| Avg Speed | N/A | N/A | 34.4 | 34.9 | N/A | N/A | N/A |

## Class Counts

| | Number | % |
|---|---|---|
| VEH_SM | 37 | 1.7 |
| VEH_MED | 1666 | 75.9 |
| VEH_LG | 492 | 22.4 |

[VEH_SM=motorcycle, VEH_MED = sedan, VEH_LG = truck]

Merged Monthly Counts
StillwaterRoad

from Wed-Apr-17-2024-09-00-AM to Thu-Apr-18-2024-10-59-AM

| | Apr 2024 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | Week | Weekend | Week Day 85% |
| Hour | | | | | | | | Day Avg | Avg | Avg Speed |
| 0 - 1 | * | * | * | 3 | * | * | * | 3 | 0 | 42 |
| 1 - 2 | * | * | * | 5 | * | * | * | 5 | 0 | 37 |
| 2 - 3 | * | * | * | 2 | * | * | * | 2 | 0 | 39 |
| 3 - 4 | * | * | * | 6 | * | * | * | 6 | 0 | 49 |
| 4 - 5 | * | * | * | 6 | * | * | * | 6 | 0 | 44 |
| 5 - 6 | * | * | * | 32 | * | * | * | 32 | 0 | 37 |
| 6 - 7 | * | * | * | 84 | * | * | * | 84 | 0 | 41.5 |
| 7 - 8 | * | * | * | 151 | * | * | * | 151 | 0 | 39.8 |
| 8 - 9 | * | * | * | 146 | * | * | * | 146 | 0 | 39.3 |
| 9 - 10 | * | * | 23 | 151 | * | * | * | 87 | 0 | 36 |
| 10 - 11 | * | * | 147 | 9 | * | * | * | 78 | 0 | 37.6 |
| 11 - 12 | * | * | 140 | * | * | * | * | 140 | 0 | 36.5 |
| 12 - 13 | * | * | 165 | * | * | * | * | 165 | 0 | 38.2 |
| 13 - 14 | * | * | 179 | * | * | * | * | 179 | 0 | 37.9 |
| 14 - 15 | * | * | 144 | * | * | * | * | 144 | 0 | 37.2 |
| 15 - 16 | * | * | 193 | * | * | * | * | 193 | 0 | 38.5 |
| 16 - 17 | * | * | 176 | * | * | * | * | 176 | 0 | 40.7 |
| 17 - 18 | * | * | 154 | * | * | * | * | 154 | 0 | 41.1 |
| 18 - 19 | * | * | 89 | * | * | * | * | 89 | 0 | 41 |
| 19 - 20 | * | * | 85 | * | * | * | * | 85 | 0 | 41 |
| 20 - 21 | * | * | 57 | * | * | * | * | 57 | 0 | 41 |
| 21 - 22 | * | * | 30 | * | * | * | * | 30 | 0 | 43.7 |
| 22 - 23 | * | * | 14 | * | * | * | * | 14 | 0 | 53 |
| 23 - 24 | * | * | 4 | * | * | * | * | 4 | 0 | 37 |
| Totals | 0 | 0 | 1600 | 595 | 0 | 0 | 0 | | | |
| % of Total | 0% | 0% | 52.6% | 19.56% | 0% | 0% | 0% | | | |

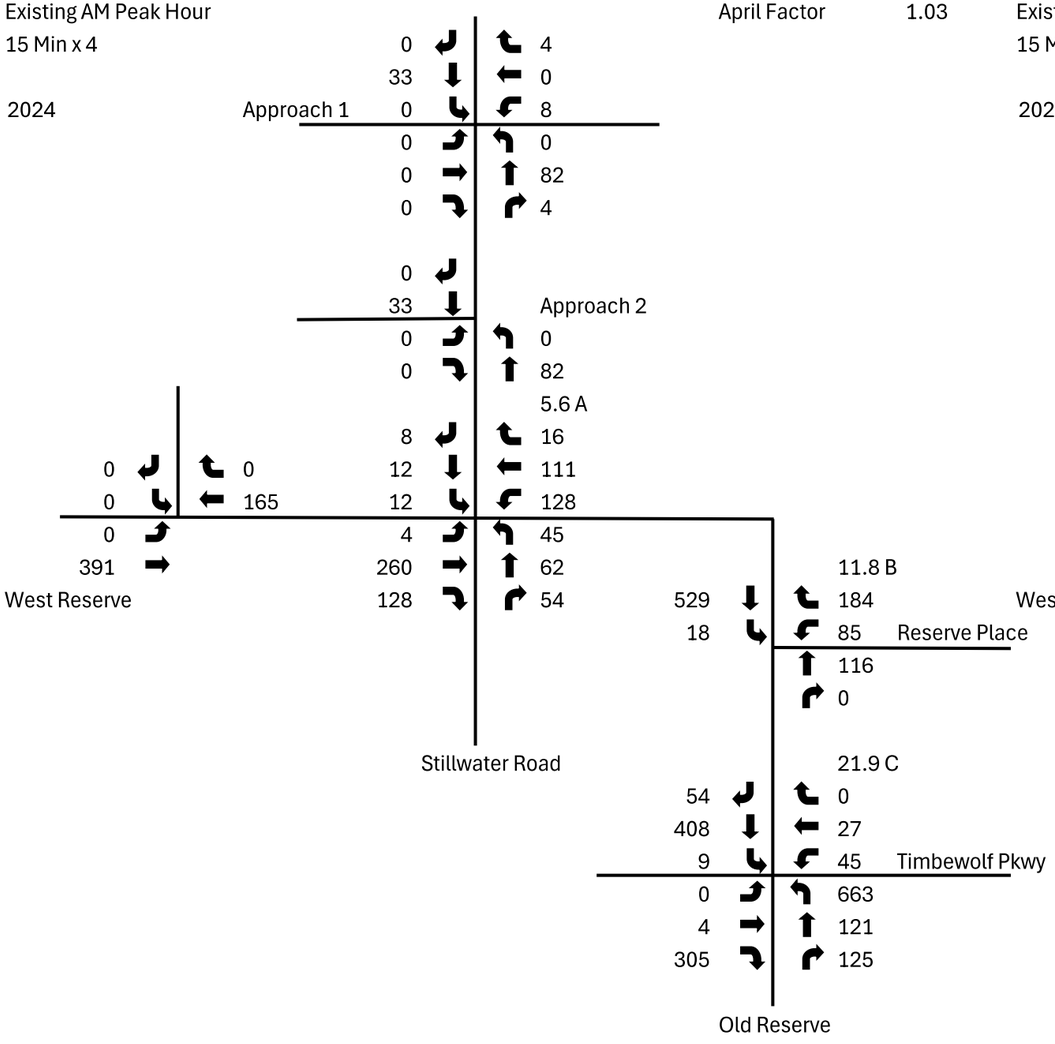
# APPENDIX B

## Traffic Model

Spartan Holdings Development
Existing AM Peak Hour
15 Min x 4

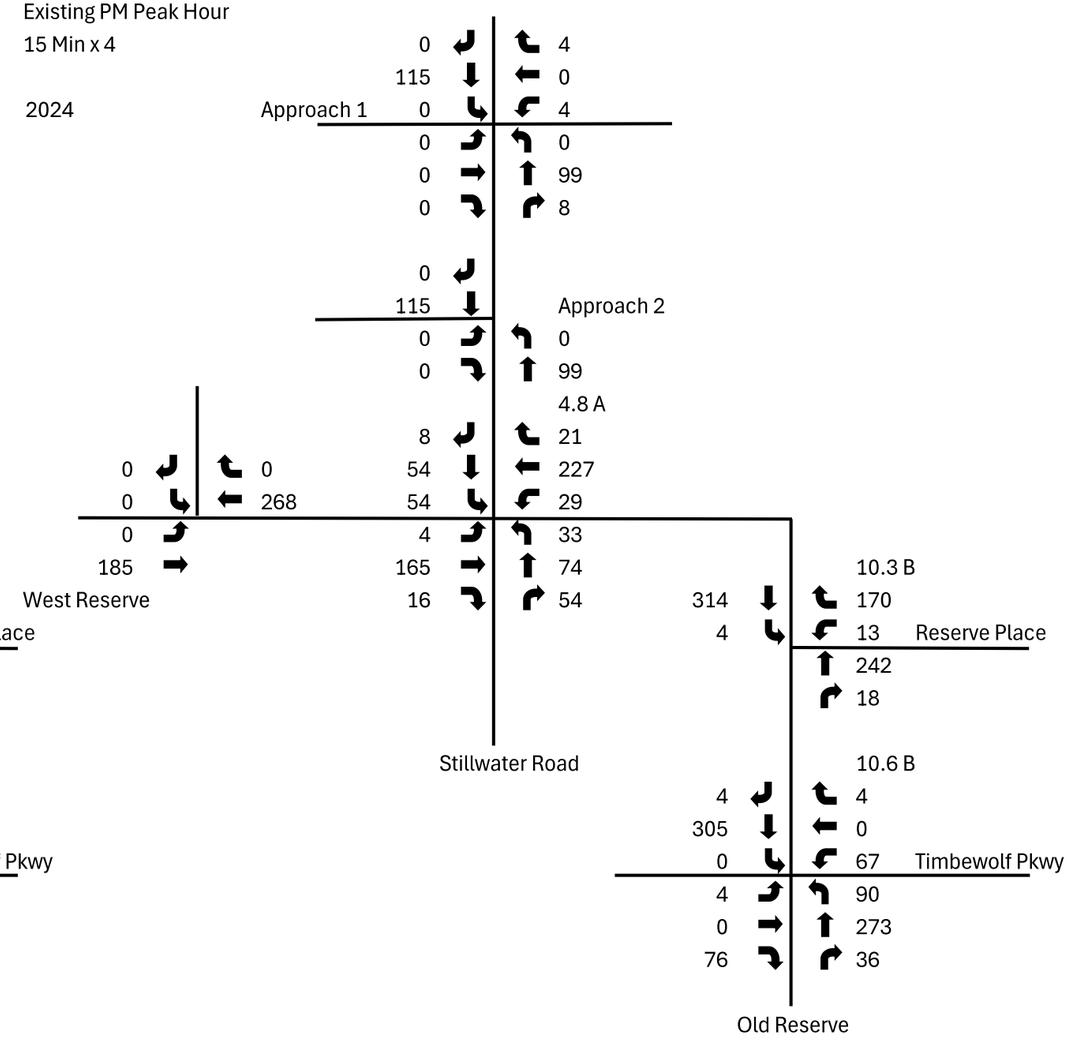
2024

March Factor 1.12
April Factor 1.03

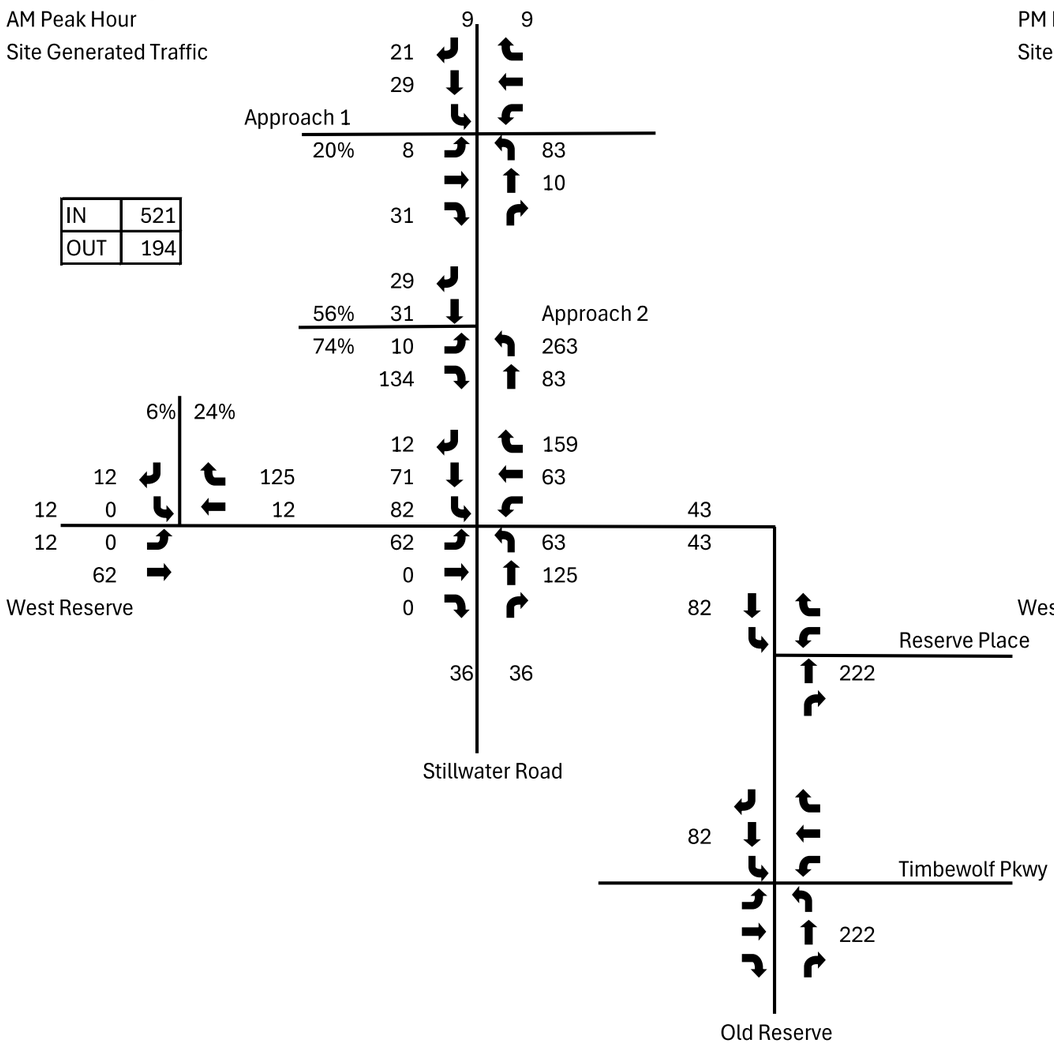



Spartan Holdings Development
Existing PM Peak Hour
15 Min x 4

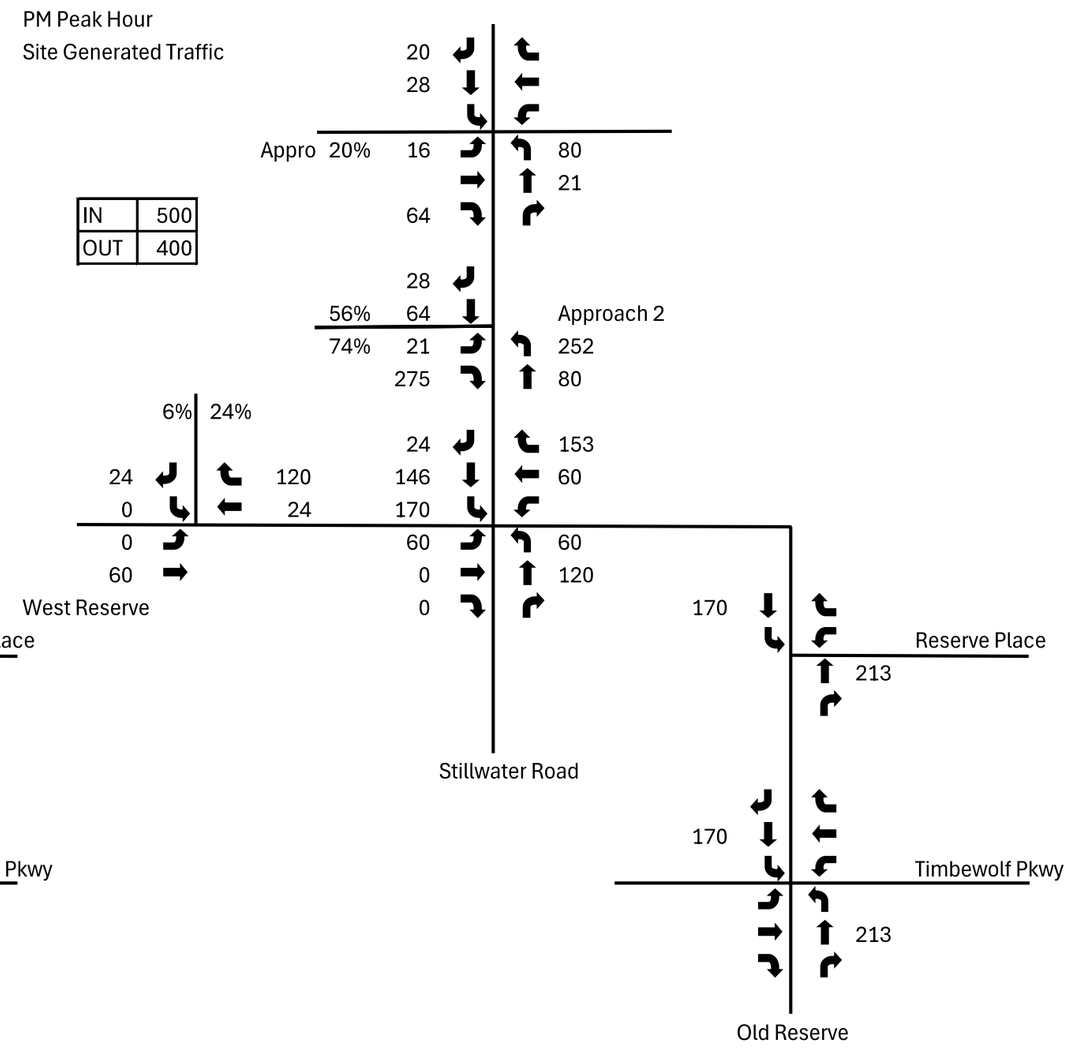
2024



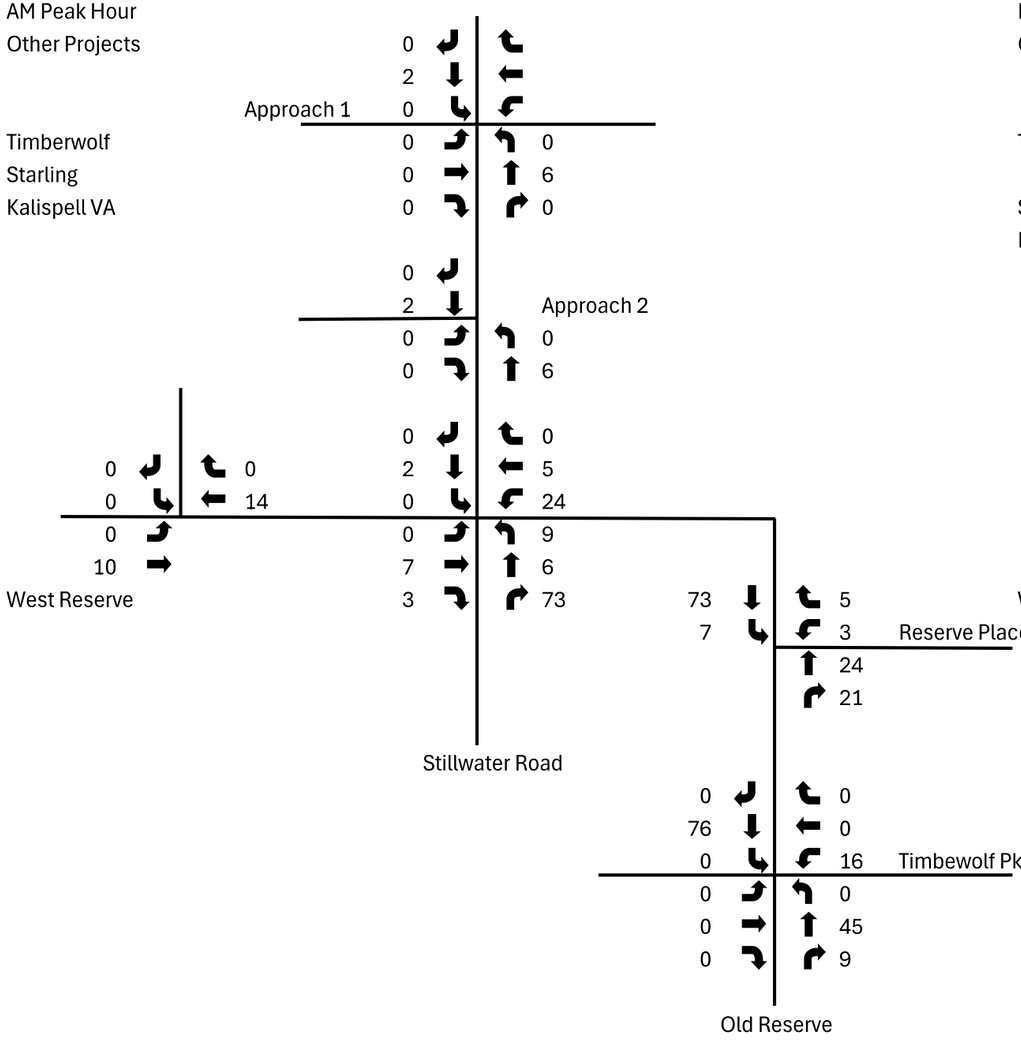
Spartan Holdings Development
AM Peak Hour
Site Generated Traffic



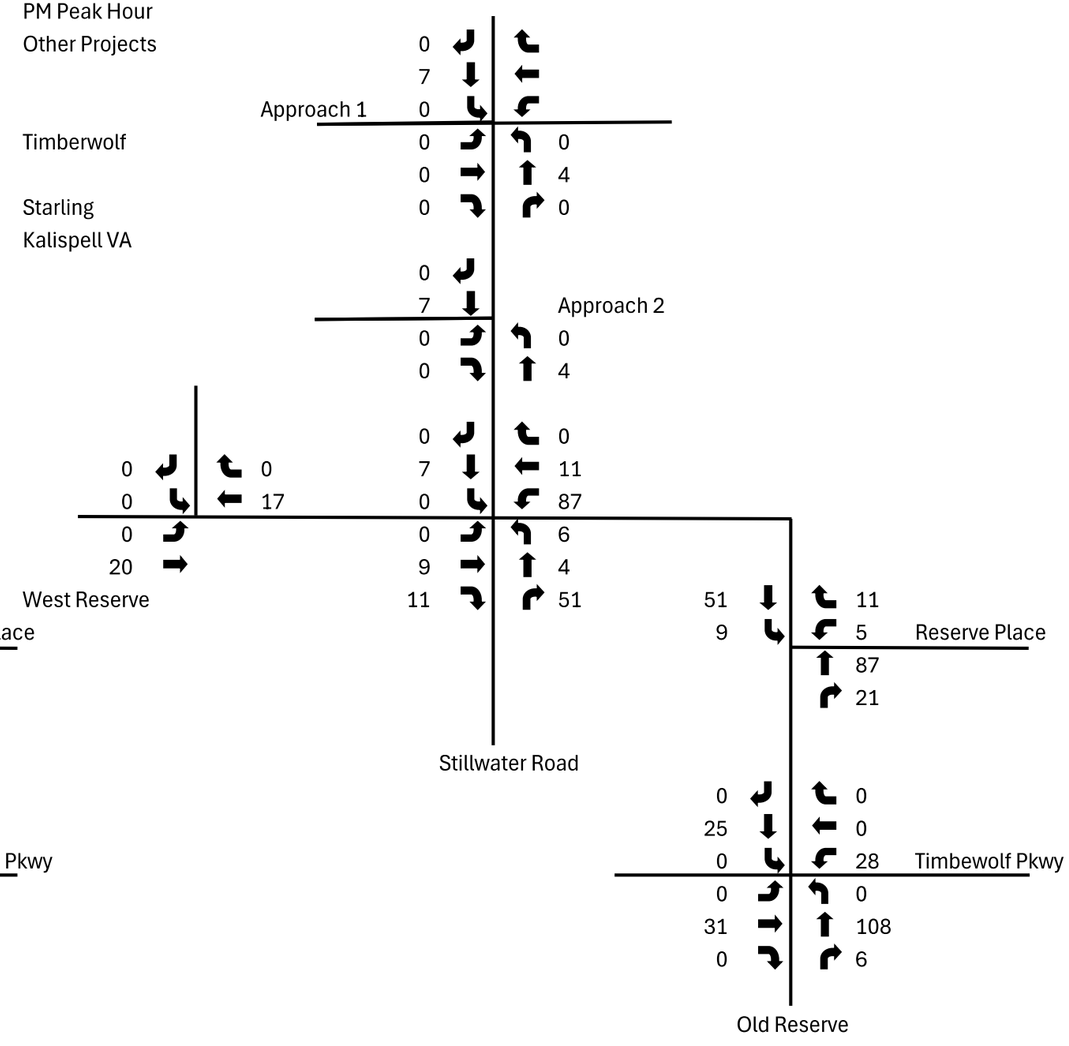

Spartan Holdings Development
PM Peak Hour
Site Generated Traffic



Spartan Holdings Development
AM Peak Hour
Other Projects

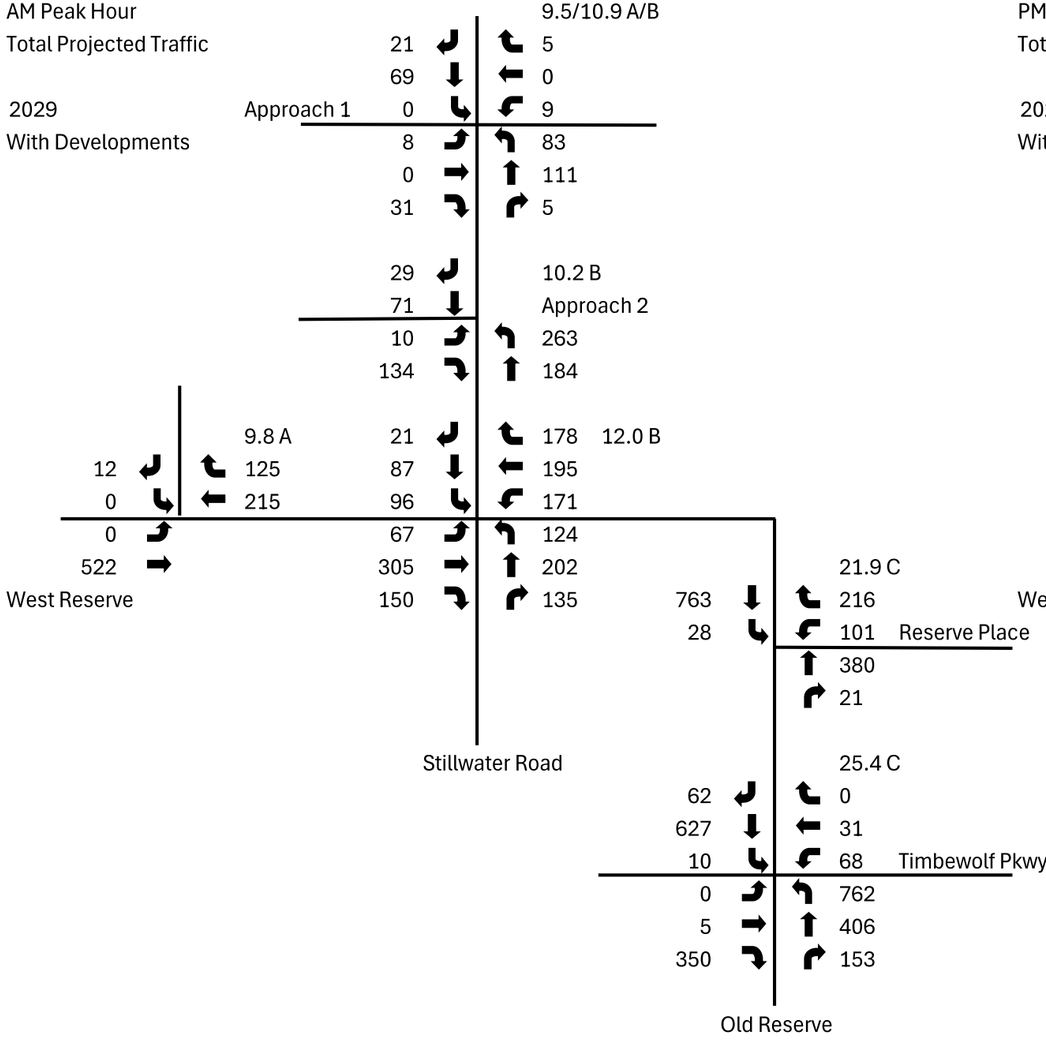



Spartan Holdings Development
PM Peak Hour
Other Projects

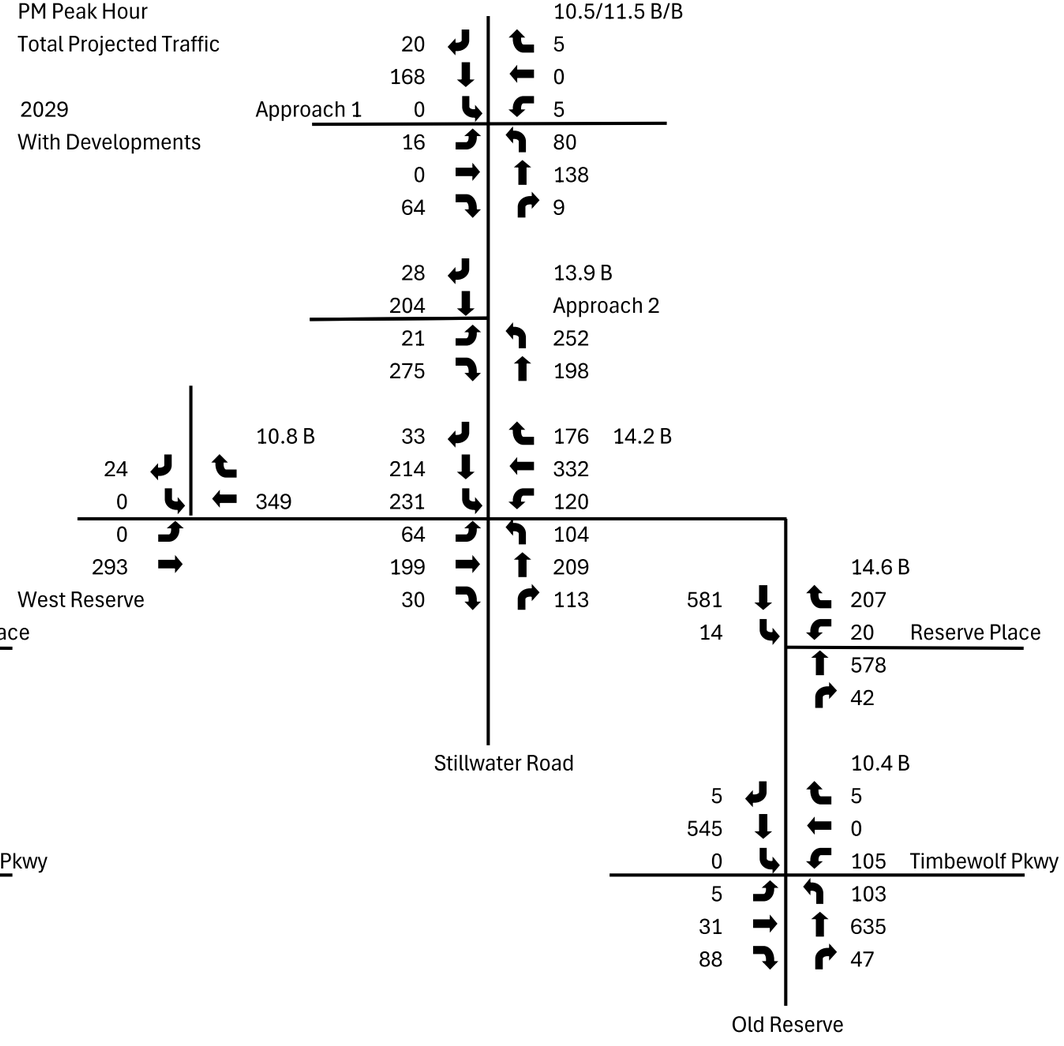


Spartan Holdings Development
AM Peak Hour
Total Projected Traffic
2029
With Developments

Spartan Holdings D 1.15

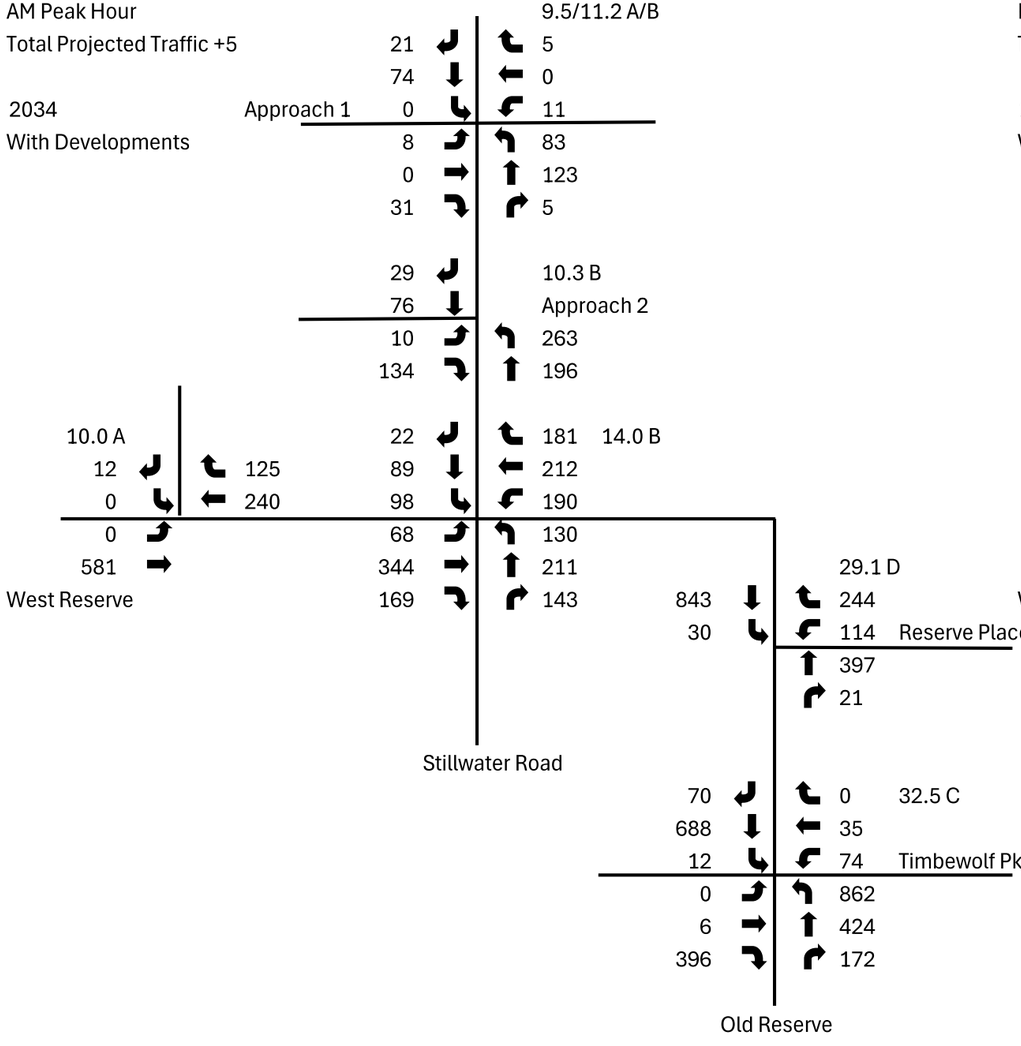



West Reserve Project
PM Peak Hour
Total Projected Traffic
2029
With Developments

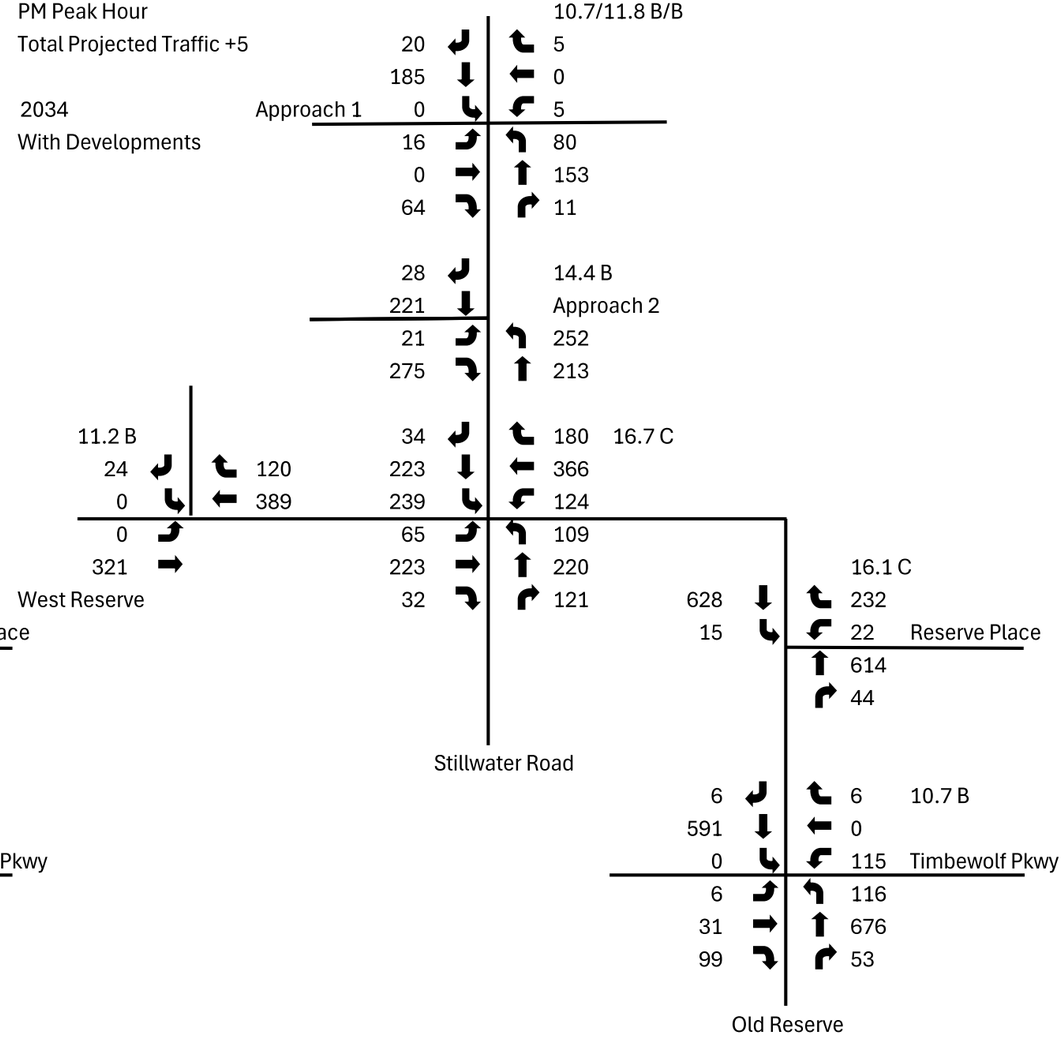


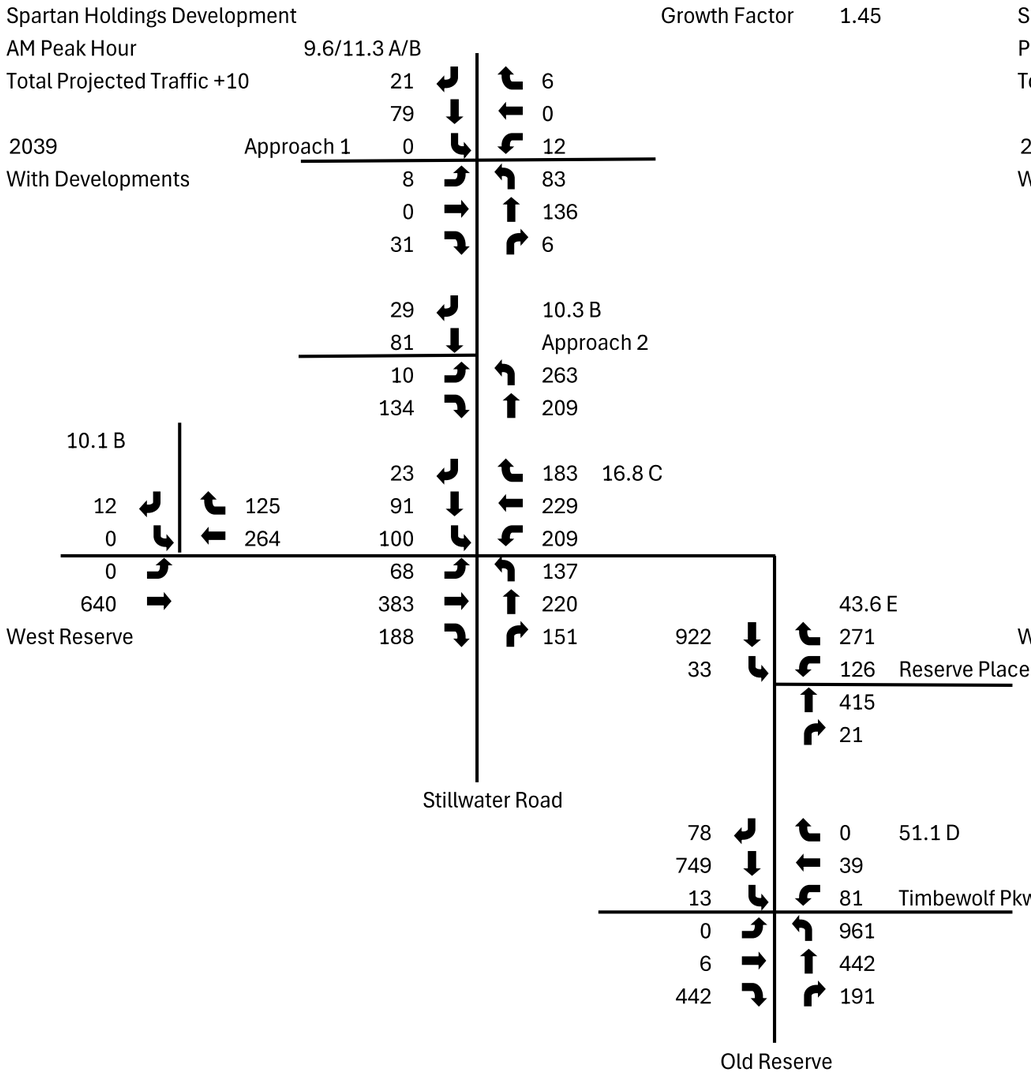
Spartan Holdings Development
AM Peak Hour
Total Projected Traffic +5
2034
With Developments

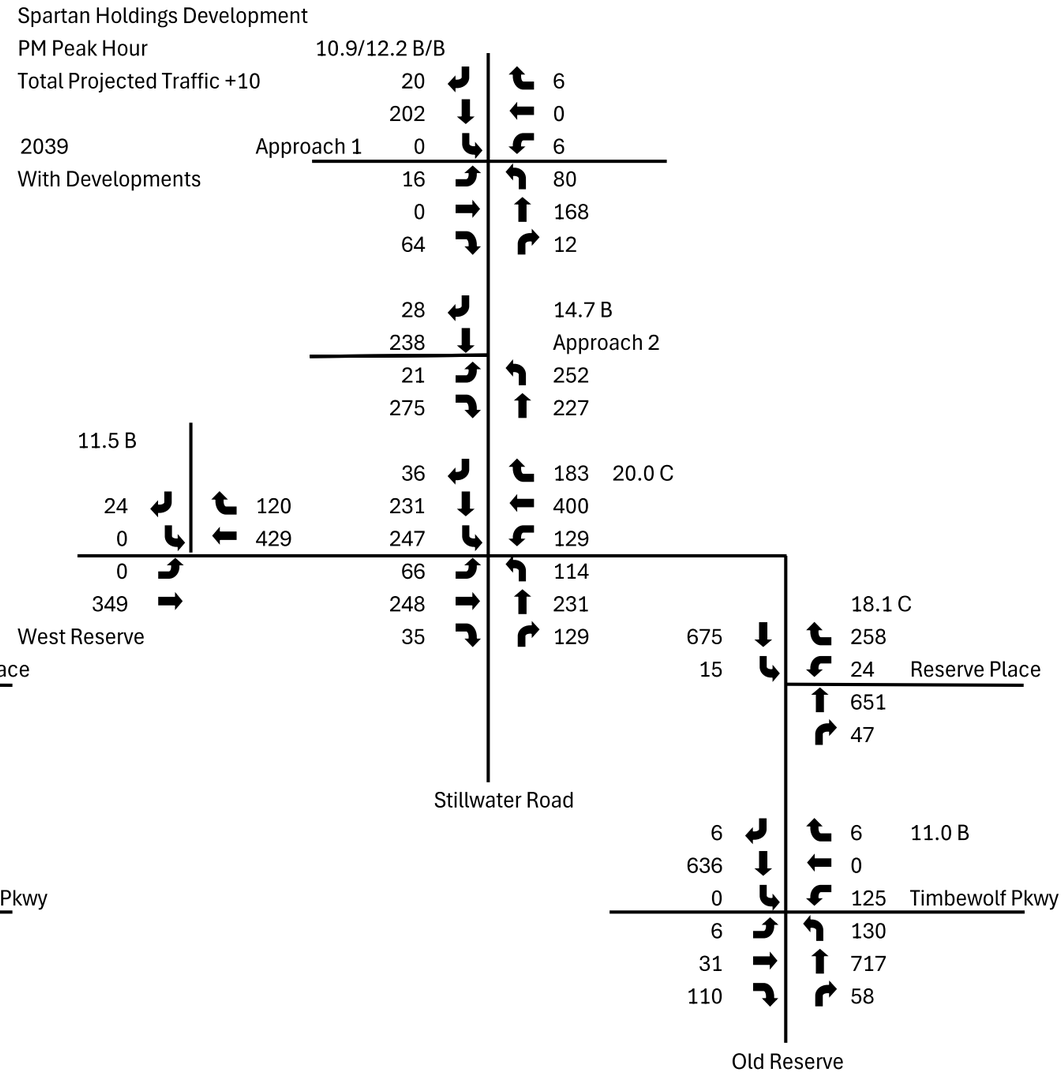
Growth Factor 1.3




Spartan Holdings Development
PM Peak Hour
Total Projected Traffic +5
2034
With Developments



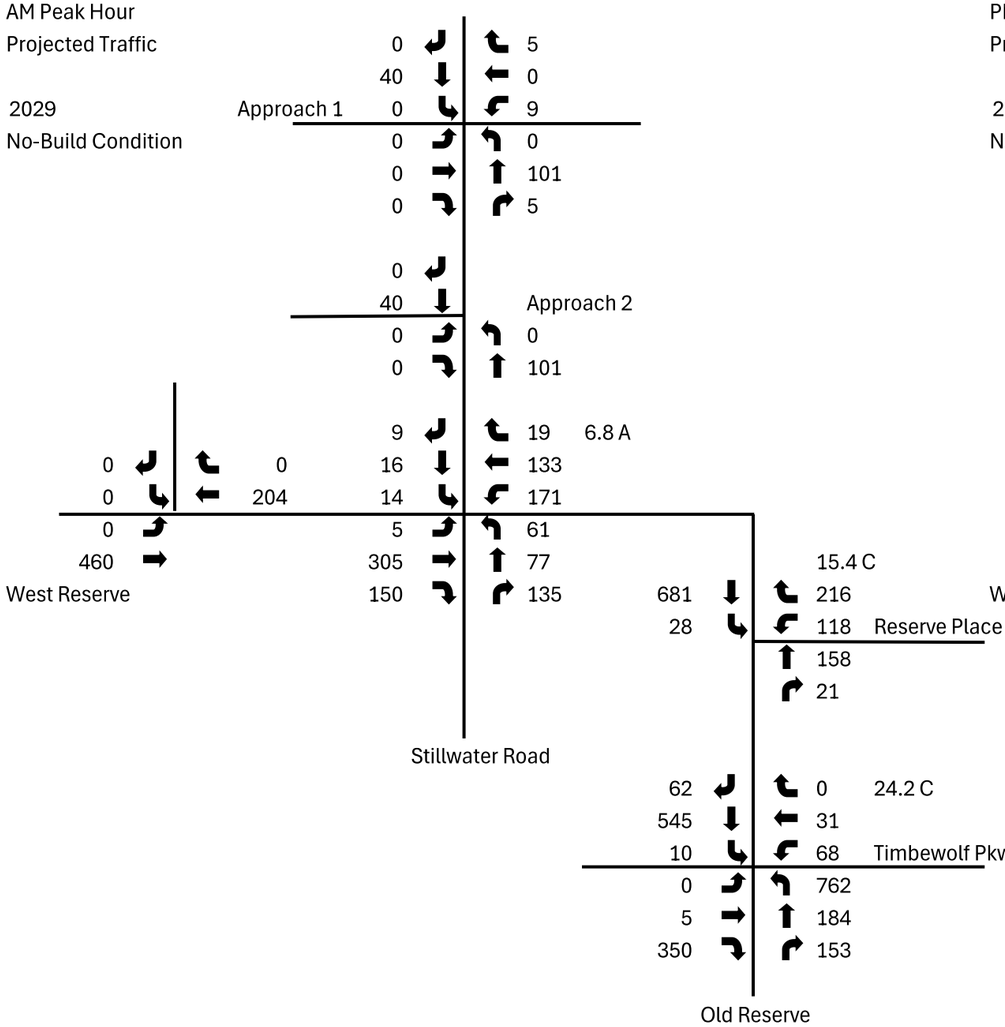

Spartan Holdings Development
AM Peak Hour
Total Projected Traffic +10
2039
With Developments
9.6/11.3 A/B
Approach 1
Growth Factor
1.45
21
6
79
0
0
12
8
83
0
136
31
6
29
10.3 B
81
Approach 2
10
263
134
209
10.1 B
23
183
16.8 C
12
125
91
229
0
264
100
209
0
68
137
640
383
220
43.6 E
West Reserve
188
151
922
271
33
126
Reserve Place
415
21
Stillwater Road
78
0
51.1 D
749
39
13
81
Timbewolf Pkwy
0
961
6
442
442
191
Old Reserve


Spartan Holdings Development
PM Peak Hour
Total Projected Traffic +10
2039
With Developments
10.9/12.2 B/B
Approach 1
20
6
202
0
0
6
16
80
0
168
64
12
28
14.7 B
238
Approach 2
21
252
275
227
11.5 B
36
183
20.0 C
24
120
231
400
0
429
247
129
0
66
114
349
248
231
18.1 C
West Reserve
35
129
675
258
15
24
Reserve Place
651
47
Stillwater Road
6
6
11.0 B
636
0
0
125
Timbewolf Pkwy
6
130
31
717
110
58
Old Reserve

Spartan Holdings Development
AM Peak Hour
Projected Traffic

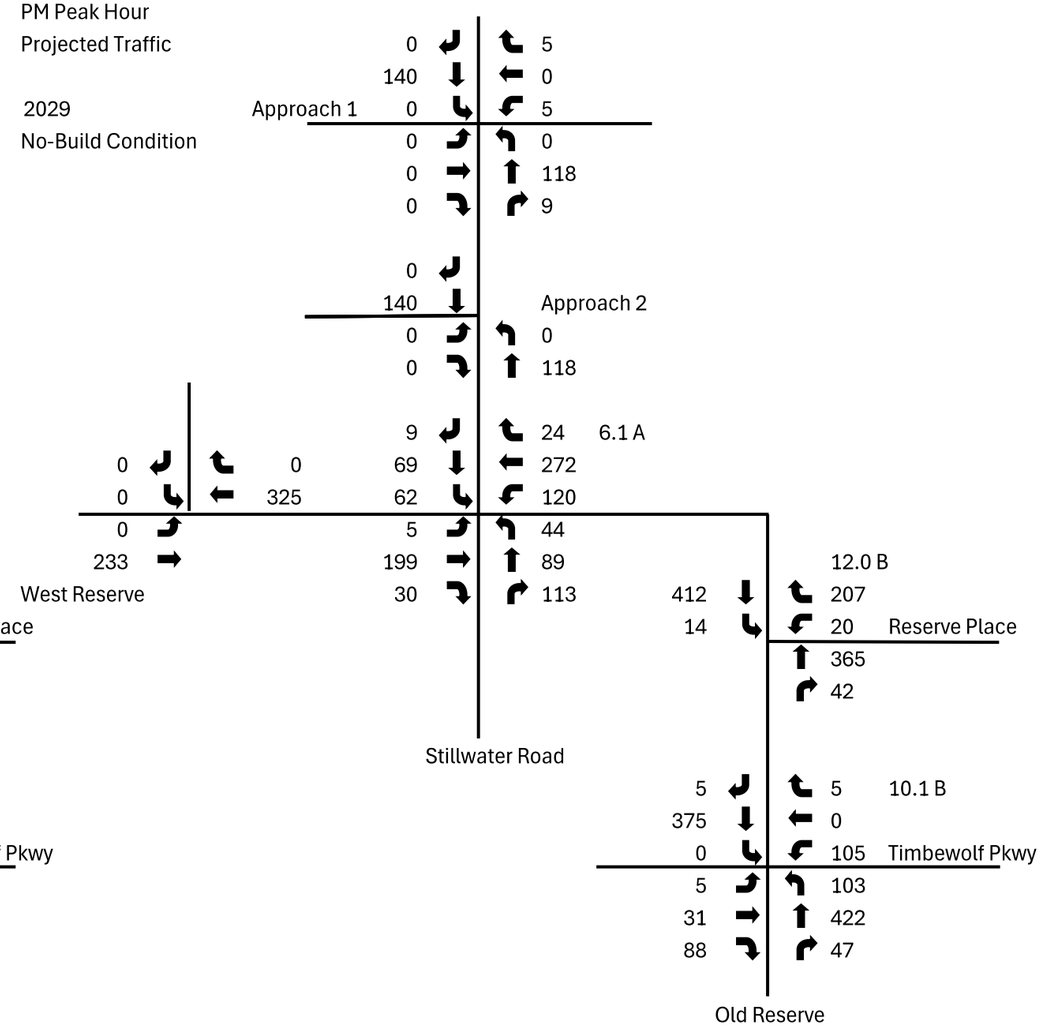
2029
No-Build Condition

Growth Factor 1.15




Spartan Holdings Development
PM Peak Hour
Projected Traffic

2029
No-Build Condition



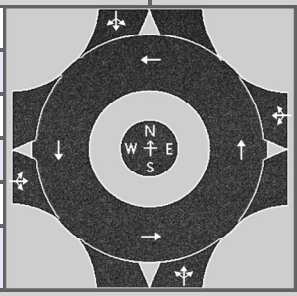
# APPENDIX B

## LOS Calculations

# HCS Roundabouts Report

## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency or Co. | ATS |
| Date Performed | 6/20/2024 |
| Analysis Year | 2024 |
| Time Analyzed | Existing AM Peak |
| Project Description | West Reserve 80 Acres |




## Site Information

| | |
|---|---|
| Intersection | Stillwater Road |
| E/W Street Name | West Reserve Drive |
| N/S Street Name | Stillwater Road |
| Analysis Time Period, hrs | 0.25 |
| Peak Hour Factor | 1.00 |
| Jurisdiction | City of Kalispell |

## Volume Adjustments and Site Characteristics

| Approach | EB | | | | WB | | | | NB | | | | SB | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Number of Lanes (N) | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Lane Assignment | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (V), veh/h | 0 | 4 | 260 | 128 | 0 | 128 | 111 | 16 | 0 | 45 | 62 | 54 | 0 | 12 | 12 | 8 |
| Percent Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Flow Rate ($v_{PCE}$), pc/h | 0 | 4 | 268 | 132 | 0 | 132 | 114 | 16 | 0 | 46 | 64 | 56 | 0 | 12 | 12 | 8 |
| Right-Turn Bypass | None | | | | None | | | | None | | | | None | | | |
| Conflicting Lanes | 1 | | | | 1 | | | | 1 | | | | 1 | | | |
| Pedestrians Crossing, p/h | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Proportion of CAVs | 0 | | | | | | | | | | | | | | | |

## Critical and Follow-Up Headway Adjustment

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Critical Headway, s | | 4.9763 | | | 4.9763 | | | 4.9763 | | | 4.9763 | |
| Follow-Up Headway, s | | 2.6087 | | | 2.6087 | | | 2.6087 | | | 2.6087 | |

## Flow Computations, Capacity and v/c Ratios

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Entry Flow ($v_e$), pc/h | | 404 | | | 262 | | | 166 | | | 32 | |
| Entry Volume, veh/h | | 392 | | | 254 | | | 161 | | | 31 | |
| Circulating Flow ($v_c$), pc/h | 156 | | | 114 | | | 284 | | | 292 | | |
| Exiting Flow ($v_{ex}$), pc/h | 336 | | | 168 | | | 84 | | | 276 | | |
| Capacity ($c_{pce}$), pc/h | | 1177 | | | 1229 | | | 1033 | | | 1025 | |
| Capacity (c), veh/h | | 1143 | | | 1193 | | | 1003 | | | 995 | |
| v/c Ratio (x) | | 0.34 | | | 0.21 | | | 0.16 | | | 0.03 | |

## Delay and Level of Service

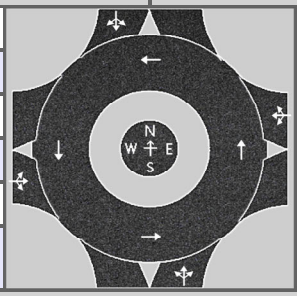
| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Lane Control Delay (d), s/veh | | 6.5 | | | 4.9 | | | 5.1 | | | 3.9 | |
| Lane LOS | | A | | | A | | | A | | | A | |
| 95% Queue, veh | | 1.5 | | | 0.8 | | | 0.6 | | | 0.1 | |
| Approach Delay, s/veh \| LOS | 6.5 | A | | 4.9 | A | | 5.1 | A | | 3.9 | A | |
| Intersection Delay, s/veh \| LOS | 5.6 | | | | | | A | | | | | |

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# HCS Roundabouts Report

## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency or Co. | ATS |
| Date Performed | 6/20/2024 |
| Analysis Year | 2024 |
| Time Analyzed | Existing PM Peak |
| Project Description | West Reserve 80 Acres |




## Site Information

| | |
|---|---|
| Intersection | Stillwater Road |
| E/W Street Name | West Reserve Drive |
| N/S Street Name | Stillwater Road |
| Analysis Time Period, hrs | 0.25 |
| Peak Hour Factor | 1.00 |
| Jurisdiction | City of Kalispell |

## Volume Adjustments and Site Characteristics

| Approach | EB | | | | WB | | | | NB | | | | SB | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Number of Lanes (N) | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Lane Assignment | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (V), veh/h | 0 | 4 | 165 | 16 | 0 | 29 | 227 | 21 | 0 | 33 | 74 | 54 | 0 | 54 | 54 | 8 |
| Percent Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Flow Rate ($v_{PCE}$), pc/h | 0 | 4 | 170 | 16 | 0 | 30 | 234 | 22 | 0 | 34 | 76 | 56 | 0 | 56 | 56 | 8 |
| Right-Turn Bypass | None | | | | None | | | | None | | | | None | | | |
| Conflicting Lanes | 1 | | | | 1 | | | | 1 | | | | 1 | | | |
| Pedestrians Crossing, p/h | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Proportion of CAVs | 0 | | | | | | | | | | | | | | | |

## Critical and Follow-Up Headway Adjustment

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Critical Headway, s | | 4.9763 | | | 4.9763 | | | 4.9763 | | | 4.9763 | |
| Follow-Up Headway, s | | 2.6087 | | | 2.6087 | | | 2.6087 | | | 2.6087 | |

## Flow Computations, Capacity and v/c Ratios

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Entry Flow ($v_e$), pc/h | | 190 | | | 286 | | | 166 | | | 120 | |
| Entry Volume, veh/h | | 184 | | | 278 | | | 161 | | | 117 | |
| Circulating Flow ($v_c$), pc/h | 142 | | | 114 | | | 230 | | | 298 | | |
| Exiting Flow ($v_{ex}$), pc/h | 282 | | | 276 | | | 102 | | | 102 | | |
| Capacity ($c_{pce}$), pc/h | | 1194 | | | 1229 | | | 1091 | | | 1018 | |
| Capacity (c), veh/h | | 1159 | | | 1193 | | | 1060 | | | 989 | |
| v/c Ratio (x) | | 0.16 | | | 0.23 | | | 0.15 | | | 0.12 | |

## Delay and Level of Service

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Lane Control Delay (d), s/veh | | 4.5 | | | 5.1 | | | 4.8 | | | 4.7 | |
| Lane LOS | | A | | | A | | | A | | | A | |
| 95% Queue, veh | | 0.6 | | | 0.9 | | | 0.5 | | | 0.4 | |
| Approach Delay, s/veh \| LOS | 4.5 | A | | 5.1 | A | | 4.8 | A | | 4.7 | A | |
| Intersection Delay, s/veh \| LOS | 4.8 | | | | | | A | | | | | |

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# HCS Two-Way Stop-Control Report

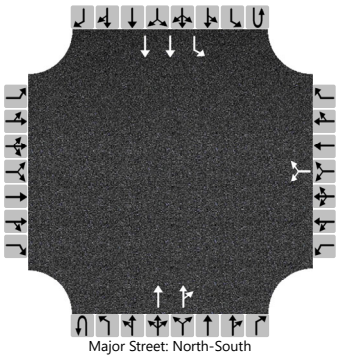
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2024 |
| Time Analyzed | Existing AM Peak |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Old Reserve & Reserve Place |
| Jurisdiction | City of Kalispell |
| East/West Street | Reserve Place |
| North/South Street | Old Reserve Drive |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 |
| Configuration | | | | | | | LR | | | | T | TR | | L | T | |
| Volume (veh/h) | | | | | | 85 | | 184 | | | 116 | 1 | 0 | 18 | 529 | |
| Percent Heavy Vehicles (%) | | | | | | 3 | | 3 | | | | | 3 | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | | | | Undivided | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.5 | | 6.9 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.86 | | 6.96 | | | | | | 4.16 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | 269 | | | | | | | 18 | | |
| Capacity, c (veh/h) | | | | | | | 794 | | | | | | | 1462 | | |
| v/c Ratio | | | | | | | 0.34 | | | | | | | 0.01 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | 1.5 | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | | 11.8 | | | | | | | 7.5 | | |
| Level of Service (LOS) | | | | | | | B | | | | | | | A | | |
| Approach Delay (s/veh) | | | | | | 11.8 | | | | | | | 0.2 | | | |
| Approach LOS | | | | | | B | | | | | | | A | | | |

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# HCS Two-Way Stop-Control Report

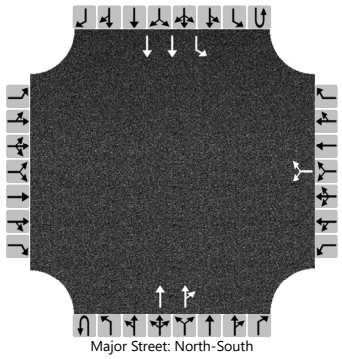
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2024 |
| Time Analyzed | Existing PM Peak |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Old Reserve & Reserve Place |
| Jurisdiction | City of Kalispell |
| East/West Street | Reserve Place |
| North/South Street | Old Reserve Drive |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 |
| Configuration | | | | | | | LR | | | | T | TR | | L | T | |
| Volume (veh/h) | | | | | | 13 | | 170 | | | 242 | 18 | 0 | 4 | 314 | |
| Percent Heavy Vehicles (%) | | | | | | 3 | | 3 | | | | | 3 | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | | | | Undivided | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.5 | | 6.9 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.86 | | 6.96 | | | | | | 4.16 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

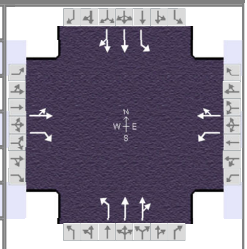
## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | 183 | | | | | | | 4 | | |
| Capacity, c (veh/h) | | | | | | | 856 | | | | | | | 1294 | | |
| v/c Ratio | | | | | | | 0.21 | | | | | | | 0.00 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | 0.8 | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | | 10.3 | | | | | | | 7.8 | | |
| Level of Service (LOS) | | | | | | | B | | | | | | | A | | |
| Approach Delay (s/veh) | | | | | | 10.3 | | | | | | | 0.1 | | | |
| Approach LOS | | | | | | B | | | | | | | A | | | |

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# HCS Signalized Intersection Results Summary

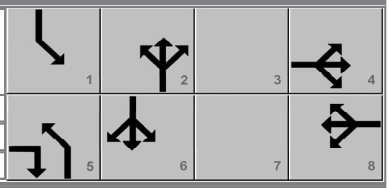
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | ATS | | | Duration, h | 0.250 |
| Analyst | RLA | Analysis Date | Feb 23, 2024 | Area Type | Other |
| Jurisdiction | City of Kalispell | Time Period | Existing AM Peak | PHF | 1.00 |
| Urban Street | Old Reserve Drive | Analysis Year | 2024 | Analysis Period | 1> 7:00 |
| Intersection | Wolfpack Way | File Name | WolfpackSignalAM.xus | | |
| Project Description | West Reserve 80 Acre | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 1 | 4 | 305 | 45 | 27 | 1 | 663 | 121 | 125 | 9 | 408 | 54 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 100.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 1.3 | 3.6 | 60.0 | 19.1 | 0.0 | 0.0 | |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 | |
| Red | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 5 | 2 | 1 | 6 |
| Case Number | | 7.0 | | 6.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | | 23.1 | | 23.1 | 12.9 | 71.6 | 5.3 | 64.0 |
| Change Period, ( *Y+R c* ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | 3.1 | 0.0 | 3.1 | 0.0 |
| Queue Clearance Time ( *g s* ), s | | 19.0 | | 4.9 | 10.9 | | 2.2 | |
| Green Extension Time ( *g e* ), s | | 0.1 | | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 1.00 | | 0.22 | |
| Max Out Probability | | 1.00 | | 0.00 | 1.00 | | 0.00 | |

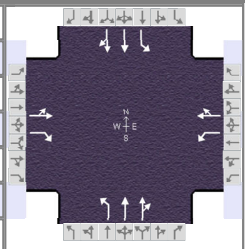
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow Rate ( *v* ), veh/h | | 5 | 305 | 45 | 28 | | 663 | 121 | 125 | 9 | 235 | 227 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1807 | 1598 | 1424 | 1873 | | 1767 | 1856 | 1572 | 1767 | 1856 | 1780 |
| Queue Service Time ( *g s* ), s | | 0.0 | 17.0 | 2.6 | 1.2 | | 8.9 | 2.3 | 2.8 | 0.2 | 5.8 | 5.9 |
| Cycle Queue Clearance Time ( *g c* ), s | | 0.2 | 17.0 | 2.9 | 1.2 | | 8.9 | 2.3 | 2.8 | 0.2 | 5.8 | 5.9 |
| Green Ratio ( *g/C* ) | | 0.19 | 0.28 | 0.19 | 0.19 | | 0.71 | 0.68 | 0.68 | 0.61 | 0.60 | 0.60 |
| Capacity ( *c* ), veh/h | | 388 | 447 | 341 | 358 | | 729 | 1254 | 1062 | 770 | 1113 | 1068 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.013 | 0.682 | 0.132 | 0.078 | | 0.910 | 0.097 | 0.118 | 0.012 | 0.211 | 0.213 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | 4.4 | 277.7 | 41.2 | 25.1 | | 396.7 | 37.6 | 39.1 | 3.2 | 104.9 | 99.9 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 0.2 | 11.0 | 1.6 | 1.0 | | 15.5 | 1.5 | 1.6 | 0.1 | 4.1 | 4.0 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( *d 1* ), s/veh | | 32.8 | 32.0 | 34.0 | 33.2 | | 13.9 | 5.6 | 5.7 | 7.5 | 9.2 | 9.2 |
| Incremental Delay ( *d 2* ), s/veh | | 0.0 | 3.2 | 0.1 | 0.0 | | 15.1 | 0.2 | 0.2 | 0.0 | 0.4 | 0.5 |
| Initial Queue Delay ( *d 3* ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 32.8 | 35.2 | 34.0 | 33.3 | | 29.0 | 5.8 | 5.9 | 7.5 | 9.6 | 9.6 |
| Level of Service (LOS) | | C | D | C | C | | C | A | A | A | A | A |
| Approach Delay, s/veh / LOS | 35.2 | D | | 33.7 | C | | 22.7 | C | | 9.6 | A | |
| Intersection Delay, s/veh / LOS | 21.9 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.30 | B | 2.30 | B | 1.86 | B | 1.88 | B |
| Bicycle LOS Score / LOS | 1.00 | A | 0.61 | A | 1.24 | A | 0.88 | A |

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# HCS Signalized Intersection Results Summary

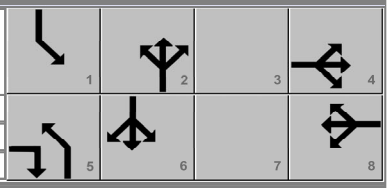
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | ATS | | | Duration, h | 0.250 |
| Analyst | RLA | Analysis Date | Feb 23, 2024 | Area Type | Other |
| Jurisdiction | City of Kalispell | Time Period | Existing PM Peak | PHF | 1.00 |
| Urban Street | Old Reserve Drive | Analysis Year | 2024 | Analysis Period | 1> 7:00 |
| Intersection | Wolfpack Way | File Name | WolfpackSignalPM.xus | | |
| Project Description | West Reserve 80 Acre | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 4 | 1 | 76 | 67 | 1 | 4 | 90 | 273 | 36 | 1 | 305 | 4 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 0.2 | 1.4 | 84.9 | 7.5 | 0.0 | 0.0 |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 |
| Red | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 5 | 2 | 1 | 6 |
| Case Number | | 7.0 | | 6.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | | 11.5 | | 11.5 | 9.6 | 94.3 | 4.2 | 88.9 |
| Change Period, ( *Y+R c* ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.2 | | 3.2 | 3.1 | 0.0 | 3.1 | 0.0 |
| Queue Clearance Time ( *g s* ), s | | 6.8 | | 7.4 | 2.9 | | 2.0 | |
| Green Extension Time ( *g e* ), s | | 0.2 | | 0.2 | 0.1 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 0.99 | | 0.99 | 0.94 | | 0.03 | |
| Max Out Probability | | 0.00 | | 0.00 | 0.00 | | 0.00 | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow Rate ( *v* ), veh/h | | 5 | 76 | 67 | 5 | | 90 | 156 | 153 | 1 | 155 | 154 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1522 | 1598 | 1427 | 1648 | | 1767 | 1856 | 1780 | 1767 | 1856 | 1847 |
| Queue Service Time ( *g s* ), s | | 0.0 | 4.8 | 5.1 | 0.3 | | 0.9 | 1.8 | 1.8 | 0.0 | 2.3 | 2.3 |
| Cycle Queue Clearance Time ( *g c* ), s | | 0.3 | 4.8 | 5.4 | 0.3 | | 0.9 | 1.8 | 1.8 | 0.0 | 2.3 | 2.3 |
| Green Ratio ( *g/C* ) | | 0.07 | 0.12 | 0.07 | 0.07 | | 0.84 | 0.82 | 0.82 | 0.77 | 0.77 | 0.77 |
| Capacity ( *c* ), veh/h | | 163 | 190 | 159 | 112 | | 953 | 1524 | 1462 | 888 | 1432 | 1425 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.031 | 0.399 | 0.422 | 0.045 | | 0.094 | 0.103 | 0.105 | 0.001 | 0.108 | 0.108 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | 5.8 | 87.2 | 82.5 | 5.9 | | 7.7 | 21 | 20.2 | 0.2 | 32.9 | 32 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 0.2 | 3.5 | 3.3 | 0.2 | | 0.3 | 0.8 | 0.8 | 0.0 | 1.3 | 1.3 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( *d 1* ), s/veh | | 47.9 | 44.8 | 50.4 | 47.9 | | 1.6 | 1.9 | 1.9 | 2.8 | 3.1 | 3.1 |
| Incremental Delay ( *d 2* ), s/veh | | 0.0 | 0.5 | 0.7 | 0.1 | | 0.0 | 0.1 | 0.1 | 0.0 | 0.2 | 0.2 |
| Initial Queue Delay ( *d 3* ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 47.9 | 45.3 | 51.1 | 48.0 | | 1.6 | 2.1 | 2.1 | 2.8 | 3.3 | 3.3 |
| Level of Service (LOS) | | D | D | D | D | | A | A | A | A | A | A |
| Approach Delay, s/veh / LOS | 45.5 | D | | 50.8 | D | | 2.0 | A | | 3.3 | A | |
| Intersection Delay, s/veh / LOS | 10.6 | | | | | | B | | | | | |

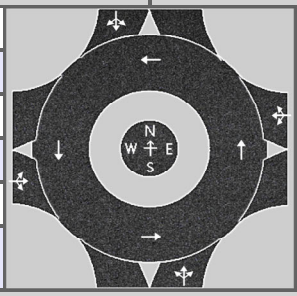
| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.31 | B | 2.31 | B | 1.82 | B | 1.84 | B |
| Bicycle LOS Score / LOS | 0.62 | A | 0.61 | A | 0.82 | A | 0.74 | A |

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# HCS Roundabouts Report

## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency or Co. | ATS |
| Date Performed | 6/20/2024 |
| Analysis Year | 2029 |
| Time Analyzed | AM Peak With Projects |
| Project Description | West Reserve 80 Acres |




## Site Information

| | |
|---|---|
| Intersection | Stillwater Road |
| E/W Street Name | West Reserve Drive |
| N/S Street Name | Stillwater Road |
| Analysis Time Period, hrs | 0.25 |
| Peak Hour Factor | 1.00 |
| Jurisdiction | City of Kalispell |

## Volume Adjustments and Site Characteristics

| Approach | EB | | | | WB | | | | NB | | | | SB | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Number of Lanes (N) | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Lane Assignment | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (V), veh/h | 0 | 67 | 305 | 150 | 0 | 171 | 195 | 178 | 0 | 124 | 202 | 135 | 0 | 96 | 87 | 21 |
| Percent Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Flow Rate ($v_{PCE}$), pc/h | 0 | 69 | 314 | 154 | 0 | 176 | 201 | 183 | 0 | 128 | 208 | 139 | 0 | 99 | 90 | 22 |
| Right-Turn Bypass | None | | | | None | | | | None | | | | None | | | |
| Conflicting Lanes | 1 | | | | 1 | | | | 1 | | | | 1 | | | |
| Pedestrians Crossing, p/h | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Proportion of CAVs | 0 | | | | | | | | | | | | | | | |

## Critical and Follow-Up Headway Adjustment

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Critical Headway, s | | 4.9763 | | | 4.9763 | | | 4.9763 | | | 4.9763 | |
| Follow-Up Headway, s | | 2.6087 | | | 2.6087 | | | 2.6087 | | | 2.6087 | |

## Flow Computations, Capacity and v/c Ratios

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Entry Flow ($v_e$), pc/h | | 537 | | | 560 | | | 475 | | | 211 | |
| Entry Volume, veh/h | | 521 | | | 544 | | | 461 | | | 205 | |
| Circulating Flow ($v_c$), pc/h | 365 | | | 405 | | | 482 | | | 505 | | |
| Exiting Flow ($v_{ex}$), pc/h | 552 | | | 351 | | | 460 | | | 420 | | |
| Capacity ($c_{pce}$), pc/h | | 951 | | | 913 | | | 844 | | | 824 | |
| Capacity (c), veh/h | | 923 | | | 886 | | | 819 | | | 800 | |
| v/c Ratio (x) | | 0.56 | | | 0.61 | | | 0.56 | | | 0.26 | |

## Delay and Level of Service

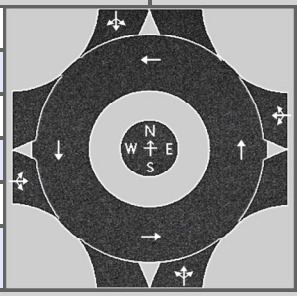
| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Lane Control Delay (d), s/veh | | 11.7 | | | 13.3 | | | 12.7 | | | 7.3 | |
| Lane LOS | | B | | | B | | | B | | | A | |
| 95% Queue, veh | | 3.6 | | | 4.3 | | | 3.6 | | | 1.0 | |
| Approach Delay, s/veh \| LOS | 11.7 | B | | 13.3 | B | | 12.7 | B | | 7.3 | A | |
| Intersection Delay, s/veh \| LOS | 12.0 | | | | | | B | | | | | |

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# HCS Roundabouts Report

## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency or Co. | ATS |
| Date Performed | 6/20/2024 |
| Analysis Year | 2029 |
| Time Analyzed | PM Peak With Projects |
| Project Description | West Reserve 80 Acres |




## Site Information

| | |
|---|---|
| Intersection | Stillwater Road |
| E/W Street Name | West Reserve Drive |
| N/S Street Name | Stillwater Road |
| Analysis Time Period, hrs | 0.25 |
| Peak Hour Factor | 1.00 |
| Jurisdiction | City of Kalispell |

## Volume Adjustments and Site Characteristics

| Approach | EB | | | | WB | | | | NB | | | | SB | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Number of Lanes (N) | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Lane Assignment | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (V), veh/h | 0 | 64 | 199 | 30 | 0 | 120 | 332 | 176 | 0 | 104 | 209 | 113 | 0 | 231 | 214 | 33 |
| Percent Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Flow Rate ($v_{PCE}$), pc/h | 0 | 66 | 205 | 31 | 0 | 124 | 342 | 181 | 0 | 107 | 215 | 116 | 0 | 238 | 220 | 34 |
| Right-Turn Bypass | None | | | | None | | | | None | | | | None | | | |
| Conflicting Lanes | 1 | | | | 1 | | | | 1 | | | | 1 | | | |
| Pedestrians Crossing, p/h | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Proportion of CAVs | 0 | | | | | | | | | | | | | | | |

## Critical and Follow-Up Headway Adjustment

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Critical Headway, s | | 4.9763 | | | 4.9763 | | | 4.9763 | | | 4.9763 | |
| Follow-Up Headway, s | | 2.6087 | | | 2.6087 | | | 2.6087 | | | 2.6087 | |

## Flow Computations, Capacity and v/c Ratios

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Entry Flow ($v_e$), pc/h | | 302 | | | 647 | | | 438 | | | 492 | |
| Entry Volume, veh/h | | 293 | | | 628 | | | 425 | | | 478 | |
| Circulating Flow ($v_c$), pc/h | 582 | | | 388 | | | 509 | | | 573 | | |
| Exiting Flow ($v_{ex}$), pc/h | 559 | | | 483 | | | 462 | | | 375 | | |
| Capacity ($c_{pce}$), pc/h | | 762 | | | 929 | | | 821 | | | 769 | |
| Capacity (c), veh/h | | 740 | | | 902 | | | 797 | | | 747 | |
| v/c Ratio (x) | | 0.40 | | | 0.70 | | | 0.53 | | | 0.64 | |

## Delay and Level of Service

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Lane Control Delay (d), s/veh | | 10.0 | | | 16.1 | | | 12.2 | | | 16.2 | |
| Lane LOS | | B | | | C | | | B | | | C | |
| 95% Queue, veh | | 1.9 | | | 5.9 | | | 3.2 | | | 4.7 | |
| Approach Delay, s/veh \| LOS | 10.0 | B | | 16.1 | C | | 12.2 | B | | 16.2 | C | |
| Intersection Delay, s/veh \| LOS | 14.2 | | | | | | B | | | | | |

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# HCS Two-Way Stop-Control Report

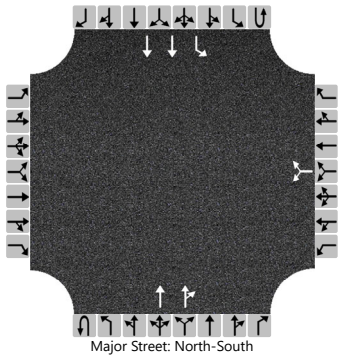
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2029 |
| Time Analyzed | AM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Old Reserve & Reserve Place |
| Jurisdiction | City of Kalispell |
| East/West Street | Reserve Place |
| North/South Street | Old Reserve Drive |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 |
| Configuration | | | | | | | LR | | | | T | TR | | L | T | |
| Volume (veh/h) | | | | | | 101 | | 216 | | | 380 | 21 | 0 | 28 | 763 | |
| Percent Heavy Vehicles (%) | | | | | | 3 | | 3 | | | | | 3 | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | | | | Undivided | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.5 | | 6.9 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.86 | | 6.96 | | | | | | 4.16 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | 317 | | | | | | | 28 | | |
| Capacity, c (veh/h) | | | | | | | 524 | | | | | | | 1147 | | |
| v/c Ratio | | | | | | | 0.61 | | | | | | | 0.02 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | 4.0 | | | | | | | 0.1 | | |
| Control Delay (s/veh) | | | | | | | 21.9 | | | | | | | 8.2 | | |
| Level of Service (LOS) | | | | | | | C | | | | | | | A | | |
| Approach Delay (s/veh) | | | | | | 21.9 | | | | | | | 0.3 | | | |
| Approach LOS | | | | | | C | | | | | | | A | | | |

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# HCS Two-Way Stop-Control Report

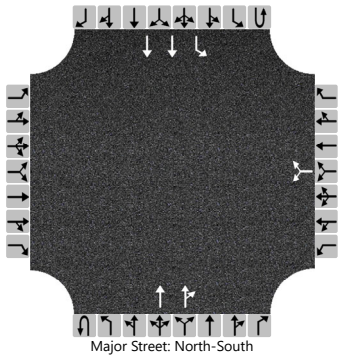
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2029 |
| Time Analyzed | PM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Old Reserve & Reserve Place |
| Jurisdiction | City of Kalispell |
| East/West Street | Reserve Place |
| North/South Street | Old Reserve Drive |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 |
| Configuration | | | | | | | LR | | | | T | TR | | L | T | |
| Volume (veh/h) | | | | | | 20 | | 207 | | | 578 | 42 | 0 | 14 | 581 | |
| Percent Heavy Vehicles (%) | | | | | | 3 | | 3 | | | | | 3 | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | | | | Undivided | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.5 | | 6.9 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.86 | | 6.96 | | | | | | 4.16 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

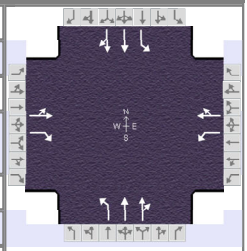
## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | 227 | | | | | | | 14 | | |
| Capacity, c (veh/h) | | | | | | | 600 | | | | | | | 950 | | |
| v/c Ratio | | | | | | | 0.38 | | | | | | | 0.01 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | 1.8 | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | | 14.6 | | | | | | | 8.8 | | |
| Level of Service (LOS) | | | | | | | B | | | | | | | A | | |
| Approach Delay (s/veh) | | | | | | 14.6 | | | | | | | 0.2 | | | |
| Approach LOS | | | | | | B | | | | | | | A | | | |

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# HCS Signalized Intersection Results Summary

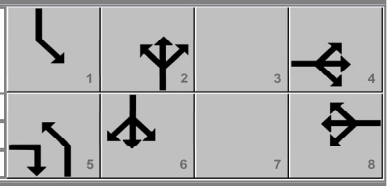
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | ATS | | | Duration, h | 0.250 |
| Analyst | RLA | Analysis Date | Feb 23, 2024 | Area Type | Other |
| Jurisdiction | City of Kalispell | Time Period | AM Peak With Projects | PHF | 1.00 |
| Urban Street | Old Reserve Drive | Analysis Year | 2029 | Analysis Period | 1> 7:00 |
| Intersection | Wolfpack Way | File Name | WolfpackSignalAM.xus | | |
| Project Description | West Reserve 80 Acre | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 1 | 5 | 350 | 68 | 31 | 1 | 762 | 406 | 153 | 10 | 627 | 62 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 100.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 1.5 | 21.9 | 42.2 | 18.5 | 0.0 | 0.0 | |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 | |
| Red | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | |



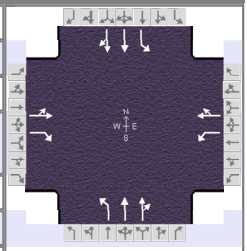

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 5 | 2 | 1 | 6 |
| Case Number | | 7.0 | | 6.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | | 22.5 | | 22.5 | 31.3 | 72.0 | 5.5 | 46.2 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | 3.1 | 0.0 | 3.1 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 17.3 | | 6.1 | 27.8 | | 2.3 | |
| Green Extension Time ( $g_e$ ), s | | 1.0 | | 1.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 1.00 | | 0.24 | |
| Max Out Probability | | 0.00 | | 0.00 | 1.00 | | 0.00 | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow Rate ( *v* ), veh/h | | 6 | 350 | 68 | 32 | | 762 | 291 | 268 | 10 | 350 | 339 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1825 | 1598 | 1422 | 1875 | | 1767 | 1856 | 1683 | 1767 | 1856 | 1796 |
| Queue Service Time ( $g_s$ ), s | | 0.0 | 15.3 | 4.1 | 1.4 | | 25.8 | 6.0 | 6.1 | 0.3 | 13.3 | 13.4 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 0.3 | 15.3 | 4.1 | 1.4 | | 25.8 | 6.0 | 6.1 | 0.3 | 13.3 | 13.4 |
| Green Ratio ( *g/C* ) | | 0.19 | 0.45 | 0.19 | 0.19 | | 0.72 | 0.68 | 0.68 | 0.44 | 0.42 | 0.42 |
| Capacity ( *c* ), veh/h | | 384 | 727 | 339 | 351 | | 772 | 1258 | 1141 | 456 | 789 | 764 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.016 | 0.482 | 0.201 | 0.091 | | 0.987 | 0.231 | 0.235 | 0.022 | 0.443 | 0.444 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | 5.3 | 233 | 63.5 | 28.9 | | 532 | 100 | 91.1 | 5.8 | 254.1 | 242.8 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 0.2 | 9.2 | 2.5 | 1.1 | | 20.8 | 3.9 | 3.6 | 0.2 | 9.9 | 9.7 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 33.1 | 19.0 | 34.7 | 33.6 | | 15.4 | 6.2 | 6.2 | 15.8 | 20.4 | 20.4 |
| Incremental Delay ( $d_2$ ), s/veh | | 0.0 | 0.2 | 0.1 | 0.0 | | 28.3 | 0.4 | 0.5 | 0.0 | 1.8 | 1.9 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 33.1 | 19.2 | 34.8 | 33.6 | | 43.7 | 6.6 | 6.7 | 15.8 | 22.2 | 22.2 |
| Level of Service (LOS) | | C | B | C | C | | D | A | A | B | C | C |
| Approach Delay, s/veh / LOS | 19.4 | B | | 34.4 | C | | 28.0 | C | | 22.1 | C | |
| Intersection Delay, s/veh / LOS | 25.4 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.30 | B | 2.30 | B | 1.86 | B | 1.91 | B |
| Bicycle LOS Score / LOS | 1.08 | A | 0.65 | A | 1.58 | B | 1.06 | A |

# HCS Signalized Intersection Results Summary

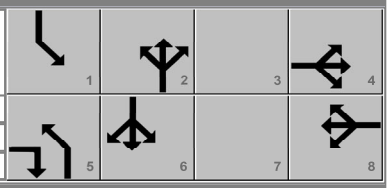
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | ATS | | | Duration, h | 0.250 |
| Analyst | RLA | Analysis Date | Feb 23, 2024 | Area Type | Other |
| Jurisdiction | City of Kalispell | Time Period | PM Peak With Projects | PHF | 1.00 |
| Urban Street | Old Reserve Drive | Analysis Year | 2029 | Analysis Period | 1> 7:00 |
| Intersection | Wolfpack Way | File Name | WolfpackSignalPM.xus | | |
| Project Description | West Reserve 80 Acre | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 5 | 31 | 88 | 105 | 1 | 5 | 103 | 635 | 47 | 1 | 545 | 5 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 0.2 | 1.6 | 80.0 | 12.3 | 0.0 | 0.0 |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 |
| Red | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 5 | 2 | 1 | 6 |
| Case Number | | 7.0 | | 6.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | | 16.3 | | 16.3 | 9.7 | 89.5 | 4.2 | 84.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.2 | | 3.2 | 3.1 | 0.0 | 3.1 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 7.4 | | 12.0 | 3.4 | | 2.0 | |
| Green Extension Time ( $g_e$ ), s | | 0.4 | | 0.3 | 0.1 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 0.96 | | 0.03 | |
| Max Out Probability | | 0.00 | | 0.01 | 0.00 | | 0.00 | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow Rate ( *v* ), veh/h | | 36 | 88 | 105 | 6 | | 103 | 345 | 337 | 1 | 275 | 275 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1853 | 1598 | 1389 | 1639 | | 1767 | 1856 | 1810 | 1767 | 1856 | 1849 |
| Queue Service Time ( $g_s$ ), s | | 0.0 | 5.4 | 8.1 | 0.4 | | 1.4 | 5.6 | 5.6 | 0.0 | 5.2 | 5.2 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 1.9 | 5.4 | 10.0 | 0.4 | | 1.4 | 5.6 | 5.6 | 0.0 | 5.2 | 5.2 |
| Green Ratio ( *g/C* ) | | 0.11 | 0.16 | 0.11 | 0.11 | | 0.80 | 0.78 | 0.78 | 0.73 | 0.73 | 0.73 |
| Capacity ( *c* ), veh/h | | 245 | 263 | 198 | 184 | | 735 | 1442 | 1407 | 601 | 1348 | 1344 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.147 | 0.335 | 0.531 | 0.033 | | 0.140 | 0.239 | 0.240 | 0.002 | 0.204 | 0.204 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | 40.3 | 95.6 | 128.5 | 6.6 | | 15.6 | 79.6 | 76.2 | 0.2 | 83.8 | 81.6 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 1.6 | 3.8 | 5.1 | 0.3 | | 0.6 | 3.1 | 3.0 | 0.0 | 3.3 | 3.3 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 44.2 | 40.6 | 48.7 | 43.5 | | 2.7 | 3.4 | 3.4 | 4.1 | 4.8 | 4.8 |
| Incremental Delay ( $d_2$ ), s/veh | | 0.1 | 0.3 | 0.8 | 0.0 | | 0.0 | 0.4 | 0.4 | 0.0 | 0.3 | 0.3 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 44.3 | 40.9 | 49.5 | 43.5 | | 2.7 | 3.7 | 3.8 | 4.1 | 5.2 | 5.2 |
| Level of Service (LOS) | | D | D | D | D | | A | A | A | A | A | A |
| Approach Delay, s/veh / LOS | 41.9 | D | | 49.2 | D | | 3.6 | A | | 5.2 | A | |
| Intersection Delay, s/veh / LOS | 10.4 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.31 | B | 2.31 | B | 1.84 | B | 1.85 | B |
| Bicycle LOS Score / LOS | 0.69 | A | 0.67 | A | 1.14 | A | 0.94 | A |

# HCS Two-Way Stop-Control Report

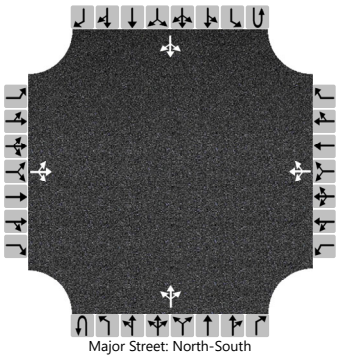
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2029 |
| Time Analyzed | AM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Stillwater & North Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | North Approach |
| North/South Street | Stillwater Road |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (veh/h) | | 8 | 0 | 31 | | 9 | 0 | 5 | | 83 | 111 | 5 | | 0 | 69 | 21 |
| Percent Heavy Vehicles (%) | | 3 | 3 | 3 | | 3 | 3 | 3 | | 3 | | | | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | 0 | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | Undivided | | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | 6.5 | 6.2 | | 7.1 | 6.5 | 6.2 | | 4.1 | | | | 4.1 | | |
| Critical Headway (sec) | | 7.13 | 6.53 | 6.23 | | 7.13 | 6.53 | 6.23 | | 4.13 | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | | |
| Follow-Up Headway (sec) | | 3.53 | 4.03 | 3.33 | | 3.53 | 4.03 | 3.33 | | 2.23 | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 39 | | | | 14 | | | 83 | | | | 0 | | |
| Capacity, c (veh/h) | | | 845 | | | | 626 | | | 1499 | | | | 1466 | | |
| v/c Ratio | | | 0.05 | | | | 0.02 | | | 0.06 | | | | 0.00 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 0.1 | | | | 0.1 | | | 0.2 | | | | 0.0 | | |
| Control Delay (s/veh) | | | 9.5 | | | | 10.9 | | | 7.5 | 0.4 | 0.4 | | 7.5 | 0.0 | 0.0 |
| Level of Service (LOS) | | | A | | | | B | | | A | A | A | | A | A | A |
| Approach Delay (s/veh) | 9.5 | | | | 10.9 | | | | 3.4 | | | | 0.0 | | | |
| Approach LOS | A | | | | B | | | | A | | | | A | | | |

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# HCS Two-Way Stop-Control Report

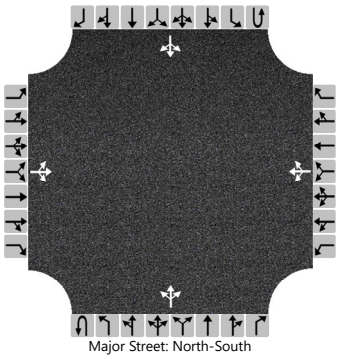
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2029 |
| Time Analyzed | PM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Stillwater & North Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | North Approach |
| North/South Street | Stillwater Road |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (veh/h) | | 16 | 0 | 64 | | 5 | 0 | 5 | | 80 | 138 | 9 | | 0 | 168 | 20 |
| Percent Heavy Vehicles (%) | | 3 | 3 | 3 | | 3 | 3 | 3 | | 3 | | | | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | 0 | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | Undivided | | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | 6.5 | 6.2 | | 7.1 | 6.5 | 6.2 | | 4.1 | | | | 4.1 | | |
| Critical Headway (sec) | | 7.13 | 6.53 | 6.23 | | 7.13 | 6.53 | 6.23 | | 4.13 | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | | |
| Follow-Up Headway (sec) | | 3.53 | 4.03 | 3.33 | | 3.53 | 4.03 | 3.33 | | 2.23 | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 80 | | | | 10 | | | 80 | | | | 0 | | |
| Capacity, c (veh/h) | | | 733 | | | | 562 | | | 1380 | | | | 1429 | | |
| v/c Ratio | | | 0.11 | | | | 0.02 | | | 0.06 | | | | 0.00 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 0.4 | | | | 0.1 | | | 0.2 | | | | 0.0 | | |
| Control Delay (s/veh) | | | 10.5 | | | | 11.5 | | | 7.8 | 0.5 | 0.5 | | 7.5 | 0.0 | 0.0 |
| Level of Service (LOS) | | | B | | | | B | | | A | A | A | | A | A | A |
| Approach Delay (s/veh) | 10.5 | | | | 11.5 | | | | 3.1 | | | | 0.0 | | | |
| Approach LOS | B | | | | B | | | | A | | | | A | | | |

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# HCS Two-Way Stop-Control Report

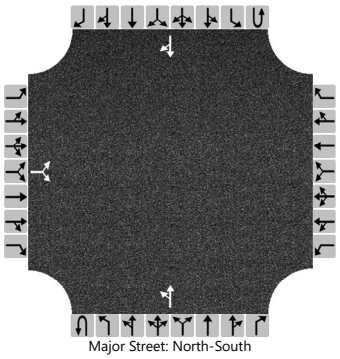
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2029 |
| Time Analyzed | AM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Stillwater & South Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | South Approach |
| North/South Street | Stillwater Road |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LR | | | | | | | LT | | | | | | TR |
| Volume (veh/h) | | 10 | | 134 | | | | | | 263 | 184 | | | | 71 | 29 |
| Percent Heavy Vehicles (%) | | 3 | | 3 | | | | | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| Critical Headway (sec) | | 6.43 | | 6.23 | | | | | | 4.13 | | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 144 | | | | | | | 263 | | | | | | |
| Capacity, c (veh/h) | | | 832 | | | | | | | 1486 | | | | | | |
| v/c Ratio | | | 0.17 | | | | | | | 0.18 | | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 0.6 | | | | | | | 0.6 | | | | | | |
| Control Delay (s/veh) | | | 10.2 | | | | | | | 7.9 | 1.6 | | | | | |
| Level of Service (LOS) | | | B | | | | | | | A | A | | | | | |
| Approach Delay (s/veh) | | 10.2 | | | | | | | | 5.3 | | | | | | |
| Approach LOS | | B | | | | | | | | A | | | | | | |

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# HCS Two-Way Stop-Control Report

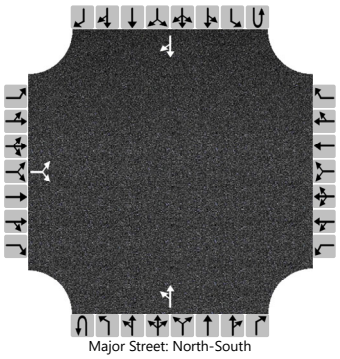
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2029 |
| Time Analyzed | PM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Stillwater & South Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | South Approach |
| North/South Street | Stillwater Road |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LR | | | | | | | LT | | | | | | TR |
| Volume (veh/h) | | 21 | | 275 | | | | | | 252 | 198 | | | | 204 | 28 |
| Percent Heavy Vehicles (%) | | 3 | | 3 | | | | | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| Critical Headway (sec) | | 6.43 | | 6.23 | | | | | | 4.13 | | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 296 | | | | | | | 252 | | | | | | |
| Capacity, c (veh/h) | | | 697 | | | | | | | 1330 | | | | | | |
| v/c Ratio | | | 0.42 | | | | | | | 0.19 | | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 2.1 | | | | | | | 0.7 | | | | | | |
| Control Delay (s/veh) | | | 13.9 | | | | | | | 8.3 | 1.8 | | | | | |
| Level of Service (LOS) | | | B | | | | | | | A | A | | | | | |
| Approach Delay (s/veh) | | 13.9 | | | | | | | | 5.5 | | | | | | |
| Approach LOS | | B | | | | | | | | A | | | | | | |

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# HCS Two-Way Stop-Control Report

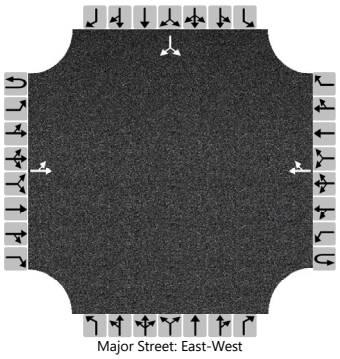
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2029 |
| Time Analyzed | AM Peak With Projects |
| Intersection Orientation | East-West |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | West Reserve & South Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | West Reserve |
| North/South Street | South Approach |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 |
| Configuration | | LT | | | | | | TR | | | | | | | LR | |
| Volume (veh/h) | | 0 | 522 | | | | 215 | 125 | | | | | | 0 | | 12 |
| Percent Heavy Vehicles (%) | | 3 | | | | | | | | | | | | 3 | | 3 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | | | | | 0 | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | Undivided | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 4.1 | | | | | | | | | | | | 7.1 | | 6.2 |
| Critical Headway (sec) | | 4.13 | | | | | | | | | | | | 6.43 | | 6.23 |
| Base Follow-Up Headway (sec) | | 2.2 | | | | | | | | | | | | 3.5 | | 3.3 |
| Follow-Up Headway (sec) | | 2.23 | | | | | | | | | | | | 3.53 | | 3.33 |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 0 | | | | | | | | | | | | | 12 | |
| Capacity, c (veh/h) | | 1214 | | | | | | | | | | | | | 759 | |
| v/c Ratio | | 0.00 | | | | | | | | | | | | | 0.02 | |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.0 | | | | | | | | | | | | | 0.0 | |
| Control Delay (s/veh) | | 8.0 | 0.0 | | | | | | | | | | | | 9.8 | |
| Level of Service (LOS) | | A | A | | | | | | | | | | | | A | |
| Approach Delay (s/veh) | | 0.0 | | | | | | | | | | | | 9.8 | | |
| Approach LOS | | A | | | | | | | | | | | | A | | |

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# HCS Two-Way Stop-Control Report

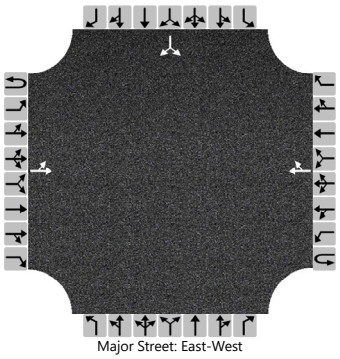
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2029 |
| Time Analyzed | PM Peak With Projects |
| Intersection Orientation | East-West |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | West Reserve & South Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | West Reserve |
| North/South Street | South Approach |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 |
| Configuration | | LT | | | | | | TR | | | | | | | LR | |
| Volume (veh/h) | | 0 | 293 | | | | 349 | 120 | | | | | | 0 | | 24 |
| Percent Heavy Vehicles (%) | | 3 | | | | | | | | | | | | 3 | | 3 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | | | | | 0 | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | Undivided | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 4.1 | | | | | | | | | | | | 7.1 | | 6.2 |
| Critical Headway (sec) | | 4.13 | | | | | | | | | | | | 6.43 | | 6.23 |
| Base Follow-Up Headway (sec) | | 2.2 | | | | | | | | | | | | 3.5 | | 3.3 |
| Follow-Up Headway (sec) | | 2.23 | | | | | | | | | | | | 3.53 | | 3.33 |

## Delay, Queue Length, and Level of Service

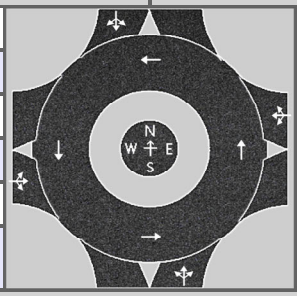
| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 0 | | | | | | | | | | | | | 24 | |
| Capacity, c (veh/h) | | 1087 | | | | | | | | | | | | | 640 | |
| v/c Ratio | | 0.00 | | | | | | | | | | | | | 0.04 | |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.0 | | | | | | | | | | | | | 0.1 | |
| Control Delay (s/veh) | | 8.3 | 0.0 | | | | | | | | | | | | 10.8 | |
| Level of Service (LOS) | | A | A | | | | | | | | | | | | B | |
| Approach Delay (s/veh) | | 0.0 | | | | | | | | | | | | 10.8 | | |
| Approach LOS | | A | | | | | | | | | | | | B | | |

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# HCS Roundabouts Report

## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency or Co. | ATS |
| Date Performed | 6/20/2024 |
| Analysis Year | 2034 |
| Time Analyzed | AM Peak With Projects |
| Project Description | West Reserve 80 Acres |




## Site Information

| | |
|---|---|
| Intersection | Stillwater Road |
| E/W Street Name | West Reserve Drive |
| N/S Street Name | Stillwater Road |
| Analysis Time Period, hrs | 0.25 |
| Peak Hour Factor | 1.00 |
| Jurisdiction | City of Kalispell |

## Volume Adjustments and Site Characteristics

| Approach | EB | | | | WB | | | | NB | | | | SB | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Number of Lanes (N) | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Lane Assignment | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (V), veh/h | 0 | 68 | 344 | 169 | 0 | 190 | 212 | 181 | 0 | 130 | 211 | 143 | 0 | 98 | 89 | 22 |
| Percent Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Flow Rate ($v_{PCE}$), pc/h | 0 | 70 | 354 | 174 | 0 | 196 | 218 | 186 | 0 | 134 | 217 | 147 | 0 | 101 | 92 | 23 |
| Right-Turn Bypass | None | | | | None | | | | None | | | | None | | | |
| Conflicting Lanes | 1 | | | | 1 | | | | 1 | | | | 1 | | | |
| Pedestrians Crossing, p/h | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Proportion of CAVs | 0 | | | | | | | | | | | | | | | |

## Critical and Follow-Up Headway Adjustment

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Critical Headway, s | | 4.9763 | | | 4.9763 | | | 4.9763 | | | 4.9763 | |
| Follow-Up Headway, s | | 2.6087 | | | 2.6087 | | | 2.6087 | | | 2.6087 | |

## Flow Computations, Capacity and v/c Ratios

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Entry Flow ($v_e$), pc/h | | 598 | | | 600 | | | 498 | | | 216 | |
| Entry Volume, veh/h | | 581 | | | 583 | | | 483 | | | 210 | |
| Circulating Flow ($v_c$), pc/h | 389 | | | 421 | | | 525 | | | 548 | | |
| Exiting Flow ($v_{ex}$), pc/h | 602 | | | 375 | | | 473 | | | 462 | | |
| Capacity ($c_{pce}$), pc/h | | 928 | | | 898 | | | 808 | | | 789 | |
| Capacity (c), veh/h | | 901 | | | 872 | | | 784 | | | 766 | |
| v/c Ratio (x) | | 0.64 | | | 0.67 | | | 0.62 | | | 0.27 | |

## Delay and Level of Service

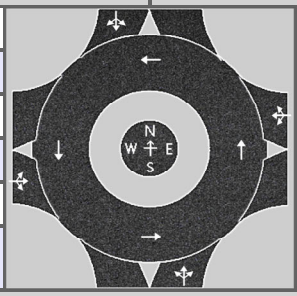
| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Lane Control Delay (d), s/veh | | 14.2 | | | 15.4 | | | 14.8 | | | 7.8 | |
| Lane LOS | | B | | | C | | | B | | | A | |
| 95% Queue, veh | | 4.8 | | | 5.3 | | | 4.3 | | | 1.1 | |
| Approach Delay, s/veh \| LOS | 14.2 | B | | 15.4 | C | | 14.8 | B | | 7.8 | A | |
| Intersection Delay, s/veh \| LOS | 14.0 | | | | | | B | | | | | |

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# HCS Roundabouts Report

## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency or Co. | ATS |
| Date Performed | 6/20/2024 |
| Analysis Year | 2034 |
| Time Analyzed | PM Peak With Projects |
| Project Description | West Reserve 80 Acres |




## Site Information

| | |
|---|---|
| Intersection | Stillwater Road |
| E/W Street Name | West Reserve Drive |
| N/S Street Name | Stillwater Road |
| Analysis Time Period, hrs | 0.25 |
| Peak Hour Factor | 1.00 |
| Jurisdiction | City of Kalispell |

## Volume Adjustments and Site Characteristics

| Approach | EB | | | | WB | | | | NB | | | | SB | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Number of Lanes (N) | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Lane Assignment | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (V), veh/h | 0 | 65 | 223 | 32 | 0 | 124 | 366 | 180 | 0 | 109 | 220 | 121 | 0 | 239 | 223 | 34 |
| Percent Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Flow Rate ($v_{PCE}$), pc/h | 0 | 67 | 230 | 33 | 0 | 128 | 377 | 185 | 0 | 112 | 227 | 125 | 0 | 246 | 230 | 35 |
| Right-Turn Bypass | None | | | | None | | | | None | | | | None | | | |
| Conflicting Lanes | 1 | | | | 1 | | | | 1 | | | | 1 | | | |
| Pedestrians Crossing, p/h | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Proportion of CAVs | 0 | | | | | | | | | | | | | | | |

## Critical and Follow-Up Headway Adjustment

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Critical Headway, s | | 4.9763 | | | 4.9763 | | | 4.9763 | | | 4.9763 | |
| Follow-Up Headway, s | | 2.6087 | | | 2.6087 | | | 2.6087 | | | 2.6087 | |

## Flow Computations, Capacity and v/c Ratios

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Entry Flow ($v_e$), pc/h | | 330 | | | 690 | | | 464 | | | 511 | |
| Entry Volume, veh/h | | 320 | | | 670 | | | 450 | | | 496 | |
| Circulating Flow ($v_c$), pc/h | 604 | | | 406 | | | 543 | | | 617 | | |
| Exiting Flow ($v_{ex}$), pc/h | 601 | | | 524 | | | 479 | | | 391 | | |
| Capacity ($c_{pce}$), pc/h | | 745 | | | 912 | | | 793 | | | 735 | |
| Capacity (c), veh/h | | 724 | | | 886 | | | 770 | | | 714 | |
| v/c Ratio (x) | | 0.44 | | | 0.76 | | | 0.59 | | | 0.69 | |

## Delay and Level of Service

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Lane Control Delay (d), s/veh | | 11.1 | | | 19.3 | | | 14.0 | | | 19.2 | |
| Lane LOS | | B | | | C | | | B | | | C | |
| 95% Queue, veh | | 2.3 | | | 7.3 | | | 3.9 | | | 5.7 | |
| Approach Delay, s/veh \| LOS | 11.1 | B | | 19.3 | C | | 14.0 | B | | 19.2 | C | |
| Intersection Delay, s/veh \| LOS | 16.7 | | | | | | C | | | | | |

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# HCS Two-Way Stop-Control Report

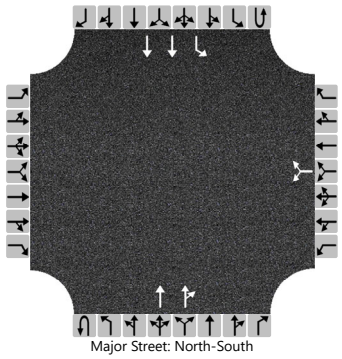
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2034 |
| Time Analyzed | AM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Old Reserve & Reserve Place |
| Jurisdiction | City of Kalispell |
| East/West Street | Reserve Place |
| North/South Street | Old Reserve Drive |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 |
| Configuration | | | | | | | LR | | | | T | TR | | L | T | |
| Volume (veh/h) | | | | | | 114 | | 244 | | | 397 | 21 | 0 | 30 | 843 | |
| Percent Heavy Vehicles (%) | | | | | | 3 | | 3 | | | | | 3 | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | | | | Undivided | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.5 | | 6.9 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.86 | | 6.96 | | | | | | 4.16 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | 358 | | | | | | | 30 | | |
| Capacity, c (veh/h) | | | | | | | 494 | | | | | | | 1130 | | |
| v/c Ratio | | | | | | | 0.72 | | | | | | | 0.03 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | 5.9 | | | | | | | 0.1 | | |
| Control Delay (s/veh) | | | | | | | 29.1 | | | | | | | 8.3 | | |
| Level of Service (LOS) | | | | | | | D | | | | | | | A | | |
| Approach Delay (s/veh) | | | | | | 29.1 | | | | | | | | 0.3 | | |
| Approach LOS | | | | | | D | | | | | | | | A | | |

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# HCS Two-Way Stop-Control Report

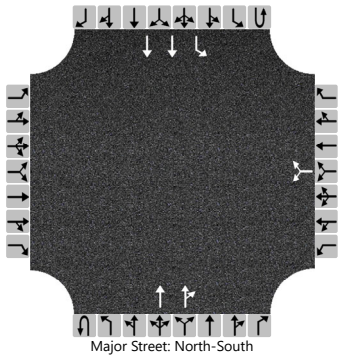
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2034 |
| Time Analyzed | PM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Old Reserve & Reserve Place |
| Jurisdiction | City of Kalispell |
| East/West Street | Reserve Place |
| North/South Street | Old Reserve Drive |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 |
| Configuration | | | | | | | LR | | | | T | TR | | L | T | |
| Volume (veh/h) | | | | | | 22 | | 232 | | | 614 | 44 | 0 | 15 | 628 | |
| Percent Heavy Vehicles (%) | | | | | | 3 | | 3 | | | | | 3 | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | | | | Undivided | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.5 | | 6.9 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.86 | | 6.96 | | | | | | 4.16 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

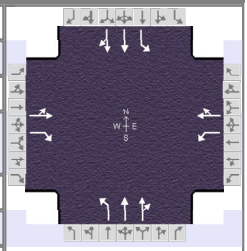
## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | 254 | | | | | | | 15 | | |
| Capacity, c (veh/h) | | | | | | | 576 | | | | | | | 919 | | |
| v/c Ratio | | | | | | | 0.44 | | | | | | | 0.02 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | 2.2 | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | | 16.1 | | | | | | | 9.0 | | |
| Level of Service (LOS) | | | | | | | C | | | | | | | A | | |
| Approach Delay (s/veh) | | | | | | 16.1 | | | | | | | 0.2 | | | |
| Approach LOS | | | | | | C | | | | | | | A | | | |

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# HCS Signalized Intersection Results Summary

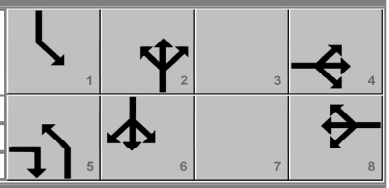
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | ATS | | | Duration, h | 0.250 |
| Analyst | RLA | Analysis Date | Feb 23, 2024 | Area Type | Other |
| Jurisdiction | City of Kalispell | Time Period | AM Peak With Projects | PHF | 1.00 |
| Urban Street | Old Reserve Drive | Analysis Year | 2034 | Analysis Period | 1> 7:00 |
| Intersection | Wolfpack Way | File Name | WolfpackSignalAM.xus | | |
| Project Description | West Reserve 80 Acre | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 1 | 6 | 396 | 74 | 35 | 1 | 862 | 424 | 172 | 12 | 688 | 70 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 100.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 1.7 | 30.3 | 35.0 | 17.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 | | | | | | |
| Red | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | | | | | | |



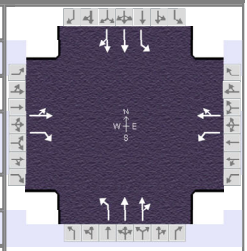

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 5 | 2 | 1 | 6 |
| Case Number | | 7.0 | | 6.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | | 21.0 | | 21.0 | 40.0 | 73.3 | 5.7 | 39.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | 3.1 | 0.0 | 3.1 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 17.5 | | 6.9 | 38.0 | | 2.4 | |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 1.00 | | 0.28 | |
| Max Out Probability | | 1.00 | | 0.03 | 1.00 | | 0.00 | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow Rate ( *v* ), veh/h | | 7 | 396 | 74 | 36 | | 862 | 311 | 285 | 12 | 385 | 373 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1840 | 1598 | 1421 | 1876 | | 1767 | 1856 | 1674 | 1767 | 1856 | 1795 |
| Queue Service Time ( $g_s$ ), s | | 0.0 | 15.5 | 4.6 | 1.6 | | 36.0 | 6.2 | 6.3 | 0.4 | 17.0 | 17.1 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 0.3 | 15.5 | 4.9 | 1.6 | | 36.0 | 6.2 | 6.3 | 0.4 | 17.0 | 17.1 |
| Green Ratio ( *g/C* ) | | 0.17 | 0.53 | 0.17 | 0.17 | | 0.73 | 0.69 | 0.69 | 0.37 | 0.35 | 0.35 |
| Capacity ( *c* ), veh/h | | 354 | 847 | 309 | 319 | | 834 | 1286 | 1160 | 387 | 649 | 628 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.020 | 0.468 | 0.239 | 0.113 | | 1.034 | 0.242 | 0.246 | 0.031 | 0.593 | 0.594 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | 6.4 | 227.3 | 71.5 | 33.4 | | 661.4 | 100.9 | 91.3 | 8.1 | 322.3 | 307.9 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 0.3 | 9.0 | 2.8 | 1.3 | | 25.8 | 3.9 | 3.7 | 0.3 | 12.6 | 12.3 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 34.6 | 14.7 | 36.6 | 35.1 | | 20.0 | 5.7 | 5.7 | 20.2 | 26.7 | 26.7 |
| Incremental Delay ( $d_2$ ), s/veh | | 0.0 | 0.1 | 0.1 | 0.1 | | 40.1 | 0.4 | 0.5 | 0.0 | 3.9 | 4.1 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 34.6 | 14.8 | 36.8 | 35.2 | | 60.1 | 6.1 | 6.2 | 20.2 | 30.6 | 30.8 |
| Level of Service (LOS) | | C | B | D | D | | F | A | A | C | C | C |
| Approach Delay, s/veh / LOS | 15.2 | B | | 36.2 | D | | 38.0 | D | | 30.5 | C | |
| Intersection Delay, s/veh / LOS | 32.5 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.30 | B | 2.30 | B | 1.86 | B | 1.92 | B |
| Bicycle LOS Score / LOS | 1.15 | A | 0.67 | A | 1.69 | B | 1.12 | A |

# HCS Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | ATS | | | Duration, h | 0.250 |
| Analyst | RLA | Analysis Date | Feb 23, 2024 | Area Type | Other |
| Jurisdiction | City of Kalispell | Time Period | PM Peak With Projects | PHF | 1.00 |
| Urban Street | Old Reserve Drive | Analysis Year | 2034 | Analysis Period | 1> 7:00 |
| Intersection | Wolfpack Way | File Name | WolfpackSignalPM.xus | | |
| Project Description | West Reserve 80 Acre | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 6 | 31 | 99 | 115 | 1 | 6 | 116 | 676 | 53 | 1 | 591 | 6 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 0.2 | 1.6 | 79.0 | 13.1 | 0.0 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 | | | | |
| Red | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 5 | 2 | 1 | 6 |
| Case Number | | 7.0 | | 6.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | | 17.1 | | 17.1 | 9.8 | 88.7 | 4.2 | 83.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.2 | | 3.2 | 3.1 | 0.0 | 3.1 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 8.0 | | 12.8 | 3.6 | | 2.0 | |
| Green Extension Time ( $g_e$ ), s | | 0.4 | | 0.3 | 0.1 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 0.97 | | 0.03 | |
| Max Out Probability | | 0.00 | | 0.03 | 0.00 | | 0.00 | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow Rate ( *v* ), veh/h | | 37 | 99 | 115 | 7 | | 116 | 369 | 360 | 1 | 299 | 298 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1841 | 1598 | 1389 | 1633 | | 1767 | 1856 | 1808 | 1767 | 1856 | 1849 |
| Queue Service Time ( $g_s$ ), s | | 0.0 | 6.0 | 8.9 | 0.4 | | 1.6 | 6.3 | 6.3 | 0.0 | 6.0 | 6.0 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 1.9 | 6.0 | 10.8 | 0.4 | | 1.6 | 6.3 | 6.3 | 0.0 | 6.0 | 6.0 |
| Green Ratio ( *g/C* ) | | 0.12 | 0.17 | 0.12 | 0.12 | | 0.79 | 0.77 | 0.77 | 0.72 | 0.72 | 0.72 |
| Capacity ( *c* ), veh/h | | 258 | 276 | 208 | 195 | | 700 | 1428 | 1391 | 568 | 1333 | 1328 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.143 | 0.359 | 0.554 | 0.036 | | 0.166 | 0.258 | 0.259 | 0.002 | 0.224 | 0.224 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | 41.1 | 107 | 140.6 | 7.7 | | 19.1 | 91.6 | 87.5 | 0.3 | 97 | 94.4 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 1.6 | 4.2 | 5.6 | 0.3 | | 0.7 | 3.6 | 3.5 | 0.0 | 3.8 | 3.8 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 43.5 | 40.1 | 48.3 | 42.8 | | 2.9 | 3.6 | 3.6 | 4.3 | 5.2 | 5.2 |
| Incremental Delay ( $d_2$ ), s/veh | | 0.1 | 0.3 | 0.9 | 0.0 | | 0.0 | 0.4 | 0.5 | 0.0 | 0.4 | 0.4 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 43.6 | 40.4 | 49.2 | 42.8 | | 3.0 | 4.1 | 4.1 | 4.3 | 5.6 | 5.6 |
| Level of Service (LOS) | | D | D | D | D | | A | A | A | A | A | A |
| Approach Delay, s/veh / LOS | 41.3 | D | | 48.8 | D | | 3.9 | A | | 5.6 | A | |
| Intersection Delay, s/veh / LOS | 10.7 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.31 | B | 2.31 | B | 1.84 | B | 1.86 | B |
| Bicycle LOS Score / LOS | 0.71 | A | 0.69 | A | 1.18 | A | 0.98 | A |

# HCS Two-Way Stop-Control Report

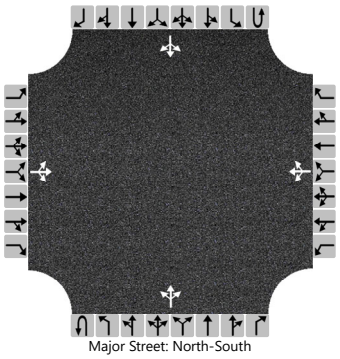
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2034 |
| Time Analyzed | AM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Stillwater & North Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | North Approach |
| North/South Street | Stillwater Road |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (veh/h) | | 8 | 0 | 31 | | 11 | 0 | 5 | | 83 | 123 | 5 | | 0 | 74 | 21 |
| Percent Heavy Vehicles (%) | | 3 | 3 | 3 | | 3 | 3 | 3 | | 3 | | | | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | 0 | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | Undivided | | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | 6.5 | 6.2 | | 7.1 | 6.5 | 6.2 | | 4.1 | | | | 4.1 | | |
| Critical Headway (sec) | | 7.13 | 6.53 | 6.23 | | 7.13 | 6.53 | 6.23 | | 4.13 | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | | |
| Follow-Up Headway (sec) | | 3.53 | 4.03 | 3.33 | | 3.53 | 4.03 | 3.33 | | 2.23 | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 39 | | | | 16 | | | 83 | | | | 0 | | |
| Capacity, c (veh/h) | | | 835 | | | | 598 | | | 1493 | | | | 1452 | | |
| v/c Ratio | | | 0.05 | | | | 0.03 | | | 0.06 | | | | 0.00 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 0.1 | | | | 0.1 | | | 0.2 | | | | 0.0 | | |
| Control Delay (s/veh) | | | 9.5 | | | | 11.2 | | | 7.6 | 0.5 | 0.5 | | 7.5 | 0.0 | 0.0 |
| Level of Service (LOS) | | | A | | | | B | | | A | A | A | | A | A | A |
| Approach Delay (s/veh) | 9.5 | | | | 11.2 | | | | 3.2 | | | | 0.0 | | | |
| Approach LOS | A | | | | B | | | | A | | | | A | | | |

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# HCS Two-Way Stop-Control Report

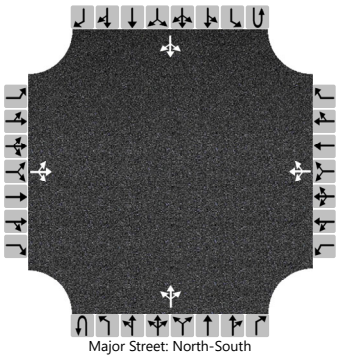
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2034 |
| Time Analyzed | PM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Stillwater & North Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | North Approach |
| North/South Street | Stillwater Road |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (veh/h) | | 16 | 0 | 64 | | 5 | 0 | 5 | | 80 | 153 | 11 | | 0 | 185 | 20 |
| Percent Heavy Vehicles (%) | | 3 | 3 | 3 | | 3 | 3 | 3 | | 3 | | | | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | 6.5 | 6.2 | | 7.1 | 6.5 | 6.2 | | 4.1 | | | | 4.1 | | |
| Critical Headway (sec) | | 7.13 | 6.53 | 6.23 | | 7.13 | 6.53 | 6.23 | | 4.13 | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | | |
| Follow-Up Headway (sec) | | 3.53 | 4.03 | 3.33 | | 3.53 | 4.03 | 3.33 | | 2.23 | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 80 | | | | 10 | | | 80 | | | | 0 | | |
| Capacity, c (veh/h) | | | 710 | | | | 538 | | | 1360 | | | | 1408 | | |
| v/c Ratio | | | 0.11 | | | | 0.02 | | | 0.06 | | | | 0.00 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 0.4 | | | | 0.1 | | | 0.2 | | | | 0.0 | | |
| Control Delay (s/veh) | | | 10.7 | | | | 11.8 | | | 7.8 | 0.5 | 0.5 | | 7.6 | 0.0 | 0.0 |
| Level of Service (LOS) | | | B | | | | B | | | A | A | A | | A | A | A |
| Approach Delay (s/veh) | | 10.7 | | | | 11.8 | | | | 2.9 | | | | 0.0 | | |
| Approach LOS | | B | | | | B | | | | A | | | | A | | |

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# HCS Two-Way Stop-Control Report

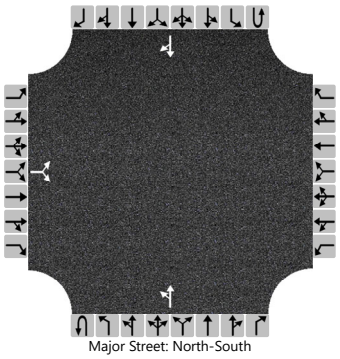
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2034 |
| Time Analyzed | AM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Stillwater & South Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | South Approach |
| North/South Street | Stillwater Road |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LR | | | | | | | LT | | | | | | TR |
| Volume (veh/h) | | 10 | | 134 | | | | | | 263 | 196 | | | | 76 | 29 |
| Percent Heavy Vehicles (%) | | 3 | | 3 | | | | | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| Critical Headway (sec) | | 6.43 | | 6.23 | | | | | | 4.13 | | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 144 | | | | | | | 263 | | | | | | |
| Capacity, c (veh/h) | | | 823 | | | | | | | 1480 | | | | | | |
| v/c Ratio | | | 0.17 | | | | | | | 0.18 | | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 0.6 | | | | | | | 0.6 | | | | | | |
| Control Delay (s/veh) | | | 10.3 | | | | | | | 8.0 | 1.6 | | | | | |
| Level of Service (LOS) | | | B | | | | | | | A | A | | | | | |
| Approach Delay (s/veh) | | 10.3 | | | | | | | | 5.2 | | | | | | |
| Approach LOS | | B | | | | | | | | A | | | | | | |

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# HCS Two-Way Stop-Control Report

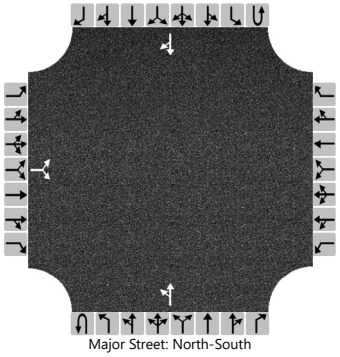
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2034 |
| Time Analyzed | PM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Stillwater & South Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | South Approach |
| North/South Street | Stillwater Road |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LR | | | | | | | LT | | | | | | TR |
| Volume (veh/h) | | 21 | | 275 | | | | | | 252 | 213 | | | | 221 | 28 |
| Percent Heavy Vehicles (%) | | 3 | | 3 | | | | | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| Critical Headway (sec) | | 6.43 | | 6.23 | | | | | | 4.13 | | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 296 | | | | | | | 252 | | | | | | |
| Capacity, c (veh/h) | | | 678 | | | | | | | 1311 | | | | | | |
| v/c Ratio | | | 0.44 | | | | | | | 0.19 | | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 2.2 | | | | | | | 0.7 | | | | | | |
| Control Delay (s/veh) | | | 14.4 | | | | | | | 8.4 | 1.8 | | | | | |
| Level of Service (LOS) | | | B | | | | | | | A | A | | | | | |
| Approach Delay (s/veh) | | 14.4 | | | | | | | | 5.4 | | | | | | |
| Approach LOS | | B | | | | | | | | A | | | | | | |

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# HCS Two-Way Stop-Control Report

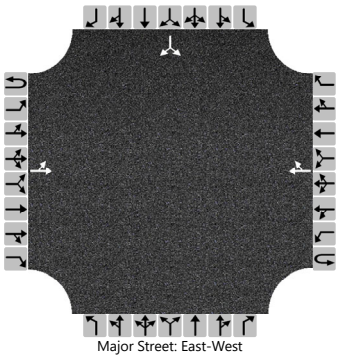
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2034 |
| Time Analyzed | AM Peak With Projects |
| Intersection Orientation | East-West |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | West Reserve & South Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | West Reserve |
| North/South Street | South Approach |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 |
| Configuration | | LT | | | | | | TR | | | | | | | LR | |
| Volume (veh/h) | | 0 | 581 | | | | 240 | 125 | | | | | | 0 | | 12 |
| Percent Heavy Vehicles (%) | | 3 | | | | | | | | | | | | 3 | | 3 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | | | | | 0 | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | | | Undivided | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 4.1 | | | | | | | | | | | | 7.1 | | 6.2 |
| Critical Headway (sec) | | 4.13 | | | | | | | | | | | | 6.43 | | 6.23 |
| Base Follow-Up Headway (sec) | | 2.2 | | | | | | | | | | | | 3.5 | | 3.3 |
| Follow-Up Headway (sec) | | 2.23 | | | | | | | | | | | | 3.53 | | 3.33 |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 0 | | | | | | | | | | | | | 12 | |
| Capacity, c (veh/h) | | 1188 | | | | | | | | | | | | | 735 | |
| v/c Ratio | | 0.00 | | | | | | | | | | | | | 0.02 | |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.0 | | | | | | | | | | | | | 0.0 | |
| Control Delay (s/veh) | | 8.0 | 0.0 | | | | | | | | | | | | 10.0 | |
| Level of Service (LOS) | | A | A | | | | | | | | | | | | A | |
| Approach Delay (s/veh) | | 0.0 | | | | | | | | | | | | 10.0 | | |
| Approach LOS | | A | | | | | | | | | | | | A | | |

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# HCS Two-Way Stop-Control Report

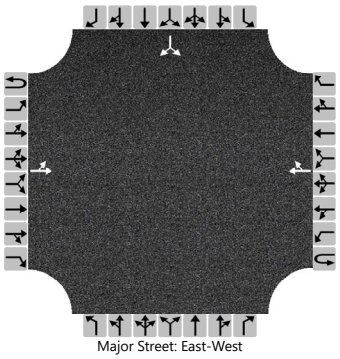
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2034 |
| Time Analyzed | PM Peak With Projects |
| Intersection Orientation | East-West |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | West Reserve & South Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | West Reserve |
| North/South Street | South Approach |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 |
| Configuration | | LT | | | | | | TR | | | | | | | LR | |
| Volume (veh/h) | | 0 | 321 | | | | 389 | 120 | | | | | | 0 | | 24 |
| Percent Heavy Vehicles (%) | | 3 | | | | | | | | | | | | 3 | | 3 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | | | | | 0 | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | Undivided | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 4.1 | | | | | | | | | | | | 7.1 | | 6.2 |
| Critical Headway (sec) | | 4.13 | | | | | | | | | | | | 6.43 | | 6.23 |
| Base Follow-Up Headway (sec) | | 2.2 | | | | | | | | | | | | 3.5 | | 3.3 |
| Follow-Up Headway (sec) | | 2.23 | | | | | | | | | | | | 3.53 | | 3.33 |

## Delay, Queue Length, and Level of Service

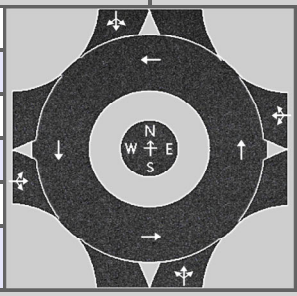
| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 0 | | | | | | | | | | | | | 24 | |
| Capacity, c (veh/h) | | 1051 | | | | | | | | | | | | | 608 | |
| v/c Ratio | | 0.00 | | | | | | | | | | | | | 0.04 | |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.0 | | | | | | | | | | | | | 0.1 | |
| Control Delay (s/veh) | | 8.4 | 0.0 | | | | | | | | | | | | 11.2 | |
| Level of Service (LOS) | | A | A | | | | | | | | | | | | B | |
| Approach Delay (s/veh) | | 0.0 | | | | | | | | | | | | 11.2 | | |
| Approach LOS | | A | | | | | | | | | | | | B | | |

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# HCS Roundabouts Report

## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency or Co. | ATS |
| Date Performed | 6/20/2024 |
| Analysis Year | 2039 |
| Time Analyzed | AM Peak With Projects |
| Project Description | West Reserve 80 Acres |




## Site Information

| | |
|---|---|
| Intersection | Stillwater Road |
| E/W Street Name | West Reserve Drive |
| N/S Street Name | Stillwater Road |
| Analysis Time Period, hrs | 0.25 |
| Peak Hour Factor | 1.00 |
| Jurisdiction | City of Kalispell |

## Volume Adjustments and Site Characteristics

| Approach | EB | | | | WB | | | | NB | | | | SB | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Number of Lanes (N) | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Lane Assignment | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (V), veh/h | 0 | 68 | 383 | 188 | 0 | 209 | 229 | 183 | 0 | 137 | 220 | 151 | 0 | 100 | 91 | 23 |
| Percent Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Flow Rate ($v_{PCE}$), pc/h | 0 | 70 | 394 | 194 | 0 | 215 | 236 | 188 | 0 | 141 | 227 | 156 | 0 | 103 | 94 | 24 |
| Right-Turn Bypass | None | | | | None | | | | None | | | | None | | | |
| Conflicting Lanes | 1 | | | | 1 | | | | 1 | | | | 1 | | | |
| Pedestrians Crossing, p/h | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Proportion of CAVs | 0 | | | | | | | | | | | | | | | |

## Critical and Follow-Up Headway Adjustment

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Critical Headway, s | | 4.9763 | | | 4.9763 | | | 4.9763 | | | 4.9763 | |
| Follow-Up Headway, s | | 2.6087 | | | 2.6087 | | | 2.6087 | | | 2.6087 | |

## Flow Computations, Capacity and v/c Ratios

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Entry Flow ($v_e$), pc/h | | 658 | | | 639 | | | 524 | | | 221 | |
| Entry Volume, veh/h | | 639 | | | 620 | | | 509 | | | 215 | |
| Circulating Flow ($v_c$), pc/h | 412 | | | 438 | | | 567 | | | 592 | | |
| Exiting Flow ($v_{ex}$), pc/h | 653 | | | 401 | | | 485 | | | 503 | | |
| Capacity ($c_{pce}$), pc/h | | 907 | | | 883 | | | 774 | | | 754 | |
| Capacity (c), veh/h | | 880 | | | 857 | | | 751 | | | 732 | |
| v/c Ratio (x) | | 0.73 | | | 0.72 | | | 0.68 | | | 0.29 | |

## Delay and Level of Service

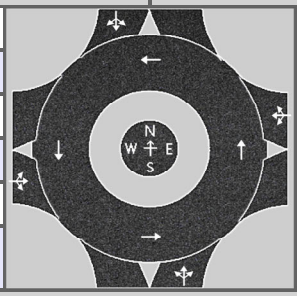
| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Lane Control Delay (d), s/veh | | 17.7 | | | 18.0 | | | 17.6 | | | 8.4 | |
| Lane LOS | | C | | | C | | | C | | | A | |
| 95% Queue, veh | | 6.5 | | | 6.5 | | | 5.3 | | | 1.2 | |
| Approach Delay, s/veh \| LOS | 17.7 | C | | 18.0 | C | | 17.6 | C | | 8.4 | A | |
| Intersection Delay, s/veh \| LOS | 16.8 | | | | | | C | | | | | |

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# HCS Roundabouts Report

## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency or Co. | ATS |
| Date Performed | 6/20/2024 |
| Analysis Year | 2039 |
| Time Analyzed | PM Peak With Projects |
| Project Description | West Reserve 80 Acres |




## Site Information

| | |
|---|---|
| Intersection | Stillwater Road |
| E/W Street Name | West Reserve Drive |
| N/S Street Name | Stillwater Road |
| Analysis Time Period, hrs | 0.25 |
| Peak Hour Factor | 1.00 |
| Jurisdiction | City of Kalispell |

## Volume Adjustments and Site Characteristics

| Approach | EB | | | | WB | | | | NB | | | | SB | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Number of Lanes (N) | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Lane Assignment | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (V), veh/h | 0 | 66 | 248 | 35 | 0 | 129 | 400 | 183 | 0 | 114 | 231 | 129 | 0 | 247 | 231 | 36 |
| Percent Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Flow Rate ($v_{PCE}$), pc/h | 0 | 68 | 255 | 36 | 0 | 133 | 412 | 188 | 0 | 117 | 238 | 133 | 0 | 254 | 238 | 37 |
| Right-Turn Bypass | None | | | | None | | | | None | | | | None | | | |
| Conflicting Lanes | 1 | | | | 1 | | | | 1 | | | | 1 | | | |
| Pedestrians Crossing, p/h | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Proportion of CAVs | 0 | | | | | | | | | | | | | | | |

## Critical and Follow-Up Headway Adjustment

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Critical Headway, s | | 4.9763 | | | 4.9763 | | | 4.9763 | | | 4.9763 | |
| Follow-Up Headway, s | | 2.6087 | | | 2.6087 | | | 2.6087 | | | 2.6087 | |

## Flow Computations, Capacity and v/c Ratios

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Entry Flow ($v_e$), pc/h | | 359 | | | 733 | | | 488 | | | 529 | |
| Entry Volume, veh/h | | 349 | | | 712 | | | 474 | | | 514 | |
| Circulating Flow ($v_c$), pc/h | 625 | | | 423 | | | 577 | | | 662 | | |
| Exiting Flow ($v_{ex}$), pc/h | 642 | | | 566 | | | 494 | | | 407 | | |
| Capacity ($c_{pce}$), pc/h | | 729 | | | 896 | | | 766 | | | 702 | |
| Capacity (c), veh/h | | 708 | | | 870 | | | 744 | | | 682 | |
| v/c Ratio (x) | | 0.49 | | | 0.82 | | | 0.64 | | | 0.75 | |

## Delay and Level of Service

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Lane Control Delay (d), s/veh | | 12.4 | | | 23.8 | | | 16.1 | | | 23.3 | |
| Lane LOS | | B | | | C | | | C | | | C | |
| 95% Queue, veh | | 2.7 | | | 9.2 | | | 4.6 | | | 6.9 | |
| Approach Delay, s/veh \| LOS | 12.4 | B | | 23.8 | C | | 16.1 | C | | 23.3 | C | |
| Intersection Delay, s/veh \| LOS | 20.0 | | | | | | C | | | | | |

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# HCS Two-Way Stop-Control Report

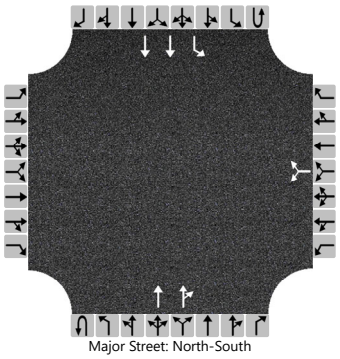
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2039 |
| Time Analyzed | AM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Old Reserve & Reserve Place |
| Jurisdiction | City of Kalispell |
| East/West Street | Reserve Place |
| North/South Street | Old Reserve Drive |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 |
| Configuration | | | | | | | LR | | | | T | TR | | L | T | |
| Volume (veh/h) | | | | | | 126 | | 271 | | | 415 | 21 | 0 | 33 | 922 | |
| Percent Heavy Vehicles (%) | | | | | | 3 | | 3 | | | | | 3 | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | | | | Undivided | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.5 | | 6.9 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.86 | | 6.96 | | | | | | 4.16 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | 397 | | | | | | | 33 | | |
| Capacity, c (veh/h) | | | | | | | 465 | | | | | | | 1113 | | |
| v/c Ratio | | | | | | | 0.85 | | | | | | | 0.03 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | 8.7 | | | | | | | 0.1 | | |
| Control Delay (s/veh) | | | | | | | 43.6 | | | | | | | 8.3 | | |
| Level of Service (LOS) | | | | | | | E | | | | | | | A | | |
| Approach Delay (s/veh) | | | | | | 43.6 | | | | | | | | 0.3 | | |
| Approach LOS | | | | | | E | | | | | | | | A | | |

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# HCS Two-Way Stop-Control Report

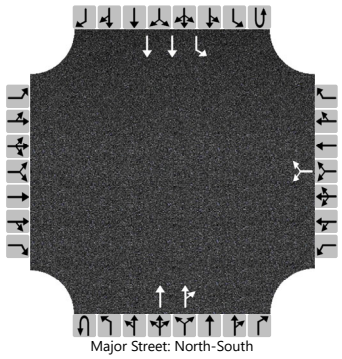
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2039 |
| Time Analyzed | PM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Old Reserve & Reserve Place |
| Jurisdiction | City of Kalispell |
| East/West Street | Reserve Place |
| North/South Street | Old Reserve Drive |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 |
| Configuration | | | | | | | LR | | | | T | TR | | L | T | |
| Volume (veh/h) | | | | | | 24 | | 258 | | | 651 | 47 | 0 | 15 | 675 | |
| Percent Heavy Vehicles (%) | | | | | | 3 | | 3 | | | | | 3 | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | | | | Undivided | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.5 | | 6.9 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.86 | | 6.96 | | | | | | 4.16 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

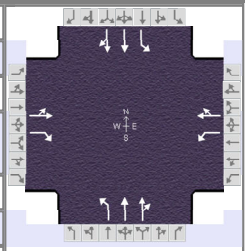
## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | 282 | | | | | | | 15 | | |
| Capacity, c (veh/h) | | | | | | | 553 | | | | | | | 888 | | |
| v/c Ratio | | | | | | | 0.51 | | | | | | | 0.02 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | 2.9 | | | | | | | 0.1 | | |
| Control Delay (s/veh) | | | | | | | 18.1 | | | | | | | 9.1 | | |
| Level of Service (LOS) | | | | | | | C | | | | | | | A | | |
| Approach Delay (s/veh) | | | | | | 18.1 | | | | | | | | 0.2 | | |
| Approach LOS | | | | | | C | | | | | | | | A | | |

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# HCS Signalized Intersection Results Summary

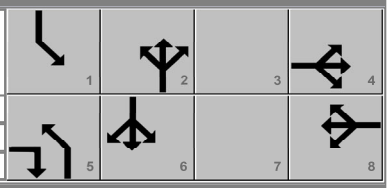
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | ATS | | | Duration, h | 0.250 |
| Analyst | RLA | Analysis Date | Feb 23, 2024 | Area Type | Other |
| Jurisdiction | City of Kalispell | Time Period | AM Peak With Projects | PHF | 1.00 |
| Urban Street | Old Reserve Drive | Analysis Year | 2039 | Analysis Period | 1> 7:00 |
| Intersection | Wolfpack Way | File Name | WolfpackSignalAM.xus | | |
| Project Description | West Reserve 80 Acre | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 1 | 6 | 442 | 81 | 39 | 1 | 961 | 442 | 191 | 13 | 749 | 78 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 100.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 1.8 | 30.2 | 35.0 | 17.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 |
| Red | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |



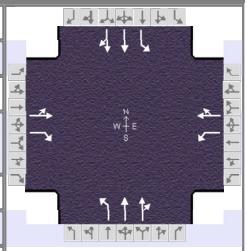

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 5 | 2 | 1 | 6 |
| Case Number | | 7.0 | | 6.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | | 21.0 | | 21.0 | 40.0 | 73.2 | 5.8 | 39.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | 3.1 | 0.0 | 3.1 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 19.0 | | 7.3 | 38.0 | | 2.5 | |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 1.00 | | 0.30 | |
| Max Out Probability | | 1.00 | | 0.04 | 1.00 | | 0.00 | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow Rate ( *v* ), veh/h | | 7 | 442 | 81 | 40 | | 961 | 332 | 301 | 13 | 420 | 407 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1840 | 1598 | 1421 | 1689 | | 1767 | 1856 | 1666 | 1767 | 1856 | 1794 |
| Queue Service Time ( $g_s$ ), s | | 0.0 | 17.0 | 5.0 | 2.0 | | 36.0 | 6.7 | 6.8 | 0.5 | 19.0 | 19.1 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 0.3 | 17.0 | 5.3 | 2.0 | | 36.0 | 6.7 | 6.8 | 0.5 | 19.0 | 19.1 |
| Green Ratio ( *g/C* ) | | 0.17 | 0.53 | 0.17 | 0.17 | | 0.73 | 0.69 | 0.69 | 0.37 | 0.35 | 0.35 |
| Capacity ( *c* ), veh/h | | 354 | 847 | 309 | 287 | | 813 | 1284 | 1152 | 380 | 649 | 628 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.020 | 0.522 | 0.262 | 0.139 | | 1.182 | 0.258 | 0.262 | 0.034 | 0.647 | 0.648 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | 6.4 | 256.8 | 78.7 | 37.3 | | 1130.9 | 109.5 | 98.4 | 8.7 | 356.5 | 339.7 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 0.3 | 10.2 | 3.1 | 1.5 | | 44.2 | 4.3 | 3.9 | 0.3 | 13.9 | 13.6 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 34.6 | 15.3 | 36.8 | 35.3 | | 21.2 | 5.8 | 5.8 | 20.1 | 27.3 | 27.3 |
| Incremental Delay ( $d_2$ ), s/veh | | 0.0 | 0.3 | 0.2 | 0.1 | | 94.4 | 0.5 | 0.6 | 0.0 | 4.9 | 5.1 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 34.6 | 15.5 | 37.0 | 35.4 | | 115.6 | 6.3 | 6.4 | 20.1 | 32.2 | 32.4 |
| Level of Service (LOS) | | C | B | D | D | | F | A | A | C | C | C |
| Approach Delay, s/veh / LOS | 15.8 | B | | 36.4 | D | | 72.2 | E | | 32.1 | C | |
| Intersection Delay, s/veh / LOS | 51.1 | | | | | | D | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.30 | B | 2.30 | B | 1.86 | B | 1.92 | B |
| Bicycle LOS Score / LOS | 1.23 | A | 0.69 | A | 1.80 | B | 1.18 | A |

# HCS Signalized Intersection Results Summary

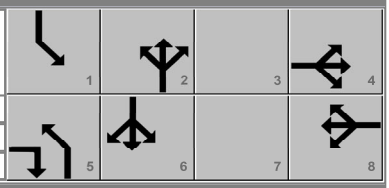
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | ATS | | | Duration, h | 0.250 |
| Analyst | RLA | Analysis Date | Feb 23, 2024 | Area Type | Other |
| Jurisdiction | City of Kalispell | Time Period | PM Peak With Projects | PHF | 1.00 |
| Urban Street | Old Reserve Drive | Analysis Year | 2039 | Analysis Period | 1> 7:00 |
| Intersection | Wolfpack Way | File Name | WolfpackSignalPM.xus | | |
| Project Description | West Reserve 80 Acre | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 6 | 31 | 110 | 125 | 1 | 6 | 130 | 717 | 58 | 1 | 636 | 6 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 0.2 | 1.7 | 78.2 | 13.9 | 0.0 | 0.0 | |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 | |
| Red | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 5 | 2 | 1 | 6 |
| Case Number | | 7.0 | | 6.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | | 17.9 | | 17.9 | 9.9 | 87.9 | 4.2 | 82.2 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.2 | | 3.2 | 3.1 | 0.0 | 3.1 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 8.7 | | 13.6 | 3.9 | | 2.0 | |
| Green Extension Time ( $g_e$ ), s | | 0.4 | | 0.3 | 0.1 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 0.98 | | 0.03 | |
| Max Out Probability | | 0.00 | | 0.07 | 0.00 | | 0.00 | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow Rate ( *v* ), veh/h | | 37 | 110 | 125 | 7 | | 130 | 393 | 382 | 1 | 321 | 321 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1840 | 1598 | 1389 | 1633 | | 1767 | 1856 | 1806 | 1767 | 1856 | 1849 |
| Queue Service Time ( $g_s$ ), s | | 0.0 | 6.7 | 9.7 | 0.4 | | 1.9 | 7.0 | 7.0 | 0.0 | 6.7 | 6.7 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 1.9 | 6.7 | 11.6 | 0.4 | | 1.9 | 7.0 | 7.0 | 0.0 | 6.7 | 6.7 |
| Green Ratio ( *g/C* ) | | 0.13 | 0.18 | 0.13 | 0.13 | | 0.78 | 0.76 | 0.76 | 0.71 | 0.71 | 0.71 |
| Capacity ( *c* ), veh/h | | 271 | 288 | 217 | 207 | | 668 | 1415 | 1378 | 538 | 1319 | 1314 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.137 | 0.382 | 0.575 | 0.034 | | 0.195 | 0.277 | 0.278 | 0.002 | 0.244 | 0.244 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | 40.6 | 118.6 | 152.5 | 7.6 | | 23.2 | 104.3 | 99.5 | 0.3 | 110.3 | 107.4 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 1.6 | 4.7 | 6.1 | 0.3 | | 0.9 | 4.1 | 4.0 | 0.0 | 4.3 | 4.3 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 42.8 | 39.7 | 47.9 | 42.1 | | 3.2 | 3.9 | 3.9 | 4.6 | 5.6 | 5.6 |
| Incremental Delay ( $d_2$ ), s/veh | | 0.1 | 0.3 | 0.9 | 0.0 | | 0.1 | 0.5 | 0.5 | 0.0 | 0.4 | 0.4 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 42.9 | 40.0 | 48.8 | 42.2 | | 3.3 | 4.4 | 4.4 | 4.6 | 6.0 | 6.0 |
| Level of Service (LOS) | | D | D | D | D | | A | A | A | A | A | A |
| Approach Delay, s/veh / LOS | 40.7 | D | | 48.5 | D | | 4.3 | A | | 6.0 | A | |
| Intersection Delay, s/veh / LOS | 11.0 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.31 | B | 2.31 | B | 1.84 | B | 1.86 | B |
| Bicycle LOS Score / LOS | 0.73 | A | 0.71 | A | 1.23 | A | 1.02 | A |

# HCS Two-Way Stop-Control Report

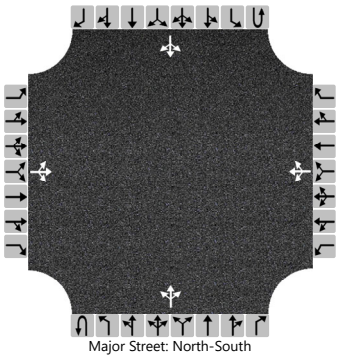
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2039 |
| Time Analyzed | AM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Stillwater & North Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | North Approach |
| North/South Street | Stillwater Road |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (veh/h) | | 8 | 0 | 31 | | 12 | 0 | 6 | | 83 | 136 | 6 | | 0 | 79 | 21 |
| Percent Heavy Vehicles (%) | | 3 | 3 | 3 | | 3 | 3 | 3 | | 3 | | | | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | 0 | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | Undivided | | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | 6.5 | 6.2 | | 7.1 | 6.5 | 6.2 | | 4.1 | | | | 4.1 | | |
| Critical Headway (sec) | | 7.13 | 6.53 | 6.23 | | 7.13 | 6.53 | 6.23 | | 4.13 | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | | |
| Follow-Up Headway (sec) | | 3.53 | 4.03 | 3.33 | | 3.53 | 4.03 | 3.33 | | 2.23 | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 39 | | | | 18 | | | 83 | | | | 0 | | |
| Capacity, c (veh/h) | | | 823 | | | | 588 | | | 1486 | | | | 1435 | | |
| v/c Ratio | | | 0.05 | | | | 0.03 | | | 0.06 | | | | 0.00 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 0.1 | | | | 0.1 | | | 0.2 | | | | 0.0 | | |
| Control Delay (s/veh) | | | 9.6 | | | | 11.3 | | | 7.6 | 0.5 | 0.5 | | 7.5 | 0.0 | 0.0 |
| Level of Service (LOS) | | | A | | | | B | | | A | A | A | | A | A | A |
| Approach Delay (s/veh) | 9.6 | | | | 11.3 | | | | 3.1 | | | | 0.0 | | | |
| Approach LOS | A | | | | B | | | | A | | | | A | | | |

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# HCS Two-Way Stop-Control Report

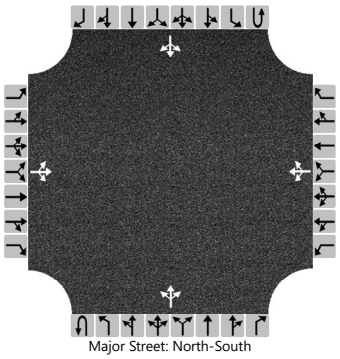
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2039 |
| Time Analyzed | PM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Stillwater & North Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | North Approach |
| North/South Street | Stillwater Road |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (veh/h) | | 16 | 0 | 64 | | 6 | 0 | 6 | | 80 | 168 | 12 | | 0 | 202 | 20 |
| Percent Heavy Vehicles (%) | | 3 | 3 | 3 | | 3 | 3 | 3 | | 3 | | | | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | 0 | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | Undivided | | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | 6.5 | 6.2 | | 7.1 | 6.5 | 6.2 | | 4.1 | | | | 4.1 | | |
| Critical Headway (sec) | | 7.13 | 6.53 | 6.23 | | 7.13 | 6.53 | 6.23 | | 4.13 | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | | |
| Follow-Up Headway (sec) | | 3.53 | 4.03 | 3.33 | | 3.53 | 4.03 | 3.33 | | 2.23 | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 80 | | | | 12 | | | 80 | | | | 0 | | |
| Capacity, c (veh/h) | | | 688 | | | | 515 | | | 1341 | | | | 1389 | | |
| v/c Ratio | | | 0.12 | | | | 0.02 | | | 0.06 | | | | 0.00 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 0.4 | | | | 0.1 | | | 0.2 | | | | 0.0 | | |
| Control Delay (s/veh) | | | 10.9 | | | | 12.2 | | | 7.9 | 0.5 | 0.5 | | 7.6 | 0.0 | 0.0 |
| Level of Service (LOS) | | | B | | | | B | | | A | A | A | | A | A | A |
| Approach Delay (s/veh) | 10.9 | | | | 12.2 | | | | 2.8 | | | | 0.0 | | | |
| Approach LOS | B | | | | B | | | | A | | | | A | | | |

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# HCS Two-Way Stop-Control Report

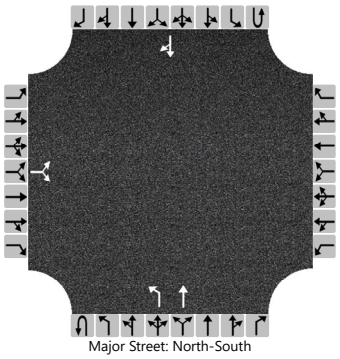
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2039 |
| Time Analyzed | AM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Stillwater & South Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | South Approach |
| North/South Street | Stillwater Road |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LR | | | | | | | L | T | | | | | TR |
| Volume (veh/h) | | 10 | | 134 | | | | | | 263 | 209 | | | | 81 | 29 |
| Percent Heavy Vehicles (%) | | 3 | | 3 | | | | | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| Critical Headway (sec) | | 6.43 | | 6.23 | | | | | | 4.13 | | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 144 | | | | | | | 263 | | | | | | |
| Capacity, c (veh/h) | | | 819 | | | | | | | 1474 | | | | | | |
| v/c Ratio | | | 0.18 | | | | | | | 0.18 | | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 0.6 | | | | | | | 0.6 | | | | | | |
| Control Delay (s/veh) | | | 10.3 | | | | | | | 8.0 | | | | | | |
| Level of Service (LOS) | | | B | | | | | | | A | | | | | | |
| Approach Delay (s/veh) | | 10.3 | | | | | | | | 4.4 | | | | | | |
| Approach LOS | | B | | | | | | | | A | | | | | | |

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# HCS Two-Way Stop-Control Report

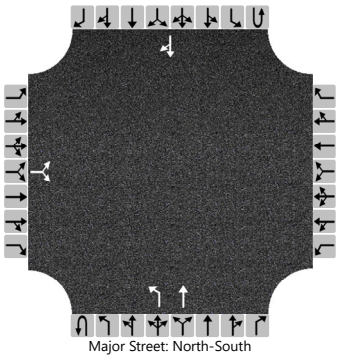
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2039 |
| Time Analyzed | PM Peak With Projects |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Stillwater & South Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | South Approach |
| North/South Street | Stillwater Road |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LR | | | | | | | L | T | | | | | TR |
| Volume (veh/h) | | 21 | | 275 | | | | | | 252 | 227 | | | | 238 | 28 |
| Percent Heavy Vehicles (%) | | 3 | | 3 | | | | | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| Critical Headway (sec) | | 6.43 | | 6.23 | | | | | | 4.13 | | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 296 | | | | | | | 252 | | | | | | |
| Capacity, c (veh/h) | | | 664 | | | | | | | 1292 | | | | | | |
| v/c Ratio | | | 0.45 | | | | | | | 0.20 | | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 2.3 | | | | | | | 0.7 | | | | | | |
| Control Delay (s/veh) | | | 14.7 | | | | | | | 8.5 | | | | | | |
| Level of Service (LOS) | | | B | | | | | | | A | | | | | | |
| Approach Delay (s/veh) | | 14.7 | | | | | | | | 4.5 | | | | | | |
| Approach LOS | | B | | | | | | | | A | | | | | | |

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# HCS Two-Way Stop-Control Report

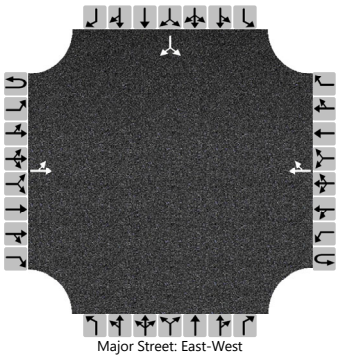
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2039 |
| Time Analyzed | AM Peak With Projects |
| Intersection Orientation | East-West |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | West Reserve & South Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | West Reserve |
| North/South Street | South Approach |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 |
| Configuration | | LT | | | | | | TR | | | | | | | LR | |
| Volume (veh/h) | | 0 | 640 | | | | 264 | 125 | | | | | | 0 | | 12 |
| Percent Heavy Vehicles (%) | | 3 | | | | | | | | | | | | 3 | | 3 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | | | | | 0 | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | | | Undivided | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 4.1 | | | | | | | | | | | | 7.1 | | 6.2 |
| Critical Headway (sec) | | 4.13 | | | | | | | | | | | | 6.43 | | 6.23 |
| Base Follow-Up Headway (sec) | | 2.2 | | | | | | | | | | | | 3.5 | | 3.3 |
| Follow-Up Headway (sec) | | 2.23 | | | | | | | | | | | | 3.53 | | 3.33 |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 0 | | | | | | | | | | | | | 12 | |
| Capacity, c (veh/h) | | 1164 | | | | | | | | | | | | | 712 | |
| v/c Ratio | | 0.00 | | | | | | | | | | | | | 0.02 | |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.0 | | | | | | | | | | | | | 0.1 | |
| Control Delay (s/veh) | | 8.1 | 0.0 | | | | | | | | | | | | 10.1 | |
| Level of Service (LOS) | | A | A | | | | | | | | | | | | B | |
| Approach Delay (s/veh) | | 0.0 | | | | | | | | | | | | 10.1 | | |
| Approach LOS | | A | | | | | | | | | | | | B | | |

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# HCS Two-Way Stop-Control Report

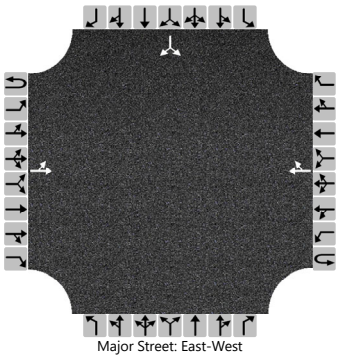
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2039 |
| Time Analyzed | PM Peak With Projects |
| Intersection Orientation | East-West |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | West Reserve & South Approach |
| Jurisdiction | City of Kalispell |
| East/West Street | West Reserve |
| North/South Street | South Approach |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 |
| Configuration | | LT | | | | | | TR | | | | | | | LR | |
| Volume (veh/h) | | 0 | 349 | | | | 429 | 120 | | | | | | 0 | | 24 |
| Percent Heavy Vehicles (%) | | 3 | | | | | | | | | | | | 3 | | 3 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | | | | | 0 | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | | | Undivided | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 4.1 | | | | | | | | | | | | 7.1 | | 6.2 |
| Critical Headway (sec) | | 4.13 | | | | | | | | | | | | 6.43 | | 6.23 |
| Base Follow-Up Headway (sec) | | 2.2 | | | | | | | | | | | | 3.5 | | 3.3 |
| Follow-Up Headway (sec) | | 2.23 | | | | | | | | | | | | 3.53 | | 3.33 |

## Delay, Queue Length, and Level of Service

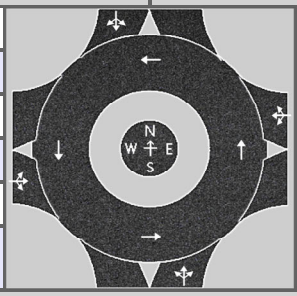
| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 0 | | | | | | | | | | | | | 24 | |
| Capacity, c (veh/h) | | 1016 | | | | | | | | | | | | | 577 | |
| v/c Ratio | | 0.00 | | | | | | | | | | | | | 0.04 | |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.0 | | | | | | | | | | | | | 0.1 | |
| Control Delay (s/veh) | | 8.5 | 0.0 | | | | | | | | | | | | 11.5 | |
| Level of Service (LOS) | | A | A | | | | | | | | | | | | B | |
| Approach Delay (s/veh) | | 0.0 | | | | | | | | | | | | 11.5 | | |
| Approach LOS | | A | | | | | | | | | | | | B | | |

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# HCS Roundabouts Report

## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency or Co. | ATS |
| Date Performed | 6/20/2024 |
| Analysis Year | 2029 |
| Time Analyzed | No Build AM Peak |
| Project Description | West Reserve 80 Acres |




## Site Information

| | |
|---|---|
| Intersection | Stillwater Road |
| E/W Street Name | West Reserve Drive |
| N/S Street Name | Stillwater Road |
| Analysis Time Period, hrs | 0.25 |
| Peak Hour Factor | 1.00 |
| Jurisdiction | City of Kalispell |

## Volume Adjustments and Site Characteristics

| Approach | EB | | | | WB | | | | NB | | | | SB | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Number of Lanes (N) | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Lane Assignment | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (V), veh/h | 0 | 5 | 305 | 150 | 0 | 171 | 133 | 19 | 0 | 61 | 77 | 135 | 0 | 14 | 16 | 9 |
| Percent Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Flow Rate ($v_{PCE}$), pc/h | 0 | 5 | 314 | 154 | 0 | 176 | 137 | 20 | 0 | 63 | 79 | 139 | 0 | 14 | 16 | 9 |
| Right-Turn Bypass | None | | | | None | | | | None | | | | None | | | |
| Conflicting Lanes | 1 | | | | 1 | | | | 1 | | | | 1 | | | |
| Pedestrians Crossing, p/h | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Proportion of CAVs | 0 | | | | | | | | | | | | | | | |

## Critical and Follow-Up Headway Adjustment

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Critical Headway, s | | 4.9763 | | | 4.9763 | | | 4.9763 | | | 4.9763 | |
| Follow-Up Headway, s | | 2.6087 | | | 2.6087 | | | 2.6087 | | | 2.6087 | |

## Flow Computations, Capacity and v/c Ratios

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Entry Flow ($v_e$), pc/h | | 473 | | | 333 | | | 281 | | | 39 | |
| Entry Volume, veh/h | | 459 | | | 323 | | | 273 | | | 38 | |
| Circulating Flow ($v_c$), pc/h | 206 | | | 147 | | | 333 | | | 376 | | |
| Exiting Flow ($v_{ex}$), pc/h | 467 | | | 209 | | | 104 | | | 346 | | |
| Capacity ($c_{pce}$), pc/h | | 1118 | | | 1188 | | | 983 | | | 940 | |
| Capacity (c), veh/h | | 1086 | | | 1153 | | | 954 | | | 913 | |
| v/c Ratio (x) | | 0.42 | | | 0.28 | | | 0.29 | | | 0.04 | |

## Delay and Level of Service

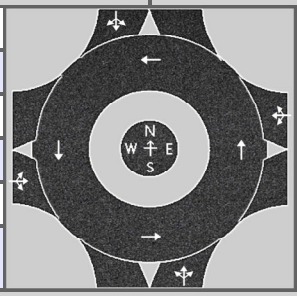
| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Lane Control Delay (d), s/veh | | 7.8 | | | 5.7 | | | 6.7 | | | 4.3 | |
| Lane LOS | | A | | | A | | | A | | | A | |
| 95% Queue, veh | | 2.1 | | | 1.2 | | | 1.2 | | | 0.1 | |
| Approach Delay, s/veh \| LOS | 7.8 | A | | 5.7 | A | | 6.7 | A | | 4.3 | A | |
| Intersection Delay, s/veh \| LOS | 6.8 | | | | | | A | | | | | |

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# HCS Roundabouts Report

## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency or Co. | ATS |
| Date Performed | 6/20/2024 |
| Analysis Year | 2029 |
| Time Analyzed | No Build PM Peak |
| Project Description | West Reserve 80 Acres |




## Site Information

| | |
|---|---|
| Intersection | Stillwater Road |
| E/W Street Name | West Reserve Drive |
| N/S Street Name | Stillwater Road |
| Analysis Time Period, hrs | 0.25 |
| Peak Hour Factor | 1.00 |
| Jurisdiction | City of Kalispell |

## Volume Adjustments and Site Characteristics

| Approach | EB | | | | WB | | | | NB | | | | SB | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Number of Lanes (N) | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Lane Assignment | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (V), veh/h | 0 | 5 | 199 | 30 | 0 | 120 | 272 | 24 | 0 | 44 | 89 | 113 | 0 | 62 | 69 | 9 |
| Percent Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Flow Rate ($v_{PCE}$), pc/h | 0 | 5 | 205 | 31 | 0 | 124 | 280 | 25 | 0 | 45 | 92 | 116 | 0 | 64 | 71 | 9 |
| Right-Turn Bypass | None | | | | None | | | | None | | | | None | | | |
| Conflicting Lanes | 1 | | | | 1 | | | | 1 | | | | 1 | | | |
| Pedestrians Crossing, p/h | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Proportion of CAVs | 0 | | | | | | | | | | | | | | | |

## Critical and Follow-Up Headway Adjustment

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Critical Headway, s | | 4.9763 | | | 4.9763 | | | 4.9763 | | | 4.9763 | |
| Follow-Up Headway, s | | 2.6087 | | | 2.6087 | | | 2.6087 | | | 2.6087 | |

## Flow Computations, Capacity and v/c Ratios

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Entry Flow ($v_e$), pc/h | | 241 | | | 429 | | | 253 | | | 144 | |
| Entry Volume, veh/h | | 234 | | | 417 | | | 246 | | | 140 | |
| Circulating Flow ($v_c$), pc/h | 259 | | | 142 | | | 274 | | | 449 | | |
| Exiting Flow ($v_{ex}$), pc/h | 385 | | | 334 | | | 122 | | | 226 | | |
| Capacity ($c_{pce}$), pc/h | | 1060 | | | 1194 | | | 1044 | | | 873 | |
| Capacity (c), veh/h | | 1029 | | | 1159 | | | 1013 | | | 848 | |
| v/c Ratio (x) | | 0.23 | | | 0.36 | | | 0.24 | | | 0.16 | |

## Delay and Level of Service

| Approach | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Lane Control Delay (d), s/veh | | 5.7 | | | 6.6 | | | 5.9 | | | 5.9 | |
| Lane LOS | | A | | | A | | | A | | | A | |
| 95% Queue, veh | | 0.9 | | | 1.7 | | | 1.0 | | | 0.6 | |
| Approach Delay, s/veh \| LOS | 5.7 | A | | 6.6 | A | | 5.9 | A | | 5.9 | A | |
| Intersection Delay, s/veh \| LOS | 6.1 | | | | | | A | | | | | |

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# HCS Two-Way Stop-Control Report

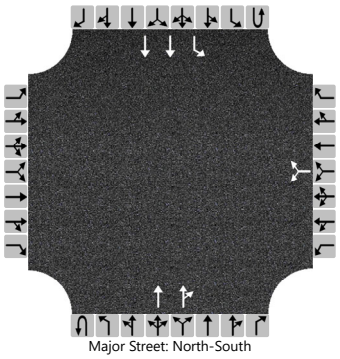
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2029 |
| Time Analyzed | No Build AM Peak |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Old Reserve & Reserve Place |
| Jurisdiction | City of Kalispell |
| East/West Street | Reserve Place |
| North/South Street | Old Reserve Drive |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 |
| Configuration | | | | | | | LR | | | | T | TR | | L | T | |
| Volume (veh/h) | | | | | | 118 | | 216 | | | 158 | 21 | 0 | 28 | 681 | |
| Percent Heavy Vehicles (%) | | | | | | 3 | | 3 | | | | | 3 | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | | | | Undivided | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.5 | | 6.9 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.86 | | 6.96 | | | | | | 4.16 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | 334 | | | | | | | 28 | | |
| Capacity, c (veh/h) | | | | | | | 676 | | | | | | | 1387 | | |
| v/c Ratio | | | | | | | 0.49 | | | | | | | 0.02 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | 2.8 | | | | | | | 0.1 | | |
| Control Delay (s/veh) | | | | | | | 15.4 | | | | | | | 7.6 | | |
| Level of Service (LOS) | | | | | | | C | | | | | | | A | | |
| Approach Delay (s/veh) | | | | | | 15.4 | | | | | | | 0.3 | | | |
| Approach LOS | | | | | | C | | | | | | | A | | | |

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# HCS Two-Way Stop-Control Report

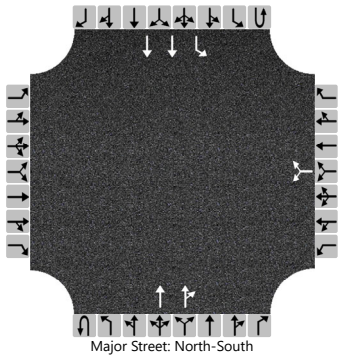
## General Information

| | |
|---|---|
| Analyst | RLA |
| Agency/Co. | ATS |
| Date Performed | 2/22/2024 |
| Analysis Year | 2029 |
| Time Analyzed | No Build PM Peak |
| Intersection Orientation | North-South |
| Project Description | West Reserve 80 Acre |

## Site Information

| | |
|---|---|
| Intersection | Old Reserve & Reserve Place |
| Jurisdiction | City of Kalispell |
| East/West Street | Reserve Place |
| North/South Street | Old Reserve Drive |
| Peak Hour Factor | 1.00 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 |
| Configuration | | | | | | | LR | | | | T | TR | | L | T | |
| Volume (veh/h) | | | | | | 20 | | 207 | | | 365 | 42 | 0 | 14 | 412 | |
| Percent Heavy Vehicles (%) | | | | | | 3 | | 3 | | | | | 3 | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | | | | Undivided | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.5 | | 6.9 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.86 | | 6.96 | | | | | | 4.16 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

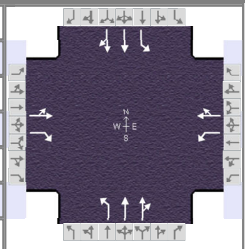
## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | 227 | | | | | | | 14 | | |
| Capacity, c (veh/h) | | | | | | | 739 | | | | | | | 1141 | | |
| v/c Ratio | | | | | | | 0.31 | | | | | | | 0.01 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | 1.3 | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | | 12.0 | | | | | | | 8.2 | | |
| Level of Service (LOS) | | | | | | | B | | | | | | | A | | |
| Approach Delay (s/veh) | | | | | | 12.0 | | | | | | | 0.3 | | | |
| Approach LOS | | | | | | B | | | | | | | A | | | |

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# HCS Signalized Intersection Results Summary

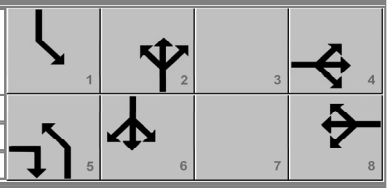
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | ATS | | | Duration, h | 0.250 |
| Analyst | RLA | Analysis Date | Feb 23, 2024 | Area Type | Other |
| Jurisdiction | City of Kalispell | Time Period | Future No Build | PHF | 1.00 |
| Urban Street | Old Reserve Drive | Analysis Year | 2029 | Analysis Period | 1> 7:00 |
| Intersection | Wolfpack Way | File Name | WolfpackSignalAM.xus | | |
| Project Description | West Reserve 80 Acre | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 1 | 5 | 350 | 68 | 31 | 1 | 762 | 184 | 153 | 10 | 545 | 62 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 100.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 1.5 | 19.9 | 43.8 | 18.8 | 0.0 | 0.0 | |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 | |
| Red | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 5 | 2 | 1 | 6 |
| Case Number | | 7.0 | | 6.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | | 22.8 | | 22.8 | 29.4 | 71.8 | 5.5 | 47.8 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | 3.1 | 0.0 | 3.1 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 17.7 | | 6.1 | 24.9 | | 2.3 | |
| Green Extension Time ( $g_e$ ), s | | 1.0 | | 1.0 | 0.7 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 1.00 | | 0.24 | |
| Max Out Probability | | 0.00 | | 0.00 | 0.96 | | 0.00 | |

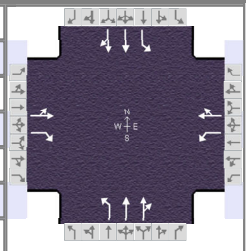
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow Rate ( *v* ), veh/h | | 6 | 350 | 68 | 32 | | 762 | 176 | 161 | 10 | 308 | 299 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1825 | 1598 | 1422 | 1875 | | 1767 | 1856 | 1584 | 1767 | 1856 | 1789 |
| Queue Service Time ( $g_s$ ), s | | 0.0 | 15.7 | 4.1 | 1.4 | | 22.9 | 3.4 | 3.7 | 0.3 | 11.2 | 11.2 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 0.3 | 15.7 | 4.1 | 1.4 | | 22.9 | 3.4 | 3.7 | 0.3 | 11.2 | 11.2 |
| Green Ratio ( *g/C* ) | | 0.19 | 0.44 | 0.19 | 0.19 | | 0.71 | 0.68 | 0.68 | 0.45 | 0.44 | 0.44 |
| Capacity ( *c* ), veh/h | | 387 | 703 | 340 | 354 | | 785 | 1255 | 1071 | 553 | 816 | 787 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.016 | 0.498 | 0.200 | 0.090 | | 0.971 | 0.141 | 0.150 | 0.018 | 0.378 | 0.380 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | 5.3 | 239.2 | 63.4 | 28.9 | | 455.7 | 56.6 | 51.1 | 5.6 | 218.7 | 209 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 0.2 | 9.5 | 2.5 | 1.1 | | 17.8 | 2.2 | 2.0 | 0.2 | 8.5 | 8.4 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 33.0 | 20.1 | 34.6 | 33.5 | | 12.7 | 5.8 | 5.8 | 15.0 | 18.8 | 18.8 |
| Incremental Delay ( $d_2$ ), s/veh | | 0.0 | 0.2 | 0.1 | 0.0 | | 23.3 | 0.2 | 0.3 | 0.0 | 1.3 | 1.4 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 33.0 | 20.3 | 34.7 | 33.5 | | 36.0 | 6.0 | 6.1 | 15.0 | 20.1 | 20.2 |
| Level of Service (LOS) | | C | C | C | C | | D | A | A | B | C | C |
| Approach Delay, s/veh / LOS | 20.5 | C | | 34.3 | C | | 26.8 | C | | 20.1 | C | |
| Intersection Delay, s/veh / LOS | 24.2 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.30 | B | 2.30 | B | 1.86 | B | 1.91 | B |
| Bicycle LOS Score / LOS | 1.08 | A | 0.65 | A | 1.39 | A | 1.00 | A |

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# HCS Signalized Intersection Results Summary

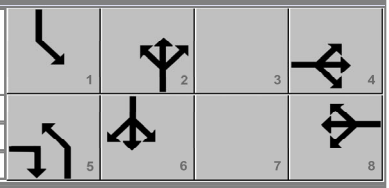
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | ATS | | | Duration, h | 0.250 |
| Analyst | RLA | Analysis Date | Feb 23, 2024 | Area Type | Other |
| Jurisdiction | City of Kalispell | Time Period | No Build PM Peak | PHF | 1.00 |
| Urban Street | Old Reserve Drive | Analysis Year | 2029 | Analysis Period | 1> 7:00 |
| Intersection | Wolfpack Way | File Name | WolfpackSignalPM.xus | | |
| Project Description | West Reserve 80 Acre | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 5 | 31 | 88 | 105 | 1 | 5 | 103 | 422 | 47 | 1 | 375 | 5 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 0.2 | 1.6 | 79.7 | 12.6 | 0.0 | 0.0 |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 |
| Red | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 5 | 2 | 1 | 6 |
| Case Number | | 7.0 | | 6.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | | 16.6 | | 16.6 | 9.7 | 89.2 | 4.2 | 83.7 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.2 | | 3.2 | 3.1 | 0.0 | 3.1 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 7.3 | | 12.1 | 3.4 | | 2.0 | |
| Green Extension Time ( $g_e$ ), s | | 0.5 | | 0.4 | 0.2 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 0.96 | | 0.03 | |
| Max Out Probability | | 0.00 | | 0.00 | 0.00 | | 0.00 | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow Rate ( *v* ), veh/h | | 36 | 88 | 105 | 6 | | 103 | 238 | 231 | 1 | 190 | 190 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1852 | 1598 | 1389 | 1639 | | 1767 | 1856 | 1790 | 1767 | 1856 | 1847 |
| Queue Service Time ( $g_s$ ), s | | 0.0 | 5.3 | 8.1 | 0.4 | | 1.4 | 3.6 | 3.7 | 0.0 | 3.5 | 3.5 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 1.9 | 5.3 | 10.1 | 0.4 | | 1.4 | 3.6 | 3.7 | 0.0 | 3.5 | 3.5 |
| Green Ratio ( *g/C* ) | | 0.11 | 0.17 | 0.11 | 0.11 | | 0.79 | 0.77 | 0.77 | 0.73 | 0.72 | 0.72 |
| Capacity ( *c* ), veh/h | | 250 | 267 | 201 | 188 | | 847 | 1437 | 1386 | 731 | 1343 | 1337 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.144 | 0.330 | 0.523 | 0.032 | | 0.122 | 0.165 | 0.167 | 0.001 | 0.142 | 0.142 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | 40.1 | 95.1 | 128.1 | 6.6 | | 15.9 | 52.3 | 49.9 | 0.2 | 55.7 | 54.2 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 1.6 | 3.8 | 5.1 | 0.3 | | 0.6 | 2.0 | 2.0 | 0.0 | 2.2 | 2.2 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 43.9 | 40.4 | 48.5 | 43.2 | | 2.6 | 3.2 | 3.2 | 4.1 | 4.7 | 4.7 |
| Incremental Delay ( $d_2$ ), s/veh | | 0.1 | 0.3 | 0.8 | 0.0 | | 0.0 | 0.2 | 0.3 | 0.0 | 0.2 | 0.2 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 44.0 | 40.6 | 49.3 | 43.3 | | 2.6 | 3.5 | 3.5 | 4.1 | 4.9 | 4.9 |
| Level of Service (LOS) | | D | D | D | D | | A | A | A | A | A | A |
| Approach Delay, s/veh / LOS | 41.6 | D | | 48.9 | D | | 3.3 | A | | 4.9 | A | |
| Intersection Delay, s/veh / LOS | 12.1 | | | | | | B | | | | | |

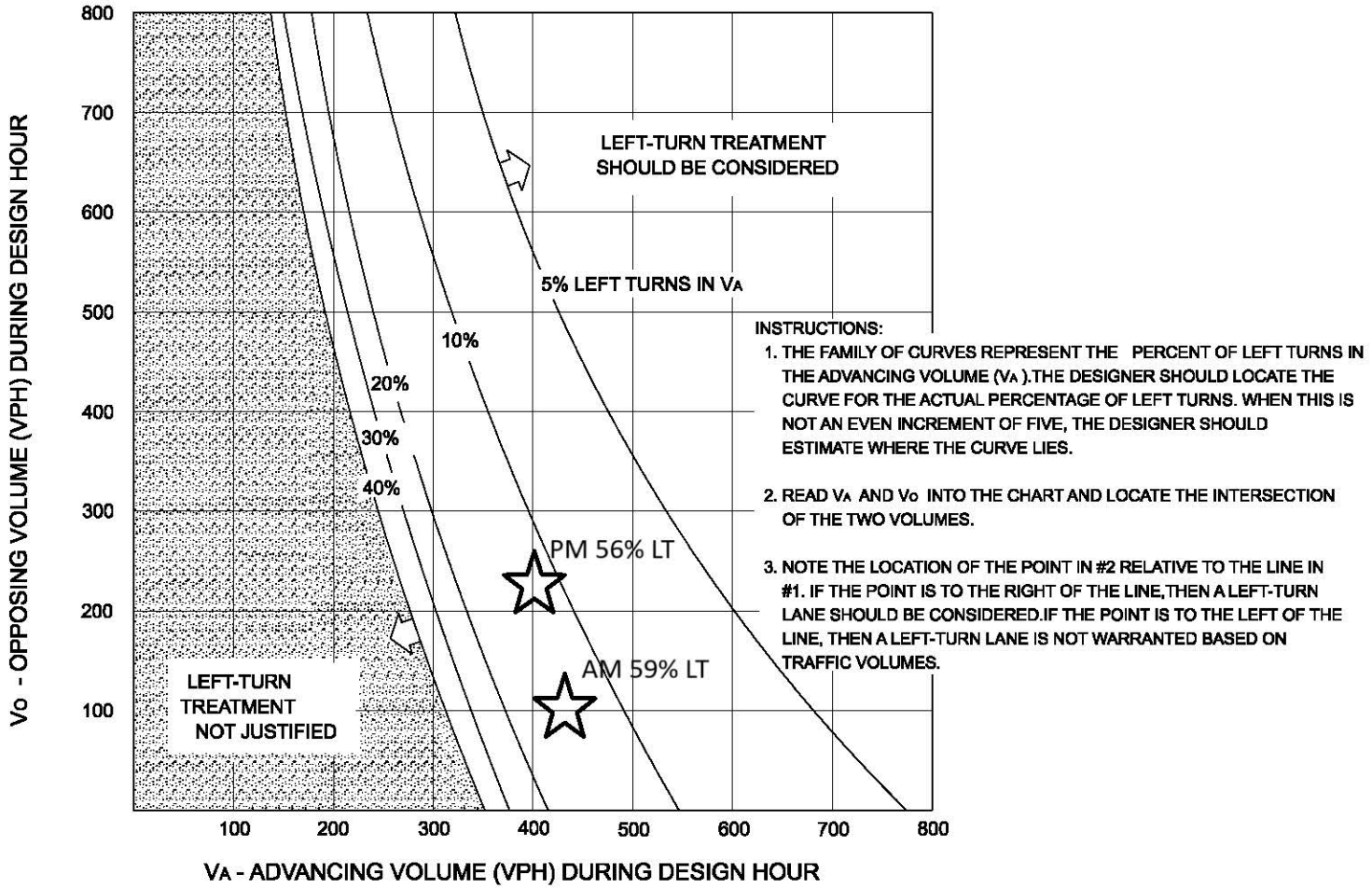
| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.31 | B | 2.31 | B | 1.84 | B | 1.85 | B |
| Bicycle LOS Score / LOS | 0.69 | A | 0.67 | A | 0.96 | A | 0.80 | A |

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# APPENDIX D

## Turn-Lane Warrants

Stillwater Road Approach




**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON 2-LANE HIGHWAYS 45 mph (70 km/h)**

Figure 13.3F

# ATTACHMENT G
# Site Hazard Map




# SLOPE ANALYSIS MAP

1"=250'

THE RESERVE AT JOHNSON RANCH
SPARTAN HOLDINGS
KALISPELL, MONTANA

JACKOLA
Engineering, Architecture, Surveying, Land Use Planning
SINCE 1969 P.C.

KALISPELL
406-755-3208

JACKOLA.COM

VANCOUVER
360-852-8746

BOZEMAN
406-586-0707

C:\Users\Mike\DC\ACCDocs\Jackola Engineering & Architecture\AD 2024\Client Files\Spartan Holdings\240208 80 Acre Subdivision\Autocad\80AC_GIS_EXHIBITS.dwg

# TECHNICAL MEMORANDUM

**To:** Keith Haskins, PE,
Deputy Public Works Director / City Engineer
City of Kalispell, MT

**From:** Donovan Voeller, PE,
Lead Distribution and Collection System Modeling Services Specialist
AE2S

**Re:** Kalispell On-Call Modeling
Utility Modeling Task No. 16
Reserve at Johnson Ranch Wastewater Layout and Capacity Review

**Date:** April 17, 2025

## 1 BACKGROUND

### 1.1 Authorization, Scope, and Model Assumptions

Advanced Engineering and Environmental Services, LLC. (AE2S) received a request from the City of Kalispell (City) to analyze the wastewater collection system for the growth area located northwest of the intersection of Old Reserve Drive and Stillwater Road. The City has requested AE2S to assess two concepts for wastewater service that meet the needs of the proposed developments and the regional service area: (1) a combination of gravity sewer and a regional lift station; and (2) a trunk gravity sewer main through the proposed development. Modeling tasks included the following:

- Data Review:
  - Determine the lift station service area based on known and expected developments as well as topographical restraints. Consideration will be given to the sewershed boundary identified in the 2019 Wastewater Facility Plan Update as well as the expanded boundary identified for the 2025 Wastewater Facility Plan Update.
  - Identified development: The Reserve at Johnson Ranch (Development).
- Model Analysis:
  - Calculate wastewater loading for the sewersheds.
  - Determine impact to downstream collection system for proposed connections.
  - Identify collection system restraints and provide recommendations for connections to existing infrastructure.

## 1.2 Previous Studies and Other Documents

The following documents were identified as being relevant to evaluating the wastewater collection system:

- *Wastewater Facility Plan Update* for Kalispell, MT dated June 2019 by AE2S (*2019 WWFPU*). This facility plan provides a review of model development, calibration, system evaluation, and recommended system improvements to address existing system issues as well as a master plan for buildout of the system as described therein.
- *New Development Water and Wastewater Design Guidelines*, dated June 2019 by the City of Kalispell (*2019 Design Guidelines*). This document summarizes planning design guidelines for water and wastewater.
- *The Reserve at Johnson Ranch Preliminary Site and Utility Plans* as provided by the City.

# 2 STUDY AREA CONSIDERATIONS AND LAYOUT

The location of the Development area is shown in **Figure 1** and consists of the following lot types:

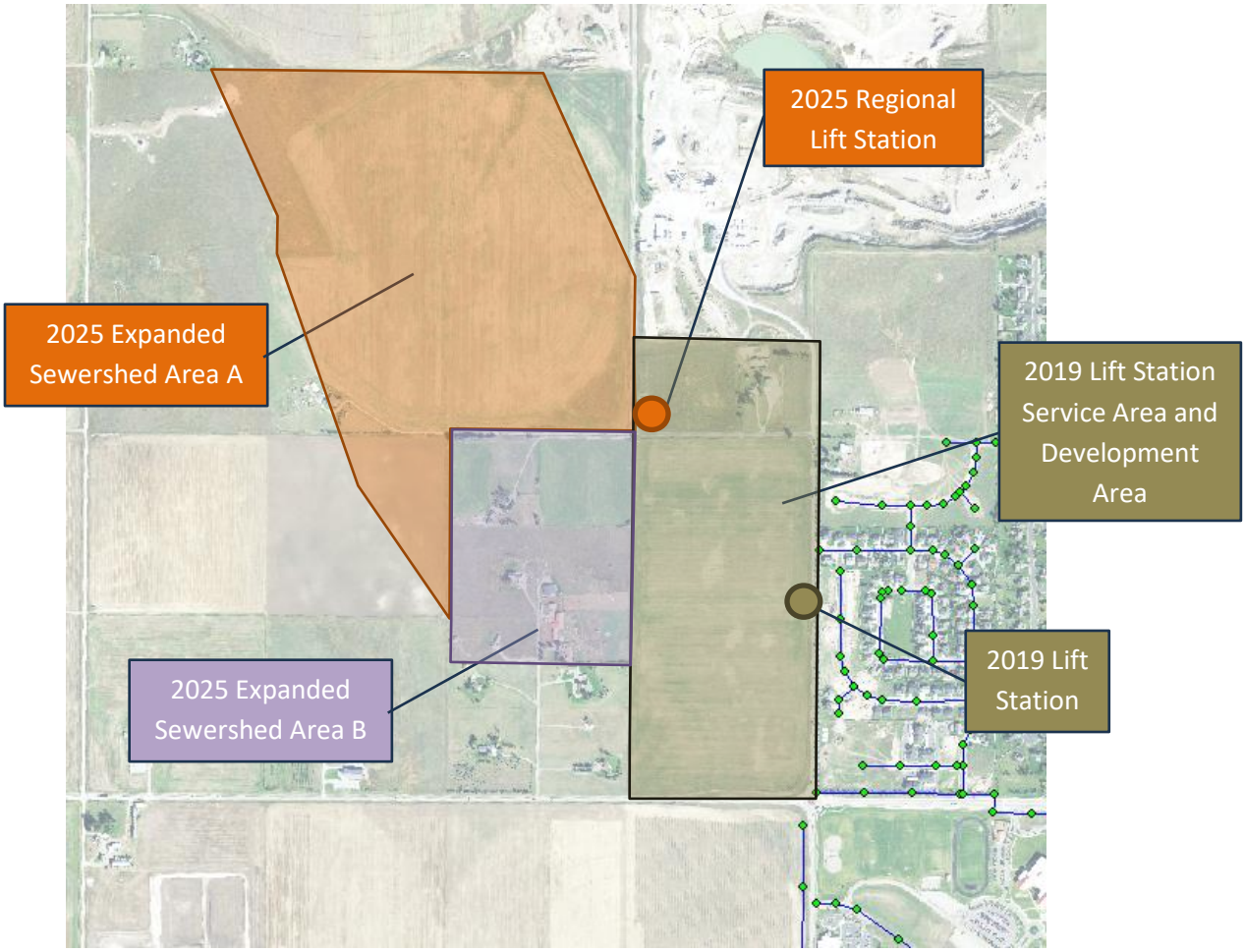
- Single Family Units: 186 units
- Multi-family Apartment Units: 312 units
- Commercial Area: 10 acres

The proposed Development falls within the planning boundary of the *2019 WWFPU*. Review of the topography indicated that a lift station would be needed to serve a portion of the area. At the time of the 2019 study, the entirety of the Development area was assumed to be directed to a new lift station along Stillwater Rd and pumped to the West Side Interceptor (WSI) directly south of the area. Alternatively, some of the area could have connected to existing gravity sewer on Old Reserve Dr and Taelor Rd. Ultimately, these gravity sewers route to Lift Station 3 where it gets pumped back to the WSI.

The City is currently in the process of updating the wastewater facility plan which includes an expanded service area to the north and west of the Development. The topography was reviewed in the expanded sewer shed area to identify additional wastewater flow that may be routed to or through the Development area. The sewershed boundaries and growth areas are identified in **Figure 1**. The expanded growth area includes 210 acres broken down into two areas with differing densities. The agriculture land area (Area A) was assumed to be denser at 4 dwellings per acre while the second area (Area B) was assumed to have a density of 2 dwellings per acre.

  - Growth Area A: 160 acres at 4 dwelling per acre.
  - Growth Area B: 50 acres at 2 dwellings per acre.

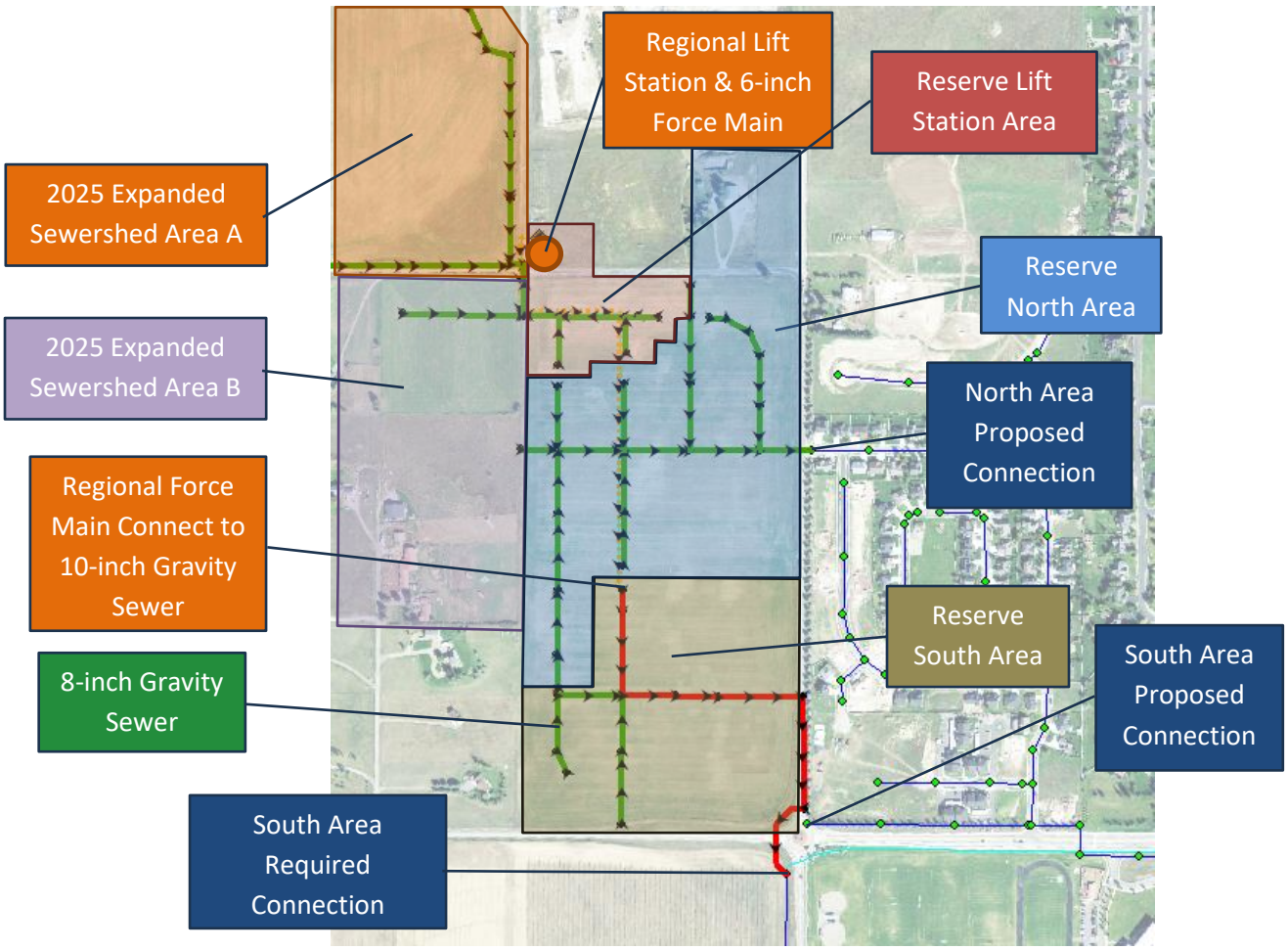
**Figure 1: 2019 and 2025 WWFPU Service Areas**



The first concept for serving the Development and the growth area includes a gravity network and regional lift station shown in **Figure 2** and is summarized as follows:

- The south half of the Development can connect to either the 12-inch gravity sewer east of Stillwater Rd or the 21-inch WSI on the south side of Old Reserve Dr.
- The north area of the Development can be served by 8-inch gravity sewer and connected to the existing 8-inch sewer at Taelor Rd.
- The northwest corner of the Development cannot be served by 8-inch sewer extended from Taylor Rd at minimum grade. Rather, a regional lift station was conceived to collect wastewater from the northwest corner of the Development and the growth area. The lift station will pump to gravity sewer within the Development and then be conveyed southeastward to the existing system.

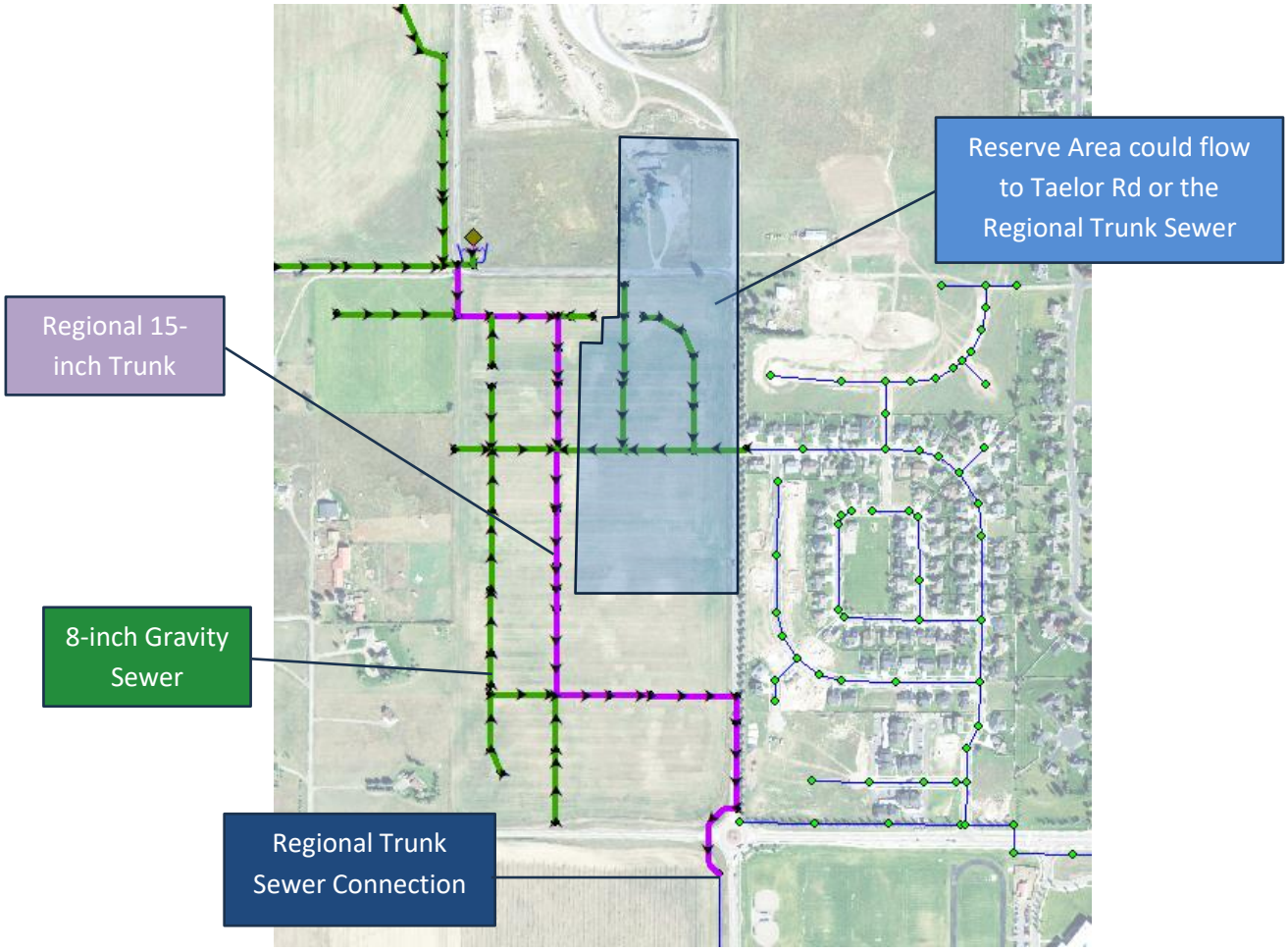
**Figure 2: Lift Station and Gravity Sewer System**



The second concept for serving the Development and the growth area includes a gravity network with a large trunk sewer as shown in **Figure 3** and is summarized as follows:

- The entirety of the Development and growth area can flow to the WSI. A 15-inch trunk sewer at minimum grade will result in bury depths of about 5 ft in the northwest corner of the Development.
- The northeast corner of the Development can connect to the Taelor Rd sewer if desired and be served by an 8-inch gravity sewer at minimum grade.

**Figure 3: Trunk Sewer System**



# 3 PERFORMANCE REQUIREMENTS

## 3.1 Analysis Assumptions

The *2019 WWFPU* and *2019 Design Guidelines* established the following analysis criteria based on requirements from the Montana Department of Environmental Quality (DEQ), the City, and recommended industry standards.

- Average annual wastewater loading factors:
  - Single Family Residential Unit = 1 ERU = 200 gpd.
  - Multifamily Residential Unit = 0.8 ERU = 160 gpd.
  - Commercial Land Use = 540 gpd/acre
  - Undeveloped Growth Area A: 4 single family dwellings per acre
  - Undeveloped Growth Area B: 2 single family dwellings per acre
- Peaking factors formula:

$$PHF\ Peaking\ Factor = \frac{18 + \sqrt{P}}{4 + \sqrt{P}}$$

$$(P = population\ in\ thousands)$$

- Minimum bury depth: 4 ft.
- Minimum Slope:
  - 8-inch: 0.004 ft/ft.
  - 10-inch: 0.0028 ft/ft
  - 12-inch: 0.0022 ft/ft
  - 15-inch: 0.0015 ft/ft
- Minimum Velocity for force mains:
  - 4 ft/s (City standard)
  - 3 ft/s (MT DEQ standard)
- Maximum Velocity for force mains:
  - 8 ft/s (City and DEQ standard)
- Maximum flow depth for gravity sewer d/D:
  - ≤ 10 inches: 0.7
  - >10-15 inches: 0.73
- Minimum Force main Size: 4-inch

## 3.2 System Loading

**Table 1** provides a summary of the wastewater loading from the Development and the additional growth areas that would contribute to the collection system. The summary includes the dwelling unit count, estimated average and peak flows, and peaking factors. The loadings are grouped together based on the area served and combined totals.

**Table 1: Area Loading Summary**

| | Dwellings or Acres | Duty Factor | Average GPD | Average GPM | Peaking Factor[1] | Peak GPD | Peak GPM |
|---|---|---|---|---|---|---|---|
| **Lift Station** | | | | | | | |
| Reserve - Single Family | 28 | 200 | 5,600 | 3.9 | 4.3 | 24,105 | 16.7 |
| Growth Area A[2] | 640 | 200 | 128,000 | 88.9 | 3.7 | 477,224 | 331.4 |
| Growth Area B[3] | 100 | 200 | 20,000 | 13.9 | 4.1 | 82,961 | 57.6 |
| Sub-Total | | | 153,600 | 106.7 | 3.7 | 564,032 | 391.7 |
| **North Reserve Area** | | | | | | | |
| Reserve - Single Family | 126 | 200 | 25,200 | 17.5 | 4.1 | 103,565 | 71.9 |
| Reserve - Multi-Family | 192 | 160 | 30,720 | 21.3 | 4.1 | 125,155 | 86.9 |
| Sub-Total | | | 55,920 | 38.8 | 3.9 | 220,813 | 153.3 |
| **South Reserve Area** | | | | | | | |
| Reserve - Single Family | 32 | 200 | 6,400 | 4.4 | 4.3 | 27,468 | 19.1 |
| Reserve - Multi-Family | 120 | 160 | 19,200 | 13.3 | 4.2 | 79,765 | 55.4 |
| Reserve - Com. Acreage | 10 | 540 | 5,400 | 3.8 | 4.3 | 23,262 | 16.2 |
| Sub-Total | | | 31,000 | 21.5 | 4.1 | 126,243 | 87.7 |
| **Combined Lift Station & South Area** | | | | | | | |
| Lift Station & South Area | | | 184,600 | 128.2 | 3.6 | 666,883 | 463.1 |
| **Combined Trunk System** | | | | | | | |
| All Development Area & Growth Area | | | 240,520 | 167.0 | 3.5 | 847,142 | 588.3 |

[1]Peaking based on 10-states peaking formula.
[2]Residential Growth Area = 160 acres at 4 du/ac.
[3]Residential Growth Area = 50 acres at 2 du/ac.

## 4 MODELING SCENARIOS ANALYZED

One model scenario was used to analyze the peak flow from the Development, growth area, and regional lift station.

- **10_States_Exist.:** Used to evaluate average and peak flow.

# 5 MODELING RESULTS

The model was used to assess the system under peak conditions. Hydraulic modeling results are discussed in the following sections as they relate to lift station capacity, force main capacity, and gravity sewer capacity.

## 5.1 System Hydraulic Analysis Review

### 5.1.1 Evaluation of Gravity Sewer and Regional Lift Station Concept

The following paragraphs summarize the infrastructure required for the regional lift station concept.

**Regional Lift Station Capacity:**

As outlined in **Table 1**, the average and peak flows into the regional lift station are calculated to be 106.7 and 391.7 gpm, respectively. The Development contributes 3.9 gpm of average flow or approximately 3.6% of the station capacity. It is recommended that a regional lift station be designed for a firm pumping capacity of 400 gpm to meet peak hour flow for the entire service area.

The minimum size force main allowed by City standards is 4-inch with a velocity range of 3 to 8 ft/s. The velocity in a 4-inch force main at 400 gpm is 10.2 ft/s while the velocity in a 6-inch force main would be 4.5 ft/s. Therefore, the minimum force main size of 6-inch would be required to meet City velocity requirements for the regional lift station.

Maximum flow rate allowed within an 8-inch sewer is 288 gpm as calculated using Manning's equation with n = 0.011; minimum slope = 0.004 ft/ft; and d/D = 0.7. Maximum flow rate allowed within a 10-inch sewer is 516 gpm as calculated using Manning's equation with n = 0.011; minimum slope = 0.0028 ft/ft; and d/D = 0.7.

The maximum flow and gravity sewer capacity was reviewed using the model under the peak flow conditions. Proposed gravity main entering the regional lift station should be 10-inch minimum. Proposed gravity main within the Development should be 8-inch except for sewer downstream of the lift station force main connection as discussed below.

**North Connection**

The gravity sewer at Taelor road was extended at minimum grade through to the development as proposed. Minimum bury depth was reviewed and the flow rate was reviewed under the peak

flow conditions. Proposed gravity main connecting to Taelor Rd can be 8-inch as the peak flow for the North area was calculated as 153.3 gpm. The model was reviewed for downstream impacts and the d/D remained within City standards with the addition of the North area as shown in **Figure 2**.

**South Connection**

The gravity sewer through the south area of the Development was reviewed for bury depth and the flow rate was reviewed under the peak flow conditions. Proposed gravity main downstream of the regional lift station force main connection must be 10-inch at minimum grade in order to receive the peak flow from the lift station. All other gravity main within the development can be 8-inch. The model was reviewed for downstream impacts. The regional lift station and south end flow must connect to the WSI as shown in **Figure 2** at the required connection location. The regional lift station and south end flow cannot connect to the existing gravity sewer at the northeast corner of Old Reserve Dr and Stillwater Rd due to downstream surcharging. The peak flow for the South area and regional lift station is calculated as 463.1 gpm.

### 5.1.1 Evaluation of Trunk Sewer Concept

The following paragraphs summarize the infrastructure required for the regional trunk sewer concept.

**South Connection**

The trunk sewer concept as shown in **Figure 3** was reviewed for bury depth and the capacity was reviewed under the peak flow conditions.

The maximum flow rate allowed within a 15-inch sewer is 1,175 gpm as calculated using Manning's equation with n = 0.011; minimum slope = 0.0015 ft/ft; and d/D = 0.73. The combined system average and peak flows are calculated as 167.0 and 588.3 gpm, respectively. The flow depth (d/D) and velocity at the average flow rate is 0.24 and 1.65 ft/s, respectively. The flow depth (d/D) and velocity at the peak flow rate is 0.47 and 2.35 ft/s, respectively. A 15-inch trunk sewer at minimum grade will meet the capacity needs for the growth area and the Development as identified in **Figure 1**. Additionally, the 15-inch allows for additional growth in the far northern areas identified in the 2025 WWFPU.

# 6 SUMMARY AND RECOMMENDATIONS:

## 6.1 Sizing Requirements for the Gravity Sewer and Regional Lift Station Concept:

- **Modeled Flows:**
  - Lift Station (Development and Growth Area Flow):
    - Average Inflow: 106.7 gpm
    - Peak Inflow: 391.7 gpm
  - North Area: (Connection to Taelor Rd)
    - Average Flow: 38.8 gpm
    - Peak Flow: 153.3 gpm
  - South Area (Connection to WSI and includes Lift Station Flow):
    - Average Flow: 128.2 gpm
    - Peak Flow: 463.1 gpm
- **Infrastructure Sizing:**
  - Recommended Force main Size: 6-inch.
  - Recommended Firm Pumping Capacity: 400 gpm.
    - Velocity will be 4.5 ft/s in a 6-inch force main.
      - (meets City minimum velocity requirement of 4 ft/s)
      - (meets MT DEQ minimum velocity of 3 ft/s)
      - (mees the maximum velocity restraint of 8 ft/s)
        - If a 4-inch force main is used the velocity will be 10.2 ft/s which exceeds the maximum restraint.
  - Recommended Gravity Sewer Size downstream of the lift station force main:
    - 10-inch at minimum grade.
  - Recommended Gravity Sewer Size within Development 8-inch.

## 6.2 Sizing Requirements for the Regional Trunk Sewer Concept:

The preferred alternative is the Trunk Sewer concept with connection to the WSI:

- **Modeled Flows (Development and Growth Area):**
  - Average Flow: 167.0 gpm
  - Peak Flow: 588.3 gpm
- **Infrastructure Sizing:**
  - Recommended Trunk Sewer: 15-inch and minimum grade (0.0015 ft/ft)
    - Velocity at Peak Flow: 2.35 ft/s
    - d/D at Peak Flow: 0.47
    - Velocity at Average Flow: 1.65 ft/s
    - d/D at Average Flow: 0.24
  - Recommended Gravity Sewer Size within Development: 8-inch. At minimum grade (0.004 ft/ft).

After recording return to:
Allmark Land Holdings, LLC
201 Highview Ln.
Media, PA 19063

FNT: 1585-221446CR

202200027499
Page: 1 of 7
Fees: $56.00
Debbie Pierson, Flathead County MT by SM 10/24/2022 11:30 AM

0974338, 0978415 tg

# PUBLIC WATER SUPPLY FACILITIES AND WELL PROTECTION ZONE ACCESS EASEMENT

**WHEREAS,** WHISPERING TRAILS, LLC, of 341 W. 2nd Street, Suite 1, San Bernardino, CA 92401 and Deborah J. Snyder of 271 Commons Way, Kalispell, MT 59901 ("GRANTORS") are the owners of the real property located in Flathead County, Montana, legally described as follows:

> Parcel B of Certificate of Survey No. 14346, located in the Southeast Quarter of the Northeast Quarter of Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana.

("GRANTOR PARCEL"); and

**WHEREAS,** ALLMARK LAND HOLDINGS, LLC ("GRANTEE") of 201 Highview Lane, Media, PA 19063 is the owner of the real property located in Flathead County, Montana legally described as follows:

> The Northeast Quarter of the Northwest Quarter of Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana.
>
> AND
>
> The Southwest Quarter of the Northeast Quarter of Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana.
>
> AND
>
> Parcel X of Certificate of Survey No. 21436, located in Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana.

(hereafter, and including all future subdivisions thereof the "GRANTEE PARCEL"); and

**WHEREAS**, GRANTEE desires to construct a public water supply, water pump house, water storage, and water wells on a portion of the GRANTOR PARCEL ("Public Water Supply"); and

**WHEREAS,** GRANTORS recognize that the resultant Public Water Supply necessitates a "Well Protection Zone" as calculated and approved per the regulations of Flathead County, Montana and the State of Montana to be located upon a portion of the GRANTOR PARCEL; and

**WHEREAS**, GRANTORS recognizes that the encroachment of the Well Protection Zone precludes location of a drainfield, drainfield mixing zone, hazardous waste storage, or other activity within the Well Protection Zone that threatens the quality of water within the Well Protection Zone; and

**WHEREAS**, GRANTORS agree to grant, for purpose of construction of a Public Water Supply, an easement that provides for the location of wells, water pipes, Well Protection Zone, and associated infrastructure that burdens a portion of the GRANTOR PARCEL and benefits the GRANTEE PARCEL.

NOW, THEREFORE, GRANTORS grant as follows:

1. **Grant of Easement.** GRANTORS, grant for the benefit of GRANTEE, its successors and assigns, a perpetual Public Water Supply easement, on over and across the GRANTOR PARCEL, in the location as delineated on Exhibit A, to, at GRANTEE'S expense, construct, maintain and access public water supply facilities, including, but not limited to, public water wells, well control buildings, fencing, water storage, and pipelines with accessories and appurtenances for the purpose of providing public water supply for any and all future use on the GRANTEE PARCEL. GRANTORS also grant for the benefit of GRANTEE, its successors and assigns a perpetual Well Protection Zone easement, on, over and across a portion of the GRANTOR PARCEL, in the location as delineated on Exhibit A attached hereto and made a part hereof, to protect the quality and purity of the water wells within the Well Protection Zone.

2. **Purpose of Public Water Supply Easement.** This Easement includes the right of the GRANTEE, its successors, permittees, licensees, and assigns, and their agents and employees to enter at all times the land delineated on Exhibit A of GRANTOR PARCEL by using existing roads or trails or otherwise by a route causing the least damage (which GRANTEE shall repair at its expense) and inconvenience to the GRANTOR in order to:

a. Survey and establish the route and location of the easement and improvements;

b. Construct, operate, access, patrol, repair, enlarge, replace, maintain the wells, well control building, water storage and pipelines and any accessories and appurtenances;

c. Trim, remove, destroy, or otherwise control any grass, weeds, brush, trees and other growth inside or outside the boundaries of the easement which may, in the opinion of the GRANTEE, interfere or threaten to interfere with or be hazardous to the construction, operation and maintenance of the well facilities; and

d. Perform such acts required by Flathead County, Montana and the State of Montana in relation to GRANTEE's Public Water Supply.

**3. Purpose of Well Protection Zone Easement.** In order to protect the quality and purity of the well water source, GRANTORS will impose certain restrictions upon the area within the Well Protection Zone, as delineated in Exhibit A. GRANTORS further agree that:

a. No septic tank, wastewater disposal system, non-water tight sewer pipe, sewage lift station, Class V injection well or French drain, stormwater injection well, stormwater detention or infiltration basin or swale, or other stormwater disposal facilities shall be located within the Well Protection Zone;

b. No hazardous substances as defined by Mont. Code Ann. § 75-10-602, gasoline, liquid fuels, petroleum products, or solvents shall be stored within the Well Protection Zone;

c. No private well shall be constructed within the Well Protection Zone;

d. No activities which may significantly threaten the quality of the well water supply will occur with the Well Protection Zone;

e. At no time will any permanent structure be built, constructed, erected or maintained within the boundaries of the Well Protection Zone without the prior written consent of the GRANTEE;

f. At no time will the finished grade of the land over the pipeline be changed by removal of existing soil or by placement of fill material within the boundaries of the Well Protection Zone without the prior written consent of the GRANTEE.

**4. Easement to Run with the Land.** The benefits of this Easement are appurtenant to the GRANTEE PARCEL and are intended to benefit the current and future owners of same. The burdens of this Easement are appurtenant to GRANTOR PARCEL and will run with the title to same whether or not this Easement is referred to in conveyances of that real property.

**5. Modification of Declaration.** No modification of this Easement will be valid or binding unless the modification is in writing, is signed by all owner(s) of any portion of GRANTOR PARCEL subject to this Easement and by all owner(s) of GRANTEE PARCEL and said modification having been recorded in the records of Flathead County, Montana.

**6. Indemnification.** GRANTORS and GRANTEE each assumes the risks and shall indemnify and hold harmless each other, including their successors, permittees, licensees, and assigns, and their agents and employees, against any and all demands, claims, causes of action, fines, penalties, damages, losses, liabilities, judgments and expenses for bodily injury, death, any other personal injury, damage to real or personal property and business interruption (including,

without limitation, attorneys' fees and court costs) incurred in connection with or arising from the use or existence of this Easement.

IN WITNESS WHEREOF, the GRANTORS and GRANTEE have executed this Public Water Supply Facilities and Well Protection Zone Access Easement ("Easement") this 30 of September, 2022.

WHISPERING TRAILS, LLC, a Montana limited liability company

By: Nicholas J Coussoulis
NICHOLAS J. COUSSOULIS
Its: Manager

STATE OF MONTANA )
:ss.
County of Flathead )

On this 30 day of September 2022, personally appeared Nicholas J. Coussoulis, known to me to be the Manager of Whispering Trails, LLC, and acknowledged to me he executed the forgoing on behalf of Whispering Trails, LLC

AMBER COOPER
NOTARY PUBLIC for the
State of Montana
Residing at
Kalispell, Montana
My Commission Expires
December 03, 2023

Notary Public

Debra J. Snyder

STATE OF MONTANA )
:ss.
County of Flathead )

This instrument was acknowledged before me on this _____ day of _____, by Debra J. Snyder.

Notary Public

without limitation, attorneys' fees and court costs) incurred in connection with or arising from the use or existence of this Easement.

IN WITNESS WHEREOF, the GRANTORS and GRANTEE have executed this Public Water Supply Facilities and Well Protection Zone Access Easement ("Easement") this 30 of September, 2022.

WHISPERING TRAILS, LLC, a Montana limited liability company

By: Nicholas J Coussoulis
NICHOLAS J. COUSSOULIS
Its: Manager

STATE OF MONTANA )
:ss.
County of Flathead )

On this 30 day of September 2022, personally appeared Nicholas J. Coussoulis, known to me to be the Manager of Whispering Trails, LLC, and acknowledged to me he executed the forgoing on behalf of Whispering Trails, LLC

Notary Public

LISA S. JONES
NOTARY PUBLIC for the
State of Montana
Residing at Kalispell, Montana
My Commission Expires
October 06, 2024

Debra J Snyder
Debra J. Snyder

STATE OF MONTANA )
:ss.
County of Flathead )

This instrument was acknowledged before me on this 30 day of September, by Debra J. Snyder.

Notary Public

ALLMARK LAND HOLDINGS, LLC, a New Jersey limited liability company

By: _____
GILBERT MARKHAM
Its: Manager

STATE OF PA )
:ss.
County of Delaware )

On this 20 day of October 2022, personally appeared Gilbert Markham, known to me to be the Manager of Allmark Land Holdings, LLC, and acknowledged to me he executed the forgoing on behalf of Allmark Land Holdings, LLC

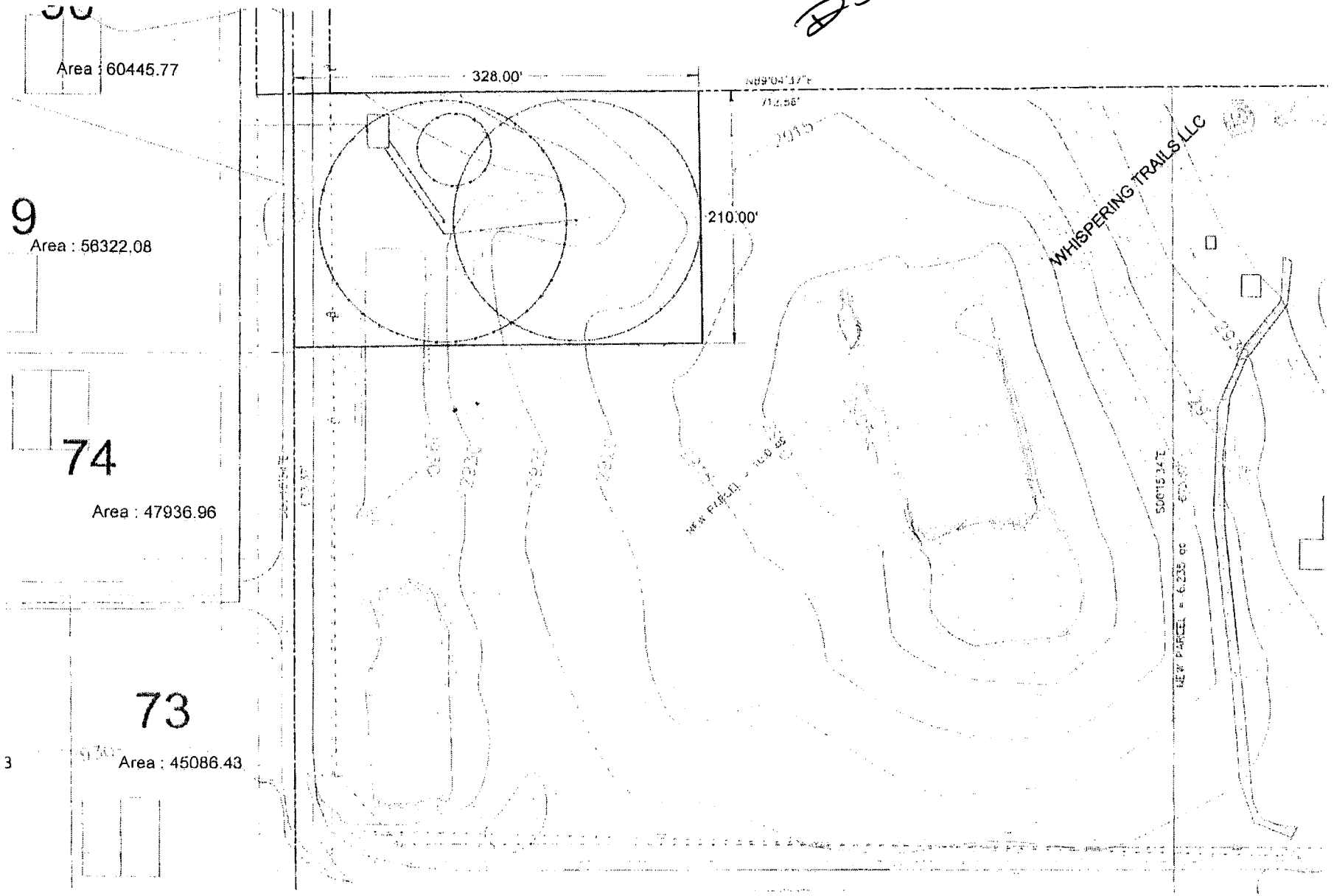
Patricia Macdonald
Notary Public

Commonwealth of Pennsylvania - Notary Seal
PATRICIA MACDONALD - Notary Public
Delaware County
My Commission Expires Jun 13, 2024
Commission Number 1270096

DocuSign ID: F786C89E-431A-ED11-81BE-00TAC5B8B54D

202200027499
Page: 7 of 7
Fees: $56.00
10/24/2022 11:30 AM

9/30/2022



# TECHNICAL MEMORANDUM

**To:** Keith Haskins, PE,
Deputy Public Works Director / City Engineer
City of Kalispell, MT

**From:** Donovan Voeller, PE,
Lead Distribution and Collection System Modeling Services Specialist
AE2S

**Re:** Kalispell On-Call Modeling
Utility Modeling Task No. 16
Reserve at Johnson Ranch Wastewater Layout and Capacity Review

**Date:** April 17, 2025

## 1 BACKGROUND

### 1.1 Authorization, Scope, and Model Assumptions

Advanced Engineering and Environmental Services, LLC. (AE2S) received a request from the City of Kalispell (City) to analyze the wastewater collection system for the growth area located northwest of the intersection of Old Reserve Drive and Stillwater Road. The City has requested AE2S to assess two concepts for wastewater service that meet the needs of the proposed developments and the regional service area: (1) a combination of gravity sewer and a regional lift station; and (2) a trunk gravity sewer main through the proposed development. Modeling tasks included the following:

- Data Review:
  - Determine the lift station service area based on known and expected developments as well as topographical restraints. Consideration will be given to the sewershed boundary identified in the 2019 Wastewater Facility Plan Update as well as the expanded boundary identified for the 2025 Wastewater Facility Plan Update.
  - Identified development: The Reserve at Johnson Ranch (Development).
- Model Analysis:
  - Calculate wastewater loading for the sewersheds.
  - Determine impact to downstream collection system for proposed connections.
  - Identify collection system restraints and provide recommendations for connections to existing infrastructure.

## 1.2 Previous Studies and Other Documents

The following documents were identified as being relevant to evaluating the wastewater collection system:

- *Wastewater Facility Plan Update* for Kalispell, MT dated June 2019 by AE2S (*2019 WWFPU*). This facility plan provides a review of model development, calibration, system evaluation, and recommended system improvements to address existing system issues as well as a master plan for buildout of the system as described therein.
- *New Development Water and Wastewater Design Guidelines*, dated June 2019 by the City of Kalispell (*2019 Design Guidelines*). This document summarizes planning design guidelines for water and wastewater.
- *The Reserve at Johnson Ranch Preliminary Site and Utility Plans* as provided by the City.

# 2 STUDY AREA CONSIDERATIONS AND LAYOUT

The location of the Development area is shown in **Figure 1** and consists of the following lot types:

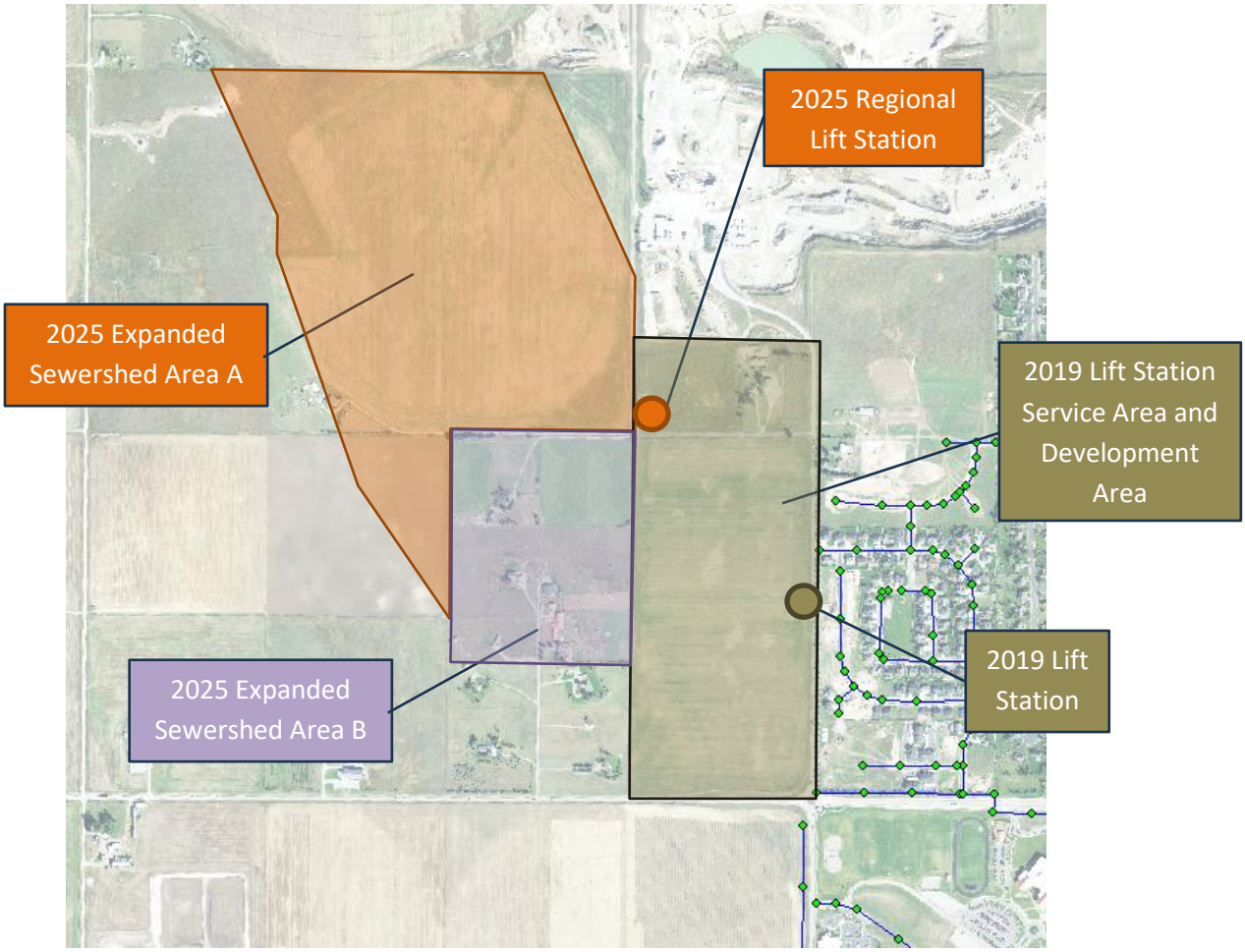
- Single Family Units: 186 units
- Multi-family Apartment Units: 312 units
- Commercial Area: 10 acres

The proposed Development falls within the planning boundary of the *2019 WWFPU*. Review of the topography indicated that a lift station would be needed to serve a portion of the area. At the time of the 2019 study, the entirety of the Development area was assumed to be directed to a new lift station along Stillwater Rd and pumped to the West Side Interceptor (WSI) directly south of the area. Alternatively, some of the area could have connected to existing gravity sewer on Old Reserve Dr and Taelor Rd. Ultimately, these gravity sewers route to Lift Station 3 where it gets pumped back to the WSI.

The City is currently in the process of updating the wastewater facility plan which includes an expanded service area to the north and west of the Development. The topography was reviewed in the expanded sewer shed area to identify additional wastewater flow that may be routed to or through the Development area. The sewershed boundaries and growth areas are identified in **Figure 1**. The expanded growth area includes 210 acres broken down into two areas with differing densities. The agriculture land area (Area A) was assumed to be denser at 4 dwellings per acre while the second area (Area B) was assumed to have a density of 2 dwellings per acre.

  - Growth Area A: 160 acres at 4 dwelling per acre.
  - Growth Area B: 50 acres at 2 dwellings per acre.

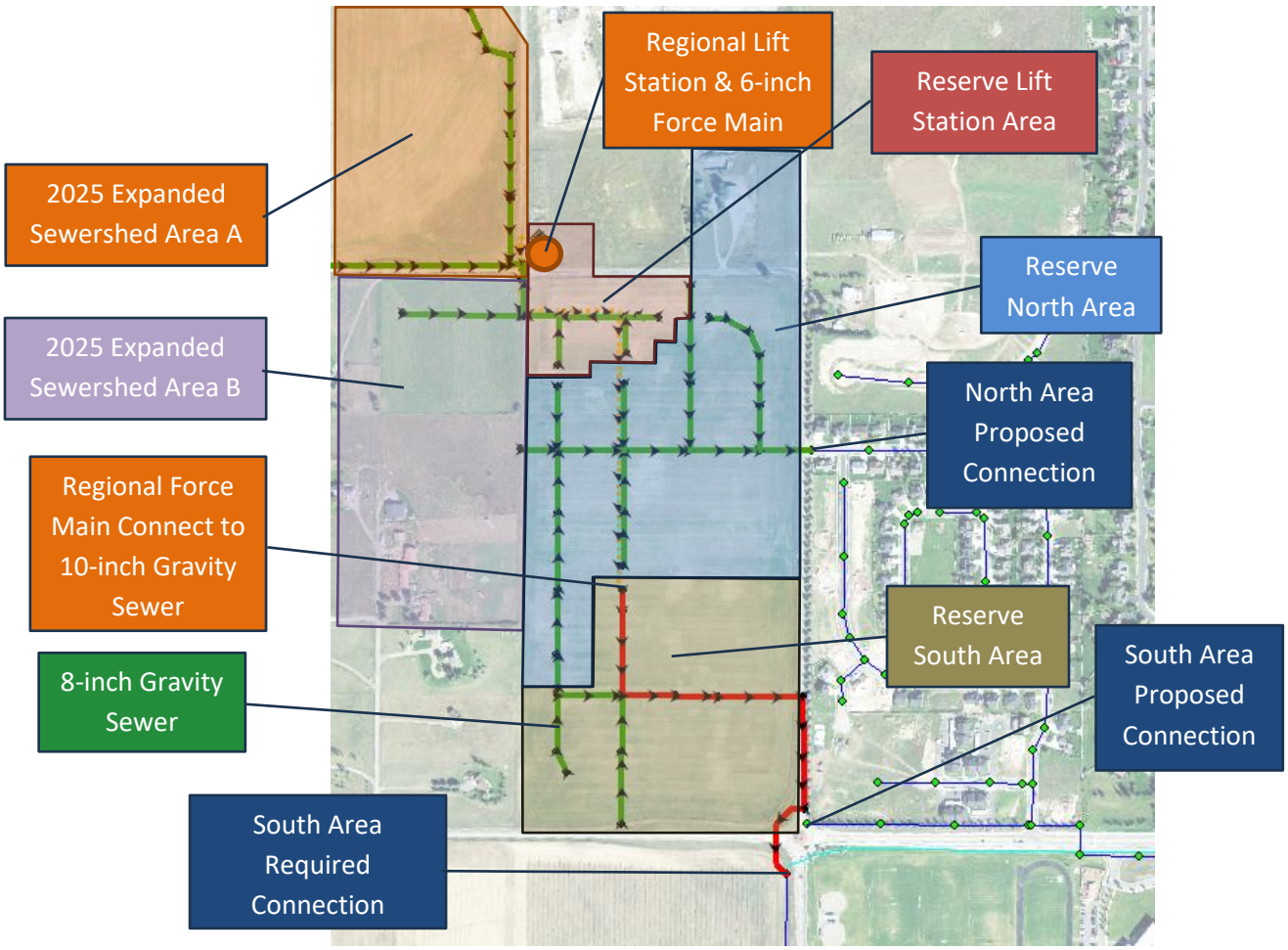
**Figure 1: 2019 and 2025 WWFPU Service Areas**



The first concept for serving the Development and the growth area includes a gravity network and regional lift station shown in **Figure 2** and is summarized as follows:

- The south half of the Development can connect to either the 12-inch gravity sewer east of Stillwater Rd or the 21-inch WSI on the south side of Old Reserve Dr.
- The north area of the Development can be served by 8-inch gravity sewer and connected to the existing 8-inch sewer at Taelor Rd.
- The northwest corner of the Development cannot be served by 8-inch sewer extended from Taylor Rd at minimum grade. Rather, a regional lift station was conceived to collect wastewater from the northwest corner of the Development and the growth area. The lift station will pump to gravity sewer within the Development and then be conveyed southeastward to the existing system.

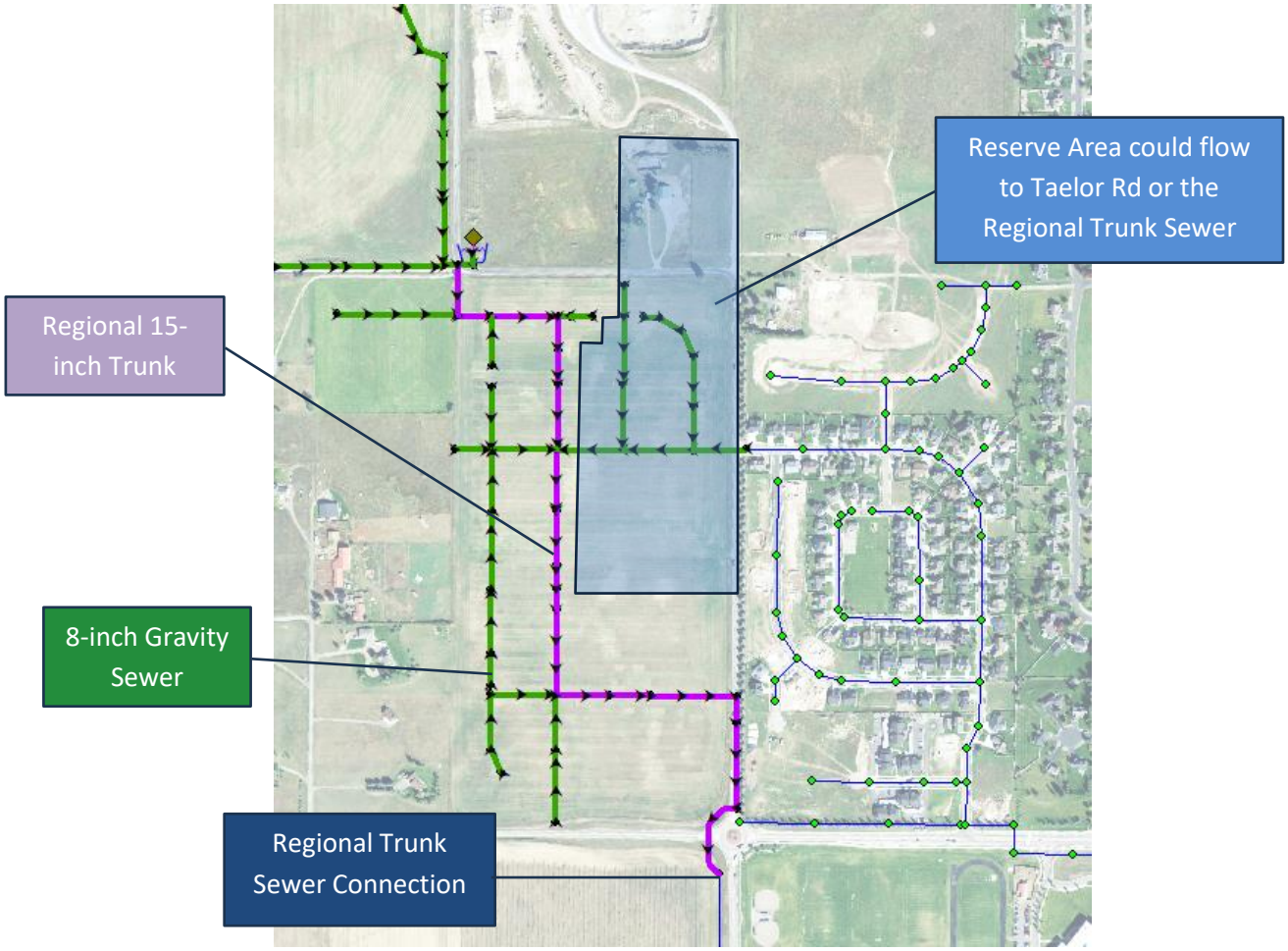
**Figure 2: Lift Station and Gravity Sewer System**



The second concept for serving the Development and the growth area includes a gravity network with a large trunk sewer as shown in **Figure 3** and is summarized as follows:

- The entirety of the Development and growth area can flow to the WSI. A 15-inch trunk sewer at minimum grade will result in bury depths of about 5 ft in the northwest corner of the Development.
- The northeast corner of the Development can connect to the Taelor Rd sewer if desired and be served by an 8-inch gravity sewer at minimum grade.

**Figure 3: Trunk Sewer System**



# 3 PERFORMANCE REQUIREMENTS

## 3.1 Analysis Assumptions

The *2019 WWFPU* and *2019 Design Guidelines* established the following analysis criteria based on requirements from the Montana Department of Environmental Quality (DEQ), the City, and recommended industry standards.

- Average annual wastewater loading factors:
  - Single Family Residential Unit = 1 ERU = 200 gpd.
  - Multifamily Residential Unit = 0.8 ERU = 160 gpd.
  - Commercial Land Use = 540 gpd/acre
  - Undeveloped Growth Area A: 4 single family dwellings per acre
  - Undeveloped Growth Area B: 2 single family dwellings per acre
- Peaking factors formula:

$$PHF\ Peaking\ Factor = \frac{18 + \sqrt{P}}{4 + \sqrt{P}}$$

$$(P = population\ in\ thousands)$$

- Minimum bury depth: 4 ft.
- Minimum Slope:
  - 8-inch: 0.004 ft/ft.
  - 10-inch: 0.0028 ft/ft
  - 12-inch: 0.0022 ft/ft
  - 15-inch: 0.0015 ft/ft
- Minimum Velocity for force mains:
  - 4 ft/s (City standard)
  - 3 ft/s (MT DEQ standard)
- Maximum Velocity for force mains:
  - 8 ft/s (City and DEQ standard)
- Maximum flow depth for gravity sewer d/D:
  - ≤ 10 inches: 0.7
  - >10-15 inches: 0.73
- Minimum Force main Size: 4-inch

## 3.2 System Loading

**Table 1** provides a summary of the wastewater loading from the Development and the additional growth areas that would contribute to the collection system. The summary includes the dwelling unit count, estimated average and peak flows, and peaking factors. The loadings are grouped together based on the area served and combined totals.

**Table 1: Area Loading Summary**

| | Dwellings or Acres | Duty Factor | Average GPD | Average GPM | Peaking Factor[1] | Peak GPD | Peak GPM |
|---|---|---|---|---|---|---|---|
| **Lift Station** | | | | | | | |
| Reserve - Single Family | 28 | 200 | 5,600 | 3.9 | 4.3 | 24,105 | 16.7 |
| Growth Area A[2] | 640 | 200 | 128,000 | 88.9 | 3.7 | 477,224 | 331.4 |
| Growth Area B[3] | 100 | 200 | 20,000 | 13.9 | 4.1 | 82,961 | 57.6 |
| Sub-Total | | | 153,600 | 106.7 | 3.7 | 564,032 | 391.7 |
| **North Reserve Area** | | | | | | | |
| Reserve - Single Family | 126 | 200 | 25,200 | 17.5 | 4.1 | 103,565 | 71.9 |
| Reserve - Multi-Family | 192 | 160 | 30,720 | 21.3 | 4.1 | 125,155 | 86.9 |
| Sub-Total | | | 55,920 | 38.8 | 3.9 | 220,813 | 153.3 |
| **South Reserve Area** | | | | | | | |
| Reserve - Single Family | 32 | 200 | 6,400 | 4.4 | 4.3 | 27,468 | 19.1 |
| Reserve - Multi-Family | 120 | 160 | 19,200 | 13.3 | 4.2 | 79,765 | 55.4 |
| Reserve - Com. Acreage | 10 | 540 | 5,400 | 3.8 | 4.3 | 23,262 | 16.2 |
| Sub-Total | | | 31,000 | 21.5 | 4.1 | 126,243 | 87.7 |
| **Combined Lift Station & South Area** | | | | | | | |
| Lift Station & South Area | | | 184,600 | 128.2 | 3.6 | 666,883 | 463.1 |
| **Combined Trunk System** | | | | | | | |
| All Development Area & Growth Area | | | 240,520 | 167.0 | 3.5 | 847,142 | 588.3 |

[1]Peaking based on 10-states peaking formula.
[2]Residential Growth Area = 160 acres at 4 du/ac.
[3]Residential Growth Area = 50 acres at 2 du/ac.

## 4 MODELING SCENARIOS ANALYZED

One model scenario was used to analyze the peak flow from the Development, growth area, and regional lift station.

- **10_States_Exist.:** Used to evaluate average and peak flow.

# 5 MODELING RESULTS

The model was used to assess the system under peak conditions. Hydraulic modeling results are discussed in the following sections as they relate to lift station capacity, force main capacity, and gravity sewer capacity.

## 5.1 System Hydraulic Analysis Review

### 5.1.1 Evaluation of Gravity Sewer and Regional Lift Station Concept

The following paragraphs summarize the infrastructure required for the regional lift station concept.

**Regional Lift Station Capacity:**

As outlined in **Table 1**, the average and peak flows into the regional lift station are calculated to be 106.7 and 391.7 gpm, respectively. The Development contributes 3.9 gpm of average flow or approximately 3.6% of the station capacity. It is recommended that a regional lift station be designed for a firm pumping capacity of 400 gpm to meet peak hour flow for the entire service area.

The minimum size force main allowed by City standards is 4-inch with a velocity range of 3 to 8 ft/s. The velocity in a 4-inch force main at 400 gpm is 10.2 ft/s while the velocity in a 6-inch force main would be 4.5 ft/s. Therefore, the minimum force main size of 6-inch would be required to meet City velocity requirements for the regional lift station.

Maximum flow rate allowed within an 8-inch sewer is 288 gpm as calculated using Manning's equation with n = 0.011; minimum slope = 0.004 ft/ft; and d/D = 0.7. Maximum flow rate allowed within a 10-inch sewer is 516 gpm as calculated using Manning's equation with n = 0.011; minimum slope = 0.0028 ft/ft; and d/D = 0.7.

The maximum flow and gravity sewer capacity was reviewed using the model under the peak flow conditions. Proposed gravity main entering the regional lift station should be 10-inch minimum. Proposed gravity main within the Development should be 8-inch except for sewer downstream of the lift station force main connection as discussed below.

**North Connection**

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flow conditions. Proposed gravity main connecting to Taelor Rd can be 8-inch as the peak flow for the North area was calculated as 153.3 gpm. The model was reviewed for downstream impacts and the d/D remained within City standards with the addition of the North area as shown in **Figure 2**.

**South Connection**

The gravity sewer through the south area of the Development was reviewed for bury depth and the flow rate was reviewed under the peak flow conditions. Proposed gravity main downstream of the regional lift station force main connection must be 10-inch at minimum grade in order to receive the peak flow from the lift station. All other gravity main within the development can be 8-inch. The model was reviewed for downstream impacts. The regional lift station and south end flow must connect to the WSI as shown in **Figure 2** at the required connection location. The regional lift station and south end flow cannot connect to the existing gravity sewer at the northeast corner of Old Reserve Dr and Stillwater Rd due to downstream surcharging. The peak flow for the South area and regional lift station is calculated as 463.1 gpm.

### 5.1.1 Evaluation of Trunk Sewer Concept

The following paragraphs summarize the infrastructure required for the regional trunk sewer concept.

**South Connection**

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The maximum flow rate allowed within a 15-inch sewer is 1,175 gpm as calculated using Manning's equation with n = 0.011; minimum slope = 0.0015 ft/ft; and d/D = 0.73. The combined system average and peak flows are calculated as 167.0 and 588.3 gpm, respectively. The flow depth (d/D) and velocity at the average flow rate is 0.24 and 1.65 ft/s, respectively. The flow depth (d/D) and velocity at the peak flow rate is 0.47 and 2.35 ft/s, respectively. A 15-inch trunk sewer at minimum grade will meet the capacity needs for the growth area and the Development as identified in **Figure 1**. Additionally, the 15-inch allows for additional growth in the far northern areas identified in the 2025 WWFPU.

# 6 SUMMARY AND RECOMMENDATIONS:

## 6.1 Sizing Requirements for the Gravity Sewer and Regional Lift Station Concept:

- **Modeled Flows:**
  - Lift Station (Development and Growth Area Flow):
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    - Peak Inflow: 391.7 gpm
  - North Area: (Connection to Taelor Rd)
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  - South Area (Connection to WSI and includes Lift Station Flow):
    - Average Flow: 128.2 gpm
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- **Infrastructure Sizing:**
  - Recommended Force main Size: 6-inch.
  - Recommended Firm Pumping Capacity: 400 gpm.
    - Velocity will be 4.5 ft/s in a 6-inch force main.
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      - (meets MT DEQ minimum velocity of 3 ft/s)
      - (mees the maximum velocity restraint of 8 ft/s)
        - If a 4-inch force main is used the velocity will be 10.2 ft/s which exceeds the maximum restraint.
  - Recommended Gravity Sewer Size downstream of the lift station force main:
    - 10-inch at minimum grade.
  - Recommended Gravity Sewer Size within Development 8-inch.

## 6.2 Sizing Requirements for the Regional Trunk Sewer Concept:

The preferred alternative is the Trunk Sewer concept with connection to the WSI:

- **Modeled Flows (Development and Growth Area):**
  - Average Flow: 167.0 gpm
  - Peak Flow: 588.3 gpm
- **Infrastructure Sizing:**
  - Recommended Trunk Sewer: 15-inch and minimum grade (0.0015 ft/ft)
    - Velocity at Peak Flow: 2.35 ft/s
    - d/D at Peak Flow: 0.47
    - Velocity at Average Flow: 1.65 ft/s
    - d/D at Average Flow: 0.24
  - Recommended Gravity Sewer Size within Development: 8-inch. At minimum grade (0.004 ft/ft).

After recording return to:
Allmark Land Holdings, LLC
201 Highview Ln.
Media, PA 19063

FNT: 1585-221446CR

202200027499
Page: 1 of 7
Fees: $56.00
Debbie Pierson, Flathead County MT by SM 10/24/2022 11:30 AM

0974338, 0978415 tg

# PUBLIC WATER SUPPLY FACILITIES AND WELL PROTECTION ZONE ACCESS EASEMENT

**WHEREAS,** WHISPERING TRAILS, LLC, of 341 W. 2nd Street, Suite 1, San Bernardino, CA 92401 and Deborah J. Snyder of 271 Commons Way, Kalispell, MT 59901 ("GRANTORS") are the owners of the real property located in Flathead County, Montana, legally described as follows:

> Parcel B of Certificate of Survey No. 14346, located in the Southeast Quarter of the Northeast Quarter of Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana.

("GRANTOR PARCEL"); and

**WHEREAS,** ALLMARK LAND HOLDINGS, LLC ("GRANTEE") of 201 Highview Lane, Media, PA 19063 is the owner of the real property located in Flathead County, Montana legally described as follows:

> The Northeast Quarter of the Northwest Quarter of Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana.
>
> AND
>
> The Southwest Quarter of the Northeast Quarter of Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana.
>
> AND
>
> Parcel X of Certificate of Survey No. 21436, located in Section 26, Township 29 North, Range 22 West, P.M.M., Flathead County, Montana.

(hereafter, and including all future subdivisions thereof the "GRANTEE PARCEL"); and

**WHEREAS**, GRANTEE desires to construct a public water supply, water pump house, water storage, and water wells on a portion of the GRANTOR PARCEL ("Public Water Supply"); and

**WHEREAS,** GRANTORS recognize that the resultant Public Water Supply necessitates a "Well Protection Zone" as calculated and approved per the regulations of Flathead County, Montana and the State of Montana to be located upon a portion of the GRANTOR PARCEL; and

**WHEREAS**, GRANTORS recognizes that the encroachment of the Well Protection Zone precludes location of a drainfield, drainfield mixing zone, hazardous waste storage, or other activity within the Well Protection Zone that threatens the quality of water within the Well Protection Zone; and

**WHEREAS**, GRANTORS agree to grant, for purpose of construction of a Public Water Supply, an easement that provides for the location of wells, water pipes, Well Protection Zone, and associated infrastructure that burdens a portion of the GRANTOR PARCEL and benefits the GRANTEE PARCEL.

NOW, THEREFORE, GRANTORS grant as follows:

1. **Grant of Easement.** GRANTORS, grant for the benefit of GRANTEE, its successors and assigns, a perpetual Public Water Supply easement, on over and across the GRANTOR PARCEL, in the location as delineated on Exhibit A, to, at GRANTEE'S expense, construct, maintain and access public water supply facilities, including, but not limited to, public water wells, well control buildings, fencing, water storage, and pipelines with accessories and appurtenances for the purpose of providing public water supply for any and all future use on the GRANTEE PARCEL. GRANTORS also grant for the benefit of GRANTEE, its successors and assigns a perpetual Well Protection Zone easement, on, over and across a portion of the GRANTOR PARCEL, in the location as delineated on Exhibit A attached hereto and made a part hereof, to protect the quality and purity of the water wells within the Well Protection Zone.

2. **Purpose of Public Water Supply Easement.** This Easement includes the right of the GRANTEE, its successors, permittees, licensees, and assigns, and their agents and employees to enter at all times the land delineated on Exhibit A of GRANTOR PARCEL by using existing roads or trails or otherwise by a route causing the least damage (which GRANTEE shall repair at its expense) and inconvenience to the GRANTOR in order to:

a. Survey and establish the route and location of the easement and improvements;

b. Construct, operate, access, patrol, repair, enlarge, replace, maintain the wells, well control building, water storage and pipelines and any accessories and appurtenances;

c. Trim, remove, destroy, or otherwise control any grass, weeds, brush, trees and other growth inside or outside the boundaries of the easement which may, in the opinion of the GRANTEE, interfere or threaten to interfere with or be hazardous to the construction, operation and maintenance of the well facilities; and

d. Perform such acts required by Flathead County, Montana and the State of Montana in relation to GRANTEE's Public Water Supply.

**3. Purpose of Well Protection Zone Easement.** In order to protect the quality and purity of the well water source, GRANTORS will impose certain restrictions upon the area within the Well Protection Zone, as delineated in Exhibit A. GRANTORS further agree that:

a. No septic tank, wastewater disposal system, non-water tight sewer pipe, sewage lift station, Class V injection well or French drain, stormwater injection well, stormwater detention or infiltration basin or swale, or other stormwater disposal facilities shall be located within the Well Protection Zone;

b. No hazardous substances as defined by Mont. Code Ann. § 75-10-602, gasoline, liquid fuels, petroleum products, or solvents shall be stored within the Well Protection Zone;

c. No private well shall be constructed within the Well Protection Zone;

d. No activities which may significantly threaten the quality of the well water supply will occur with the Well Protection Zone;

e. At no time will any permanent structure be built, constructed, erected or maintained within the boundaries of the Well Protection Zone without the prior written consent of the GRANTEE;

f. At no time will the finished grade of the land over the pipeline be changed by removal of existing soil or by placement of fill material within the boundaries of the Well Protection Zone without the prior written consent of the GRANTEE.

**4. Easement to Run with the Land.** The benefits of this Easement are appurtenant to the GRANTEE PARCEL and are intended to benefit the current and future owners of same. The burdens of this Easement are appurtenant to GRANTOR PARCEL and will run with the title to same whether or not this Easement is referred to in conveyances of that real property.

**5. Modification of Declaration.** No modification of this Easement will be valid or binding unless the modification is in writing, is signed by all owner(s) of any portion of GRANTOR PARCEL subject to this Easement and by all owner(s) of GRANTEE PARCEL and said modification having been recorded in the records of Flathead County, Montana.

**6. Indemnification.** GRANTORS and GRANTEE each assumes the risks and shall indemnify and hold harmless each other, including their successors, permittees, licensees, and assigns, and their agents and employees, against any and all demands, claims, causes of action, fines, penalties, damages, losses, liabilities, judgments and expenses for bodily injury, death, any other personal injury, damage to real or personal property and business interruption (including,

without limitation, attorneys' fees and court costs) incurred in connection with or arising from the use or existence of this Easement.

IN WITNESS WHEREOF, the GRANTORS and GRANTEE have executed this Public Water Supply Facilities and Well Protection Zone Access Easement ("Easement") this 30 of September, 2022.

WHISPERING TRAILS, LLC, a Montana limited liability company

By: Nicholas J Coussoulis
NICHOLAS J. COUSSOULIS
Its: Manager

STATE OF MONTANA )
:ss.
County of Flathead )

On this 30 day of September 2022, personally appeared Nicholas J. Coussoulis, known to me to be the Manager of Whispering Trails, LLC, and acknowledged to me he executed the forgoing on behalf of Whispering Trails, LLC

AMBER COOPER
NOTARY PUBLIC for the
State of Montana
Residing at
Kalispell, Montana
My Commission Expires
December 03, 2023

Notary Public

Debra J. Snyder

STATE OF MONTANA )
:ss.
County of Flathead )

This instrument was acknowledged before me on this _____ day of _____, by Debra J. Snyder.

Notary Public

without limitation, attorneys' fees and court costs) incurred in connection with or arising from the use or existence of this Easement.

IN WITNESS WHEREOF, the GRANTORS and GRANTEE have executed this Public Water Supply Facilities and Well Protection Zone Access Easement ("Easement") this 30 of September, 2022.

WHISPERING TRAILS, LLC, a Montana limited liability company

By: Nicholas J Coussoulis
NICHOLAS J. COUSSOULIS
Its: Manager

STATE OF MONTANA )
:ss.
County of Flathead )

On this 30 day of September 2022, personally appeared Nicholas J. Coussoulis, known to me to be the Manager of Whispering Trails, LLC, and acknowledged to me he executed the forgoing on behalf of Whispering Trails, LLC

Notary Public

LISA S. JONES
NOTARY PUBLIC for the
State of Montana
Residing at Kalispell, Montana
My Commission Expires
October 06, 2024

Debra J Snyder
Debra J. Snyder

STATE OF MONTANA )
:ss.
County of Flathead )

This instrument was acknowledged before me on this 30 day of September, by Debra J. Snyder.

Notary Public

ALLMARK LAND HOLDINGS, LLC, a New Jersey limited liability company

By: _____
GILBERT MARKHAM
Its: Manager

STATE OF PA )
:ss.
County of Delaware )

On this 20 day of October 2022, personally appeared Gilbert Markham, known to me to be the Manager of Allmark Land Holdings, LLC, and acknowledged to me he executed the forgoing on behalf of Allmark Land Holdings, LLC

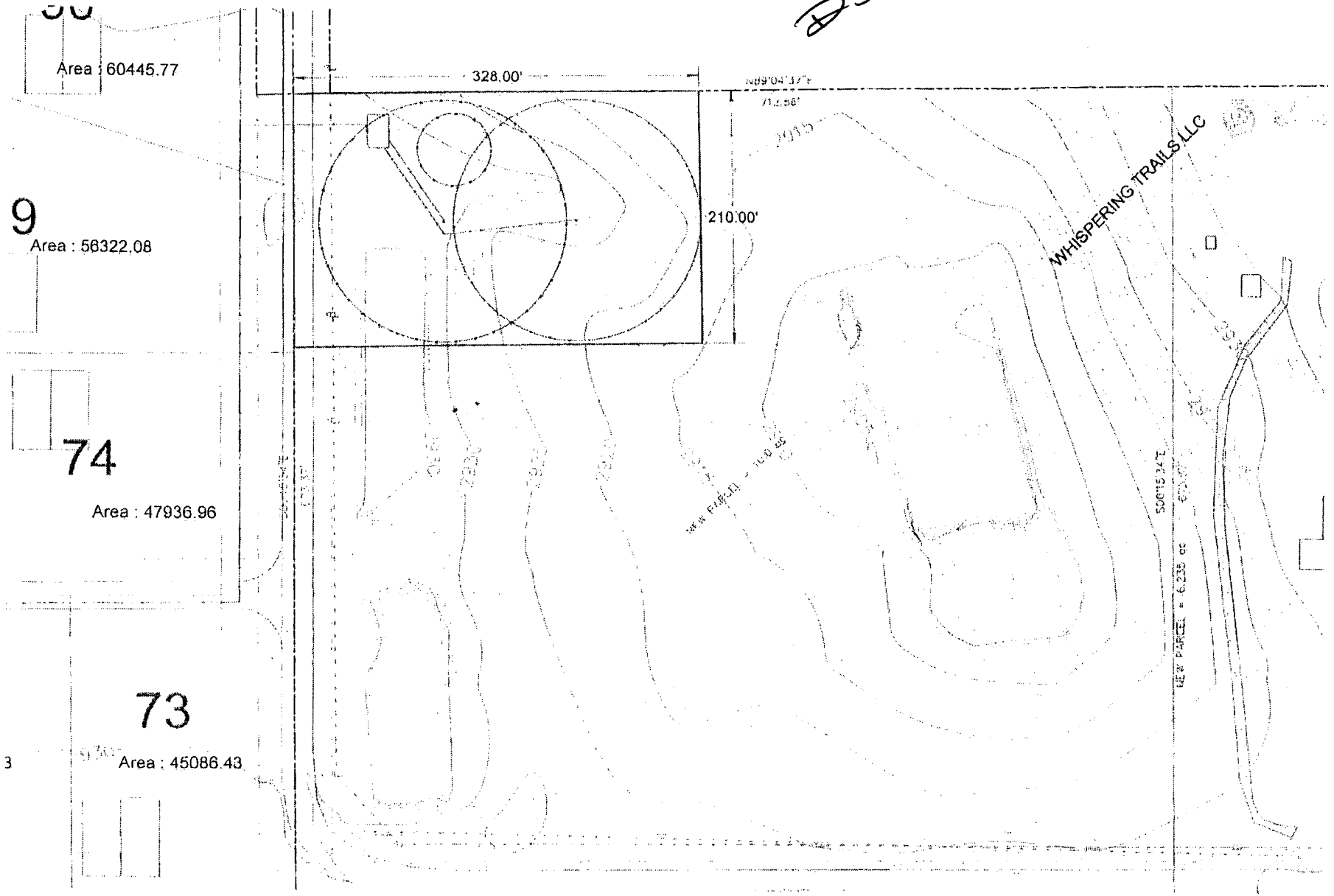
Patricia Macdonald
Notary Public

Commonwealth of Pennsylvania - Notary Seal
PATRICIA MACDONALD - Notary Public
Delaware County
My Commission Expires Jun 13, 2024
Commission Number 1270096

DocuSign ID: F786C89E-431A-ED11-81BE-00TAC5B8B54D

202200027499
Page: 7 of 7
Fees: $56.00
10/24/2022 11:30 AM

9/30/2022



**From:** Cotton, Brittany
**To:** Kirstin Robinson
**Subject:** EXTERNAL MDT COMMENTS for CityofKalispell_PublicNotice_061025
**Date:** Friday, June 6, 2025 1:27:13 PM

[**NOTICE:** This message includes an attachment -- **DO NOT CLICK** on **links** or open **attachments** unless you know the content is safe.]

MDT has reviewed the Notice of work session with the Kalispell City Planning Commission to be held on Tuesday, June 10 and has the following comments:

1. The proposal to create a neighborhood business and high density residential node located at The Reserve at Johnson Ranch (1053 Stillwater Road) may impact MDT facilities. Please have the owner contact Justun Juelfs, MDT Kalispell Maintenance Chief (406-751-2010) and Rebecca Franke, Kalispell Traffic Engineer (406-751-0239). They will work with the owners on the MDT requirements.

2. The developer of the purposed Gardner/Anderson Ranch PUD has been working with MDT regarding the necessary permits. MDT encroaches the owner to continue their communication with MDT and inform MDT of any changes. The owner can contact Justun Juelfs, MDT Kalispell Maintenance Chief (406-751-2010), Rebecca Franke, Kalispell Traffic Engineer (406-751-0239), or Brittany Cotton, MDT SIAP Permit Coordinator (406-444-6126, bcotton@mt.gov).

3. Tuyen Tran's proposal for an accessory casino at 214 S Main St may impact MDT facilities. Please have the owner contact Justun Juelfs, MDT Kalispell Maintenance Chief (406-751-2010) and Rebecca Franke, Kalispell Traffic Engineer (406-751-0239). They will work with the owners on the MDT requirements.

4. The request for annexation and initial zoning for the two parcels located a 2585 and 2577 US Highway 93 N will not impact MDT facilities. However, any proposed construction will impact MDT facilities. During the design or construction process, please have the owner contact Justun Juelfs, MDT Kalispell Maintenance Chief (406-751-2010) and Rebecca Franke, Kalispell Traffic Engineer (406-751-0239). They will work with the owners on the MDT requirements.

Thank you for the opportunity to comment,

**Brittany Cotton**
*SIAP Transportation Planner* | Rail, Transit & Planning Division
Montana Department of Transportation

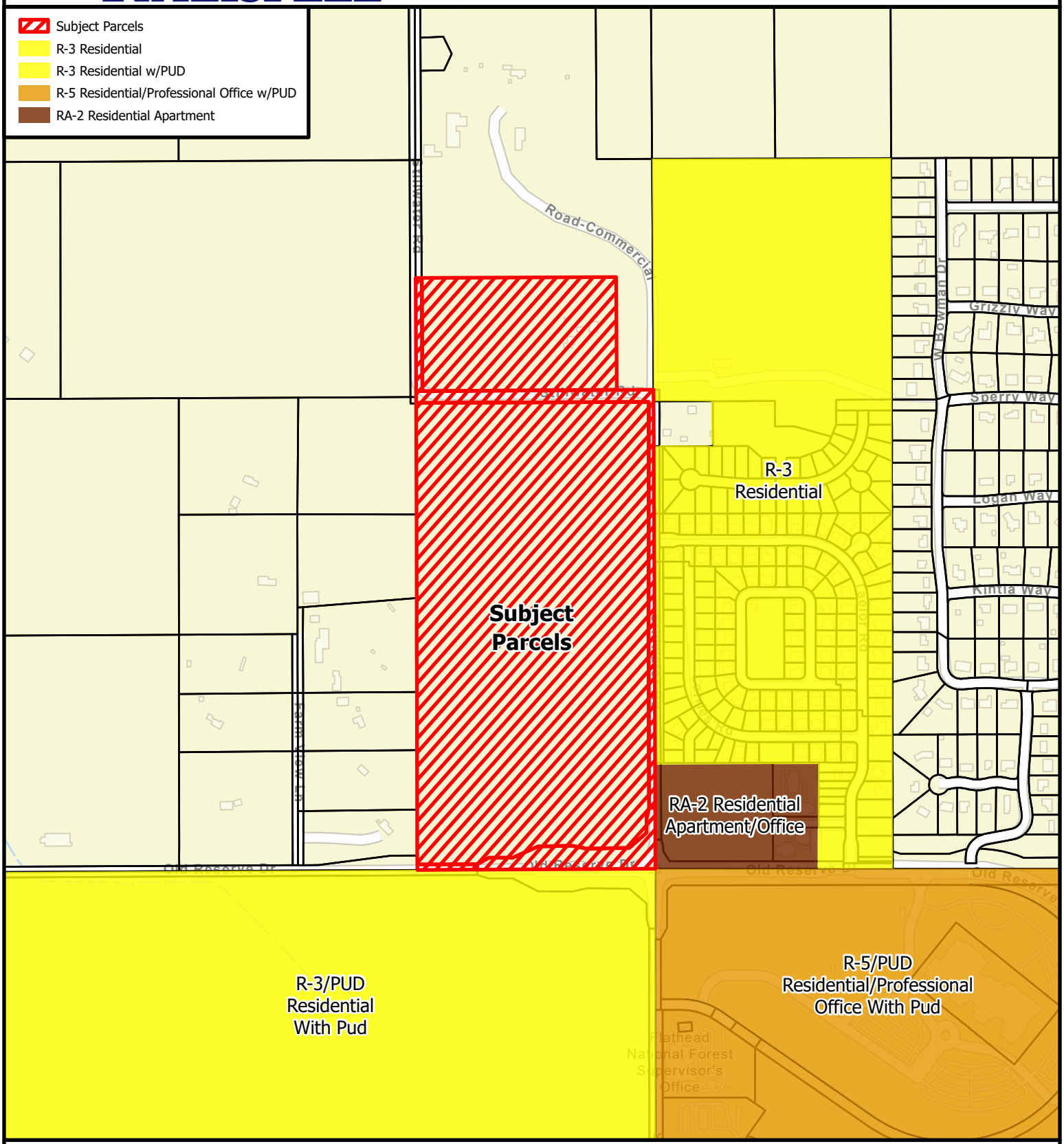
MONTANA
Department of Transportation

2701 Prospect Ave.
PO Box 201002
Helena, MT 59620-1001
406-444-6126 | bcotton@mt.gov

How are we doing?

**Follow Us:** mdt.mt.gov

# Kalispell Zoning
# The Reserve at Johnson Ranch




Data Sources:
Montana Cadastral,
Flathead County GIS

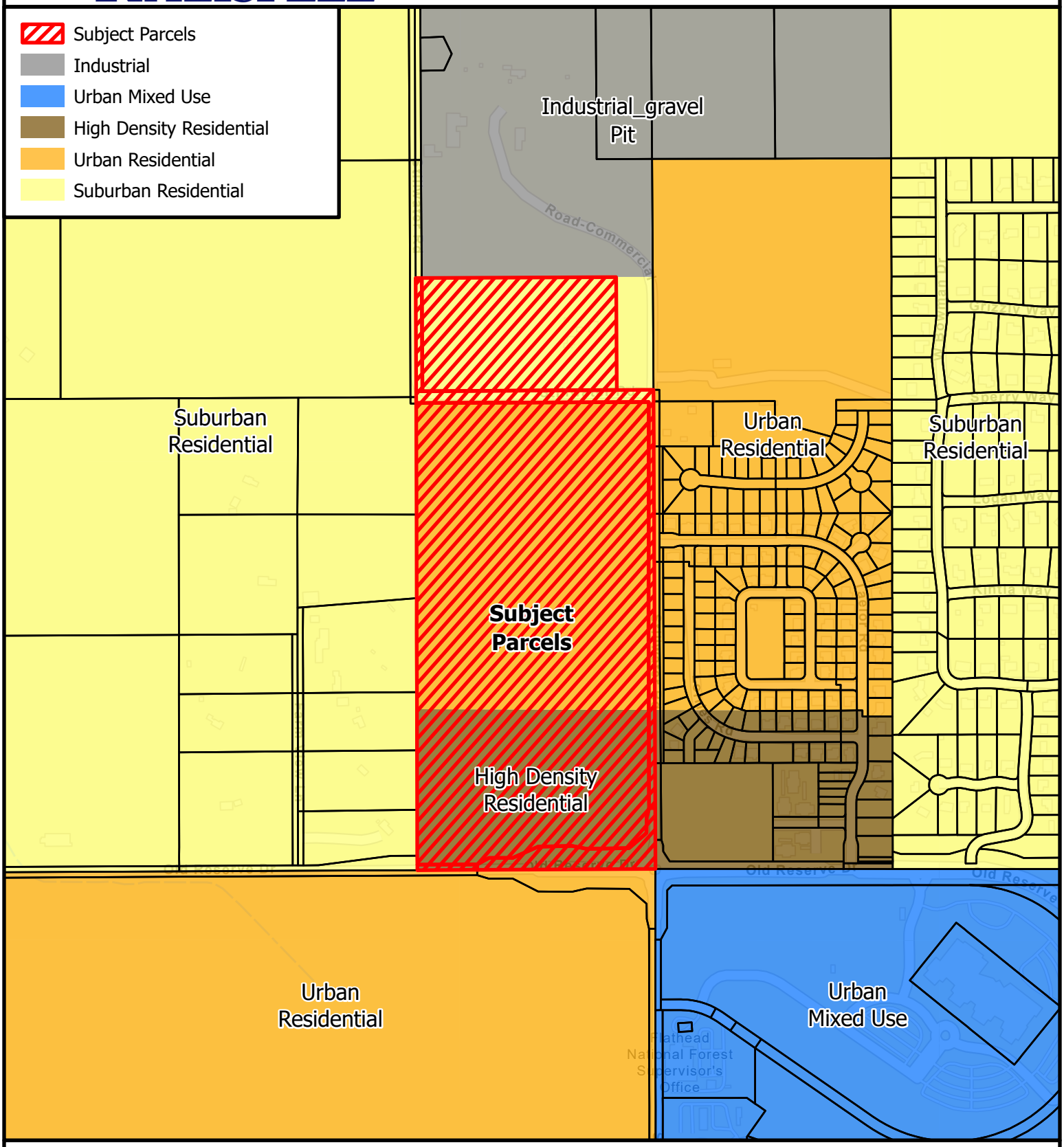
City of Kalispell GIS,
Austin Bachurski - January 21, 2025

N

0 265 530 1060 1590
Feet

Basemap:
Esri Community Maps, ArcGIS.com

# Kalispell Growth Policy
# The Reserve at Johnson Ranch




Data Sources:
Montana Cadastral,
Flathead County GIS

City of Kalispell GIS,
Austin Bachurski - January 21, 2025

N

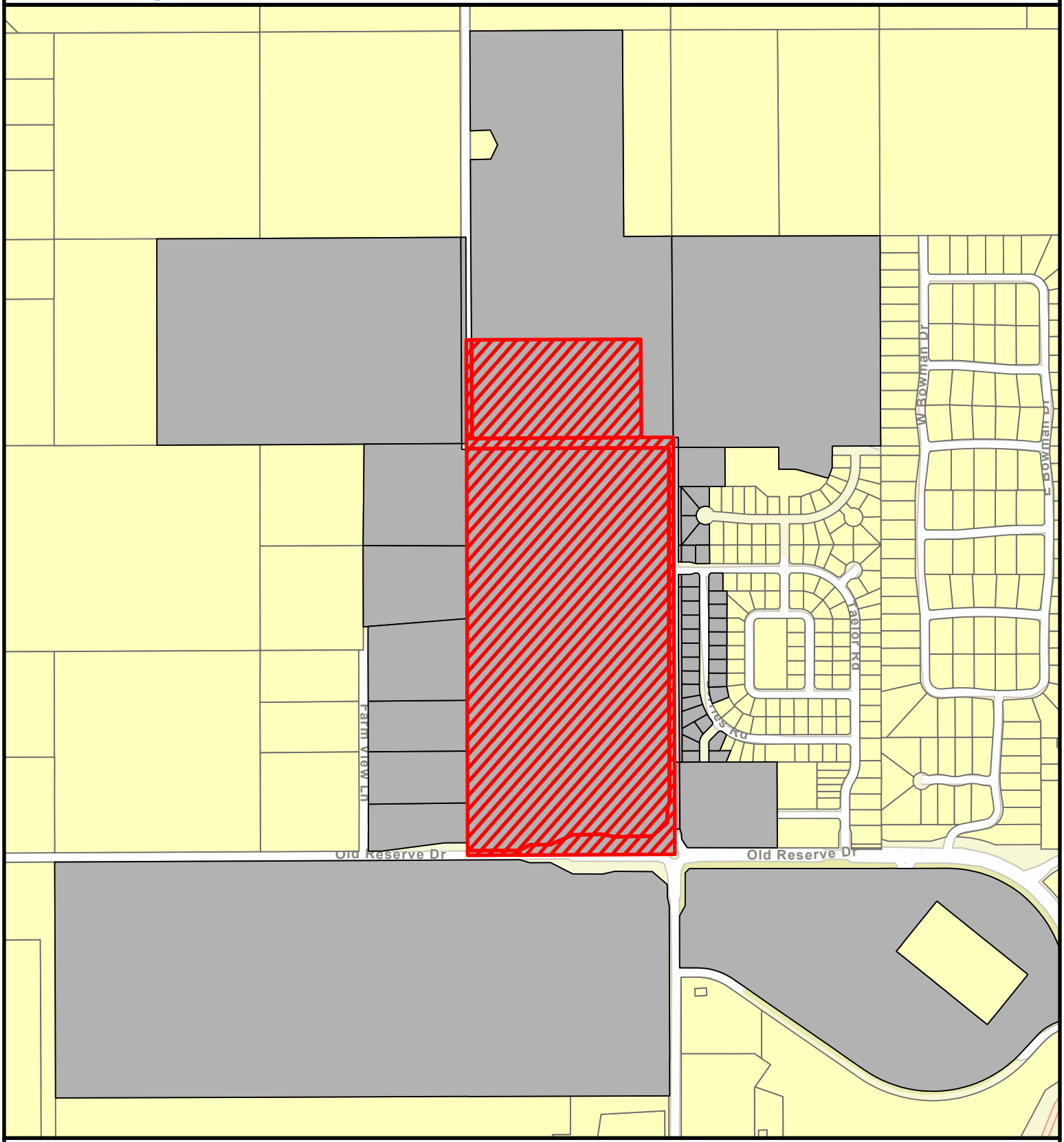
0 265 530 1060 1590
Feet

Basemap:
Esri Community Maps, ArcGIS.com

CITY OF KALISPELL

# Kalispell Mailing List
# The Reserve at Johnson Ranch

Subject Parcel
Mailing List Parcels
Other Parcels




Data Sources:
Montana Cadastral,
Flathead County GIS

City of Kalispell GIS,
Austin Bachurski - May 12, 2025

N

0 305 610 1220 1830
Feet

Basemap:
Esri Community Maps, ArcGIS.com

March 12, 2025

Matthew Lamberts – 1236 4th Ave W – Would like to see the land not developed since the west valley elk herd use it as a winter grazing spot. Also has concerns regarding the narrow shoulders on Stillwater Rd. and the high school cross-country team that runs on this road.

**From:** Natasha Clark
**To:** Kirstin Robinson
**Subject:** EXTERNAL Development proposal impacting west valley elk herd
**Date:** Thursday, March 13, 2025 9:08:01 PM

---

Stillwater Road from Glacier High School traffic circle to Church Drive is where I see elk most regularly during winter--see the elk daily there for months. It's their winter range. Also, Glacier High School students run for cross country along that road. It's a narrow shoulder. It's a quiet road now, but with this development that may no longer be the case.

**From:** RODNEY OSLER
**To:** Kirstin Robinson
**Subject:** EXTERNAL The Reserve at Johnson Ranch
**Date:** Tuesday, March 25, 2025 2:11:57 PM

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We wish to voice concerns over this proposed development.

1) What is the need for commercial business when there is anything a person could need a mile an a half down the road.
The concern is all the traffic in an area that has already become very busy .One big concern is all the traffic, car and foot, from the high school students. I see that as a concerning situation for student safety.
2) In your work sessions I have heard nothing about the over all affects of the West Valley area. This seems like it should be one of the main discussions when deciding on the approval of this sub division. West Valley School and Glacier High School are already over crowded. We are long time West Valley residents and have watched this area be inundated with more and more sub divisions. I worked at West Valley School for many many years and I watched first hand the impact on the school with increased student numbers. It effects class sizes, student services, staff and bus services. Then there is the added burden on West Valley Fire Dept. and the impact on the roads . All the added traffic including more school buses down Stillwater Road and within the round about along with the continual gravel trucks that go up and down that road every day. This is not even taking in to account the sub division that has already been approved on the south west corner of Stillwater and Old Reserve Road.
Why can't it be okay to say enough is enough in one area. Even if you made the decision to say this must be larger lots and not such high density. We are going to have a huge traffic mess in this same area as soon as they start the construction on Old Reserve Road.
We would appreciate the Planning Committee members to please address and consider these matters.

Thank you very much for your time

Nancy and Rod Osler

**RESOLUTION NO. KGPA-25-01**
**AN AMENDMENT TO THE CITY OF KALISPELL GROWTH POLICY PLAN-IT 2035**

**A RESOLUTION RECOMMENDING ADOPTION OF AN AMENDMENT TO THE KALISPELL CITY GROWTH POLICY PLAN-IT 2035 ADOPTED JULY 3, 2017, TO BE KNOWN AS THE RESERVE AT JOHNSON RANCH MAP AMENDMENT**

WHEREAS, the current Kalispell Growth Policy Plan-It 2035 was adopted by the Kalispell City Council on July 3, 2017, with Resolution No. 5821A; and

WHEREAS, since that time, there have been significant changes of circumstances impacting the property; and

WHEREAS, the changes occurring in this immediate neighborhood coupled with the changes and improvements to the transportation system which will allow convenient access to this site create a changed and improved environment for a neighborhood business node couple with high density residential on the property. Important aspects of the infrastructure projects in the area were not in place when the growth policy and accompanying map were adopted. The infrastructure projects and development in this neighborhood support the requested amendment; and

WHEREAS, Spartan Holdings, LLC, and Whispering Trails, LLC, have requested the proposed map amendments; and

WHEREAS, Spartan Holdings is requesting the subject property have the land use designation changed from Suburban Residential, Urban Residential, and High Density Residential to Urban Residential, High Density Residential, and Neighborhood Commercial to better accommodate urban development in proximity to the new infrastructure improvements; and

WHEREAS, the plan amendment is consistent with surrounding development and the goals and policies of the City of Kalispell Growth Policy Plan-It 2035; and

WHEREAS, the Kalispell City Planning Commission held a public hearing on June 10, 2025, at 6:00 PM in the Kalispell Council Chambers after due notice to the public. Public comments were received and the Planning Commission evaluated the proposed plan amendment in accordance with the goals and policies of the Kalispell City Growth Policy Plan-It 2035; and

WHEREAS, the City of Kalispell Planning Commission did adopt staff report KGPA-25-01 as findings of fact; and

WHEREAS, the adoption of this resolution would effectively amend the Kalispell Growth Policy Plan-It 2035 Map as shown on Exhibit A, attached hereto and hereby incorporated by reference; and

NOW THEREFORE BE IT RESOLVED, that the Kalispell City Planning Commission recommends to the Kalispell City Council that The Reserve at Johnson Ranch Growth Policy Future Land Use Map Amendment (Exhibit A), be adopted as an amendment to the Kalispell Growth Policy Plan-It 2035.

June 10, 2025

President
Kalispell City Planning Commission

Growth Policy Map Amendment and Zoning Map for

# THE RESERVE AT JOHNSON RANCH

# EXHIBIT A

## DESCRIPTION

