

ISSUES LIST
KALISPELL GROWTH POLICY UPDATE
(Developed from existing documents)
5-26-11

Intergovernmental Cooperation:

1. Need to improve cooperation and coordination between the city and county.
 - a. In land use planning
 - b. Coordinating the extension of public facilities (sewer, water, parks, streets)
 - c. Provision of public services
2. Need to improve relationships between Kalispell and the adjacent rural fire departments.

Land Planning Issues

1. Kalispell averaged 4%/year growth from 2000-2010. It is projected to grow at an average rate of 2%/yr from 20,000 in 2010; to 25,000 in 2020; to 30,000 in 2030.
2. There is a lack of consistency in development standards between the city and county at the urban/rural interface.
3. Low density rural development in the lands adjacent to the city has created difficulties for the orderly extension of public infrastructure and the logical growth of Kalispell.
4. Rural lands close to the City of Kalispell are an important part of the city's ability to expand in the future and likewise they are vulnerable to untimely county development that is not supported by urban services.
5. The highway corridor entrances to Kalispell, especially from the east, west and south are lacking in design treatment and in many cases detract from the overall community image.
6. There is a significant number of planned, platted, vacant lots in the city which will provide a significant inventory for future development and likewise impact the timing and viability of new developments in the city.

Neighborhoods:

1. Excessive through traffic in residential neighborhoods undermines pedestrian safety and neighborhood desirability.
2. Kalispell has a significant number of historical residences in the east and west side.

Housing:

1. Kalispell has an historic district which includes significant buildings and homes many of which are in need of protection and preservation.
2. An expanding service related job base and high housing prices have produced a relative shortage of housing for low and moderate income families, both owner occupied and rental.
3. Many newer subdivisions had planned neighborhoods that were targeting affordable housing ownership opportunities but economic conditions and a soft market have delayed or shuttered development.
4. A need for an affordable housing strategy to effectively provide for the needs of low and moderate income residents.
5. A need for a program for rehabilitating and preserving historically significant, deteriorating housing.

Downtown:

1. Lands north of the Kalispell Center mall are ready for re-development.
2. Development of a convention center could serve to anchor the downtown and the center mall.
3. There is 250,000 sq. ft. of land in the downtown committed to surface parking that could be re-developed.
4. The railroad tracks continue to sever downtown Kalispell limiting development/re-development options.
5. The traditional downtown Kalispell downtown central business district needs to be redefined.
6. The central business district lacks cohesiveness, identity and a strong cultural center.
7. Effort needs to be placed to create/maintain a prosperous central business district.
8. Many buildings in the downtown are in need of rehabilitation, code upgrades including fire sprinkling and re-use.

Economy:

1. High land costs and a proliferation of urban and expansive rural development are major impediments to the future of farming.
2. The traditional economic base of the Kalispell area (wood products, metal refining, railroad and agriculture) is changing.
3. Kalispell is a second tier retail trade center, a government center and a growing regional medical center.
4. The medical complex that has developed around and including the Kalispell Regional Hospital has become a regional medical center and it needs to be fostered and encouraged.
5. The city has limited developed sites available for industrial expansion.
6. Old School Station provides a technology site.
7. Land south of Lower Valley Road on Highway 93 South and the vacant Knife River (McElroy and Wilkins) gravel pit off of Whitefish Stage could serve as future industrial sites.
8. Recognize that we have 4 major commercial centers in Kalispell
 - Downtown Kalispell
 - Hwy 93 North and Reserve
 - Hwy 93 South to 4 Corners
 - US 2 West (Meridian-Ashley Square)

Sewer and water issues:

1. As development north of Kalispell proceeds there is a need for a major sewer interceptor to be constructed along the alternate highway 93 R/W to relieve pressure on existing lines in the city.

Environmental concerns:

1. Maintaining water quality in the planning area is critical and expensive.
2. Ashley Creek, and the Whitefish, Stillwater and Flathead Rivers are classified as impaired by DEQ.
3. We need to protect our floodplains, wetlands, and shallow aquifers.
4. Development of steep slopes should be limited and managed.

Parks:

1. Kids Sports has been a highly successful community partnership.
2. Current parklands are adequate in the city, deferred maintenance and rehabilitation are issues.
3. Kalispell is losing quality park sites on the urban-rural fringe to other development as the city grows.
4. There continues to be strong interest for increased trail development in and adjacent to the city
5. Linear park and trail development along the Whitefish and Stillwater Rivers and Ashley Creek is extremely important.
6. A performing arts/community center has been a community topic.

Police:

Fire:

Schools:

Airport:

1. The Kalispell airport in its current configuration does not meet Federal airport standards and is not eligible for FAA funding or assistance.

Transportation:

1. The Kalispell transportation system is generally adequate for 9 months of the year but summer brings significant congestion.
2. Transit needs to be incorporated in all transportation planning.
3. A pedestrian connection is needed between Woodland Ave. and 7th Avenue East.
4. There is a strong desire to prohibit a vehicle connection between Woodland Ave. and 7th Avenue East.
5. Pedestrian access (sidewalk/trail systems) are lacking in many parts of the city.

6. There is a need for a comprehensive city-wide sidewalk/trail plan and construction program.
7. One-way traffic on 3rd and 4th Ave. East is eroding the neighborhood and should be turned back to two-way traffic.
8. There is still too much through traffic in the downtown and surrounding neighborhoods.
9. 15 of 47 signalized intersects are below level of service C. (11 are on US Highway 2 Idaho-LaSalle)

Major Street Projects:

There are 30 major street projects proposed in the transportation plan for the Kalispell area at a cost of \$108,000,000. (Current funding levels – 180 years to complete). Key projects are as follows:

- Alternate Highway 93 (3½ miles) North half
- West Reserve Drive (2½ miles) US 93 to LaSalle
- Whitefish Stage (6 miles) Oregon north to Birch Grove
- West Evergreen Drive (1½ miles)
- Rose Crossing (4 miles) Whitefish Stage-Farm to Market
- Willow Glen (4 miles) Four corners to LaSalle
- Conrad (½ mile) Woodland Drive to Willow Glen
- Four Mile Drive (1 mile) US 93 west to Stillwater
- Three Mile Drive (2 miles) Meridian to West Spring Creek
- Two Mile Drive (2 miles)
- Foy's Lake Road (1 mile) Whalebone to Valley View Drive

A WORK IN PROGRESS



2012
City of Kalispell
Growth Policy
Update

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