

**LABRANT-LINDSEY LANE
NEIGHBORHOOD PLAN
AND
DEVELOPMENT CODE**

LABRANT-LINDSEY LANE NEIGHBORHOOD PLAN

An amendment to the Flathead County Master Plan

Adopted by the Flathead County Board of Commissioners
Resolution No. 1323A
April 7, 1998

LABRANT-LINDSEY LANE ZONING DISTRICT

Resolution No. 1345A
Adopted October 6, 1998

DEVELOPMENT STANDARDS

Resolution 955AX
Adopted October 6, 1998

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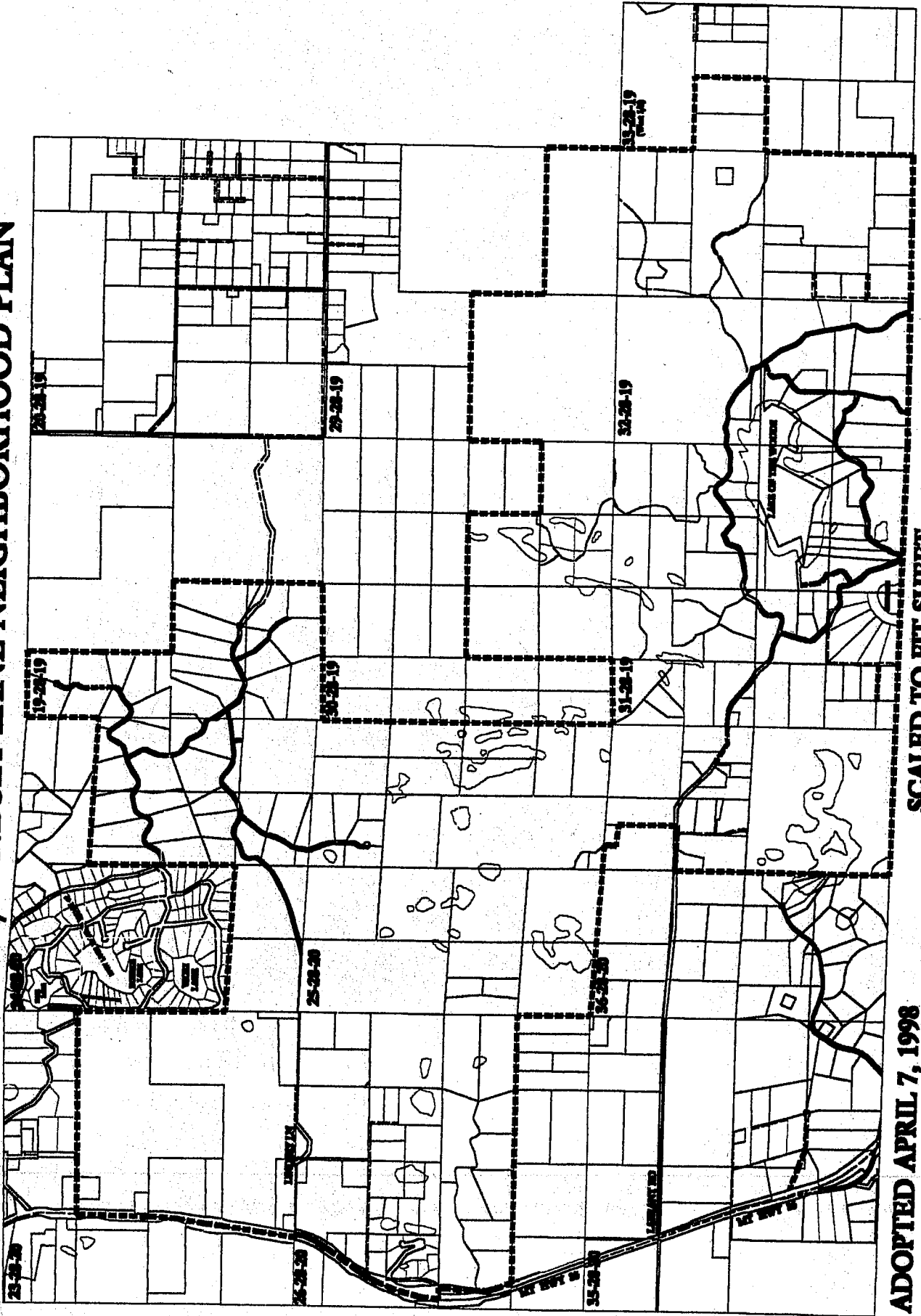
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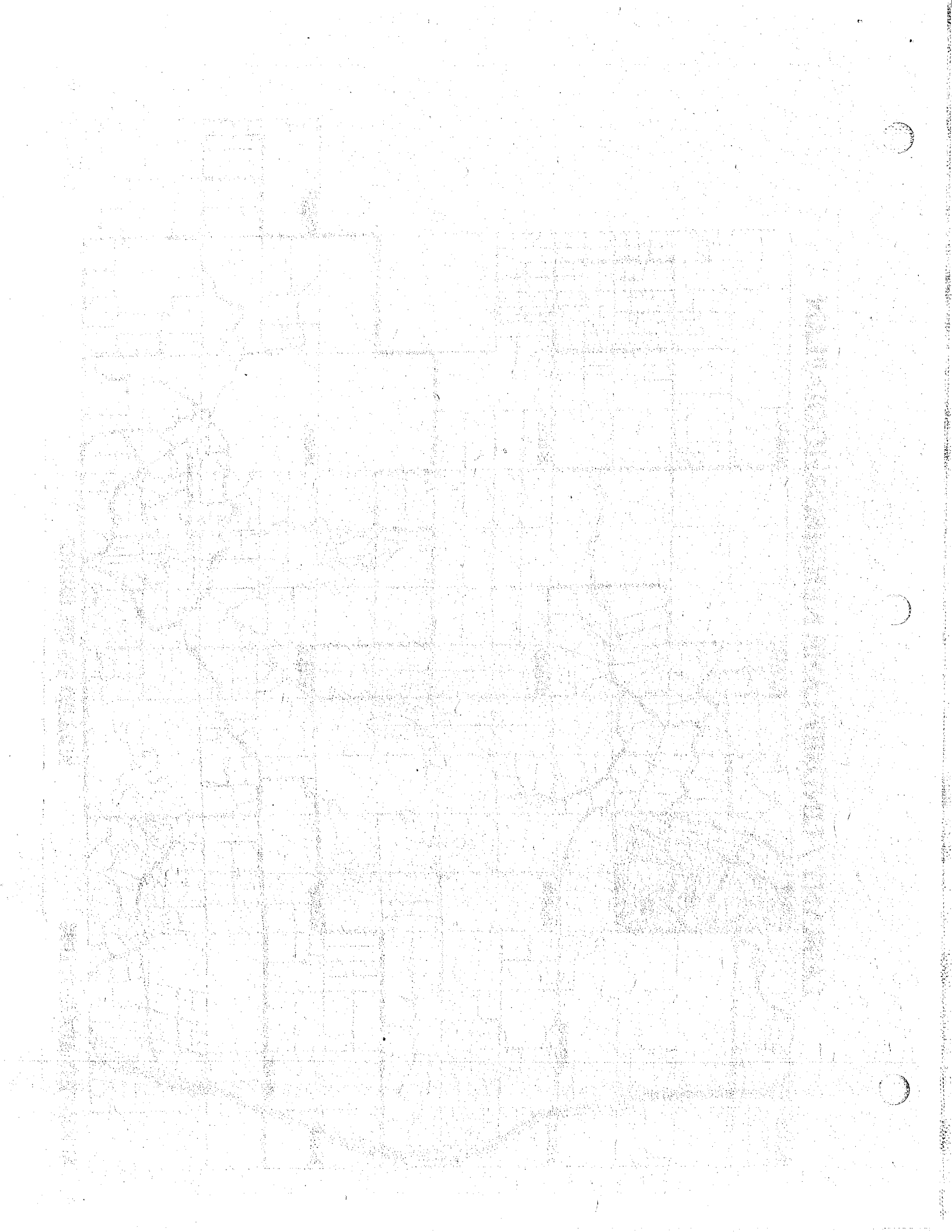
LABRANT / LINDSEY LANE NEIGHBORHOOD PLAN



ADOPTED APRIL 7, 1998

SCALED TO FIT SHEET

Plot Date 11/16/98



THE LABRANT-LINDSEY LANE NEIGHBORHOOD PLAN

INTRODUCTION:

THE LABRANT-LINDSEY LANE NEIGHBORHOOD: The LaBrant-Lindsey Lane Neighborhood generally encompasses those areas that are served by LaBrant Road and Lindsey Lane. The area lies north of Echo Lake, south of Many Lakes and on the east side of Hwy 35. (Please see Figure1)

WHY A NEIGHBORHOOD PLAN: The LaBrant-Lindsey Lane Neighborhood lies within the jurisdiction of the Flathead County Master Plan, yet the County Master Plan does not give specific guidance or direction for the LaBrant-Lindsey Lane area. There is a strong desire to protect the amenities and rural character of this neighborhood through a land development code as evidenced by the 1996 survey results showing 81% of the respondents calling for land use standards that affect the rate, amount or type of development in the area. Yet there is no plan to give specific guidance as to how such regulations should be crafted and what they should address. This Neighborhood Plan is intended to bridge the gap and offer specific direction and guidance for this area.

Generally, there are no specific land development codes in effect in this area. State and County Health Department regulations do require sanitation approval for all land divisions less than 20 acres in size. County Subdivision Regulations apply to all land splits less than 160 acres in size but a substantial number of lots are still created using exemptions to the subdivision laws and thus receive no formal subdivision review. The Lakeshore Protection Program applies to all lakes over 20 acres in size but in this neighborhood only Lake of the Woods qualifies, the smaller pothole lakes are exempt. In summary, current plans and regulations on the books are not specific enough to meet the needs of this neighborhood and at the same time protect its rural character. The neighborhood planning process is intended to give guidance in meeting the specific needs of this neighborhood.

DEVELOPMENT OF THE PLAN: The LaBrant-Lindsey Lane Neighborhood Plan was developed by the property owners in the LaBrant-Lindsey Lane Neighborhood. Due to neighborhood concerns about the potential for increased subdivision activity on a much larger scale than has been experienced in the past and the concern that there was no neighborhood input into such things as large scale commercial development and gravel extraction, the property owners in the LaBrant-Lindsey Lane Neighborhood came together to provide advice to elected and appointed government officials, developers, and existing and future property owners. Through a series of meetings they studied the issues that would be affected by increased growth pressures such as police and fire protection, road maintenance and the likelihood of major improvements, schools, water quality and wildlife. The neighborhood identified likes and dislikes and discussed future aspirations for their area. Finally, they identified goals (what the community wants to become), developed and discussed alternatives for achieving these goals, and selected courses of action.

The development of this plan had its beginnings in early 1996. A group of property owners from the LaBrant-Lindsey Lane area met to talk about common concerns following the hearing process for a large residential subdivision. They decided to send a newsletter and survey to all property

owners in the surrounding area to gauge interest in developing a neighborhood planning process and determine neighborhood views. The original survey included LaBrant-Lindsey Lane but also included Many Lakes and the Foothills Road area as well. At the first meeting, held in Creston in the spring of 1996, participants decided to undertake a series of informational meetings to help better understand the neighborhood. It was agreed that after these meetings, the people within each neighborhood would decide whether or not they wanted to proceed with a planning effort.

In all, 6 meetings were held. Speakers were invited from the County Road Department and the Sheriff's Department, Montana Department of Fish, Wildlife and Parks, the local school district and the Creston Fire Department. In addition, a local geologist and a hydrologist were invited. In December 1996 the group was polled to determine if the planning process should proceed. There appeared to be strong support for continuing with the Neighborhood Plan and some type of a land development code for the LaBrant Area beginning approximately one mile east of Highway 35 and for the Lindsey Lane area to the north. Residents in both the Many Lakes and the Foothills area showed much less support and those areas were dropped from the process. During the next 6 months, many people within the neighborhood were contacted on a one-to-one basis and a second newsletter was sent out in June, 1997 updating the neighborhood of progress over the last year. Based on the past year's input, a plan was drafted and the plan and survey were mailed to each property owner in the proposed neighborhood in November, 1997. The results of the survey indicated (to be filled in when the survey is tabulated)

THE RESOURCES

Prior to development of a Neighborhood Plan, residents felt that they should become more informed about their neighborhood. They wanted to know what the effects of development would have on such things as water quality, particularly groundwater.

They also felt wildlife issues and availability of public services such as roads, schools and fire protection were key to the future of their neighborhood. Following is a discussion of those issues.

GROUND WATER AND GEOLOGY

In the process of developing this plan Roger Noble, Hydrologist and Lex Blood, Geologist were both contacted. They concurred that there is a lack of good data on ground water in this area. Geologically, this area was formed by glacier action and contains to a great degree glacier deposits of cobble, boulders and silts laid down in a very erratic pattern. Pothole lakes are a common feature and are merely depressions in sand deposits laying over silts and clay filled with ground water. Consequently, the level of these lakes directly reflects the local ground water level. In wet years the lakes will be high and conversely in dry years these lakes will be low or dry.

There are two primary aquifers in this area. The shallow ground water aquifer and the deep aquifer. The shallow aquifer is the primary source of all shallow wells. This aquifer is highly inter-connected with surface water. It is not uncommon for runoff and streams such as Brown to literally disappear into the gravels and flow as a shallow aquifer. The water level in the lakes merely reflects the level of ground water. Because this aquifer is so inter-connected, it is also highly vulnerable to contamination. In addition, this aquifer is fast moving, generally traveling east to west.. Any source of contamination

could have wide spread consequences. It is very important to anticipate and monitor land use activity up hill because of the great potential for down gradient impacts.

The deep aquifer is pristine in quality and lies 600 - 800 feet deep. It has substantial volumes, is used by major irrigators and the Creston Fish Hatchery and is not subject to the effects of draw down to date. It is separated from the shallow aquifer by bedrock. In summary, ample ground water exists, however the shallow aquifer is highly subject to contamination because of local disturbances or actions including the impacts of future development. A contaminant source in one area may have widespread effects throughout the neighborhood.

COUNTY ROAD SERVICES

Charles Johnson, Flathead County Road Department, was contacted concerning County road issues, primarily LaBrant road. He said his staff is the same size as it was in 1989 yet population has increased by 10,000 people and traffic on County roads has grown 20%. He pointed out that the rural home that pays \$1,000 in property tax pays only \$32 dollars of this to the road department. Today, each one of his road crews is responsible for maintaining approximately 44 miles of roadway which makes regular maintenance extremely difficult. He stated that construction costs keep increasing. In the last 6 years asphalt has gone up 150%. The County presently has a moratorium on new paving of County roads and is trying its best to maintain/rebuild existing paved roads. The County does not dust proof its gravel roads. If private parties want to do this, the County will, if possible, grade the applicants road in preparation for dust coating but the owners are responsible for maintenance and pothole filling after the application. A major problem with County roads is that most of the old roads were built to a minimal standard and are very costly to maintain. As an example, Fish Hatchery Road was a log corduroy road (logs laid over muck covered with dirt and gravel, then paved). They were never intended for long service or heavy traffic.

Future concerns include lack of a County paving program for existing County gravel roads, limited maintenance of existing County roads, a need for better standards for private driveway encroachments onto County roads for drainage and access, and the concern that typical rural residential development does not pay, in tax dollars, its share of impacts on the County road system. Lindsey Lane is a private road. Maintenance is the responsibility of the abutting property owners. Traffic and wear on the road continues to increase as development continues. Lindsey Lane on the north side and LaBrant to the south are the primary County roads within this neighborhood. Both are graveled. There are no scheduled major improvements of any type including widening or paving in the near future. In stating this, Mr. Johnson acknowledged that LaBrant Road was in serious condition carrying traffic it was not designed for. In particular, LaBrant contains site distance limitations, below standard curves, inadequate right-of-way, unfavorable dust conditions in the summer and snow plowing problems in the winter, width problems, a deteriorated travel surface and no provision for pedestrians even though school children use the road on a regular basis.

SCHOOLS

The LaBrant-Lindsey Lane neighborhood straddles 3 rural school districts, Creston, Bigfork and Cayuse Prairie. John Babcock, principal of Cayuse Prairie School, gave a brief overview of rural schools in the area. He stated the East Valley was growing slower than other parts of the County.