



GALLATIN GATEWAY COMMUNITY PLAN

A Revision to the
Gallatin County Growth
Policy

Adopted _____

Planning Board Hearing: January 13, 2009

County Commission Hearing: January 27, 2009

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A Changing Community

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A Brief History

In 1865, a man named Zachariah Sales and his family decided to end their journey from Ontario, Canada and homestead on a scenic spot next to the Gallatin River in Montana territory. Mr. Sales started a sawmill on his homestead. He and his fellow homesteaders were successful enough to need a name for this little burg and decided on Slab town. The little area of Slab town flourished during those years and they built a church, school, post office, blacksmith shop and a few Saloons. On July 13, 1883, Slab town honored Mr. Zachariah Sales by renaming the little town Salesville and filing an official plat of the town with the Montana Territorial capital in Helena.

The years following 1883 saw much activity in and around the area of Salesville. Area residents of the day made a living from farming, ranching, logging and developing the land. In 1885 the property on the corner of Bozeman St. and Adams St. was donated to build a church which later led to the creation of the Ladies Aid in 1912, now known as the Willing Workers Ladies Aid, Inc. (WWLA).

Change and growth were in the cards for the little area of Salesville with the launching of new businesses like a livery stable and Mercantile built in 1906, along with a grocery store and later a gas station. A novelty store on the east side of Salesville, complete with a dance hall upstairs, gave proof to the adage, “build and they will come” because Salesville continued to grow and change. The Salesville State Bank was built in 1910. The growth also brought more children, and the Gallatin Gateway school was constructed in 1914. The school continued to grow and expand with additions in 1961, 1966, 1978 and 1989, with the latest addition in 2005.

The needs of the surrounding area were not the only growth influencing Salesville. In 1906 the Gallatin Valley Railway Company began construction of a track from Salesville to Bozeman, and by 1908 the Inter Urban Electric car had completed its first trip. In 1927 the Milwaukee built a spur line from Three Forks to carry travelers to Yellowstone National Park.

The Gallatin Gateway Inn was built to serve and refresh these travelers. Constructed in only four months, a grand opening held June 17, 1927 for the 42,000 square Colonial Spanish-style building attracted 23,000 people. Although tourism increased, the railroads suffered financially as highway travel improved and the Inn fell into disrepair. After extensive restoration, the Gallatin Gateway Inn is once again a gracious, full service hotel, offering superb dining, conferences, weddings, swimming, fishing with superb accommodations for today’s traveler. The popularity created by the Milwaukee Railroad of Salesville as the “Gateway” to Yellowstone Park lead to Salesville becoming known by what we call it today, Gallatin Gateway.

The community has long had a history of service and involvement. WWLA, inc., a community service organization, has operated continuously since its origin in 1912. Its mission is to assist those in need and to promote unity and goodwill.

Incorporated by the State of Montana in 1992, WWLA, Inc. has federal and state non-profit, tax-exempt status. To achieve its goal of establishing a permanent community center, land at 145 Mill Street was purchased from Lumber Enterprises, Inc. in 1990. Grants and fund-raising activities provided money for construction. Designed by a local architect, constructed by volunteers, and completed in 1995, the Gallatin Gateway Community Center is the site for community meetings, school events, social activities, and a polling place for elections. Rentals, donations, and fund-raisers finance maintenance and operations. WWLA, Inc. conducts charitable work throughout the year and awards scholarships to Gallatin Gateway youth.

Over the last several decades, the Gallatin Gateway area has continued to grow and change. As the Big Sky Ski Resort has expanded, the amount of traffic traveling through the community has increased. As residents have moved to the area, school enrollment has steadily swelled. Businesses have been founded, and existing businesses expanded. The Fire Department has seen a growing demand for emergency services. Change has been happening to Gallatin Gateway for over 100 years, and examining the community within the context of the greater Gallatin Valley shows that change can be expected to continue for some time to come.

What's Next?

This is the first community plan for Gallatin Gateway. Over the last several months, residents have expressed a desire to use the planning process to preserve the rural nature of the area, direct growth into the core of downtown Gallatin Gateway, preserve the river and other water resources, explore the possible formation of a water and sewer district, and have a serious discussion about zoning to mitigate potentially incompatible uses.

Several of these discussions have been controversial, and it remains to be seen how successful they will be. This plan represents a new approach to growth in Gallatin Gateway. It attempts to balance the rights of individuals with the desire of the community to allow growth that doesn't infringe on the rights of existing neighbors, and to encourage a better school and emergency services, improve traffic controls on highway 191, and preserve the open space and rural atmosphere that so many people love. Before detailing policies to implement this vision, however, the remainder of this chapter deals with compliance with state statute, the county growth policy, and describes the process leading to this plan's adoption.

The Planning Process

The planning process for the Gateway Community Plan formally began in February of 2007. The process has been coordinated by the Gateway Community Planners, a steering committee of volunteers who have partnered with Gallatin County to guide the process. The steering committee has met twice a month at the Gallatin Gateway Community Center and has hosted several community events to present information and gather feedback. The steering committee has also solicited information and feedback from several agencies and professionals,

including the Montana Department of Transportation, Montana Fish, Wildlife, and Parks, the Gallatin Gateway School Board, the Gallatin Gateway Fire Department, the Gallatin City/County Environmental Health Department, and several consulting engineers. This Plan is a result of that conversation.

The following events have been held over the course of the last year:

- March 2007: Survey mailed to 650 landowners announcing the beginning of the planning process and asking initial questions (120 returned);
- May 18, 2007: Held a kickoff meeting to formally begin the process and establish general direction (70 community members participating);
- August 15, 2007: Meeting held to focused on historic downtown (40 community members participating);
- October 17, 2007: Meeting held to receive feedback on the initial direction of the planning process (87 community members participating)
- November 7, 2007: Meeting held to discuss sewer and water district formations and zoning regulations;
- January 25, 2008: Meeting held with large landowners to discuss policy options;
- January 30, 2008: Meeting held to discuss policy for rural Gallatin Gateway (67 community members participating);
- March 13, 2008: Meeting held with large landowners to discuss policy options;
- March 13, 2008: Meeting held to discuss policy for the downtown core (55 community members participating);
- April 30, 2008: Meeting held to discuss goals and policies of the Highway 191 corridor.
- June 4, 2008: Presentation of the first draft of the Gallatin Gateway Community Plan.
- October 8, 2008: Presentation of the final draft of the Gallatin Gateway Community Plan

Authority

This plan will be adopted as the Gallatin Gateway Community Plan Chapter of the Gallatin County Growth Policy. Authority of this community plan is authorized by Montana State Statute and the Gallatin County Growth Policy. Section 76-1-106 of the Montana Code Annotated (MCA) requires local planning boards to prepare growth policies, and Section 76-1-601 offers general guidance for the contents of a growth policy and/or neighborhood plan. Sections 76-1-602 through 76-1-604 give the procedure for adoption of growth policy or growth policy amendment.

Additionally, Chapter 4.3 of the Gallatin County Growth Policy authorizes the development of Neighborhood, or Community, Plans throughout Gallatin County. Those community plans must be drafted in compliance with the County Growth Policy, and are designed to give greater specificity within a certain defined area.

Organization of the Plan

This plan contains three layers of guidance for residents and decision makers:

- The overall vision and guiding principles presented below, which set the stage for more specific direction that follows;
- Goal statements in each chapter, which are broad statements about how the community will address a particular issue or need;
- Policies, which are specific action statements about how the community will achieve each goal.

The plan calls for exploring three primary strategies for managing growth in the Gallatin Gateway area:

- **Partnerships.** Partnerships, or agreements, between two agencies are a primary strategy communities can use to implement their planning policies. A primary strategy to implement plan policies in Gallatin Gateway are is a partnership between Gallatin County and the Montana Department of Transportation.
- **Investments.** A second strategy to implement the Gallatin Gateway Community Plan policies involve investments. Investments require the residents of Gallatin Gateway, the County, or perhaps outside agencies (such as MDT or federal grant programs) to invest time, energy, money, or a combination thereof. Investments include exploring the option of public water and sewer for downtown Gateway.
- **Requirements.** Requirements can take several different forms. The most common type of requirement is a set of development standards which new development or changes in land use would have to meet (also known as zoning). These standards could include setbacks from canals or ditches, landscape buffers between commercial and residential uses to help compatibility, lighting standards for new commercial buildings, density requirements for new subdivisions, requirements for central sewer/water, etc. Other types of requirements could take the form of plan policy. Examples include planned road connections, trail connections, or sidewalk connections which new development would have to build as a condition of their approval.

The plan is divided into three geographic areas: the Town Core, Rural Gallatin Gateway, and the Highway 191 corridor. Partnerships, investments, and strategies are all discussed as implementation strategies for achieving the goals and policies of each geographic area.

Gallatin Gateway's Community Vision and Guiding Principles

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Gallatin Gateway has seen slow but steady change over the past 100 years, from the platting of the original town of Salesville, to the development of numerous subdivisions in the area, to the operation of several local businesses and the development and use of property ongoing today. As residents of Gallatin Gateway discuss these changes, the questions that have arisen during this planning process are:

- How does the community grow without eroding many of the values attracting people to the area?
- How do we ensure that new uses are compatible with existing uses?
- How do we meet the growing demand for public facilities?
- How do we protect environmental quality and the rural landscape?
- How do we balance the right of individuals to use their property with the responsibility to the community that comes with new development?

In this changing landscape, these questions are what planning is all about. The conversation is ongoing and will evolve over time. Gallatin Gateway's answers begin below, with the community vision and the Guiding Principles.

2.1 Gallatin Gateway's Vision for the Future

2.2 Guiding Principles

2.1 Vision for the Future

Gallatin Gateway recognizes it will continue to grow and change over the next several years. The following statements begin to discuss how, as it develops, Gallatin Gateway will continue to enjoy its rural, small town atmosphere and continue to be a place its residents want to call home:

- **Downtown Gateway** will explore opportunities to invest in new facilities, including a water and sewer district, roads, schools, parks, and trails as necessary, to ensure downtown Gateway grows in a healthy and moderate manner;
- **Rural Gateway** will sustain its rural, working, and agricultural

landscapes by exploring both regulatory and non-regulatory tools to protect its open spaces, wildlife habitat, water quality, natural resources, and property values;

- Gallatin Gateway, Gallatin County, and the Montana Department of Transportation will cooperate to ensure that **Highway 191** receives necessary improvements to safely handle increasingly higher traffic loads and to improve the aesthetic character of the corridor;
- Gallatin Gateway will continue to respect **private property rights** by ensuring that new uses do not degrade the value of existing landowners, and by ensuring that any new regulations are flexible and not overly burdensome;

Residents of Gallatin Gateway believe **responsibility** comes with new development. New development should be consistent with the custom, culture, and historic pattern of development of the community.

Policy 2.2 Guiding Principles

The following Guiding Principles have been used to guide specific policy direction in each of the three geographic areas of the planning jurisdiction.

Rural Lifestyle. Repeatedly, residents have stressed that Gallatin Gateway is a unique place. The quality of life, the night sky, access to recreational areas, and the sense of community and neighborliness of people were continually mentioned as principle values. Residents stressed that new development, whether residential, commercial, or industrial, should be appropriate to the area and its neighbors.

Compatibility between existing residential and new commercial. Many residents expressed concern with the compatibility of residential, commercial, and industrial use. Generally, residents feel that Gallatin Gateway should primarily be residential and agricultural in the rural parts of the planning area, with most of the commercial development limited to the downtown core, including the area between Gooch Hill Road and Cottonwood Road along Highway 191.

Property Rights Protection. Basic property rights protection is always in the background (if not the forefront) of every discussion regarding planning. Discussion showed that property rights is a two-sided coin: the right to use property goes hand in hand with responsibility to your neighbors and your community.

Pride in the Gallatin Gateway School. According to recent surveys, there is strong community support for the school, including the idea that the school helps provide an identity for the community and will need to be supported in the future.

A Healthy, Vibrant Downtown. Many residents expressed a desire for a safe, walkable, and vibrant town center with adequate services for residents, including appropriate commercial development, a functioning school, a volunteer-constructed community center, central water and sewer, and parks and trails.

Protected Natural Resources. Elements such as clean water, clean air, wildlife, and the surrounding open space and agricultural lands are crucial to maintaining the quality of life of the community.

Sufficient Infrastructure, Including Central Sewer and Water for Downtown Gallatin Gateway. As Gateway grows, sufficient infrastructure should be in place, including central sewer and water, a strong, well-funded school, and a fire department which can provide efficient and safe services.

A dominant issue has been the need for central sewer and water for downtown Gateway and the protection of groundwater in the area. With this discussion, however, two primary cautions have emerged regarding central water and sewer: the presence of infrastructure could potentially lead to greater density than was desired, and the fear that a heavy financial burden could be imposed on residents who may not have an immediate need for hookup to a central system. Any exploration of central water and sewer will need to take these questions into account.

Protected Viewsheds Through Control of Signage and Billboards. All participation efforts showed that control of new signs and billboards, primarily along Highway 191, was a priority.

Better Transportation. Good, safe, and efficient traffic safety on Highway 191 is critical to the quality of life of the area, as is traffic and pedestrian safety on Mill Street in Downtown Gateway. Additionally, many residents expressed a desire to see paths and trails incorporated into the area.

Protected Open Spaces and Agricultural Landscapes. Open spaces and healthy agricultural landscapes are critical to maintaining the rural nature of the area.

Implementation and Results. Many residents expressed a desire to

have a successful and meaningful planning process, resulting in a thoughtful community plan ensuring the appropriateness of new development in the area. In addition, residents have expressed a willingness to explore zoning, central water and sewer, and other tools to implement the plan.

Gallatin Gateway Town Core

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The Gallatin Gateway Town Core, defined as Cottonwood Road to the south, Gooch Hill Road to the north, the Gallatin River to the west, and a quarter-mile east of Highway 191 on the east, is where residents of the area collect their mail, gather for community events, send their children to school, eat out, and live. Historically, the town has had several lives, many of them lived at the same time: among these are the logging and farming town of its origins, the dude ranches and tourist stops for Yellowstone of the 1920' and 1930's, and presently as a distinct Gallatin Valley community situated between Bozeman and Big Sky.

The following policies ensure that, as the Gallatin Gateway Town Core continues to grow, it continues to function as a community center and to be the residential, retail, service, social, and cultural center of the surrounding Gallatin Gateway area:

- 3.1 Land Use Map**
- 3.2 Central Business District**
- 3.3 Central Water and Sewer**
- 3.4 Historic Mix of Uses**
- 3.5 Pattern of Streets and Alleys**
- 3.6 Flexibility of Design and Use**
- 3.7 Land Use Compatibility**
- 3.8 Gallatin River**
- 3.9 Underground Utilities**
- 3.10 Mail Service**
- 3.11 Streamline Bus/Big Sky Shuttle System**

Policy 3.1 Land Use Map

Adopt a land use map designating a Town Core growth area around the existing platted town. Generally, the boundaries of this area run from Cottonwood Road to the south, Gooch Hill Road to the north, the Gallatin River to the west, and a quarter-mile east of Highway 191 on the east. New development in the Gallatin Gateway area will be focused within this Town Core to allow for natural extension of the existing townsite.

To preserve the rural character, the natural resources, and wildlife habitat of the greater Gallatin Gateway area, and to reduce conflict between new residential development and existing agricultural operations in the area, the majority of new growth will be focused into the Town Core rather than throughout rural Gallatin Gateway.

3.1.1 The existing platted town of Gallatin Gateway consists of 140 lots on 31 acres, resulting in a gross density of 4 lots per acre. Many lots have multiple uses on each lot (such as residences and businesses). This pattern shall continue throughout the existing platted town (see also Policy 3.2 for a discussion of a central business district on Mill Street).

As the Town Core grows, this basic pattern may continue. New development in the Town Core matching the existing density of four lots per gross acre (with the potential for multiple uses on each lot) shall be considered appropriate growth, as long as infrastructure needs, such as those of the Gallatin Gateway School and affordable and efficient central water and wastewater treatment, are addressed.

Dense development east of Highway 191 and within the Town Core has been a concern for Gateway residents and a catalyst to this process. While this Plan calls for the historically mixed use development currently existing in the original town plat to be continued as the Town Core expands (see Policy 3.4), the Plan also recognizes that existing conditions on the edges of the Town Core should be respected. Given existing conditions on the edges of the Town Core, density will gradually decrease to the perimeter edges of the Town Core boundary as described below.

On the west, the Town Core is bounded by the Gallatin River, and new development should be designed to avoid the floodplain and provide a setback from riparian habitat (see Policy 3.8). On the east, the Town Core is bounded by existing rural residential properties between one and ten acres. New development along the far eastern edge of the Town Core should be designed to transition smoothly to the more rural lots to the east. Potential mitigation measures along the eastern boundary may include the use of larger lots, parks and open space, and landscaping.

As both the zoning district process and the water and sewer district process proceed, every effort will be made to include the community in

addressing acceptable density levels and mitigating concerns arising from any design that doesn't respect surrounding land uses and constraints.

- 3.1.2 As the Town Core develops over time, the amendment process will allow for annexations.

Policy 3.2 Central Business District

Adopt a Land Use Map and Zoning Regulations delineating a central business district along Mill Street.

Historic Downtown has always centered on Mill Street. Currently, the Gateway School, the Fire Department, restaurants, offices, and the Community Center are located on Mill Street. The land use map and zoning regulations adopted to implement this plan will delineate a central business district to allow Mill Street to develop as a traditional "historic downtown" main street with mixed residential and commercial uses as sewer and water infrastructure becomes available.

Policy 3.3 Central Sewer and Water

The Gallatin Gateway community and Gallatin County will jointly explore options to form a public water and sewer district and provide central water and sewer in the Town Core to protect the area's water quality. Specifically, the following policies are adopted:

- 3.3.1 Formation of a public water and sewer district in the Town Core will require significant investment of time and energy from local residents and Gallatin County. Adoption of this policy shows commitment from both the Gallatin Gateway community and Gallatin County to explore options for system types, funding mechanisms, and location of facilities.
- 3.3.2 To protect the rural character of the area, dense development shall only be allowed in the Town Core area, as shown in the adopted Land Use Map. The development standards and map adopted to implement this plan will provide standards assigning densities in the Gallatin Gateway Town Core area and rural Gallatin Gateway.
- 3.3.3 Residents of Gallatin Gateway also recognize that provision of central water and sewer could, with careful control, be provided in other ways. New development in the Town Core requiring centralized water and wastewater shall coordinate with the water and sewer district for eventual inclusion in the District. It is the general policy of the Gallatin Gateway Community Plan that new development in the Town Core connect to the water and sewer systems controlled and operated by the District. In the event that

new development requiring central water and/or sewer precedes the District's construction of central water and/or sewer infrastructure, the development could coordinate with the District to jointly provide service or infrastructure for existing development.

Policy 3.4 Historic Mix of Uses

The Gallatin Gateway Town Core will continue to allow the historic mix of residential and commercial development already found in the original townsite.

Historically, the original townsite of Gallatin Gateway has consisted of residences, schools, bars and restaurants, community centers, churches, service businesses for surrounding agricultural and logging operations, and services for tourists passing through. Development standards adopted to implement this plan will continue to allow the historic mix in both the existing downtown away from Mill Street and in new development as the Town Core expands.

Policy 3.5 Pattern of Streets and Alleys

New development in the Gallatin Gateway Town Core should continue the pattern of streets similar to the original townsite where feasible.

The original townsite of Salesville was platted in a grid pattern of streets and alleys that provides the structure for the existing town. As new development occurs in the Town Core, this general pattern of connectivity shall continue to the north and the south to facilitate an even flow of car and bike, pedestrian, and equestrian traffic. To keep the small-town feel of new development, current County subdivision standards may have to be waived.

New development in the Town Core shall provide a connection to the old town of Salesville where feasible. West of Highway 191, development in some areas will be constrained by the presence of the Gallatin River floodplain, but several options exist both to the north and the south. Across Highway 191 to the east, new development should use pedestrian trails to connect with the pedestrian underpass.

Policy 3.6 Flexibility of Design and Use

Allow flexibility of building design and use within the Town Core.

Historical development in the original townsite was a mix of single- and multi-family residential uses with commercial uses. In many cases, structures were built to the lot line. While limitations are currently imposed on new development because of sewer and water, the development standards adopted to implement this plan shall maintain this historic flexibility in both use and site design.

Policy 3.7 Land Use Compatibility

It shall be the policy of Gallatin Gateway to ensure that new development in the Town Core is compatible with existing and adjacent land uses. This policy will be pursued using the following strategies:

- 3.7.1 Adopt development standards allowing residential uses to mix with retail uses, professional offices, restaurants and bars, and light manufacturing. Heavy industrial uses and gravel pits will not be allowed within the Town Core. Industrial uses such as those historically located on the Model Log property and on the Big Timberworks property are not considered “heavy industrial” as defined by this community plan and will continue to be allowed in the Town Core adjacent to Highway 191.

The Gallatin County Growth Policy and this Community Plan defines heavy industrial as uses engaged in the basic process and manufacturing of materials or products predominantly from extracted or raw materials, or a use engaged in storage of or manufacturing processes that potentially involve hazardous or commonly recognized offensive conditions, including large animal feeding operations. Heavy industry is also defined in terms of intensity and impact, and with respect to acceptable standards regarding noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impacts.
- 3.7.2 Adopt development standards requiring mitigation of potential nuisances, including noise, glare, and the improper handling of solid waste.
- 3.7.3 Adopt development standards establishing size limits for commercial signs and limiting billboards in the Town Core to those already in place.
- 3.7.4 Study possible routes that would allow high-tonnage commercial vehicles to by-pass Mill St. when accessing Highway 191. Any future expansions of gravel pits in the Gateway area provide the opportunity to explore alternative routes for high-tonnage commercial vehicles. Possible routes include Gateway South Road, Axtell Gateway Road, and/or Axtell Anceney Road. Any of these would require significant road improvements and the input of the people who live on those routes.
- 3.7.5 Adopt development standards prohibiting commercial sand and gravel mining operations in the Town Core.
- 3.7.6 All existing businesses within the Town Core shall be grandfathered.

Policy 3.8 Gallatin River

New growth in the Town Core shall be designed to protect the Gallatin River.

As the Town Core expands to the south and north of the existing historic townsite, new development should be designed to avoid the floodplain and provide a setback from the river to protect both groundwater and riparian areas. Existing lots within the Town Core and the original platted townsite shall be grandfathered.

Policy 3.9 Underground Utilities

To preserve the historic nature of the Town Core and to enhance the safety of the residents, all new utilities shall be underground. Furthermore, the community will strive to "underground" the existing overhead utilities where and when feasible.

Policy 3.10 Mail Service

As the Town Core grows in the future, this policy provides the basis for future conversations with the Postmaster regarding establishment of mail delivery service in the downtown core.

Policy 3.11 Streamline Bus/Big Sky Shuttle System

The Streamline Bus/Big Sky shuttle system has begun service to the Gallatin Gateway area. This policy provides the basis for a future conversation regarding expansion of the Streamline Bus/Big Sky shuttle system as Gallatin Gateway and the County continues to grow. Future Expansion of the Streamline Bus/Big Sky Shuttle system offers more travel options and could improve traffic flow. Streamline should consult with local businesses on placement of bus stops to avoid conflicts with parking and traffic.

Rural Gallatin Gateway

4

Rural Gallatin Gateway provides many of the amenities that make the area a desirable place to live. Agricultural landscapes, natural amenities such as wildlife habitat, the Gallatin River and other watercourses, wetlands, rural lifestyle, and the night sky all provide the context for rural Gallatin Gateway. Additionally, uses such as home-based businesses and gravel pits are a rural reality in the area and will continue in a way that is compatible with surrounding land uses. The following policies will ensure that, as rural Gateway grows, these amenities and rural realities are protected:

4.1 Land Use Map

4.2 Natural Assets

4.3 Land Use Compatibility

4.4 Existing Agricultural Operations and the Rural Character of the Area

Policy 4.1. Land Use Map

Adopt a land use map designating three land use classifications in rural Gallatin Gateway. Generally, Rural Gallatin Gateway is defined as land outside of the Downtown Core and the Highway 191 classifications.

Rural Gallatin Gateway has seen varied development over the past 100 years resulting in several different neighborhoods. Each neighborhood has different characteristics and needs. The land use and zoning map adopted to implement this plan will recognize those different needs.

Existing subdivision and COS development. Parts of Rural Gallatin Gateway were subdivided and developed years ago, including the Little Bear and Bear Creek Properties developments in the southern portion of the district, the extensive Certificate of Survey (COS) development in the northeast portion of the district, and COS and minor subdivision development west of the river. All of this development is large lot, using well and septic systems. This land use classification and zoning district will provide protection of the character of these existing residential neighborhoods by allowing continued residential uses while limiting commercial uses to home occupations and home-based businesses. In areas with appropriate access, lot splits and other minor subdivisions will be allowed.

Rural West. This classification consists primarily of the undeveloped parcels west of the river. Many of these parcels continue to be part of working farms and are somewhat constrained by the Gallatin River floodplain. Given the riparian nature of all land adjacent to the river, these parcels contain significant riparian

habitat that should be considered with all new development proposals. New subdivision in this area should be low density, with the opportunity for increased density if an open space development pattern is used.

Rural East. This classification consists of the undeveloped parcels along the eastern border of the planning jurisdiction. Most of these parcels continue to be part of working farms and many have significant constraints regarding access. The southern portion of this area has been identified by Montana Fish, Wildlife, and Parks as having significant value to wildlife, and as a wildlife corridor for elk and deer winter range. Given the agricultural nature of the area, the constraints on access (and, consequently, to emergency service vehicles), and the high wildlife value, future development should be restricted to low density. Higher-density development could be allowed if an open space development pattern (clustering) is used.

Rural South. This classification includes parcels in the southeast area of the planning jurisdiction. As with the Rural East classification, new development should consider the significant wildlife habitat in the area, and density and design requirements should be similar in both districts.

Policy 4.2. Natural Assets

Adopt standards protecting natural assets in the area. The natural environment is one of the primary values of residents of the Gallatin Gateway area. It shall be the policy of rural Gallatin Gateway to protect and maintain the natural assets of the area, such as wetlands, groundwater, the Gallatin River, and wildlife habitat. This policy will be pursued using the following strategies:

- 4.2.1 **Adopt standards requiring minimum setbacks to watercourses and wetlands, including the Gallatin River.** The Gallatin County Subdivision Regulations currently require setbacks of 300 feet to the Gallatin River and 150 feet to all other watercourses as a condition of subdivision approval. Adopting zoning standards would extend these setbacks to all existing lots in rural Gallatin Gateway and would provide significant protection to riparian and wildlife resources, as well as avoid potential floodplain issues.
- 4.2.2 **Protect rural character, open space resources, and wildlife habitat by requiring open space development patterns.** Preserving the rural landscape that occupies approximately 75% of the planning area is an important goal of this plan. As countywide zoning standards are established for development outside of the planning jurisdiction, large landowners within the planning area shall be afforded greater development potential. As a group participating in the planning process, large landowners have agreed that an average future density of one lot per 10 acres (average density, rather than minimum lot size) for new residential development is acceptable, with development clustered and sixty-five percent (65%) of the site preserved in open space. Development shall be designed on-site to protect existing agricultural operations, wildlife habitat, and natural assets such as watercourses and

wetlands. Approval of development remains the authority of the Gallatin County Commission, and each development plan will be considered individually and with respect to the overall guidance of the Gallatin Gateway Community Plan and the Gallatin County Growth Policy.

- 4.2.3 **Require wildfire mitigation plans for new development.** The entire Gallatin Gateway Planning Jurisdiction has been classified by the Department of Natural Resources Management (DNRC) as being within the Wildland-Urban Interface (WUI) and at increased risk to wildfire. New development in rural Gallatin Gateway should work closely with the Gateway Rural Fire Department, the DNRC and the United States Forest Service to mitigate risks of wildfire.

Policy 4.3 Land Use Compatibility

Rural Gallatin Gateway is currently a mix of agricultural operations, residential development, light commercial and manufacturing, and a few gravel pits. As the area grows, it shall be the policy of rural Gallatin Gateway to ensure that new development is compatible with existing land uses. This policy will be pursued using the following strategies.

- 4.3.1 **Respect rural realities.** Future growth in the rural Gateway area shall respect rural realities. Home-based businesses, gravel pits, and other commercial operations currently exist, and future development should consider this reality. Gallatin County will adopt development standards to ensure compatibility between new industrial, commercial uses, and residential uses in rural Gallatin Gateway.
- 4.3.1.a It is generally understood that the primary use of property in rural Gateway shall be agricultural and/or residential. Secondary uses may be commercial. Commercial operations will be limited to businesses which have a small number of employees on parcels where the primary use is agricultural or residential. This policy is not intended to restrict any home occupations or businesses conducted by agricultural users, nor gravel pit operations as described in Policy 4.3.3 below.
- 4.3.1.b Existing commercial uses shall be grandfathered and allowed to continue.
- 4.3.2 **Adopt standards for mitigation of potential nuisances.** Gallatin County will use the development standards to require mitigation of potential nuisances, including noise, glare, and the improper handling of solid waste.
- 4.3.3 **Adopt standards for gravel pits.** Much of the greater Gallatin Gateway area is old floodplain of the Gallatin River. Consequently, gravel resources in the area are plentiful. As more and more development has

taken place in rural Gallatin Gateway, however, conflicts have arisen between residential development and gravel extraction. The development standards adopted to implement this plan will require new and expanded gravel pit operations to obtain a conditional use permit to address off-site mitigation measures. If temporary and appropriately mitigated, gravel pits are expected to continue being a part of rural life in the area.

Policy 4.4 Existing Agricultural Operations And The Rural Character Of The Area

Recognize the importance of existing agricultural operations in the area by requiring protection of agricultural canals and ditches and by directing the majority of growth in the area into the core area identified on the land use map.

The Gallatin Gateway area has over 9,000 acres in existing agricultural production. All of these agricultural lands contribute to the character of the area, and the impact on agriculture has been identified as one of the primary concerns of residents of the Gateway area.

The character of the soils and the climate create large demands for water to support crops. Since the early 1800's, surface water has been diverted from the Gallatin River to meet these demands. Within this area, there are several major canals and numerous smaller ditches. These supply systems are fragile and require continual maintenance to provide this valuable resource for agriculture. State statues provide for access and easements for the owners of these ditches and canals and are in place to provide for access and easement for the owners of these ditches and canals. The water systems can be as large as 18 feet in width for a canal, to 18 inches in width for a small ditch. The equipment used to maintain these structures can vary from a large excavator to a small tractor. Maintenance often includes cleaning the grass and trash, as well as occasional removal of trees and other vegetation which remove water and impede water flow.

Within the Gallatin Gateway Planning Jurisdiction, there are five major and several smaller irrigation ditches carrying large amounts of water. The larger ditches are the West Gallatin Canal, High Line Ditch, Noble Ditch, Farmer's Canal, and the Allison-Lewis Ditch. Other identified ditches are the Gilmore-Todd, Bush-Etherington, Cockrell, and Shadoan. The large ditch companies have water flowing from April through October of each year with volumes which have the potential to produce hazards near these systems. The large canals depend on natural water ways to release water during time of emergencies. It is essential for development to be educated on these features to avoid placing structures in places which impede operation and maintenance of these water way areas.

Agricultural lands and waterways shall be protected through the following policies:

4.4.1 **Adopt development standards requiring new development to mitigate its impact on existing canals and ditches.** Generally, these standards will:

- 4.4.1.a Require new development adjacent to a canal or ditch to contact the appropriate canal company prior to approval;
- 4.4.1.b Require acknowledgment by the canal company that contact has been made, along with any comments or conditions they require to mitigate impacts;
- 4.4.1.c Prohibit channeling of stormwater or snowmelt runoff into a canal or ditch without express consent of the company;
- 4.4.1.d Establish a setback from the centerline of any canal or ditch;
- 4.4.1.e Require agreement by canal company prior to alteration of a canal or ditch;
- 4.4.1.f Require new subdivision to locate canals or ditches in parkland or open space.

4.4.2 **Exempt agricultural practices and structures from future zoning regulations.**

4.4.3 **Exempt family transfer exemptions from any future zoning regulations.**

4.4.5 **Recognize the right to farm and ranch in the Gallatin Gateway area.**

Agricultural operations are abundant throughout rural Gallatin Gateway. This policy states that non-agricultural landowners accept and are aware that standard agricultural and farming practices can result in smoke, dust, animal odors, flies and machinery noise, and that standard agricultural practices feature the use of heavy equipment, burning, chemical sprays and the use of machinery sometimes 24 hours a day.

Highway 191 Corridor

5

State Highway 191 runs north-south through the planning jurisdiction east of the Gallatin River, leading to Big Sky and Yellowstone National Park to the south and providing access to Bozeman, Belgrade, and the interstate to the north and east. The location of a major state highway providing access to areas of high recreational value to the south and access to the outside world to the north place Gallatin Gateway in context as it continues to see growth pressure.

This plan recognizes that Highway 191 is a major transportation route bisecting Gallatin Gateway. Additionally, Highway 191 serves as the gateway to Gallatin Gateway. As the community grows, necessary improvements should be made to ensure maximum safety. Additionally, while the area fronting Highway 191 is a natural location for commercial use, the following policies ensure that new development does not follow the standard pattern of strip commercial:

5.1 Land Use Map

5.2 Commercial Development Along Highway 191

5.3 Highway 191 Improvements

Policy 5.1. Land Use Map

Adopt a land use map designating two land use classifications within the Highway 191 Corridor. Generally, the boundaries of these subdistricts area are defined as Cottonwood Road south for one mile along 191, and Gooch Hill Road north to the northern boundary of the planning jurisdiction. Both subdistricts extend one half mile one either side of Highway 191.

Land along the Highway 191 corridor requires special consideration in order to ensure orderly commercial development occurs without infringing on the values discussed by this plan. Two land use classifications are defined.

Northern Highway District. This classification includes several large parcels west and north of the Peak View Subdivision along Highway 191, and is the area first encountered by visitors and traffic approaching Gallatin Gateway from the north. Approximately 180 acres have been placed under conservation easement, and a number of parcels west of Highway 191 are constrained by the Gallatin River floodplain. There is, however, significant highway frontage and buildable land both on the bench above the river (west of Highway 191) and on properties east of Highway 191. The area is pressured by growth from the Four Corners area to the north, and by significant high-speed traffic passing on to Big Sky. Commercial uses and mixed commercial/residential uses will be allowed, though specific design standards (described below in Policy 5.2) will be adopted to prevent standard strip commercial.

Southern Highway District. This classification includes land extending from Cottonwood Road south for one mile. This area plays a different role than the

Northern Highway District in that it does not have the immediate pressures of development from Four Corners. Traffic reaching this area is primarily through traffic to the south. Given the reality of highway frontage, this land use classification will allow some commercial development along the highway, though standards will be adopted requiring certain design elements to mitigate the safety issue raised by extended strip commercial.

Consideration should be given to future development as the Town Core grows. Continuity of flow for density of residential development away from the highway and to the south should consider view shed, open areas, connectivity with the Town Core, walking paths, access to the Gallatin River and recreational space along the Gallatin River.

Policy 5.2. Commercial Development Along Highway 191

Strip development consists of commercial uses that are one lot deep, have separate access to the highway (resulting in numerous places where vehicles attempt to enter the flow of traffic), and display numerous large signs. Strip development often has a continuous curb cut (allowing vehicles to enter or leave the road at numerous points and angles), little if any landscaping, and no provision for pedestrian or bicycle movement to the businesses or through the area. While several of these issues will be constrained by policies of the Montana Department of Transportation, this plan will supplement those policies further.

This plan recognizes the difference in the types of businesses locating in the downtown core versus on property along the highway. Given the reality of through traffic to the south, businesses along the highway will develop to serve that traffic. To ensure new development along Highway 191 meets the goal of discouraging strip commercial, the following actions will be taken:

- 5.2.1 **Commercial Nodes.** The Montana Department of Transportation (MDT) has limited the number of access points from adjacent properties onto Highway 191. As new development occurs along the Highway 191 corridor, commercial uses shall be clustered around existing MDT encroachments.
- 5.2.2 **Site Design.** The development standards and land use map will require the use of frontage roads connecting structures and properties, deep lots, landscaped buffers, and other site planning tactics along Highway 191 to ensure that strip development is discouraged. Additionally, the development standards will encourage parking lots and other impervious surfaces to be placed along the rear or side of structures.
- 5.2.3 **Connections.** New development along Highway 191 must have safe, functional access for vehicles, pedestrians, and cyclists through the site, as well as have safe, functional connections with adjoining developments.
- 5.2.4 **Landscaping.** The development standards will require landscaping for new commercial uses fronting Highway 191

Policy 5.3 Highway 191 Improvements

Improvements to state highways are implemented when a specific set of warrants are met. This policy calls for applications for high-traffic developments accessing Highway 191 to include a traffic impact study specifically analyzing impacts to the highway. The following improvements have been identified by the Gallatin Gateway community as potentially necessary as warrants are met:

- 5.3.1 **General Improvements.** The following improvement is located on Highway 191 but are not located within either the Highway 191 North or Highway 191 South subdistricts.
 - 5.3.1.a Install a stoplight at the Mill Street/Highway 191 intersection, with a preemptive Traffic Device to allow the Gallatin Gateway Fire Department safer access to the highway.
- 5.3.2 **Northern Highway Subdistrict.** The following improvements are suggested for Cottonwood Road north to Axtell-Anceny Road section of Highway 191 as warrants are met:
 - 5.3.2.a Consider extension the 50 mph speed zone north to Axtell-Anceny Road and south to Cottonwood Road.
 - 5.3.2.b Install signage at both ends of the speed zone to indicate “congested area next 2 miles” or “dangerous intersection ahead”.
 - 5.3.2.c As warrants are met, consider installing turning lanes at the intersections of Highway 191 and Axtell-Anceny Road, Zachariah Lane, and Cottonwood Road.
 - 5.3.1.d Continue evaluating the Mill Street/Highway 191/Rabel Lane intersection. To the west, Mill Street services the elementary school, the fire station, the Gallatin Gateway Community Center, and businesses and homes in town, as well as the Gallatin River and a network of rural roads. To the east, this intersection services the Post Office, various businesses, and residences. This intersection was recently given a Level of Service performance grade of C/C (a.m./p.m.). More growth is expected in the future in that area, and increased traffic could quickly diminish the LOS to a failing grade
 - 5.3.2.e Continue to require traffic impact studies for all major development and install road improvements as determined by traffic studies.
- 5.3.3 **Southern Highway Subdistrict.** The following improvements to Highway 191 are suggested for Cottonwood Road south to the southern

edge of the district:

- 5.3.3.a Eliminate the speed differential between cars and trucks on Highway 191, by posting a day speed of 65 mph and night speed of 60 mph.
- 5.3.3.b As warrants are met, consider installing turning lanes at the intersections of Highway 191 and Low Bench Road, Williams Road, and Gateway South Road.

District-Wide Policies

6

Several policies apply across the entire Gallatin Gateway Planning Jurisdiction. These policies are:

- 6.1 Fire and Emergency Services**
- 6.2 Gallatin Gateway School**
- 6.3 Pedestrian and Trail opportunities**
- 6.4 Signs and Billboards**
- 6.5 Greater Bozeman Area Transportation Plan**
- 6.6 Night Sky**
- 6.7 Connections**
- 6.8 Recommended Speed Controls**
- 6.9 Sexually-Oriented Businesses**

Policy 6.1. Fire and Emergency Services

Ensure continued provision of adequate fire and emergency services.

6.1.1 Planning for hydrant placement in the Town Core should include the Fire Department.

If a Gallatin Gateway Sewer and/or Water District becomes a reality over the next few years, any discussion of hydrant placement throughout the Town Core should include the Gateway Rural Fire Department.

6.1.2 Explore the possibility of addressing a reduced Fire Suppression Rating from ISO for portions of the fire district.

With the addition of new apparatus over the past few years, the Fire Department should explore the possibility of addressing a lower ISO rating for portions of the fire district.

6.1.3 Cooperate with the County Road Department and the County GIS Department to rename the southernmost portion of Portnell Road.

There is currently some confusion for emergency services regarding the southernmost portion of Portnell Road. As houses are built on existing Certificates of Survey in this area, the potential for more confusion and conflicts increases. The Fire Department should cooperate with the County Road Department and the County GIS Department to rename the southern portion of the road.

6.1.4 Consider provisions to add career staff as the need dictates.

The number of calls the Fire Department is responding to is nearing an average of one per day. The current staff is all volunteer, but as the community grows and the volume of calls increase, the Fire Department should engage the community in discussions about adding career staff as the need dictates.

6.1.5 If traffic lights are installed anywhere in the jurisdiction, pre-emptive traffic devices should be installed to allow emergency vehicles access.

6.1.6 The Zoning Regulation adopted to implement this plan should consider height requirements and building separation for new buildings that can adequately be served by the Fire Department (i.e., ladder height, etc.)

6.1.7 Any variances to road standards in new subdivisions should be routed to the Fire Department for comment.

6.1.9 Two bridges in the planning jurisdiction, the Axtell-Gateway bridge and the West Williams bridge, do not meet weight capacities for fire engines and water tender. New development using these bridges shall be required to participate in improvements to the bridges.

6.1.9 New commercial structures should contact the Fire Department for Knox boxes.

Knox boxes allow fire department members to access buildings by a secure key system rather than creating damage to doors in order to allow access for fire suppression or investigation.

Policy 6.2. Gallatin Gateway School

The community and Gallatin County should actively explore options to help the Gallatin Gateway School expand as new growth occurs in the Downtown Core.

The Gallatin Gateway School is one of the foundations of Historic Gateway. The original school building was constructed in 1914 and has provided education for the community since its inception. Currently, grades K-8 attend the school.

School enrollment has increased consistently over the past 20 years, and recent discussions have raised the following issues:

- Current enrollment leaves very little room for expansion in the current school due to issues with space;
- Parts of the original building do not meet state building codes, making full utilization of the building difficult;
- The school is served by a well and septic system that is at capacity;
- Federal law requires a certain percentage of playground space per student. Any significant rise in enrollment will require an expansion in the amount of playground space for the school.
- There are almost 300 buildable lots in the Gateway School District that are currently empty. Even with no new subdivision, there is significant potential for growth in the area that will affect public facilities such as the school.

In light of these issues, the following policies are suggested:

- 6.2.1 Gallatin Gateway School District has prepared a school facilities inventory to prepare for new students. The School District should continue this work and develop a school facilities Master Plan, including infrastructure, utilities, and service requirements projections.
- 6.2.2 Gallatin Gateway School should work with the School Superintendent to ensure an annual discussion with the Board of County Commissioners regarding the status of the school and growth in the area.
- 6.2.C GG School District should request a voluntary school impact fee from new residential development. Additionally, major subdivisions shall provide a school mitigation plan to discuss impacts on the Gateway School and potential solutions.
- 6.2.D New development in the Gallatin Gateway area should confer with the Gallatin Gateway School District to discuss mitigation measures (see also Policy 7.4 for more discussion of infrastructure concurrency).

Policy 6.3 Pedestrian and Trail Opportunities

Explore opportunities to provide pedestrian and other trail opportunities within the core. Specifically:

6.3.1 Explore opportunities to provide pedestrian trails along major Roads.

Many of the secondary roads in Gallatin Gateway are used by residents for various recreational pursuits, such as walking, riding horses, bicycling, and cross-country skiing. Developments that add considerable traffic to the roads should mitigate their impact by providing for trails within or adjacent to the development so that residents can continue to enjoy these pursuits safely.

6.3.2 Expand the pedestrian trail on the East side of Highway 191.

The underpass provides a pedestrian connection to the historic downtown for properties on the east side of Highway 191. New development within the core and along Highway 191 should provide pedestrian connections where possible to the existing trail and underpass. This includes extending the trail both to the north and the south, but also investigating options for expanding pedestrian opportunities along Mill Street to the Gallatin River. Expansion of this trail should consider not only bicycle and pedestrian travel, but also equestrian travel.

6.3.C Explore options for a pedestrian trail west of Highway 191.

As property develops along the West side of 191, the feasibility of constructing a pedestrian trail along highway frontage should be considered on a case-by-case basis.

Policy 6.4 Signs and Billboards

One of the primary concerns for residents has been the proliferation of billboards in the Gateway vicinity. As of the drafting of the plan, 14 billboards were located between the mouth of the canyon and Zachariah Lane. The development standards will include a sign provision prohibiting new billboards, explore options for a sunset clause for existing billboards, and establish size and design criteria for signs along Highway 191.

Policy 6.5 Greater Bozeman Area Transportation Plan

The Greater Bozeman Area Transportation Plan has jurisdiction that includes the Gallatin Gateway Planning area. Many of the design standards and transportation guidelines are generally supportive of the vision described by this plan. This policy urges the Gallatin County Commission to adopt the Greater Bozeman Area Transportation Plan and implement those policies as development occurs. For more

information on the Transportation Plan, please contact the Gallatin County Planning Department.

Policy 6.6 Night Sky

Protect the night sky by adopting lighting standards for commercial uses, billboards, and signs.

Much of the rural nature of the Gallatin Gateway area can be attributed to the visibility of the night sky, as consistently expressed by the community. To preserve and protect this element of the Gateway community, lighting standards for commercial uses, billboards, and signs will be drafted as part of the zoning regulations adopted to implement this plan. Additionally, any street lighting constructed in the planning jurisdiction shall comply with applicable lighting standards to protect the night sky.

Policy 6.7 Connections

Multiple points of access will be required to most developments. Additionally, safe, functional connections between neighborhoods, and within residential and commercial areas and public places, will be required.

6.7.1 Require Connectivity as a Condition of Development Approval.

Commercial and residential developments must have safe, functional access for vehicles, pedestrians, and cyclists through the site. They should also have safe, functional connections with adjoining developments.

Benefits of safe, functional connections between neighborhoods between neighborhoods via roads and sidewalks, paths, and trails include the following:

- Having multiple points of access to a neighborhood can be important during emergencies;
- Facilitating movement from one part of the community to another via local roads, sidewalks, paths, and trails can reduce congestion on arterial roads and major connectors. It also encourages walking and cycling;
- Connecting neighborhoods promotes a sense of community throughout town;
- Providing multiple connections, including sidewalks and paths, can facilitate safe movement of school children to either of the two schools in the community.

Policy 6.8 Recommended Speed Controls

The Gallatin County Road Department should consider extending the 25 mph speed zone on Mill Street to the west to the intersection with Cottontail Road, Axtell-Gateway Road, and Gateway South Road. Additionally, given the number of residences and the potential traffic from gravel pits, the County Road Department should examine the possibility of designating Gateway South Road as 35 mph.

Policy 6.9 Sexually-Oriented Businesses

A prevalent concern of area residents is the potential for undesirable commerce. Sexually-oriented businesses should be prohibited within the Gallatin Gateway planning jurisdiction.

Continuing the Conversation and Implementing the Plan

7

This chapter addresses the desire of many Gallatin Gateway residents to have increased say in the future of their community. It shall be the policy of the Gallatin Gateway community and Gallatin County to actively engage citizens in the long-range planning process. The Gallatin Gateway community's commitment to active citizen participation is affirmed by the extensive program of involvement used to develop this plan. The strategies for continuing implementation of this policy are:

- 7.1 Zoning District Formation**
- 7.2 Sewer and Water District Formation**
- 7.3 Development Review Board**
- 7.4 Concurrency of Development and Infrastructure**
- 7.5 A Return to the Vision and Guiding Principals**

Policy 7.1 Zoning District Formation

The Gallatin Gateway community and Gallatin County will adopt a zoning district and regulation to implement the goals and policies of the community plan.

Many of the goals and policies of the Gallatin Gateway community plan call for specific development standards to be adopted. The community and Gallatin County will draft a zoning regulation specifically designed to implement the community plan. After adoption of the community plan, the County Commission will formally appoint a citizen board (comprising residents of the Gallatin Gateway jurisdiction) to work with planning staff to draft a zoning regulation.

Policy 7.2 Sewer and Water District Formation

The Gallatin Gateway community and Gallatin County will jointly explore options to form a water and sewer district.

As stated in Policy 3.3, community water and sewer infrastructure in the historic Town Core will implement several guiding principles of the plan. While sewer and water infrastructure can be provided in several ways, many residents have expressed interest in the options for increased local control offered by a public

district. After adoption of the plan, residents of the community and Gallatin County commit to exploring options to provide community water and sewer, ideally in the form of a public district.

Policy 7.3 Development Review Board

Gallatin County will appoint a Development Review Board, comprised of Gallatin Gateway residents, for the Gallatin Gateway jurisdiction to ensure new development reflects the goals and policies of this plan.

New development within the Gallatin Gateway planning jurisdiction will continue to be reviewed by the Gallatin County Commission for compliance with the Gallatin Gateway Community Plan and any other applicable regulations, such as future zoning regulations and the Gallatin County Subdivision Regulations. To provide guidance to this process, the Commission will appoint a Development Review Board to review all developments for compliance with the adopted plan.

Policy 7.4 Concurrency of Development and Infrastructure

New development shall be required to include necessary infrastructure concurrent with the impacts and demands of new development

As discussed throughout this plan, mitigation of development's impact on existing infrastructure is an important goal of the Gallatin Gateway community. As development proceeds within the Gallatin Gateway planning jurisdiction, new development shall demonstrate that all infrastructure (public facilities and services) needed to accommodate the impact of new development shall be provided and available at the time those impacts occur.

New development shall be evaluated on the basis of its impact on roads, sewer/treatment facilities, water supply/distribution, schools, fire, and police protection. All projects will be submitted for review to the appropriate service provider or special district to confirm the projected impacts of the proposed development, the existing level of service, and the availability of service capacity.

Additionally, Gallatin County will consider adoption of impact fees in the Gateway area to mitigate impacts of new development on existing residents.

Policy 7.5 A Return to the Vision and Guiding Principles

This plan ends with a reminder that, while this is the first community plan for the Gallatin Gateway area, it was written on a foundation of Guiding Principles obtained through an inclusive process involving several hundred individuals. As the community continues to grow and change, decisions that affect the area should be weighed with those Guiding Principles and the planning policies in mind. Likewise, as the discussion about Gallatin Gateway continues and the plan evolves over time, that vision should continue to serve as the foundation for future community conversation.