



LAKE COUNTY PLANNING DEPARTMENT

106 FOURTH AVENUE EAST
POLSON, MT 59860-2175

PH: 406-883-7235 FAX: 406-883-7205

EMAIL: planning@lakemt.gov

Date: October 21, 2025

To: Adjoining Landowners, Applicants, Agents

From: Lake County Planning Department

Re: Subdivision Application Notice

LEGAL NOTICE

The Lake County Planning Board will hold a public meeting on Wednesday, November 12, 2025 at 7:00 pm in the community room (Room 106), located on the 1st floor of the Dave Stipe Courthouse Annex building, 500 1st St E, Polson. (Enter from 5th Ave E.) The options for attendance are virtually* or in person. Agenda item includes:

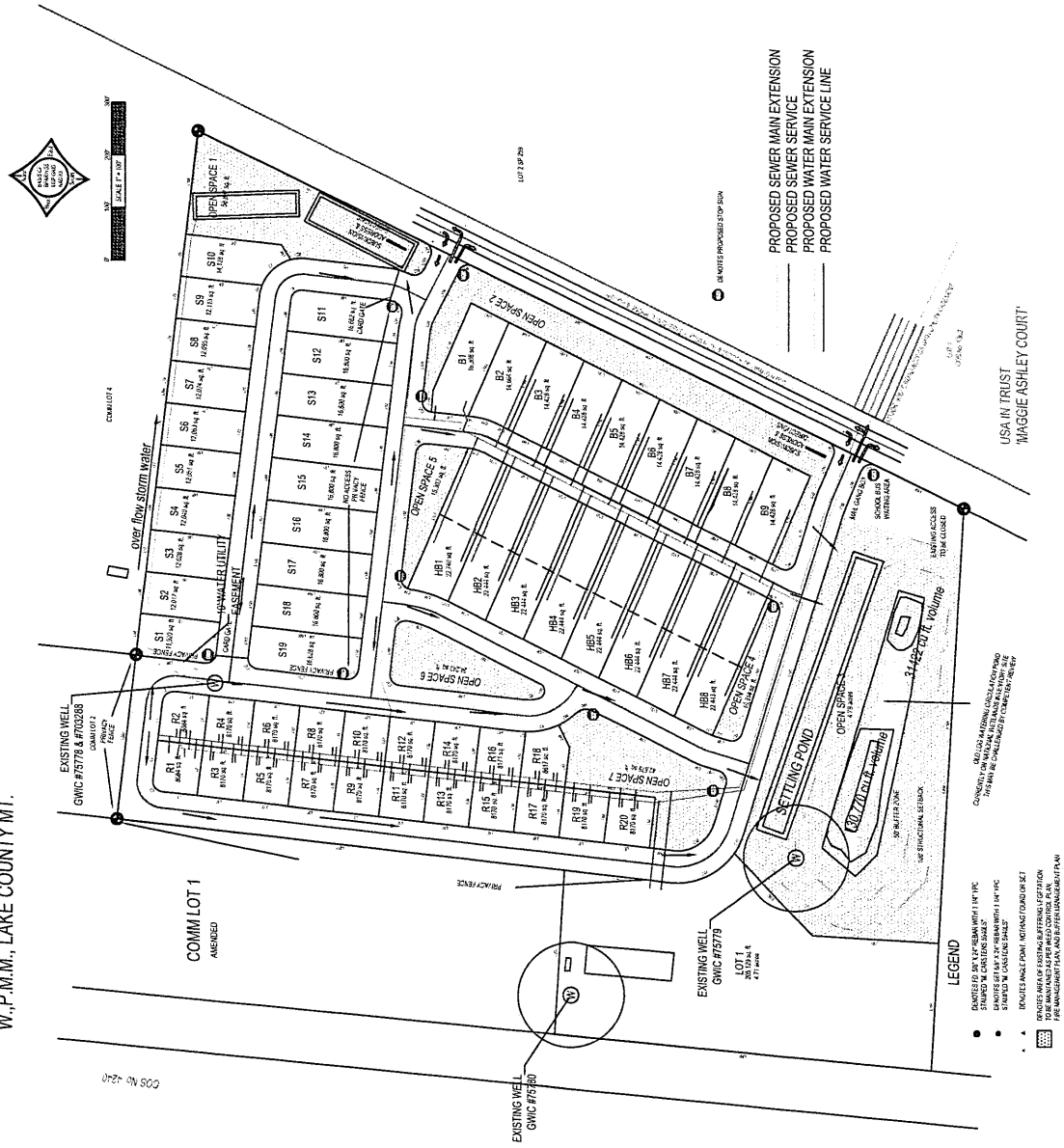
SUBSEQUENT SUBDIVISION OF LOT 5 OF THE MILL COMMERCIAL SUBDIVISION

Carstens & Associates, on behalf of Dunham MT LLC, is proposing to create a (58) fifty-eight lot subdivision from a 47.83-acre property located in Pablo. The lots would range from approximately 8,170 square feet to 22,740 square feet and are proposed for a combination of commercial and residential uses. Nine (9) lots in the center of the proposed division are proposed for a dual use of residential and commercial. A variance to the traffic study requirements is being requested. The property is legally described as lot 5 of The Mill Commercial Subdivision, located within section 02 of T21N, R20W. At this meeting the Planning Board will make a recommendation for approval, conditional approval, or denial of the subdivision application and preliminary plat to the Lake County Board of Commissioners.

Information regarding the agenda item is available from the Lake County Planning Dept. Written comments received by November 3, 2025 will be included in the board packets. All written and verbal comments are welcome and will be forwarded to the board for their consideration. Comments received after November 3 will be provided to the board at the meeting, which may not provide sufficient time for review of the comment. Public comments regarding water and/or sewer proposals for subdivisions are encouraged to be submitted in writing. Comments may be mailed to Lake County Planning Dept, 106 4th Ave E, Polson, MT 59860 or e-mailed: planning@lakemt.gov.

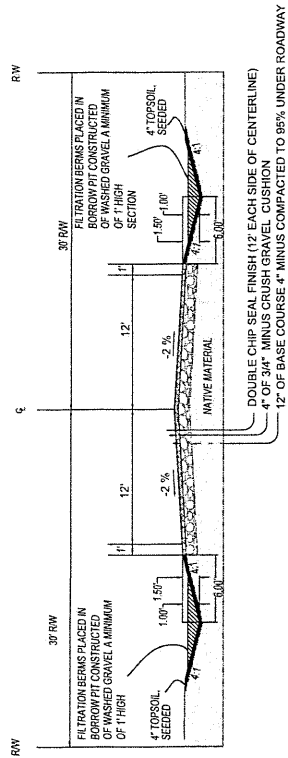
SURVEYED AT THE REQUEST OF RECORD OWNER
JAMES H. WILSON, JR.
DATE OF SURVEY:
MAY 11, 2020

supplemental plat
PABLO MILL VILLAGE, A RE-DIVISION OF COMM LOT 5 AMENDED OF THE AMENDED PLAT OF
"THE MILL COMMERCIAL" SUBDIVISION PLAT LOCATED IN THE NE 1/4 SECTION 2, T.21 N., R.20
W., P.M.M., LAKE COUNTY MT.

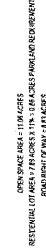
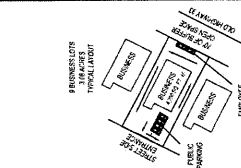
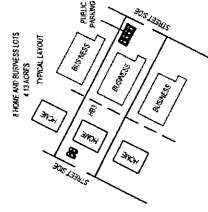


USA IN TRUST
/ 'MAGGIE ASHLEY COURT'

PABLO MILL VILLAGE, A RE-DIVISION OF COMM LOT 5 AMENDED OF THE AMENDED PLAT OF
"THE MILL COMMERCIAL" SUBDIVISION PLAT LOCATED IN THE NE 1/4 SECTION 2, T.21 N., R.20
W., P.M.M., LAKE COUNTY MT.



LOT TYPICAL AND AREA

[illegible]

1. Variance Requested from:

X.I. 8. Traffic Impact Study Required to wit:

Where a subdivision or subsequent subdivision is anticipated to generate 300 or more vehicle trips per day the subdivider shall submit along with the preliminary plat application a traffic impact study to gauge the impacts of development on transportation facilities, safety and traffic flow. For the purposes of these regulations single-family detached housing will be assumed to generate an average daily traffic (ADT) of 10 vehicle trips. The ADT of other land uses will be gauged using the most current volume of the Institute of Traffic Engineers Trip Generation Manual.

2. Variance Statement of Facts

The governing body will not approve a variance unless it finds that:

- a. The granting of the variance will not be detrimental to the public health, safety, or general welfare or injurious to other adjoining properties;

The granting of this variance will not be detrimental to Public Health and Safety or injurious to other or adjoining Properties.

The Historic usage of old highway 93 greatly exceeds the proposed usage, please review comment from A2Z Engineering.

- b. Due to the physical surroundings, shape, or topographical conditions of the property involved, strict compliance with the regulations will impose an undue hardship on the owner. Undue hardship does not include personal or financial hardship, or any hardship that is self imposed;

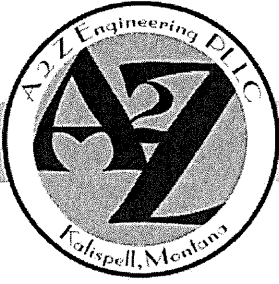
The Hardship is to provide an extensive Traffic Study to realize the proposed use of this old main route highway has the ability to service this division.

- c. The variance will not cause a substantial increase in public costs; and

This Variance will not cause substantial public costs.

- d. The variance will not place the subdivision in nonconformance with any adopted zoning regulations.

This Variance will not place this division in non conformance with any adopted zoning Regulations.



A2Z Engineering, PLLC • 138 East Center Street, Suite A • Kalispell, MT 59901
Phone: (406) 755-7888 • Website: azz-engineering.com

April 25, 2025

Lake County Planning & Zoning
106 4th Avenue East
Polson, MT 59860
406.883.7235

Re: Pablo Mill Village Subdivision
Traffic Impacts Memo

Lake County Planning & Zoning,

At the client's request A2Z Engineering has reviewed the proposed uses and plat for the Pablo Mill Village development in Lake County. We have also visited the project site and surrounding area for a field review.

The proposed development will be expected to produce the following trips (see attached exhibit for full calculations):

- 553 trips per day
- 53 trips in the AM peak hour
 - 31 entering site in the AM peak hour
 - 23 leaving site in the AM peak hour
- 56 trips in the PM peak hour
 - 28 entering site in the PM peak hour
 - 28 leaving site in the PM peak hour

There are two entrances from the development onto Old Highway 93 (Old 93), and it is likely that these would each service about half of the trips into / out of the development. The entrances are at least 500-feet apart and outlet onto Old 93, a cross street with a 35 MPH speed limit. The approaches would be STOP sign controlled and have very good corner sight distances.

The proposed approach locations onto Old 93 are also well suited to further accessing current US Highway 93. Exiting vehicles seeking to go south on the highway could use either the right-only turn on Major Houle Road or the signal at Light Road. Exiting vehicles seeking to go north can easily follow Old 93 north to Light Road and use a full traffic signal to easily enter the current highway 93.

No recent traffic counts are available for Old 93 but by experience this road will conservatively see approximately 2500 trips per day, with up to 400 trips in the peak AM and PM peak hours. However historically this section of road was used as the major north-south corridor through Lake County. It also served a regional saw mill with traffic loading from log trucks and employees. As a result the alignment of Old 93 is generally level with large radius curves and open right-of-way.

A2Z Engineering performed a very conservative intersection analysis for a new approach out of the development onto Old 93. We assumed that only one of the two approaches was functional, diverting all of the entering and exiting trips to the single approach during both the AM and PM peak hour. The results of the analysis were:

- AM Peak Hour (all trips to one approach)
 - Northbound Old 93 = Level of Service A
 - Southbound Old 93 = Level of Service A
 - Eastbound Approach = Level of Service B

- PM Peak Hour (all trips to one approach)
 - Northbound Old 93 = Level of Service A
 - Southbound Old 93 = Level of Service A
 - Eastbound Approach = Level of Service B

See the attached two-way stop controlled intersection analysis for more information.

Therefore given the good geometry of Old 93, access to a signal on current US Highway 93, and high level of service that will be available at the new approaches serving the development, A2Z Engineering would recommend that the planning office consider waiving the requirement for a full traffic impact study. We do not believe that such a study would result in uncovering any type of a significant deficiency in the road system that would lead to recommended improvements on Old 93 or any other surrounding streets.

Please call me if you have any questions or concerns.

Sincerely,



Robert Smith, PE
Project Engineer



Expected Trip Generation at the Pablo Mill Village Development

Location	Commercial Lots				Dual Use Lots				Duplex Homes				Storage			
Description	Business Park				Commercial Part				Residential Part				Light Industrial			
Use #	770				770				220				110			
Lots	9				8				8				19			
Units					per employee				per unit				per unit			
# Units/Lot	4				2				1				1			
Total Units	36				16				8				19			
Daily	4.04	145			4.04	65			6.65	53			3.02	57		Totals
AM Peak Hour % Entering	0.45	16			0.45	7			0.51	4			0.44	8		53 = AM peak hour trips
% Leaving	85%	14			85%	6			20%	1			85%	7		31 = AM peak hour trips entering site
	15%	2			15%	1			80%	3			17%	1		23 = AM peak hour trips leaving site
PM Peak Hour % Entering	0.39	14			0.39	6			0.62	5			0.42	10		56 = PM peak hour trips
% Leaving	22%	3			22%	1			65%	3			21%	7		28 = PM peak hour trips entering site
	78%	11			78%	5			35%	2			79%	3		28 = PM peak hour trips leaving site

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst:		R Smith			Intersection:		Old 93 & New Approach		
Agency/Co.:		A2Z			Jurisdiction:		Lake Co		
Date Performed:		4/25/2025			Analysis Year:		2025		
Analysis Time Period:		AM peak hour			Peak Hour Factor:				
Project Description:									
East/West Street: New approach					North/South Street: Old 93				
Intersection Orientation: North-South					Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments									
Major Street		Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6	
	U	L	T	R	U	L	T	R	
Volume (veh/h)		16	200	0		0	200	15	
Percent Heavy Vehicles		0	0	0		0	0	0	
Median Type	Undivided								
Storage	1								
RT Channelized				0				0	
Lanes		0	1	0		0	1	0	
Configuration		LTR				LTR			
Proportion Time Blocked									
Minor Street		Eastbound			Westbound				
Movement	7	8	9		10	11	12		
	L	T	R		L	T	R		
Volume (veh/h)	12	0	11						
Percent Heavy Vehicles	0				0	0	0		
Left-Turn Lane Storage									
Percent Grade (%)	0				0				
Flared Approach			N				N		
Storage			0				0		
Lanes	0	1	0		0	0	0		
Configuration		LTR							
Proportion Time Blocked									
Delay, Queue Length, and Level of Service									
Approach	Northbound	Southbound	Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	LTR	LTR					LTR		
v (veh/h)	16	0					23		
C (m) (veh/h)	1367	1384					673		
v/c Ratio	0.01	0.00					0.03		
95% Queue Length	0.04	0.00					0.11		
Control Delay (s/veh)	7.7	7.6					10.5		
Movement LOS	A	A					B		
Approach Delay (s/veh)						10.5			
Approach LOS						B			

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst:		R Smith			Intersection:		Old 93 & New Approach		
Agency/Co.:		A2Z			Jurisdiction:		Lake Co		
Date Performed:		4/25/2025			Analysis Year:		2025		
Analysis Time Period:		PM peak hour			Peak Hour Factor:				
Project Description:									
East/West Street: New approach					North/South Street: Old 93				
Intersection Orientation: North-South					Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments									
Major Street		Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6	
	U	L	T	R	U	L	T	R	
Volume (veh/h)		14	200	0		0	200	14	
Percent Heavy Vehicles		0	0	0		0	0	0	
Median Type	Undivided								
Storage	1								
RT Channelized			0					0	
Lanes	0	1	0		0	1		0	
Configuration	LTR				LTR				
Proportion Time Blocked									
Minor Street		Eastbound			Westbound				
Movement	7	8	9		10	11	12		
	L	T	R		L	T	R		
Volume (veh/h)	14	0	14						
Percent Heavy Vehicles	0				0	0	0		
Left-Turn Lane Storage									
Percent Grade (%)	0				0				
Flared Approach			N				N		
Storage			0				0		
Lanes	0	1	0		0	0	0		
Configuration		LTR							
Proportion Time Blocked									
Delay, Queue Length, and Level of Service									
Approach	Northbound	Southbound	Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	LTR	LTR					LTR		
v (veh/h)	14	0					28		
C (m) (veh/h)	1368	1384					683		
v/c Ratio	0.01	0.00					0.04		
95% Queue Length	0.03	0.00					0.13		
Control Delay (s/veh)	7.7	7.6					10.5		
Movement LOS	A	A					B		
Approach Delay (s/veh)						10.5			
Approach LOS						B			