

February 4, 2010

Mr. Wayne Ware
Senior Engineering Technician
City of Billings – Public Works Department
2224 Montana Avenue
Billings, MT 59101

Reference: River Point Cottages II
Variance Request for Number of Drive Approaches
Project No. 75052.65

Dear Mr. Ware:

On behalf of our client, we are requesting a variance for the number of drive approaches for the River Point Cottages II on Frontier Drive. The development is located on Lot 3, Block 1 of Riverfront Pointe Subdivision. The requested variance is to incorporate 4 drive approaches on Lot 3, Block 1 of Riverfront Pointe Subdivision, which is 2 more than allowed by the municipal code, but less than the number of approaches required for similar single-family residential lots on the south side of Frontier Drive. Attached is a site exhibit and fee of \$60.00 for the variance request.

As stated in the City of Billings Municipal Code (Article 6-1208(5)), not more than two (2) driveways shall be provided to any single property tract or business establishment, except where the property frontage exceeds six-hundred (600) feet, there may be one (1) additional driveway for each additional three hundred (300) feet of frontage.

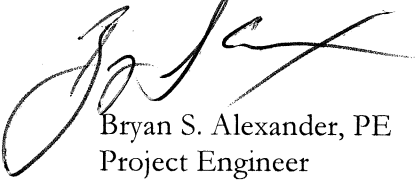
The proposed development has 730 feet of frontage within Lot 3, which by code may contain 2 drive approaches. Because of the dimensions of the lot, the proposed layout was developed in order to maximize the beneficial use of the site by sharing common drive approaches with groups of dwelling units and minimizing the total number of approaches. Each proposed drive approach has between 6 and 11 dwelling units.

The drive approaches are spaced a minimum of 170 feet apart within the site, while the single-family lots located along Frontier Drive to the south and east have a lot frontage of about 75 feet on average, each having a drive approach. Therefore, the number of drive approaches proposed is minimal when compared to similar single-family lots in the area. Additionally, Frontier Drive is a residential street with a low speed limit and traffic flows that will be typical of other residential streets; therefore, impact of the proposed drive approaches should be minimal.

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Please provide a variance application for the number of drive approaches for the River Point Cottages II to the City Council. Please feel free to contact me if you have any questions concerning this matter.

Sincerely,



Bryan S. Alexander, PE
Project Engineer

BSA/tsc

Enc.

c: Dan Marsich

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