SANDERSON STEWART

January 6, 2016

Mr. Timothy A. Filz
Christensen, Fulton & Filz, PLLC
2825 3rd Avenue North, Suite 100
P.O. Box 339
Billings, MT 59103-0339

Via email: filz@cfflawfirm.net

Reference: County Zone Change 669
Billings Flying Service
Concepts 'A' and 'B' Alternative Approaches
Project No. 16002

Dear Mr. Filz:

With this letter we transmit the reference land use concepts for your use. Each concept depicts an alternative to the land use scheme presented to Yellowstone County for a zone change.

Concept 'B' includes a heliport on the north 600 feet of Tracts 13 and 14. The southern remainder portion of Tract 14 is shown as Highway Commercial Zoning. We envision the "front" portion being anchored by a small hotel with small out parcel uses that respond to the Highway 3 Corridor, existing adjacent neighborhoods and proximity to the Billings Logan International Airport. The "back" portion is shown as small lot office warehouse and distribution/assembly.

Tract 13, while zoned Highway Commercial, also is shown with a mix of commercial, residential professional, live-work (a building type where the self-employed, sole-proprietors, or residents with home offices live and work in one building), and residential of about R-5 density.

Additional plan elements include utilizing the site's existing low spots for stormwater conveyance and retention. Greenways containing stormwater swales, trails alongside earthen berms of 7 to 12 foot height would provide visual screens, planting areas and noise attenuation. Three connected greenways are located along Highway 3, separating the Highway Commercial office/warehouse uses from the lower density and residential uses and running east to west along the south edge of the heliport.

EXHIBIT 5

Concept 'A' is of a mixed use inclusive Highway Commercial Zoned development. A heliport is not included with that area being used for additional acreages of residential and highway commercial.

Both concepts are, in our opinion, viable opportunities and relationships between conventional real estate components and the existing setting. Each concept is an attempt to render an appropriate gradation of urban land uses as a transition from the Billings Logan International Airport, west and south to the Highway 3 Corridor/City Entryway and residential neighborhoods.

We trust the ideas presented will be helpful in bringing about a positive outcome for your client. Please call if you need additional information at 406/869-3308.

Sincerely,

David S. Groshens, RLA
Landscape Architect

DSG/cas
Enc.
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