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October 31, 2025

Anna Vickers
Planning Division Manager
Yellowstone County Planning Department
2825 3rd Ave N
Billings, MT 59101

Subject: LONE EAGLE SUBDIVISION - VARIANCE REQUEST FROM SECTION 4.6 (DEAD-END ROAD LENGTH)

Dear Ms. Vickers,

On behalf of Yellowstone Farms LLC, WWC Engineering respectfully submits this request for a variance from Section 4.6 of the Yellowstone County Subdivision Regulations, which limits the maximum allowable length of a dead-end road to 1,000 linear feet. As part of the design for the Lone Eagle North Subdivision, Consuela Creek Lane is proposed to extend beyond 1,000 linear feet. The extended length is required to provide access to all lots within the subdivision while also preserving future connectivity to a parcel located east of this development that is not within the major subdivision. Strict compliance with the 1,000-foot limitation would create significant physical and engineering challenges, as explained below. The proposed dead-end length would be 1,970 linear feet.

Part 1 - Impact on Public Health, Safety, and Welfare

The proposed variance does not compromise public health or safety. The road will be constructed to County standards in terms of width, surfacing, and turnaround dimensions. Emergency access has been addressed by including a compliant turnaround at the terminus of the road, ensuring access for fire and emergency services.

Part 2 - Site-Specific Conditions

The extended dead-end road is the result of unique site constraints:

- **Alkali Creek Crossing:** To eliminate the dead end, a second crossing of the North Fork of Alkali Creek would be required. This would entail substantial environmental and permitting challenges, as well as a costly infrastructure addition.
- **Topographic Limitations to the North:** Routing the road north to form a loop would require ascending a steep slope that cannot be constructed to County road gradient standards.
- **Geological Barriers:** An alternative loop along the north bank of the creek would involve traversing a steep drop and sidehill containing a rock outcropping, which is not suitable for cost-effective or standard-compliant road construction.

Given these conditions, the proposed alignment is the only feasible layout that maintains logical future connectivity and avoids excessive environmental disturbance or non-compliant road grades.

Part 3 - Avoidance of Public Burden

This variance does not shift any burden onto the County or local taxpayers. All improvements, including the extended roadway and associated infrastructure, will be privately funded and constructed in compliance with County improvement standards.

Part 4 - Zoning Compliance

This request pertains solely to the subdivision design standard in Section 4.6 and does not conflict with applicable zoning ordinances or land use regulations.

Part 5 - Reasonableness and Adequacy of Design

The subdivision has been planned to balance access, constructability, and long-term development goals. The extended road will support low-density residential use and will include provisions for future extension to the adjacent parcel. The road's termination will feature a County-compliant turnaround, ensuring continued accessibility for service and emergency vehicles.

In conclusion, we respectfully request approval of this variance due to the significant physical constraints on the site and the logical need to maintain access for future development. Supporting documents, including site plans and roadway layout, are attached for your review.

Should you have any questions or require further information, please do not hesitate to contact me at (406) 894-2210 or via email at greid@wwcengineering.com.

Regards,
Greg Reid, P.E.
Billings Branch Manager
WWC Engineering

