

A traffic impact study and preliminary engineering report were developed that addresses all the requirements of this section. Please see the traffic impact study included in this section as well as the preliminary engineering report section for required information.

The dead-end streets are necessary due to topographic constraints of the site. The site is bounded by existing development on the west and south. The existing residential development to the west does not provide an opportunity to extend proposed streets to the west to connect to existing road networks. There is a small section of the property that abuts Highway 12 (Euclid Avenue) right-of-way in the northwest corner of the subdivision. In this location there is a very large cut section (approximately 50-ft) down to the roadway from the property. It would not be possible to construct a connection to Highway 12 in this location due to the elevation difference. Overlook Boulevard within Overlook Estates abuts the property on the north side. There is a large cut at this dead-end street (approximately 20-ft) from the existing ground on the property. It would not be possible to construct a street that meets the grade requirements for the City of Helena to connect to existing Overlook Boulevard. Finally, there are two drainages that cross through the subject property. The site has some steep existing grades. Due to topography of the site, to meet street grade requirements of the City, and reduce cuts and fills for proposed roads to limit construction disturbance several dead-end streets are proposed throughout the subdivision. All dead-ends meet the length requirements of 600-ft.

Several blocks exceed the 600-ft block length requirement. The block lengths are necessary due to topographic constraints of the site. The subdivision regulations allow for longer block lengths when a longer length is needed to meet grade limitations, the existing built environment, water bodies or railroad crossings, or industrial uses. There are three blocks that exceed the 600-ft block length requirement, Livezey Avenue from Hauser to Lee Drive (689.99-ft), Lee Drive from Livezey Avenue to Brakeman Court (636.61-ft), and Brakemen Avenue from Park Drive to Lee Drive (971.05-ft). The exception applies to these proposed roads due to topographic constraints to meet grade limitations on the proposed roads. The subdivision regulations require a maximum road grade of 10% and 4% at intersections. Due to the existing topography the addition of additional intersection and connector streets would not allow us to meet the maximum grade requirements of the subdivision regulations. Further, there is an existing drainage on the east side of the development that divides the subdivision. To provide additional access to the project Livezey Avenue crosses this drainage and the best location to connect to Lee Drive is on the ridge. This is the only place that allows Lee Drive to meet required grade requirements. Due to the drainage, it would be difficult to connect Crowley Court over Brakeman Avenue and meet road grade requirements. Therefore, due to topographic constraints of the site we are requesting the exception to the block length requirements for these three blocks within the development.

All other aspects of the proposed roads will meet the requirements of the subdivision regulations and engineering standards.