



MEMO

SUBDIVISION REGULATIONS VARIANCES  
JULY 21, 2022

TO: CASSONDR A TRIPARD  
FROM: WOITH ENGINEERING, INC.  
DATE: JULY 21, 2022  
JOB: WEI-2101 RIVERFRONT TRAILS SUBDIVISION  
RE: SUBDIVISION REGULATIONS VARIANCES  
CC:

URGENT     FOR REVIEW     PLEASE COMMENT     PLEASE REPLY     FOR YOUR USE

Dear Ms. Tripard,

Woith Engineering received your review comments on the above-referenced subdivision project on August 24, 2021. In the review comments, you requested a list of proposed variations from the City Subdivision Regulations contained within the Planned Unit Development (PUD) subdivision. Following is a list of all variances proposed in the PUD, with their applicable code sections and code text specified, and reference to further narrative within the PUD subdivision application.

**3-020.2B.**    *All public and private street and road improvements, including pavement, curbs, sidewalks, bike facilities, and drainage, must be in accordance with the Missoula City Public Works Standards and Specifications and standards prescribed in Table .2 A. Where the specifications or standards conflict with other regulations, the regulations of 3-020 apply.*

Several variances to the Standards for Geometric Design of Roads and Streets are proposed with the PUD. These variances are detailed in the narrative of Section III, Connections, beginning on page 46 of the PUD application document.

**3-020.3C.**    *Public street and road rights-of-way must meet the standards in Table .2A.*

The PUD proposes several variances to the public street and road rights-of-way standards in Table .2A. These variances are detailed in the narrative of Section III, Connections, beginning on page 46 of the PUD application document.

**3-020.3E.** *Street and road rights-of-way may be narrower than the standard if approved by the city Council as part of a PUD subdivision or in accordance with the variance procedures of Article 6.*

The project proposes narrower right-of-way for low-volume residential streets. These variances are detailed in the narrative of Section III, Connections, beginning on page 46 of the PUD application document.

**3-020.4C.** *Street and road widths may be narrower than the standard, if approved by the City Council in accordance with the variance procedures of Article 6.*

The PUD proposes street and road widths that are narrower than the standard. These variances are detailed in the narrative of Section III, Connections, beginning on page 46 of the PUD application document.

**3-020.4N.** *A parking lane is required on both sides of local residential streets and cul-de-sacs.*

Two of the street types proposed in the PUD, the Neighborhood Street and Neighborhood Yield Street, include meandering travel lanes with a single parking lane on alternating sides of the street or parking lane on one side. This variance and street type is detailed in the narrative of Section III, Connections, beginning on page 46 of the PUD application document.

**3-020.5A.** *Cul-de-sacs, loop and circle streets, and turnarounds, are prohibited. Dead-end streets are prohibited.*

The Subdivision Regulations prohibit cul-de-sacs and loop streets. Each of these road types are proposed in one instance in the PUD. These variances, and the standards outlined in Section 3-020.5B of the Subdivision Regulations, are detailed in the narrative of Section III, Connections.

**3-020.5B.** *If (cul-de-sacs, loop, and circle streets are) approved by variance, the following standards apply:*

The Subdivision Regulations prohibit cul-de-sacs exceeding 600 feet in length. The PUD proposes a cul-de-sac exceeding this length on Old Bitterroot Road. Ultimately, this cul-de-sac is intended to be temporary, as Old Bitterroot Road is depicted connecting to Christian Drive on revisions of the City's long-range transportation plan. Topographic constraints, including floodplain to the north and adjacent property to the south, along with the existing alignment of the right-of-way, further necessitate the proposed cul-de-sac. The cul-de-sac accounts for less than 15% of the total roadway mileage in the subdivision.

**3-020.6B.**     *Short courts are prohibited.*

The Subdivision Regulations prohibit short courts unless they are approved by variance and meet the standards in Section 3-020.6B. The design of the PUD includes short courts; the short court standards are addressed on pages 22-23 of the City Subdivision Application document (page 92). Provisions for the private maintenance of the short courts are outlined in the proposed covenants, conditions, and restrictions (page 102).

**3-030.1E.**     *Double frontage or through lots are prohibited unless the director of Development Services determines that such a design is warranted because of topography or other physical site constraints.*

The PUD proposes through lots in two instances – these large lots will contain the religious assembly development and the senior living facility. These lots will have a no-access strip along much of the Lower Miller Creek Road frontage, which is depicted on the preliminary plat. They are further discussed in the narrative of Section III; Connections.

**3-030.2A(2)**   *Blocks may not exceed a maximum length of 480 feet in urban-suburban subdivisions.*

The project contains six blocks in excess of 480 feet in length. In three instances, a topographic constraint prohibits a shorter block length, and in the other three instances, mitigation is provided in the form of a public access easement for pedestrian and cyclist circulation through the center of blocks. The blocks containing Alley A and Alley B, bounded by Riverfront Place, Drago Lane, Naomi Lane, Old Bitterroot Road, and Anders Way, are 526 feet in length. They have a mid-block public trail right-of-way to provide pedestrian connectivity. Lot 2 has a pedestrian access easement along Drago Lane to bring its block length to 480 feet. Additionally, the block lengths surrounding Lot 1 are constrained by the school parcel to the west. However, sidewalks and connectivity across this lot will be constructed as part of the assisted living facility development, and a pedestrian access easement could be a condition of approval.

The western block of Naomi Lane south of Old Bitterroot is 564 feet in length. This block is topographically constrained in the west by the existing drainage swale. The northeastern block of Tolley Lane and Riverfront Place totals 708 feet between Old Bitterroot Road and the open space access strip. This block is topographically constrained by the 100-year floodplain boundary and existing development on the parcel to the east. Finally, the western extension of Old Bitterroot Road creates a block exceeding 480 feet. This area is constrained by the 100-year floodplain boundary to the north, and the existing parcel to the south. This block is divided by pedestrian

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crosswalks and bulb-outs spaced along Old Bitterroot Road. It is possible that this block will have additional street connections to the south if the adjacent parcel is developed in the future. The block length variances are discussed in detail in the Non-Motorized Network chapter of Section III (page 51).

Sincerely,

**Woith Engineering, Inc.**



Matt Hammerstein, E.I.  
*Staff Engineer*

ENCL: