

STAFF REPORT

October 5, 2000

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**SVAR #00SV013 - Variance to the Subdivision  
Regulations to waive the requirement for sidewalks  
along Debra Drive**

**ITEM 4**

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GENERAL INFORMATION:

PETITIONER	Doug Sperlich for James Letner
REQUEST	<b>SVAR #00SV013 - Variance to the Subdivision Regulations to waive the requirement for sidewalks along Debra Drive</b>
LEGAL DESCRIPTION	Lots 1 and 2 and dedicated R.O.W. of Debra Subdivision, (formerly Lots B & C of Lot 2 of OutLot 2 of the SE1/4 of the SW1/4 of Section 4, T1N, R7E, BHM and a portion of Debra Drive R.O.W.) located in the SE1/4 of the SW1/4, Section 4, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PARCEL ACREAGE	Approximately 3.175 Acres
LOCATION	At the intersection of Clifton Street and Debra Drive
EXISTING ZONING	Medium Density Residential
SURROUNDING ZONING	
North:	Medium Density Residential
South:	Medium Density Residential
East:	Medium Density Residential
West:	Medium Density Residential
PUBLIC UTILITIES	City sewer and water
REPORT BY	Vicki L. Fisher

RECOMMENDATION: Staff recommends that the Variance to the Subdivision Regulations to allow sidewalks on one side of the street be approved with the following stipulation:

Urban Planning Division Recommendation:

1. That the sidewalk(s) shall be constructed along the east side of Debra Drive.

GENERAL COMMENTS: The applicant has submitted a Subdivision Variance request to waive the sidewalk requirement along Debra Drive as a companion item to Preliminary Plat #00PL067. The Preliminary Plat proposes the reconfiguration of two lots and the vacation of a portion of the right-of-way at the northern most terminus of Debra Drive. The two lots will be sized 2.569 and .338 acres, respectively.

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On April 3, 2000, the City Council approved a Layout Plat for the subject property. The Layout Plat proposed the reconfiguration of two lots and the vacation of a portion of the right-of-way at the northern most terminus of Debra Drive into a three lot residential subdivision. The proposed Preliminary Plat identifies the reconfiguration of two lots in lieu of creating a third lot.

This item has been continued several times since the July 27, 2000 Planning Commission meeting to allow the Subdivision Regulations Variance Request to be heard in conjunction with the Preliminary Plat request on the subject property.

STAFF REVIEW: Staff has reviewed the Subdivision Regulations Variance request and has noted the following considerations:

Currently, Debra Drive is a 50 foot right-of-way with an approximate 18 foot wide dirt surface. To date, curb, gutter and sidewalks have not been constructed along Debra Drive. In addition, Clifton Street, an approximate 20 foot wide paved roadway located directly south of Debra Drive, does not have curb, gutter or sidewalks. The applicant is proposing to improve Debra Drive to a 24 foot wide paved roadway with curb and gutter and a sidewalk along the east side of Debra Drive. The applicant's Preliminary Plat (see companion item) proposes to reconfigure two existing lots resulting in no increase in density along Debra Drive. The Planning Commission and the City Council have supported variances to reduce subdivision improvements when the proposed plat results in no increase in density. Due to the existing road design standards within the area and because the proposed plat does not increase density, staff is recommending that the Subdivision Regulations Variance to allow sidewalks on one side of the street be approved.

Staff recommends that the sidewalk be located along the east side of Debra Drive, as shown on the applicant's road construction plans, due to the projected foot traffic along Debra Drive from the proposed and existing development within the area. It is anticipated that pedestrians, in particular children, will utilize a sidewalk along Debra Drive to access 38<sup>th</sup> Street on their route to school and parks within the area. Constructing the sidewalk on the east side of Debra Drive will minimize pedestrian traffic crossing at the intersection of Clifton Street and Debra Drive resulting in a safer pedestrian route. In addition, only one lot located along the west lot line would benefit from the sidewalk being located on that side of the street. The lot is large with an excessive amount of street frontage along Debra Drive.

Based on existing street design standards within the area and since the proposed plat does not result in an increase in density, staff is recommending approval of the Subdivision Regulations Variance to allow sidewalks on one side of the street with the condition that the sidewalk be constructed along the east side of Debra Drive.