

STAFF REPORT

May 23, 2002

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**No. 02PL011 - Preliminary Plat**

**ITEM 5**

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GENERAL INFORMATION:

PETITIONER	Centerline, Inc. for 3 T's Land Development LLC
REQUEST	<b>No. 02PL011 - Preliminary Plat</b>
EXISTING LEGAL DESCRIPTION	A portion of Tract C of Robbinsdale Addition No. 10 located in the SW1/4 of Section 13, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Lots 23 thru 30 and Lots 41 thru 48, Minnesota Ridge Subdivision, located in the SW1/4 of Section 13, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PARCEL ACREAGE	Approximately 35 acres
LOCATION	West of the intersection of Minnesota Street and 5th Street
EXISTING ZONING	Low Density Residential District
SURROUNDING ZONING	
North:	Low Density Residential District
South:	Public District
East:	Office Commercial District
West:	General Agriculture District
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	02/08/2002
REPORT BY	Vicki L. Fisher

RECOMMENDATION:

Staff recommends that the Preliminary Plat be **approved with the following stipulations:**

**Engineering Division Recommendations:**

- 1. Prior to City Council approval of the Preliminary Plat, all necessary changes shall be made to the construction plans as identified on the red lined drawings. In addition, the red lined drawings shall be returned to the Engineering Division;**
- 2. Prior to City Council approval of the Preliminary Plat, a revised pavement design shall be submitted for review and approval;**
- 3. Prior to City Council approval of the Preliminary Plat, a revised grading and drainage plan, coordinating the proposed drainage with lot contour(s), shall be**

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submitted for review and approval;

Register of Deed's Office Recommendation:

4. Prior to City Council approval of the Final Plat, the plat shall be revised to read "Lots 24 thru 30" in lieu of "lots 23 thru 30";

Urban Planning Division Recommendations:

5. Prior to City Council approval of the Preliminary Plat, a Special Exception shall be granted or the construction plans shall be revised to provide an intermediate turnaround on Minnesota Street;
6. Prior to City Council approval of the Final Plat, covenants shall be filed at the Register of Deed's Office precluding development on three of the proposed lots until such time as a second access road is constructed;
7. Prior to City Council approval of the Final Plat, a Variance to the Subdivision Regulations shall be obtained to allow a lot length greater than twice the lot width or the plat shall be revised to comply with the length to width requirement;
8. Prior to City Council approval of the Final Plat, a subdivision estimate form shall be submitted for review and approval; and,
9. Prior to City Council approval of the Final Plat, surety for any required subdivision improvements that have not been completed shall be posted and the subdivision inspection fees shall be paid.

GENERAL COMMENTS:

**This item has been continued several times since the March 21, 2002 Planning Commission meeting to allow the applicant to submit additional information. This Staff Report has been revised as of May 13, 2002. All revised or added text is shown in bold print.** The applicant has submitted a Preliminary Plat to create a 15 lot residential development as a part of the Minnesota Ridge Subdivision. The property is located approximately 1,000 feet west of the Minnesota Street/Fifth Street intersection.

On October 16, 2000, the City Council approved a Layout Plat to allow 55 detached single family residential lots, two townhouse development lots, and an office commercial lot. The subject property is a part of the previously approved Layout Plat.

STAFF REVIEW:

Staff has reviewed the Preliminary Plat and has identified the following considerations:

Lot Configuration: The Subdivision Regulations states that "...for lots in residential districts having a width of not more than one hundred fifty feet, the lot length shall not be greater than twice the lot width". The proposed Preliminary Plat identifies that Lot 30 will have a length twice the distance of the width. Staff is recommending that a Variance to the Subdivision Regulations be obtained prior to Final Plat approval or that the plat be revised to comply with the length to width requirement

Access: On August 16, 2000, the City Council approved an amendment to the Street Design Criteria Manual stating that "...a street shall not provide exclusive access to more than forty (40) dwelling units. A second street access shall be provided when more than forty (40)

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dwelling units are exclusively accessed from a street". The proposed Preliminary Plat will result in a total of 43 lots being accessed exclusively from Alta Vista Drive. The applicant has proposed utilizing a 60 foot wide utility and access easement extending from the subject property to Minnesota Street. The Street Design Criteria Manual states that private streets and easements shall not be allowed to provide the principal means of access to more than four tracts, parcels, or lots of any size. A Special Exception to the Street Design Criteria Manual must be obtained to allow the utility and access easement to serve as a second access road into the development; or the plat must be revised eliminating three of the proposed lots.

The Engineering Division has indicated that the roadway within the 60 foot wide utility and access easement has a graveled surface and does not meet the minimum design standards required by the Street Design Criteria Manual. The Engineering Division has also indicated that they do not support allowing an interim pavement design of three inches of asphalt on the existing gravel road as proposed by the applicant. Staff is recommending that the Preliminary Plat be continued to allow the applicant to address the second street access issue and to provide road construction design plans accordingly. **The applicant has indicated that covenants for the Minnesota Ridge Subdivision will be filed in conjunction with the Final Plat precluding development on three of the proposed lots until such time as a second access road is constructed.**

Construction Plans: The Engineering Division has indicated that construction plans have been submitted for the proposed Preliminary Plat and for ten additional lots located directly west of the subject property. The ten additional lots were approved as a part of the associated Layout Plat. The Engineering Division has indicated that the phasing limits for current and future development must be clearly delineated at this time.

Section 5.2.3 of the Street Design Criteria Manual states that "cul-de-sacs shall be provided with a turnaround at the closed end and intermediate turnarounds at intervals not exceeding 600 feet". The construction plans identify Minnesota Street extending west through the subject property and the adjacent ten additional lots, resulting in an approximate 700 foot long cul-de-sac. As such, the plans must be revised to show an intermediate turnaround on this portion of Minnesota Street or a Special Exception waiving the requirement must be obtained. In addition, the Engineering Division has indicated that the construction plans must be revised to provide a permanent cul-de-sac at the end of Minnesota Street and temporary cul-de-sac(s) for each phase of development along Minnesota Street. To date, revised construction plans have not been submitted providing an intermediate turnaround on Minnesota Street. In addition, the construction plans have not been revised to show a permanent turnaround at the end of Minnesota Street. If the applicant is proposing to construct a temporary turnaround at the end of Minnesota Street, then a Master Plan must be submitted for the property located directly west of the subject property demonstrating the future road extension. **On May 7, 2002, the applicant submitted a Special Exception request to waive the requirement to provide an intermediate turnaround along Minnesota Street. On May 9, 2002 the Planning Commission recommended that the Special Exception be granted due to the length of the proposed street and that the applicant demonstrate that Minnesota Street will eventually be extended west. (The City Council will hear the request on May 20, 2002.) Prior to Preliminary Plat approval**

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**by the City Council, the Special Exception must be granted or the construction plans must be revised accordingly.**

The Engineering Division has also indicated that pavement design(s) must be submitted for review and approval. **On April 24, 2002, the applicant submitted additional geotechnical information identifying the proposed pavement design(s). The Engineering Division has indicated concern with the proposed pavement thickness along Minnesota Street. As such, revised pavement design(s) must be submitted for review and approval prior to Preliminary Plat approval.**

The Engineering Division has also indicated that the plat must be revised to provide a road connection and a utility easement to the south of the subject property as required by Section 16.12.020 of the Subdivision Regulations. The road connection will provide necessary street networking between properties and the utility easement will allow for the extension of City sewer and water.

The Engineering Division has also indicated that the road construction plans do not meet all the minimum requirements set forth by the Street Design Criteria Manual. In particular, the street intersection alignment at Minnesota Street and Alta Vista Drive must be coordinated to match the 36 foot pavement width for Minnesota Street to the east. In addition, the construction plans must be revised to demonstrate a minimum 25 mile per hour design speed or a special exception to the Street Design Criteria Manual must be obtained. Section 1.2.5 of the Street Design Criteria Manual states that "It is acknowledged that certain circumstances may preclude the use of certain requirements of this Manual. It shall be the responsibility of the user to provide an explanation of the circumstance, the specific exception(s) requested, and the justification(s) for this request. The Engineering Division is recommending that the Preliminary Plat be continued to allow the applicant to provide an explanation and justification for granting each requested special exception. The Engineering Division has also indicated that if any additional special exceptions are needed, other than those identified by staff, they must be requested by the applicant along with an explanation and justification for the request. Staff is recommending that the Preliminary Plat be continued to allow the applicant to submit the information for the special exception request(s) as outlined above. **The Engineering Division has indicated that revised road construction plans have been submitted showing the coordination of the street intersection alignment at Minnesota Street and Alta Vista Drive and providing a minimum 25 mile per hour design speed as outlined above.**

Drainage and Grading Plans: The Engineering Division has indicated that the drainage and grading plans and reports must be revised to meet the minimum requirements of the Drainage Criteria Manual and resubmitted for review and approval. **The Engineering Division has indicated that a revised drainage and grading plan have been submitted for review and approval. However, the lot contour data does not match the drainage report. As such, the drainage and grading plan must be revised coordinating the proposed drainage with the lot contour(s) prior to Preliminary Plat approval.**

Fire Department: The Fire Department has indicated that the proposed fire hydrants must be installed and operational prior to the issuance of a building permit and/or any construction

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on the site using combustible material(s). In addition, all proposed streets must be constructed to meet the minimum standards of the Street Design Criteria Manual to insure fire apparatus access.

Plat Labeling: The Register of Deed's Office has indicated that the plat title must be revised to read "Lots 24 thru 30" in lieu of "Lots 23 thru 30". Staff is recommending that the plat be revised accordingly prior to Final Plat approval.

**Staff believes the proposed plat generally complies with all applicable zoning and subdivision regulations assuming compliance with the stated stipulations.**