

STAFF REPORT

May 9, 2002

No. 02PL038 - Preliminary and Final Plat

ITEM 45

GENERAL INFORMATION:

PETITIONER	FMG, Inc. for George and Nancy Dunham
REQUEST	No. 02PL038 - Preliminary and Final Plat
EXISTING LEGAL DESCRIPTION	E1/2 NE1/4 SE1/4 and the W1/2 NE1/4 SE1/4 and the E1/2 NE1/4 of Section 16, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Lots 1 through 4 of Block 3, Lots 1 through 3 of Block 4 and Lots 1 through 11 of Block 5 of Dunham Estates and dedicated public right of way shown as Dunham Drive, Dixon Drive, Severson Street and Heidiway Lane located in NE1/4 SE1/4 of Section 16, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PARCEL ACREAGE	Approximately 20.6 acres
LOCATION	West of Sheridan Lake Road, north of Corral Drive, south of Nicklaus Drive and east of Parkridge Subdivision
EXISTING ZONING	General Agriculture District
SURROUNDING ZONING	
North:	Low Density Residential District
South:	General Agriculture District
East:	Park Forest District/Low Density Residential District
West:	Low Density Residential District /Planned Residential Development
PUBLIC UTILITIES	City water and sewer
DATE OF APPLICATION	03/28/2002
REPORT BY	Lisa Seaman

RECOMMENDATION:

Staff recommends that the Preliminary and Final Plat be approved with the following stipulations;

Engineering Division Recommendations:

- 1. Prior to Preliminary Plat approval by the Planning Commission, complete engineering plans and related information as specified in Section 16.20.040 of the Rapid City Municipal Code shall be submitted for review;**
- 2. Prior to Preliminary Plat approval by the City Council, the applicant shall submit a**

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- sanitary sewer master plan for all phases of the subdivision;
3. Prior to Preliminary Plat approval by the City Council, a complete grading plan including provisions for lot line drainage shall be submitted for review and approval;
 4. Prior to Preliminary Plat approval by the City Council, a complete drainage report shall be submitted for review and approval;
 5. Prior to City Council approval of the Preliminary Plat, complete road design plans shall be submitted for review and approval for the construction of Severson Drive south to the existing terminus of Severson Street;
 6. Prior to Final Plat approval by the City Council, the plat shall be revised to provide a 50 foot non-access easement along the Dixon Court frontage of Lots 4 and 11 of Block 5 from the intersection of Dixon Court and Severson Street and along the Dunham Lane frontage of Lot 2 of Block 3 and Lot 3 of Block 4;
 7. Prior to Preliminary Plat approval by the City Council, plans shall be submitted showing the provision of either standard curb with curbside sidewalk or roll over curb with property line sidewalk in the Dixon Court cul-de-sac;
 8. Prior to Preliminary Plat approval by the City Council, the engineer's estimate shall be submitted for review and approval;
 9. Design plans for Severson Street and any required revisions as identified by the Engineering Division shall be submitted for review and approval a minimum of ten working days prior to City Council approval of the Preliminary Plat;
 10. Prior to City Council approval of the Final Plat, a public right of way shall be dedicated, an H-Lot granted to the City or a public access and utility easement shall be provided and assigned to the City for the public utilities and street improvements crossing the adjacent property to the south;

Fire Department Recommendations:

11. All requirements of the Uniform Fire Code shall be continually met;
12. Prior to the start of any building construction, fire hydrants shall be installed and operational;
13. A Special Exception is hereby granted to allow for a dead-end street in excess of 150 feet;
14. All streets, turnarounds and access shall comply with all the requirements of the Rapid City Street Design Criteria Manual;

Urban Planning Division Recommendations:

15. Prior to Final Plat approval by the City Council all the subdivision inspection fees shall be paid; and,
16. Prior to Final Plat approval by the City Council, surety for any required subdivision improvements that have not been completed shall be posted.

GENERAL COMMENTS: This item was continued from the April 25, 2002 Planning Commission meeting. (Updates to the staff report are shown in bold.) This Preliminary and Final Plat has been submitted to subdivide an approximately 20 acre site into 18 lots. The property is located east of the Parkridge Village development and north of Corral Drive. The property is characterized by areas of rolling terrain and other areas of fairly steep terrain. A large draw crosses the property from north to south. This area was identified on

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the Layout Plat that was approved by the City Council on September 17, 2001 as Phase 2. The lots in Phase 2 range in size from 0.55 acres to 2.66 acres. The applicant has also submitted a Subdivision Regulations Variance request (file #02SV021) and a rezoning request (file #02RZ021) in association with this Preliminary and Final Plat request.

STAFF REVIEW: Staff has reviewed the Preliminary and Final Plat and has noted the following considerations:

Drainage: The applicant has submitted drainage information and grading plans for the proposed subdivision; however, staff has noted areas of concern and is requesting that the applicant submit some additional information. This information should include a complete drainage report with all calculations and supporting maps and information and further details regarding how the additional runoff generated by the proposed development will be routed across the adjacent property to the east including the submission of any necessary agreements or easements with the adjacent property owners. **On May 1, 2002 the applicant's engineer submitted design plans that include an on-site detention pond to ensure that storm water drainage from the subject property will be maintained at predeveloped flows. The plans have been routed to the Engineering Division for review.**

Sanitary Sewer: The Engineering Division has reviewed the applicant's design plans for the sanitary sewer and requested that the applicant provide a utility master plan for all phases of the proposed subdivision showing line locations and sizes, manhole locations and the connections being made to existing utility systems. Staff has noted that the applicant's overall lot and sewer layout indicates that sewer for the phase directly north of the area proposed in this Preliminary and Final Plat request assumes that a sewer main will have been constructed in the Heidiway Lane right of way. To date the extension of sewer in the Heidiway Lane right of way has only been proposed as an assessment project. The applicant should provide alternate plans for providing sewer service to this area. **The plans submitted on May 1, 2002 did not include alternate plans or the provision of easements for sanitary sewer service to the area directly north of Phase 2.**

Non-Access Easements: The Street Design Criteria Manual requires that access to a property be taken from a lesser order street when possible. Dunham Drive is classified on the adopted Major Street Plan as a collector street while the proposed cul-de-sac will be considered a lane/place. Staff is recommending that the applicant revise the proposed plat to include non-access easements on proposed Lots 4 and 11 of Block 5 along the frontage of Dunham Drive to ensure that access to those lots will be taken from the proposed cul-de-sac and along the Severson Drive frontage of Lot 3 of Block 4 so that access to this lot will be taken from Dunham Drive. In addition, non-access easements must be provided along the proposed cul-de-sac for a minimum distance of 50 feet from the intersection of Dunham Drive and the proposed cul-de-sac. **The plat that was submitted on May 1, 2002 shows the requested non-access easements on proposed Lots 4 and 11 of Block 5 along the frontage of Dunham Drive and along the Severson Drive frontage of Lot 3 of Block 4; however, the plat identifies a distance of 40 feet from the intersection of Severson Street and Dunham Lane and the intersection of Severson Street and Dixon Court rather than the 50 feet requested. Staff is requesting that the applicant revise the plat**

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to reflect a 50 foot non-access easement at the locations requested.

Street Widths: The road design plans submitted with this Preliminary and Final Plat request showed right of way and pavement width sufficient to accommodate on-street parking along Dixon Court however, the cul-de-sac diameter shown meets the criteria for a local residential street with no on-street parking allowed. The applicant has indicated that the on-street parking allowed along the straight section of Dixon Court provides sufficient parking to meet the requirements of the common use visitor parking section of the Street Design Criteria Manual. However, the Fire Department has indicated that in subdivisions where the City has allowed the combination of sections of a roadway that allow on-street parking on portions of the roadway and areas where parking is not allowed has created confusion for the residents and visitors of the subdivision. The Fire Department has found that even when the section of road that precludes on-street parking has signs posted indicating no parking that on-street parking still occurs. This becomes a significant problem for the Fire Department in cul-de-sacs. Therefore, staff is recommending that the applicant revised the road design plans and the plat to reflect both roadway and right of way widths that preclude on-street parking for the entire cul-de-sac roadway or increase the diameter of the cul-de-sac bulb to allow for on-street parking. If the plans are revised to preclude on-street parking, common use visitor parking that complies with the requirements of the Street Design Criteria Manual must be provided elsewhere within the subdivision. **The design plans submitted on May 1, 2002 show that standard curbing along with curbside sidewalks will be installed along the straight section of Dixon Court and that the curbing will transition from standard to roll type curbing at the entrance to the bulb portion of the cul-de-sac. Roll type curbing with curbside sidewalk is being proposed around the diameter of the cul-de-sac. The plans show that the diameter of the cul-de-sac has been increased to 90 feet as requested by the Fire Department. The plans include "No Parking" signs at the entrance to the cul-de-sac bulb to preclude parking within the cul-de-sac bulb. As noted previously, staff has serious concerns with the design of a roadway that uses a combination of areas where on-street parking is allowed and areas where on-street parking is precluded. Staff is concerned that though the bulb portion of the cul-de-sac is signed for "No-Parking" that on-street parking will still occur in the cul-de-sac posing a safety concern for pedestrians. Staff is recommending that the applicant revise the design plans to include a combination of standard curb and curbside sidewalk or roll over curb with property line sidewalk on all cul-de-sacs.**

Wildland Fire Mitigation Plans: The Fire Department has indicated that portions of the proposed subdivision may require wildland fire mitigation plans. Staff is requesting that the applicant work with the Fire Department to identify those areas and develop the appropriate wildland fire mitigation plans.

Temporary Turnarounds: As mentioned previously, this Preliminary and Final Plat request is Phase 2 of the overall subdivision. The master plan submitted with the Layout Plat request identified that Dunham Drive would be extended to the north to connect with the extension of Westridge Drive at some future date. Until that connection is made a temporary turnaround that complies with all requirements of the Street Design Criteria Manual must be provided at the end of Dunham Drive. Staff is requesting that the applicant revise the road

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design plans to provide the required turnaround. **On April 26, 2002 Fire Department staff met with the applicant to discuss the required temporary turnaround at the proposed terminus of Severson Street. The plat shows that the distance from the intersection of Severson Street and Dixon Court and the proposed terminus of Severson Court is 168.7 feet, 18.7 feet longer than allowed without the construction of temporary turnaround. The Fire Department has indicated that they support a Special Exception to the Street Design Criteria Manual to allow for a dead-end street in excess of 150 feet.**

Severson Street/Dunham Drive Intersection: The adopted Major Street Plan identifies a collector street that connects Nicklaus Drive to Corral Drive through the subject property. The applicant has identified a collector street (Dunham Drive) through the subject property. However, the road design plans for this plat shows that Dunham Drive turns east and connects to Heidiway Lane and the connection to Corral Drive is made via Severson Street. Severson Street intersects Dunham Drive within Phase 2 of the subdivision and runs south to Corral Drive. The applicant has indicated that slowing traffic through the subdivision is the primary reason for providing offset intersections within the development. Staff understands the desire to slow traffic through the residential development; however, a continuous collector street for both traffic flow and emergency services is a higher priority. The off-set intersection creates additional turning movements conflicts on the collector road and encourages traffic to continue along Dunham Drive and exit the subdivision via Heidiway Lane. Staff indicated in the review of the Layout Plat for this property that staff did not support this road network configuration. Staff is requesting that the applicant revise the road design plan and the plat to show Dunham Drive as a through street with a short east-west local street connecting Dunham Drive to Heidiway Lane. **On May 1, 2002 design plans were submitted that showed the Severson Street (Dunham Drive on the original submittal) as a through street and Dunham Lane as a short east-west local street connecting Severson Drive to Heidiway Lane as requested. The plans have been routed to the Engineering Division for review.**

Road Connection to Corral Drive: This Preliminary and Final Plat proposes to subdivide the property into 18 lots. The design plans submitted with this request identify that Heidiway Lane will provide the only means of access to the proposed subdivision. Heidiway Lane is a residential street with very narrow shoulders and grades that range from 12 to 16 percent. In addition, the east-west section of Heidiway Lane that intersects with Dunham Drive is narrower than required by the Street Design Criteria Manual for a local street. Staff has concerns with the width and grade of Heidiway Lane and is recommending that the applicant submit road design plans for the construction of Severson Street from the subject property south to Corral Drive in accordance with the adopted Major Street Plan. **The plans submitted on May 1, 2002 do not include plans for the construction of Severson Street from the subject property south to Corral Drive. Staff is recommending that the applicant submit road design plans for the construction of Severson Street from the subject property south to Corral Drive.**

Heidiway Improvements: A portion of the Heidiway Lane right of way abuts the subject property. As mentioned previously, the Heidiway Lane right of way has not been improved to City standards. In addition, sidewalks, curb and gutter, street lights, water and sanitary

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sewer service have not been extended within the Heidiway Lane right of way. Staff has notified the applicant that either complete engineering plans for the required subdivision improvements for that portion of Heidiway Lane abutting the proposed subdivision must be submitted for review and approval prior to Planning Commission approval of the Preliminary and Final Plat or application made requesting a Subdivision Variance to waive the required improvements. **The applicant has submitted a Subdivision Variance request asking to waive the requirement to install water, sewer, curb and gutter, and sidewalk within the Heidiway Lane right of way where it abuts the subject property. This request will be considered at the May 23, 2002 Planning Commission meeting.**

Utility Easement: The Overall Lot and Sewer Layout sheet submitted with the Engineering Design Plans identifies that as a part of Phase 2, a gravity sewer and water main will be constructed across the property directly to the south of the subject property and connect into the existing main in the Corral Drive right of way. Staff is requesting that the applicant submit documentation of a utility easement across the adjacent property. The easement must be granted to the City and contain a provision that in the event that the collector street is not constructed along the same alignment as the utilities, that the City will not bear the cost of relocating the utilities to that revised right of way.

Street Lights: The Subdivision Regulations require that at the time of platting, street lights be provided within a subdivision. The design plans submitted with this request do not have any provision for street lights. Staff is recommending that the applicant revise the plans to include street lights or request a Variance to the Subdivision Regulations waiving the requirement to install street lights. **On May 1, 2002 the applicant's engineer submitted revised design plans that include street lights. At the time of this writing, the Engineering Division is reviewing the plans for conformance with the City Traffic Design Standards.**