

STAFF REPORT  
January 6, 2005

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**No. 04PL165 - Preliminary Plat**

**ITEM 51**

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GENERAL INFORMATION:

PETITIONER	Dream Design International, Inc.
REQUEST	<b>No. 04PL165 - Preliminary Plat</b>
EXISTING LEGAL DESCRIPTION	NW1/4 NW1/4, SW1/4 NW1/4, and NE1/4 SW ¼ of Section 28 and the NE1/4 SE1/4, SE1/4 NW1/4 of Section 29, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Lots 1 thru 7, Block 1; Lots 1 thru 9, Block 2; Lots 1 thru 49, Block 3; Lots 1 thru 19, Block 4; Lots 1 thru 31, Block 5; Lots 1 thru 2, Block 6; Lots 1 thru 2, Block 7; Lot 1, Block 8; dedicated streets and drainage lot all located in Section 28 and Section 29, T1N, R7E , BHM, Rapid City, Pennington County, South Dakota
PARCEL ACREAGE	Approximately 46.81 acres
LOCATION	Approximately 1/4 mile north of the intersection of Dunsmore Road and Sheridan Lake Road
EXISTING ZONING	Low Density Residential District
SURROUNDING ZONING	
North:	Low Density Residential District
South:	Suburban Residential District (County)
East:	Suburban Residential District (County)
West:	Low Density Residential District
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	10/29/2004
REVIEWED BY	Vicki L. Fisher / David L. Johnson

RECOMMENDATION:

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

1. Prior to Preliminary Plat approval by the City Council, a grading plan and an erosion and sediment control plan for all improved areas shall be submitted for review and approval;
2. Prior to Preliminary Plat approval by the City Council, all necessary changes shall be made to the construction plans as identified on the redlined drawings. In addition, the redlined drawings shall be returned to the Development Service Center Division;
3. Prior to Preliminary Plat approval by the City Council, construction plans for the east-west

STAFF REPORT  
January 6, 2005

---

**No. 04PL165 - Preliminary Plat**

**ITEM 51**

---

collector street from Muirfield Drive to Dunsmore Road shall be submitted for review and approval. In particular, the construction plans shall show the street located in a minimum 76 foot wide right-of-way and constructed with a minimum 40 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer or a Variance to the Subdivision Regulations shall be obtained. In addition, the intersection of Muirfield Drive and the east-west collector street shall be reconstructed to re-align creating a tee intersection configuration, with continuity between the east-west collector street and the northward extension of Muirfield Drive. The reconstruction of the intersection shall be at the sole expense of the applicant as per a stipulation of approval for Phase One of the Red Rock Estates Subdivision;

4. Prior to Preliminary Plat approval by the City Council, the plat document shall be revised to show the dedication of a minimum 66 foot wide right-of-way for Dunsmore Road as it extends south from Oakmont Road to Sheridan Lake Road or the right-of-way shall be dedicated as a part of a separate platting proposal or a Variance to the Subdivision Regulations shall be obtained. In addition, the certificate of title ownership on the plat document shall be revised to include "Christopher D. Hamm" and "Leo Hamm Family";
5. The Exception request to allow 120 dwelling units with one point of access in lieu of 40 dwelling units as per the Street Design Criteria Manual is hereby denied;
6. Prior to Preliminary Plat approval by the City Council, the plat document shall be revised to provide a second point of access to the proposed development or a maximum of 40 lots shall be allowed;
7. Prior to Preliminary Plat approval by the City Council, design criteria for the proposed round-about intersection shall be submitted for review and approval;
8. Prior to Preliminary Plat approval by the City Council, access shall be provided to proposed Lot 1, Block 5. If the lot is proposed as a "sign lot", then the plat document shall be revised to label the lot accordingly and the applicant shall provide documentation demonstrating maintenance of the lot;
9. Prior to Preliminary Plat approval by the City Council, the plat document shall be revised to provide access to the balance of the north-south section line highway which is not being vacated via this plat;
10. Prior to Preliminary Plat approval by the City Council, written documentation shall be provided identifying that all of the affected utility companies concur with the proposed vacation of section line highway;
11. Prior to Preliminary Plat approval by the City Council, the Master Utility Plan shall be revised to include private utilities;
12. Prior to Preliminary Plat approval by the City Council, a subdivision cost estimate shall be submitted for review and approval;
13. Prior to Preliminary Plat approval by the City Council, the applicant shall submit revised construction plans providing turning lanes and stacking lanes as needed at the Sheridan Lake Road and Dunsmore Road intersection;
14. Prior to Preliminary Plat approval by the City Council, a revised drainage plan shall be submitted for review and approval demonstrating that run-off from the property shall not be discharged at rates that exceed the pre-developed flow rates or the applicant shall demonstrate that downstream facilities are adequate to transport increased flows and that the legal right to discharge the increased flows over adjacent and downstream properties exists or has been granted;
15. Prior to Preliminary Plat approval by the City Council approval, the entity responsible for operation of the proposed sanitary sewer lift station shall be identified. If a private entity

STAFF REPORT  
January 6, 2005

---

**No. 04PL165 - Preliminary Plat**

**ITEM 51**

---

- or sanitary district is proposed to operate the facilities, construction plans for the facilities shall be submitted to the City for review and approval. If operation of the facilities by the City of Rapid City is proposed, the applicant shall obtain authorization from the City Council to proceed with the design and construction under the supervision of the Public Works Department;
16. Prior to the construction of a utility sub-station, a community well or a lift station, a Conditional Use Permit and/or a SDCL 11-6-19 Review shall be obtained depending upon ownership of the property and/or improvement;
  17. All Uniform Fire Code shall be continually met;
  18. Upon submittal of a Final Plat application, the applicant shall provide documentation demonstrating maintenance of the drainage lot;
  19. Prior to submittal of a Final Plat application, the applicant shall submit different street names for Porthcawl Court, Valderamma Lane, Enniscrone Court, Scotsgraig Court, Sunningdale Drive, Stone Haven Lane, Oakmont Road, Woodcrest Court, Wentworth Court and Connemara Court to Emergency Services Communication Center for review and approval. In addition, the plat document shall be revised to show the approved street names;
  20. Prior to submittal of a Final Plat application, the plat title shall be revised eliminating "Phase One". In addition, the plat document shall be revised to clearly delineate the proposed "Blocks";
  21. Upon submittal of the Final Plat application, 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 Staff Report has been updated on December 26, 2004. All revised and or added text is shown in bold print.) This item was continued at the December 9, 2004 Planning Commission meeting. A legal representative of an adjacent property owner requested that this item be continued to allow the adjacent property owner to review the access being provided on this Preliminary Plat to their property. As such, the applicant requested that the item be continued to the January 6, 2005 Planning Commission meeting to allow them the additional time to review the proposed plat.**

**The original Staff Report considered at the December 9, 2004 Planning Commission meeting included the stipulations as shown above. However, to date, several of the items identified in the above stipulations have not been submitted. Please note that no other part of this Staff Report has been revised.**

The applicant has submitted a Preliminary Plat to create 120 residential lots as Phase One of the Red Rock Meadows Subdivision. The property is located directly east of the Red Rock Estates Subdivision and is currently void of any structural development.

On April 19, 2004, the City Council approved a Layout Plat to create 294 residential lots, which included the subject property. On August 2, 2004, the City Council approved a Comprehensive Plan Amendment to the Major Amendment to relocate a collector street from a section line highway located along the west lot line of the subject property, east a varying distance of 300 feet to 1,100 feet through the subject property. In addition, the City Council approved a Variance to the Subdivision Regulations to reduce the right-of-way width

STAFF REPORT  
January 6, 2005

---

**No. 04PL165 - Preliminary Plat**

**ITEM 51**

---

of Dunsmore Road from 100 feet to 66 feet and to allow lots twice as long as they are wide. However, an Exception request to allow 210 dwelling units with one point of access in lieu of 40 dwelling units as per the Street Design Criteria Manual was denied.

STAFF REVIEW:

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

Zoning: The property is currently zoned Low Density Residential District which requires a minimum lot size of 6,500 square feet. The Preliminary Plat identifies that the lots will range in size from 8,276 square feet to 20,037 square feet which meets the minimum lot size requirement of the Low Density Residential District.

Access: The Preliminary Plat does not show access to proposed Lot 1 of Block 5. However, the applicant has indicated that the lot will function as a sign lot and, as such, will not require access. Staff is recommending that prior to Preliminary Plat approval by the City Council, the plat document be revised to label the lot as a "sign lot" and that the applicant provide documentation demonstrating maintenance of the lot or the plat document must be revised to provide access to proposed Lot 1, Block 5.

Drainage: The proposed development is located on a ridge between the Red Rock Drainage Basin, to the north and west, and the Arrowhead Drainage Basin, generally to the south and east. Development will increase the rate and quantity of runoff flows in the swales and valleys on properties adjacent to and downstream of the subdivision. The documentation submitted does not indicate that drainage easements exist to legally permit increased drainage discharge over the adjacent and downstream properties. A revised drainage plan must be submitted for review and approval demonstrating that run-off from the property will not be discharged at rates that exceed the pre-developed flow rates or the applicant must demonstrate that downstream facilities are adequate to transport increased flows and that the legal right to discharge the increased flows over adjacent and downstream properties exists or has been granted. Staff is recommending that the revised drainage information be submitted for review and approval prior to Preliminary Plat approval by the City Council.

The plat document identifies a large drainage lot located along the rear lot line of Block 4. The applicant has indicated that the drainage lot will function as a greenway tract and minor drainage easement and will be maintained by the home owners. As such, staff is recommending that upon submittal of a Final Plat application, the applicant provide documentation demonstrating maintenance of the drainage lot.

Utility Improvements: The Preliminary Plat identifies a well site, a utility site and a lift station site. Prior to Preliminary Plat approval by the City Council approval, the entity responsible for operation of the propped sanitary sewer lift station must be identified. If a private entity or sanitary district is proposed to operate the facilities, construction plans for the facilities must be submitted to the City for review and approval. If operation of the facilities by the City of Rapid City is proposed, the applicant must obtain authorization from the City Council to proceed with the design and construction under the supervision of the Public Works Department. In addition, prior to the construction of a public and/or private utility, a Conditional Use Permit and/or a SDCL 11-6-19 Review must be obtained depending upon ownership of the property and/or improvement.

STAFF REPORT  
January 6, 2005

---

**No. 04PL165 - Preliminary Plat**

**ITEM 51**

---

Muirfield Drive/Dunsmore Road: Prior to Preliminary Plat approval by the City Council, construction plans for the east-west collector street from Muirfield Drive to Dunsmore Road must be submitted for review and approval. In particular, the construction plans must show the street located in a minimum 76 foot wide right-of-way and constructed with a minimum 40 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer or a Variance to the Subdivision Regulations must be obtained. In addition, the intersection of Muirfield Drive and the east-west collector street must be reconstructed to create Muirfield Drive in a tee design with the east-west collector street. The reconstruction of the intersection must be at the sole expense of the applicant as per a stipulation of approval for Phase One of the Red Rock Estates Subdivision. The stipulation also identifies that the reconstruction must be completed prior to any development east of Phase Four or Fairway No. 6. The subject property is located east of this area requiring the reconstruction as a part of this plat action. (See file #00PL039.)

Dunsmore Road: The Master Plan for Red Rock Meadows identifies Dunsmore Road extending north from Sheridan Lake Road a distance of 800 and serving as legal access to the subject property. Dunsmore Road is classified as a minor arterial street on the City's Major Street Plan requiring that the street be located in a minimum 100 foot wide right-of-way and constructed with a minimum 40 foot wide paved surface, curb, gutter, sidewalk, street light conduit, sewer and water. The applicant has submitted road construction plans for Dunsmore Road showing the street located in a 66 foot wide section line highway and constructed with a 40 foot wide paved surface, curb, gutter, sidewalk, street light conduit, sewer and water. As previously indicated, the City Council granted a Variance to the Subdivision Regulations reducing the right-of-way width for Dunsmore Road from 100 feet to 66 feet. However, the Preliminary Plat does not show the dedication of the 66 foot right-of-way. As such, staff is recommending that prior to Preliminary Plat approval by the City Council, the plat document be revised to show the dedication of a 66 foot wide right-of-way for Dunsmore Road as it extends south from Oakmont Road to Sheridan Lake Road or the right-of-way must be dedicated as a part of a separate platting proposal or a Variance to the Subdivision Regulations must be obtained; In addition, the title certificate of ownership on the plat document must be revised to include "Christopher D. Hamm" and "Leo Hamm Family".

Round-about: The Preliminary Plat identifies a round-about to be constructed in the Dunsmore Road and Oakmont Road intersection. A round-about intersection would not require the level of regulatory signage or traffic signals that are typically used for tee intersections; the one-way rotary intersections are used in some communities to slow traffic while it flows through the intersection without having to stop the traffic. The Fire Department has noted the round-about must be designed to accommodate fire apparatus. In addition, it is noted that criteria for round-about intersections are not included in the City of Rapid City of Rapid City Street Design Criteria Manual. Staff is recommending that prior to Preliminary Plat approval by the City Council, detailed information for the proposed round-about intersection be submitted for review and approval. In particular, the submittal should include information such as category of round-about consistent with United States Department of Transportation or other recognized guidance publications, design speed(s) for entering, through and exiting the round-about, entry width(s), circle diameter(s) for applicable speeds, roadway width(s), curve radius, sight distance considerations, design vehicle, alignment of approaches or

STAFF REPORT  
January 6, 2005

---

**No. 04PL165 - Preliminary Plat**

**ITEM 51**

---

entries, signage, curbing, island configurations, and non-motorized user considerations.

Traffic Analysis: On September 18, 2000, the City Council approved a Preliminary and Final Plat to create 36 single family residential lots as Phase One of the Red Rock Estates Subdivision. A stipulation of approval required that prior to any development east of Phase Four or Fairway No. 6, a complete traffic analysis by a Traffic Engineer, to include average daily trips and peak hour trips at the intersection of the proposed section line road and Sheridan Lake Road and signal evaluation, shall be submitted for review and approval. In lieu of submitting a traffic analysis, the applicant has indicated that they will work with the City and provide all stacking lanes and turning lanes at the Sheridan Lake Road and Dunsmore Road intersection as needed. As such, staff is recommending that prior to Preliminary Plat approval by the City Council, road construction plans showing the stacking and turning lanes be submitted for review and approval.

Section Line Highway: A north-south section line highway is located in the western portion of the subject property. The Preliminary Plat identifies the vacation of approximately 1,240 feet of the section line highway located in Phase One of Red Rock Meadows. The Master Plan for the development identifies that the balance of the section line will be vacated as a part of Phase Two of Red Rock Meadows. Staff is recommending that prior to Preliminary Plat approval by the City Council, written documentation be provided identifying that all of the affected utility companies concur with the proposed vacation of section line highway. In addition, the Preliminary Plat must be revised to provide access to the balance of the section line highway not being vacated via this plat.

Special Exception: 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) dwelling units are exclusively accessed from a street". Dunsmore Road extending north from Sheridan Lake Road will serve as exclusive legal access to the subject property. As such, the applicant is requesting a Special Exception to allow Dunsmore Road to serve as access to 120 dwelling units.

The intent of the amendment to the Street Design Criteria Manual limiting the number of residences with one point of access is to insure safe ingress and egress into these development(s) during times of an emergency. In particular, the Fire Department has indicated that during times of a fire and/or any other catastrophe, one point of access to more than forty dwelling units is not adequate to handle emergency vehicle traffic and residential traffic. Multiple points of access also provide for traffic distribution so that one portion of the neighborhoods is not inordinately impacted by traffic from a development. With 120 dwelling units accessing from a single point, over 1,200 average daily trips (ADT) will be experienced at that single point until an alternate access is constructed.

The 40 dwelling unit standard was established in 2000 as a result of traffic issues associated with the Elks Country Estates/Plum Creek developments. Other existing developments with similar concerns include the Chapel Valley area and the Copperfield development. In 2003, the City Council approved a Special Exception request to allow 69 dwelling units with one point of access from Alta Vista Street for the West Hills Village multi-family residential development and the Minnesota Ridge Subdivision. In addition, the City

STAFF REPORT  
January 6, 2005

---

**No. 04PL165 - Preliminary Plat**

**ITEM 51**

---

Council approved a Special Exception to allow 80 dwelling units with one point of access from Parkview Drive. In both instances, the applicant(s) proposed the use of one point of access to the property on a temporary basis until a second access could be extended. As the properties located east and north of the subject property develop, a second point of access may be provided but the applicant has not demonstrated a timeframe for the street connection(s).

However, due to the significant safety issues and traffic concerns relative to allowing 120 dwelling units in lieu of 40 dwelling units with one point of access, staff recommends that the Special Exception as requested be denied. This is consistent with the Planning Commission and City Council's previous actions on this same request.

Fire Department: The Fire Department has indicated that fire hydrants with a minimum 1,000 gallons per minute at 20 psi fire flow or 1,500 gallons per minute at 20 psi fire flow depending upon the size of the structure, must be installed and operational prior to issuance of a building permit and/or any construction 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. The Fire Department has also indicated that street signs and lot addresses must be posted prior to or in conjunction with building construction. In addition, the Fire Department has indicated that residential structure must be sprinklered if one street is allowed to serve as exclusive access to more than 40 units. Staff is recommending that the construction plans be submitted for review and approval as identified upon Preliminary Plat submittal.

Staff believes that this proposed plat generally complies with all applicable Zoning and Subdivision Regulations assuming compliance with the stated stipulations.