

STAFF REPORT

June 20, 2002

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**No. 02OA010 - Ordinance Amendment - Street Design Criteria Manual**      **ITEM**

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GENERAL INFORMATION:

PETITIONER	City of Rapid City
REQUEST	<b>No. 02OA010 - Ordinance Amendment - Street Design Criteria Manual</b>
EXISTING LEGAL DESCRIPTION	An Ordinance amending the Street Design Criteria Manual to clarify the requirements for curb and sidewalk for Lane/Place streets in Table 7-1 "Parking/Curb/Sidewalk Matrix"
DATE OF APPLICATION	05/24/2002
REPORT BY	Trish Anderson

RECOMMENDATION:      Staff recommends that the Planning Commission approve the Ordinance Amendment to clarify the curb and sidewalk requirements in the Street Design Criteria Manual.

GENERAL COMMENTS:      The City of Rapid City Street Design Criteria Manual contains the standards for the planning, design, and construction of all streets within the City of Rapid City and areas within the three-mile platting jurisdiction. Section 7.0 of the Manual contains the requirements for parking, curb and gutter, and sidewalks. Within that section, Table 7-1 sets forth in tabular form the requirements for parking, curb and sidewalk depending upon street classification. The manner in which the requirements are listed in the table has led to minor confusion regarding the interpretation of the requirements.

As shown below in the Existing Table 7-1, it appears that on a Lane/Place Street with no parking, that either a curbside or property line sidewalk could be used with either a standard or roll curb. The requirements as originally drafted intended that a curbside sidewalk could only be used with a standard curb. The construction of a curbside sidewalk with a roll curb could lead to a dangerous situation for pedestrians, as the barrier between cars and pedestrians, normally created by either a standard curb or the right-of-way area between the curb and the sidewalk, does not exist. The format change in the Proposed Table 7-1 clarifies these requirements.

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<b>Existing Table 7-1 Parking/Curb/Sidewalk Matrix</b>			
<b>Street Classification</b>	<b>Parking</b>	<b>Curb</b>	<b>Sidewalk</b>
Lane/Place	None	Standard/Roll	Curbside/Property Line
Lane/Place	Two Sides	Standard	Curbside/Property Line

<b>Proposed Table 7-1 Parking/Curb/Sidewalk Matrix</b>			
<b>Street Classification</b>	<b>Parking</b>	<b>Curb</b>	<b>Sidewalk</b>
Lane/Place	None	Standard	Curbside
Lane/Place	None	Standard	Property Line
Lane/Place	None	Roll	Property Line
Lane/Place	Two Sides	Standard	Curbside
Lane/Place	Two Sides	Standard	Property Line

In an effort to further clarify the standards for curb and sidewalk, staff is also recommending that the requirements for a Lane/Place Street with parking on two sides be listed out in a similar fashion to that of the Lane/Place Street with no parking.

STAFF REVIEW: The proposed changes do not alter the requirements of the Street Design Criteria Manual; instead the change in table format clarifies the requirements. The Street Design Criteria Manual is used by developers and engineering firms when designing streets for Rapid City and the three-mile jurisdiction. An ordinance which results in clearer language so that street construction requirements are easier to read, understand, and apply is an improvement in public service delivery. Staff recommends approval of the ordinance.