

STAFF REPORT

May 9, 2002

No. 02PL039 - Preliminary and Final Plat

ITEM 46

GENERAL INFORMATION:

PETITIONER	FMG, Inc. for George and Nancy Dunham
REQUEST	No. 02PL039 - Preliminary and Final Plat
EXISTING LEGAL DESCRIPTION	The unplatted portions of the E1/2 NE1/4 SE1/4, 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 14 of Block 1 and Lots 1 through 6 of Block 2 of Dunham Estates and dedicated public right of way shown as Ward Drive and Ward Court located in NE1/4 NE1/4 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, complete engineering plans**

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- shall be submitted for review and approval of the sanitary sewer connection on Nicklaus Drive and the elimination of the sanitary sewer main on private property;
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, the Developer shall coordinate with the City for the accommodation of a high pressure water main within the City right of way;
 5. Prior to Preliminary Plat approval by the City Council, a complete drainage report shall be submitted for review and approval;
 6. A Special Exception is hereby granted to allow the use of corrugated metal pipe for drainage improvements on Lots 6, 7, 8 and 9 of Block 1;
 7. Prior to City Council approval of the Preliminary Plat, a Special Exception to the Street Design Criteria Manual must be granted to allow for the reduction of the separation between the back of the curb and the sidewalk from 6.33 feet to three feet;
 8. Prior to Preliminary Plat approval by the City Council, staff shall coordinate a meeting to review and resolve issues related to the future water transmission line, sidewalk located with a minimum three foot boulevard and other private utilities to be located within the Nicklaus Drive right of way;
 9. That any public or private utility work required on Nicklaus Street for the proposed lots abutting Nicklaus Drive must be installed within two years from start of construction of Phase I.
 10. Prior to Preliminary Plat approval by the City Council, all road cuts including replacement of curb and gutter, sidewalks and patching of asphalt to City Standards shall be included in the engineer's estimate;
 11. Prior to Final Plat approval by the City Council, the plat shall be revised to provide a 50 foot non-access easement along the Ward Court frontage of Lots 7 and 13 of Block 1 from the intersection of Ward Court and Ward Drive;
 12. 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 Ward Court cul-de-sac;
 13. Prior to Preliminary Plat approval by the City Council, the engineer's estimate shall be submitted for review and approval;

Fire Department Recommendations:

14. All requirements of the Uniform Fire Code shall be continually met;
15. Prior to the start of any building construction, fire hydrants shall be installed and operational;
16. All streets, turnarounds and access shall comply with all the requirements of the Rapid City Street Design Criteria Manual;

Emergency Services Communications Center Recommendations:

17. Prior to Final Plat approval by the City Council, the plat shall be revised to eliminate the name "Ward" for two different streets;

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Urban Planning Division Recommendations:

- 18. Prior to Final Plat approval by the City Council all the subdivision inspection fees shall be paid; and,**
- 19. 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 20.8 acre site into twenty lots. The property is located east of the Parkridge Village development and adjacent to Nicklaus 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 the Layout Plat that was approved by the City Council on September 17, 2001 as Phase 1. The lots in Phase 1 range in size from 0.61 acres to 3.1 acres. The applicant has also submitted a Subdivision Regulations Variance request (file #02SV020) and a rezoning request (file #02RZ020) 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 additional information prior to Planning Commission approval. This information should include a complete drainage report with calculations and supporting maps and assumptions used in the design 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 owner. Additionally, the Engineering Division has requested that the applicant provide drainage calculations, lot grading and finish floor elevations at locations where storm water flow may over top curbing. **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.**

The storm water sewer design plans show the use of a corrugated metal pipe as an outlet for drainage from Ward Drive. The adopted Rapid City Drainage Criteria Manual prohibits the use of corrugated metal pipes within subdivisions. Staff is recommending that the applicant provide documentation that supports and justifies the need for the use of the corrugated metal pipe at this location and request a Special Exception to the Rapid City Drainage Criteria Manual prior to Planning Commission approval of the Final Plat. **The Engineering Division has reviewed the drainage and grading plans where the applicant is proposing the use of corrugated metal pipes and has indicated that the use of corrugated metal pipes at the locations indicated is appropriate. The Engineering Division recommends approval of a Special Exception to the Drainage Criteria Manual to allow the use of corrugated metal pipes on Lots 6, 7, 8 and 9 of Block 1.**

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The Engineering Division has also requested that the drainage easement that crosses Lots 1 through 8 of Block 1 be designated as a major drainage easement. **The plat has been revised to identify the drainage easement that crosses Lots 1 through 8 of Block 1 as a major drainage easement.**

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. The Engineering Division has also requested that the applicant revise the design plans eliminating the parallel sewer main proposed at the intersection of Ward Drive and Nicklaus Drive in accordance with the previous plans review comments. **The design plans submitted on May 1, 2002 were not revised to eliminate the parallel sanitary sewer main as requested by the Engineering Division.**

Staff has noted that the developer is responsible for completing the installation of all service line connections from the existing main in Nicklaus Drive to the property line of all lots fronting on Nicklaus Drive or posting financial surety in the amount necessary to cover the cost of those improvements. The engineer's subdivision estimate must also be adjusted to reflect the cost of the improvements.

Water Main: On December 22, 1999 FMG Engineering submitted to the City the Southwest Area Water Distribution System Study that identified the need for a water transmission line across the applicant's property. The study showed that the transmission line would be constructed between Meadowbrook Drive and Arrowhead Country Club crossing the applicant's property along the south side of Phase 1. The Engineering Division has indicated that the City will be developing preliminary engineering design plans showing a proposed alignment for the transmission line to coincide with the Ward Drive and Nicklaus Drive platted right of way alignments.

Section Line Right of Way: The plat submitted with this request shows that the applicant is proposing to vacate that portion of the section line right of way adjacent to the subject property. In addition, the applicant is proposing to leave a 25 foot reserve strip of land between the east lot line of Lot 1 of Block 1 and the section line and has requested a Variance to the Subdivision Regulations to allow for the reserve strip of land. The Master Plan submitted with the Layout Plat previously approved by the City Council for this property showed a 25 foot reserve strip of land located between Lots 1 and 2 of Block 1 that provided access to the open space identified along the east side of the subject property. However, it appears that the open space has been removed in conflict with the approved Layout Plat master plan. Staff has requested that the applicant provide a revised master plan for the entire property to identify the function of the reserve strip. **The applicant has submitted a revised master plan indicating that the 25 foot reserve strip will provide access to a future estate lot located south of Nicklaus Drive.**

The applicant has indicated that the section line highway along the west side of Section 15 from the section corner south to the section quarter line has previously been vacated. Staff is requesting that the applicant revise the plat indicating the portion of the section line

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highway that was previously vacated. **On May 1, 2002 a revised plat showing the portion of section line highway that was previously vacated has been submitted.**

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 Ward Court; however, the turnaround 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 Ward 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 a subdivision 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 have 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 revise the road design plans and the plat to reflect either roadway and right of way widths that preclude on-street parking or increase the diameter of the cul-de-sac 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 Ward 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.**

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.

Street Lights: The Subdivision Regulations require that at the time of platting that 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,**

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the Engineering Division is reviewing the plans for conformance with the City Traffic Design Standards.

Sidewalk along Nicklaus Drive and Meadowbrook Drive: The original submittal of this Preliminary and Final Plat included a request for a Subdivision Regulations Varaince to waive the requirement to install sidewalk on the south side of Nicklaus Drive where it abuts the subject property. On May 1, 2002 the applicant's engineer submitted revised design plans showing sidewalk along Nicklaus Drive. The plans show a five foot wide sidewalk located three feet from the back of the curb along Nicklaus Drive. The three foot section between the curb and the sidewalk will be filled with exposed aggregate concrete. Nicklaus Drive is classified as a collector on the adopted Major Street Plan and the Street Design Criteria Manual requires that property line sidewalk be installed along a collector street. A Special Exception to the Street Design Criteria Manual must be obtained for the reduction of the separation between the back of the curb and the sidewalk from 6.33 feet to three feet. The Engineering Staff has indicated support of the Special Exception if adequate space is available within the right of way for a future water transmission line and the relocated private utilities.