

STAFF REPORT

February 6, 2003

No. 02PL123 - Preliminary Plat

ITEM 25

GENERAL INFORMATION:

PETITIONER	Dream Design International, Inc.
REQUEST	No. 02PL123 - Preliminary Plat
EXISTING LEGAL DESCRIPTION	The unplatted portion of the SW1/4 of SW1/4 and a portion of SE1/4 of SW1/4, NW1/4 of SW1/4, and NE1/4 of SW1/4, Section 23, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Lots 1 thru 7, Block 2; Lots 1 thru 3, Block 3; and dedicated streets, all located in Tower Ridge 2 Subdivision, Section 23, T1N, R7E, BHM, Pennington Count, South Dakota
PARCEL ACREAGE	Approximately 21.1836 acres
LOCATION	East of Highway 16 and 1/4 mile north of Catron Boulevard
EXISTING ZONING	General Commercial District with Planned Development Designation
SURROUNDING ZONING	
North:	General Commercial District w/Planned Commercial Development/Office Commercial District w/Planned Commercial Development
South:	General Commercial District w/Planned Commercial Development
East:	Park Forest District
West:	General Commercial District
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	11/22/2002
REPORT BY	Vicki L. Fisher

RECOMMENDATION:

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

Engineering Division Recommendations:

1. **Prior to Preliminary Plat approval by the City Council, revised construction plans showing the valve(s) and pipe, including type and size, for the force sewer main shall be submitted for review and approval. In addition, a design letter identifying**

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- the class and material of pipe, the maximum flow capacity and the range of design flow of the force sewer main shall be submitted for review and approval;
2. Prior to Preliminary Plat approval by the City Council, revised construction plans shall be submitted for review and approval providing access across Lot 2 and/or 3 of Block 3 to the manhole located within the U.S. Highway 16 right-of-way. In addition, the access easement shall be surfaced in gravel to provide an all weather access road to the manhole;
 3. Prior to Preliminary Plat approval by the City Council, the construction plans shall be revised to show a sidewalk along both sides of Promise Road as it extends south from Rockrimmon Road or a Variance to the Subdivision Regulations shall be obtained;
 4. Prior to Preliminary Plat approval by the City Council, a note shall be placed on the construction plans stating that existing utilities (e.g. Qwest, Golden West Communications, etc.) located within the U.S. Highway 16 right-of-way may be required to relocate if and as necessary in order to install public improvements;
 5. Prior to Preliminary Plat approval by the City Council, revisions to the drainage plan shall be submitted for review and approval. In addition, the plat document shall be revised to provide drainage easements as necessary;
 6. Prior to Preliminary Plat approval by the City Council, revised water and sewer plans shall be submitted for review and approval showing the extension of water and sewer in the balance of the U.S. Highway 16 right-of-way as it abuts the subject property and the balance of the Promise Road right-of-way or a Variance to the Subdivision Regulations shall be obtained;
 7. Prior to Preliminary Plat approval by the City Council, a revised grading plan shall be submitted reducing the grade along that portion of Lot 3, Block 3 as it abuts Promise Road in order to provide sufficient sight distance for any proposed approach(s) to the lot or a Variance to the Subdivision Regulations shall be obtained;
 8. Prior to Preliminary Plat approval by the City Council, 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;
 9. Prior to Preliminary Plat approval by the City Council, all affected utilities shall concur with the proposed section line highway vacation or road construction plans for the section line highway shall be submitted for review and approval or a Variance to the Subdivision Regulations;
 10. Prior to Final Plat approval by the City Council, the plat document shall be revised to show a Limited Access Easement to allow for a right in/right-out only access point along the northern portion of Lot 7, Block 2;
 11. Prior to Final Plat approval by the City Council, the plat document shall be revised to show a shared approach to Lots 2 and 3 of Block 3 or a minimum 75 foot separation between driveway(s) and/or approaches shall be maintained;
 12. A Special Exception is hereby granted to reduce the stopping sight distance on Promise Road as it abuts U.S. Highway 16 in accordance with the 2001 American Association of State Highway Transportation Officials (AASHTO) Standards provided that additional lighting is provided in accordance with these same standards;
 13. A Special Exception is hereby granted to reduce the construction requirements of

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Rockrimmon Road from a minimum 59 foot wide right-of-way with a minimum 26 foot wide paved surface to a minimum 47 foot wide right-of-way with a 22 foot wide paved surface;

14. A Special Exception is hereby granted to allow access to Lot 7, Block 2 from Promise Road, a street that is not the lesser order road, contingent upon the minimum separation requirement between the Promise Road/Rockrimmon Road intersection and/or additional driveways being met and that minimum sight distance requirements are met;

Fire Department Recommendation:

15. A Special Exception is hereby granted to reduce the pavement diameter from 92 feet to 90 feet for the Rockrimmon Road cul-de-sac;
16. An all weather temporary turnaround shall be provided at the southern end of Promise Road to accommodate fire apparatus;

South Dakota Department of Transportation Recommendations:

17. Prior to Preliminary Plat approval by the City Council, construction plans for the proposed deceleration lanes within the U.S. Highway 16 right-of-way shall be submitted for review and approval;
18. A Right-of-way Permit shall be obtained prior to any work within the U.S. Highway 16 right-of-way;

Urban Planning Division Recommendations:

19. Prior to Final Plat approval by the City Council, the plat document shall be revised to show the section line highway located along the south lot line;
20. Prior to Final Plat approval by the City Council, a subdivision estimate form shall be submitted for review and approval; and,
21. Prior to Final Plat approval by the City Council, surety for any required subdivision improvements that have not been completed shall be posted and the subdivision inspection fee shall be paid.

GENERAL COMMENTS:

This item was continued at the December 19, 2003 Planning Commission meeting to allow the applicant to submit additional information. This Staff Report has been revised as of January 28, 2003. All revised and/or added text is shown in bold print. The applicant has submitted a Preliminary Plat to subdivide the subject property into ten commercial lots. The lots will range in size from 1.0577 acres to 3.6328 acres and are the second phase of a commercial development known as "Tower Ridge". On June 20, 2002, the Planning Commission approved a Preliminary and Final Plat to subdivide 21.658 acres located directly north of the subject property to create twelve commercial lots as phase one of the development.

The property is located east of U.S. Highway 16 approximately one-quarter mile north of Catron Boulevard and is currently void of any structural development.

STAFF REVIEW:

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

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Geotechnical Report and Drainage Plan: The Engineering Division has indicated that an updated geotechnical report and a revised drainage plan must be submitted for review and approval. In addition, the plat document must be revised to show additional and/or revised drainage easements as necessary. In particular, the plat document must be revised labeling what appears to be a major drainage easement located between Lot 1 and Lot 2 of Block 3. A public drainage easement must also be provided on the property located directly east of the subject property to accommodate run-off from the site. **On January 27, 2003, the applicant submitted a revised drainage plan for review and approval. Upon review of the revised drainage plan, the applicant must complete any additional revisions and revise the plat document to provide drainage easements accordingly.**

Utilities: The Engineering Division has indicated that a force main will be necessary to sewer the lots along Rockrimmon Road. A design report for the pressure sewer design must be submitted for review and approval. In addition, the design engineer of record must certify the installation, start-up and testing of each grinder pump unit and pressure sewer system. **On January 27, 2003, staff met with the applicant to discuss the force sewer main issue. It was agreed upon that prior to Preliminary Plat approval by the City Council, the applicant will submit revised construction plans showing the valve(s) and pipe, including type and size, for the force sewer main for review and approval. In addition, a design letter identifying the class and material of pipe, the maximum flow capacity and the range of design flow of the force sewer main will be submitted for review and approval. Complete design plans for the force sewer main will be submitted as a part of an Initial and/or Final Commercial Development Plan once the specific use of the property was been identified.**

The construction plans show the sewer line being extended south along Promise Road, diverting west between Lots 2 and 3 of Block 3 and then continuing south within the U.S. Highway 16 right-of-way. Sewer lines must also be provided within the balance of the U.S. Highway 16 right-of-way, as it abuts the subject property, and Promise Road right-of-way or a Variance to the Subdivision Regulations must be obtained. The Engineering Division has also indicated that access to the manholes located within the U.S. Highway 16 right-of-way must be provided. **On January 10, 2003, the applicant submitted a Variance to the Subdivision Regulations to waive the requirement to install sewer lines as identified above.**

The Engineering Division has also indicated that a revised water plan must be submitted for review and approval. Since the water main and pressure sewer both require that they be buried a minimum of six feet, care must be taken to avoid conflict. There must be a minimum separation of 18 inches between the utilities with concrete encasement(s). **On January 10, 2003, the applicant submitted a Variance to the Subdivision Regulations request to waive the requirement to install a water main in U.S. Highway 16 right-of-way as it extends north from Promise Road.**

It is recommended that the applicant submit a Master Plan demonstrating water, sewer and road connections to the parcel(s) located to the east of the subject property. The construction plans submitted with this phase of the development show a portion of the future

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construction of Promise Road located directly south of the subject property. It appears that the future construction of Promise Road, including the sewer lines, will encroach into areas where existing private utilities are currently located within U.S. Highway 16 right-of-way. Any work within the right-of-way will require a permit from the South Dakota Department of Transportation.

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 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. In particular, the cul-de-sac located at the end of Rockrimmon Road must have a minimum 92 foot pavement diameter and must not exceed a 3% cross slope. The applicant also has the option of providing a hammerhead turnaround in lieu of the proposed cul-de-sac. **On January 10, 2003, the applicant submitted a Special Exception request to allow a 110 foot right-of-way with a 90 foot pavement diameter in lieu of a 92 foot pavement diameter as identified above. The Fire Department has reviewed the request and indicated that the proposed 90 foot diameter will be sufficient to turn fire apparatus. As such, staff is recommending that the Special Exception be granted.**

Promise Road: Promise Road, extending west from U.S. Highway 16, will serve as access to the property. Promise Road is classified as a collector road on the Major Street Plan. The road construction plans show Promise Road being constructed with a 60 foot wide right-of-way and a 24 foot wide paved surface to accommodate two 12 foot wide lanes. This meets the minimum design standards for a collector road without on-street parking. The Engineering Division has indicated that the construction plans must be revised to show a sidewalk along the east side of Promise Road as it extends south from the intersection of Rockrimmon Road or a Variance to the Subdivision Regulations must be obtained. The Engineering Division has also indicated that the Subdivision Regulations Variance may be supported to allow a sidewalk on one side of the street for this portion of Promise Road; however, the sidewalk must be constructed along the east side of the street due to the location of a retaining wall proposed to be constructed along the west side of this portion of Promise Road. The Engineering Division has also indicated that a three dimensional sight distance evaluation of the retaining wall must be submitted for review and approval in order to determine the impacts of the proposed retaining wall along Promise Road. (A note on the construction plans indicates that the retaining wall will not exceed four feet; however, the actual height of the retaining wall is not shown.) **On January 10, 2003, the applicant submitted a Variance to the Subdivision Regulations to waive the requirement to construct a sidewalk on the west side of Promise Road as it extends south from Rockrimmon Road.**

The Engineering Division has also indicated that a shared approach in alignment with Rockrimmon Road must be provided for Lots 2 and 3 of Block 3 or a minimum 75 foot separation between driveway(s) and/or approaches must be maintained. In addition, the Engineering Division has indicated that a temporary turnaround must be provided at the phasing limits or, in this case, the southern most terminus of Promise Road.

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The applicant has requested a Special Exception to the Street Design Criteria Manual to reduce the stopping sight distance on Promise Road as it abuts with U.S. Highway 16. The Engineering Division has indicated that the proposed distance meets the minimum requirements of the 2001 American Association of State Highway Transportation Officials (AASHTO) Standards, a nationally recognized standard, and, as such, is recommending that the Special Exception be granted.

The road construction plans also show three 12 foot lanes within the first 100 feet of the Promise Road right-of-way as it extends east from U.S. Highway 16. The Traffic Engineer has indicated that the northern most lane must be a right turn only lane and signed accordingly. The center lane will function as a thru lane and a left turn lane. The southern most lane will be an ingress lane for traffic entering the property. A striping plan demonstrating the function of the three lanes as identified must be submitted for review and approval. The Promise Road/U.S. Highway 16 intersection will be a signalized intersection. As such, signal heads, a stop sign and a street name sign must be installed for this east leg before it is opened to the public. The City will be installing signal heads for the west leg of the intersection before the signal will become operational. It should be noted that the signal will be in a "flash mode" unless pre-empted by emergency vehicles. This will continue until the intersection meets warrants for a fully operational signal.

The South Dakota Department of Transportation has indicated that access to U.S. Highway 16 is being analyzed as part of a corridor study for this section of roadway. The South Dakota Department of Transportation has also indicated that an approach permit must be obtained for any proposed access to lots adjacent to U.S. Highway 16. In addition, the South Dakota Department of Transportation has indicated that construction plans for the proposed deceleration lanes within the U.S. Highway 16 right-of-way must be submitted for review and approval prior to City Council approval of the Preliminary Plat.

Rockrimmon Road: Rockrimmon Road extends east from Promise Road and will serve as access to four commercial lots located in the southeast corner of the property. Rockrimmon Road is classified as an Industrial Street requiring a minimum 59 foot wide right-of-way with a minimum 26 foot wide paved surface. The construction plans show Rockrimmon Road as a subcollector road with a 47 foot wide right-of-way and a 22 foot wide paved surface. Prior to Planning Commission approval of the Preliminary Plat, staff is recommending that the construction plans be revised accordingly or a Special Exception to the Street Design Criteria Manual be obtained. **On January 10, 2003 the applicant submitted a Special Exception request to allow Rockrimmon Road to be constructed with a 47 foot wide right-of-way and a 22 foot wide paved surface. During the preliminary review of the proposed plat, staff failed to identify that the street must be constructed as an Industrial Street requiring a minimum 59 foot wide right-of-way with a minimum 26 foot wide paved surface as per the Street Design Criteria Manual. As such, the applicant completed construction plans for the proposed road providing a 47 foot wide right-of-way and a 22 foot wide paved surface. Due to the error, staff is recommending that the Special Exception be granted. The applicant should be aware that any platting of future phases of the development will require that the proposed street(s) be constructed to Industrial Street standards as required by the Street Design Criteria Manual.**

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Section Line: An east-west section line highway is located along the south lot line of the subject property. The applicant is proposing to vacate the section line highway as a part of this plat procedure. To date, not all of the affected utility companies have indicated that they concur with the proposed vacation. Prior to City Council approval of the Preliminary Plat, all of the affected utility companies must concur with the proposed vacation or road construction plans for the section line highway must be submitted for review and approval or a Variance to the Subdivision Regulations must be obtained to waive the street improvements.

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