

STAFF REPORT

September 4, 2003

No. 03PL082 - Layout Plat

ITEM 12

GENERAL INFORMATION:

PETITIONER	Fisk Land Surveying & Consulting Engineers for Dan O'Brien
REQUEST	No. 03PL082 - Layout Plat
EXISTING LEGAL DESCRIPTION	Lot 3 and a portion of Lot 3A of Fairway Hills P.R.D. and a portion of the unplatted portion, less Lot H1, of the NW1/4 SW1/4 of Section 15, T1N, R7E, BHM, located in the W1/2 of Section 15, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Lots 1 through 33 of Block 10 of Fairway Hills P.R.D. and dedicated Right-of-Way, located in the W1/2 of Section 15, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PARCEL ACREAGE	Approximately 12.22 acres
LOCATION	East of the intersection of Sheridan Lake Road and Heidiway Lane and along Fairway Hills Drive
EXISTING ZONING	Medium Density Residential District w/Planned Residential Development
SURROUNDING ZONING	
North:	Medium Density Residential District w/Planned Residential Development
South:	Low Density Residential District
East:	Medium Density Residential District w/Planned Residential Development
West:	Low Density Residential District
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	07/25/2003
REPORT BY	Vicki L. Fisher

RECOMMENDATION:

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

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Engineering Division Recommendations:

1. Upon submittal of the Preliminary Plat, 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;
2. Upon submittal of the Preliminary Plat, a pavement design with supporting geotechnical information shall be submitted for review and approval;
3. Upon submittal of the Preliminary Plat, a traffic study shall be submitted for review and approval. In particular, current traffic data from the City's traffic counts shall be used to determine the base conditions. In addition, the traffic study shall include a minimum ten year projection. The revised traffic study shall also include an estimate of when left turn warrants will be met using left turn volume threshold and speed criterion;
4. Upon submittal of the Preliminary Plat, a drainage study and grading plan shall be completed to identify all street drainage improvements, including but not limited to conveyance of existing flows across and through the property, relocation of existing conveyances and in compliance with the Flood Plain Ordinance and the City's Drainage Criteria Manual;
5. Upon submittal of the Preliminary Plat, the applicant shall enter into a cost sharing agreement with the City for necessary off-site water extensions to help extend the capacity of the existing Southwest Pressure Zone System;
6. Upon submittal of the Preliminary Plat, sewer plans showing the construction sewer mains within platted rights-of-way shall be submitted for review and approval or a Variance to the Subdivision Regulations shall be obtained;
7. Upon submittal of the Preliminary Plat, the plat document shall be revised to show all easements for proposed and existing utilities as indicated on the red lined plans;
8. Upon submittal of the Preliminary Plat, the plat document shall be revised to show a non-access easement along Sheridan Lake Road except for the approved intersection location. In addition, a non-access easement shall be shown along double frontage lots requiring access from the lesser order street and at all intersections as per the Street Design Criteria Manual;
9. Upon submittal of the Preliminary Plat, complete engineering plans as specified in Section 16.20.040 of the Rapid City Municipal Code shall be submitted for review and approval. In particular, complete street design plans shall be submitted showing the location of utilities, storm drainage, curb and gutter and sidewalk improvements for all adjacent and interior roadways. In addition, any Special Exception requests to the Street Design Criteria Manual shall be clearly identified. Any proposed phasing limits shall be submitted for review and approval and identified on the construction plans;
10. Upon submittal of the Preliminary Plat, the construction plans shall be revised to identify traffic controls at the three way intersection;
11. Upon submittal of the Preliminary Plat, the plat document shall be revised to provide an additional 14 feet of right-of-way along Sheridan Lake Road;
12. Upon submittal of the Preliminary Plat, the construction plans shall be revised to show South No Name Court and North No Name Court as a minimum 49 foot wide right-of-way with a 24 foot wide paved surface;
13. Prior to Preliminary Plat approval by the City Council, a cost estimate shall be submitted

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- for review and approval;
14. Prior to the start of any construction within the area of the property located within the 100 year federally designated floodplain, a Letter of Map Revision shall be obtained from the Federal Emergency Management Agency;

Fire Department Recommendation:

15. Upon submittal of the Preliminary Plat, the road construction plans shall provide a minimum 92 foot diameter driving surface in the proposed cul-de-sac(s);

Emergency Services Communication Center Recommendation:

16. Prior to Final Plat approval, alternate road names for North No Name Court and South No Name Court shall be submitted for review and approval. In addition, the plat document shall be revised to show the revised road names;

Urban Planning Division Recommendations:

17. Upon submittal of the Preliminary Plat, the plat document shall be revised to provide a ten foot wide planting screen easement. Said easement shall not interfere with any utility easements;
18. Upon submittal of the Preliminary Plat, a phasing plan shall be submitted identifying the connection through the site to Sheridan Lake Road as a part of Phase One of the development. In addition, the street connection shall be in place prior to the issuance of a building permit;
19. Prior to Preliminary Plat approval by the City Council, a Major Amendment to the Fairway Hills Planned Residential Development shall be obtained to allow a townhome development in lieu of the previously approved garden homes; and,
20. 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 fees shall be paid.

GENERAL COMMENTS:

This item was continued at the August 21, 2003 Planning Commission meeting at the applicant's request to allow the applicant additional time to review the stipulations of approval. This Staff Report has been revised as of August 25, 2003. The added and/or revised text is shown in bold print.

Staff will be meeting with the applicant on August 28, 2003 to discuss the stipulations of approval. Staff will notify the Planning Commission at the September 4, 2003 Planning Commission meeting if there are any revisions to the stipulations. No other part of this Staff Report has been revised.

The applicant has submitted a Layout Plat to create 33 townhome lots. In addition, the applicant has submitted a Variance to the Subdivision Regulations to allow sidewalks along one side of the street. (See companion item #03SV030.)

The property is located east of the intersection of Heidiway Lane and Sheridan Lake Road

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and is a part of the Fairway Hills Planned Residential Development. Currently, the property is void of any structural development.

STAFF REVIEW:

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

Fairway Hill Planned Residential Development: The subject property is located within the Fairway Hills Planned Residential Development. The approved use of the property is identified as "garden homes". The applicant has indicated that the use of the property is being proposed as a "townhome development". As such, prior to Preliminary Plat approval, a Major Amendment to the Planned Residential Development must be obtained to allow for the platting of the townhome lots.

Fairway Hills Drive: The layout plat identifies the extension of Fairway Hills Drive through a portion of the subject property and intersecting with North No Name Court. North No Name Court then continues in a south direction and "T's" into Heidiway Lane that extends west to complete the connection to Sheridan Lake Road. All three of these roadways as they provide the connection are proposed to be constructed with a 60 foot right-of-way and a 24 foot pavement. As such, this portion of the three roadways must be posted with "No Parking" signs as per the Street Design Criteria Manual.

The plans submitted with the Layout Plat also identify the construction of curb side sidewalks along the interior side of all constructed streets. Prior to Preliminary Plat approval by the City Council, the construction plans must be revised to show sidewalks along both sides of the streets or a Variance to the Subdivision Regulations must be obtained. In addition, a Special Exception to the Street Design Criteria Manual must be obtained to allow curb side sidewalks in lieu of property line sidewalks or the construction plans must be revised accordingly.

Sheridan Lake Road: The Engineering Division has also indicated that a traffic study must be submitted to evaluate the need for a south bound left turn lane on Sheridan Lake Road. The traffic study should include the provision for a minimum 36 foot wide, 100 foot long, 3 lane approach connection to Sheridan Lake Road together with appropriate tapers, signing and striping. In addition, it is indicated on the proposed plans that 36 feet of right-of-way exists from the center line of Sheridan Lake Road. Sheridan Lake Road is classified as a major arterial street on the Major Street Plan requiring a minimum 100 feet wide right-of-way. As such, upon Preliminary Plat submittal, the plat document must be revised to provide 14 feet of right-of-way along Sheridan Lake Road.

South No Name and North No Name Courts: These two courts are designed as cul-de-sac streets and will serve as access to the 33 interior lots located along the cul-de-sacs. The cul-de-sacs are classified as a lane/place street requiring a minimum 49 foot wide right-of-way with a minimum 24 foot wide paved surface for on street parking and a 92 foot diameter bulb. In addition, the bulb of the two cul-de-sacs must be posted "No Parking". The applicant's layout plans identify that a 48 foot wide right-of-way with 24 foot wide pavement

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is proposed for the two cul-de-sacs. As such, the construction plans must be revised as identified or a Special Exception to the Street Design Criteria Manual must be obtained. In addition, the intersection radii along all streets must be consistent with the Street Design Criteria Manual or a Special Exception to the Street Design Criteria Manual must be obtained.

The Engineering Division has indicated that the extensive driveway cuts envisioned along the lane/place streets and the potential of the driveway width(s) exceeding 50% of the lot width will make on-street parking problematic. Given that the no parking requirement will apply to the cul-de-sacs and corridor connection between Fairway Hills Dr. and Sheridan Lake Road as dimensioned and shown, the applicant must provide information to indicate how the combined on-street and off-street parking requirements are being met or a Special Exception to the Street Design Criteria Manual must be obtained.

Street Signs: The Engineering Division has indicated that a stop sign must be provided at the western terminus of Fairway Hills Drive and at the northern terminus of South No Name Court as it intersects with Heidiway Lane. All Street lights and signage should be located in accordance with the Rapid City Traffic Design Standards or obtain a Special Exception must be obtained.

Non-access Easements: The Engineering Division has indicated that upon submittal of the Preliminary Plat, the plat document must be revised to show a non-access easement along Sheridan Lake Road except for the single approved approach location. In addition, a non-access easement shall be shown along double frontage lots requiring access from the lesser order street and at all intersections as per the Street Design Criteria Manual

Drainage: The Engineering Division has indicated that a complete drainage, grading and street design plan consistent with the adopted Arrowhead Drainage Basin Plan must be submitted. As such, staff is recommending that upon submittal of the Preliminary Plat, the above information be submitted for review and approval.

The Engineering Division has also indicated that the property is located in the 100 year federally designated floodplain. As such, prior to the start of any construction within this area of the property a Letter of Map Revision must be obtained from the Federal Emergency Management Agency.

Water and Sewer: The Engineering Division has indicated that a plan and profile of water and sewer main improvements within all proposed streets must be submitted for review and approval upon submittal of the Preliminary Plat. In addition, the applicant must enter into a cost sharing agreement with the City for necessary off-site water extensions to help the capacity of the existing Southwest Pressure Zone System Discussion: The existing Fairway Hills Drive is served off of the southwest pressure zone. The proposed development must also be served from this pressure zone in order to supply adequate pressure to the proposed lots. The existing Southwest Pressure System is currently at its maximum capacity and as such requires off-site improvements in order to obtain the required service

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capacity. In addition, an easement for the existing Southwest Pressure Zone water main must be provided or the line should be abandoned and a new main constructed within the street to supply service to the development. The Engineering Division has also indicated that additional utility easements must be provided for all public and private utilities.

Fire Department: The Fire Department has indicated that 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 road construction plans must provide a minimum 92 foot diameter driving surface in the proposed cul-de-sac(s). The Fire Department has also indicated that street signs and lot addresses must be posted prior to or in conjunction with building construction

Emergency Services Communication Center: The Emergency Services Communication Center has indicated that alternate road names for South No Name Court and North No Name Court must be submitted for review and approval. In addition, the plat document must be revised to show the revised road names. Staff is recommending that alternate road names be submitted for review and approval and the plat document be revised accordingly prior to Final Plat approval by the City Council.

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