

The preliminary plat for the Lund Subdivision complies with the R-1-20,000 zoning requirements, incorporating the optional 25-foot front setbacks. Before compiling the final staff report for the Planning Commission, the following items should be addressed during the Development Review Committee (DRC) meeting.

1. Retention Pond Capacity and Sizing

- a. Is the current sizing of the retention pond appropriate? If the area to the west is developed in the future as indicated in the applicant's master plan, this pond could potentially be decommissioned to allow for a road extension into the development to the west, which would be highly advantageous for the city.

2. Hawk Nest Drive Cul-de-Sac Length Exception

- a. The proposed Hawk Nest Drive is a cul-de-sac spanning between 500 and 800 feet. This length requires formal authorization from the Planning Commission. As outlined in the Elk Ridge Municipal Code:

"10-15C-5.B. Cul-De-Sac Length: The maximum length of a cul-de-sac shall be five hundred feet (500') as measured from the nearest right-of-way line of the adjacent street to the center point of the turnaround...The Planning Commission may grant an exception up to a maximum length of eight hundred feet (800') in single-family dwelling developments where the configuration or topography of the land reasonably limits the ability to provide a second access point to the local street system."

3. Sheet No. 3 Review Comments

- a. Pressurized Irrigation (PI) system adjustments (no PI system exists in this area):

- i. Remove Note 2 ("Locate and tie to existing pressurized irrigation system.") since there is no PI system to connect to.
- ii. Remove Note 14 ("Tie Pressurized Irrigation Drain into CB#1").
- iii. Remove Note 16 ("Existing Pressurized Irrigation Valve to Remain").

- b. Required verifications and clarifications:

- i. Clarify the exact limits of pavement removal on 1600 West as indicated in Note 6. The city would want the entire road removed along the extent of the applicant's property.

- ii. With removal of current rock landscaping to traverse city-owned property, should the city require that landscaping rock be installed over the vacated 1600 West area?
 - iii. Verify if the existing Elk Ridge Monument (Note 8) interferes with driver sight lines relative to the proposed intersection layout. Could require relocating the sign.
 - iv. Check if the city wants to require burying the utility line currently on the power pole designated to remain (Note 9).
 - v. The plat shows sidewalks ending at the eastern edge of the applicant's property, rather than up to the Elk Ridge Drive intersection. Sidewalks need to extend to Elk Ridge Drive.
 - vi. The Elk Ridge General Plan requires a trail on the west side of Elk Ridge Drive. Although this is not on the applicant's property, because the city is permitting the applicant to cross this city-owned area to access Elk Ridge Drive, should we request trail construction along Elk Ridge Drive for the extent of the Lund Subdivision north to south boundaries? Additionally, would the applicant be willing to extend the trail to Golden Eagle Way to create a direct connection and direct benefit to the subdivision?
- c. Required street signage additions (consistent with Elk Ridge Construction Standards):
 - i. Add a stop sign facing Hawk Nest Drive.
 - ii. Add a street name sign for Hawk Nest Drive.
 - iii. Mount a dead end sign on the same post as the street name sign.
- 4. Sheet No. DT-01: The plat needs to show sidewalk on the cross section diagram.
- 5. Elk Ridge Drive Connection:
 - a. City staff collaborated with the applicant to address line-of-sight concerns at the intersection of Elk Ridge Drive and Sky Hawk Way. While connecting to Elk Ridge Drive at this point adds complexity to an already challenging intersection, it was concluded that the applicant holds the right to access Elk Ridge Drive. The primary concern is the line of sight for Sky Hawk Way, not Hawk Nest Drive which has an unobstructed line of sight onto Elk Ridge Drive.

- b. In prior designs the applicant proposed aligning Hawk Nest Drive with Sky Hawk Way, creating a 4-way intersection. This is preferred, but in doing so would require a sharp curve of Hawk Nest Drive to connect into the Lund Subdivision. The curve could not adhere to the Elk Ridge Construction Standard 02.08.068 Off-Setting Intersections, which specifies that “All intersections shall be at right angles extending a minimum of 150 feet along the centerlines from the center of the intersection”.
 - c. A primary concern with the current proposed Hawk Nest Drive access to Elk Ridge Drive is the spacing between Hawk Next Drive and Sky Hawk Way. Our municipal code currently lacks requirements for off-set intersections. Typically, cities require a 150-foot separation for local-to-local streets and 300 feet between intersections of collector or higher-classification roads. However, the Elk Ridge Construction Standard 02.08.068 Off-Setting Intersections, specifies that intersections can be spaced 120 feet apart, with no distinction made between local and collector/arterial roads. Although this layout is not ideal, the applicant's proposal complies with our current approved construction standards.
6. Other items from public works, engineering, or fire departments?