



## Memo from Community Development Engineering

TO: Yvette Sennewald, Planner  
 FROM: Anita Ashton, Project Manager  
 DATE: February 16, 2023  
 SUBJECT: SUB22-05 Monte Verde Subdivision

The following memo addresses questions from the Applicant and replies from Staff.

**COA #10 states:** *The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting, traffic control markings, and gate and controller for the improved subdivision.*

**Applicant:** We are not proposing a gated community and would ask that the 'gate and controller' language be stricken.

**Staff Response:** Staff concurs.

**Revise COA #10 to read:**

**"The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting, and traffic control markings for the improved subdivision."**

**COA #39 states:** *The stormwater plans are to be revised with any and all proposed treatment and/or detention structures located outside of the public right-of-way.*

**Applicant:** We would like to confirm that the proposed treatment manholes/catch basins are not allowed per city standards.

**Staff Response:** Correct. Treatment manholes/catch basins, e.g., structures that are privately maintained are not permitted in the public right-of-way. Treatment and detention structures are required to be maintained by the HOA/property owners.

**COA #39 does not need to be revised, however, Staff would support the public road being changed to a private road south of future NE 26<sup>th</sup> Avenue; in which case the treatment structures can be located within the private road. See COA #50 revision below.**

**COA #46 states prior to final engineering plan approval:** *Any existing wells, or septic systems are to be decommissioned and documentation shall be provided to the city that said wells and/or septic systems have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.*

**Applicant:** We would want this condition to be prior to final plat approval or final acceptance so that the well and septic can be decommissioned during the site construction.

**Staff Response:** While staff recommends that the applicant decommission the well and septic system prior to final engineering plan approval or prior to land-disturbing activities, staff finds that providing documentation prior to final plat approval is acceptable.

Staff does not support a change to 'prior to final acceptance'.

**Revise COA #46 to read:**

**“Prior to final plat approval, Any existing wells, or septic systems are to be decommissioned and documentation shall be provided to the city that said wells and/or septic systems have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.”**

**COA #50 states:** *The street improvement plans are to be submitted with the future local public roads constructed in accordance with CDSM Street Detail ST2 - 2 Lane Local (60' ROW).*

**Applicant:** We would like to explore the option of a private street during final engineering. Can we revise condition 50 so that we can have the option during final engineering to discuss private internal roads?

**Staff Response:** Staff supports the option for a private road discussion, with the understanding that this would apply only to the portion of the future internal road (NE Noble Avenue), south of future NE 26<sup>th</sup> Street.

Per CMC 17.19.040.B.10. future NE 26<sup>th</sup> Street is to be extended west and east for future development and therefore cannot be a private road.

**Revise COA #50 to read:**

**“The street improvement plans are to be submitted with the future local public roads constructed in accordance with CDSM Street Detail ST2 - 2 Lane Local (60' ROW). Staff may support the segment of the future internal public road (NE Noble Avenue), south of future NE 26<sup>th</sup> Avenue being changed to a private road.**

**Road ownership can be determined during final engineering design.” If the southern segment of the public road is revised to be a private road it may affect the proposed plat notes, which can also be revised at time of Final Plat application.**

**COA #51 states:** *The street plans and the preliminary plat are to be revised to provide for a dead-end turnaround at future Lot 19 and Tract D. The applicant is to work with engineering and the Fire Marshal for an acceptable dead-end turnaround to accommodate emergency vehicles. Garbage and recycling containers for Lots 17, 18, and 19 are to be placed at the right-of-way for pickup.*

**Applicant:** The condition requires a turnaround at the end of Tract C. We would like to discuss how the dead-end length is measured so that we can provide a road that does not have a turnaround. We would request that the condition be modified to state, **“If the private road in Tract C is longer than 150’**, then the street plan and preliminary plat are to be revised to provide for a dead-end turnaround at future lot 19 and tract D.”

**Staff Response:** As stated in the discussion, road lengths are measured from the centerline of the adjacent road, which would be the center of the cul-de-sac in this case.

Staff would support the proposed revision.

**Revise COA #51 to read:**

**“If the private road in Tract C is longer than 150-feet, then the street plans and the preliminary plat are to be revised to provide for a dead-end turnaround at future Lot 19 and Tract D. The applicant is to work with engineering and the Fire Marshal for an acceptable dead-end turnaround to accommodate emergency vehicles. Garbage and recycling containers for Lots 17, 18, and 19 are to be placed at the right-of-way for pickup.”**