



Transmittal Letter

To: Matthew Galibert – City Planner
City of Dickinson
38 1st Street West
Dickinson, ND 58601

From: Andrew Schrank, PE
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Date: January 24, 2024

Re: Major Final Plat Application – State 9th Addition

Message: Enclosed you will find the following Major Final Plat application documents for the above referenced project being submitted for consideration:

- Pre-submittal Meeting Letter
- Legal Description of the Property (included, below)
- Written Statement of Project Purpose (included, below)
- Written Statement of Changes Since Preliminary Plat Approval (included, below)
- Warranty Deed for the Property
- Current Preliminary Plat Drawing with Aerial Image Showing Current Site and Surrounding Land Uses and Buildings
- Final Plat Drawing
- Sketch of Proposed Improvements
- Subdivision Plat Closure Report

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Legal Description of Property

A PARCEL OF LAND BEING LOTS FOUR (4), FIVE (5), AND SIX (6), BLOCK ONE (1), STATE EIGHTH ADDITION IN SECTION SEVEN (5), TOWNSHIP ONE HUNDRED THIRTY-NINE NORTH (T139N), RANGE NINETY-SIX WEST (R96W), OF THE FIFTH PRINCIPAL MERIDIAN (5TH P.M.), CITY OF DICKINSON, STARK COUNTY, NORTH DAKOTA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT FOUR (4), SAID POINT BEING A FOUND REBAR AND CAP LS-3595; THENCE N 89°55'39" E ALONG THE NORTH LINE OF SAID LOT FOUR (4), A DISTANCE OF 170.03 FEET TO A FOUND REBAR AT THE NORTHWEST CORNER OF SAID LOT FIVE (5); THENCE S 89°59'58" E ALONG THE NORTH LINE OF SAID LOT FIVE (5), A DISTANCE OF 169.95 FEET TO A FOUND REBAR AT THE NORTHWEST CORNER OF SAID LOT SIX (6); THENCE N 89°58'06" E ALONG THE NORTH LINE OF SAID LOT SIX (6), A DISTANCE OF 170.00 FEET TO A FOUND REBAR AT THE NORTHEAST CORNER OF SAID LOT SIX (6); THENCE S 00°08'54" E ALONG THE EAST LINE OF SAID SECTION SIX (6), A DISTANCE OF 263.25 FEET TO A FOUND REBAR AT THE SOUTHEAST CORNER OF SAID LOT SIX (6); THENCE S 89°52'32" W ALONG THE SOUTH LINE OF SAID LOT SIX (6), A DISTANCE OF 169.97 FEET TO A FOUND REBAR AT THE SOUTHEAST CORNER OF SAID LOT FIVE (5); THENCE S 89°51'32" W ALONG THE SOUTHERN LINES OF SAID LOT FIVE (5) AND SAID LOT FOUR (4), A DISTANCE OF 254.72 FEET TO A SET REBAR AND CAP LS-5466 AT THE BEGINNING OF A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 783.00 FEET; THENCE WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 6°14'56" AN ARC LENGTH OF 85.40 FEET TO A SET REBAR AND CAP LS-5466 AT THE SOUTHWEST CORNER OF SAID LOT FOUR (4); THENCE N 00°09'43" W ALONG THE WEST LINE OF SAID LOT FOUR (4), A DISTANCE OF 268.91 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 3.09 ACRES, MORE OR LESS, AND IS SUBJECT TO ANY PREVIOUS EASEMENTS, AGREEMENTS, CONVEYANCES AND SURVEYS.

Project Purpose

This proposed plat of State 9th Addition is the replat of Lots 4-6. Block 1, State 8th Addition within the corporate limits of the City of Dickinson. This property currently includes three commercial lots that are each ± 1 -acre in area. In general, this replat subdivides the southern ± 109 -feet of these lots into five (5) residential lots leaving three (3) smaller commercial lots on the northern portion of this Plat.

Based on the owner's market analysis, they have found that the desire for commercial property in the Dickinson area is for smaller commercial lots rather than the currently platted ± 1 -acre lots within this site. They have also found that a demand exists for additional residential property in the States Addition area. Therefore, this FLUM amendment will decrease the commercial property within these three (3) lots to ± 0.6 -acres each by creating five (5), ± 0.25 -acre lots along the southern ± 109 -feet of this site. The proposed zoning for these lots is High Density Residential (R3), although it is anticipated that these lots will contain either duplexes or single-family residences. The R3 zoning designation will decrease the required setbacks and buffer yards between these lots and the adjacent commercial zoning to maximize the buildable area within these residential lots.

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The five southern residential lots will gain access from the existing 8th Street W public right-of-way. These driveways will be constructed at the time of development of these residences. Sidewalks will also be provided along the north side of the 8th Street W right-of-way along the south side of this development when these residences are constructed as required by current City Ordinances and Policy.

Sidewalk already exists along the south side of the Fairway Street right-of-way on the north side of this development. This sidewalk will remain or will be replaced if required to complete other improvements as part of this development. Shared driveways are proposed for the northern three commercial lots to help limit the number of access points required onto Fairway Street while providing sufficient ingress/egress for these lots. These proposed access points are generally shown by the enclosed sketch of proposed site improvements, and these locations will be enforced by the non-access lines depicted on the proposed plat drawing. As shown, a right-in/right-out driveway is proposed at the property line between Lots 2 and 3. Left turns will be restricted at this driveway by the existing raised median. A new left turn lane within the existing Fairway Street Median is proposed to provide access to the property line between Lots 1 and 2. This access will line up with the entrance to the hospital to the north. A similar left turn lane was added for this hospital entrance when it was constructed. These proposed access points and this added left turn lane are critical to the success of this commercial development and are key to the creation of market demand for these lots.

Existing 6" water service and 6" sanitary sewer service lines are stubbed to the southern edge of the existing three (3) lots from the existing 8" mains within 8th Street W. A 12" water main and 8" sanitary sewer main are also present within Fairway Street. These existing utilities are shown on the preliminary plat drawing.

New water and sewer service line connections will be required for the proposed Lots 5 and 7, Block 1, State 9th Addition. Furthermore, if any multi-family residences are constructed in these southern residential lots, additional water and sanitary sewer service lines will be required for each additional unit if the units are to have separate ownership. Additional service lines to the residential lots from the existing mains in 8th Street W will be constructed by the future developer at the time of building permit application for the residence since the number of service lines required is currently unknown.

The three (3) commercial lots on the north side of this development will require new water and sanitary sewer service lines. These service lines will be connected to the existing mains in Fairway Street and stubbed to these lots by the current owner/developer. These connections will require some patching of Fairway Street, which will be minimized as much as feasible. These service lines are generally shown by the enclosed sketch of proposed site improvements.

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Site drainage will be routed to the adjoining roadways to match existing runoff patterns to the extent feasible. Since this site has a total area less than 5-acres, pre-vs-post development runoff analysis and stormwater detention are not required as indicated by City Ordinance 38.14.240.

To maximize the buildable area within this property, the existing 10-foot-wide utility easement on the west edge of this property is proposed to be reduced to a 6-foot width by the plat drawing. The owner has had verbal discussions with utility companies, and they are verbally agreeable to this easement vacation since there is another 10-foot utility easement within the property directly west of this site. The owner is working to obtain signatures of approval from each of these utility companies as required by the vacation process and will have this completed prior to final plat application.

The applicant does not own or intend to purchase any additional surrounding land at this time. Neighboring property owners have not been informed of this plan to date. This application has been prepared in accordance with local, state, and federal regulations.

Changes since Preliminary Plat Approval

The only change to the plat since the preliminary plat approval is the extension of the non-access line to the northeast corner of the subdivision to prevent a third access into this site. This was a condition of the preliminary plat approval which has been met by this change.

Your consideration of this request is greatly appreciated. Feel free to contact me for any additional information or questions regarding this submittal. Thank You!



Andrew Schrank, PE, CFM
Highlands Engineering