

Think Quality - Think Future

Blount County Planning Department

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MEMORANDUM

TO: Members of the Blount County Planning Commission

FROM: Planning Department (Tel. 273-5750)

DATE: March 1st - 20thth, 2008

SUBJECT: Staff reports on agenda items for the *Thursday March 27th, 2008* regular meeting. 5:30 Hearings and Site Plans

Hearings:

- A. Concept Plans: None
- B. Preliminary Plats – Major Subdivisions:
 - 1. **Fairway Vista Subdivision preliminary plat by Susan King with extension of Hunter Run Road off of Laurel Road in Laurel Valley development.**

The Preliminary Plat was deferred until the March 2008 regular meeting to allow the owner to address the following items:

- 1. The size and usable building areas of some of the lots shown on the plat may need to be addressed to provide adequate buildable area to meet setbacks and outside of easements.
- 2. The legal representation for the Laurel Valley Home Owner's Association supplied information regarding their concerns that any new roadway meets county road standards. The Planning Commission concurred that the owner contacts the Laurel Valley POA.

3. Determination of acceptable roadway improvements or any alternatives for reconstruction in relation to Subdivision Regulation requirements. Two reports from S&ME, one regarding the core samples and the second offering an alternative to rebuilding the roadway by adding a topping course were provided. The Planning Commission requested these be further evaluated by the director of engineering and that both reports be made available with engineering stamps and original signature letters; after evaluation we may be able to better address acceptable performance standards alternatives.

Staff met with Project Representative Harry McIntosh; the following details the proposed accommodations by the developer to address the above listed items.

1. The Lot line between lots 11 and 12 is to be modified to increase the lots size for lot 11 to increase the buildable area. Lot 8 contains a drainage basin and surrounding drainage easement. The buildable area on this lot is limited to the rear of the proposed lot. The buildable area may be accessed by easement across lot 10. Another option presented is to make the area of lot 8 a common area to be owned by the property owner's association inclusive of a picnic area and the drainage area.
2. The Vice President of the Laurel Valley's Home Owner's association met with staff and indicated the intent of the association to supply a new letter from the legal representation for the Laurel Valley Home Owner's Association that will support the project with the understanding that proposed paved private road meets the county road standards or meets an acceptable structural performance equivalent. Staff shall make this letter available as soon as it is received.
3. The first of two reports by S&ME detailed the overall constructed condition of the paved private roadway. Staff reported that:

A Report of Pavement and Subgrade Investigation was supplied from S&ME. The findings conclude that "the average asphalt and basestone aggregate thicknesses obtained from the borings were 2.2 and 3.1 inches, respectively" with no county inspections of subgrade work. The county minimum requirements for average asphalt and basestone are 3 and 6 inches, respectively.

The second report from S&ME entitled *Pavement Remediation Recommendations* states:

“In order to bring Hunter Run Road up to county requirements, S&ME recommends placing an asphalt mix overlay on the existing asphalt pavement section of Hunter Run Road. We recommend the following flexible pavement section be applied as an overlay – 2.5 inches of compacted bituminous asphalt surface mix.

Staff has discussed the proposed “remediation recommendations” with Tony Abbott, Director of Engineering. Mr. Abbott reviewed the S&ME reports and stated that the second report *on Pavement Remediation Recommendations* used an engineering standard of applying numerical values to the structural integrity of the basestone and asphalt that was determined to be on the ground as reported in the first report from S&ME. Furthermore, a numerical value for the structural integrity of adding the 2.5 inches of asphalt was assigned to the proposed remediation paving. A formula was used to calculate and compare the existing roadway (3.3 inches of stone and 2.2 inches of asphalt) with the proposed addition of the 2.5 inches of new asphalt against the structural integrity of a roadway built to county road standards (6 inches of stone, 2 inches of binder and 1 inch of topping). Mr. Abbott reported that this is a legitimate engineering process of determining structural integrity.

S&ME’s *Remediation* report finds that the 2.5 inches of additional paving will exceed the county road paving standard and further stated that “we recommend 2.5 inches to account for any soil subgrade support deficiencies”. S&ME also recommends that only Grade D asphalt that meets Section 411 of the Tennessee Department of Transportation’s (TDOT) specifications be used for the overlay and that all work procedures shall comply with Section 403 of TDOT’s Specifications and that they be present for the paving.

Mr. Abbott has agreed with the findings of the two S&ME reports and concurs that the 2.5 inches of asphalt as remediation appears satisfactory to meet the intent of the county paved road standard in this particular case.

Staff notes that addition of pavement will require improvement of rolled pug mix shoulders to top of pavement.

Planning Staff also recommends that any road cutting for the sewer utilities or any other utility conduit be conducted prior to repaving the surface and only after a preconstruction meeting, as required.

The original staff analysis has been modified to accommodate for the above listed information.

Background:

This 19 lot design with the proposed lot sizes shown was a proposed concept plan that was approved as a preliminary plat by the planning commission in May of 2001. At that time staff noted that the required preliminary plat items were not submitted as required. The Planning Commission approved the submission, with determination that zoning issues were grandfathered.

In September of 2007, planning staff prepared the following list of items to be submitted for a full staff analysis as required in the subdivision regulations:

1. Lot and road layout in plat form
2. Topographic map
3. Road plan and profiles, including road core study.
4. Drainage plan including calculations and design of any required detention
5. Erosion control plan
6. Engineering plan for alternative sewer system.

The above items have been supplied as required for preliminary plat submission. The preliminary plat for the Fairway Vista is a proposed 19 lot subdivision containing 8.3 acres along 50' private road easement off of Hunter Run Road in Laurel Valley. The proposed development has been reviewed inclusive of subdivision and hillside development standards for small lots served by a private road easement with water, electric and public on-site sanitary sewer.

Analysis:

Design of plat, plat description:

The parcel is in the R-1 zone. This parcel is mountainous land that is densely vegetated and the entire parcel is surrounded by golf course and previous sections of Laurel Valley subdivisions. The proposed road is an old roadway for Laurel Valley that has been constructed without an active preliminary plat, preconstruction meeting or submission of any road plan.

This preliminary plat contains 19 new lots to be served by a public sewer system to accommodate the small lot sizes. Once final plat is approved the new private road is to become a part of the Laurel Valley Home Owner's Association for the long term maintenance. Arrangements are

understood by both parties however no formal agreement has been provided in writing. The drainage facilities will become the responsibility of the owners in the proposed Fairway Vista Subdivision. Both maintenance regimes shall be clearly defined in the Property Owner's Documentation (for the road and for drainage). The maintenance of the shared driveway shall become the responsibility of those lots served only on the plat (lots 9 and 10, and possibly lot 8) and addressed in the POA documents as well.

Septic, Sanitary Sewer:

All of the lots shown are to be served by an on-site sewer system. The developer has supplied a letter from Tennessee Wastewater Systems Incorporated (TWSI) stating their intent to operate the sewer system with all required approvals from the Tennessee Regulatory Authority; TWSI is a public utility. The developers have supplied a soil letter from a soil scientist indicating that the sanitary septic area has adequate soils for the new sewer system.

The sewer system shall to be constructed and the State of Tennessee shall approve the wastewater collection system. TWSI shall certify the installation, operation, maintenance and ownership of the sewer system to serve these lots on the Final Plat. The final plat shall identify an area for use by the public sewer utility for the ownership and/or easements that are to contain the recirculating sand filtration sewer system and drip fields. The sewer plant will become a public utility lot once approved on the final plat, inclusive of any variances to lot requirements for a public utility.

While all of these lots are to be served by public sewer, the R-1 zone requires minimum lot sizes to be 30,000 square feet. A cluster development in the R-1 allows for the lot size to be reduced to 15,000 square feet outside of area of development hindrance with commensurate open space. The lot sizes indicated have been accepted for preliminary plat approval in May of 2001.

The Developer and TWSI are responsible for determining the necessity of securing a county grading permit and SWPPP permit for sewer construction.

Existing County Roads:

The road list for the county shows that Laurel Valley Road (that leads to Laurel Valley) is 18 to 19 feet wide. The internal roads inside Laurel Valley are the responsibility of the Home Owner's Association. According to the highway department the proposed Fairway Vista Subdivision is appropriate for the existing county road serving the development.

Utilities:

Public water and electric are proposed to serve all lots. All water and electric improvements shall be fully installed to each lot prior to final plat or a surety posted to the appropriate utility prior to final plat. The 19 lots shown shall all be served by underground electric. It appears that the bulk of the electric installation has been completed.

Drainage and Erosion Controls: Any re-construction activity, earth moving, or grading that occurs prior to a pre-construction meeting with staff is solely at the risk of the developer.

The owner shall apply for and secure a county grading permit from the Storm Water Coordinator as required and all erosion control measures shall be in place and inspected by the Storm Water Coordinator prior to any on-site construction or reconstruction activities that may be required. This includes re-construction of the paved roadway, cul-de-sac, and on-site sewer system. It is the developer's responsibility to determine if a Storm Water Pollution Prevention Plan (SWPPP) permit from the State of Tennessee for grading and clearing prior is required for this project, inclusive of 19 proposed home sites.

All state and county erosion control permits shall be supplied to staff at the time of the pre-construction meeting.

The project engineer supplied a drainage plan and calculations with the preliminary plat. All of the on-site drainage facilities appear to be in place

The drainage plan indicates the construction of ditches, pipes and detention facilities to accommodate these 19 new lots and roadway as the bulk of the drainage will be directed to one new detention basin. The road drainage, detention plan and calculations appear satisfactory for preliminary approval. The actual control device in the detention facility appears to be incorrectly installed and a new control structure shall be installed at this location on lot 8. The design for the new structure and certification will be the responsibility of the project engineer. All drainage facilities shall become the maintenance responsibility of a property owner's association. Adequate building sites for each lot must avoid drainage areas. All drainage facilities must be shown in easements on future final plats.

Construction of Improvements: *All erosion controls to be in place prior to any on-site work. No new on-site construction until after a preconstruction meeting is held.*

A portion of the road improvements have been completed years ago. After a lapse in the preliminary plat, and without the notification to staff, the roadway was improved and electric was installed. A paved surfaced road and substandard cul-de-sac were built.

A Report of Pavement and Subgrade Investigation was supplied from S&ME. The findings conclude that “the average asphalt and basestone aggregate thicknesses obtained from the borings were 2.2 and 3.1 inches, respectively” with no county inspections of subgrade work. The county minimum requirements for average asphalt and basestone are 3 and 6 inches, respectively.

The cul-de sac installed is an oblong shaped oval that measures 67' wide at the broadest span. The subdivision regulations require a minimum of an 80' radius. In addition the previously installed guard rail may not meet any standard guardrail requirements for a county road. According to the road profile none of the road is greater than 13% slope.

The regulations require that the entire private road shall be built on a compacted earth surface void of substandard soil conditions in the sub-grade and that prior to stone application the owner shall contact the subdivision inspector for sub-grade inspection. The graded surface shall be a prepared crowned surface and be a minimum of 24 feet wide between ditches on both sides of the road. The downhill slope shall not require a ditch in most cases provided the 3 foot or greater shoulder is maintained and sloped away from the roadway to drain properly. In areas where greater length of shoulder is constructed, a ditch may be required with frequent breaks to direct water off of the roadway and down the slope.

The gravel surface application is to be spread a minimum of 6 inches thick of pug-mix and rolled with a steel drum roller. A consistent depth of stone shall be achieved the entire length of the private road and on the cul-de-sac and be a minimum of 18 feet wide (nine feet on either side of crown in sub-grade). The binder course shall be 2” thick and the top course of asphalt shall be 1” thick. The three foot shoulders on both sides shall also be compacted sub-grade and compacted stone to the height of the pavement. Planning staff then evaluates the proposed paved private roadway for necessary guardrails once the stone surface application is in place after all grading and earth moving has been completed.

The purpose of the deferral of this plat was to allow the developer, road engineer and county engineer time to offer additional information regarding the paved private road. An alternative has been offered by the developer to add 2.5 inches of Grade D asphalt as noted above. Another option for the planning commission is the re-construction of the entire

roadway. As reported above the alternative remediation offered by the developer and S&ME appears satisfactory to all parties concerned.

Should the 2.5 inches of asphalt be added to the existing paved surface roadway, adequate compacted pug-mix shoulders 3' wide shall be added to the new pavement height to preserve the road edges and promote safety as required.

Either option selected shall require an improved cul-de-sac to meet the minimum standards of the subdivision regulations for safety purposes. In addition, the existing guard rail shall be removed and replaced with a guard rail that meets the specifications of the Engineering Department.

Property Owner's Association:

The developer shall supply documentation for a Property Owner's Association for Fairway Vista inclusive of 1) private road maintenance (with Laurel Valley HOA), 2) common drive maintenance, 3) drainage and detention maintenance for Fairway Vista home owner's.

Administrative Considerations:

As required the preliminary plat was supplied with topographic information, drainage plan, drainage calculations, road plan, profile and a letter from the public sewer company stating intent to own and operate the sewer system. The comments from the engineering department and the storm water coordinator are included in this staff analysis. Staff is also acknowledging that this plat contains steeper terrain and gullies. These drainage areas shall be identified with easements.

No lot shall be advertised or offered for sale prior to recording of any final plat.

Developer Notice:

- Any re-construction prior to a pre-construction meeting with staff or required permits is at the risk of the owner.
- The developer shall contact the Director of Engineering at the Blount County Highway Department at 982-4652 to schedule a pre-construction meeting.
- The owner shall apply for a county grading permit from the Blount County Storm Water Coordinator at 681-9301 and supply a copy of the permit at the time of the pre-construction meeting. All erosion

controls must be fully installed and inspected by the Storm Water Coordinator prior to any on-site construction activities.

- A Storm Water Pollution Prevention Plan permit (SWPPP) and an Aquatic Resources Alteration Permit (ARAP) from the Tennessee Department of Environment and Conservation (TDEC), division of Water Pollution Control may be required. These permits shall be supplied to planning staff at the time of the pre-construction meeting. Contact TDEC at 594-6035.
- It is the responsibility of the developer and contractors to contact Tennessee One-Call to verify the location of all utilities at least 72 hours prior to any construction at 1-800-351-1111.

Outstanding items to be completed:

1. Determination of the proposed “Pavement Remediation Recommendations” from S&ME and the comments of the Director of Engineering.
2. POA documentation to be supplied to staff for review prior to final plat
3. All other instructions in this staff analysis, including pre-construction meeting, permits, construction and reconstruction of all improvements, revised drainage plan with revised drainage structure, revised plat with modified lot lines, original S&ME road reports with original engineering stamps, all recommendations in the *Pavement Remediation Recommendation*. An original letter from Laurel Valley Homeowner’s Association regarding the additional pavement. Original legal agreement between the Laurel Valley Homeowner’s Association and the developer with regard to the taking over and maintenance of the private road. All other POA documentation as specified in the staff analysis.

In accordance with past actions of the Planning Commission in similar situations, the Planning Commission has options to 1) deny preliminary plat due to identified deficiencies, 2) defer preliminary plat approval until deficiencies are addressed, or 3) grant preliminary plat approval subject to meeting all requirements, applying identified conditions, and addressing deficiencies.

C. Final Plats – Major Subdivisions: None

1. **Overlook at Montvale Phase 2A off Happy Valley Road by Harmony Property Group: 21 lots to be served by new paved private roads contained in 50' private road easements.**

Request for extension of preliminary plat and Phase 2A final plat.

Background:

The preliminary plat was approved by the Planning Commission at the May 2006 regular meeting. The preliminary plat for the Overlook at Montvale was approved as an 80 lot Planned Unit Development (PUD) with a cluster development.

The Phase 1 final plat contained 24 lots on 51 acres with 73 acres of open space and 8 acres of private road right-of way.

The Phase 2A final plat contains 21 lots on 58 acres with 12.8 acres of open space and 5.9 acres of private road right-of way.

Combined Phase 1 and Phase 2A shows 45 lots on 90.36 acres with a combined total of 98.39 acres of open space and road right-of-way, on a total of 188.77 acres.

This cluster development through Phase 1 and Phase 2A has an average density of **1 unit per 4.19 acres**. (45 lots on 188.77 acres). This density is lower than required 1 unit per 3 acres and is acceptable. The minimum average density of 1 unit per 3 acres with minimum of one-half open space/roads area shall be maintained into final phases until completion of project.

Analysis:

Design of plat, plat description:

The entire Overlook property is 280 acres of mountain land located in the R-2 zone. The proposed preliminary plat indicated a total of 80 lots on 140 acres with 120 acres of open space and 20 acres of private road right-of-way. While the minimum lot size in the R-2 zone is 5 acres, the cluster development with a commensurate amount of dedicated open space allows for lots to be a minimum of 1.5 acres each and a minimum average density requirement of 1 unit per 3 acres. All of the lots shown for Phase 2A are at or greater than the minimum for cluster development.

All of the lots are to be served off of the internal private road system, Phase 2A contains the first of two loop roads; the final loop will be completed with future phases of development. A turnaround has been

incorporated into the design at overall development entrance before a planned gate to allow for vehicles to turn around before entering the subdivision.

The developers have indicated that the entrance area will also contain a mail kiosk and other common facilities and the entire community is to be gated. A lodge and cottage are also included in the entrance design. These features have not been constructed and are not germane to the final subdivision plat and may be completed at any time.

The parcel is rolling to steep terrain and has areas that are relatively flat as well. The parcel is heavily forested and the developers have included additional easements on each lot that contain tree covered buffers to preserve the undisturbed mountain sides. The parcel contains several drainage areas including some step grades that are all to have independent drainage controls and drainage easements.

Existing County Roads:

This proposed development is located off of Happy Valley Road which has been determined to be adequate to serve the overall project.

Off-site collateral damage over the haul route is being coordinated between the developer and the highway department at this time for Phase 2A road construction.

Individual Septic Systems:

The environmental health department has reviewed all the proposed lots in Phase 2A for septic tanks, field lines, and duplication areas, natural swales and steeper terrain and has begun final field evaluation and is preparing to sign the final plats. Some lot line adjustments were required from preliminary plat design, but the overall design was maintained. All of the lots are to accommodate area for wells as per the subdivision regulations. Three of the lots are currently requiring additional evaluation by the environmental health department; the Director of Environmental Health shall make a report on the status of these two lots in Phase 2A at the time of the meeting. Should these lots need to be combined or eliminated, the Phase 2A final plat shall be modified as needed. The lots currently under additional review by the Environmental Health Department are lots 60, 61 and 74.

Note: The two other areas identified as “future development” are not lots, nor are these areas being evaluated for this final plat and have not been included in the open space or lot acreage. These areas are simply part of the remainder, should these two future development areas not be utilized

in the future as individual lots - these areas shall be combined with the open space or adjacent lots.

Drainage Plan, Erosion Controls and Road Plan:

An erosion control plan, SWPPP and ARAP permits and county grading permits were supplied as required during Phase 1 and Phase 2A and rough grading beyond for preliminary plat. Erosion controls were and are being employed during construction and post construction. The Storm Water Coordinator has inspected all on-site erosion control measures on a regular and has confirmed they are satisfactory and comply with the SWPPP permit.

Some final construction including ditch work, additional soil stabilization, bank stabilization, erosion control measures, seeding and some laying back extended shoulders to gain positive shedding of water over the edge of the hillside is still underway.

A road plan with profiles, cross section and proposed road layout and road drainage facilities were previously submitted.

Currently the bulk of the road grading work has been completed, Phase 2A has had the stone surface placed on the roadbed and has been inspected by the subdivision inspector. Staff has confirmed that (weather pending) the road paving for this section is to occur between March 19th and March 21st.

The project engineer shall certify in writing that all of the road, drainage and detention facilities for Phase 2A have been built in accordance with the project engineering plans and specifications and that road grades do not exceed 15% as required prior to releasing the final plat. Field inspections will also be required prior to releasing the final plat for Phase 2A.

Water and Electric Utilities:

Public water is not available at this location. All of the lots are to be served by well.

Underground electric conduit has been installed to serve all of the lots. All electric improvements shall be fully installed to each lot and the plat certification shall be signed on the final plats or a surety posted to the electric utility prior to final plat. Written verification that a surety has been posted or the extension of services has been accommodated shall be supplied by the individual utilities prior to final plats being released should they not be in the ground.

Construction of Improvements:

Staff instructions for the construction of the roads and utilities as listed in the preliminary staff analysis, in addition the approved road and drainage plans have been employed by the developer and the on-site construction is drawing closer to completion for Phase 2A. All exposed earth must be planted in seed and covered in straw and all erosion control measures shall be in place until such time as the SWPPP is released from the state.

The paved road sections consist of 6 inches of base stone, 3 inches of a baby binder course. The developer intends to top coat the baby binder course once the entire length of all phase has been completed. The Planning Commission has previously accepted this road paving configuration for this private road for Phase 1 upon the recommendation of the Highway Superintendent provided the baby binder course is sealed properly.

Completion of ditches, rip-rap removal and readjusting extended shoulders as mentioned above is underway.

The developer is working on finishing the project in short order; by the time of the meeting or shortly thereafter to wrap up construction, cleanup and administrative items with the signature plats.

Staff is comfortable with the submission of the final plat at this stage. The developer intends to complete the project in a timely fashion and staff has administratively held, inspected, completed administrative items, and had the secretary of the commission delay signing of the final plat pending completion of outstanding items for final plats.

Note: Guard rails shall be installed, as per the supplied guard rail plan prior to releasing any final plat. All road signs, and line painting or reflectors (if applicable) shall be installed prior to releasing final plat.

Property Owner's Association:

The developer has supplied a copy of an addendum to Property Owner's Association for the Overlook at Montvale Phase 2A for the maintenance responsibility for the drainage facilities, private roads and other common elements including open space for staff review. The signed and notarized originals must be recorded with the final plat.

Administrative Considerations:

The proposed Overlook at Montvale Phase 2A was reviewed inclusive of subdivision regulations for cluster development lots along paved private roads without public water, with underground electric, and individual septic systems. The comments from the Highway Engineering Department and Environmental Health Department are included in this staff analysis.

Staff field inspections during these final phases of work and planning administrative functions should allow for the timely completion of the Phase 2A project.

Outstanding Items to be Completed:

1. Renewal of preliminary plat for the Overlook at Montvale.
2. Completion of all on-site construction items including road paving, ditched, drainage facilities and erosion controls, as noted in this staff analysis for Phase 2A.
3. Final drainage and road certification letters upon completion of all road and drainage construction.
4. Final signature plats with all certifications, including the environmental health department modifications and electric (or a surety posted to the electric provider).
5. Addendum to the POA documentation to be recorded with plat.
6. Installation of all guard rails, painting, reflectors and road signs (as planned).
7. 40.00 per lot platting fee.
8. Collateral damage to the haul route is to be coordinated between the developer and the Highway Department and completed as required by the Highway Department.

In accordance with past actions of the Planning Commission in similar situations, the Planning Commission has options to 1) deny final plat due to identified deficiencies, 2) defer final plat approval until deficiencies are addressed, or 3) grant final plat approval subject to meeting all requirements, applying identified conditions, and addressing deficiencies

D. Preliminary and Final Plats - Major Subdivisions: None

E. Preliminary and Final Plats - Minor Subdivisions: None

II. Misc. Items:

1. Consideration of Private Road paving for Grand Pines on the Creek off Tomotley Road by Matt Caldwell/SEC Properties.

The developer requested to be added to the agenda to provide additional information to the Planning Commission regarding the paved surface of the roadway including an engineered and stamped certification of the roadways pavement thickness and possible performance standard for the durability for the existing roadway rather than adding an additional 1" of topping, while still agreeing to make every other improvement listed below.

As of this date, no additional information between the highway department and developer has been supplied nor has any additional information been supplied in writing by the project engineer or developer for staff to include with the Planning Commission packet.

The developer intends to address the planning commission at the time of the meeting. Any information supplied at the time of the meeting will not allow for a thorough staff evaluation.

Background:

The revised preliminary and final plat for Grand Pines on the Creek off Tomotley Road by Matt Caldwell/SEC Properties was approved at the February 2008 regular meeting subject to the following:

1. Complete construction of paved roadway to meet the requirements of a paved private road, including adding 1" of top coat of asphalt and staff instructions (below).
2. Delineate current FEMA floodplain line on plat.
3. All previous outstanding Items to be completed from August 2007
 - Completion of all on-site construction items noted in the staff analysis and all erosion control items from the storm water coordinator.
 - Final signature plats with all certifications, including the environmental health department, water and electric or a surety posted to the electric provider and water. Adding a sight distance easement to the final plats.

- Final POA documentation for staff review.
- 40.00 per lot platting fee.
- Final drainage and road certification letter from the project engineer.

In order to meet the intent of the subdivision regulations with regard to meeting the paved private road standards, the following items need to be addressed in the field to bring the roadway, drainage ditches, erosion controls and utility trenches up to standard. Staff met with the developers and discussed in detail each of the following items which are part of the final plat approval:

1. Add 1" of top coat asphalt. Provide certified and stamped letter of previous stone and pavement thickness.
2. Add compacted shoulders to top of final pavement height, the length of the roadway (3' wide on both sides, compacted earth and/or rolled pug-mix)
3. Fix all utility trenches, stabilize, seed and straw.
4. Repair all ditches, remove rip rap for 3' shoulder areas and replace with compacted earth or rolled pug-mix.
5. Fix all other eroded areas, rills, and informal ditches from storm water damage, seed and straw, replace silt fencing.
6. Remove both stop sign and replace with metal posts, do not install post in drainage ditch.
7. Remove all silt from ditches. Remove extra unnecessary rip-rap. Build ditches correctly outside of 3' shoulders and make sure all informal ditches are repaired.
8. Add rolled pug mix turning radiuses at entrance.
9. Add compacted earth and/or rolled pug mix at cul-de-sac to build up the shoulder from area being undercut. 3 foot shoulders around both cul-de-sacs are required.
10. Fix disturbed areas behind guard rails. Bring rolled stone shoulders to the final pavement height.
11. Add risers for water in the intersections.

12. True up edge line on approach to entrance to the stop sign with top coat material.

2. Variance for lot combination for Dewayne Fisher at Flats Road, Lots 70 and 71 combined into 70R in Top of the Word Business Property.

The plat presented is not in final administrative form, but is adequate for review as a miscellaneous item for variance. The combination will result in a 16,546 square foot lot which is less than the 35,000 square foot minimum of the Subdivision Regulations (no public water). The Environmental Department has reviewed the lot and is prepared to certify for septic. In the past, the Planning Commission has considered such combinations to be an improvement of an existing situation and have approved such plats with any necessary variances. This plat would fall under that precedent, and would be appropriate for approval with variances subject to certification of the Environmental Department and format corrections of the plat.

