

STAFF REPORT

July 13, 2000

**PRD #00PD023 - Planned Residential Development -
Final Development Plan**

ITEM 25

GENERAL INFORMATION:

PETITIONER	Wyss Associates for B.E. Development
REQUEST	PRD #00PD023 - Planned Residential Development - Final Development Plan
LEGAL DESCRIPTION	Beginning at the intersection of Sections 10, 11, 14 and 15 of Township 1 North, Range 7 East, B.H.M., travel 143.55 feet bearing N 0 21' 02" E, thence 501.90 feet bearing N 24 48' 28" W. This is the point of beginning. Commencing at the point of beginning, travel 304.9 feet bearing S 67 43' 38" W, thence 98.72 feet bearing S 82 23' 55" W, thence 108.07 feet bearing N 82 55' 53" W, thence 164.61 feet bearing N 49 32' 29" W, thence 133.32 feet bearing N 21 09' 41" W, thence 146.18 feet bearing N 61 04' 40" W, thence 50.52 feet bearing N 5 26' 38" E, thence 50.56 feet bearing N 53 41' 30" W, thence 148.08 feet bearing S 84 54' 36" W, thence 72.78 feet bearing N 64 42' 04" W, thence 91.66 feet bearing N 17 29' 57" W, thence 52.49 feet bearing N 60 01' 19" W, thence 322.51 feet bearing N 0 10' E, thence 587.14 feet bearing S 89 38' E, thence 924.89 feet bearing N 0 10' E, thence 520.87 feet bearing S 89 57' E, thence 595.72 feet bearing S 13 4' 37" E, thence 483.06 feet bearing S 12 41' 20" W, thence 371.36 feet bearing S 22 48' 48" W, thence 272.90 feet bearing S 24 48' 55" E to the point of beginning; and Lot 25 of Block 1 of Minnewasta Subdivision, located in the E1/2 of the SE1/4 of Section 10, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PARCEL ACREAGE	Approximately 29 Acres
LOCATION	At the east end of Harney Road
EXISTING ZONING	Low Density Residential (PRD)
SURROUNDING ZONING	
North:	Low Density Residential
South:	Low Density Residential/Park Forest
East:	Park Forest
West:	Low Density Residential
PUBLIC UTILITIES	City Water and Sewer to be extended

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REPORT BY

Blaise Emerson

RECOMMENDATION: Staff recommends that the Planned Residential Development - Final Development Plan be approved with the following stipulations:

Engineering Division Recommendations:

1. Specific geotechnical and slope stability information must be submitted for review and approval prior to issuance of any building permits;

Fire Department Recommendations:

2. Prior to issuance of a building permit for a particular lot, the property owner shall submit the proposed driveway grade for review and approval of the Engineering Division and Fire Department. If the proposed driveway grade exceeds 15% for any lot a sprinkler system shall be installed subject to approval by the Fire Department.

Urban Planning Division Recommendations:

3. No building permit shall be issued for any lot unless the lot has been included as part of an approved Preliminary and Final Plat;
4. Prior to Final Development Plan approval by the City Council, the applicant shall provide building envelopes for each lot;
5. That only single-family residences and accessory structures as allowed by the Zoning Ordinance may be constructed within the Planned Commercial Development and only in accordance with the identified building envelopes;
6. All bulk, height and density requirements of the Low Density Residential Zoning District shall apply to this development except that buildings shall not be constructed outside of the approved building envelopes; and,
7. Each single family residence shall provide a minimum of three (3) off-street parking spaces.

GENERAL COMMENTS: This is the second phase of residential development known as Skyview Development that the City Council approved a rezoning request and Initial Planned Residential Development for the subject property on November 15, 1999. The Initial Planned Residential Development was approved with the following stipulations:

1. Prior to Final Development Plan or Preliminary Plat approval, detailed grading plans shall be submitted for review and approval;
2. Prior to Final Development Plan or Preliminary Plat approval, a detailed drainage plan including all calculations in accordance with the Arrowhead Drainage Basin Plan shall be submitted for review and approval;
3. Prior to Final Development Plan or Preliminary Plat approval, a geotechnical evaluation and slope stability analysis prepared by a Registered Professional Engineer shall be submitted for review;

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4. Prior to Final Development Plan or Preliminary Plat approval, construction plans for streets, sidewalks, utilities, and storm drainage improvements in compliance with City Standards and the Street Design Criteria Manual shall be submitted for review and approval;
5. Prior to Final Development Plan or Preliminary Plat approval, the applicant shall provide the proposed layout of all water lines, water flows and hydrant locations for review and approval. Minimum fire flow shall be 1,000 gpm at 20 psi;
6. The maximum length of the cul-de-sac shall be 1,200 feet as specified in the Street Design Criteria Manual;
7. No parking signs shall be posted in the cul-de-sac as specified in the Street Design Criteria Manual;
8. Prior to Final Development Plan approval, the applicant shall provide documentation on proposed use requirements, area requirements, and height requirements;
9. Prior to Final Development Plan approval, the applicant shall provide the locations any proposed subdivision signs;
10. Prior to Final Development Plan approval, the applicant shall provide building envelopes for each lot. The applicant shall provide a preliminary geotechnical evaluation prepared by a geotechnical engineer for the entire development. The preliminary geotechnical evaluation shall identify those lots that need a detailed geotechnical evaluation prior to issuance of an building or grading permit; and,
11. Prior to Final Development Plan approval, a phasing plan shall be submitted.

STAFF REVIEW: In reviewing the Final Development Plan, Staff identified the following issues that have not been addressed:

Platting Issues: The Initial Development Plan for this development was approved with a number of stipulations. Many of these stipulations pertained to issues typically associated directly with the platting of land (i.e. – drainage, utilities, grading and geotechnical requirements). These requirements have been incorporated into the stipulations set forth in the Staff Report for the Preliminary and Final Plat.

Building Envelopes/Driveway Grades: Staff has requested that the building envelopes for each lot be submitted prior to Final Development Plan approval. At this time, Staff has not received this information. In reviewing the proposed grading plan and topographic information, Staff is concerned with some of the proposed potential driveways. It appears that some of these driveways may greatly exceed the current City standards of 15% grades. Staff has recommended several stipulations in conjunction with the plat and the Planned Unit Development in order to address this concern. First, as part of the Preliminary and Final Plat, Staff is recommending that the slopes of these driveways be more accurately identified on the grading plan in order to ensure that the grade requirements can be met. Second, a note will be placed upon the plat which states that where driveways exceed a 15% slope a residential sprinkler system is required in the residence. Third, as part of the Planned Unit Development,

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Staff is recommending that the final proposed driveway grade be submitted for approval prior to issuance of any building permits. If the proposed driveway grade exceeds 15% then the property owner will be required to install a residential sprinkler system inside the home as per the recommended note for the plat.

Streets – The applicant is proposing to extend Minnewasta Road and Harney Place to serve the proposed development. Both streets will end in cul-de-sacs. Staff has some concerns with the grades of the proposed streets. The applicant has proposed to build a 24 foot wide street section with no parking. One of the concerns Staff has is due to the grades and curves in the street where there may be problems in the winter season. By eliminating the parking along the street, additional room will be provided for maneuvering in slippery conditions. However, the applicant will need to provide alternative parking for the elimination of on-street parking. Staff is recommending that each single family-residence be required to have a minimum of three off-street parking spaces in lieu of the required two spaces.