

STAFF REPORT

July 25, 2002

No. 02PL069 - Layout and Preliminary Plat

ITEM 14

GENERAL INFORMATION:

PETITIONER	CETEC Engineering for Park Hill Development, Inc.
REQUEST	No. 02PL069 - Layout and Preliminary Plat
EXISTING LEGAL DESCRIPTION	Lots 8 thru 18 of Block 2; Lots 2 thru 20 of Block 1; and Lots 1 thru 13 of Block 5, Park Meadows Subdivision, located in the NE1/4 of SE1/4, SE1/4 of NE1/4, and the SW1/4 of NE1/4, Section 7, T1N, R8E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Lots 2A, 2B, 3A, 3B, 4, 5A, 5B, 6A, 6B, 7A, 7B, 8, 9, 10A, 1B, 11A, 11B, 12A, 12B, 13A, 13B, 14 thru 20 of Block 1; and Lots 8, 9, 10A, 10B, 11A, 11B, 12A, 12B, 13A, 14B, 15 thru 18 of Block 2; and Lots 1 thru 9, 10A, 10B, 11A, 11B, 12A, 12B, 13A, 13B of Block 5; and dedicated right-of-way of Park Meadows Subdivision, located in the NE1/4 of SE1/4, SE1/4 of NE1/4, and the SW1/4 of NE1/4, Section 7, T1N, R8E, BHM, Rapid City, Pennington County, South Dakota
PARCEL ACREAGE	Approximately 15.57 acres
LOCATION	Park Meadows Subdivision
EXISTING ZONING	Low Density Residential District/Medium Density Residential District
SURROUNDING ZONING	
North:	Low Density Residential District/Medium Density Residential District
South:	Low Density Residential District/Medium Density Residential District
East:	Low Density Residential District
West:	Medium Density Residential District
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	06/28/2002
REPORT BY	Vicki L. Fisher

RECOMMENDATION:

Staff recommends that the Layout and Preliminary Plat be approved with the following

STAFF REPORT

July 25, 2002

No. 02PL069 - Layout and Preliminary Plat

ITEM 14

stipulations:

Engineering Division Recommendations:

1. Prior to City Council approval of the Preliminary Plat, all necessary changes shall be made to the construction plans as identified on the red lined drawings. In addition, the red lined drawings shall be returned to the Engineering Division;
2. Prior to City Council approval of the Preliminary Plat, the road construction plans shall be revised to show the connection of Merlot Drive between Smith Avenue and East Oakland Drive;
3. Prior to City Council approval of the Preliminary Plat, a revised drainage plan shall be submitted for review and approval. In particular, the drainage plan shall account for drainage from Block 5 and address interim drainage plan for the run-off flows. In addition, the drainage plan shall identify flows from Block 2 to Smith Avenue and provide a plan for inter lot drainage from Block 7;
4. Upon any additional platting of the Park Meadows Subdivision, East Oakland Street shall be constructed to the south lot line of the subject property as identified in Phase Three of the previously approved Layout Plat;

Fire Department Recommendations:

5. The Uniform Fire Code shall be continually met;

South Dakota Department of Transportation Recommendation:

6. Upon City Council approval of the Final Plat, barricades shall be placed at the eastern most terminus of Sydney Drive as it abuts the subject property. Sydney Drive may only serve as an emergency ingress/egress access road;

Register of Deed's Office Recommendations:

7. Upon submittal of the Final Plat, the plat document shall be revised to eliminate "Phase II" from the plat title;

Urban Planning Division Recommendations:

8. If the Planning Commission concurs with the recommendation of the South Dakota Department of Transportation that Sydney Drive shall be barricaded, then a Special Exception is hereby granted to allow more than 40 dwelling units to be accessed from one street;
9. Prior to Final Plat approval by the City Council, that portion of Smith Avenue located in Phase One shall be renamed to Merlot Drive;
10. Prior to Final Plat approval by the City Council, a Variance to the Subdivision Regulations shall be obtained to allow a lot length greater than twice the lot width or the plat shall be revised to comply with the length to width requirement;
11. Prior to Final Plat approval by the City Council, a subdivision estimate form for the uncompleted subdivision improvements shall be submitted for review and approval; and,
12. Prior to Final Plat approval by the City Council, surety for the uncompleted improvements shall be posted and the subdivision inspection fees shall be paid.

STAFF REPORT

July 25, 2002

No. 02PL069 - Layout and Preliminary Plat

ITEM 14

GENERAL COMMENTS:

The applicant has submitted a Layout and Preliminary Plat to subdivide the subject property into 60 residential lots with 30 of the lots being used as townhome lots. The development is to be known as Phase Two of the Park Meadows Subdivision.

The applicant has also submitted a Variance to the Subdivision Regulations to allow lots twice as long as they are wide and a Road Renaming Request as companion items to the Layout and Preliminary Plat. (See companion items #02SV032 and 02RD004.)

In 1998, the City Council approved Layout Plat 98PL031 to create 18 residential lots, including a portion of the subject property. On September 17, 2001, the City council approved Layout Plat 01PL091 to create 117 residential lots. This Layout Plat included all of the subject property plus surrounding property(s) and identified a mixture of single family and townhome lots. In addition, an approximate 15 acre parcel located along the east lot line was identified as an area for the future development of multi-family dwelling units. The Layout Plat identified that the residential development would be constructed in five phases to be known as "Park Meadows Subdivision". On February 2, 2002, the City Council approved Preliminary and Final Plat #02PL001 to create 21 residential lots as Phase One of the development. The City Council has, subsequently, approved four additional Preliminary and Final Plats to create seven additional single family lots and eight additional townhome lots.

STAFF REVIEW:

Staff has reviewed the Layout and Preliminary Plat and has identified the following considerations:

Zoning: The eastern half of the subject property is currently zoned Medium Density Residential District with the balance of the property zoned Low Density Residential District. The proposed Layout and Preliminary Plat identifies 30 townhome lots. All of the townhome lots are located within the area zoned Medium Density Residential District precluding the requirement to obtain an Initial and Final Planned Residential Development to allow the use.

Lot Configuration: The Subdivision Regulations state that "for lots in residential districts having a width of not more than one hundred fifty feet, the lot length shall not be greater than twice the lot width". The proposed plat identifies that three of the lots have a length twice the distance of the width. As previously indicated, the applicant has submitted a Variance to the Subdivision Regulations to allow lots more than twice as long as they are wide. Prior to Final Plat approval, the Variance to the Subdivision Regulations must be obtained or the plat must be revised to comply with the length to width requirement.

Drainage: The Engineering Division has indicated that a revised drainage plan be submitted for review and approval. In particular, the revised drainage plan must account for drainage from Block 5 and provide an interim drainage plan for the run-off flows. In addition, the drainage plan must identify flows from Block 2 to Smith Avenue and provide a plan for inter lot drainage within Block 7. The Engineering Division has also indicated that evidence must

STAFF REPORT

July 25, 2002

No. 02PL069 - Layout and Preliminary Plat

ITEM 14

be provided demonstrating coverage under the State General Permit for stormwater run-off from construction sites prior to any construction. Staff is recommending that the revised drainage plan be submitted for review and approval prior to City Council approval of the Preliminary Plat.

Merlot Drive: The southern portion of the "Merlot Drive" is located in a previously platted subdivision south of the subject property and is currently named "Smith Avenue" on the plat document. This portion of "Smith Avenue (or Merlot Drive as shown on this plat) does not align with an existing road located in an adjacent subdivision, Cloverdale Subdivision, that is currently also named Smith Avenue. The Layout and Preliminary Plat identifies an alternate roadway within Phase Two aligning with Smith Avenue located in Cloverdale Subdivision and, as such, identifies this roadway as Smith Avenue. As previously indicated, the applicant has submitted a Road Renaming Request to change the road name to Merlot Drive for that portion of "Smith Avenue" located in Phase One. Staff is recommending that the Road Renaming Request be approved prior to Final Plat approval in order to minimize any confusion emergency service personnel may have in responding to address(s) along the two roadways.

In addition, the proposed Layout and Preliminary Plat identifies that approximately 200 feet of Merlot Drive located between Phase One and Phase Two will not be constructed at this time. Leaving the road disconnected will result in one roadway serving as exclusive access to the proposed 60 lots. On August 16, 2000, the City Council approved an amendment to the Street Design Criteria Manual stating that "...a street shall not provide exclusive access to more than forty (40) dwelling units. A second street access shall be provided when more than forty (40) dwelling units are exclusively accessed from a street". In addition, the Fire Department has indicated that providing one point of access to Phase Two may require that the residential structures be sprinkled, in particular the multi-family structures, and that emergency vehicle turnarounds be provided as needed. As such, staff is recommending that the construction plans be revised to show the connection of Merlot Drive between Smith Avenue and East Oakland Street in order to provide two points of access to the 60 lots.

Sydney Drive: Sydney Street, extending west from Cambell Street, and East Oakland Street, extending east from Park Hill Subdivision, serve as legal access to the proposed development. The South Dakota Department of Transportation has indicated that the close proximity of Sydney Street to the on-ramp location of East St. Joseph Street, as the two roadways converge into Cambell Street, poses significant traffic safety issues. In particular, the South Dakota Department of Transportation is concerned that the additional traffic generated by this plat and the future traffic to be generated by the remaining three phases of the development will create unacceptable traffic issues at the Cambell Street/Sydney Street intersection. As such, the South Dakota Department of Transportation has identified that upon Final Plat approval of this plat, a barricade must be placed at the eastern most terminus of Sydney Drive as it abuts the subject property. The South Dakota Department of Transportation has also indicated that a future reconstruction project of the East St. Joseph ramp is proposed in or around the year 2005. Once the project is complete, access from Cambell Street to the property will again be allowed. In the interim, the South Dakota

STAFF REPORT

July 25, 2002

No. 02PL069 - Layout and Preliminary Plat

ITEM 14

Department of Transportation has indicated that Sydney Street may only serve as an emergency ingress/egress access road.

Barricading Sydney Drive as proposed by the South Dakota Department of Transportation will result in 195 dwelling units being served by one exclusive point of access, East Oakland Street. (This includes the Layout and Preliminary Plat currently being reviewed.) The South Dakota Department of Transportation has indicated that they support granting a Special Exception to allow the 195 dwelling units with one point of access in lieu of allowing the Sydney Street access to remain due to the heightened traffic safety issues generated by proposed development. If the Planning Commission concurs with the South Dakota Department of Transportation, then a Special Exception should be granted to allow more than 40 dwelling units to be accessed from one street.

In consideration of the Special Exception request, the Engineering Division has indicated that East Oakland Street must be constructed to the south lot line of the subject property upon any additional platting of the property. Even though this does not provide a second point of access to the property, the Engineering Division has indicated that on-going conversations with adjacent property owners to the south and the South Dakota Department of Transportation indicate that East Oakland Street may eventually serve as the access road from the development to Cambell Street. In addition, the Sydney Street approach along Cambell Street may be closed permanently. The reconstruction plans for the East St. Joseph on-ramp are in the preliminary stages with several alternatives being considered, however, this has been identified as a possible option in order to increase the distance between the on-ramp and the access road to these properties.

Layout Plat: As previously indicated, a Layout Plat was approved in 2001 to allow 117 lots. The revised Layout Plat identifies 126 lots, an increase of nine lots. The nine additional lots do not appear to create any land use and/or development issues. However, the applicant should be aware that prior to any additional platting, a second access road must be provided or an additional Special Exception must be obtained to allow one access road to serve more than 40 dwelling units.