

STAFF REPORT

March 6, 2003

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**No. 03PL017 - Final Plat**

**ITEM 7**

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GENERAL INFORMATION:

PETITIONER	CETEC Engineering Services, Inc. for Park Hill Development, Inc.
REQUEST	<b>No. 03PL017 - Final Plat</b>
EXISTING LEGAL DESCRIPTION	A portion of the unplatted SE1/4 NE1/4 less Lot 1 and Block 1 and less right of way, 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, 13A, 13B, and 14 thru 20 of Block 1, Lots 8, 9, 10A, 10B, 11A, 11B of Block 2, Lots 1 thru 9, 10A and 10B of Block 5, of Park Meadows Subdivision located in the NE1/4 SE1/4, SW1/4 NE1/4 and SE1/4 NE1/4, Section 7, T1N, R8E, BHM, Rapid City, Pennington County, South Dakota
PARCEL ACREAGE	Approximately 11.03 acres
LOCATION	Along Merlot Drive, Allie Court, Naples Court and Smith Avenue
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:	Medium Density Residential District
West:	Low Density Residential District
PUBLIC UTILITIES	City Sewer and Water
DATE OF APPLICATION	02/06/2003
REPORT BY	Tom Kurtenbach

RECOMMENDATION: If the Planning Commission concurs with the recommendation of the South Dakota Department of Transportation that Sydney Drive be barricaded, then a Special Exception is hereby granted to allow more than 40 dwelling units to be accessed from one street. Staff then recommends that the Final Plat be approved with the following stipulations:

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South Dakota Department of Transportation Recommendation:

1. 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;

Urban Planning Division Recommendations:

2. 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,
3. 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.

GENERAL COMMENTS: A Layout and Preliminary Plat for this phase of Park Meadows Subdivision was approved with stipulations by the City Council on October 7, 2002. The applicant has submitted a Final Plat request that includes a portion of the previously approved Layout/Preliminary Plat.

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.

STAFF REVIEW: Staff has reviewed the Final 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. All of the proposed 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. Some of the townhome lots are labeled as such, while others are not identified. On February 21, 2003 the applicant submitted a revised plat identifying all the townhome lots with labels.

Lot Configuration: The Rapid City Municipal Code states that "for all dwellings there shall be a minimum lot width of fifty feet at the front building line. Such lot shall abut on a public street for a distance of not less than 25 feet". Lot 20, Block 1 is less than 25 feet in width where it abuts Merlot Drive. On February 21, 2003 the applicant submitted a revised plat identifying a front lot line for Lot 20 that meets this minimum width requirement.

Subdivision Improvements: Currently, utility lines are being installed on the subject property. A subdivision improvement estimate was submitted with the Final Plat application, and was submitted to City Engineering Staff for approval. Staff recommends that prior to Final Plat

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approval by the City Council, the applicant shall post surety for the uncompleted subdivision improvements and shall pay the subdivision inspection fees.

Access: Sydney Drive, 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 Drive to the on-ramp location of East St. Joseph Street, as the two roadways converge into Cambell Street, poses a significant traffic safety concern. 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 conflicts at the Cambell Street/Sydney Drive intersection. During the Preliminary Plat process, the South Dakota Department of Transportation had indicated that upon Final Plat approval, 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, indirect access from Cambell Street to the property will be provided. In the interim, the South Dakota Department of Transportation has indicated that Sydney Drive may only serve as an emergency ingress/egress access road.

Barricading Sydney Drive will result in 172 dwelling units being served by one exclusive point of access, East Oakland Street. (This includes the Final Plat currently being reviewed.) The South Dakota Department of Transportation has indicated that they support granting a Special Exception to allow the 172 dwelling units with one point of access in lieu of allowing the Sydney Street access to remain due to the heightened traffic safety concerns with that intersection. 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.

Staff believes that the proposed plat generally complies with all applicable zoning and subdivision regulations assuming compliance with the stated stipulations.