

STAFF REPORT
June 9, 2005

No. 05PL087 - Preliminary Plat

ITEM 13

GENERAL INFORMATION:

PETITIONER	Dream Design International, LLC
REQUEST	No. 05PL087 - Preliminary Plat
EXISTING LEGAL DESCRIPTION	Beginning at a found point on the quarter corner of Section 28 and Section 29 T1N, R7E, BHM; thence S89°59'26"E 1064.51 feet; thence S63°16'56"W 75.68 feet; thence S58°41'53"W 119.08 feet; thence S67°34'57"W 52.00 feet; thence S76°02'59"W 119.17 feet; thence S88°05'02"W 104.00 feet; thence S89°59'30"W 626.72 feet; thence N00°18'06"W 148.20 feet; to the Point of Beginning; containing 3.12 acres more or less, located at the SW1/4, Section 28, T1N, R7E, BHM, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Lots 1R and Lot 8, Block 1, Lots 1 through 8, Block 10 and dedicated street, (Red Rock Meadows Subdivision), Section 28, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PARCEL ACREAGE	Approximately 3.12 acres
LOCATION	South of the intersection of Muirfield Drive and Coghill Lane
EXISTING ZONING	Suburban Residential District (Pennington County)
SURROUNDING ZONING	
North:	Low Density Residential District
South:	Suburban Residential District (Pennington County)
East:	Suburban Residential District (Pennington County)
West:	Planned Unit Development (Pennington County)
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	5/12/2005
REVIEWED BY	Vicki Fisher / David L. Johnson

RECOMMENDATION:

Staff recommends that the Preliminary Plat be approved with the following stipulations:

1. Prior to Preliminary Plat approval by the City Council, all necessary changes shall be made to the construction plans as identified on the redlined drawings. In addition, the

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2. redlined drawings shall be returned to the Development Service Center Division; Prior to Preliminary Plat approval by the City Council, the plat document shall be revised to provide 17 additional feet of right-of-way along Dunsmore Road or a Variance to the Subdivision Regulations shall be obtained;
3. The Exception request to allow 101 dwelling units with one point of access in lieu of 40 dwelling units as per the Street Design Criteria Manual is hereby denied;
4. Prior to Preliminary Plat approval by the City Council, a Private Utility Master Plan shall be submitted for review and approval;
5. Prior to Preliminary Plat approval by the City Council, a subdivision cost estimate shall be submitted for review and approval;
6. Prior to Preliminary Plat approval by the City Council, the property shall be annexed into the City limits of Rapid City;
7. Prior to submittal of a Final Plat application, the plat document shall be revised to provide a non-access easement along Dunsmore Road as it abuts Lot 1, Block 10, along Muirfield Drive as it abuts Lot 8, Block 1 and Lot 8, Block 10, the first 75 feet of the corner lots along Red Angus Drive and the west 75 feet of Lot 1, Block 10; and,
8. Upon submittal of the Final Plat application, surety for any required subdivision improvements that have not been completed shall be posted and the subdivision inspection fees shall be paid.

GENERAL COMMENTS:

The applicant has submitted a Preliminary Plat to create ten residential lots as a part of the Red Rock Meadows Subdivision. In addition, the applicant has submitted an annexation petition to annex the subject property. The applicant has also submitted a Rezoning request to change the zoning designation from No Use District to Low Density Residential District. (See companion item #05AN005 and 05RZ039)

On February 7, 2005, the City Council approved a Preliminary Plat to create 91 residential lots as Phase One of the Red Rock Meadows Subdivision. In addition, the City Council approved a Variance to the Subdivision Regulations to reduce the right-of-way width of Dunsmore Road from 100 feet to 66 feet. On April 4, 2005, a Final Plat for the 91 residential lots was administratively approved.

The property is located directly east of the Red Rock Estates Subdivision and is currently void of any structural development.

STAFF REVIEW:

Staff has reviewed the Preliminary Plat and has noted the following considerations:

Private Utility Master Plan: Staff is recommending that a private utility master plan be submitted for review and approval. In particular, the private utility master plan must demonstrate coordination between the private utilities, City sewer and water taps and approach locations to each of the proposed lot(s). Staff is recommending that prior to Preliminary Plat approval by the City Council, a private utility master plan be submitted for review and approval as identified.

Dunsmore Road: Dunsmore Road is classified as a minor arterial street on the City's Major Street Plan requiring that the street be located in a minimum 100 foot wide right-of-way and

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constructed with a minimum 40 foot wide paved surface, curb, gutter, sidewalk, street light conduit, sewer and water. Construction plans for Dunsmore Road were previously reviewed and approved as a part of Phase One of the Red Rock Meadows Subdivision. In addition, a Variance to the Subdivision Regulations was granted to reduce the right-of-way width for Dunsmore Road from 100 feet to 66 feet. In particular, the Variance was granted since this portion of Dunsmore Road was located adjacent to Phase One and was under different ownership than Phase One of the development. In addition, it was noted that at such time that the adjacent property was platted, the additional right-of-way must be dedicated. Platting the subject property along Dunsmore Road will now require that the right-of-way be dedicated. As such, staff is recommending that prior to Preliminary Plat approval by the City Council, the plat document be revised to provide 17 additional feet of right-of-way or a Variance to the Subdivision Regulations must be obtained.

Exception: 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". On February 7, 2005, the City Council approved an Exception to allow 91 dwelling units with one point of access as a part of Phase One of the Red Rock Meadows Subdivision. The applicant is now requesting that an Exception be granted to allow Dunsmore Road to serve as exclusive access to 101 dwelling units.

The intent of the amendment to the Street Design Criteria Manual limiting the number of residences with one point of access is to insure safe ingress and egress into these development(s) during times of an emergency. In particular, the Fire Department has indicated that during times of a fire and/or any other catastrophe, one point of access to more than forty dwelling units is not adequate to handle emergency vehicle traffic and residential traffic. Multiple points of access also provide for traffic distribution so that one portion of the neighborhoods is not inordinately impacted by traffic from a development. With 101 dwelling units accessing from a single point, over 1,010 average daily trips (ADT) will be experienced at that single point until an alternate access is constructed.

The 40 dwelling unit standard was established in 2000 as a result of traffic issues associated with the Elks Country Estates/Plum Creek developments. Other existing developments with similar concerns include the Chapel Valley area and the Copperfield development. In 2003, the City Council approved a Special Exception request to allow 69 dwelling units with one point of access from Alta Vista Street for the West Hills Village multi-family residential development and the Minnesota Ridge Subdivision. In addition, the City Council approved a Special Exception to allow 80 dwelling units with one point of access from Parkview Drive. In both instances, the applicant(s) proposed the use of one point of access to the property on a temporary basis until a second access could be extended. As the properties located east and north of the subject property develop, a second point of access may be provided but the applicant has not demonstrated a timeframe for the street connection(s).

However, due to the significant safety issues and traffic concerns relative to allowing 101 dwelling units in lieu of 40 dwelling units with one point of access, staff recommends that the Special Exception as requested be denied.

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Staff believes that this proposed plat generally complies with all applicable Zoning and Subdivision Regulations assuming compliance with the stated stipulations.