

STAFF REPORT

June 5, 2003

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**No. 03PD024 - Planned Unit Development - Initial and Final Development Plan**      **ITEM 48**

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GENERAL INFORMATION:

PETITIONER	TSP Three, Inc. for Wellington Heights, LLC
REQUEST	<b>No. 03PD024 - Planned Unit Development - Initial and Final Development Plan</b>
EXISTING LEGAL DESCRIPTION	Lot B, Cleary Subdivision, Section 26, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PARCEL ACREAGE	Approximately 7.77 acres
LOCATION	6715 Wellington Drive
EXISTING ZONING	Low Density Residential w/Planned Unit Development
SURROUNDING ZONING	
North:	Low Density Residential w/Planned Unit Development
South:	Low Density Residential w/Planned Unit Development
East:	Low Density Residential w/Planned Unit Development
West:	Low Density Residential w/Planned Unit Development
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	05/09/2003
REPORT BY	Vicki Fisher

RECOMMENDATION:

Staff recommends that the Planned Unit Development - Initial and Final Development Plan be continued to the June 26, 2003 Planning Commission meeting to allow the applicant to submit additional information.

GENERAL COMMENTS:

The applicant has also submitted an Initial and Final Planned Unit Development to allow a 44 townhome development on the subject property. The applicant has submitted a Preliminary and Final Plat to subdivide the subject property into 44 townhome lots. (See companion item #03PL055.)

On July 20, 1998, the City Council approved an Initial Planned Unit Development to allow the equestrian center on the subject property, Lot C of the Cleary Subdivision, with accessory structures on Lots A and B of the Cleary Subdivision. The Initial Planned Unit Development also included a residential development consisting of 72 single family homes to be constructed on property located adjacent to the equestrian facility.

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On February 26, 1999, the applicant submitted Final Planned Unit Development #02PL059 to allow the equestrian center with accessory structures. However, Lot C has recently been sold and the new property owner has indicated that the equestrian center will be removed from the property and redeveloped as identified above. As such, Final Planned Unit Development #02PD059 has been amended eliminating Lot C. This Initial and Final Planned Unit Development will identify the approved use(s) for the subject property.

#### STAFF REVIEW:

Staff has reviewed the Initial and Final Planned Unit Development and has noted the following considerations:

Land Use: As previously indicated, the applicant is proposing to redevelop the subject property into 44 townhome lots. The South Hill Subdivision located along the south side of Wellington Drive is a single family residential development with the exception of six townhomes located along the northern most portion of the east side of the looped roadway. The City Council approved the townhome development within this area of the South Hill Subdivision due to the close proximity of these lots to Catron Boulevard, a principal arterial street. Staff is recommending that the Initial and Final Planned Unit Development as well as the associated Preliminary and Final Plat be revised to provide consistency between the previously approved residential development and the proposed residential development. In particular, staff is recommending that the 18 townhome lots located opposite single family residential lots be changed to single family residential lots. The remaining townhome lots along Wellington Drive are opposite the previously approved townhomes and may remain as proposed. In addition, staff is recommending that the proposed townhomes within the interior cul-de-sac be allowed since the recommended single family residential development located along the balance of Wellington Drive will serve as a buffer between the two residential land use(s). Staff is recommending that the Initial and Final Planned Unit Development be continued to allow the applicant to submit a revised site plan to show the single family residential use as identified.

Design Features: The applicant has submitted building elevations identifying that the proposed townhomes will be one story structures with a peaked asphalt shingled roof. The townhomes will be constructed of a combination wood, brick and glass and will be earth tone in color. Staff is recommending that the townhomes conform architecturally to the plans and elevations submitted as part of this Initial and Final Planned Unit Development. In addition, staff is recommending that elevations for the single family residence(s) be submitted for review and approval.

Signage: The applicant's site plan identifies two signs located on the property. To date, a sign package identifying the design and elevations of the signs has not been submitted for review and approval. The Engineering Division has also indicated that the applicant must demonstrate that the proposed signs do not encroach into sight triangles along Wellington Drive and Wellington Court. Staff is recommending that the Initial and Final Planned Unit Development be continued to allow the applicant to submit a sign package as identified.

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Wellington Court: Wellington Court is designed as a cul-de-sac street and will serve as access to the 24 interior lots located along the cul-de-sac. Wellington Court is classified as a lane place street requiring a minimum 49 foot wide right-of-way and a minimum 24 foot wide paved surface. The construction plans identify that Wellington Court will be constructed to these standards; however, the Engineering Division has indicated that the street does not meet the minimum design speed of 20 miles per hour as required by the Street Design Criteria Manual. As such, the construction plans must be revised to provide a minimum design speed of 20 miles per hour for Wellington Court or a Special Exception to the Street Design Criteria Manual must be obtained. The Engineering Division has indicated that the extensive driveway cuts proposed along the cul-de-sac will make on-street parking problematic. Posting the street with "No Parking" signage may allow staff to support a Special Exception request as identified above.

The Engineering Division has also indicated that pavement design and supporting geotechnical data must be submitted for review and approval. Staff is recommending that the Initial and Final Planned Unit Development be continued to allow the applicant to submit the information and to address the design speed issue.

Wellington Drive: Wellington Drive is a looped roadway separating the proposed townhome development from the existing residential development known as South Hill Subdivision. Currently, Wellington Drive is a 27 foot wide paved roadway with curb side sidewalks along one side of the street located adjacent to the South Hill Subdivision. The construction plans identify that that the applicant is also proposing curb side sidewalks along the interior side of Wellington Drive. The Engineering Division has indicated that the road construction plans must be revised to provide property line sidewalks or a Special Exception to the Street Design Criteria Manual must be obtained. Staff may support curb side sidewalks to maintain design consistency with the existing sidewalks on the opposite side of the street if the applicant agrees to locate all mail boxes and any other architectural features outside of the sidewalk area.

The South Dakota Department of Transportation has indicated that the original traffic study completed as a part of the Edinborough and South Hill Subdivision development must be updated to incorporate the traffic resulting from this proposed residential development. In particular, the updated traffic study must identify if turn lane(s) are needed at this time. The South Dakota Department of Transportation has also indicated that the west approach to Wellington Drive will become a right-in/right-out intersection at some point in the future as additional traffic issues arise at this intersection along Catron Boulevard.

Drainage: The Engineering Division has indicated that a complete drainage plan must be submitted for review and approval. In particular, the drainage plan must address whether the existing street and storm sewer system is adequate to handle the flows from the proposed development. In addition, the Engineering Division has indicated that the need to provide on-site detention must be addressed. The Engineering Division has also indicated that the proposed drainage easement located along the common rear lot lines between the

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residential lots appears problematic. In particular, it may be difficult for the City to access a major drainage easement in this area. The applicant's site plan submitted with the associated Initial and Final Planned Unit Development identifies that landscaping, maintained by the Homeowners Association, will also be located in this area. As such, staff is recommending that the drainage easement along the common rear lot lines be identified as a private easement and maintained by the Homeowners Association. Staff is recommending that the Initial and Final Planned Unit Development be continued to allow the applicant to address the drainage issues as identified.

Water and Sewer: The Engineering Division has indicated that a plan and profile of water main improvements must be submitted for review and approval prior to Initial and Final Planned Unit Development approval. In addition, verification that the existing lift station is adequate as currently configured to handle the increased water flows from the proposed development must be submitted for review and approval. If necessary, the applicant must identify upgrades to the pumps in order to accommodate the increased flows. The Engineering Division has indicated that a plan and profile of the sewer improvements must be submitted for review and approval prior to Initial and Final Planned Unit Development approval.

The Engineering Division has also indicated that pavement cuts across Wellington Drive will be needed to extend utilities to the proposed residential development. As such, the Engineering Division has indicated that an edge milling and overlay will be required after all the utility cuts have been completed for the proposed development.

Fire Department: The Fire Department has indicated that fire hydrants with a minimum 1,500 gallons per minute at 20 psi fire flow must be installed and operational prior to issuance of a building permit and/or any construction on the site using combustible material(s). The Fire Department has also indicated that all proposed streets must be constructed to meet the minimum standards of the Street Design Criteria Manual to insure fire apparatus access. In particular, the cul-de-sac must have a minimum 110 foot turning radius and must not exceed a three degree cross or side slope. In addition, the Fire Department has also indicated that street signs and lot addresses must be posted prior to or in conjunction with building construction.

Staff is recommending that the Preliminary and Final Plat be continued to the June 26, 2003 Planning Commission meeting to allow the applicant to submit additional information as outlined above.