

STAFF REPORT

August 7, 2003

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**No. 03PD024 - Planned Unit Development - Initial and Final Development Plan**      **ITEM 24**

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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 **approved with the following stipulations:**

**Engineering Division Recommendations:**

- 1. A Preliminary and Final Plat shall be reviewed and approved to create individual residential lots prior to or in conjunction with approval of a Final Planned Unit Development;**

**Fire Department Recommendations:**

- 2. Prior to issuance of a building permit, fire hydrants shall be in place and operational;**
- 3. Prior to issuance of a building permit, all weather access road(s) shall be constructed in compliance with the Street Design Criteria Manual in order to accommodate Fire Department apparatus;**

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#### Air Quality Division Recommendations:

4. An Air Quality Permit shall be obtained prior to any development work or construction in excess of one acre;

#### Building Inspection Division Recommendations:

5. A building permit shall be obtained prior to any construction and a certificate of occupancy shall be obtained prior to occupancy;

#### Urban Planning Division Recommendations:

6. Prior to Planning Commission approval of the Initial and Final Planned Unit Development, a sign package shall be submitted for review and approval. In particular, the sign package shall demonstrate that the proposed signs do not encroach into the site triangle;
7. Prior to Planning Commission approval, the covenants shall be revised to provide maintenance by the Homeowners Association of the private drainage easement located along the common rear lot lines;
8. All mail boxes and other architectural features shall be located outside of the sidewalk area;
9. Lot 29 shall be used exclusively for off-street parking. In addition, the bulb of the cul-de-sac shall be posted with "No Parking" signs;
10. The use of Lots 1 thru 15 shall be limited to a single family residence on each lot. In addition, use of Lots 16A thru 28B shall be townhomes. Accessory structures for each residence shall also be allowed on each lot;
11. All provisions of the Low Density Residential District shall be met unless otherwise specifically authorized as a stipulation of this Initial and Final Planned Unit Development or a subsequent Major Amendment.
12. The proposed residential development shall conform architecturally to the plans and elevations submitted as part of this Planned Unit Development;
13. The Planned Unit Development shall expire if the use is not undertaken and completed within two years of the date of approval by the Planning Commission, or if the use as approved has ceased for a period of two years.

#### GENERAL COMMENTS:

This item has been continued several times since the June 5, 2003 Planning Commission meeting to allow the applicant to submit additional information and to allow the applicant to meet with area property owners to discuss the proposed development. This Staff Report has been revised as of July 30, 2003. All added and/or revised text is shown in bold print.

The applicant has indicated that he met with area property owners on June 9, 2003. Staff was not invited to the meeting and, as such, does not know the outcome of the discussion(s). At the June 26, 2003 Planning Commission meeting, several area property owners voiced concern with the townhomes proposed along Wellington Drive. The applicant requested that the Planning Commission indicate whether they supported his

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proposal or the proposal recommended by staff. While that issue was not specifically addressed by the entire Planning Commission, the motion maker indicated that he supported staff's recommendation regarding the appropriate land uses. As such, the motion was seconded and approved by unanimous vote to continue this item to the July 10, 2003 Planning Commission meeting to allow the applicant to submit a revised site plan accordingly.

**On July 14, 2003, the applicant submitted a revised site plan and traffic information. On July 21, 2003, the applicant submitted structural elevation(s), revised sewer plans and revised construction plans showing the mill and overlay along Wellington Drive. As of the writing of this Staff Report, the applicant has not submitted a revised paving design including geotechnical information. Staff is recommending that the revised paving design be submitted for review and approval as a part of the associated Preliminary and Final Plat approval.**

The applicant has submitted an Initial and Final Planned Unit Development to allow townhome development on the above legally described property. The applicant has also 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.

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

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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. **On July 8, 2003, the applicant submitted a revised site plan showing 15 single family residential lots and 26 townhome lots as requested.**

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. **On July 25, 2003, the applicant submitted elevations for the single family residences showing the structures as one story buildings with a peaked roof and attached garages.**

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 a sign package be submitted for review and approval prior to Planning Commission approval of the Initial and Final Planned Unit Development.**

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

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geotechnical data must be submitted for review and approval. **Staff is recommending that the pavement design be submitted for review and approval prior to City Council approval of the associated Preliminary and Final Plat.**

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 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 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.

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. **On**

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**July 8, 2003, the applicant submitted additional sewer information as requested.**

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. **The Fire Department has indicated that the construction plans must be revised to provide one additional fire hydrant at the entrance to Wellington Court. Staff is recommending that the construction plans be revised accordingly prior to City Council approval of the associated Preliminary and Final Plat.**

**The sign has been posted on the property and the white slips and green cards from the certified mailing requirement have been submitted to the Planning Department. Staff has received several telephone calls regarding the proposed size of the residential lots and the architectural design of the single family residence(s) and the townhome(s). Staff will notify the Planning Commission if additional comments are received regarding this issue at the August 7, 2003 Planning Commission meeting.**