

STAFF REPORT

August 7, 2003

No. 03PL055 - Preliminary and Final Plat

ITEM 25

GENERAL INFORMATION:

PETITIONER	TSP Three, Inc. for Wellington Heights, LLC
REQUEST	No. 03PL055 - Preliminary and Final Plat
EXISTING LEGAL DESCRIPTION	Lot B, Cleary Subdivision, Section 26, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Lots 1 thru 45, Block 1, Wellington Heights 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 L. Fisher

RECOMMENDATION:

Staff recommends that the Preliminary and Final Plat **be approved with the following 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, a revised pavement design including geotechnical information shall be submitted for review and approval;**
3. **Prior to City Council approval of the Preliminary Plat, a revised traffic study shall be submitted for review and approval. In particular, current traffic data from the City's traffic counts shall be used to determine the base conditions. In addition, the traffic study shall include a minimum ten year projection and shall include traffic projections from the future Fifth Street connection and the southeast connector**

STAFF REPORT

August 7, 2003

No. 03PL055 - Preliminary and Final Plat

ITEM 25

roadway. The revised traffic study shall also include an estimate of when left turn warrants will be met using current South Dakota Department of Transportation projections for a roadway rebuild and South Dakota Department of Transportation left turn volume threshold and speed criterion. The construction plans shall be revised addressing any required improvements along Catron Boulevard and Wellington Drive if the revised traffic study shows that the improvements are warranted at this time;

4. Prior to City Council approval of the Preliminary Plat, a subdivision estimate form shall be submitted for review and approval;
5. A Special Exception is hereby granted to allow curb side sidewalks with the stipulation that no mailboxes or other architectural features be placed in the sidewalks;
6. A Special Exception is hereby granted to allow a driveway width to exceed 50% of the lot width along Wellington Court on Lots 16A thru 28B;

Fire Department Recommendation:

7. Prior to City Council approval of the Preliminary Plat, the construction plans shall be revised to provide one additional fire hydrant at the entrance to Wellington Court;

Urban Planning Division Recommendations:

8. Prior to Final Plat approval by the City Council, the Initial and Final Planned Unit Development shall be approved; and,
9. Prior to City Council approval of the Final Plat, surety for any required subdivision improvements that have not been completed shall be posted and the subdivision inspection fees shall be paid.

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 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.

STAFF REPORT

August 7, 2003

No. 03PL055 - Preliminary and Final Plat

ITEM 25

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 prior to Preliminary Plat approval by the City Council.

The applicant has submitted a Preliminary and Final Plat to subdivide the subject property into 44 townhome lots. The applicant has also submitted an Initial and Final Planned Unit Development to allow the townhome development on the property. (See companion item #03PD024.)

On July 20, 1998, the City Council approved an Initial Planned Unit Development to allow the equestrian center on 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. The associated Initial and Final Planned Unit Development, 03PD024, will identify the approved use(s) for the subject property.

STAFF REVIEW:

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

Plat Document: To date, a plat document has not been submitted for review and approval. In particular, the plat document must provide a title, lot number(s) and block number(s) which clearly identifies each parcel of land and the dimensions of all lots. In addition, the plat document must show all adjacent rights-of way. The Register of Deed's Office has indicated that the proposed subdivision name, "Wellington Heights" is acceptable; however, a complete plat document must be submitted for review and approval to insure that the document can be recorded. Staff is recommending that the Preliminary and Final Plat be continued to allow the applicant to submit a plat document as identified. **On July 8, 2003, the applicant submitted a plat document for review and approval. A copy has been forwarded to the Register of Deed's office for their review and approval.**

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

STAFF REPORT

August 7, 2003

No. 03PL055 - Preliminary and Final Plat

ITEM 25

street. Staff is recommending that the plat document as well as the associated Initial and Final Planned Unit Development 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). **On July 8, 2003, the applicant submitted a revised site plan showing 15 single family residential lots and 26 townhome lots as requested.**

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 Preliminary and Final Plat 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

STAFF REPORT

August 7, 2003

No. 03PL055 - Preliminary and Final Plat

ITEM 25

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. **On July 21, 2003, the applicant submitted an updated traffic study for review and approval. The Engineering Division has indicated that the updated traffic analysis was performed based upon a 1999 original study by the HDR Engineering Company. The citations of standards and summaries of the background information are included in the original HDR Company technical report. The background information provided assumes a 1.5% annual growth rate projected to the year 2019. The warrants for a left turn lane in 1999 were not projected to be met based upon this projected growth rate. However, due to the major network changes that have already occurred in the area, the traffic projections for 2019 were actually met in 2001. As such the Engineering Division is recommending that the traffic study be revised to consider the current traffic data. (This information can be obtained from the City's Traffic Engineer.) In addition, the traffic study must include a minimum ten year projection and must include traffic projections from the future Fifth Street connection and the southeast connector roadway. The revised traffic study must also include an estimate of when left turn warrants will be met using current South Dakota Department of Transportation projections for a roadway rebuild and South Dakota Department of Transportation left turn volume threshold and speed criterion. The Engineering Division has indicated that the construction plans must be revised addressing any required improvements along Catron Boulevard and Wellington Drive if the revised traffic study shows that the improvements are warranted at this time.**

Non-access Easements: The Engineering Division has indicated that upon submittal of a plat document, a non-access easement must be shown along Wellington Drive except for approved approach locations and along the first fifty feet of Wellington Court. In addition, any proposed approach location(s) must align with existing approaches located on the opposite side of the street wherever possible.

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 Preliminary Plat 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

STAFF REPORT

August 7, 2003

No. 03PL055 - Preliminary and Final Plat

ITEM 25

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 Preliminary Plat approval. **On July 21, 2003, the revised water and sewer plans were submitted for review and approval. The Engineering Division has indicated that other than minor red line revisions, the plans meet with their 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. **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 Preliminary Plat approval by the City Council.**

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