

STAFF REPORT
September 23, 2004

**No. 04PD053 - Planned Residential Development - Major ITEM 18
Amendment to an Initial Development Plan**

GENERAL INFORMATION:

PETITIONER Wyss Associates, Inc. for Web Real Estate Holdings Company, LLC

REQUEST **No. 04PD053 - Planned Residential Development - Major Amendment to an Initial Development Plan**

EXISTING
LEGAL DESCRIPTION

Property described by metes and bounds commencing at the NW corner of the SE1/4 of Section 11, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota. Thence travel 737.28 feet at a bearing S00°31'58" West to the point of beginning; travel 0.40 feet at bearing S89°28'02" East to a point; travel 66.78 feet along a 126.00' radius convex southeasterly with a chord bearing S74°17'04" East to a point on a curve; travel 139.80 feet along a 124.00' radius concave northeasterly with a chord bearing N88°36'04" East to a point; travel 40.83 feet at a bearing N56°18'13" East to a point; travel 76.49 feet at a bearing N33°41'47" West to a point; travel 204.40 feet at a bearing N12°13'30" East to a point; travel 100.98 feet at a bearing N69°46'53" East to a point; travel 122.49 feet at a bearing N87°48'19" East to a point; travel 74.12 feet at a bearing S52°32'01" East to a point; travel 109.55 feet at a bearing S73°30'07" East to a point; travel 155.31 feet at a bearing N81°27'48" East to a point; travel 237.32 feet at a bearing N43°12'21" East to a point; travel 130.65 feet at a bearing N34°39'32" East to a point; travel 90.92 feet at a bearing S89°39'00" East to a point; travel 129.36 feet at a bearing S00°21'00" West to a point; travel 30.35 feet at a bearing S63°24'27" West to a point; travel 15.90 feet along a 41.00' radius concave southwesterly with a chord bearing S30°34'14" west to a point; travel 58.69 feet at a bearing S19°27'31" West to a point; travel 41.90 feet along a 159.00' radius convex southwesterly with a chord bearing S27°00'26" West to a point; travel 104.10 feet at a bearing S34°33'20" West to a point; travel 229.51 feet at a bearing S30°35'10" East to a point; travel 117.84 feet at a bearing S07°03'57" East to a point; travel 120.73 feet at a bearing S24°43'12" West to a point; travel 216.00 feet at a bearing S67°49'27" West to a point; travel 406.09 feet at a bearing S45°54'33" West to a point; travel 551.49 feet at a bearing S89°57'25" West to a point; travel 196.96 feet at a bearing N00°21'21"

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	West to a point; travel 388.84 feet at a bearing N00°31'58" East to the point of beginning. The area described contains approximately 17.71 acres more or less
PARCEL ACREAGE	Approximately 17.71 acres
LOCATION	West of the western terminus of Fairmont Boulevard and north of Tower Road
EXISTING ZONING	Low Density Residential District/Medium Density Residential District w/Planned Development
SURROUNDING ZONING	
North:	Office Commercial District/Low Density Residential District w/Planned Development
South:	General Agriculture District
East:	General Commercial District w/Planned Development
West:	Park Forest District
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	8/27/2004
REVIEWED BY	Vicki L. Fisher / Curt Huus

RECOMMENDATION:

Staff recommends that the Planned Residential Development - Major Amendment to an Initial Development Plan be approved with the following stipulations:

1. A Final Plat shall be approved prior to or in conjunction with a Final Planned Residential Development;
2. Upon submittal of a Final Planned Residential Development, a landscaping plan shall be submitted for review and approval;
3. Upon submittal of a Final Planned Residential Development, a sign package shall be submitted for review and approval;
4. Upon submittal of a Final Planned Residential Development, structural elevations and a list of the building materials for the proposed townhomes and single family residences shall be submitted for review and approval;
5. Upon submittal of a Final Planned Residential Development, a lighting package shall be submitted for review and approval;
6. Upon submittal of a Final Planned Residential Development, visitor parking shall be provided at a ratio of one parking space per dwelling unit located within 300 feet of the residence or a minimum 52 foot wide right-of-way for Sandstone Lane and Pevans Parkway shall be provided in order to allow on-street parking;
7. Upon submittal of a Final Planned Residential Development, a preliminary geotechnical

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- evaluation shall identify those lots that need a detailed geotechnical evaluation prior to issuance of a building or grading permit;
8. Upon submittal of a Final Planned Residential Development Plan, the cul-de-sac at the northeast end of Pevans Parkway shall be shortened to 500 feet or the right-of-way shall be extended to connect with Fairmount Boulevard located east of the subject property. In addition, the proposed 18 foot wide private driveway shall be removed from the site plan;
 9. Upon submittal of a Final Planned Residential Development Plan, the site plan shall be revised to show the private drive located 220 feet east of the Pevans Parkway/Sandstone Lane intersection as an access easement if the street is to serve a maximum of four lots or as right-of-way if the street is to serve more than four lots or the private drive shall be replaced with a shared approach measuring a maximum 40 foot X 40 foot. In addition, the access easement or right-of-way shall be a minimum of 45 feet in width and constructed with a minimum 24 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer;
 10. Prior to issuance of a building permit for each lot, the property owner shall submit the proposed driveway grade for review and approval. If the proposed driveway grade exceeds 16%, the dwelling unit shall be sprinklered;
 11. A residential style fire apparatus turnaround shall be provided on any lot with a driveway in excess of 150 feet;
 12. Upon submittal of a Final Planned Residential Development Plan, a wild fire mitigation plan shall be submitted for review and approval; and,
 13. Upon submittal of a Final Planned Residential Development, a phasing plan shall be submitted for review and approval.

GENERAL COMMENTS:

The applicant has submitted a Major Amendment to an Initial Planned Residential Development to allow townhomes and/or single family residences to be constructed on 24 lots. In addition, single family residences are proposed on the two most western lots along Pevans Parkway.

On April 22, 2004, the Planning Commission approved a Major Amendment to an Initial Planned Residential Development to allow 38 townhomes and seven single family residential lots on the subject property. In addition, the Planning Commission and subsequently, the City Council, approved a Layout Plat to subdivide the subject property creating the 38 townhome lots and seven single family residential lots leaving a 49.32 acre unplatted balance.

On July 7, 2001, the City Council approved an Initial Planned Residential Development to allow for a mixed residential development on a 61.75 acre parcel, including the subject property. In particular, the Initial Planned Residential Development identified 21 single family residences to be located on the subject property.

On April 5, 2004, the City Council denied without prejudice at the applicant's request a Layout Plat to subdivide the subject property into 42 townhome lots. In addition, the City Council denied without prejudice at the applicant's request a Major Amendment to an Initial

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Planned Residential Development to allow the townhome development. (See associated items #04PL015 and 04PD010.)

The subject property is located at the eastern terminus of Pevans Parkway and is a part of the Skyline Pines East Development. Currently, the subject property is void of any structural development.

STAFF REVIEW:

Staff has reviewed the Major Amendment to the Initial Planned Residential Development and has noted the following considerations:

Design Features: The Initial Residential Development Plan identifies the building footprint of the proposed townhomes and single family residences. Upon submittal of a Final Planned Residential Development, structural elevations and a list of the building materials for the proposed structures must be submitted for review and approval.

Lighting/Signage/Landscaping: Upon submittal of a Final Residential Development Plan, a lighting and signage package as well as a landscaping plan must be submitted for review and approval. In particular, any lighting other than standard street lights must be identified. In addition, any signage including a residential development sign must be identified.

Sandstone Lane/Pevans Parkway: The associated Layout Plat identifies the connection of Sandstone Lane and Evans Parkway. The two streets are classified as a sub-collector requiring that they be located within a minimum 52 foot wide right-of-way and constructed with a minimum 27 foot wide paved surface, curb, gutter, street light conduit and sewer or a Variance to the Subdivision Regulations must be obtained. The Layout Plat identifies that the streets will be constructed with a 24 foot wide right-of-way which does not allow for on-street parking. If a Variance to the Subdivision Regulations is granted to waive the requirement to provide a minimum 27 foot wide paved surface, then visitor parking at a ratio of one space per dwelling unit must be provided within 300 feet of the residence. Staff is recommending that upon submittal of a Final Planned Residential Development, visitor parking be provided as identified or a minimum 52 foot wide right-of-way for Sandstone Lane and Pevans Parkway be provided in order to allow on-street parking.

Private Drives: The site plan identifies the extension of a 265 foot private drive off of Pevans Parkway resulting in a 750 foot long cul-de-sac. The property is located in a high wild fire area. The Street Design Criteria Manual states that in moderate, high, or extreme fire hazard areas, cul-de-sacs shall not exceed 500 feet. The applicant has previously indicated that a street connection between the subject property and Fairmont Boulevard located east of the property was not possible due to topographic constraints. The proposed private drive is located within this same area. As such, staff is recommending that upon submittal of a Final Planned Residential Development Plan, the cul-de-sac be shortened to 500 feet and the 18 foot private driveway removed from the site plan or right-of-way must be extended to connect with Fairmount Boulevard.

The site plan also identifies a private drive located 220 feet east of the Pevans

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Parkway/Sandstone Lane intersection. In addition, the site plan identifies the private drive serving as access to four single family residences and/or four townhomes. The Street Design Criteria Manual states that an "access easement" may not serve more than four lots. As such, staff is recommending that upon submittal of a Final Planned Residential Development Plan, the site plan must be revised to show the private drive as an access easement if the street is to serve a maximum of four lots or as right-of-way if the street is to serve more than four lots. In addition, the access easement or right-of-way must be a minimum of 45 feet in width and constructed with a minimum 24 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer. The applicant also has the option of reconfiguring the site plan replacing the private drive with a shared approach measuring a maximum 40 foot X 40 foot.

Geotechnical Information: Portions of the subject property are characterized with severe slopes. As such, staff is recommending that upon submittal of a Final Planned Residential Development, a preliminary geotechnical evaluation be submitted identifying those lots that need a detailed geotechnical evaluation prior to issuance of a building or grading permit.

Fire Department: The Fire Department has indicated that prior to issuance of a building permit, the property owner must submit the proposed driveway grade for review and approval. If the proposed driveway grade exceeds 15%, the dwelling unit must be sprinklered. The Fire Department has also indicated that a residential style fire apparatus turnaround must be provided on any lot with a driveway in excess of 150 feet. In addition, the Fire Department has indicated that the property is located in a high wild fire area. As such, upon submittal of a Final Planned Residential Development Plan, a wild fire mitigation plan must be submitted for review and approval.

Notification Requirement: As of this writing, the receipts for the certified mailing requirement have not been returned nor has the sign been posted on the property. Staff will notify the Planning Commission at the September 23, 2004 Planning Commission meeting if this requirement has not been met.