

STAFF REPORT  
May 5, 2005

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**No. 05PD029 - Planned Residential Development - Initial and Final  
Development Plan**

**ITEM 44**

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GENERAL INFORMATION:

PETITIONER	Dream Design International
REQUEST	<b>No. 05PD029 - Planned Residential Development - Initial and Final Development Plan</b>
EXISTING LEGAL DESCRIPTION	Lots 1-9, Block 5, Red Rock Meadows Subdivision, Section 28, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PARCEL ACREAGE	Approximately 2.34 acres
LOCATION	At the northwest corner of Muirfield Drive and Coghill Lane
EXISTING ZONING	Low Density Residential District
SURROUNDING ZONING	
North:	Low Density Residential District
South:	Low Density Residential District
East:	Low Density Residential District
West:	Low Density Residential District
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	4/8/2005
REVIEWED BY	Vicki L. Fisher / David L. Johnson

RECOMMENDATION:

Staff recommends that the Planned Residential Development - Initial and Final Development Plan be continued to the May 26, 2005 Planning Commission meeting to allow the applicant to submit a revised Initial and Final Development Plan.

GENERAL COMMENTS:

The applicant has submitted an Initial and Final Planned Residential Development to allow an 18 unit townhome development to be constructed on the subject property. The property is a part of the Red Rock Meadows Development.

On March 29, 2005, a Final Plat was approved to create 100 residential lots, including the subject property. In particular, the Final Plat identified subdividing the subject property into nine residential lots.

The property is located approximately one-quarter mile north of the intersection of

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Dunsmore Road and Sheridan Lake Road, directly east of Red Rock Estates. Currently, the property is void of any structural development.

STAFF REVIEW:

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

Design Features: The applicant has indicated that the proposed townhomes will be constructed with a combination of stone, wood, brick, glass, drivet and simulated siding. In addition, the residences are proposed to be one story structures with attached garages and a contiguous pitched roof with fiber glass shingles. The applicant has also indicated that the townhomes will be earth tone in color. Staff is recommending that the residences conform architecturally to the plans, elevations and color palettes submitted as part of this Initial and Final Planned Residential Development.

Setbacks: The Low Density Residential District requires the following setbacks for a residential structure: a minimum 25 foot front yard setback, a minimum 25 rear yard setback, a minimum eight foot side yard setback for a single story structure and a minimum 12 foot side yard setback for a two story structure. The applicant has requested that the front yard setback be reduced to 18 feet in front of the garage and 15 feet in front of the balance of the structure. The Planning Commission has allowed reduced front yard setbacks within Planned Residential Developments when a minimum 18 foot front yard setback is provided in front of the proposed garages in order to insure a vehicle may be parked in the driveway without overhanging the public right-of-way or across the sidewalk in violation of the Rapid City Municipal Code. As such, staff is recommending that the proposed front yard setback of 15 feet be allowed as proposed with the stipulation that a minimum 18 foot front yard setback be provided in front of each garage.

The applicant is also requesting that the side yard setback be reduced from eight feet to six feet for the proposed one story townhomes. The Planning Commission has reduced the side yard setback for an affordable residential housing development known as "Kateland Subdivision" located in the northwest area of the City from eight feet to six feet. It was noted that the development was being approved as an experimental subdivision and would be reviewed after construction to determine if similar reductions should be allowed in future developments. It was noted at that time that the reduced side yard setback would not be supported in other developments until it was determined if the reduced standard was appropriate for wide spread use and possible adoption as part of the City's development standards. That development has not been completed to the point to allow a review of the success or failure of the reduced side yard setbacks. Further, the applicant is proposing to construct the homes in previously platted drainage easements due to the proposed reduction in setback. The applicant can revise the proposed development and provide the eight foot minimum required side yard setback. Staff cannot support the proposed reduced side yard setback. Staff is recommending that the Initial and Final Planned Residential Development be continued to the May 26, 2005 Planning Commission meeting to allow the applicant to submit a revised site plan providing the minimum eight foot side yard setback.

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As previously noted, the applicant has proposed construction of the residential structure in the previously plated eight foot wide drainage and utility easements. As such, the structures must be relocated outside of the required easements or the drainage and utility easement must be vacated accordingly to allow a six foot side yard setback. In addition, all of the affected utility companies must submit written documentation concurring with the proposed easement vacation request.

Muirfield Drive: Muirfield Drive is located along the south lot line of the subject property and is classified as a collector street on the City's Major Street Plan. The site plan identifies a proposed 7.76 foot side yard street setback to Muirfield Drive. It is anticipated that Muirfield Drive will carry large volumes of traffic from Dunsmore Road, an arterial street, and existing and future development located adjacent to the subject property. The intersection of Dunsmore Road and Muirfield Drive will require turning lanes with pavement widths to support the traffic movement(s). Noise and traffic conflicts within these sections of roadways do not support reducing the setback requirement on the adjacent properties. As noted above, the applicant could reduce the number of proposed townhomes and provide the minimum 25 foot side yard street setback to Muirfield Drive. As such, staff is recommending that the Initial and Final Planned Residential Development be continued to the May 26, 2005 Planning Commission meeting to allow the applicant to revise the site plan accordingly.

Coghill Lane/Turnberry Road: Coghill Lane is located along the east lot line of the subject property and is classified as a collector street on the City's Major Street Plan. In addition, Turnberry Road is located along the north lot line and is identified as a sub-collector street which is the lesser order street. The applicant's site plan identifies access to the northern lot via Coghill Lane. As such, the site plan must be revised providing access to the northern lot from the lesser order street or an Exception to the Street Design Criteria Manual must be obtained to allow access via Coghill Lane. In addition, a non-access easement has previously been platted along the first fifty feet of all corner lot(s). The applicant's site plan shows that the proposed driveway along Coghill Lane to the northern lot is within the non-access easement. As such, the site plan must be revised to eliminate the driveway or the non-access easement must be vacated. Staff is recommending that the Initial and Final Planned Residential Development be continued to the May 26, 2005 Planning Commission meeting to allow the applicant to revise the site plan as identified or obtain the Exception to the Street Design Criteria Manual and vacate the non-access easement as identified.

The site plan also identifies a side yard street setback of ten feet to Turnberry Road. As noted above, Turnberry Road is classified as a sub-collector street. It is anticipated that the street will carry traffic between Red Rock Estates and Red Rock Meadows as well as move traffic from other local streets to collector street(s) and the arterial street located south of the subject property. As such, staff is recommending that the Initial and Final Planned Residential Development be continued to the May 26, 2005 Planning Commission meeting to allow the applicant to revise the site plan to provide a minimum 25 foot side yard street setback to Turnberry Road.

The site plan shows driveways along Coghill Lane with a separation ranging between zero

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feet to 45 feet. However, the Street Design Criteria Manual requires a minimum 50 foot separation between driveways. As such, the site plan must be revised to provide a minimum 50 foot separation or an Exception to the Street Design Criteria Manual must be obtained to reduce the separation. Staff is recommending that the Initial and Final Planned Residential Development be continued to the May 26, 2005 Planning Commission meeting to allow the applicant to revise the site plan as identified or obtain an Exception to the Street Design Criteria Manual as identified.

Fire Protection: The Fire Department staff has indicated that fire hydrants must be installed and operational prior to the issuance of a building permit and/or any construction on the site using combustible material(s). In addition, all proposed streets must be constructed to meet the minimum standards of the Street Design Criteria Manual to insure fire apparatus access. Staff is recommending that all International Fire Codes be continually met.

Notification Requirement: As of this writing, the receipts from the certified mailings have not been returned nor has the sign been posted on the property. Staff will notify the Planning Commission at the May 5, 2005 Planning Commission meeting if these requirements have not been met.

Staff is recommending that the Initial and Final Planned Residential Development be continued to the May 26, 2005 Planning Commission meeting to allow the applicant to submit a revised site plan as identified above.