

STAFF REPORT
May 26, 2005

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

ITEM 62

GENERAL INFORMATION:

PETITIONER	Dream Design International
REQUEST	No. 05PD029 - Planned Residential Development - Initial and Final Development Plan
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 **approved with the following stipulations:**

- 1. Prior to Planning Commission approval, a landscaping plan shall be submitted for review and approval. In particular, the landscaping plan shall be designed to provide a sound and visual buffer along the corner of the Muirfield Drive/Coghill Lane intersection. In addition, the landscaping plan shall provide deciduous trees along Coghill Lane as a buffer between the driveways that do not meet the minimum 50 foot separation requirement;**
- 2. An Exception is hereby granted to reduce the driveway separation from the intersection of the Muirfield Drive/Coghill Drive intersection from 85 feet to 40 feet with the stipulation that access be taken from Coghill Drive. In addition, an Exception is hereby granted to reduce the driveway separation between driveways from 50 feet to 40 feet, 45 feet, 44 feet, 42 feet , 41 feet, 40 feet, and 38 feet,**

STAFF REPORT
May 26, 2005

No. 05PD029 - Planned Residential Development - Initial and Final Development Plan **ITEM 62**

- respectively, as the driveways extend north along Coghill Lane;
3. **A building permit shall be obtained prior to any construction and a Certificate of Occupancy shall be obtained prior to occupancy;**
 4. **A minimum 18 foot front yard setback shall be provided in front of each garage and a minimum 15 foot front yard setback shall be provided in front of each residence;**
 5. **A minimum 15 foot side yard street setback in lieu of a 25 foot setback shall be provided along Muirfield Drive. In addition a minimum eight foot side yard setback shall be provided along the interior side lot lines for a one story structure and a minimum 12 foot side yard setback shall be provided for a two story structure;**
 6. **All International Fire Codes shall be continually met;**
 7. **The proposed townhomes and single family residence shall conform architecturally to the plans, elevations and color palette submitted as part of this Planned Residential Development;**
 8. **Prior to issuance of a building permit, a Final Plat shall be reviewed and approved for the subject property creating eight individual townhome lots and one single family residential lot; and,**
 9. **The Planned Residential Development shall allow for the construction of one story townhome(s) with one single family residential lot on the property. However, the Planned Residential 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 two years.**

GENERAL COMMENTS:

(Update May 17, 2005. All revised and/or added text is shown in bold print.) This item was continued at the May 5, 2005 Planning Commission meeting to allow the applicant time to submit additional information. 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 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

STAFF REPORT
May 26, 2005

No. 05PD029 - Planned Residential Development - Initial and Final Development Plan **ITEM 62**

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. **On April 29, 2005, the applicant submitted a revised site plan identifying that a minimum eight foot side yard setback will be provided on each lot.**

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. **On April 29, 2005, the applicant submitted a revised site plan reducing the proposed number of townhomes from 18 to 16 and adding one single family residential lot in the corner of Turnberry Road and Coghill Lane. The**

STAFF REPORT
May 26, 2005

No. 05PD029 - Planned Residential Development - Initial and Final Development Plan **ITEM 62**

revised site plan provides a minimum eight foot side yard setback on each lot.

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. **The revised site plan identifies increasing the setback along Muirfield Drive from six feet to 15 feet. The applicant has also indicated that landscaping will be provided along the corner of the Muirfield Drive/Coghill Drive intersection to serve as a sound and visual buffer between the proposed residential use and the intersection of two collector streets. Staff is recommending that the setback(s) be reduced as requested with the stipulation that a landscaping plan be submitted for review and approval prior to Planning Commission approval.**

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.

STAFF REPORT
May 26, 2005

No. 05PD029 - Planned Residential Development - Initial and Final Development Plan **ITEM 62**

The site plan shows driveways along Coghill Lane with a separation ranging between zero 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. **On April 29, 2005, the applicant submitted a revised site plan increasing the driveway separation on several of the lots. In addition, the applicant has requested an Exception to the Street Design Criteria Manual to reduce the separation between the Muirfield Drive/Coghill Drive intersection and the driveway to Lot 1A. The applicant has also requested an Exception to reduce the driveway separation between driveways along Coghill Lane. The applicant has indicated that landscaping will be provided between the reduced driveways to serve as a buffer. In particular, deciduous trees will be provided along Coghill Lane. As such, staff is recommending that an Exception be granted to reduce the driveway separation from the intersection of the Muirfield Drive/Coghill Drive intersection from 85 feet to 40 feet with the stipulation that access be taken from Coghill Drive. In addition, staff is recommending that an Exception be granted to reduce the driveway separation between driveways along Coghill Lane from 50 feet to 40 feet, 45 feet, 44 feet, 42 feet, 41 feet, 40 feet, and 38 feet, respectively, as the driveways extend north along the street with the stipulation that a landscaping buffer be provided as proposed.**

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 26, 2005 Planning Commission meeting if these requirements have not been met.