

STAFF REPORT
January 10, 2008

No. 07SV057 - Variance to the Subdivision Regulations to waive the ITEM 47 requirement to install curb, gutter, sidewalk, street light conduit, water, sewer and pavement as per Chapter 16.16 of the Rapid City Municipal Code

GENERAL INFORMATION:

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| APPLICANT/AGENT | Dream Design International, Inc. |
| PROPERTY OWNER | Hyland Park LLLP |
| REQUEST | No. 07SV057 - Variance to the Subdivision Regulations to waive the requirement to install curb, gutter, sidewalk, street light conduit, water, sewer and pavement as per Chapter 16.16 of the Rapid City Municipal Code |
| EXISTING LEGAL DESCRIPTION | The unplatted W1/2 SE1/4; SE1/4 SE1/4, Section 35, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota |
| PROPOSED LEGAL DESCRIPTION | Lots 1 thru 12 of Block 1, Lots 1 thru 7 of Block 2, Lots 1 thru 4 of Block 3, Lots 1 thru 15 of Block 4, and Lots 1 thru 31 of Block 5 of Hyland Crossing Subdivision and the Dedicated Right-of-way, located in the W1/2 SE1/4; SE1/4 SE1/4, Section 35, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota |
| PARCEL ACREAGE | Approximately 120.00 acres |
| LOCATION | At the southern terminus of Dreamscape Drive |
| EXISTING ZONING | Low Density Residential District (Planned Development Designation) |
| SURROUNDING ZONING | |
| North: | Limited Agriculture District (Pennington County) |
| South: | Planned Unit Development |
| East: | Limited Agriculture District |
| West: | Limited Agriculture District |
| PUBLIC UTILITIES | City sewer and water |
| DATE OF APPLICATION | 9/28/2007 |
| REVIEWED BY | Vicki L. Fisher / Mary Bosworth |

RECOMMENDATION:

Staff recommends that the Variance to the Subdivision Regulations to waive the requirement

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to install curb, gutter, sidewalk, street light conduit, water, sewer and pavement as per Chapter 16.16 of the Rapid City Municipal Code be **continued to the January 24, 2008 Planning Commission meeting to allow the applicant to submit additional information and to allow the applicant to continue to work with staff to identify the boundary and terms of the lift station service area.**

GENERAL COMMENTS:

(Update, December 28, 2007. All revised and/or added text is shown in bold print.) This item was continued at the December 6, 2007 Planning Commission meeting to allow the applicant to submit additional information. On October 22, 2007, the applicant submitted a Traffic Impact Study for review and approval. On October 29, 2007, the applicant submitted a request for an Exception to allow 59 dwelling units in lieu of 40 dwelling units with one point of access. On November 19, 2007, the City Council approved the Exception request. On December 12, 2007, staff met with the applicant and area property owners to discuss the boundary of the lift station service area. The applicant's consultants are continuing to work with City staff regarding the lift station issue. To date, the balance of the additional information as outlined in the Staff Report dated December 6, 2007 has not been submitted for review and approval. Staff is recommending that the Preliminary Plat be continued to the January 24, 2008 Planning Commission meeting to allow the applicant to submit the additional information and to allow the applicant to continue to work with staff to resolve the lift station service issues.

(Update, November 26, 2007. All revised and/or added text is shown in bold print.) This item was continued at the November 8, 2007 Planning Commission meeting to be heard in conjunction with the associated Preliminary Plat. To date, the additional and/or revised information for the Preliminary Plat has not been submitted for review and approval. As such, the applicant is requesting that this item be continued to the January 10, 2008 Planning Commission meeting to be heard in conjunction with the associated Preliminary Plat.

(Update, October 30, 2007. All revised and/or added text is shown in bold print.) This item was continued at the October 25, 2007 Planning Commission meeting to allow the applicant to submit additional information. On October 22, 2007, the applicant submitted a Traffic Impact Study for review and approval. On October 29, 2007, the applicant submitted an Exception to allow 59 dwelling units in lieu of 40 dwelling units with one point of access. The Exception request was denied. To date, the denial has not been appealed to City Council. On October 30, the applicant's representatives met with City staff to discuss the design of the sewer system to serve the development.

The applicant has submitted a Variance to the Subdivision Regulations (#07SV057) to waive the requirement to install pavement, curb, gutter, sidewalk, street light conduit, water and sewer along the access easement; to waive the requirement to install curb, gutter, sidewalk, street light conduit and to reduce the pavement width from 36 feet to 24 feet along Sammis Trail; and, to waive the requirement to install curb, gutter, sidewalk, street light conduit, water, sewer and additional pavement along U.S. Highway 16. In addition, the applicant has

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submitted a Preliminary Plat to create 39 residential lots leaving an unplatted balance. The applicant has also submitted a Master Plan showing the Preliminary Plat as Phase One of a residential development to be known as "Hyland Crossing" with 290 residential lots.

On February 13, 2006, the City Council approved a Layout Plat (#04PL097) of the property to create 301 residential lots to be known as "Hyland Park". In addition, the City Council denied an Exception request to allow 80 dwelling units with one point of access in lieu of 40 dwelling units as per the Street Design Criteria Manual. The City Council also tabled a Variance to the Subdivision Regulations (#04SV042) request to waive the requirement to install pavement, curb, gutter, street light conduit, water and sewer along a portion of Sammis Trail and to waive the requirement to dedicate additional right-of-way along a portion of Sammis Trail. Please note that the applicant has changed the name of the proposed subdivision from "Hyland Park" to "Hyland Crossing".

The property is located south of the intersection of Sammis Trail and Dreamscape Drive. Currently, the property is void of any structural development.

STAFF REVIEW:

Staff has reviewed the Variance to the Subdivision Regulations and has noted the following considerations:

Traffic Impact Study: The applicant has indicated that a Traffic Impact Study will be submitted for review and approval addressing existing and projected traffic as well as identifying any street improvements that may be needed as a part of this development. However, as of this writing, the information has not been submitted for review and approval. Until that information is submitted, adequate information is not available to allow a complete evaluation of the requested Subdivision Variances. In particular, evaluating the proposed Variance request to reduce the pavement width along Sammis Trail and to identify any improvements required at the intersection of U.S. Highway 16 and Sammis Trail will depend upon the recommendation of the Traffic Impact Study. As such, staff is recommending that the Variance to the Subdivision Regulations be continued to the November 8, 2007 Planning Commission meeting to allow the applicant to submit the Traffic Impact Study.

As noted above, on October 22, 2007, the applicant submitted a Traffic Impact Study for review and approval. Staff has subsequently reviewed the Variance to the Subdivision Regulations request and has noted the following considerations:

U.S. Highway 16: The Traffic Impact Study identifies a south bound left turn lane and an east bound left turn lane be provided at the intersection of Moon Meadows Drive and U.S. Highway 16 with Phase One of the development. The balance of the highway is not a part of this plat, and as such, does not require any improvements. However, the applicant has requested a Variance to the Subdivision Regulations for that portion of U.S. Highway 16 extending north from Moon Meadows Drive to Addison Avenue. As such, staff is recommending that the Variance to the Subdivision Regulations to waive the requirement to improve U.S. Highway 16 north of the Moon Meadows intersection be denied without

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prejudice. The applicant should note that as a part of the associated Preliminary Plat review and approval, the intersection of U.S. Highway 16 and Moon Meadows Drive must be improved as per the Traffic Impact Study.

Sammis Trail: Sammis Trail extends west from U.S. Highway 16, running along the north lot line of the property and extends south along a portion of the east lot line of the property. Sammis Trail is identified on the City's Major Street Plan as a principal arterial street requiring that the street be located in a minimum 100 foot wide right-of-way and constructed with a minimum 36 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer. The construction plans show Sammis Trail constructed with a 24 foot wide paved surface, water and sewer from U.S. Highway 16 through Phase One of the development. In addition, a west bound south turn lane is being provided at the intersection of Sammis Trail and U. S. Highway 16. The Traffic Impact Study states that Sammis Trail should be constructed with two travel lanes for the short term future of the development and expanded to a three lane section between U.S. Highway 16 and Brigadoon Way for the long term future of the development. In the past, the Planning Commission and the City Council have required that the developer be responsible for the construction of an arterial street to a collector street standard with a minimum 36 foot wide pavement, curb, gutter, sidewalk, street light conduit, water and sewer as a part of their development. The proposed 290 residential lot development will place a significant amount of traffic onto the street. In addition, building two lanes at this time with the third lane being constructed at a later date is disruptive to local traffic. As such, staff is recommending that the Variance to the Subdivision Regulations to waive the requirement to reduce the pavement width from 36 feet to 24 feet be denied.

The applicant has not submitted justification for waiving the requirement to provide curb and gutter along Sammis Trail. In addition, curb and gutter are needed to accommodate drainage flows along the street section. As such, staff is recommending that the Variance to the Subdivision Regulations to waive the requirement to install curb and gutter be denied.

The installation of street light conduit does not require that a street light be placed but secures the opportunity if the need arises. As such, staff is recommending that the Variance to the Subdivision Regulations to waive the requirement to install street light conduit be denied.

The proposed development will add 290 additional residences into the area. Constructing a sidewalk along Sammis Trail will also provide a safe place for the pedestrians to walk. As such, staff is recommending that the Variance to the Subdivision Regulations to waive the requirement to provide a sidewalk along Sammis Trail be denied.

The construction plans show the extension of sewer and water mains along Sammis Trail. As such, staff is recommending that the Variance to the Subdivision Regulations to waive the requirement to provide sewer and water be denied without prejudice.

Access Easement/Castle Bay Road: The Preliminary Plat identifies an access easement extending east from proposed Calton Hill Lane to serve as access to a lift station being

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constructed to serve the development. The location of the access easement aligns with a future street extending through additional phases of the development to be known as "Castle Bay Road". That portion of the access easement located between proposed Calton Hill Lane and Brigadoon Way is classified as a lane place street requiring that the street be located in a minimum 49 foot wide right-of-way and constructed with a minimum 24 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer. The balance of the access easement extending east from Brigadoon Way to the lift station is classified as a sub-collector street requiring that it be located in a minimum 52 foot wide right-of-way and constructed with a minimum 27 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer. The construction plans show that the portion of Castle Bay Road located within Phase One, or to the east lot line of Lot 15, Block 4 is within a 49 foot wide right-of-way and constructed with a 24 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer. The balance of the street is shown to be located in a 49 foot wide access easement and constructed with a 24 foot wide graveled surface, water and sewer. The applicant has requested a Variance to the Subdivision Regulations to waive the requirement to install pavement, curb, gutter, sidewalk, street light conduit, water and sewer along this portion of the access easement.

In the past, the Planning Commission and the City Council have required that a street be constructed to City Street Design Standards when the associated plat results in an increase in density. The associated Preliminary Plat identifies 40 lots within Phase One. In addition, the Master Plan for the development identifies a total of 290 lots, which is a significant increase in density. As such, staff is recommending that the Variance to the Subdivision Regulations to waive the requirement to provide pavement, curb, gutter, sidewalk and street light conduit be denied.

The construction plans show the extension of sewer and water mains along the access easement. As such, staff is recommending that the Variance to the Subdivision Regulations to waive the requirement to provide sewer and water be denied without prejudice.

Legal Notification Requirement: The receipts from the certified mailings have been returned. Staff has received several calls of inquiry regarding this proposal.