

**PLANNED UNIT DEVELOPMENT &
SUBDIVISION STAFF REPORT**

Date: April 17, 2003

DEVELOPMENT NAME 147 Westfield Avenue

SUBDIVISION NAME 147 Westfield Avenue Subdivision

LOCATION 147 Westfield Avenue
(Northeast corner of Westfield Avenue and Bit & Spur Road)

PRESENT ZONING R-1, Single-Family Residential

AREA OF PROPERTY 0.7± Acres 3 Lots

CONTEMPLATED USE Three lot residential subdivision with reduced lot widths and shared access.

TIME SCHEDULE FOR DEVELOPMENT Immediate

ENGINEERING COMMENTS

Must comply with all stormwater and flood control ordinances. Any work performed in the right of way will require a right of way permit. No common area for stormwater detention shown on plat. Stormwater detention is required and should be constructed prior to approval of final plat. Creation of homeowners association also required to maintain storm water system. The specific radius of the intersection of Bit & Spur and Westfield was not shown on preliminary plat. If the radius is not 25 feet, the Engineering Department recommends dedication to meet a 25 foot radius.

TRAFFIC ENGINEERING COMMENTS

Driveway number, sizes, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. To allow for two-way traffic the private drive should be a minimum of eighteen feet wide.

REMARKS

The applicant is proposing resubdivision of an existing lot of record into three lots. The proposed lots would be less than 60' wide and would share a common access drive from Bit & Spur Road. Guest parking for each lot is to be provided via a two space parking court accessed from Westfield Avenue.

Planned Unit Development review examines the site with regard to its location to ensure that it is generally compatible with neighboring uses; that adequate access is provided without generating excess traffic along minor residential streets in residential districts outside the PUD; and that natural features of the site are taken into consideration. PUD review also examines the design of the development to provide for adequate circulation within the development; to ensure adequate access

for emergency vehicles; and to consider and provide for protection from adverse effects of adjacent properties as well as provide protection of adjacent properties from adverse effects from the PUD.

The proposed lots will share a common 10' drive from Bit & Spur Road (along the rear property lines) which will function as an alleyway, accessing the residents' carport(s). A two vehicle parking pad is to be located in the front yard of each lot to provide for guest parking. As the primary access will be to Bit & Spur Road, which functions as a collector street, impact on the minor residential street within the existing subdivision should be minor.

A natural vegetative buffer will screen the development from the existing residence to the North. Additionally, the site is to be developed with detached single-family dwellings which will comply with the normal setbacks as required in an R-1 district. Thus, the proposed development should be generally compatible with the surrounding area.

While the lots in the proposed subdivision are less than 60' wide, each lot exceeds 7,200 sq.ft.. Therefore, a waiver of Section V.D.2 (minimum width) will be required.

Comments from the City Engineering Department indicate that no common area for detention is shown on the plat and further state that detention for the subdivision is required. There is some concern that this requirement could have a major impact on the site design. Other Engineering Department and Traffic Engineering Department comments that would have an impact on the development relate to the dedication of a 25' radius at the intersection of Bit & Spur Road and Westfield Road, and a requirement that the access drive be a minimum of 18' wide to allow for two-way traffic.

The applicant's engineer has been made aware of these comments and has indicated that the drive could be increased to 16', and that the 25' radius could be dedicated if it did not reduce the lot to less than 7,200 sq.ft. The applicant's engineer did, however, indicate that contact would be made with the Engineering Department regarding the detention issue.

RECOMMENDATION **Planned Unit Development:** based on the preceding, it is recommended that this application be approved subject to the following conditions: 1) limited to the site plan submitted, as required to be amended by this approval; 2) provision of detention facilities, as required by the Engineering Department; 3) dedication of 25' radius at the intersection of Bit & Spur Road and Westfield Road; 4) the shared access drive be paved to a width of 16'; and 5) full compliance with all municipal codes and ordinances.

Subdivision: based on the preceding, it is recommended that Section V.D.2 (minimum width) be waived and the plat granted Tentative Approval subject to the following conditions: 1) limited to the accompanying PUD; and 2) dedication of a 25' radius at the intersection of Bit & Spur Road and Westfield Road.

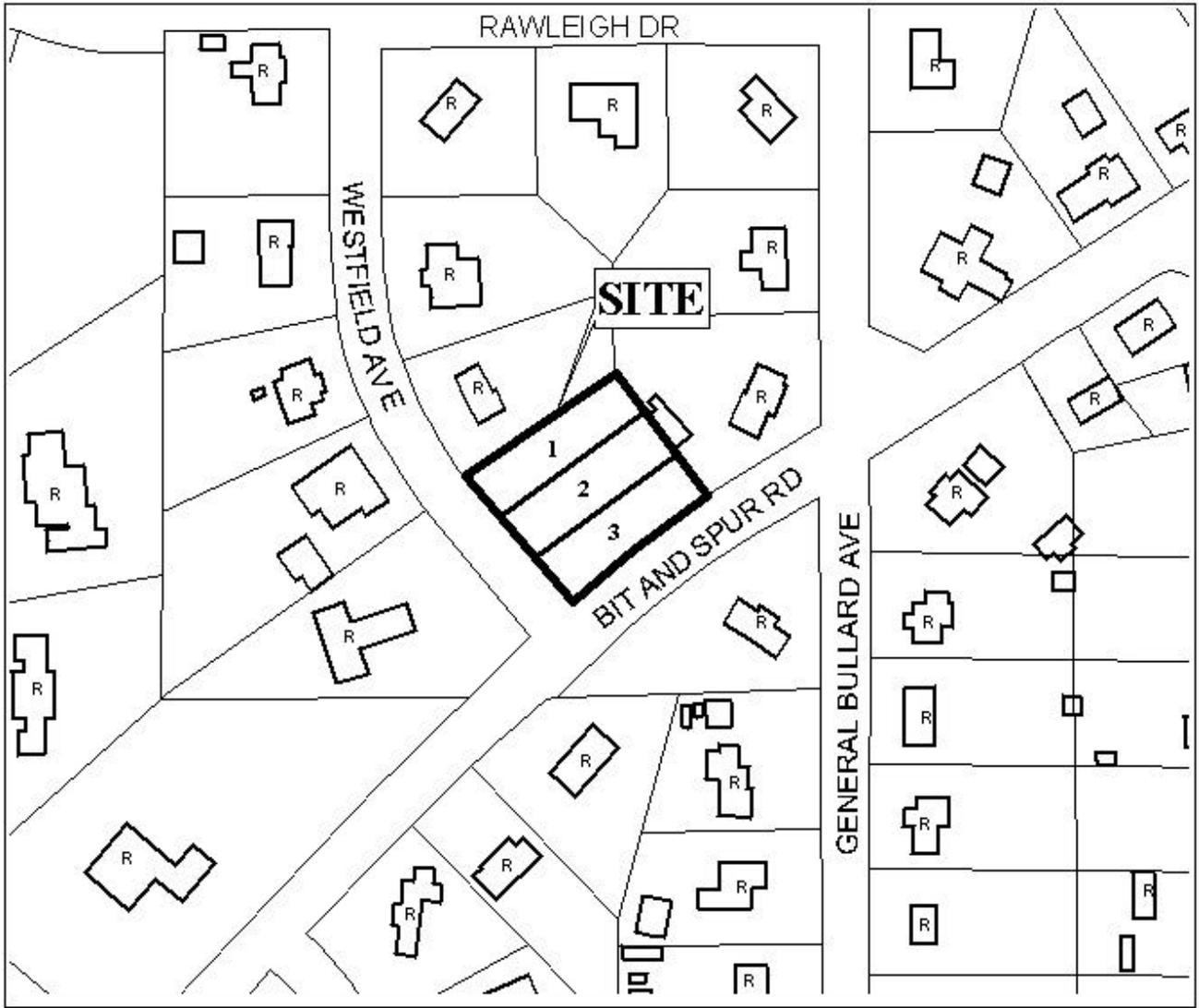
LOCATOR MAP



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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by single-family residential dwellings.

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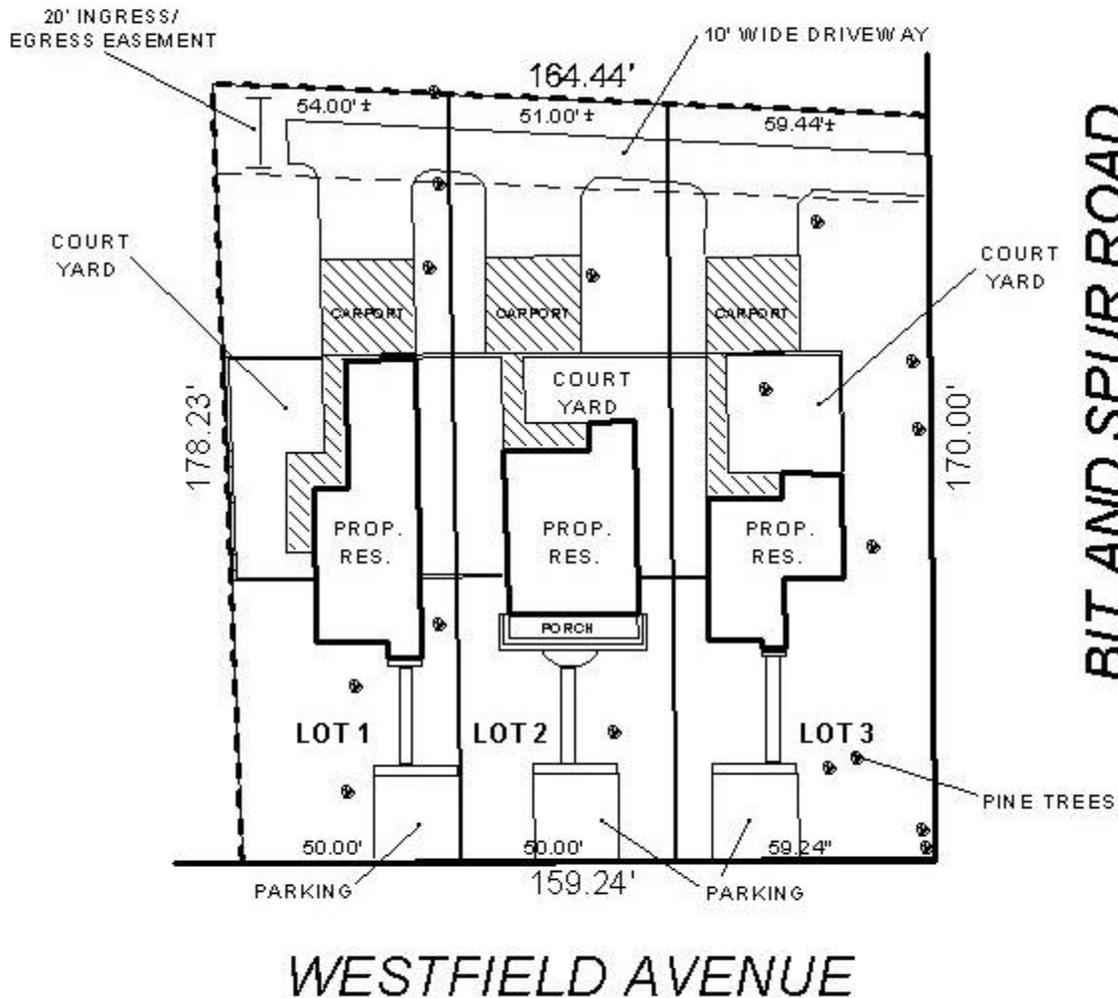
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LEGEND



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SITE PLAN



The site is located at the Northeast corner of Westfield Avenue and Bit and Spur Road. The plan illustrates the proposed lots, structures and parking.

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