

**PLANNED UNIT DEVELOPMENT &
SUBDIVISION STAFF REPORT****Date: July 15, 2004**

<u>DEVELOPMENT NAME</u>	Rochester Place Subdivision	
<u>SUBDIVISION NAME</u>	Rochester Place Subdivision, Revised Plat of	
<u>LOCATION</u>	(Northwest corner Of Airport Boulevard and General Pershing Avenue [not open], extending North and West to the South side of South Sunset Drive)	
<u>CITY COUNCIL DISTRICT</u>	District 5	
<u>PRESENT ZONING</u>	R-1, Single-Family Residential	
<u>AREA OF PROPERTY</u>	3.4±Acres	13-Lots
<u>CONTEMPLATED USE</u>	Private drive subdivision.	
<u>TIME SCHEDULE FOR DEVELOPMENT</u>	Immediate	
<u>ENGINEERING COMMENTS</u>	Must comply with all stormwater and flood control ordinances. Any work performed in the right of way will require a right of way permit.	
<u>TRAFFIC ENGINEERING COMMENTS</u>	Driveway number, sizes, location and design to be approved by Traffic Engineering and conform to AASHTO standards.	
<u>URBAN FORESTRY COMMENTS</u>	Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties (State Act 61-929 and City Code Chapters 57 and 64). Any work on or under the 53" Live Oak Tree located along the North property line of Lot 10 A is to be permitted and coordinated with Urban Forestry; removal to be permitted only in the case of disease or impending danger.	
<u>REMARKS</u>	The applicant proposes to create a 13-lot private drive subdivision from an existing 13-lot subdivision. Subdivision approval is required since the applicant proposes the vacation of the required public right-of-way from the existing 13-lot subdivision and PUD approval is required to allow a private drive subdivision.	

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 plat illustrates the proposed conversion of a 13-lot, 3.4± acre subdivision to a private street subdivision. The applicant revised the approved subdivision to allow the vacation of the public street to create a 13-lot private drive subdivision.

Several applications have been submitted involving this development. Initially, a virtually identical application was presented to the Commission in September 2000. The Commission approved the subdivision subject to the dedication and construction of the proposed street to city standards, along with several other conditions.

The conditions of the previous subdivision approvals were: 1) dedication of sufficient right-of-way along Airport Boulevard to provide 50-feet from centerline; 2) dedication and construction of a parallel 40-foot service road, connecting the existing service roads to the East and West; 3) that the street within the subdivision be dedicated and constructed to city standards; 4) placement of a note on the final plat stating that there shall be no curb cuts to the service road; 5) placement of a note on the final plat stating that there shall be no access to General Pershing Avenue (not open); 6) placement of a note on the final plat stating maintenance of all common areas shall be the responsibility of the property owners; and 7) placement of a note on the final plat stating that there shall be no access to South Sunset Drive and East Sunset Drive.

There are several issues pertaining to private drive subdivisions relating to as the subdivision as proposed. The Subdivision Regulations allow for the consideration of private drive subdivision under very specific conditions or circumstances. To meet these conditions or circumstances the subdivision must be a family division of five or fewer lots; be of an innovative design; be a gated community; or, there must be unusual difficulties which would preclude the dedication and construction of a street to city standards.

The proposed development is not a family division of five or fewer lots, and the applicant has submitted no documentation that would justify consideration as an innovative subdivision, a gated community or that unusual difficulties exist.

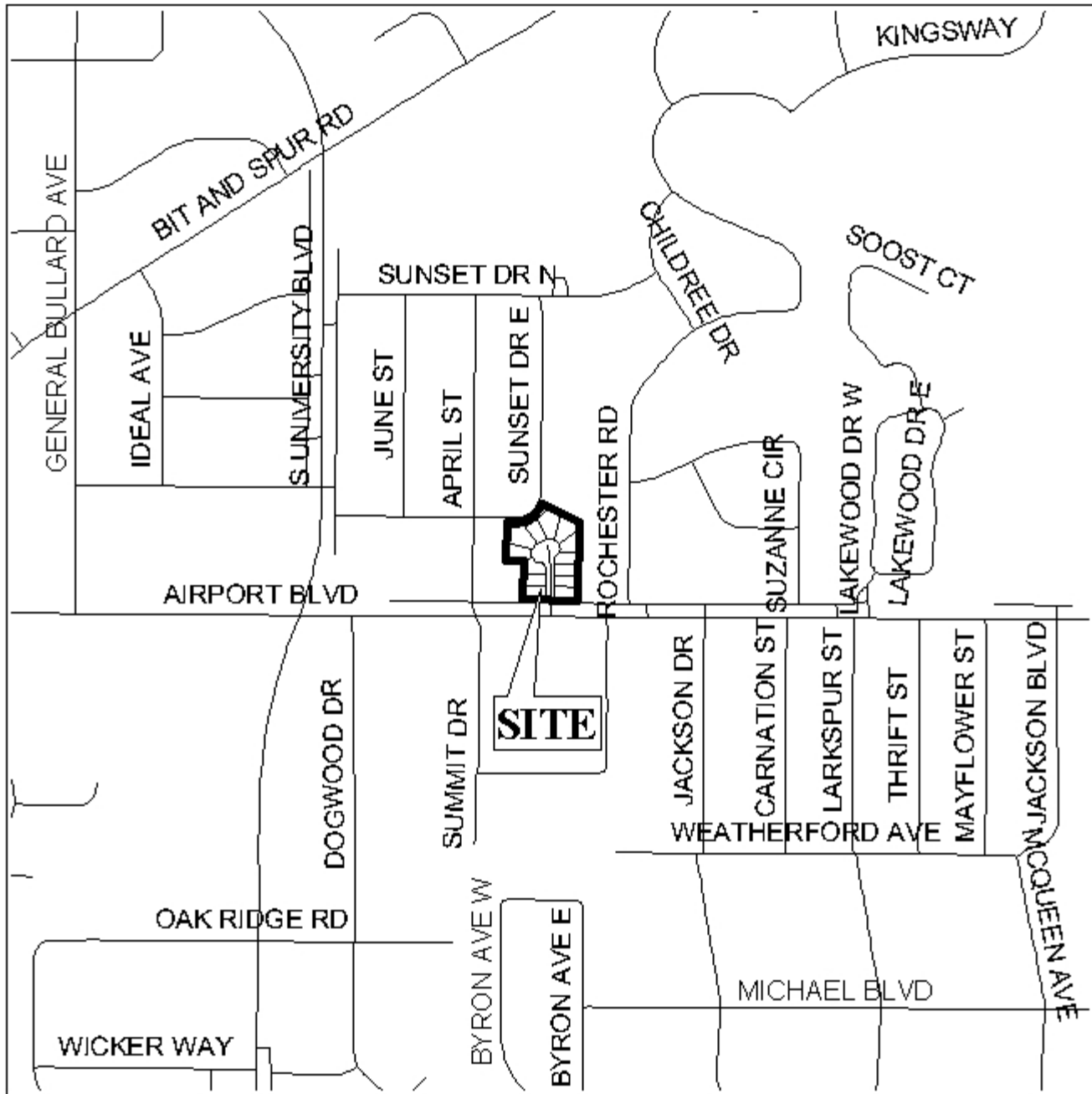
There are no changes in the application, nor changes in any conditions surrounding the development or in the immediate vicinity, the staff comments from the previous application are also unchanged. Therefore, the proposed subdivision does not meet the criteria for a private road subdivision; moreover, the conditions of the previous subdivision, including the dedication and construction of the street to city standards, have been met and several homes have been constructed.

RECOMMENDATION

Planned Unit Development: Based on the preceding, it is recommended that this application be denied.

Subdivision: Based on the preceding, it is recommended that the application be denied.

LOCATOR MAP

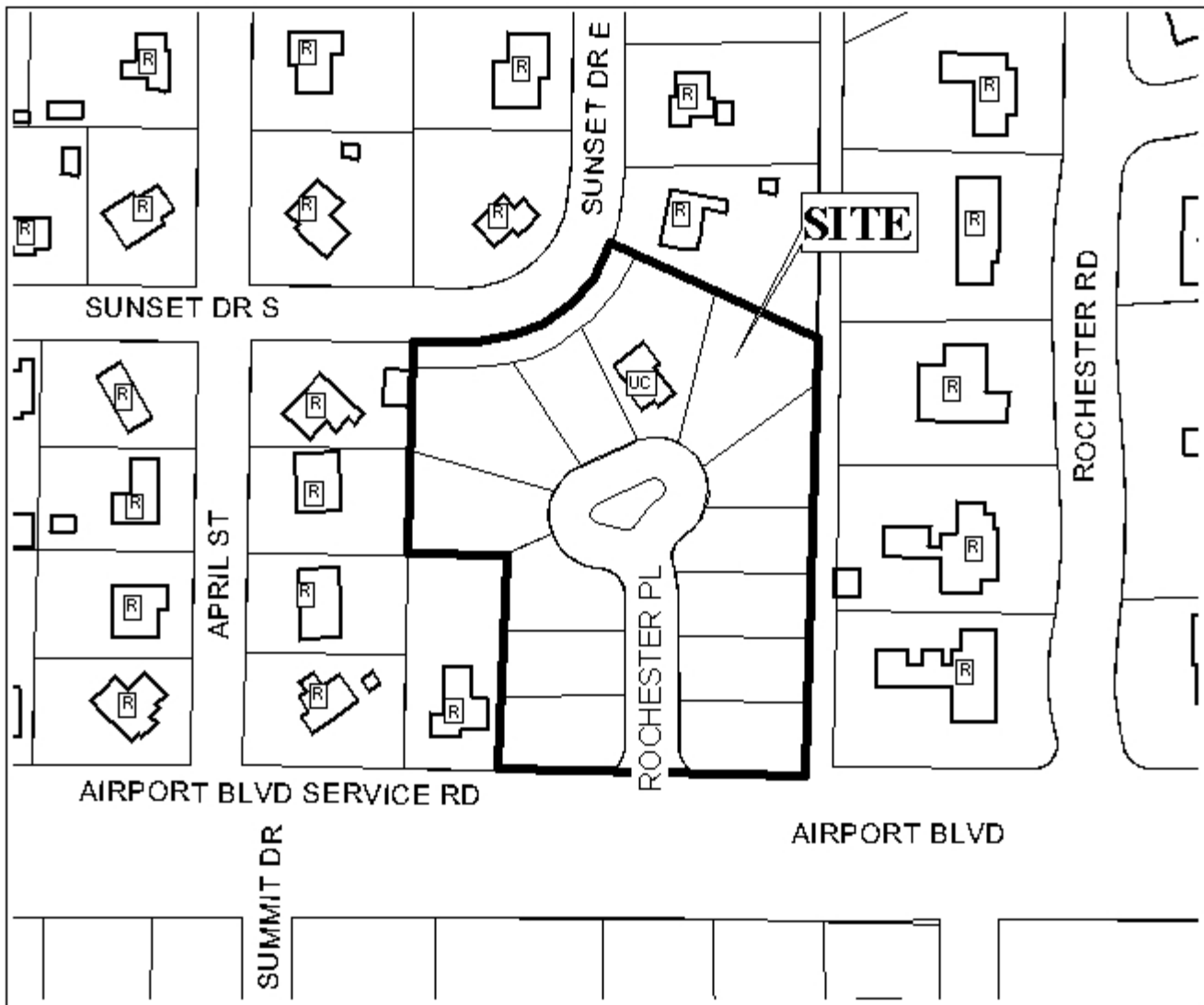


APPLICATION NUMBER 10 & 11 DATE July 15, 2004
APPLICANT Rochester Place Subdivision, Revised Plat of
REQUEST Planned Unit Development and Subdivision



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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by single-family residential dwellings.

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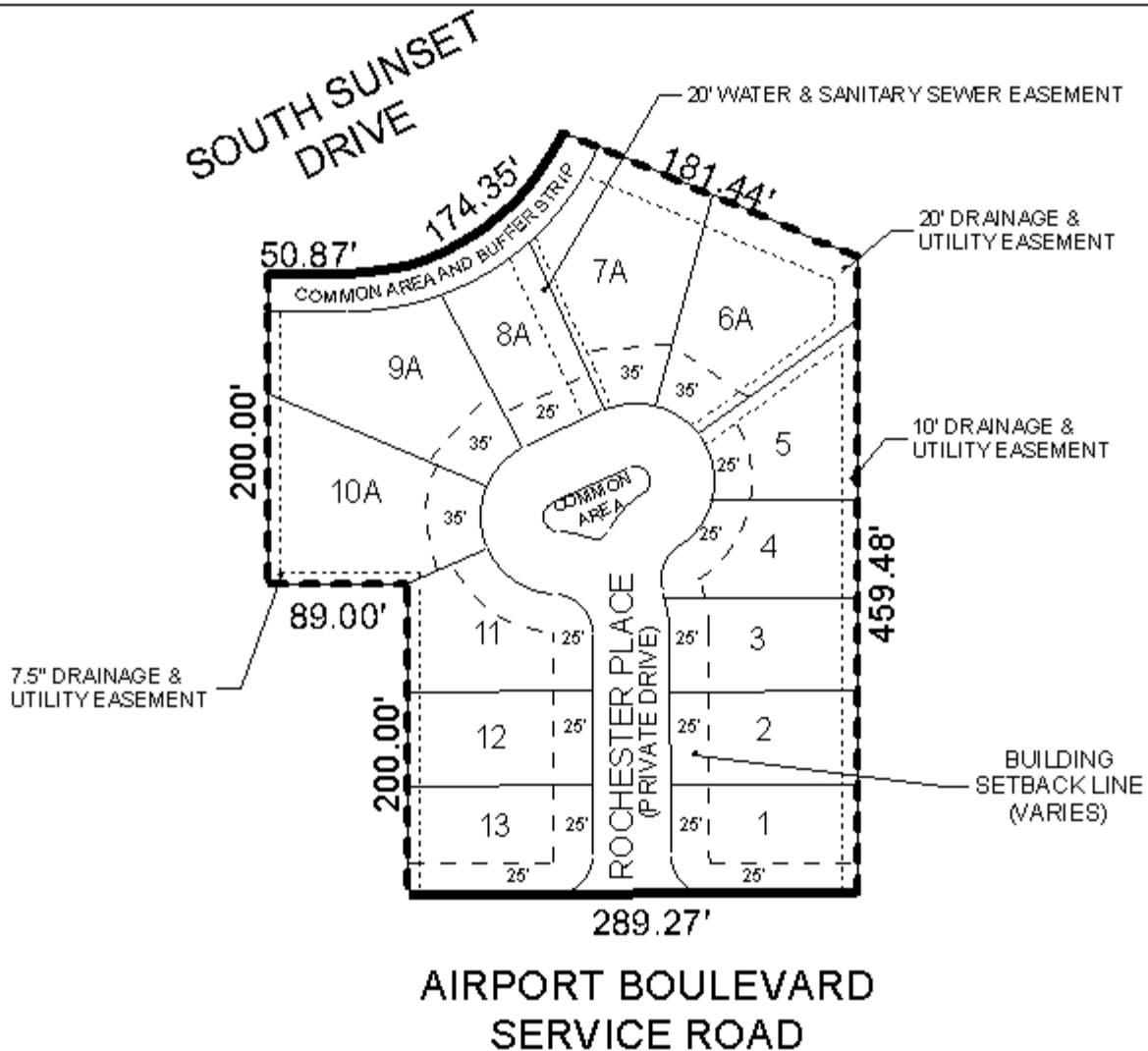
LEGEND

R-1	R-2	R-3	R-A	R-B	H-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2
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SITE PLAN



The site is located at the Northwest corner of Airport Boulevard and General Pershing Avenue (not open), extending North and West to the South side of South Sunset Drive. The plan illustrates the existing lots, easements and setbacks.

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