Preliminary Plat

City of Elkins, AR
Planning Commission Staff Report

December 16, 2019
Planning Commission Meeting

PROJECT INFORMATION

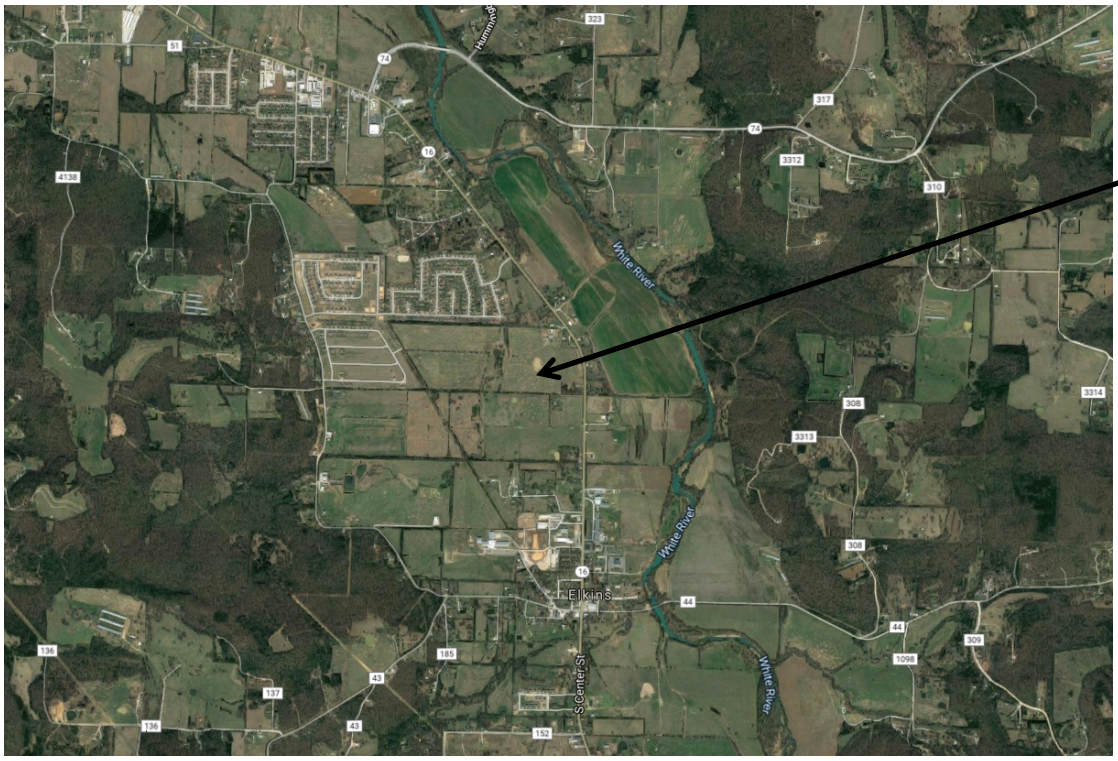
Project Name: Stokenbury Farms Phase 2- Preliminary Plat

Application Type: Preliminary Plat approval request for proposed Stokenbury Farms Phase 2 Subdivision

APPLICATION INFORMATION

Location/Address:	No current address (across the street from 1032 N Center St), consisting of three parcels totaling approx. 91.73 acres in size
Applicant Name:	Rausch Coleman/ NWA LD LLC
Action Requested:	Preliminary Plat Approval request for proposed Stokenbury Farms Phase 2 Subdivision
Current Use:	Agricultural/ Undeveloped
Current Zone:	R-1 (PUD)
Adjacent Uses:	Primarily Residential and Agricultural uses within the vicinity. There is also a cemetery (Stokenbury Cemetery) directly across HWY 16 from the property.
Adjacent Zoning:	Oakleaf, Oakwoods, and Stokenbury Ph1 Subdivisions are all zoned R-1. Other Adjacent properties are currently zoned R-1 or Agricultural.





Subject Property:
Regional Context

PHASE LEGEND

Subject Property:
Proposed Layout and Phasing

PHASE I 52 LOTS

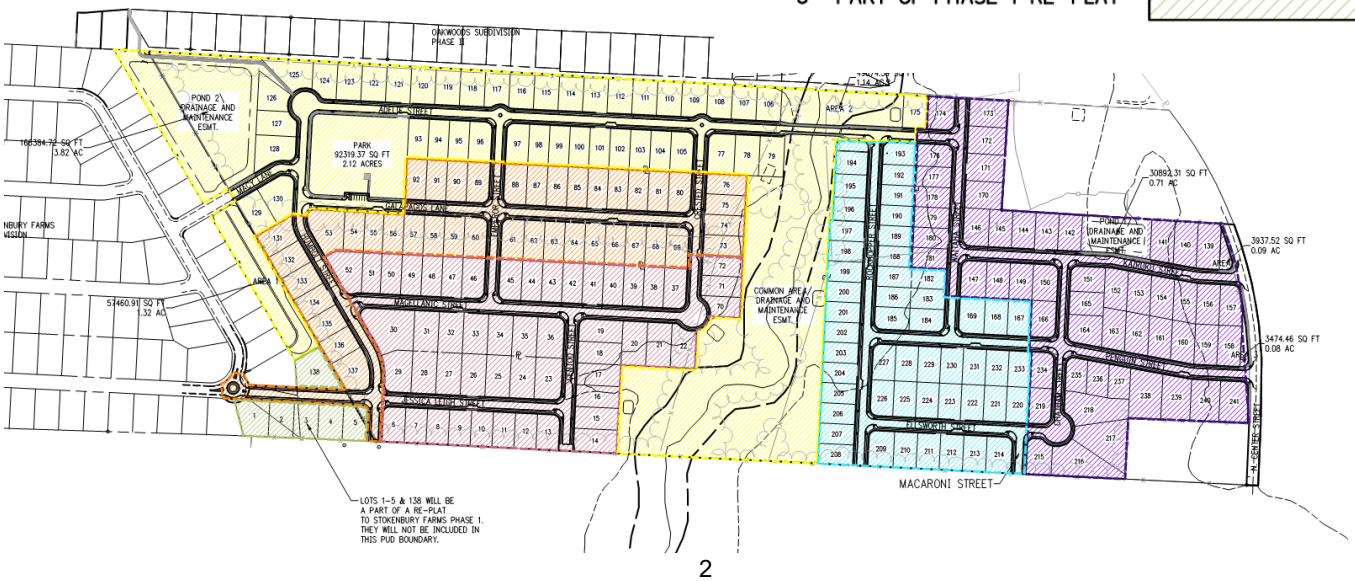
PHASE II 42 LOTS & PARK

PHASE III 41 LOTS

PHASE IV 50 LOTS

PHASE V 50 LOTS

6– PART OF PHASE 1 RE–PLAT



Current Request:

Preliminary Subdivision Plat approval request for the proposed Stokenbury Phase 2 Subdivision.
The PUD was approved by the City Council on September 19, 2019. The PUD scope and concept stated that Stokenbury Farms Phase 2 will be a single-family home community with 241 lots, located east of Stokenbury Farms 1 and west of Hwy 16.

The layout includes a new park for area residents and a creek crossing for better access to Hwy 16. The park location was chosen to provide closer access to residents in the surrounding neighborhoods of Stokenbury Farms, Oak Leaf and Oak Woods. Off-street parking will be provided adjacent to the park.

Coordination with the City of Elkins will also be necessary, so a trail connection can be made over to Richland Creek Avenue.

In addition to the park, this plan includes a community open space that is 10.74 acres in size along the creek.

The development will be broken into two development areas, located on the east and west side of an existing creek that will remain within community open space.

Several different lot widths are included in this plan

Proposed Public Park area with parking, pavillion, and parking to be built by the developer.
Trail connection to be coordinated with the City of Elkins.

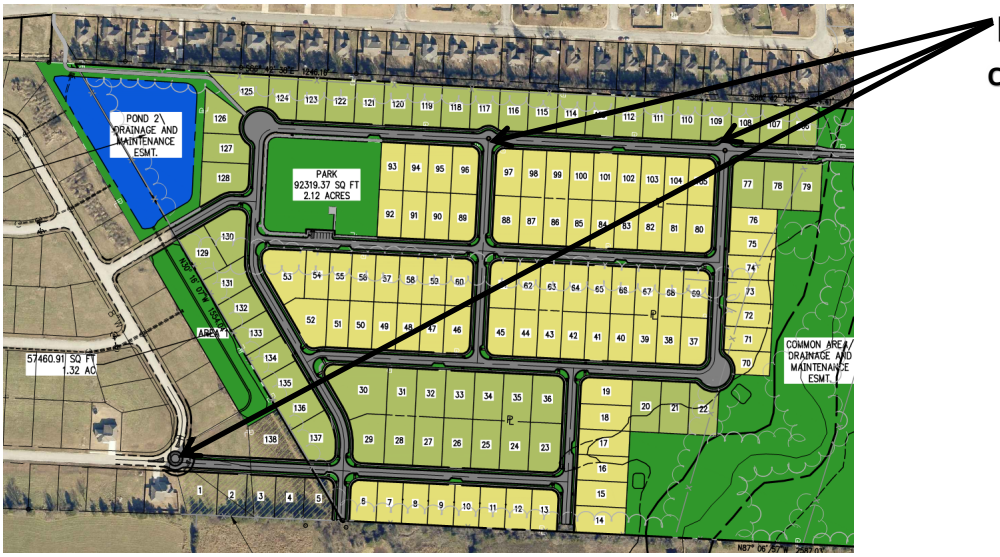




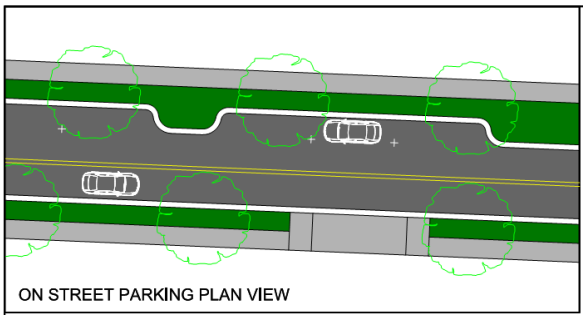
Streets and Connectivity

Streets will be designed as local streets with two travel lanes and on-street parking designated to one side. A standard two-lane street without on street parking will be utilized on short street segments that have few or no homes directly facing the street (i.e. Chatham Street, along Lots 218, 219, 234, 235 & 164, 165, 166, 150, 151).

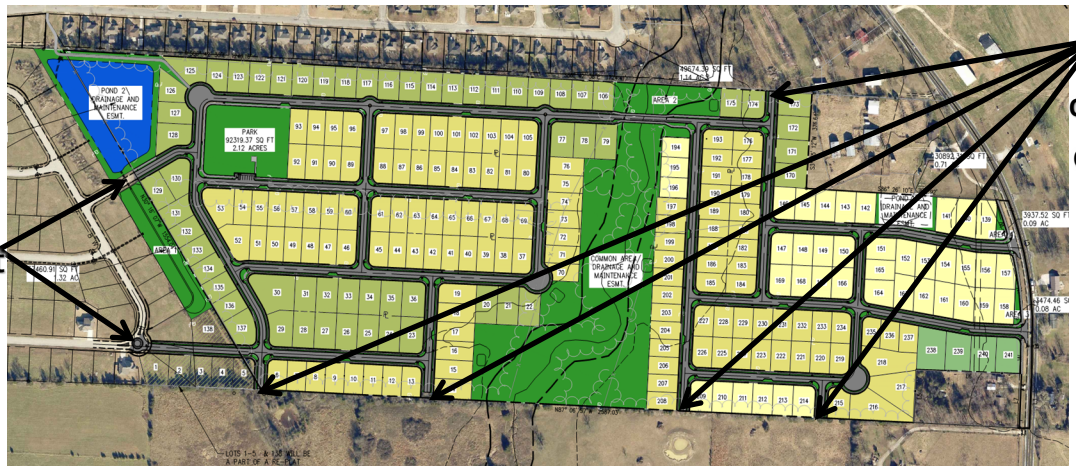
To minimize vehicle speeding, curb extensions will be utilized at certain street intersection and mid-block locations. Curb extensions also reduce pedestrian crossing distances. Along the most northern street that crosses the creek traffic circles will be utilized to further aid in speed reduction. An additional traffic circle will be added where the development connects to Jessica Leigh Street.



Traffic circles proposed for traffic calming within areas of the proposed development.



Two connections to existing development



Five street stubouts to connect to future developments to the north and south

To provide the two points of access for the west half of the property, a second connecting street will be built near the Southwest corner of this subdivision. To provide this connection, In Phase 2 the existing detention ponds will be re-worked and connected to a new larger pond.

The existing ponds are very flat and therefore drain poorly. This street connection will provide an opportunity to make modifications to the existing pond and move some of the lost storage area to a new pond that will provide improved detention and positive drainage.





Staff Evaluation and Synopsis of the Preliminary Plat:

Due to the allowance of varying lot sizes, the development provides new opportunities for connectivity, traffic calming measures, open space, outdoor activity, a public park, and the resolution of existing some drainage issues in Stokenbury Phase 1.

The proposed Preliminary Plat and proposal documents are the second step in the development process for this subdivision.

While the PUD was reviewed and approved by the Planning Commission and City Council, the Preliminary and Final Platting processes will be handled at the Planning Commission level only.

Over the past three months, there have been three submittals of this plat for review. The review by Planning and Engineering staff at Garver has been intensive; especially in regard to the traffic study, drainage, and infrastructure proposals.

In Preliminary Plat we have reviewed:

- Layout and design adherence to the PUD standards
- Traffic study evaluation
- Final phasing plan in relation to improvements
- Drainage analysis for entire development and by individual phase
- Specific drainage easement width concerns along the northern property line (backing up to Oakwoods SD)
    - This drainage easement is proposed at 15' in width
- Floodplain review and H&H review (Hydrology and Hydraulics)
- The need for possible offsite improvements
    - None appear to be warranted at this time, however, detailed utility design takes place in Construction Plan preparation phase, and we will double check for any issues at that time
- The reworking of detention ponds

Once a Preliminary Plat receives approval by the Planning Commission, the developer/applicant then enters the construction plan phase of development. The developer/applicant will submit detailed construction plans for Phase 1 for review and approval by the City.

The Construction Plan Phase of the project is the most detailed design portion of the project where all grading, drainage, utilities, and other infrastructure are fully designed by the applicant/developer's engineer for Construction.

Once these plans are submitted to the City, they will be thoroughly reviewed by City Staff and the consulting City Engineer for compliance with all City codes and ordinances.

If the construction plans are approved and the developer submits all permits, paperwork, and assurances required by code to the City, then the project may begin construction on the infrastructure portion for that Phase (ie roads, drainage, utilities, etc).

No lots shall be sold or homes shall be built until the required infrastructure for that phase is complete, inspected per city code, found to be constructed compliant with City code, and the Final Plat is approved by the Planning Commission.

This construction phase process repeats for each phase built.

Recommendation for Preliminary Plat Consideration:

Planning and Engineering Staff recommend approval of the Preliminary Plat with the following conditions:

1. The proposed development must proceed through the City's Construction Plan review and approval process. Approved Construction Plans are required prior to commencement of Construction.
2. This approval shall generally conform to the PUD Document and Subdivision Layout and Phasing Plan provided by the applicant and attached to this staff report. Minor deviations in the layout and lot lines are acceptable as the project engineering is finalized in the Construction Plan Process.
3. All portions of the construction plans, including lot layout, must adhere to specifications of the PUD or the City of Elkins Code. Any deviations will require a PUD Amendment or Variance, respectively, prior to final construction plan approval for each individual phase.
4. In regard to H&H/CLOMR/Floodplain Permitting through the City:
    - As per discussion with the City Floodplain Administrator, the City will require that any rise in water surface elevation be completely contained within your property boundaries.
    - As per agreement with the applicant, an additional box (8' x 4'), for a total of 6 boxes, will be added to the creek crossing to further improve the hydraulics. This box should be added to all plans, calculations, and accompany documents and resubmitted for review.
    - Please address all comments from Kathryn McCoy, PE (dated 11/15/19) and resubmit the CLOMR and H&H information for re-review and comment/approval prior to Construction Plan approval.
    - CLOMR must be re-reviewed and approved by the City prior to FEMA submittal.
5. All water /sewer comments must be addressed prior to Construction Plan Approval. Additionally, a full detailed water/sewer design will be reviewed with construction plan submittal.
6. Mid-block curb extensions and the gradual intersection tapers should be added to each phase during construction plan design.
    - At least one mid-block curb extension is required for the on-street parking areas. It is suggested that these be located in an area least likely to interfere with future driveway locations. Each of these mid-block curb extensions should be (at minimum) the size of one standard parallel parking space and consist of plantable greenspace area.
7. Details are needed at construction plan phase for BMPs at major channel
8. At final plat, the City will need to review street names, submit to JD Demotte and JD will submit County for review for 911 street naming. The applicant will pursue a request for "Stinson Lane" and "Justin Lane" at that time (if those names are available for use).
9. A driveway detail shall be provided at Construction Plan Phase showing constant longitudinal slope across sidewalk crossings of driveways.
10. Covenants shall be provided prior to final plat

11. Please add a note stating that the common entrance areas (outside the ROW) will be seeded.
12. On page C-501 of the plans, all Typical Street Sections should show the entire width of the driving surface/lanes on asphalt and not include the gutter pan.
13. The applicant's utilization of modified curb is acceptable, however, depth of stormwater flow in the streets must not exceed curb height thus potentially reducing allowable spread and resulting in additional inlets. Final design subject to the City's approval; if final drainage situation is unacceptable to the City, then standard curb heights must be utilized.
14. All conflicts with landscaping and utilities must be resolved in construction plan phase. Generally speaking, the resolution should not result in a loss of vegetation quantity.
15. C-103: Update lot table to reflect 241 lots instead of 240.
16. C-125: Further analysis is needed to determine whether a drainage swale or other drainage structure is needed to achieve positive drainage flow along the rear of lots 209-214. An adequate drainage easement may also be required.
17. C-123: A drainage easement of adequate width is required for conveyance of water across the rear of lots 238- 241 at Construction Plan Phase.
18. Each Phase must be able to completely stand on its own and be fully functional and code compliant in all respects (utilities, drainage, fire code, etc.). If any infrastructure within a future phase is needed for the code compliant function of a previous phase, then the appropriate needed design, easements, and bonding must be submitted to the City for review and evaluation. As no scenarios showing such have been presented at this time, the City reserves the right to require the applicant to seek an amended preliminary plat approval if such scenario arises and the design, easements, and bonding submitted are not deemed acceptable by the City.
19. **Phase 2:** In regard to the re-working of existing ponds, the sizing and number of pipes under Macy Lane may need to be adjusted from what is presently in place after review of detailed detention pond calculations determined in the detailed drainage submittal at the Construction Plan Phase.
20. **Phase 1:** Prior to construction plan submittal for Phase 1, sight distance for Northern proposed street intersecting with HWY 16 must be field verified. Field verification should consider sight distance obstructions when leaves/vegetation are present. If the sight distance is found to be inadequate due to the location of offsite vegetation, then the developer must either move their proposed entrance to obtain the necessary intersection sight distance or obtain permission from the landowner to mitigate the vegetation issue. If the proposed street must be moved significantly, this may necessitate resubmitting for Preliminary Plat review.
21. **Phase 2:** Please add a note to page L-108 stating that the park area will be seeded.
22. **Phase 2**: The parking area proposed for the park shall be hard surface pavement, designed and constructed per standard engineering methods (to be approved by the city). The parking shall be completed with Phase 2.
23. **Phase 2:** Water and sewer taps for the park area are shown on sheet C-121. Costs/Cost sharing for these items shall be worked out with the City at or before Construction Plan phase.
24. **Phases 2 and 3:** Complete design of the center intersection islands of the traffic calming circles (size, materials, etc.) must be submitted for review and approval by the City at the Construction Plan submittal phase.
25. **Phase 4:** The Gentoo Street gap situation (between the end of the proposed stub-out and the southern property line, shown on C-108) requires a culvert design, an engineer's estimate of cost, and appropriate bonding (all to be reviewed and approved by the City) prior to final plat of Phase IV. Detailed design of the hydraulic structure will need to be provided to accommodate the future street crossing in this area during the construction plan phase.