



## PLANNING AND ZONING COMMISSION STAFF REPORT

**PROJECT:** Stratford Crossing Plat 4 – Preliminary Plat

**PREPARED BY:** Andy Kass AICP, Senior Planner

**REPORT DATE:** July 20, 2018

**MEETING DATE:** July 24, 2018

### GENERAL INFORMATION

**Applicant:** Stratford Crossing, LLC

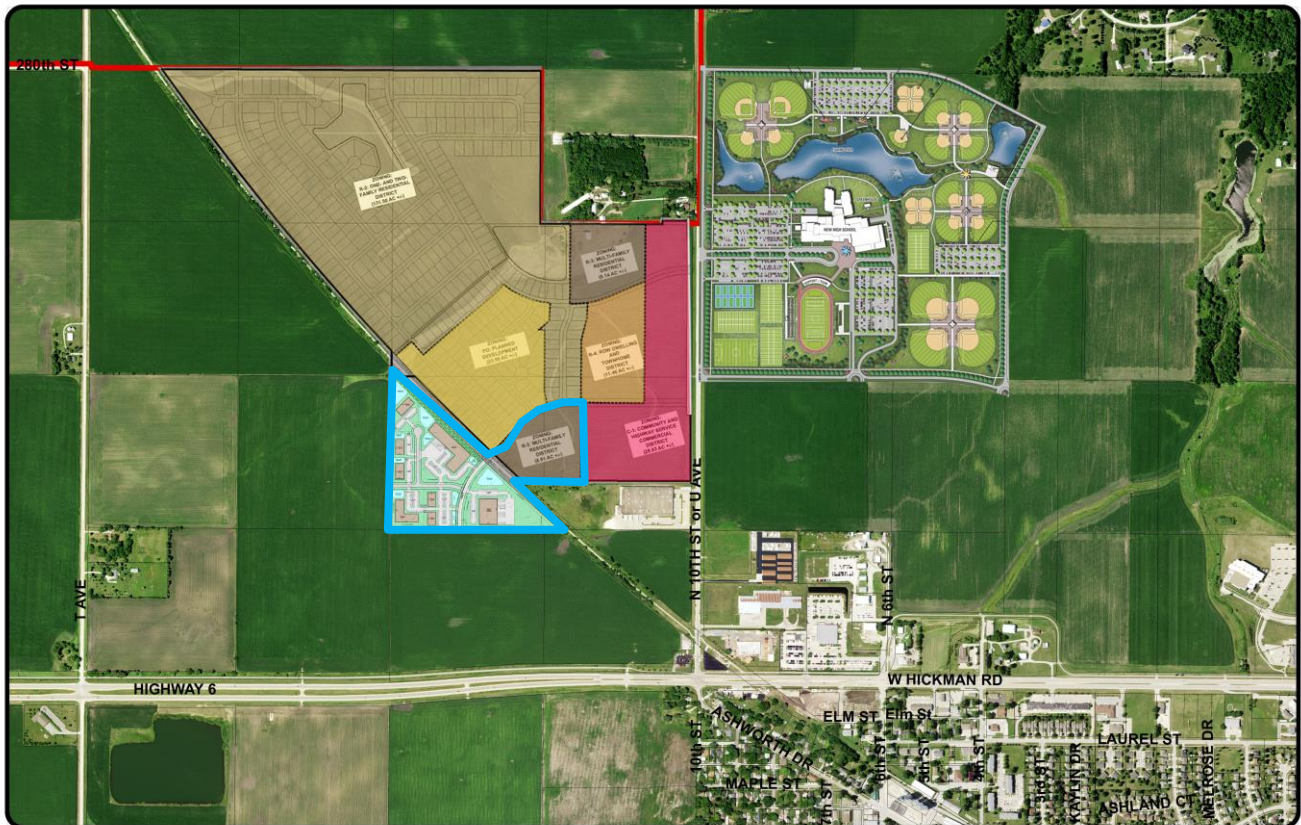
**Owner:** Stratford Crossing, LLC

**Owner’s Representative:** Erin Ollendike, P.E. with Civil Design Advantage

**Request:** The applicant is requesting approval of a preliminary plat for a light industrial and multi-family subdivision.

**Location and Size:** Property is generally located north of Hickman Road and west of N. 10<sup>th</sup> Street containing approximately 31.71 acres more or less.

### AREA MAP



**ABOVE:** Aerial of Property identifying the proposed plat (outlined in **BLUE**).

## LAND USES AND ZONING

Location	Existing Land Use	Comprehensive Plan	Current Zoning
Property in Question	Vacant – Undeveloped	Employment / Neighborhood Residential	M-1 (Light industrial) & R-3 (Multi-Family Residential)
North	Vacant – Undeveloped	Neighborhood Residential	R-2 (One & Two Family Residential), R-2 (One & Two Family Residential) / PD-1 (Planned Development Overlay), & R-4 (Row Dwelling & Townhome District)
South	Vacant – Undeveloped	Employment	A-1 (Agricultural)
East	Quad Graphics & Vacant	Employment	M-1A (Limited Industrial) & C-1
West	Vacant – Undeveloped	Employment / Neighborhood Residential	A-1 (Agricultural)

## HISTORY

The subject property is located north of Hickman Road and west of N. 10<sup>th</sup> Street. In early 2018, the Planning & Zoning Commission and City Council approved a rezoning of the portion of the property south of the Raccoon River Valley Trail (RRVT) from A-1 (Agricultural District) to M-1 (Light industrial District). The proposed preliminary plat is very similar to the layout that was provided as the conceptual development plan provided during the rezoning process.

## PROJECT DESCRIPTION

### LOTS

The preliminary plat identifies a total of nine (9) lots for light industrial and multi-family residential development. Eight (8) of the proposed lots located south of the RRVT are intended for light industrial development. One (1) lot is intended for multi-family residential development located north of the RRVT. The light industrial lots range in size from 0.99 acre to 5.94 acres. The lot intended for multi-family development is 8.32 acres in area. All proposed lots meet the minimum requirements of their respective zoning districts. Bulk regulations for the M-1 Zoning District and R-3 Zoning District are provided in the Table 1 and 2.

**Table 1: M-1 Zoning District Bulk Regulations**

Category	Standard M-1 (minimum)
<b>Lot Area</b>	No minimum
<b>Lot Width</b>	No minimum
<b>Front Yard Setback</b>	30 feet
<b>Rear Yard Setback</b>	30 feet
<b>Side Yard Setback</b>	No minimum (25 feet if adjacent to residential)

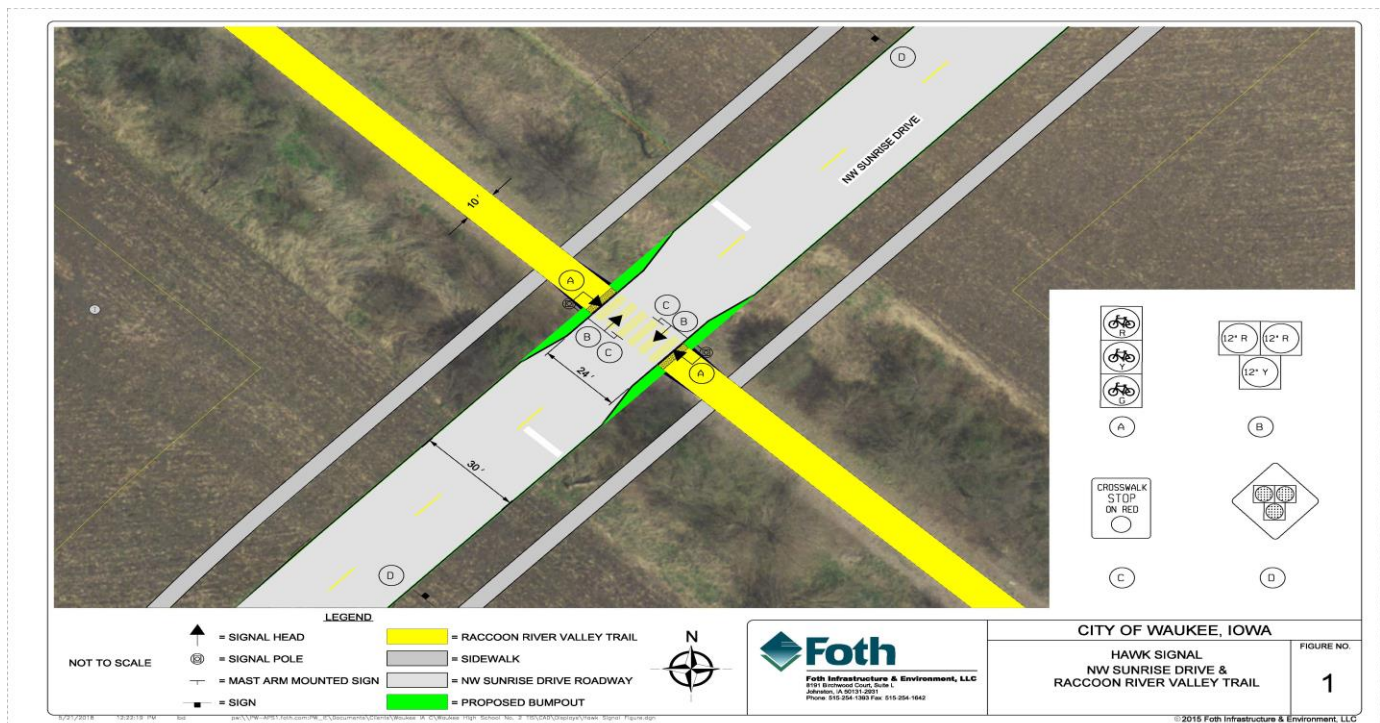
**Table 2: R-3 Zoning District Bulk Regulations**

Category	Standard R-3 (minimum)
Lot Area	10,000 square feet
Lot Width	75 feet
Front Yard Setback	30 feet
Rear Yard Setback	30 feet
Side Yard Setback	15 feet total (7 feet minimum)

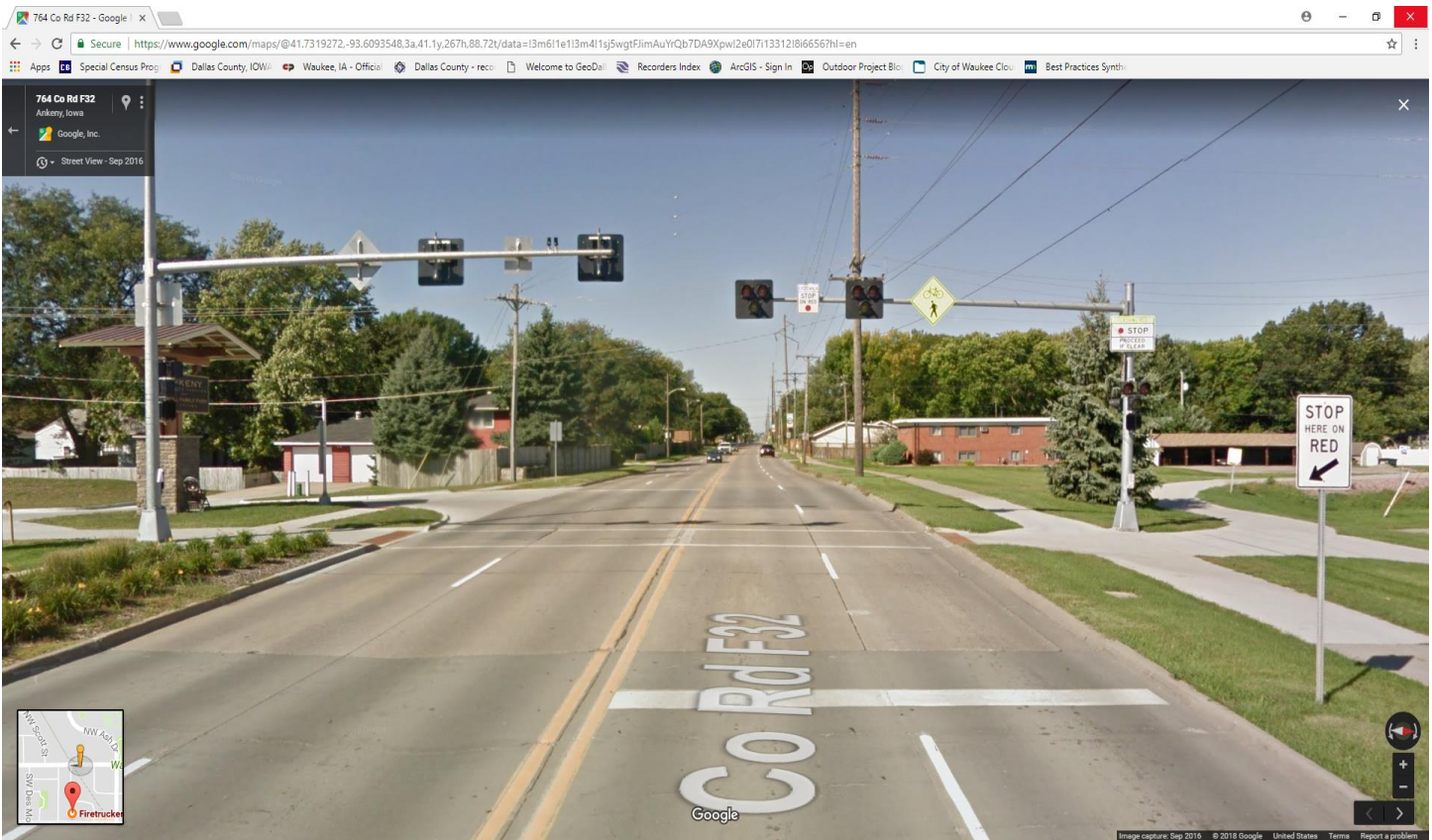
**STREETS AND TRAIL**

The preliminary plat identifies extensions of NW Sunrise from the north. NW Sunrise Drive is considered a collector street and will have a 70-foot right-of-way and will be a 31-foot wide street. This proposed extension of NW Sunrise Drive will cross the existing Raccoon River Valley Trail. City Staff has worked with the Dallas County Conservation Board to implement appropriate safety measures at this crossing. At their meeting on July 10, 2018, the Dallas County Conservation Board recommended approval to the Dallas County Board of Supervisors to grant an easement for the proposed street crossing. As part of this crossing, the pavement width of the street at the crossing will be tapered down to 24-foot wide and a High-Intensity Activated Crosswalk (HAWK) Signal will be installed that will provide priority movements to pedestrians and bicyclists, not automobiles. HAWK Signals act much like a typical traffic signal does, but are used in instances where a typical traffic signal is not warranted. The signals will be automated to detect pedestrian and bicycle traffic on the trail rather than a push button system that would require trail users to stop to activate the signals. An exhibit of what the crossing will look like is shown in Figure 1. Figure 2 is a picture of what a HAWK Signal looks like. Two additional streets are indicated on the preliminary plat, NW Gettysburg Lane and NW Shiloh Circle. Both of these streets will be 60-foot right-of-way and 29 feet wide.

No trails are planned as part of this development. Five foot wide sidewalks will be installed as each lot is developed.



**Figure 1: Trail crossing exhibit.**



**Figure 2: HAWK Signal in Ankeny, IA.**

**UTILITIES**

Utilities will be extended to service the proposed plat as part of the public improvements. Sanitary sewer and public water main will be extended from the north to service the individual lots. Each lot will be required to provide its own storm water management as development occurs.

**EASEMENTS**

All proposed easements have been indicated on the preliminary plat. In addition to the typical easements for public utilities the preliminary plat identifies landscape buffer easements along the north side of Lot 1, 7, 8, and 9 to provide screening from adjacent residential uses.

**STAFF RECOMMENDATION**

All proposed lots meet the minimum requirements of the Zoning Ordinance, the preliminary plat is in general conformance with the Subdivision Ordinance, and the proposed land use of the property is consistent with the Comprehensive Plan. Staff recommends approval subject to remaining staff comments and approval of the easement to allow the street crossing by the Dallas County Board of Supervisors.