



Memo from Community Development Engineering

TO: Yvette Sennewald, Planner
 FROM: Anita Ashton, Project Manager
 DATE: December 9, 2025
 SUBJECT: SUB25-1004 The Reserve at Green Mountain Subdivision

The following memo addresses questions from the Applicant and replies from Staff.

Private Road - Tract D (Discussion on page 15)

Per CDSM Table 1 – Guidelines for Geometry of Private Roadway, Private Street Standard C: access to five or more dwelling units greater than 100-feet but less than 300-feet requires a minimum tract width of 42-feet, a minimum 28-foot-wide paved surface, a 5-foot detached sidewalk and planter strip on one side, and parking on one side only. Additionally, per Note 3, dead-end roads in excess of 150-feet, as measured from the centerline of the adjacent road, require a dead-end turnaround.

*Per the preliminary plat (Exhibit 10) Tract D will provide access to six future Lots 21 through 26 and the stormwater facility at the south end of the private road. Per the preliminary plat, future private street Tract D is approximately 224-feet in length as measured from the centerline of the cul-de-sac on Street 'B', which is in excess of 150-feet to the end of the private road; and is shown as a 20-foot-wide tract, with 20-feet of paved surface. **The proposed private street section for Tract D does not meet the Minimum Private Street Standard C for access to five or more dwelling units greater than 100-feet.***

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit site improvement plans with private road, Tract D, meeting Private Street Standard C with a 42-foot-wide tract, 28-foot paved surface, a 5-foot-wide sidewalk and planter strip on one side. On-street parking is permitted on one side only.

COA #55 Private Road – Tract D states: *The applicant is to submit site improvement plans with private road, Tract D, meeting Private Street Standard C with a 42-foot-wide tract, 28-foot paved surface, a 5-foot-wide sidewalk and planter strip on one side. On-street parking is permitted on one side only.*

Applicant: The applicant would like Tract D to remain as shown on the preliminary plat, with a 20-foot-wide Tract and a 20-foot-wide paved surface providing access to six single-family dwellings, Lots 21-26.

Staff Response: Staff would support the applicant's request with the following conditions:

Revise COA #55 to read:

"Prior to engineering plan approval, the applicant is to submit revised site improvement plans showing Lots 22, 23, 24, and 25 to take access onto private road, Tract D; and Lots 21 and 26 are to be shown to take access to future Street 'B' via the cul-de-sac at the end of Street 'B'."

Add the following COA:

Prior to Final Plat Approval

- *Prior to final plat approval, the applicant is to submit the revised plat showing Lots 22, 23, 24, and 25 to take access onto private road, Tract D; and Lots 21 and 26 are to be shown to take access to future Street 'B' via the cul-de-sac at the end of Street 'B'.*

The following plat note is to be added to the final plat stating 'Lot 21 and Lot 26 are restricted from taking vehicular access from the private road in Tract D. Lot 21 and Lot 26 are to take vehicular access from public Street 'B' only.

Proposed Plat Note:

- *Lot 21 and Lot 26 are restricted from taking vehicular access from the private road in Tract D. Lot 21 and Lot 26 are to take vehicular access from public Street 'B' only.*