GENERAL INFORMATION:

APPLICANT DTH, LLC
AGENT KTM Design Solutions, Inc.
PROPERTY OWNER DTH, LLC
REQUEST No. 19PL044 - Preliminary Subdivision Plan
EXISTING LEGAL DESCRIPTION Tract A less Tract BR of Neff's Subdivision No. 4; and the unplatted portion of the SE1/4 of the NW1/4 less Big Sky Subdivision and less dedicated right-of-way, located in Section 3, T1N, R8E, BHM, Rapid City, Pennington County, South Dakota

PROPOSED LEGAL DESCRIPTION Proposed Lots 16 thru 46 of Block 12, Lots 1 thru 3 of Block 30 of Big Sky Subdivision (34 residential lots)
PARCEL ACREAGE Approximately 9.44 acres
LOCATION West of the western terminus of Big Sky Drive
EXISTING ZONING Medium Density Residential District (Planned Development)
FUTURE LAND USE DESIGNATION Urban Neighborhood
SURROUNDING ZONING
North: Medium Density Residential District (Planned Development)
South: Suburban Residential District (Pennington County)
East: Low Density Residential District (Planned Development)
West: Medium Density Residential District (Planned Development)

PUBLIC UTILITIES
DATE OF APPLICATION May 17, 2019
REVIEWED BY Vicki L. Fisher / Roger Olsen

RECOMMENDATION:
Staff recommends that the Preliminary Subdivision Plan be approved with the following stipulations:
1. Prior to approval of the Development Engineering Plan application, engineering reports required for construction approval shall be accepted and agreements required for construction approval shall be executed pursuant to Chapter 1.15 of the Infrastructure Design Criteria Manual. In addition, permits required for construction shall be approved and issued and construction plans shall be accepted in accordance with the Infrastructure Design Criteria Manual. All final engineering reports shall be signed and sealed by a Professional Engineer and contain a Certification Statement of Conformance with City Standards, as required by the Infrastructure Design Criteria Manual;

2. Prior to submittal of a Development Engineering Plan application, the plat document shall be revised to provide a minimum lot size of 6,500-square feet for Lots 18, 19 and 21 of Block 12 or a Final Planned Development shall be approved granting an Exception;

3. Upon submittal of a Development Engineering Plan application, construction plans for Patricia Street, a local street, shall be submitted for review and approval showing the street located in a minimum 52-foot wide right-of-way and constructed pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual or the approval of an Exception shall be required. If an Exception is obtained, a copy of the approved document shall be submitted with the Development Engineering Plan application;

4. Upon submittal of a Development Engineering Plan application, construction plans for Chet Street, a local cul-de-sac street, shall be submitted for review and approval showing the street located in a minimum 52-foot wide right-of-way and constructed pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual or the approval of an Exception shall be required. In addition, the cul-de-sac bulb shall be located in a minimum 118-foot diameter right-of-way and constructed with a minimum 96-foot diameter paved surface pursuant to Table 2-4 of the Infrastructure Design Criteria Manual or an Exception shall be obtained. If Exception(s) are obtained, a copy of the approved document(s) shall be submitted with the Development Engineering Plan application;

5. Prior to submittal of a Development Engineering Plan application, the approval of an Exception shall be required to allow 31 dwelling units on a cul-de-sac street in lieu of a maximum of 20 dwelling units pursuant to Section 2.13.1 of the Infrastructure Design Criteria Manual or the plat document shall be revised accordingly. If an Exception is obtained, a copy of the approved document shall be submitted with the Development Engineering Plan application;

6. Prior to submittal of a Development Engineering Plan application, the approval of an Exception shall be required to waive the requirement to provide an intermediate turnaround every 600 feet on a cul-de-sac street pursuant to Section 2.13.2 of the Infrastructure Design Criteria Manual or the plat document shall be revised accordingly. If an Exception is obtained, a copy of the approved document shall be submitted with the Development Engineering Plan application;

7. Upon submittal of a Development Engineering Plan application, water plans and analysis prepared by a Registered Professional Engineer shall be submitted for review and approval in accordance with the Infrastructure Design Criteria Manual and Rapid Valley Sanitary District. The design report shall demonstrate that the water service is adequate to meet estimated domestic flows and required fire flows to support the proposed development. In addition, the water plans shall demonstrate how the water main will be looped, tying into Rapid Valley Sanitary District’s water service.
system in Patricia Street and the southwest corner of the project at Sweetbriar Street. Easements shall also be provided as needed;

8. Upon submittal of a Development Engineering Plan application, a sewer design report prepared by a Registered Professional Engineer as per the Infrastructure Design Criteria Manual and Rapid Valley Sanitary District shall be submitted for review and approval. The design report shall address whether there is sufficient capacity downstream to accommodate the demand that this development will add to the sewer system as per the Big Sky sanitary sewer masterplan. In addition, easements shall be provided as needed;

9. Upon submittal of a Development Engineering Plan application, a drainage plan and report prepared by a Registered Professional Engineer as per the Infrastructure Design Criteria Manual and the Rapid City Municipal Code shall be submitted for review and approval for the proposed subdivision improvements. The drainage report shall address storm water quantity control and storm water quality treatment. In addition, easements shall be provided as needed;

10. Upon submittal of a Development Engineering Plan application, an Erosion and Sediment Control Plan in compliance with the adopted Stormwater Quality Manual and the Infrastructure Design Criteria Manual shall be submitted for review and approval if subdivision improvements are required;

11. Upon submittal of a Development Engineering Plan application, a cost estimate for any required subdivision improvements shall be submitted for review and approval;

12. Prior to approval of the Development Engineering Plan application, a Development Agreement shall be entered into with the City for all public improvements;

13. Prior to submittal of a Final Plat application, that portion of Big Sky Drive located east of the property shall be renamed to “Patricia Street”;

14. Prior to submittal of a Final Plat application, the plat title shall be revised to read “formerly Tract A of F and N Subdivision less Tract BR”;

15. Upon submittal of a Final Plat application, an agreement shall be submitted for recording securing ownership and maintenance of any proposed drainage elements. In addition, Major Drainage Easements shall be dedicated for the proposed drainage improvements;

16. Upon submittal of a Final Plat application, surety for any required subdivision improvements that have not been completed shall be posted and the subdivision inspection fees shall be paid; and,

17. Prior to the City’s acceptance of the public improvements, a warranty surety shall be submitted for review and approval as required.

GENERAL COMMENTS:
The applicant is proposing to create 34 residential lots, leaving an unplatted balance. The lots will range in size from 0.11-acres to 0.93-acres and are a part of the Big Sky Subdivision.

The property is located west of the western terminus of Big Sky Drive. Currently, the property is void of any structural development.

A Preliminary Subdivision Plan is a tentative plan of a proposed subdivision requiring the installation of public improvements. Approval of a Preliminary Subdivision Plan by the City Council is required before an applicant can proceed with Development Engineering Plans and a Final Plat application for all or part of the area within the Preliminary Subdivision Plan
STAFF REVIEW:
Staff has reviewed the Preliminary Subdivision Plan and has noted the following considerations:

Zoning: The property is zoned Medium Density Residential District with a Planned Development Designation. The Medium Density Residential District requires a minimum lot size of 6,500-square feet. Proposed Lots 18, 19 and 21 of Block 12 do not meet the minimum lot size requirement. As such, prior to submittal of a Development Engineering Plan application, the plat document must be revised accordingly or a Final Planned Development must be approved granting an Exception to the lot size requirement for these three lots. Since the property is within a Planned Development Designation, a Final Planned Development must be approved prior to issuance of a building permit.

The City’s Future Land Use Plan identifies the appropriate use of the property as Urban Neighborhood. The proposed 34 residential lot development is in compliance with the City’s Comprehensive Plan.

Patricia Street: Patricia Street is classified as a local street requiring that it be located in a minimum 52-foot wide right-of-way and constructed with a minimum 26-foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer. Upon submittal of a Development Engineering Plan application, construction plans for Patricia Street must be submitted for review and approval as identified or the approval of an Exception is required. If an Exception is obtained, a copy of the approved document must be submitted with the Development Engineering Plan application.

There is a small stretch of street located between this property and Patricia Street located east of the property that is currently named “Big Sky Drive”. To ensure street name connectivity, the portion of the street named “Big Sky Drive” must be renamed to “Patricia Street”. As such, staff is recommending that prior to submittal of a Final Plat application, “Big Sky Drive” be renamed to “Patricia Street” as identified.

Chet Street: Chet Street is a 930-foot long proposed cul-de-sac street and is classified as a local street requiring that it be located in a minimum 52-foot wide right-of-way and constructed with a minimum 26-foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer. In addition, the cul-de-sac bulb must be located in a minimum 118-foot diameter right-of-way and constructed with a minimum 96-foot diameter paved surface. Upon submittal of a Development Engineering Plan application, construction plans for Chet Street must be submitted for review and approval as identified or the approval of an Exception is required. If an Exception is obtained, a copy of the approved document must be submitted with the Development Engineering Plan application.

Section 2.13.1 of the Infrastructure Design Criteria Manual states that a cul-de-sac street may not serve more than 20-housing units. The site plan shows that Chet Street will serve 31 proposed residential lots. As such, prior to submittal of a Development Engineering Plan application, the approval of an Exception is required to allow 31 dwelling units on a cul-de-sac street in lieu of a maximum of 20 dwelling units pursuant to Section 2.13.1 of the Infrastructure
Design Criteria Manual or the plat document must be revised accordingly. If an Exception is obtained, a copy of the approved document must be submitted with the Development Engineering Plan application.

Section 2.13.2 of the Infrastructure Design Criteria Manual states that an intermediate turnaround must be provided every 600 feet along a cul-de-sac street. As previously noted, Chet Street is a 930-foot long cul-de-sac street requiring that an intermediate turnaround be provided. The site plan does not show the required intermediate turnaround. As such, prior to submittal of a Development Engineering Plan application, the approval of an Exception is required to waive the requirement or the plat document must be revised accordingly. If an Exception is obtained, a copy of the approved document must be submitted with the Development Engineering Plan application.

Water: The property is located in the Rapid Valley Sanitary Service District service area. The property is also located in the Low Level Water Zone which serves elevations of 3,100-feet to 3,300-feet with an overflow elevation of 3,406-feet. The elevation of the proposed development is approximately 3,240-feet to 3,276-feet. There is an existing 12-inch City water main in the Patricia Street alignment as it extends through the property. Upon submittal of a Development Engineering Plan application, water plans and analysis prepared by a Registered Professional Engineer must be submitted for review and approval in accordance with the Infrastructure Design Criteria Manual and Rapid Valley Sanitary District. The design report must demonstrate that the water service is adequate to meet estimated domestic flows and required fire flows to support the proposed development. In addition, the water plans must demonstrate how the water main will be looped, tying into Rapid Valley Sanitary District’s water system in Patricia Street and the southwest corner of the project at Sweetbriar Street. Easements must also be provided as needed.

Sewer: As previously noted, the property is located in the Rapid Valley Sanitary District service area. There is an existing 12-inch City sewer main in the Patricia Street alignment as it extends through the property. Upon submittal of a Development Engineering Plan application, a sewer design report prepared by a Registered Professional Engineer as per the Infrastructure Design Criteria Manual and Rapid Valley Sanitary District must be submitted for review and approval. The design report must address whether there is sufficient capacity downstream to accommodate the demand that this development will add to the sewer system as per the Big Sky sanitary sewer masterplan. In addition, easements must be provided as needed.

Drainage: The property is located in the Race Track Drainage Basin and the County Heights Drainage Basin. Transfer of water between basins is not allowed. The 100-year storm event must be evaluated to ensure that the street doesn’t overtop and discharge runoff onto private property without easement(s) and conveyance elements in place to handle the flow. The depth of water over the gutter flow line may need to be lower than the usually allowable 18-inches. Upon submittal of a Development Engineering Plan application, a drainage plan and report prepared by a Registered Professional Engineer as per the Infrastructure Design Criteria Manual and the Rapid City Municipal Code must be submitted for review and approval for the proposed subdivision improvements. The drainage report must address storm water quantity control and storm water quality treatment. In addition, easements must also be dedicated as needed.
Stormwater Management Plan: The City Council has adopted a Stormwater Quality Manual and an Infrastructure Design Criteria Manual which provide criteria and technical guidance for erosion and sediment control at construction sites. As such, staff recommends that upon submittal of the Development Engineering Plan application, an Erosion and Sediment Control Plan in compliance with the adopted Stormwater Quality Manual and Infrastructure Design Criteria Manual be submitted for review and approval as required. In addition, an Erosion and Sediment Control Permit must be obtained prior to any construction.

Development Agreement: Section 1.16.1 of the Infrastructure Development Criteria Manual states that a Development Agreement may be required for construction approval. A Development Agreement is a tool which will provide the City and the developer with an instrument to document the financial and procedural requirements for the development of public improvements. Staff recommends that prior to approval of the Development Engineering Plan application, a Development Agreement must be entered into with the City for all public improvements.

Summary: The proposed Preliminary Subdivision Plan generally complies with all applicable Zoning and Subdivision Regulations assuming compliance with the stated stipulations.