

STAFF REPORT
April 26, 2018

No. 18PL023 - Preliminary Subdivision Plan

ITEM 7

GENERAL INFORMATION:

APPLICANT	Steve Zandstra - Dennis Zandstra Real Estate Holdings, LLC
AGENT	KTM Design Solutions, Inc.
PROPERTY OWNER	Dennis Zandstra Real Estate Holdings, LLC
REQUEST	No. 18PL023 - Preliminary Subdivision Plan
EXISTING LEGAL DESCRIPTION	The N1/2 of the N1/2 of the NW1/4 of the NE1/4, Less Lot H3R; the N1/2 of the N1/2 of the NE1/4 of the NW1/4 Less H3R of Section 21, T1N, R8E and the NW1/4 Less the N1/2 of the N1/2 of the NE1/4 of the NW1/4; the W1/2 of the NE1/4 Less the N1/2 of the N1/2 of the NW1/4 of the NE1/4; the W1/2 of the SW/14 Less right-of-way of Section 21, T1N, R8E, B.H.M. Rapid City, Pennington County, South Dakota,
PROPOSED LEGAL DESCRIPTION	Proposed Lots 26 thru 49 of Block 10, Lots 7 thru 24 of Block 11, Lots 1 thru 6 of Block 13, Lots 1 thru 7 of Block 14, Lots 1 thru 7 of Block 15 and Lots 1 thru 3 of Block 16 and dedicated right-of-way of Elks Crossing
PARCEL ACREAGE	Approximately 40.13 acres
LOCATION	South of E. Minnesota Street
EXISTING ZONING	Limited Agricultural District (Pennington County) - General Agricultural District
FUTURE LAND USE DESIGNATION	Urban Neighborhood
SURROUNDING ZONING	
North:	Low Density Residential District (Planned Development) - Medium Density Residential District (Planned Development)
South:	General Agricultural District (Pennington County)
East:	Limited Agricultural District (Pennington County) - Low Density Residential District (Planned Development)
West:	General Agricultural District - High Density Residential District
PUBLIC UTILITIES	City sewer and water

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DATE OF APPLICATION March 29, 2018

REVIEWED BY Vicki L. Fisher / Dan Kools

RECOMMENDATION:

Staff recommends that the Preliminary Subdivision Plan be approved with the following stipulations:

1. Upon submittal of a Development Engineering Plan application, the redline comments shall be addressed. In addition, the redline comments shall be returned with the Development Engineering Plan application. The revised plans shall be to a readable scale;
2. Prior to approval of the Development Engineering Plan application, submitted engineering reports required for construction approval shall be accepted and agreements required for construction approval shall be executed if subdivision improvements are required. 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
3. Upon submittal of a Development Engineering Plan application, construction plans for Minnesota Street shall be submitted for review and approval showing the construction of ten additional feet of pavement and a second water main or an Exception shall be obtained. 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 Pahlmeyer Drive shall be submitted for review and approval showing the street 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 or an Exception shall be obtained. If an Exception is obtained a copy of the approved document shall be submitted with the Development Engineering Plan application
5. Upon submittal of a Development Engineering Plan application, construction plans for Duckhorn Street shall be submitted for review and approval showing the street located in a minimum 52 foot wide right-of-way with ten additional feet of right-of-way the first 200 feet as the street extends south from Minnesota Street and constructed with a minimum 26 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer or an Exception shall be obtained. If an Exception is obtained a copy of the approved document shall be submitted with the Development Engineering Plan application
6. Upon submittal of a Development Engineering Plan application, construction plans for Cul-de-sac A shall be submitted for review and approval showing the streets 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(s) shall be located in a minimum 118 foot diameter right-of-way and constructed with a minimum 96 foot diameter paved surface or an Exception shall be obtained. 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, construction plans for Street B and C shall be submitted for review and approval showing the streets located in

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- 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 or an Exception shall be obtained. If an Exception is obtained a copy of the approved document shall be submitted with the Development Engineering Plan application;
8. Upon submittal of a Development Engineering Plan application, construction plans for the Section Line Highway shall be submitted for review and approval showing the Section Line Highway 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 or an Exception shall be obtained or the section line highway shall be vacated. If an Exception is obtained a copy of the approved document shall be submitted with the Development Engineering Plan application;
 9. 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. 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;
 10. 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 shall be submitted for review and approval. The design report shall demonstrate that the downstream sanitary sewer capacity and the Jolly Lane Lift Station pumping capacity is adequate to meet estimated flows and provide sufficient system capacity;
 11. 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;
 12. 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 shall be submitted for review and approval if subdivision improvements are required. In addition, an Erosion and Sediment Control Permit must be obtained prior to any construction;
 13. Prior to approval of the Development Engineering Plan application, a Development Agreement shall be entered into with the City for all public improvements, if applicable;
 14. Upon submittal of a Development Engineering Plan application, a cost estimate of the required subdivision improvements shall be submitted for review and approval;
 15. The proposed plat shall be allowed as a phased development with all subdivision improvements needed to support a particular phase included in the construction plans for that phase;
 16. Prior to submittal of a Final Plat application, that portion of the property located outside of the City limits shall be annexed;
 17. Prior to submittal of a Final Plat application, the property shall be rezoned from General Agriculture District and No Use District to Low Density Residential II District as proposed in order to support the proposed residential development;
 18. Prior to submittal of a Final Plat application, the plat title shall read "Elks Crossing" in lieu of "Elks Crossing Subdivision";
 19. Prior to submittal of a Final Plat application, proposed street names shall be submitted to the Emergency Services Communication Center for review and approval. In addition, the

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- approved street names shall be shown on the plat document;
20. Upon submittal of a Final Plat application, the plat document shall show the existing stormwater facility as a drainage lot. In addition, approved documentation securing ownership and maintenance of the proposed drainage elements shall be submitted for recording;
 21. 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,
 22. Prior to the City's acceptance of the public improvements, a warranty surety shall be submitted for review and approval as required. In addition, any utilities and drainage proposed outside of the dedicated right-of-way shall be secured within easement(s).

GENERAL COMMENTS:

The applicant has submitted a Preliminary Subdivision Plan application to create 65 residential lots, leaving an unplatted balance. The lots range in size from 0.21 acres to 0.72 acres and are a part of the Elks Crossing residential development. The applicant has also submitted a Phasing Plan identifying that the proposed development will be constructed in three phases as follows:

- Phase One-39 lots
- Phase Two-16 lots
- Phase Three-10 lots

The applicant has also submitted an Annexation Petition (File #18AN003) to annex a portion of the subject property, 30.09 acres, into the city limits of Rapid City. In addition, the applicant has submitted two associated Rezoning applications to change the zoning of the property from General Agriculture District to Low Density Residential District II (File #18RZ014-10.04 acres) and from No Use District to Low Density Residential District II (File #18RZ013-30.09 acres).

The property is located south and west of the intersection of E. Minnesota Street and Duckhorn Street. 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 application.

STAFF REVIEW:

Staff has reviewed the Preliminary Subdivision Plan and has noted the following considerations:

Annexation/Zoning: The western area of the property, 30.09 acres, included in the proposed Preliminary Subdivision Plan is currently located outside the City limits. Pursuant to City regulations, this area must be annexed into the City limits of Rapid City prior to submittal of a Final Plat application. Upon annexation, the property will be zoned No Use District. The balance of the property, or 10.04 acres, is currently located within the City limits and is currently zoned General Agriculture District which requires a minimum 20 acre lot size for

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residential development. As previously noted, the applicant has submitted two Rezoning applications to change the zoning designation of the property from No Use District and General Agriculture District to Low Density Residential District II. Prior to submittal of a Final Plat application, the property must be rezoned as proposed in order to support the proposed residential development.

Master Plan: The applicant has submitted a Master Plan showing future street locations extending through the unplatted balance. Staff has noted that the proposed arterial street is not shown in compliance with the City's Major Street Plan. Since this is an arterial street, a Comprehensive Plan Amendment to the Major Street Plan is required in order to change the location of the street. Staff has noted that the proposed location has topographic constraints which limits the feasibility of constructing the street in this location. It is also important to note that the proposed extension of the arterial street across Old Folsom Road must stay south of the Hockey building currently located within this area. Please note that approval of this Preliminary Subdivision Plan does not indicate approval of the proposed Master Plan. Staff will continue to work with the applicant to address the issues as identified as development is proposed within this area.

East Minnesota Street: East Minnesota Street is located along the north lot line and is classified as a principal arterial street on the City's Major Street Plan requiring that it be located within a minimum 100 foot wide right-of-way and constructed with a 36 foot wide paved surface, curb, gutter, sidewalk, street light conduit, sewer and dual water. Currently, East Minnesota Street is located within a 100 foot wide right-of-way and constructed with a 26 foot wide paved surface, curb, gutter sidewalk, street light conduit, sewer and one water main. Upon submittal of a Development Engineering Plan application, construction plans for East Minnesota Street must be submitted for review and approval showing the street constructed with 10 additional feet of pavement and a second water main or an Exception must be obtained. If an Exception is obtained, a copy of the approved Exception must be submitted with the Development Engineering Plan application.

Duckhorn Street: Duckhorn Street extends south from East Minnesota Street to serve as access to the eastern area of the property. Duckhorn Street is classified as a local street requiring that it be located in a minimum 52 foot wide right-of-way with 10 additional feet of right-of-way the first 200 feet as it extends south from East Minnesota Street, a principal arterial street, and constructed with a minimum 26 foot wide paved surface, curb, gutter, sidewalk, street light conduit, sewer. Upon submittal of a Development Engineering Plan application, construction plans for Duckhorn Street must be submitted for review and approval as identified or an Exception must be obtained. If an Exception is obtained, a copy of the approved Exception must be submitted with the Development Engineering Plan application.

Pahlmeyer Drive: Pahlmeyer Drive extends south from East Minnesota Street to serve as access to the western area of the property. Pahlmeyer Drive 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, sewer. Upon submittal of a Development Engineering Plan application, construction plans for Pahlmeyer Drive must be submitted for review and approval as identified or an Exception must be obtained. If an Exception is obtained, a copy of the approved Exception must be

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submitted with the Development Engineering Plan application.

Cul-de-sac Street A: The Preliminary Subdivision Plan identifies a proposed cul-de-sac street to serve as access to 18 residential lots. The cul-de-sac street is identified 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, sewer and water. 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 Cul-de-sac A must be submitted for review and approval as identified or an Exception shall be obtained. If an Exception is obtained a copy of the approved document shall be submitted with the Development Engineering Plan application

Street B and C: The proposed streets serve as access to several of the proposed lots and extend to the boundaries of the plat to provide access to adjacent properties. The streets are classified as local streets requiring that they 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, sewer. Upon submittal of a Development Engineering Plan application, construction plans for Streets B and C Drive must be submitted for review and approval as identified or an Exception must be obtained. If an Exception is obtained, a copy of the approved Exception must be submitted with the Development Engineering Plan application.

Prior to submittal of a Final Plat application, proposed street names for the three streets must be submitted to the Emergency Services Communication Center for review and approval. In addition, the plat document must show the approved street names.

Section Line Highway: A section line highway is located along the north lot line of the property. On October 19, 2015, the City vacated the northern half of the section line highway. The southern half, currently located outside of the City limits, remains. The section line highway 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, sewer and water. Upon submittal of a Development Engineering Plan application, section line highway must be constructed as identified or an Exception must be obtained or the section line highway must be vacated. If an Exception is obtained a copy of the approved document must be submitted with the Development Engineering Plan application.

Drainage: 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 shall address storm water quantity control and storm water quality treatment. In addition, easements must be provided as needed.

An existing stormwater facility is located in the northern area of the property. Upon submittal of a Final Plat application, the plat document must show the existing stormwater facility as a drainage lot. In addition, approved documentation securing ownership and maintenance of the drainage elements must be submitted for recording.

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Water: A majority of the proposed lots are currently located outside of the City limits and operational pressure boundaries. It appears they will be located in the Low Level Water Zone which serves elevations of 3,100 feet to 3,300 feet. Static pressures in this development are approximately 80 psi. Pressure reducing valves on all water services will be required. 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. 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, easements must be secured as needed.

Sewer: There are concerns with the downstream sanitary sewer capacity and the Jolly Lane Lift Station pumping capacity. 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 must be submitted for review and approval. The design report must demonstrate that the downstream sanitary sewer capacity and the Jolly Lane Lift Station pumping capacity is adequate to meet estimated flows and provide sufficient system capacity.

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.