

STAFF REPORT
October 26, 2017

No. 17PL101 - Preliminary Subdivision Plan

ITEM 5

GENERAL INFORMATION:

APPLICANT	Freeland Meadows LLC
AGENT	Sperlich Consulting, Inc.
PROPERTY OWNER	Freeland Meadows, LLC
REQUEST	No. 17PL101 - Preliminary Subdivision Plan
EXISTING LEGAL DESCRIPTION	A portion of the NE1/4 of the NW1/4 of Section 19, T2N, R8E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Proposed Lots 1 through 4 of Block 1, Lots 1 through 10 of Block 2 and Lots 1 through 11 of Block 3 of Prairie Meadows South Subdivision
PARCEL ACREAGE	Approximately 8.168 acres
LOCATION	Southeast of the intersection of Marino Drive and Country Road
EXISTING ZONING	General Agricultural District
FUTURE LAND USE DESIGNATION	Low Density Neighborhood
SURROUNDING ZONING	
North:	General Agricultural District - Suburban Residential District (Pennington County)
South:	General Agricultural District
East:	Low Density Residential District (Planned Development Designation)
West:	General Agricultural District (Pennington County)
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	September 29, 2017
REVIEWED BY	Vicki L. Fisher / Nicole Lecy

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 drawing

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- comments shall be addressed. In addition, the redline drawing comments shall be returned with the Development Engineering Plan application;
2. Upon submittal of a Development Engineering Plan application, construction plans for Country Road shall be submitted for review and approval showing the street constructed with a minimum 36 foot wide paved surface, curb, gutter, street light conduit, a second water main, sewer and sidewalk at intersections and grading for sidewalks along developable parcels. In addition, if turn lanes are required, the pavement width and right-of-way width shall be increased as per Figure 2-1 of the Infrastructure Design Criteria Manual. The plat document shall show the dedication of 50 feet of right-of-way for Country Road as proposed. Pursuant to Section 1.10 of the Infrastructure Design Criteria Manual, Exceptions to waive development requirements may be submitted for review. If an Exception is obtained, a copy of the approved Exception shall be submitted with the Development Engineering Plan application;
 3. Upon submittal of a Development Engineering Plan application, construction plans for Manning Drive, Brady Drive and McNabb Drive shall be submitted for review and approval showing the streets located within a minimum 52 foot wide right-of-way with 10 additional feet of right-of-way within 200 feet of Country Road 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 submitted for review. If an Exception is obtained, a copy of the approved Exception shall be submitted with the Development Engineering Plan application;
 4. Upon submittal of a Development Engineering Plan application, a Traffic Impact Study shall be submitted for review and approval. In addition, the recommended improvements as per the Traffic Impact Study shall be included in the construction plans as needed for each phase of the development or an Exception shall be submitted for review. If an Exception is obtained, a copy of the approved Exception shall be submitted with the Development Engineering Plan application;
 5. 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;
 6. 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 sanitary sewer capacity is adequate to meet estimated flows and provide sufficient system capacity in conformance with the Infrastructure Design Criteria Manual;
 7. Upon submittal of a Development Engineering Plan application, a drainage plan and report prepared by a Registered Professional Engineer shall be submitted for review and approval. The drainage report shall address storm water quantity control and storm water quality treatment. The design report shall be in conformance with the Infrastructure Design Criteria Manual and the Box Elder Drainage Basin Plan, Middle Basin. Drainage easements shall also be provided as needed;
 8. Upon submittal of a Development Engineering Plan application, a geotechnical report including an analysis of soil corrosivity and pavement design for all proposed subdivision improvements shall be submitted for consideration;
 9. Prior to approval of the Development Engineering Plan application, submitted engineering reports required for construction approval shall be accepted and agreements

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- 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;
10. 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;
 11. Upon submittal of a Development Engineering Plan application, a cost estimate of the required subdivision improvements shall be submitted for review and approval;
 12. Prior to submittal of a Final Plat application, the property shall be rezoned from General Agriculture District to Low Density Residential District to allow the proposed residential development;
 13. Upon submittal of a Final Plat application, ownership and maintenance of the proposed drainage pond(s) shall be secured;
 14. 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,
 15. 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 to create 25 residential lots leaving an unplatted non-transferable balance. The lots range in size from 0.178 acres to 0.267 acres and are to be known as Phase 1 of Prairie Meadows South Subdivision.

The applicant has also submitted a Rezoning request (File #17RZ031) to change the zoning designation of Phase 1 from General Agriculture District to Low Density Residential District.

The property is located approximately 1,200 feet east of the intersection of Country Road and W. Nike Road, on the south side of Country Road. Currently, Phase 1 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:

Zoning: The property is currently zoned General Agriculture District which requires a minimum 20 acre lot size for residential development. As previously noted, the applicant has submitted a Rezoning request to change the zoning designation for Phase 1 from General Agriculture District to Low Density Residential District. The proposed lots meet the minimum

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lot size of 6,500 square feet in the Low Density Residential District. The Rezoning request will be heard by the Planning Commission and City Council in conjunction with the Preliminary Subdivision Plan for Phase 1. Prior to submittal of a Final Plat for Phase 1, the property must be rezoned to Low Density Residential District to allow the residential development.

Master Plan/Traffic Impact Study: The applicant has submitted a Master Plan for Phase One and the approximate 32 acre unplatted balance. In particular, the Master Plan identifies the development of the property in four phases as follows:

Phase 1: 25 residential lots

Phase 2: 26 residential lots

Phase 3: 26 residential lots

Phase 4: 28 residential lots, a lift station lot and 2 drainage tracts

In total, the Master Plan includes 105 residential lots. During a pre-submittal meeting with the applicant, it was discussed that multi-family development may be proposed on the larger lots located adjacent to North LaCrosse Street. Due to the size of these lots, approximately 99 apartment units could be constructed. Section 2.17.1 of the Infrastructure Design Criteria Manual states that a Traffic Impact Study shall be required by the City for a residential development with 150 dwelling units or more. Pursuant to this requirement, a Traffic Impact Study must be submitted for review and approval with the Development Engineering Plan application. In addition, the recommended improvements as per the Traffic Impact Study must be included in the construction plans as needed for each phase of the development or an Exception must be submitted for review. If an Exception is obtained, a copy of the approved Exception must be submitted with the Development Engineering Plan application.

Country Road: Country Road is located along the north lot line and is classified as a principal arterial street on the City's Major Street Plan requiring that the street be located in a minimum 100 foot wide right-of-way and constructed with a minimum 36 foot wide paved surface, curb, gutter, sidewalk, street light conduit, sewer and dual water. Currently, Country Road is located in a section line highway and constructed with an approximate 20 foot wide paved surface and a water main. As such, upon submittal of a Development Engineering Plan application, construction plans for Country Road must be submitted for review and approval showing the street constructed with a minimum 36 foot wide paved surface, curb, gutter, street light conduit, a second water main, sewer and sidewalk at intersections and grading for sidewalks along developable parcels. In addition, if turn lanes are required, the pavement width and right-of-way width must be increased as per Figure 2-1 of the Infrastructure Design Criteria Manual. The plat document must also show the dedication of 50 feet of right-of-way for Country Road as proposed. Pursuant to Section 1.10 of the Infrastructure Design Criteria Manual, Exceptions to waive development requirements may be submitted for review. If an Exception is obtained, a copy of the approved Exception must be submitted with the Development Engineering Plan application.

Local Streets: Manning Drive and McNabb Drive extend south from Country Road to serve as access to the proposed development. In addition, Brady Drive extends through the property connecting Manning Drive to McNabb Street. All three streets are classified as a local street requiring that they be located in a minimum 52 foot wide right-of-way with 10 additional feet

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within 200 feet of Country Road, an arterial street, and constructed with a minimum of 26 foot wide paved surface, curb, gutter, sidewalk, street light conduit, sewer and water. Upon submittal of a Development Engineering Plan application, construction plans for Manning Drive, Brady Drive and McNabb Drive shall be submitted for review and approval as identified or an Exception must be submitted for review. If an Exception is obtained, a copy of the approved Exception must be submitted with the Development Engineering Plan application.

North LaCrosse Street: The Master Plan identifies the construction of North LaCrosse Street, a future arterial street, as a part of the final phase of the development. Deferring the street improvement to the final phase where the cost of the improvement with the limited acreage can create a financial hardship to construct the street. As such, it is recommended that the street be constructed as a part of an earlier phase of the development. Please note that this is not a requirement.

Water: This area is served by the City's Low Level Pressure Zone, serving elevations of 3,100 feet to 3,300 feet. A 12 inch water main exists along Country Road. The applicant's site plan identifies that an 8 inch water main will be constructed in proposed Manning Drive, Brady Drive and McNabb Drive. A 12 inch Low Level water main is master planned in future North LaCrosse Street. Water main looping must be provided as required by Section 3.9.7.4 of the Infrastructure Design Criteria Manual. 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. Utility easements must be provided as needed.

Sewer: Sanitary sewer flows from this area flow to the Country Road Lift Station. After reviewing the Lift Station Design Report, a majority of this 40 acre parcel was identified within the service area of the lift station. Also, the lift station is designed to accommodate 1,750 dwelling units and 50,000 square foot of commercial floor area in 2015 with a 650 gpm pump. The contributing area currently includes 1,525 dwelling units with an additional 75 platted lots without buildings and 9,000 square foot of commercial floor area. It appears that no upgrades to the lift station or force main will be required to add wastewater flows from approximately 200 dwelling units to the lift station. If the lots along North LaCrosse Street are developed as multi-family dwellings, a further evaluation of the lift station capacity will be needed.

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 sanitary sewer capacity is adequate to meet estimated flows and provide sufficient system capacity in conformance with the Infrastructure Design Criteria Manual. Utility easements must also be provided as needed.

Drainage: The property is located within the Box Elder Drainage Basin, Middle Basin. Detention Cell M848 is identified to be located within the proposed plat boundary. Necessary improvements to the pond are identified in the drainage basin plan. The

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developer should construct the pond to the ultimate sizing to provide detention and storm water quality treatment to the basin and dedicate Major Drainage Easements or plat a drainage lot to secure the improvements. Drainage flows must also be conveyed through the property. The propose development area is located within both sub-basins M555 and M553. Upon submittal of a Development Engineering Plan application, a drainage plan and report prepared by a Registered Professional Engineer must be submitted for review and approval. The drainage report must address storm water quantity control and storm water quality treatment. The design report must be in conformance with the Infrastructure Design Criteria Manual and the Box Elder Drainage Basin Plan, Middle Basin. Drainage easements must also be provided as needed. Upon submittal of a Final Plat application, ownership and maintenance of the proposed drainage pond(s) must be secured for the phase the pond is constructed within.

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 be entered into with the City for additional stormwater control improvements if needed.

Warranty Surety: On June 19, 2006, the City Council adopted a resolution establishing a formal warranty process for subdivision improvements. In particular, the resolution requires that the developer provide an acceptable Warranty Surety for the required public improvements. In particular, the Warranty Surety must be in force for a period of two years after the required final inspection and the City has accepted the improvements. Prior to the City's acceptance of any public improvements, a Warranty Surety must be submitted for review and approval if subdivision improvements are required as a part of any future platting of the property.

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