No. 19PL026 - Preliminary Subdivision Plan

GENERAL INFORMATION:

APPLICANT: G & G Investments, LLP
AGENT: KTM Design Solutions, Inc.
PROPERTY OWNER: G & G Investments, LLP
REQUEST: No. 19PL026 - Preliminary Subdivision Plan

EXISTING
LEGAL DESCRIPTION: The N1/2 of Government Lot 3; the N1/2 of Government Lot 4 less Lots H1 and H2, located in Section 3, T1N, R8E, BHM, Rapid City, Pennington County, South Dakota

PROPOSED
LEGAL DESCRIPTION: Proposed Lot 7 of Block 1, Lots 5 and 6 of Block 5 and Lot 1 of Block 6 of Westwind Subdivision (4-commercial lots)

PARCEL ACREAGE: Approximately 39.0- acres

LOCATION: East of the intersection of Elk Vale Road and Anamosa Street

EXISTING ZONING: General Commercial District (Planned Development Designation) - Office Commercial District (Planned Development Designation)

FUTURE LAND USE DESIGNATION: Urban Neighborhood

SURROUNDING ZONING
North: General Commercial District (Planned Development Designation) - Office Commercial District (Planned Development Designation)
South: General Commercial District (Planned Development Designation) - Office Commercial District (Planned Development Designation)
East: Public District
West: General Commercial District

PUBLIC UTILITIES: City sewer and water

DATE OF APPLICATION: March 29, 2019

REVIEWED BY: Vicki L. Fisher / Dan Kools
RECOMMENDATION:

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

1. Upon submittal of a Development Engineering Plan application, the redline comments on the construction plans and the Master Plan shall be addressed. In addition, the redline comments shall be returned with the Development Engineering Plan application;

2. Upon submittal of a Development Engineering Plan application, a Traffic Impact Study shall be submitted for review and approval 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;

3. 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. 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;

4. Upon submittal of a Development Engineering Plan application, construction plans for Neel Street and Degeest Drive, collector streets, shall be submitted for review and approval showing the street located in a minimum 68-foot wide right-of-way with an additional 10-feet of right-of-way the first 200-feet extending south from the future intersection of E. Anamosa Street 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;

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. The plans shall show the water mains in Neel Street and Degeest Drive being looped. In addition, easements shall be provided as needed;

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. In addition, easements shall be provided as needed;

7. 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, no inter-basin transfer of stormwater shall be allowed. Easements shall also be dedicated as needed;

8. 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;

9. Upon submittal of a Development Engineering Plan application, the Master Plan shall be
revised to show the extension of Neel Street and Degeest Street to the north lot line of the property in compliance with the City's Major Street Plan or a Comprehensive Plan Amendment to the Major Street shall be submitted for review and approval eliminating and/or relocating the collector streets;

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

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

12. 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;

13. 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,

14. 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 has submitted a Preliminary Subdivision Plan to create four commercial lots, leaving an unplatted balance. The lots will range in size from 1.22-acres to 1.5-acres and are a part of the Westwind Subdivision.

The property is located at the northern terminus of Neel Street and Degeest Drive. Currently, the properties are 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 two proposed commercial lots adjacent to Neel Street are currently zoned Office Commercial District with a Planned Development Designation. The two proposed commercial lots adjacent to Degeest Drive are currently zoned General Commercial District with a Planned Development Designation. The applicant should be aware that a Final Planned Development must be submitted for review and approval prior to issuance of a building permit for the proposed lots.

Traffic Impact Study: Chapter 16.12.030 of the Rapid City Municipal Code requires that a Traffic Impact Study, if applicable, be submitted with the Preliminary Subdivision Plan application. Section 2.17.1.2 of the Infrastructure Design Criteria Manual states that a Traffic Impact Study is required when trip generation during the peak hour is expected to exceed 100 vehicles for a commercial development. The proposed Preliminary Subdivision Plan to create the four commercial lots triggers the requirement to submit a Traffic Impact
Study with the Preliminary Subdivision Plan application. However, on June 7, 2019 an Exception was granted to defer the submittal of a Traffic Impact Study until submittal of a Development Engineering Plan application. As such, staff is recommending that the Preliminary Subdivision Plan be approved with the stipulation that the Traffic Impact Study be submitted for review and approval as a part of the Development Engineering Plan application.

**Master Plan:** The applicant has submitted a Master Plan for the unplatted balance. In particular, the Master Plan shows “future” Neel Street and Degeest Drive terminating at the future intersection of E. Anamosa Street. The two streets are identified as collector streets on the City’s Major Street Plan, extending through the unplatted balance. As such, upon submittal of a Development Engineering Plan application, the Master Plan must be revised to show the extension of Neel Street and Degeest Street to the north lot line of the property in compliance with the City’s Major Street Plan or a Comprehensive Plan Amendment to the Major Street must be submitted for review and approval eliminating and/or relocating the collector streets.

**Neel Street/Degeest Drive:** As previously noted, the two streets are classified as collector streets on the City’s Major Street Plan requiring that they be located in a minimum 68-foot wide right-of-way with an additional 10-feet of right-of-way the first 200 feet extending south from the future intersection of E. Anamosa Street. In addition, the streets must be constructed with a minimum 24-foot wide paved surface (no on-street parking), curb, gutter, sidewalk, street light conduit, water and sewer.

Upon submittal of a Development Engineering Plan application, construction plans for Neel Street and Degeest Drive must be submitted for review and approval as identified pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual 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;

**Water:** The proposed lots are located in the Low Level Water Zone which serves elevations of 3,100-feet to 3,300-feet. The elevation of the proposed development is approximately 3,295-feet. 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, prior to approval of a Development Engineering Plan application, the applicant must enter into the agreement with the City as noted above. Easements must also be provided as needed.

**Sewer:** 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. In addition, easements must be provided as needed.

**Drainage:** The property is located in the County Heights and Race Track Drainage Basins.
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, no inter-basin transfer of stormwater is allowed. Upon submittal of a Final Plat application, an agreement must be submitted for recording securing ownership and maintenance of any proposed drainage elements.

**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.