

STAFF REPORT
January 6, 2022

No. 21PL143 - Preliminary Subdivision Plan

ITEM 14

GENERAL INFORMATION:

APPLICANT	Meadow Valley, LLC
AGENT	Towey Design Group, Inc.
PROPERTY OWNER	Meadow Valley, LLC
REQUEST	No. 21PL143 - Preliminary Subdivision Plan
EXISTING LEGAL DESCRIPTION	SW1/4 of the NW1/4 of Section 13, T1N, R8E and the NW1/4 of the SW1/4 of Section 13, T1N, R8E, all located in BHM, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Proposed Lots 15 thru 20 of Block 12, Lots 1 thru 21 of Block 2, Lots 22 thru 42 of Block 4, Lots 1 thru 16 of Block 1, Lots 17 thru 32 of Block 3 of Apple Valley Subdivision
PARCEL ACREAGE	Approximately 16.6 acres
LOCATION	South of Long View Road east of Anderson Road
EXISTING ZONING	General Agricultural District (Pennington County)
FUTURE LAND USE DESIGNATION	Low Density Neighborhood
SURROUNDING ZONING	
North:	General Agricultural District (Pennington County)
South:	General Agricultural District (Pennington County)
East:	General Agricultural District (Pennington County)
West:	General Agricultural District (Pennington County)
PUBLIC UTILITIES	Rapid Valley Sanitary District
DATE OF APPLICATION	December 9, 2021
REVIEWED BY	Vicki L. Fisher / Dan Kools

RECOMMENDATION:

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

1. Prior to submittal of a Development Engineering Plan application, an agreement between the City of Rapid City and Rapid Valley Sanitary District (RVSD) for RVSD to serve the proposed development shall be executed;
2. Upon submittal of a Development Engineering Plan application, a road maintenance agreement shall be submitted for review and approval. In addition, the approved

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- agreement shall be submitted for recording with the Final Plat application;
3. Upon submittal of a Development Engineering Plan application, construction plans for Anderson Road shall be submitted for review and approval showing the widening of the paved surface to three lanes with 4-foot wide paved shoulders and the dedication of 17 additional feet of right-of-way or shall meet criteria for obtaining an Exception. If Exception(s) are obtained, a copy of the approved document(s) shall be submitted with the Development Engineering Plan application;
 4. Upon submittal of a Development Engineering Plan application, construction plans for Crispin Drive shall be submitted for review and approval pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual for a collector street with an additional 10 feet of right-of-way the first 200 feet as the street extends from Anderson Road or shall meet criteria for obtaining an Exception. If Exception(s) are obtained, a copy of the approved document(s) shall be submitted with the Development Engineering Plan application;
 5. Upon submittal of a Development Engineering Plan application, construction plans for Opal Drive and Honey Crisp Drive shall be submitted for review and approval pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual for a local street with an additional 10 feet of right-of-way the first 200 feet as the streets extends from Anderson Road or shall meet criteria for obtaining an Exception. If Exception(s) are obtained, a copy of the approved document(s) shall be submitted with the Development Engineering Plan application;
 6. Upon submittal of a Development Engineering Plan application, construction plans for Haralson Lane shall be submitted for review and approval pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual for a local street or shall meet criteria for obtaining an Exception or shall be vacated. If Exception(s) are obtained, a copy of the approved document(s) shall be submitted with the Development Engineering Plan application;
 7. Upon submittal of a Development Engineering Plan application, one set of construction plans for all items required to plat the four proposed phases within Phase 1, including Phase 1A, 1B, 1C and 1D, shall be submitted for review and approval. The complete set of plans shall include the sanitary sewer connection to S.D. Highway 44 and all street and utility improvements adjacent to platting along Anderson Road;
 8. Upon submittal of a Development Engineering Plan application, a cost estimate for the required subdivision improvements shall be submitted for review and approval;
 9. Upon submittal of a Development Engineering Plan application, a site plan shall be submitted for review and approval showing the existing development on the property to ensure that all setbacks and land use(s) area in compliance with the Pennington County Zoning Ordinance;
 10. Prior to approval of the Development Engineering Plan application, a Development Agreement shall be entered into with the City for all public improvements;
 11. Prior to approval of the Development Engineering Plan application, engineering design reports (in part to include water, sewer, drainage, and pavement) 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;
 12. Prior to approval of the Development Engineering Plan application, approval from the South Dakota Department of Agriculture and Natural Resources shall be secured;

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13. Prior to approval of the Development Engineering Plan application, any necessary off-site easements shall be recorded;
14. Prior to submittal of a Final Plat application, the property shall be rezoned from General Agriculture District to Urban Residential District by Pennington County;
15. Upon submittal of a Final Plat application, an agreement shall be submitted for recording securing ownership of any proposed drainage elements. In addition, Major Drainage Easements shall be dedicated for all 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 has submitted a Preliminary Subdivision Plan to create 80 residential lots, leaving an unplatted balance. The proposed lots will range in size from 6,552 square feet to 9,054 square feet and are to be known as Phase One of Apple Valley Subdivision. The applicant has also submitted a Master Plan for Apple Valley Subdivision showing three additional phases of development for a total of 467 residential lots.

The property is located in Pennington County, within the City's three-mile platting jurisdiction. More particularly, the property is located approximately 1,500 feet south of the intersection of Long View Road and Anderson Road, on the east side of Anderson Road. Currently, an accessory structure is located on the southern portion of the subject property.

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 by Pennington County. The Pennington County Planning Department has indicated that the applicant is currently in the process of rezoning the property to Urban Residential District which requires a minimum 6,000 square-foot lot. As previously noted, the proposed lots will range in size from 6,552 square feet to 9,054 square feet meeting the requirements of the Urban Residential District. Prior to submittal of a Final Plat application, the property must be rezoned as proposed.

The City's Future Land Use Plan identifies the appropriate use of the property as Low Density Neighborhood which supports single-family residential development. As such, the proposed plat is in compliance with the City's Comprehensive Plan.

Anderson Road: Anderson Road is identified 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

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constructed with a minimum 36-foot wide paved surface, curb, gutter, sidewalk, street light conduit, sewer and water. Currently, Anderson Road is located in a 66-foot wide right-of-way and constructed with a 24-foot wide paved surface. The applicant is proposing to widen the pavement of the road surface to three lanes with four-foot wide shoulders, water and sewer. The Pennington County Highway Department has approved the rural street section for Anderson Road. As such, an administrative exception has been granted waiving the requirement to construct curb and gutter. In addition, the City Council has granted a Variance waiving the requirement to construct sidewalk along Anderson Road.

Upon submittal of a Development Engineering Plan application, construction plans for Anderson Road must be submitted for review and approval showing the widening of the paved surface to three lanes with 4-foot wide paved shoulders and the dedication of 17 additional feet of right-of-way or must meet criteria for obtaining an Exception. If Exception(s) are obtained, a copy of the approved document(s) shall be submitted with the Development Engineering Plan application.

Crispin Drive: Crispin Drive is identified as a collector street on the City's Major Street plan requiring that the street be located in a minimum 68-foot wide right-of-way with an additional 10 feet of right-of-way the first 200 feet as the street extends from Anderson Road and constructed with a minimum 34-foot wide paved surface, curb, gutter, sidewalk, street light conduit, sewer and water. Upon submittal of a Development Engineering Plan application, construction plans for Crispin Drive must be submitted for review and approval as identified or must meet criteria for obtaining an Exception. If an Exception is obtained, a copy of the approved document must be submitted with the Development Engineering Plan application.

Opal Drive and Honey Crisp Drive: Opal Drive and Honey Crisp Drive are classified as local streets requiring that they be located in a minimum 52-foot wide right-of-way with an additional 10 feet of right-of-way the first 200 feet as the street extends from Anderson Road 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, construction plans for the two streets must be submitted for review and approval as identified or must meet criteria for obtaining an Exception. If an Exception is obtained, a copy of the approved document must be submitted with the Development Engineering Plan application.

Haralson Lane: Haralson Lane is classified as a local street requiring that the street 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, construction plans for Haralson Lane shall be submitted for review and approval as identified or must meet criteria for obtaining an Exception or be vacated. If an Exception is obtained, a copy of the approved document must be submitted with the Development Engineering Plan application.

Traffic Impact Study: The applicant has submitted a Traffic Impact Study (TIS) for the proposed residential development. In particular, the TIS reviewed the impact of the proposed development on the following intersections: Highway 44/Anderson Road, Long View Road/Reservoir Road, Long View Road/Anderson Road and Long View Road/Radar Hill Road. The Traffic Impact Study states that trips generated by the proposed development are expected to have minimal impact on traffic operations on the surrounding street system,

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including the noted intersections. All movements at the study intersections operate at acceptable levels of service during both the a.m. and p.m. peak hours. As such, no improvements are needed at the study intersections to accommodate the proposed project.

Water: There is a 12-inch City water main in the Anderson Road right-of-way. However, the City does not currently have the ability to provide domestic water and fire protection service to the proposed subdivision based on the proposed density of the development. As such, the proposed development will be served by Rapid Valley Sanitary District. 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 provided as needed.

Sewer: Neither the City of Rapid City or Rapid Valley Sanitary District have sanitary sewer in the vicinity of the development. The City has a 42-inch sewer trunk in the S.D. Highway 44 right-of-way. The applicant is proposing to extend a Rapid Valley Sanitary Sewer District sewer main to the City's 42-inch sewer trunk to serve the proposed development. 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.

Prior to submittal of a Development Engineering Plan application, an agreement between the City of Rapid City and Rapid Valley Sanitary District (RVSD) for RVSD to serve the proposed development must be executed.

Drainage: The proposed development is not located in a drainage basin defined by the City. 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 identifying that the drainage is being detained to pre-development rates. The drainage system evaluation must also address all discharge points for post versus pre-developed run-off and determine whether storm sewer will be required in the street. In addition, easements must be dedicated as needed.

Upon submittal of a Final Plat application, an agreement must be submitted for recording securing ownership of any proposed drainage elements. In addition, Major Drainage Easements must be dedicated for all drainage improvements.

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

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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.

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

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