

STAFF REPORT
January 27, 2022

No. 21PL147 - Preliminary Subdivision Plan

ITEM 12

GENERAL INFORMATION:

APPLICANT	Muth Holdings, LLC
AGENT	Longbranch Civil Engineering, Inc.
PROPERTY OWNER	Muth Holdings, LLC
REQUEST	No. 21PL147 - Preliminary Subdivision Plan
EXISTING LEGAL DESCRIPTION	Tract 3 of Par Subdivision, located in the SW1/4 of the SE1/4 of Section 23, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Proposed Lots 1 thru 20 of Block 1 and Lots 1 thru 25 of Block 2 of Catron Ridge Subdivision
PARCEL ACREAGE	Approximately 20 acres
LOCATION	North of Catron Boulevard between Wellington Drive and Tartan Court
EXISTING ZONING	Low Density Residential District II - Medium Density Residential District
FUTURE LAND USE DESIGNATION	Low Density Neighborhood
SURROUNDING ZONING	
North:	General Agricultural District
South:	Medium Density Residential District
East:	General Agricultural District
West:	Park Forest District
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	December 17, 2021
REVIEWED BY	Vicki L. Fisher / Emily Fisher

RECOMMENDATION:

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

1. Prior to submittal of a Development Engineering Plan application, a permit shall be obtained from the South Dakota Department of Transportation in compliance with South Dakota Administrative Rule 70:09:03:0 for access to US16B/Catron Boulevard. In addition, a Traffic Impact Study shall be submitted for review and approval if deemed

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- necessary;
2. Prior to submittal of a Development Engineering Plan application, an Exception shall be obtained to allow 44 dwelling units with one point of access in lieu of a maximum of 40 dwelling units or the plat document shall be revised accordingly;
 3. Prior to submittal of a Development Engineering Plan application, an Exception shall be obtained to waive the requirement to provide an intermediate turnaround every 600-feet along Pinnacle Court or the plat document shall be revised accordingly;
 4. Prior to submittal of a Development Engineering Plan application, an Exception shall be obtained to allow more than 20 housing units along Pinnacle Court, a cul-de-sac street, or the plat document shall be revised accordingly;
 5. Upon submittal of a Development Engineering Plan application, construction plans for Pinnacle Court, 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 and the permanent and temporary cul-de-sac(s) shall meet the design standards set forth in Table 2-4 of the Infrastructure Design Criteria Manual or shall meet criteria for obtaining an Exception. 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 Whisper Ridge Drive, a local street, shall be submitted for review and approval showing the street located in a minimum 62-foot wide right-of-way and constructed pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual or shall meet criteria for obtaining an Exception. 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 the unnamed right-of-way located between lots 21 and 22 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 shall meet criteria for obtaining an Exception. 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, a cost estimate for the required subdivision improvements shall be submitted for review and approval;
 9. Prior to approval of the Development Engineering Plan application, a Development Agreement shall be entered into with the City for all public improvements;
 10. 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;
 11. Prior to approval of the Development Engineering Plan application, approval from the South Dakota Department of Agriculture and Natural Resources shall be secured;
 12. Prior to approval of the Development Engineering Plan application, any necessary off-site easements shall be recorded;

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13. Upon submittal of a Final Plat application, an agreement shall be submitted for recording securing ownership and maintenance of any proposed drainage elements, including the proposed Drainage Lot. In addition, Major Drainage Easements shall be dedicated for all drainage improvements;
14. Upon submittal of a Final Plat application, a Covenant Agreement shall be entered into with the City to ensure that fire suppression systems are installed in the residential structures. The system design and installation shall meet the system requirements of NFPA 13, 13R and 13D, as applicable;
15. Upon submittal of a Final Plat application, a Covenant Agreement shall be entered into with the City to ensure that exterior building construction materials, building separations and landscaping provision are in conformance with the best practices established by the Rapid City Fire Department Survivable Space Initiative as applicable;
16. Prior to submittal of a Final Plat application, the applicant shall enter into a Wild Fire Mitigation Plan for the property with the Rapid City Fire Department. In addition, all mitigation efforts shall be completed prior to submittal of a Final Plat application;
17. 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,
18. 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 application to create one apartment lot, 38 townhome lots, 5 single-family residential lots and one drainage lot. The lots will range in size from 0.12 acres to 5.22 acres and are to be known as the Catron Ridge Subdivision.

The property is located on the north side of Catron Boulevard between Wellington Drive and Tartan Court. 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:

Zoning: The property is currently zoned Low Density Residential District II with a small portion located in the southwest corner currently zoned Medium Density Residential District. The applicant should be aware that the proposed apartment lot boundary does not match the boundary of the Medium Density Residential District. As such, prior to a submittal of a building permit for an apartment development or in conjunction with a Final Planned Development Overlay application for an apartment development, the property must be rezoned to ensure that the boundary of the project is zoned Medium Density Residential District.

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The City's Future Land Use Plan identifies the appropriate use of the property as Low Density Neighborhood, which supports the proposed single family and townhome development. Staff has reviewed the proposal to create an apartment lot and supports the use at this location since it is directly adjacent to another apartment development and provides a diversified housing option within the subdivision, which is supported by the City's adopted Comprehensive Plan.

Pinnacle Court: Pinnacle Court is a cul-de-sac street and classified as a local street pursuant to the Infrastructure Design Criteria Manual. Upon submittal of a Development Engineering Plan application, construction plans for Pinnacle Court must 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 and the permanent and temporary cul-de-sac(s) must meet the design standards set forth in Table 2-4 of the Infrastructure Design Criteria Manual 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.

Section 2.13.1 of the Infrastructure Design Criteria Manual states that a cul-de-sac street shall not serve more than 20 housing units. Section 2.13.2 states that an intermediate turnaround must be provided every 600 feet along a cul-de-sac street. In addition, Section 2.6 of the Infrastructure Design Criteria Manual states that a street with a single access shall not be used for more than 40 dwelling units. The Preliminary Subdivision Plan identifies Pinnacle Court serving as access to 44 lots and measures approximately 1,180 feet in length. As such, prior to submittal of a Development Engineering Plan application, Exceptions must be obtained to allow more than 20 lots along a cul-de-sac street, to waive intermediate turnarounds and to allow the street to serve more than 40 lots or the plat document must be revised accordingly. The Fire Department has indicated that if Exceptions are granted then the following stipulations apply:

1. Upon submittal of a Final Plat application, a Covenant Agreement shall be entered into with the City to ensure that fire suppression systems are installed in the residential structures. The system design and installation shall meet the system requirements of NFPA 13, 13R and 13D, as applicable;
2. Upon submittal of a Final Plat application, a Covenant Agreement shall be entered into with the City to ensure that exterior building construction materials, building separations and landscaping provision are in conformance with the best practices established by the Rapid City Fire Department Survivable Space Initiative; and,
3. Prior to submittal of a Final Plat application, the applicant shall enter into a Wild Fire Mitigation Plan for the property with the Rapid City Fire Department. In addition, all mitigation efforts shall be completed prior to submittal of a Final Plat application.

Whisper Ridge Drive: Whisper Ridge Drive extends north from Catron Boulevard to serve as access to the proposed development. Typically, a local street requires a minimum 52-foot wide right-of-way. However, since the street intersects with Catron Boulevard, a Principal Arterial Street, a minimum 62-foot wide right-of-way is required the first 200 feet, which in this case includes the entire street section.

Upon submittal of a Development Engineering Plan application, construction plans for

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Whisper Ridge Drive must be submitted for review and approval showing the street located in a minimum 62-foot wide right-of-way and constructed pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual 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.

Unnamed Right-of-way: The lot layout identifies an unnamed proposed right-of-way located between Lots 21 and 22. The proposed 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, sewer and water. Upon submittal of a Development Engineering Plan application, construction plans must be submitted for review and approval as identified or the plat document shall be revised eliminating the right-of-way 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.

South Dakota Department of Transportation: As previously noted, the Preliminary Subdivision Plan identifies Tall Grass Drive extending north from Catron Boulevard (US 16B) to serve as access to the development. This section of Catron Boulevard (US16B) is a State highway. As such, prior to submittal of a Development Engineering Plan application, a permit must be obtained from the South Dakota Department of Transportation in compliance with South Dakota Administrative Rule 70:09:03:0 for access to US16B/Catron Boulevard. In addition, a Traffic Impact Study may be required to be submitted for review and approval if deemed necessary by the South Dakota Department of Transportation.

Catron Boulevard: Catron Boulevard is located along the south lot line of the property 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, water and sewer. Currently, Catron Boulevard is located within a varying right-of-way width from 165 feet to 175 feet and a pavement width of 90 feet, including paved shoulders and a paved raised median. A sewer main also exists within the right-of-way. An Exception has been granted to waive the requirement to provide additional improvements along Catron Boulevard.

Water: The property is located adjacent to the Skyline Water Zone, which serves elevations of 3,680 feet to 3,900 feet. An 8-inch water main was extended to the south property line by the developers of the Vue Apartments located directly south of the subject property. The elevation of the proposed development ranges from 3,590 feet to 3,770 feet. Elevations below 3,680 feet are in the Terracita Water Zone. The nearest water main in this zone is located approximately 3,500 feet to the northeast. It is possible that the elevations below 3,680 can be served by the Skyline Water Zone if pressure reducing valves are implemented.

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. Easements must also be provided as needed.

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Sewer: A 15-inch sewer main is located on the south side of the Catron Boulevard right-of-way. In addition, an 8-inch sewer main has been stubbed across Catron Boulevard near the east property line of 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.

Drainage: The property is located in the South Truck Route Drainage Basin. The drainage basin plan does not identify any detention elements in the vicinity of the proposed project. The Preliminary Subdivision Plan identifies that "Drainage Lot" will be dedicated to accommodate drainage from the development.

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. Easements and conveyances must be secured from this area to the proposed pond proposed as a part of Phase 1B or any other proposed off-site drainage systems. In addition, upon submittal of a Final Plat application, an agreement must be submitted for recording securing ownership and maintenance of any proposed drainage elements, including the Drainage Lot. 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.

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No. «Filenumber» - «Action»

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