No. 16PL103 - Preliminary Subdivision Plan

ITEM 4

GENERAL INFORMATION:

APPLICANT          Watershed Development, LLC
AGENT              Pat Wyss - Wyss Associates, Inc.
PROPERTY OWNER     Selador Ranches Inc.
REQUEST

EXISTING
LEGAL DESCRIPTION The SE 1/4 of the SE 1/4 and the E 1/2 of the NE 1/4 of the SW 1/4 of the SE 1/4 of Section 20, T1N, R7E, located in the SE 1/4 of the SE 1/4 and the E 1/2 of the NE 1/4 of the SW 1/4 of the SE 1/4 OF Section 20, T1N, R7E, BHM, Pennington County, South Dakota

PROPOSED
LEGAL DESCRIPTION Proposed Tract A, B, C and D; Lots 1A, 1B, 2A, 2B, 3A, 3B, 4A, 4B, 5A, 5B, 6A, 6B, 7A and 7B of Block 1; Lots 1, 2, 3A, 3B and 4 through 7 of Block 2, Lots 1A, 1B and 2 through 15 of Block 3, Lots 1, 2, 3A, 3B and Lots 4 through 21 of Block 4, Lots 1A, 1B, 2A, 2B, 3A, 3B, 4A, 4B and 5 through 26 of Block 5, Highpointe Ranch Subdivision, located in Section 20, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota

PARCEL ACREAGE     Approximately 45 acres
LOCATION           Northwest of the intersection of Poppy Trail and Dunsmore Road

EXISTING ZONING    Low Density Residential District II
FUTURE LAND USE    Low Density Neighborhood
DESIGNATION

SURROUNDING ZONING North: Suburban Residential District (Pennington County)
South: Low Density Residential District - General Agricultural District
East: Suburban Residential District (Pennington County)
West: General Agricultural District (Pennington County)

PUBLIC UTILITIES  City sewer and water

DATE OF APPLICATION October 14, 2016
RECOMMENDATION:
Staff recommends that the Preliminary Subdivision Plan be approved with the following stipulations:
1. 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;
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 Poppy Trail shall be submitted for review and approval showing the street located in a minimum 68 foot wide right-of-way and constructed with a minimum 34 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer in compliance with the Infrastructure Design Criteria Manual and the Rapid City Municipal Code 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 Road A, B and C 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 in compliance with the Infrastructure Design Criteria Manual and the Rapid City Municipal Code 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 Cul-de-sac A and Cul-de-sac B 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. In addition, the cul-de-sac bulb shall be located in a minimum 104 foot diameter right-of-way and constructed with a minimum 84 foot diameter paved surface. In compliance with the Infrastructure Design Criteria Manual and the Rapid City Municipal Code 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 the section line highway located along the south lot line shall be submitted for review and approval showing the section line highway constructed with a minimum 26 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer in compliance with the Infrastructure Design Criteria Manual and the Rapid City Municipal Code 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;
7. Upon submittal of a Development Engineering Plan application, construction plans for the
section line located along the east lot line shall be submitted for review and approval showing the section line highway constructed with a minimum 26 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer in compliance with the Infrastructure Design Criteria Manual and the Rapid City Municipal Code or an Exception shall be obtained or the section line highway shall be vacated. The eastern half of the section line highway shall be vacated by Pennington County since it is located outside of the City limits of Rapid City. 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, 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;

9. 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;

10. 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;

11. Upon submittal of a Development Engineering Plan application, street names shall be submitted for review and approval. In addition, the approved street names shall be shown on the Final Plat document;

12. Prior to submittal of a Development Engineering Plan application for Phase Two, a second point of access shall be constructed or the construction plans for Phase Two shall include a second point of access to ensure that no more than 40 lots take access with one point of access;

13. Prior to submittal of a Development Engineering Plan application, the applicant shall coordinate with the Fire Department to ensure that the proposed landscape islands allow for fire apparatus turnaround or the plat document and construction plans shall be revised as needed;

14. 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;

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

16. Upon submittal of a Development Engineering Plan application, the Master Plan shall be revised to further clarify the phases of development within the area identified as “Future Phases”;

17. Upon submittal of a Final Plat application, an agreement shall be submitted for recording securing ownership and maintenance of the proposed open space and storm detention areas;

18. Upon submittal of a Final Plat application, an agreement shall be submitted for recording securing maintenance of the landscape islands;
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,

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 90 residential lots and four large tracts. The residential lots will consist of 62 single family residential lots and 28 townhome lots. The proposed development is to be known as Highpointe Ranch Subdivision and is a phased development.

The property has recently been annexed into the City limits of Rapid City. On November 21, 2016, the City Council approved a Rezoning request (File #16RZ031) to change the zoning designation of the property from No Use District to Low Density Residential District II.

The property is located northwest of the intersection of Dunsmore Road and Poppy Trail. 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: As previously noted, the property has been rezoned from No Use District to Low Density Residential District II. The proposed residential lots meet the minimum lot size requirements of the Low Density Residential District II for a single family residential lot and a townhome lot, respectively.

Phasing: The applicant has provided a phasing plan for the proposed development as follows:

Phase One-18 single family residential lots
   22 townhome lots
   1 large tract

Phase Two-42 single family lots
   4 townhome lots
   1 large tract

Future Phases-2 single family residential lots
   2 townhome lots
   2 large tracts
The area identified as “Future Phases” also includes the extension of street(s) to the properties located north and east of this property. In order to secure the timing of these improvements, the Master Plan must be revised to further clarify the phases of development within the area identified as “Future Phases” upon submittal of a Development Engineering Plan application.

**Poppy Trail:** The proposed plat identifies extending Poppy Trail from the southeast corner of the property to the north lot line. Poppy Trail is identified as a collector street on the City’s Major Street Plan requiring that it be located in a minimum 68 foot wide right-of-way and constructed with a minimum 34 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer. Upon submittal of a Development Engineering Plan application, construction plans for Poppy Trail 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 document must be submitted with the Development Engineering Plan application.

**Cul-de-sac Streets:** The proposed plat identifies two cul-de-sac streets within the proposed development. The cul-de-sac streets are classified as local streets requiring that they be located within 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) must be located within a minimum 104 foot diameter right-of-way and constructed with a minimum 84 foot diameter paved surface. Upon submittal of a Development Engineering Plan application, construction plans must be submitted as identified or an Exception must be obtained to waive the requirement(s). If an Exception is obtained, a copy of the approved Exception must be submitted with the Development Engineering Plan application.

The proposed plat also identifies a landscape island within each of the cul-de-sac bulbs and in Poppy Trail at the entrance to the development. Prior to submittal of a Development Engineering Plan application, the applicant must coordinate with the Fire Department to ensure that the proposed landscape islands allow for fire apparatus access and turnaround or the plat document and construction plans must be revised as needed. In addition, upon submittal of a Final Plat application, an agreement must be submitted for recording securing maintenance of the landscape islands. The agreement must ensure that the landscaping will be maintained in an irrigated and live vegetative state. Failure to maintain the vegetation will result in the landscaping being replaced with a non-vegetative low maintenance hardscape. The agreement should also reference Chapter 12.12.110 of the Rapid City Municipal Code regarding parkway maintenance. The applicant is responsible for drafting the agreement which is then reviewed and approved by the City.

**Road A, B and C:** The proposed plat identifies the extension of three local streets, labeled Road A, Road B and Road C, through the property. A local street must 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, water and sewer. Upon submittal of a Development Engineering Plan application, construction plans must be submitted as identified or an Exception must be obtained to waive the requirement(s). If an Exception is obtained, a copy of the approved Exception must be submitted with the Development Engineering Plan application.

**Street Names:** As noted above, several of the streets have not been named. As such, upon
submittal of a Development Engineering Plan application, street names must be submitted for review and approval. In addition, the approved street names must be shown on the Final Plat document.

Section Line Highway(s): A section line highway is located along the south lot line and the east lot line of the property, respectively. Both section line highways are classified as a local street requiring that they be constructed with a minimum 26 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer. Upon submittal of a Development Engineering Plan application, construction plans must be submitted as identified or an Exception must be obtained to waive the requirement(s). If an Exception is obtained, a copy of the approved Exception must be submitted with the Development Engineering Plan application. The applicant also has the option of vacating the section line highways which will require that the adjacent property owner(s) participate in the vacation. Since the western half of the section line highway located along the east lot line is outside of the City limits, Pennington County must vacate that portion of the section line highway. The applicant should be aware that if the section line highway is not vacated, a limited building area will exist on the adjacent lots. Please note that vacating half of a section line highway will continue to require a minimum 58 foot setback to the remaining portion of the section line highway. It is important to also note that vacating half of a section line highway is not typically supported.

Second Point of Access: 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. A second access shall be provided when more than 40 dwelling units are accessed from a street. Phase One of the development includes 40 dwelling units. Phase Two includes an additional 46 dwelling units and a connection to a future street being extended from Red Rock Village. To date, the street connection from Red Rock Village has not been constructed. As such, prior to submittal of a Development Engineering Plan application for Phase Two, the second point of access must be constructed or the construction plans for Phase Two must include a second point of access to ensure that no more than 40 lots take access with one point of access.

Water: The proposed plat is located within the Red Rocks pressure zone. Based on the City's water model, available fire flows in the 16 inch water main at the intersection of Poppy Trail and Dunsmore Road at 50% reservoir is approximately ~3870 gpm @ ~30 psi residual. This flow provides for a velocity less than 12 fps in the 16 inch main and satisfies minimum pressure requirements in the area. The 2007 Water Master Plan identifies that a 12 inch water main shall be extended in the location of the collector street across this property. The City is evaluating if oversize mains are needed for development beyond this development. 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 mains are adequate to meet estimated domestic flow and required fire flows. The water plans must also include design information as required in the Infrastructure Design Criteria Manual Section 3.9, including Table 3-1 and 3-2. Water mains must be sized throughout the development to deliver flows as required by the Infrastructure Design Criteria Manual and the International Fire Code, particularly to meet fire flow requirements based on the anticipated structure size. Utility easement must also be
secured as needed.

**Sewer:** The property is currently void of any sanitary sewer improvements. Sanitary sewer flows from this development will flow to the Red Rock Meadows Lift Station located at the intersection of Poppy Trail and Cog Hill Lane. This area was anticipated to flow to the lift station during the design of the lift station; however, as a part of this project it needs to be confirmed that sufficient capacity in the lift station exists and if any upgrades are needed to the lift station. The capacity of the force main from the lift station also needs to be verified. It is anticipated that sanitary sewer flows from property located north of this plat will be pumped from a lift station up to the gravity main in this development. Locations for a lift station need to be identified and secured in easement(s) for future development to the north as today this is all one parcel with one owner. Upon submittal of a Development Engineering Plan application, sewer plans prepared by a Registered Professional Engineer as per the Infrastructure Design Criteria Manual must be submitted for review and approval as identified. In addition, utility easements must be secured as needed.

**Drainage:** The property is located within the Red Rock Drainage Basin. 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, easements must be provided as needed.

**Tracts:** As previously noted, the Preliminary Subdivision Plan includes four large tracts. Two of the tracts identify that they will be used for storm detention. One of these two tracts also identifies an area as “Open Space maintained by HOA”. Upon submittal of a Final Plat application, an agreement must be submitted for recording securing ownership and maintenance of the proposed open space and storm detention areas.

**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.