

STAFF REPORT
May 4, 2017

No. 17PL040 - Preliminary Subdivision Plan

ITEM

GENERAL INFORMATION:

APPLICANT	Catron Blvd Investors, LLC
AGENT	KTM Design Solutions, Inc.
PROPERTY OWNER	Catron Blvd Investors, LLC
REQUEST	No. 17PL040 - Preliminary Subdivision Plan
EXISTING LEGAL DESCRIPTION	The SE1/4 of the NE1/4; the E1/2 of the SE1/4; the NE1/4 of the NE1/4; and a portion of Tract A of BFS Subdivision of Section 26, all located in Section 26, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Proposed Lots A thru D, Lots 1 thru 20 of Block 2, Lots 1 thru 15 of Block 3, Lots 1 thru 20 of Block 4, Lots 1 thru 20 of Block 5, Lots 1 thru 37 of Block 6 , Lots 1 thru 9 of Block 7, Lots 1 thru 5 of Block 8 and Lots 1 and 2 of Block 9 of South Terrace Subdivision
PARCEL ACREAGE	Approximately 58.8 acres
LOCATION	Southeast of Catron Boulevard east of Mount Rushmore Road
EXISTING ZONING	General Agricultural District - General Agricultural District (Planned Development) - Low Density Residential District (Planned Development)
FUTURE LAND USE DESIGNATION	Low Density Neighborhood
SURROUNDING ZONING	
North:	Medium Density Residential District (Planned Development Designation) - General Agricultural District
South:	Low Density Residential District (Planned Development) - General Agricultural District
East:	General Agricultural District (Pennington County)
West:	Medium Density Residential District (Planned Development Designation)
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	April 7, 2017

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REVIEWED BY

Vicki L. Fisher / Dan Kools

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 comments shall be addressed. In addition, the redline comments shall be returned with the Development Engineering Plan application. The revised plans shall be to a readable scale;
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 Street A shall be submitted for review and approval showing the street located in a minimum 68 foot wide right-of-way with 10 additional feet the first 200 feet as it extends south from Catron Boulevard and constructed with a minimum 34 foot wide paved surface to allow parking on both sides of the street, 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 Street B, C, D and E shall be submitted for review and approval showing the streets located in a minimum 52 foot wide right-of-way with 10 additional feet along Road D for the first 200 feet as it extends south from Catron Boulevard. In addition, the construction plans shall show 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 Street F and Cul-de-sac Street G shall be submitted for review and approval showing the streets located in a minimum 50 foot wide right-of-way and constructed with a minimum 24 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 east lot line shall be submitted for review and

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- 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. If the section line is to be vacated, then the eastern portion of the section line highway shall be vacated by Pennington County since it is located outside of the City limits of Rapid City. In addition, the adjacent property owner shall sign the Vacation of Right-of-way Petition and application;
7. Upon submittal of a Development Engineering Plan application, a plat document shall be submitted for review and approval providing a lot for a future water booster pump station near the intersection of Catron Boulevard and Street D as shown in the Utility Systems Master Plan 2008;
 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. In addition, a Feasibility Study and Analysis for the construction of the Terracita South Reservoir and a 20 inch water main extension per Section 3.10.1 of the Infrastructure Design Criteria Manual shall be submitted for review and approval;
 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 and per Rapid City Code 8.48.020, Post Construction Water Runoff Control Design Requirements 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, the Geotechnical Exploration Program Proposed South Terrace Subdivision Report, dated May 12, 2006, shall be updated or an addendum to the report, signed and sealed by a Professional Engineer shall be submitted for review and approval confirming that conditions have not changed to warrant a change in the geotechnical recommendations and that the geotechnical recommendations conform to current design standards;
 12. Prior to submittal of a Development Engineering Plan application, proposed street names shall be submitted to the Emergency Services Communication Center for review and approval. In addition, the plat document and the construction plans shall show the approved street names;
 13. Prior to submittal of a Development Engineering Plan application, the South Dakota Department of Transportation shall approve the two street connection(s) to Catron Boulevard since Catron Boulevard is a State highway;
 14. Prior to approval of the Development Engineering Plan application, a Development Agreement shall be entered into with the City for all public improvements;

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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 that creates 150 or more residential dwelling units, a Traffic Impact Study shall be submitted for review and approval as per Section 2.17.2 of the Infrastructure Design Criteria Manual. This includes development of the unplatted balance;
17. Upon submittal of a Development Engineering Plan for Phase Two, the applicant shall confirm that two points of access are being constructed as required to ensure that no more than 40 dwelling units are being served by one point of access as per Section 2.6 of the Infrastructure Design Criteria Manual or an Exception shall be obtained. In addition, the Master Plan shall clarify whether the area located directly north of Lots 1 through 20 of Block 2 is a proposed lot or an unplatted balance;
18. Upon submittal of a Development Engineering Plan; a Master Plan of the unplatted balance shall be submitted for review and approval as per Chapter 16.12.030 of the Rapid City Municipal Code;
19. Upon submittal of a Final Plat application, an agreement shall be submitted for recording securing ownership and maintenance of any proposed open space and any proposed drainage elements. In addition, a Major Drainage Easement shall be dedicated for all proposed drainage improvements;
20. 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;
21. Prior to submittal of a Final Plat application, the property shall be rezoned from General Agriculture District to Low Density Residential I District and/or Low Density Residential II District in compliance with the Future Land Use Plan in order to support the proposed residential development;
22. 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,
23. 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); and,
24. **Upon submittal of a Development Engineering Plan application, construction plans for the section line highway located along the north lot line of Block 3 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. If the section line is to be vacated, then the adjacent property owner shall sign the Vacation of Right-of-way Petition and application.**

GENERAL COMMENTS:

The applicant has submitted a Preliminary Subdivision Plan to create 132 residential lots, leaving approximately 90 acres as an unplatted balance. The applicant's Master Plan identifies the property being developed in two phases. Phase One will consist of 10 residential lots. The balance of the proposed development, or 122 lots, is identified as

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Phase Two. The proposed lots range in size from 7,622 square feet to 70,045 square feet and are to be known as "South Terrace Subdivision".

The property is located approximately ½ mile east of the intersection of Mount Rushmore Road and Catron Boulevard on the south side of Catron Boulevard. 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 General Agriculture District which requires a minimum 20 acre lot size for residential development. The Future Land Use Plan identifies the appropriate use of the property as Low Density Neighborhood which supports Low Density Residential I District and/or Low Density Residential II District. In order to ensure that a building permit can be issued upon Final Plat approval, staff recommends that the property be rezoned from General Agriculture District to Low Density Residential I District and/or Low Density Residential II District in compliance with the Future Land Use Plan prior to submittal of a Final Plat application.

Master Plan: As previously noted, the applicant is proposing to create 132 residential lots, leaving approximately 100 acres as an unplatted balance. Chapter 16.12.030 of the Rapid City Municipal Code requires that a Master Plan be submitted for the unplatted balance to ensure that sufficient subdivision improvements are being provided within the initial phase to support the future development of the unplatted balance. As such, upon submittal of a Development Engineering Plan, a Master Plan of the unplatted balance must be submitted for review and approval.

Street A: The site plan identifies Street A extending south from Catron Boulevard along the eastern portion of the property. The northern 150 feet of Street A is located outside the boundaries of the applicant's property within a section line highway, extending south in a southwestern direction to the southern boundary of the applicant's property. Street A is classified 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 to allow parking on both sides of the street, curb, gutter, sidewalk, street light conduit, water and sewer are required. Upon submittal of a Development Engineering Plan application, construction plans for Street A 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.

In 2012, the property located east of the northern 150 feet of Street A was previously

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platted by an adjacent property owner utilizing the Lot Line Adjustment-Consolidation Plat process which was allowed since the plat did not result in an increase in existing density. The Lot Line Adjustment-Consolidation Plat included the dedication of the eastern 33 feet of section line highway located on the property as right-of-way. Since a section line highway is public right-of-way, labeling the dedication of the eastern half of the section line highway as right-of-way did not alter the public use of the section line highway or create additional right-of-way. In addition, the Lot Line Adjustment-Consolidation Plat process does not require any subdivision improvements since, as previously noted, there is no increase in density as a result of the plat. As such, an Exception to waive the requirement to improve the section line highway was not required. The applicant's site plan includes a note that reads "utility and road constructed by others" for the northern 150 feet of Street A. However, Section 2.6 of the Infrastructure Development Design Criteria Manual requires that a second point of access be provided by the developer when more than 40 dwelling units are being accessed with one point of access. Phase Two will create a total of 132 residential lots within South Terrace Subdivision. Without the construction of Street A to Catron Boulevard, Street D will serve as exclusive access to 132 residential lots. As such, upon submittal of a Development Engineering Plan for Phase Two, the applicant must confirm that two points of access are being constructed as required to ensure that no more than 40 dwelling units are being served with one point of access as per Section 2.6 of the Infrastructure Design Criteria Manual or an Exception must be obtained.

Local Streets: Street B, C, D and E are classified as local streets requiring that they be located in a minimum 52 foot wide right-of-way. Ten additional feet of right-of-way must be dedicated the first 200 feet of the street as it extends south from Catron Boulevard since Catron Boulevard is a principal arterial street. In addition, the streets must 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 for the streets 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, Street F and G. The cul-de-sac streets are classified as lane place streets requiring that they be located within a minimum 50 foot wide right-of-way and constructed with a minimum 24 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.

Section Line Highway: A section line highway is located along the east lot line of the property. The section line highway is classified as a local street requiring that it 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 for the section line highway must be submitted for review and approval as identified or an Exception must be obtained or the section line highway must be vacated. If an Exception is

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obtained a copy of the approved document must be submitted with the Development Engineering Plan application. If the section line is to be vacated, then the eastern portion of the section line highway must be vacated by Pennington County since it is located outside of the City limits of Rapid City. In addition, the adjacent property owner must sign the Vacation of Right-of-way Petition and application.

Catron Boulevard: Proposed Street A and Street D connect with Catron Boulevard. Catron Boulevard is identified as a principal arterial street on the City Major Street Plan and as an Entrance Corridor in the City Comprehensive Plan. Catron Boulevard is also a State highway. As such, prior to submittal of a Development Engineering Plan application, the South Dakota Department of Transportation must approve the two street connection(s).

Traffic Impact Study: Section 2.17.2 of the Infrastructure Design Criteria Manual states that a Traffic Impact Study is required when a residential development creates 150 or more dwelling units. The Preliminary Subdivision Plan identifies 132 residential lots. However, several lots are sized to support multi-family development. As such, upon submittal of a Development Engineering Plan that creates 150 or more residential dwelling units, a Traffic Impact Study must be submitted for review and approval. This includes development of the unplatted balance.

Water: The property is located within the Terracita water service zone, serving elevations between 3470 and 3680 feet. The Terracita South Reservoir is planned within this zone located southwest of the proposed development. The reservoir and connecting pipe is needed to supply water to the proposed development. The preliminary plans show piping service being taken from the Skyline water service zone, which serves elevations between 3690 to 3900 feet. However, a majority of the proposed development is located at elevations of 3660 and below. As such, service must be provided by the Terracita water service zone. It is recommended that the applicant meet with staff to further discuss this issue prior to submittal of a Development Engineering Plan application. 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, a Feasibility Study and Analysis for the construction of the Terracita South Reservoir and a 20 inch water main extension per Section 3.10.1 of the Infrastructure Design Criteria Manual must be submitted for review and approval.

Sewer: The sanitary sewer is planned to connect into the existing 15 inch sanitary sewer main located in Catron Boulevard, approximately 775 feet northeast of Tartan Court. 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, the design report must demonstrate that all adjacent properties can connect to the gravity sanitary sewer system, including the extension of the sanitary sewer main to the boundaries of the plat, if necessary. Utility easements must also be provided as needed.

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Drainage: The property is located within the South Truck Route 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 and per Rapid City Code 8.48.020, Post Construction Water Runoff Control Design Requirements 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.

Grading Plan: An erosion and sediment control plan must be submitted for review and approval with the Development Engineering Plan application. In addition, an Erosion and Control Permit must be obtained prior to any construction. The previously submitted "Geotechnical Program Proposed South Terrace Subdivision Catron Boulevard Rapid City, South Dakota", dated May 12, 2006 is more than two years old. As such, the report must be updated or an addendum to the report, signed and sealed by a Professional Engineer must be submitted for review and approval confirming that conditions have not changed to warrant a change in the geotechnical recommendations and that the geotechnical recommendations conform to current design standards.

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.

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