

STAFF REPORT
October 5, 2017

No. 17PL096 - Preliminary Subdivision Plan

ITEM 3

GENERAL INFORMATION:

APPLICANT	North Atlantic Developers LLC
AGENT	KTM Design Solutions, Inc.
PROPERTY OWNER	North Atlantic Developers LLC, Delaware Land Holdings, LLC, Envirocutt, LLC
REQUEST	No. 17PL096 - Preliminary Subdivision Plan
EXISTING LEGAL DESCRIPTION	Lot A of Ranch Subdivision and Tract 1R of Cedar Chase Acres, located in Section 26, T1N, R7E, BHM and Lot 1 of Connector West Subdivision located in Section 27, T1N, R7E, BHM and Lot 1 of Connector Subdivision located in Section 26 and 27, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Proposed Lots A, B, C, D, E, F, G and H of Buffalo Crossing West Subdivision
PARCEL ACREAGE	Approximately 30 acres
LOCATION	Northwest of the intersection of Catron Boulevard and Mt. Rushmore Road
EXISTING ZONING	General Commercial District (Planned Development)
FUTURE LAND USE DESIGNATION	Mixed Use Commercial
SURROUNDING ZONING	
North:	General Commercial District (Planned Development)
South:	General Commercial District (Planned Development)
East:	General Commercial District (Planned Development)
West:	General Commercial District (Planned Development) General Agricultural District
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	September 8, 2017
REVIEWED BY	Vicki L. Fisher / Dan Kools

RECOMMENDATION:

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

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stipulations:

1. Upon submittal of a Development Engineering Plan application, the redline drawing comments shall be addressed. In addition, the redline drawing comments shall be returned with the Development Engineering Plan application;
2. Upon submittal of a Development Engineering Plan application, construction plans for Promise Road shall be submitted for review and approval showing the street located within a minimum 68 foot wide right-of-way with 10 additional feet the first 200 feet as it extends north from Catron Boulevard and constructed with a minimum 32 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer and guardrail(s) in locations of 4:1 slope or steeper from back of curb or an Exception shall be obtained. If an Exception is obtained, a copy of the approved Exception shall be submitted with the Development Engineering Plan application;
3. Upon submittal of a Development Engineering Plan application, the plat document shall show that portion of Promise Road located on the Jerald Johnson Living Revocable Trust property as dedicated right-of-way in lieu of an easement or an Exception shall be obtained to allow a public street within an easement and to allow the easement to provide principal access to more than four tracts, parcels or lots. If an Exception is obtained, a copy of the approved Exception shall be submitted with the Development Engineering Plan application;
4. Upon submittal of a Development Engineering Plan application, construction plans for Commerce Drive shall be submitted for review and approval showing the street located in a minimum 70 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 118 foot diameter right-of-way and constructed with a minimum 96 foot diameter paved surface or an Exception shall be obtained. If an Exception is obtained, a copy of the approved Exception shall be submitted with the Development Engineering Plan application;
5. Upon submittal of a Development Engineering Plan application, construction plans for Catron Boulevard shall be submitted for review and approval showing the construction of curb, gutter, sidewalk, street light conduit and a second water main or an Exception shall be obtained. If an Exception is obtained, a copy of the approved Exception shall be submitted with the Development Engineering Plan application;
6. Upon submittal of a Development Engineering Plan application, construction plans for Mount Rushmore Road (also known as U.S. Highway 16) shall be submitted for review and approval showing the construction of curb, gutter, sidewalk, street light conduit and a second water main or an Exception shall be obtained. If an Exception is obtained, a copy of the approved Exception shall be submitted with the Development Engineering Plan application;
7. Upon submittal of a Development Engineering Plan application, construction plans for Golden Eagle Drive shall be submitted for review and approval showing the street located within a minimum 68 foot wide right-of-way and constructed with a minimum 24 foot wide paved surface with no on-street parking signs, curb, gutter, sidewalk, street light conduit, water and sewer or an Exception shall be obtained. If an Exception is obtained, a copy of the approved Exception shall be submitted with the Development Engineering Plan application;
8. Upon submittal of a Development Engineering Plan application, a Traffic Impact Study shall be submitted for review and approval if the trip generation during the peak hour is expected to exceed 100 vehicles as determined by Section 2.17.2.2 of the Infrastructure

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- Design Criteria Manual. In addition, construction plans shall be submitted for review and approval showing all improvements as recommended by the Traffic Impact Study;
9. 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;
 10. 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;
 11. 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 plan shall demonstrate that stormwater is being detained to pre-developed/historic rates and provide stormwater quality. Drainage easements shall also be provided as needed;
 12. Upon submittal of a Development Engineering Plan application, a geotechnical report including an analysis of soil corrosivity and pavement design for all proposed subdivision improvements shall be submitted for review and approval;
 13. 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;
 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. Prior to submittal of a Final Plat application, the plat document shall be revised to show the dedication of right-of-way for H Lot 1 and H Lot 2 or a request shall be submitted for review and approval by the City Council to accept the creation of the two H Lots as proposed. In addition, the H Lots shall be recorded and the recording information shall be shown on the Final Plat document;
 17. Prior to submittal of a Final Plat application, a different street name for Commerce Drive shall be submitted to the Emergency Services Communication Center for review and approval. In addition, the plat document shall show the approved street name;
 18. Upon submittal of a Final Plat application, letters of concurrence from all of the affected utility companies shall be submitted in order to vacate the existing frontage road as proposed;
 19. Upon submittal of a Final Plat application, documentation shall be submitted for review and approval securing maintenance and ownership of all proposed drainage elements. In addition, a Major Drainage Easement shall be dedicated for all drainage improvements, including the proposed stormwater facility;

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20. 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,
21. 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 8 commercial lots. The proposed lots will range in size from 1.0 acres to 14.78 acres and are to be known as Lots A through H of Buffalo Crossing West Subdivision.

The property is located in the northwest corner of the intersection of Catron Boulevard and Mount Rushmore Road. 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 Commercial District with a Planned Development Designation. The applicant should be aware that a Final Planned Development must be obtained prior to issuance of a permit to allow development on the property.

Pursuant to the City's Comprehensive Plan, the property is located at a Community Activity Center and along an Entrance Corridor as specifically identified in *Plan Rapid City*. The applicant should be aware that the design standards and elements of any future development on the property should comply with the recommendations of the Comprehensive Plan.

Master Plan/Traffic Impact Study: The applicant has submitted a Master Plan for 7 of the 8 commercial lots. In particular, the Master Plan identifies the future construction of a convenience store with a car wash on proposed Lot B, a restaurant on proposed Lot C and a large office building on proposed Lot H. Lots D, E, F and G show a commercial building on each lot, respectively. No use(s) are identified for these buildings. The Master Plan also identifies approximately 1,160 parking spaces on Lots B through H. No uses and/or development is shown on proposed Lot A. The applicant should be aware that acceptance of the Master Plan does not construe or imply City approval of the layout or design for each lot.

Section 2.17.1 of the Infrastructure Design Criteria Manual states that a Traffic Impact Study shall be required by the City for a nonresidential development proposal when trip generation

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during the peak hour is expected to exceed 100 vehicles as determined by Section 2.17.2.2. Section 2.27.2.2 states that trip generation will be calculated from the latest data contained within the *Institute of Transportation Engineers' Trip Generation Guide* (latest edition) or NCHRP Report No. 187. Based on the preliminary information shown on the Master Plan, it is anticipated that a Traffic Impact Study will be required. As such, upon submittal of a Development Engineering Plan application, a Traffic Impact Study must be submitted for review and approval if the trip generation during the peak hour is expected to exceed 100 vehicles as determined by Section 2.17.2.2 of the Infrastructure Design Criteria Manual.

Promise Road: The applicant's site plan identifies the extension of Promise Road from Golden Eagle Drive to Catron Boulevard. Promise Road is identified as a collector street on the City's Major Street Plan requiring that it be located within a minimum 68 foot wide right-of-way with 10 additional feet the first 200 feet as it extends north from Catron Boulevard and constructed with a minimum 32 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer and guardrail(s) in locations of 4:1 slope or steeper from back of curb. Upon submittal of a Development Engineering Plan application, construction plans for Promise Road 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 Exception must be submitted with the Development Engineering Plan application.

A portion of Promise Road is located on an adjacent property currently owned by the Jerald Johnson Living Revocable Trust. The applicant's site plan shows this area of the street within an easement. However, the Infrastructure Design Criteria Manual requires that public streets be located within right-of-way. Section 2.3 allows a "private street" to be located within an easement, noting that a private street shall not provide principal access to more than four tracts, parcels, or lots of any size. Promise Road will exceed this allowance and, as a collector street, is considered a public roadway. As such, upon submittal of a Development Engineering Plan application, the plat document must show that portion of Promise Road located on the Jerald Johnson Living Revocable Trust property as dedicated right-of-way in lieu of an easement or an Exception must be obtained to allow a public street within an easement and to allow the easement to provide principal access to more than four tracts, parcels or lots. If an Exception is obtained, a copy of the approved Exception must be submitted with the Development Engineering Plan application.

Commerce Street: Commerce Street is a commercial cul-de-sac street requiring that it be located within a minimum 70 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 must be located in a minimum 118 foot diameter right-of-way and constructed with a minimum 96 foot diameter paved surface. Upon submittal of a Development Engineering Plan application, construction plans for Commerce Drive 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 Exception must be submitted with the Development Engineering Plan application.

The Emergency Services Communication Center has indicated that the street name, "Commerce Drive", has already been utilized in Rapid City. As such, prior to submittal of a Final Plat application, a different street name for Commerce Drive must be submitted to the Emergency Services Communication Center for review and approval. In addition, the plat

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document must show the approved street name.

Catron Boulevard: Catron Boulevard is located along the south lot line and is classified as a principal arterial street on the City's Major Street Plan requiring that it 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, sewer and a dual water main. Catron Boulevard is currently constructed to principal arterial street standards with the exception of curb, gutter, sidewalk, street light conduit and a second water main. As such, upon submittal of a Development Engineering Plan application, construction plans for Catron Boulevard must be submitted for review and approval showing the outstanding improvements or an Exception must be obtained. If an Exception is obtained, a copy of the approved Exception must be submitted with the Development Engineering Plan application.

Mount Rushmore Road (also known as U.S. Highway 16): Mount Rushmore Road is located along the east lot line and is classified as a principal arterial street on the City's Major Street Plan requiring that it 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, sewer and a dual water main. Mount Rushmore Road is currently constructed to principal arterial street standards with the exception of curb, gutter, sidewalk, street light conduit and a second water main. As such, upon submittal of a Development Engineering Plan application, construction plans for Mount Rushmore Road must be submitted for review and approval showing the outstanding improvements or an Exception must be obtained. If an Exception is obtained, a copy of the approved Exception must be submitted with the Development Engineering Plan application.

Golden Eagle Drive: Golden Eagle Drive is located along the north lot line of the property and is classified as a collector street requiring that it be located within a minimum 68 foot wide right-of-way and constructed with a minimum 24 foot wide paved surface with no on-street parking signs, curb, gutter, sidewalk, street light conduit, water and sewer. Upon submittal of a Development Engineering Plan application, construction plans for Golden Eagle Drive 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 Exception must be submitted with the Development Engineering Plan application.

Frontage Road: The applicant's site plan shows the vacation of the existing frontage road extending through the southeast corner of the property. The Preliminary Subdivision Plan identifies alternate access being provided to all of the adjacent properties which supports the vacation of the frontage road as proposed. To ensure that the frontage road right-of-way is not needed by any of the utility companies that serve this area, letters of concurrence from all of the affected utility companies must be submitted with the Final Plat application.

Service Road: A service road is currently located along the east lot line, within the Mount Rushmore Road right-of-way. The service road is currently shown as a collector street on the City's Major Street Plan. The applicant has met with City staff and staff from the South Dakota Department of Transportation to review street layout options for the proposed development in relationship to future improvements at the Catron Boulevard/Mount Rushmore Road intersection. With the extension of Promise Road and Commerce Drive, it was concurred that the service road will no longer be needed. As such, staff will amend the

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City's Major Street Plan eliminating the collector street. In addition, platting the property as proposed will not require that the service road be improved.

Water: The property is located in the Skyline Water Zone which serves elevations of 3680 to 3900 feet. Static pressures in this development are approximately 95 psi requiring that pressure reducing valves be provided on all water services within the development. City analysis indicates that a 12 inch water main is needed in Promise Road to loop into the existing 12 inch water main located in Golden Eagle Drive right-of-way. 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. Utility easements must be provided as needed.

Sewer: A sanitary sewer main is currently located along Catron Boulevard and Mount Rushmore Road, respectively. The applicant's utility plan identifies the extension of an 8 inch sanitary sewer main along Promise Road. 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. Utility easements must also be provided as needed.

Drainage: The property is located within the Arrowhead 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 plan shall demonstrate that stormwater is being detained to pre-developed/historic rates and provide stormwater quality. A Major Drainage Easement must be dedicated over the 100 year storm drainage area for the proposed drainage improvements and at locations of all drainage elements. In addition, documentation must be submitted for review and approval securing maintenance and ownership of all proposed drainage elements for recording with the Final Plat.

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

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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.