

STAFF REPORT
January 23, 2014

No. 15PL052 - Preliminary Subdivision Plan

ITEM 13

GENERAL INFORMATION:

APPLICANT	Dream Design International, Inc.
AGENT	Dream Design International, Inc.
PROPERTY OWNER	Duane C. Pankratz and LaGrand Station LLC
REQUEST	No. 15PL052 - Preliminary Subdivision Plan
EXISTING LEGAL DESCRIPTION	Lot 1 of Block 2 of LaGrand Subdivision, that portion of the NE1/4 less LaGrand Subdivision, Less Lots H2, H3 and Less right-of-way, all located in Section 33, T2N, R8E, Rapid City, South Dakota
PROPOSED LEGAL DESCRIPTION	Proposed Lots 1A and B, Lots 2 thru 3, Lots 1 thru 3 of Block 3 of LaGrand Subdivision
PARCEL ACREAGE	Approximately 19.8 acres
LOCATION	West of Elk Vale Drive and south of Eglin Street
EXISTING ZONING	General Commercial District - General Agricultural District
FUTURE LAND USE DESIGNATION	Mixed use Commercial/Light Industrial/Employment
SURROUNDING ZONING	
North:	General Commercial District - General Commercial District (Planned Development)
South:	General Agricultural District
East:	General Commercial District - Low Density Residential District (Planned Development Designation)
West:	General Agricultural District
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	June 12, 2015
REVIEWED BY	Vicki L. Fisher / Ted Johnson

RECOMMENDATION:

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

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

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- Vale Road shall be submitted for review and approval showing curb, gutter, sewer and a dual water main or an Exception shall be obtained. In addition, the construction plans shall show a sidewalk along Elk Vale Road as it abuts the property or a Variance shall be obtained from the City Council to waive the requirement to provide a sidewalk. If an Exception and/or Variance is obtained, a copy of the approved documents shall be submitted with the Development Engineering Plan application;
2. Upon submittal of a Development Engineering Plan application, construction plans for Turbine Drive showing the street located within a minimum 68 foot wide right-of-way and constructed with a minimum 24 foot wide paved surface, curb, gutter, sidewalk, street light conduit, sewer and water. In addition, since the street intersects with an arterial street, the first 200 linear feet of Turbine Drive shall have a minimum right-of-way width of 78 feet pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual 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, construction plans for Eglin Street shall be submitted for review and approval showing a dual water main or an Exception shall be obtained. If an Exception is obtained, a copy of the approved Exception shall be submitted with Development Engineering Plan application;
 4. 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 or an Exception shall be obtained. The water plan and analysis shall demonstrate that the water service is adequate to meet estimated domestic flows and required fire flows to support the proposed development. In addition, the water main along Turbine Drive exceeds maximum allowed length and shall be looped in accordance with the Infrastructure Design Criteria Manual. Utility easements shall also be provided as needed;
 5. Upon submittal of a Development Engineering Plan application, sewer plans prepared by a Registered Professional Engineer as per the Infrastructure Design Criteria Manual shall be submitted for review and approval or an Exception shall be obtained. The sewer data shall demonstrate that the sanitary sewer capacity is adequate to meet estimated flows and provide sufficient system capacity. A sewer master plan shall also be submitted to ensure that the proposed sewer can serve future development. In addition, utility easements shall be provided as needed;
 6. Prior to submittal of the Development Engineering Plan application, redlined comments shall be addressed. Upon submittal of the Development Engineering Plan application, the redlined comments and the revised drawings and plat per the redline comments shall be submitted for review and approval or an Exception to the Infrastructure Design Criteria Manual or the Standard Specifications for each comment shall be obtained. If an Exception is obtained, a copy of the approved Exception(s) shall be submitted with the Development Engineering Plan application;
 7. Prior to approval of the Development Engineering Plan application, engineering reports required for construction approval shall be accepted and agreements required for construction approval shall be executed. 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;

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8. Upon submittal of a Development Engineering Plan application, a drainage plan prepared by a Registered Professional Engineer as per the Infrastructure Design Criteria Manual and in compliance with the City's Drainage Basin Plan shall be submitted for review and approval or an Exception shall be obtained. The drainage plan shall address storm water quantity control and storm water quality treatment. Drainage easements shall also be provided as necessary;
9. Upon submittal of a Development Engineering Plan application, a grading plan and an Erosion and Sediment Control Plan in compliance with the adopted Stormwater Quality Manual and the Infrastructure Design Criteria Manual shall be submitted for review and approval;
10. Upon submittal of a Development Engineering Plan application, a geotechnical analysis including pavement design and soil corrosivity analysis shall be submitted for review and approval 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;
11. Upon submittal of a Development Engineering Plan application, a complete site plan with a calculated parking plan and landscape plan shall be submitted for the existing development located on the property;
12. 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;
13. Upon submittal of a Development Engineering Plan application, a cost estimate of the required subdivision improvements shall be submitted for review and approval;
14. Prior to submittal of a Final Plat application, the plat document shall be revised to show Turbine Drive as N. Turbine Drive;
15. 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,
16. 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 6 lots leaving an unplatted balance. The lots range in size from 1.0 acres to 3.59 acres and are to be known as Lots 1A and B and Lots 2 and 3 of Block 2, Lots 1 thru 3 of Block 3, LaGrand Subdivision.

The property is located in the southwest corner of the intersection of Elk Vale Road and Eglin Street. Currently, a convenience store is located on proposed Lot 1A and a portion of a parking lot is located on proposed Lot 1B. The balance of 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.

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STAFF REVIEW:

Staff has reviewed the Preliminary Subdivision Plan and has noted the following considerations:

Zoning: The property is primarily currently zoned General Commercial District with a small southern portion zoned General Agriculture District. The Future Land Use Plan identifies the appropriate use of the property as Mixed Use Commercial in the northeast portion, Light Industrial in the northwest portion and Employment for the balance of the property. The applicant should be aware that any future land use must comply with the underlying zoning and any rezoning must be in compliance with the City's adopted Future Land Use Plan.

Eglin Street: Eglin Street is located along the north lot line of the property and is classified as a minor 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, sewer and dual water mains. Currently, Eglin Street is constructed to minor arterial street standards with the exception of a dual water main. As such, upon submittal of a Development Engineering Plan application, construction plans for Eglin Street must be submitted for review and approval showing a dual water main or an Exception must be obtained. If an Exception is obtained, a copy of the approved Exception shall be submitted with the Development Engineering Plan application.

Turbine Drive: Turbine Drive extends south from Eglin Street and serves as access to the proposed lots. Turbine Drive is classified as a collector street requiring that the street be located within a minimum 68 foot wide right-of-way and constructed with a minimum 24 foot wide paved surface, curb, gutter, sidewalk, street light conduit, sewer and water. In addition, since the street intersects with an arterial street, the first 200 linear feet of Turbine Drive must have a minimum right-of-way width of 78 feet pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual. Upon submittal of a Development Engineering Plan application, construction plans must be submitted as identified or an Exception must be obtained. If an Exception is obtained, a copy of the approved Exception must be submitted the with Development Engineering Plan application.

Elk Vale Road: Elk Vale Road is located along the east lot line of the property and is classified as a principal arterial street requiring that the street be located within a minimum 100 foot wide right-of-way and constructed with a minimum 35 foot wide paved surface, curb, gutter, street light conduit, sewer and dual water mains. Currently, Elk Vale Road is located within a 200 plus foot wide right-of-way and constructed with five paved lanes, street light conduit, and a water main along the west side of the right-of-way. Upon submittal of a Development Engineering Plan application, construction plans for Elk Vale Road must be submitted for review and approval showing curb, gutter, sewer and a dual water main or an Exception must be obtained. In addition, the construction plans must show a sidewalk along Elk Vale Road as it abuts the property or a Variance must be obtained from the City Council to waive the requirement to provide a sidewalk. If an Exception and/or Variance is obtained, a copy of the approved documents must be submitted with the Development Engineering Plan application.

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Drainage: Upon submittal of a Development Engineering Plan application, a drainage plan prepared by a Registered Professional Engineer as per the Infrastructure Design Criteria Manual and in compliance with the City's Drainage Basin Plan must be submitted for review and approval or an Exception must be obtained. The drainage plan must address storm water quantity control and storm water quality treatment. Drainage easements must also be provided as necessary.

Water: A City water main currently exists within Elgin Street and Elk Vale Road right-of-way as they abut the property. 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 or an Exception must be obtained. The water plan and analysis must demonstrate that the water service is adequate to meet estimated domestic flows and required fire flows to support the proposed development. In addition, utility easements must be secured as needed.

Sewer: A City sewer main currently exists within Eglin Street right-of-way as it abuts the property. 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 or an Exception must be obtained. The sewer data must demonstrate that the sanitary sewer capacity is adequate to meet estimated flows and provide sufficient system capacity. A sewer master plan must also be submitted to ensure that the proposed sewer can serve future development. In addition, the water main along Turbine Drive exceeds maximum allowed length and must be looped in accordance with the Infrastructure Design Criteria Manual. Utility easements must also be provided 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.