

STAFF REPORT
August 6, 2015

No. 15PL034 - Preliminary Subdivision Plan

GENERAL INFORMATION:

APPLICANT	Dream Design International, Inc.
AGENT	Dream Design International, Inc.
PROPERTY OWNER	SSDH Inc.
REQUEST	No. 15PL034 - Preliminary Subdivision Plan
EXISTING LEGAL DESCRIPTION	The unplatted balance of the S1/2 of the SE1/4 of the NW1/4; the unplatted balance of the NE1/4 of the SW1/4 of Section 26, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Proposed Tracts A thru D; Lots 1 thru 2A and B, Lots 3 thru 5, Lots 6 thru 13A and B, Lots 17 thru 33A and B of Block 1 of Buffalo Crossing Subdivision
PARCEL ACREAGE	Approximately 43.00 acres
LOCATION	South of Catron Boulevard and east of U.S. Highway 16
EXISTING ZONING	General Commercial District - Medium Density Residential District - Office Commercial District - Low Density Residential District (Planned Development)
FUTURE LAND USE DESIGNATION	Mixed Use Commercial
SURROUNDING ZONING	
North:	General Commercial District (Planned Development Designation)
South:	Low Density Residential District (Planned Development Designation)
East:	Low Density Residential District (Planned Development) - Limited Agricultural District (Pennington County)
West:	General Commercial District (Planned Development) - General Commercial District (Planned Development Designation)
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	April 10, 2015
REVIEWED BY	Vicki L. Fisher / Ted Johnson

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RECOMMENDATION:

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

1. Prior to submittal of a Development Engineering Plan application, the Traffic Impact Study shall be revised addressing all redline comments, including comments from the South Dakota Department of Transportation. In addition, the construction plans shall be revised as needed to address redline comments. Upon submittal of a Development Engineering Plan application, the Final Traffic Impact Study shall be signed and sealed by a Professional Engineer;
2. Upon submittal of a Development Engineering Plan application, construction plans for Healing Way 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 34 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer. Additional right-of-way and turn lane(s) shall be provided at the intersection with Catron Boulevard pursuant to the recommendations of the approved Traffic Impact Study or Exceptions shall be obtained. If Exception(s) are obtained, a copy of the approved Exception(s) shall be submitted with the Development Engineering Plan application;
3. Upon submittal of a Development Engineering Plan application, construction plans for Sanford Court shall be submitted for review and approval if it is the applicant's intent to provide a street connection from Healing Way to the property located in the southeast corner of Catron Boulevard and U.S., Highway 16. The construction plans shall show the street 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 or Exception(s) shall be obtained. If Exception(s) are obtained, a copy of the approved Exception(s) shall be submitted with the Development Engineering Plan application;
4. Upon submittal of a Development Engineering Plan application, construction plans for Tatanka Court shall be submitted for review and approval showing the street 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 shall be located within a minimum 104 foot diameter right-of-way and constructed with a minimum 84 foot diameter paved surface or Exception(s) shall be obtained. If Exception(s) are obtained, a copy of the approved Exception(s) shall be submitted with the Development Engineering Plan application;
5. Upon submittal of a Development Engineering Plan application, construction plans for Medicine Man Trail shall be submitted for review and approval showing the street 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 shall be located within a minimum 118 foot diameter right-of-way and constructed with a minimum 96 foot diameter paved surface or Exception(s) shall be obtained. If Exception(s) are obtained, a copy of the approved Exception(s) shall be submitted with the Development Engineering Plan application;
6. Upon submittal of a Development Engineering Plan application, construction plans for Addison Avenue located west of Healing Way shall be submitted for review and approval showing the street 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 or Exception(s) shall be obtained. If Exception(s) are obtained, a copy

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- of the approved Exception(s) shall be submitted with the Development Engineering Plan application;
7. Upon submittal of a Development Engineering Plan application, construction plans for Addison Avenue located east of Healing Way shall be submitted for review and approval showing the street 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 or an Exception shall be obtained. If Exception(s) are obtained, a copy of the approved Exception(s) 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 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. Utility easements shall be secured as needed;
 9. 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. The sewer plan shall demonstrate that sufficient system capacity is adequate to meet estimated flows. Utility easements shall be secured as needed;
 10. Upon submittal of a Development Engineering Plan application, a drainage plan prepared by a Registered Professional Engineer and in compliance with the City's Drainage Basin Plan shall be submitted for review and approval. The drainage plan shall address existing drainage concerns pertinent to the property and address drainage generated from the proposed development. The actual site design and construction shall comply with the Infrastructure Design Criteria Manual and the Stormwater Quality Manual and shall maintain off-site run-off at historic water quality levels without adversely impacting adjacent properties. In addition, the plat document shall be revised to provide drainage easements as necessary;
 11. Upon submittal of a Final Plat application, verification that perpetual maintenance and ownership is secured for all drainage facilities shall be provided;
 12. Upon submittal of a Development Engineering Plan application, an Erosion and Sediment Control Plan for subdivision improvements in compliance with the adopted Stormwater Quality Manual and the Infrastructure Design Criteria Manual shall be submitted for review and approval;
 13. Prior to Development Engineering Plan approval, 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 Registered Professional Engineer. In addition, any oversize reimbursement requests shall be executed;
 14. Prior to approval of the Development Engineering Plan application, a Development Agreement shall be entered into with the City for all public improvements;
 15. Prior to submittal of a Final Plat application, the plat document shall be revised to show the area around Phase 1A on the east side of Healing Way as a platted lot in lieu of an unplatted balance;
 16. Upon submittal of a Development Engineering Plan application, a cost estimate of the

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- required subdivision improvements shall be submitted for review and approval if subdivision improvements are required;
17. Prior to submittal of a Final Plat application, different street names for Tatanka Court and Medicine Man Trail shall be submitted to the Emergency Management Communication Center for review and approval. In addition, the plat document shall be revised to show the approved street names. The plat document shall also be revised to show "Addison Avenue East" as "Addison Avenue";
 18. 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,
 19. 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 4 commercial lots, 54 townhome lots and 6 single family residential lots. The proposed development is to be known as Buffalo Crossing Subdivision.

On July 23, 2015, the Planning Commission approved a Rezoning request (File #15RZ008) to change the zoning designation on approximately 20 acres of the subject property from Low Density Residential I to Low Density Residential II. The City Council will hear the request at their August 3, 2015 and August 17, 2015 City Council meetings.

The property is located approximately 1,000 feet east of the intersection of U.S. Highway 16 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 northwest area of the property is currently zoned General Commercial District and the northeast area of the property is currently zoned Medium Density Residential District. The southwest area of the property is currently zoned Office Commercial District and the southwest area of the property is currently zoned Low Density Residential District I. As noted above, the City Council is currently considering a Rezoning request to change the zoning designation of the Low Density Residential District I area to Low Density Residential District II. All of the subject property is located within a Planned Development Designation. The applicant should be aware that a Final Planned Development must be obtained prior to issuance of a building permit for the property.

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Master Plan: The applicant has submitted a Master Plan showing the property being platted in five phases. The first two phases will include the residential and commercial development in the northern portion of the property. The last three phases will include the balance of the residential and commercial development in the southern area of the property and a common area along the eastern portion of the property. The applicant should be aware that the stipulations of approval as noted above are applicable to each respective phase. This will allow the applicant to Final Plat portions of the property without completing subdivision improvements for future phases.

Traffic Impact Study: The applicant has submitted a Traffic Impact Study for the proposed development. Staff has reviewed the document and noted redline comments that must be addressed. As such, prior to submittal of a Development Engineering Plan application, the Traffic Impact Study must be revised addressing the comments, including comments from the South Dakota Department of Transportation. In addition, the construction plans must be revised as needed to address the redline comments. Upon submittal of a Development Engineering Plan application, the Final Traffic Impact Study must be signed and sealed by a Professional Engineer.

Healing Way: Healing Way extends south from Catron Boulevard to provide access to the property. Healing Way is classified 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 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 Healing Way must be submitted for review and approval as identified. Additional right-of-way and turn lane(s) must be provided at the intersection with Catron Boulevard pursuant to the recommendations of the approved Traffic Impact Study or Exceptions must be obtained. If Exception(s) are obtained, a copy of the approved Exception(s) must be submitted with the Development Engineering Plan application.

Sanford Court: The preliminary lot layout shows Sanford Court as a "potential" street extending west from Healing Way to provide access to property located in the southeast corner of U.S. Highway 16 and Catron Boulevard. Sanford Court is classified as a commercial 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. Upon submittal of a Development Engineering Plan application, construction plans 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.

Tatanka Court: Tatanka Court is shown as a 330 foot long cul-de-sac street providing access to 11 residential lots. Tatanka Court is classified as lane place street requiring that it 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 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

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Engineering Plan application.

Medicine Man Trail: Medicine Man Trail is shown as a 590 foot long cul-de-sac street providing access to 21 residential lots. Medicine Man Train is classified as a local street requiring that it 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 must be located within 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 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 2.13.1 of the Infrastructure Design Criteria Manual states that a cu-de-sac street shall not serve more than twenty housing units. Please note that the applicant has obtained an Exception to allow Medicine Man Trail to serve 21 residential lots in lieu of a maximum of 20 lots.

Addison Avenue: Addison Avenue proposed to extend west of Healing Way is classified as a commercial 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. Upon submittal of a Development Engineering Plan application, construction plans 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.

Addison Avenue proposed to extend east of Healing Way is classified as a local street requiring that it 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. 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.

Fire: The Rapid City Fire Department has indicated that the property is located within a moderate to high fire hazard area. As such, the applicant should be aware that a Fuels Mitigation Plan must be developed as a part of the Planned Development review and approval process and implemented prior to issuance of a building permit.

Water: The applicant's Master Utility Plan identifies a 12 inch water main along Healing Way and 8 inch water mains along the balance of the proposed street rights-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 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. Utility easements must be secured as needed. The applicant should be aware that prior to approval of the Development Engineering Plan application, any oversize reimbursement requests must be executed.

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Sewer: A 12 inch sewer main was recently constructed from Catron Boulevard to Moon Meadows Drive in alignment with Healing Way as a part of the TID #70 project. The applicant's Master Utility Plan identifies the proposed construction of 8 inch sanitary sewer mains to serve the balance of 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. The sewer plan must demonstrate that sufficient system capacity is adequate to meet estimated flows. Utility easements must be secured as needed.

Drainage: The applicant's Master Grading Plan identifies detention and drainage channels throughout the development. As such, upon submittal of a Development Engineering Plan application, a drainage plan prepared by a Registered Professional Engineer and in compliance with the City's Drainage Basin Plan must be submitted for review and approval. The drainage plan must address existing drainage concerns pertinent to the property and address drainage generated from the proposed development. The actual site design and construction must comply with the Infrastructure Design Criteria Manual and the Stormwater Quality Manual and must maintain off-site run-off at historic water quality levels without adversely impacting adjacent properties. In addition, drainage easements must be secured as needed.

Upon submittal of a Final Plat application, verification that perpetual maintenance and ownership is secured for all drainage facilities must be provided.

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 for subdivision improvements 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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