

STAFF REPORT
May 10, 2007

No. 07PL060 - Preliminary Plat

ITEM 7

GENERAL INFORMATION:

PETITIONER	Dream Design International, Inc.
REQUEST	No. 07PL060 - Preliminary Plat
EXISTING LEGAL DESCRIPTION	That portion of the SW1/4 located north of Interstate 90, including Lot 3 of Starlite Subdivision, Less GLM Subdivision No. 2, all located in Section 28, T2N, R8E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Lots 1, 2 and 3 of Forefather Flats Subdivision, located in the SW1/4, Section 28, T2N, R8E, BHM, Rapid City, Pennington County, South Dakota
PARCEL ACREAGE	Approximately 66.68 acres
LOCATION	East of Dyess Avenue and north of Interstate 90
EXISTING ZONING	General Commercial District
SURROUNDING ZONING	
North:	General Agriculture District
South:	General Agriculture District
East:	General Commercial District
West:	General Commercial District - Light Industrial District
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	4/13/2007
REVIEWED BY	Vicki L. Fisher / Todd Peckosh

RECOMMENDATION:

Staff recommends that the Preliminary Plat be approved with the following stipulations:

1. Prior to Preliminary Plat approval by the City Council, all necessary changes shall be made to the construction plans as identified on the red lined drawings. In addition, the red lined drawings shall be returned to the Growth Management Department;
2. Prior to Preliminary Plat approval by the City Council, the applicant shall demonstrate that the existing N. Elk Vale Road lift station has capacity to accommodate the proposed development or construction plans must be submitted for review and approval showing the improvements to the lift station as needed;
3. Prior to Preliminary Plat approval by the City Council, the water and sewer plans shall be revised to show service lines. In addition, the plans shall show the abandonment of any unused service lines at the main. The plat document shall also be revised to show utility

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- easements as needed;
4. Prior to Preliminary Plat approval by the City Council, additional drainage information shall be submitted for review and approval. In particular, determination of the C values used in the drainage report shall be identified. In addition, the drainage plan shall address the conveyance of storm sewer from the south–southeast area of the property through Lots 1 and 2. The plat document shall also be revised to provide drainage easements as needed;
 5. Prior to Preliminary Plat approval by the City Council, the plat document shall be revised to show access easements along the south lot line of proposed Lots 1 and 2 as shown on the Master Plan. In addition, construction plans for the access easements shall be submitted for review and approval showing the streets located in a minimum 59 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 a Variance to the Subdivision Regulations shall be obtained;
 6. Prior to Preliminary Plat approval by the City Council, revised construction plans for the 54 foot wide access and utility easement located along the common lot line of proposed Lots 1 and 2 shall be submitted for review and approval. In particular, the revised construction plans shall show the street located in a minimum 59 foot wide easement and constructed with street light conduit and sidewalk along both sides of the street or a Variance to the Subdivision Regulations shall be obtained;
 7. Prior to Preliminary Plat approval by the City Council, road construction plans for E. Mall Drive shall be submitted for review and approval showing a sidewalk along both sides of the street or a Variance to the Subdivision Regulations shall be obtained;
 8. Prior to Preliminary Plat approval by the City Council, road construction plans for Interstate 90 shall be submitted for review and approval. In particular, the plans shall show the street constructed with curb, gutter, sidewalk, street light conduit, water and sewer or a Variance to the Subdivision Regulations shall be obtained;
 9. Prior to Preliminary Plat approval by the City Council, road construction plans for Offutt Street shall be submitted for review and approval. In particular, the plans shall show the street constructed with a minimum 26 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer or a Variance to the Subdivision Regulations shall be obtained;
 10. Prior to Preliminary Plat approval by the City Council, road construction plans for Beale Street shall be submitted for review and approval. In particular, the plans shall show the street constructed with a minimum 26 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer or a Variance to the Subdivision Regulations shall be obtained;
 11. Prior to Preliminary Plat approval by the City Council, the Traffic Impact Study shall be revised as follows:
 - Include projected traffic counts from “The Meadows Development” and additional proposed commercial development along E. Mall Drive to be located west of the subject property;
 - Identify the criteria used in determining the need for the expansion of E. Mall Drive from the existing three lanes to the proposed five lanes as shown in the Traffic Impact Study and identify what threshold will require the street improvements;
 - Adjust the maximum traffic utilizing N. Elk Vale Road to 20%;

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- Provide storage for Access One and Access Three based on the queue lengths identified in the Traffic Impact Study;
 - Show and analyze Dyess Avenue and E. Mall Drive as a four legged intersection in lieu of a three legged intersection;
 - Show and analyze the approach to E. Mall Drive located along the east lot line of the subject property as shown on the Master Plan;
 - Identify and analyze the truck route traffic for the subject property;
 - Clarify the analysis for the signalized access points along E. Mall Drive and space for optimum signal progression. In addition, a minimum of two southbound lanes in the northern leg of the intersection of Access Two and E. Mall Drive shall be provided if Access Two is to be signalized;
 - Analyze the Interstate 90 interchanges at E. North Street and N. Elk Vale Road to determine when dual northbound and southbound lefts will be required and identify if the proposed development is creating the need for the dual lefts;
 - Analyze the intersection of E. Mall Drive and N. Elk Vale Road to address the future widening of N. Elk Vale Road to five lanes;
 - All other red line comments shall be addressed;
12. Prior to Preliminary Plat approval by the City Council, the construction plans shall be revised to include street improvements as identified in the revised Traffic Impact Study as needed for the proposed development. The plat document shall also be revised to eliminate the non-access easement for the approach located along the east lot line of the subject property if the approach location is supported by the revised Traffic Impact Study. The applicant shall also enter into an agreement with the City regarding the construction of the street improvements to serve their development as identified in the Traffic Impact Study;
13. Prior to Preliminary Plat approval by the City Council, the Master Plan shall be revised aligning "Access Three" with the approach along the north side of E. Mall Drive. In addition, the Master Plan shall be revised to preclude backing from the adjacent parking spaces into the access easement(s);
14. Prior to Preliminary Plat approval by the City Council, a 404 Permit shall be obtained from the Corp of Engineers or an acknowledgement from the Corp of Engineers shall be submitted indicating that a 404 Permit is not needed;
15. Prior to Preliminary Plat approval by the City Council, note #1 on the plat document shall be revised to eliminate "except where major drainage easements are located" or a Variance to the Subdivision Regulations shall be obtained to waive the requirement to provide a minimum eight foot wide minor drainage and utility easement on the interior side of all lot lines and right-of-way;
16. Prior to Preliminary Plat approval by the City Council, a cost estimate of the subdivision improvements shall be submitted for review and approval;
17. Upon submittal of a Final Plat application, surety shall be posted for traffic signals as needed and/or the applicant shall enter into an agreement to install the signalized lights when warrants are met;
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.

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GENERAL COMMENTS:

The applicant has submitted a Preliminary Plat to create three lots leaving a 52.83 acre unplatted balance. In addition, the applicant has submitted a Variance to the Subdivision Regulations (#07SV023) to waive the requirement to provide street light conduit and a sidewalk along the east side of the proposed 54 foot wide access and utility easement.

The applicant has also submitted a Master Plan showing the future development of the entire 66.68 acres in four phases. The proposed commercial development is to be known as "Foursquare Property Development" and will include approximately 605,000 square feet of commercial use.

The subject property is located east of Dyess Avenue and north of Interstate 90. Currently, the property is void of any structural development.

STAFF REVIEW:

Staff has reviewed the Preliminary Plat and has noted the following considerations:

Utilities: The N. Elk Vale Road Lift Station will serve the subject property and operates at a capacity of 500 gallons per minute. It is anticipated that improvements to the lift station will increase capacity to 1,000 gallons per minute. However, there is no indication as to when the improvements to the lift station will be made. As such, staff is recommending that prior to City Council approval of the Preliminary Plat, the applicant demonstrate that the existing lift station has capacity for the proposed development or construction plans must be submitted for review and approval showing the improvements to the lift station as needed.

The water and sewer plans must also be revised to show service lines. In addition, the plans must show the abandonment of any unused service lines at the main. Staff is recommending that prior to Preliminary Plat approval by the City Council, the utility plans be revised as identified. In addition, the plat document must also be revised to show utility easements as needed.

Drainage: The applicant has submitted a drainage plan for the proposed development. However, the drainage plan must be revised to include the determination of the C values used in the plan. In addition, the drainage plan must address the conveyance of storm sewer from the south-southeast area of the property through Lots 1 and 2. Staff is recommending that prior to Preliminary Plat approval by the City Council, the revised drainage plan be submitted for review and approval as identified. In addition, the plat document must be revised to provide drainage easements as needed.

Staff has also noted that prior to Preliminary Plat approval by the City Council, a 404 Permit must be obtained from the Corp of Engineers or an acknowledgement from the Corp of Engineers must be submitted indicating that a 404 Permit is not needed.

Interstate 90: Interstate 90 is located along the south lot line of the subject property and is classified as a principal arterial street on the City's Major Street Plan. To date, curb, gutter, sidewalk, street light conduit, water and sewer have not been constructed along the street. As such, staff is recommending that prior to Preliminary Plat approval by the City Council,

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construction plans be submitted for review and approval as identified or a Variance to the Subdivision Regulations must be obtained.

Offutt Street/Beale Street: Offutt Street and Beal Street are located within the Interstate 90 right-of-way and serve as service roads along the interstate highway. The streets are classified as commercial streets requiring that they be constructed with a minimum 26 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer. Currently, the streets are constructed with an approximate 20 foot wide paved surface, respectively. Staff is recommending that prior to Preliminary Plat approval by the City Council, construction plans for the two streets be submitted for review and approval as identified or a Variance to the Subdivision Regulations must be obtained.

E. Mall Drive: E. Mall Drive is located along the north lot line of the subject property and is classified as a principal arterial street requiring that it be located in a minimum 100 foot wide right-of-way and constructed with a minimum 36 foot wide paved surface with no on-street parking, curb, gutter, sidewalk, street light conduit, water and sewer. The street is currently located in a 100 foot wide right-of-way and constructed with three 12 foot wide paved lanes, curb, gutter, sidewalk along the south side, street light conduit, water and sewer. Staff is recommending that prior to Preliminary Plat approval by the City Council, road construction plans for E. Mall Drive be submitted for review and approval showing a sidewalk along the north side of the street or a Variance to the Subdivision Regulations must be obtained.

Access Easements: The Preliminary Plat identifies a 54 foot wide access and utility easement along the common lot line between Lot 1 and Lot 2 to serve as access to Lot 3. The easement is classified as a commercial street requiring that the street be located in a minimum 59 foot wide easement and/or right-of-way and constructed with a minimum 26 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer. The construction plans show the street being constructed as a commercial street with the exception of a sidewalk only along the east side of the easement and street light conduit. As such, staff is recommending that prior to Preliminary Plat approval by the City Council, revised construction plans be submitted for review and approval showing the street located in a minimum 59 foot wide easement and constructed with street light conduit and sidewalk along both sides of the street or a Variance to the Subdivision Regulations must be obtained.

The Master Plan identifies an access aisle located along the south lot line of Lot 1 and Lot 2 serving as access to the Lots 1 and 2. However, the Preliminary Plat shows the access aisles located in access easements. As such, staff is recommending that prior to Preliminary Plat approval by the City Council, the plat document be revised to show access easements along the south lot line of proposed Lots 1 and 2 as shown on the Master Plan. In addition, construction plans for the access easements must be submitted for review and approval showing the streets located in a minimum 59 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 a Variance to the Subdivision Regulations must be obtained.

Traffic Impact Study: The applicant has submitted a Traffic Impact Study for the Foursquare Property Development. Staff has reviewed the Traffic Impact Study and has noted that several issues need clarification and/or additional information must be submitted for review

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and approval as follows:

- Include projected traffic counts from “The Meadows Development” and additional proposed commercial development along E. Mall Drive to be located west of the subject property;
- Identify the criteria used in determining the need for the expansion of E. Mall Drive from the existing three lanes to the proposed five lanes as shown in the Traffic Impact Study and identify what threshold will require the street improvements;
- Adjust the maximum traffic utilizing N. Elk Vale Road to 20%;
- Provide storage for Access One and Access Three based on the queue lengths identified in the Traffic Impact Study;
- Show and analyze Dyess Avenue and E. Mall Drive as a four legged intersection in lieu of a three legged intersection;
- Show and analyze the approach to E. Mall Drive located along the east lot line of the subject property as shown on the Master Plan;
- Identify and analyze the truck route traffic for the subject property;
- Clarify the analysis for the signalized access points along E. Mall Drive and space for optimum signal progression. In addition, a minimum of two southbound lanes in the northern leg of the intersection of Access Two and E. Mall Drive shall be provided if Access Two is to be signalized;
- Analyze the Interstate 90 interchanges at E. North Street and N. Elk Vale Road to determine when dual northbound and southbound lefts will be required and identify if the proposed development is creating the need for the dual lefts;
- Analyze the intersection of E. Mall Drive and N. Elk Vale Road to address the future widening of N. Elk Vale Road to five lanes; and,
- All other red line comments shall be addressed.

Staff is recommending that prior to Preliminary Plat approval by the City Council, the Traffic Impact Study be revised as identified above. In addition, the construction plans must be revised to include street improvements as needed. The plat document must also be revised to eliminate the non-access easement for the proposed approach located along the east lot line of the subject property if the approach location is supported by the revised Traffic Impact Study. The applicant must also enter into an agreement with the City regarding the construction of the street improvements to serve their development as identified in the Traffic Impact Study.

Master Plan: As noted above, the applicant has submitted a Master Plan showing the future development of the entire 66.68 acres in four phases. The proposed development will include 15 individual lots with approximately 605,000 square feet of commercial use. The Master Plan also identifies access streets within the development to carry traffic between the proposed lots. The access street located along the south lot line of Lot 1 and Lot 2 identifies parking along the street which will result in vehicles backing into the street. Staff is recommending that prior to Preliminary Plat approval by the City Council, the Master Plan be revised to preclude backing from the adjacent parking spaces into the access streets. In addition, the Master Plan must be revised aligning “Access Three” with the approach along the north side of E. Mall Drive.

Fence: The South Dakota Department of Transportation requires that a six foot high fence be

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constructed along all properties abutting Interstate 90 as they develop. The applicant should be aware that a maximum four foot high fence is allowed along a street right-of-way. As such, prior to issuance of a building permit for a six foot high fence, a Fence Height Exception to allow a six foot high fence along a street right-of-way must be obtained.

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. As such, staff is recommending that prior to the City's acceptance of the public improvements, a warranty surety be submitted for review and approval as required.

The proposed plat generally complies with all applicable Zoning and Subdivision Regulations assuming compliance with the stated stipulations.