

STAFF REPORT
Mach 6, 2014

No. 14PL007 - Preliminary Subdivision Plan

ITEM 6

GENERAL INFORMATION:

APPLICANT	ZCO Incorporated
AGENT	Sperlich Consulting, Inc.
PROPERTY OWNER	ZCO, Incorporated
REQUEST	No. 14PL007 - Preliminary Subdivision Plan
EXISTING LEGAL DESCRIPTION	A portion of Tract 1 of the E1/2 of Section 16, T1N, R8E, located in the SE1/4 of the SE1/4 of Section 16, T1N, R8E, BHM, Rapid City Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Proposed Lot 25 of Block 10, Lot 1 of Block 13 and Lots 4 through 20 of Block 14 of Elk Country Estates
PARCEL ACREAGE	Approximately 7.735 acres
LOCATION	Southeast of the intersection of Padre Drive and Jolly Lane
EXISTING ZONING	Low Density Residential District II (Planned Development)
FUTURE LAND USE DESIGNATION	Residential
SURROUNDING ZONING	
North:	General Agricultural District
South:	Low Density Residential District (Planned Development Designation)
East:	General Agricultural District
West:	Low Density Residential District (Planned Development Designation)
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	January 31, 2014
REVIEWED BY	Vicki L. Fisher / Nicole Lecy

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 construction plans

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- shall be revised to show the proposed curve along Ping Drive in compliance with ASHTO Standards 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;
2. Prior to submittal of a Development Engineering Plan, the construction plans and the proposed Master Plan shall be revised to address redline comments or an Exception to the Infrastructure Design Criteria Manual and/or the Standard Specifications shall be obtained. If Exception(s) are obtained, a copy of the approved Exception(s) shall be submitted with the Development Engineering Plan application. In addition, the redlined comments shall be returned with the revised construction plans;
 3. Upon submittal of a Development Engineering Plan application, water plans prepared by a Registered Professional Engineer and in conformance with the Infrastructure Design Criteria Manual shall be submitted for review and approval demonstrating that adequate fire and domestic flows are being provided to support the proposed development. In addition, utility easements shall be secured as needed;
 4. Upon submittal of a Development Engineering Plan application, sewer plans prepared by a Registered Professional Engineer shall be submitted for review and approval. In particular, the sewer plans shall be in conformance with the Infrastructure Design Criteria Manual and the design report shall demonstrate that the sanitary sewer capacity is adequate to meet estimated flows and provide sufficient system capacity. Utility easements shall be secured as needed;
 5. 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 approval. In particular, the construction plans shall show the section line highway 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 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 Minnesota Street shall be submitted for review and approval. In particular, the construction plans shall show the street constructed with a minimum 36 foot wide paved surface, 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;
 7. Upon submittal of a Development Engineering Plan application, construction plans for Jolly Lane shall be submitted for review and approval showing an additional two feet of pavement width for a minimum width of 34 feet or the construction plans shall be revised to provide "No Parking" signs along Jolly Lane or an Exception shall be obtained. In addition, the construction plans shall show the construction of sidewalk along Jolly Lane or a Variance shall be obtained to waive the requirement. If an Exception and/or Variance is obtained, a copy of the approved Exception and/or Variance shall be submitted with the Development Engineering Plan application;
 8. Upon submittal of a Development Engineering Plan application, a drainage plan shall be submitted for review and approval. The drainage plan shall confirm that storm water quality treatment for the proposed development was previously accounted for in previous drainage improvements or storm water quality treatment shall be provided as required by Rapid City Municipal Code 8.48. In addition, drainage easements shall be secured as needed;

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9. 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;
10. Upon submittal of a Development Engineering Plan application, a cost estimate of any required subdivision improvements shall be submitted for review and approval;
11. Prior to approval of the Development Engineering Plan application, a Development Agreement shall be entered into with the City for all public improvements;
12. Prior to submittal of a Development Engineering Plan application, the plat document shall be revised relabeling Lot 1 of Block 13 as that legal already exists;
13. Prior to submittal of a Final Plat application, all required subdivision improvements shall be completed and the subdivision inspection fees shall be paid;
14. Upon submittal of a Final Plat application, documentation shall be submitted for recording securing maintenance and ownership of the proposed drainage elements. In addition, a Major Drainage Easement shall be dedicated for all drainage improvements, including an easement to the outlet of the proposed detention pond; and,
15. Prior to the City's acceptance of the public improvements, a warranty surety shall be submitted for review and approval as required.

GENERAL COMMENTS:

The applicant has submitted a Preliminary Subdivision Plan application to create 19 residential lots leaving a non-transferable balance. The lots range in size from 0.235 acres to 0.706 acres and are a part of the Elks Country Estates development.

The property is located south of the intersection of Padre Drive and Jolly Lane. 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 zoned Low Density Residential District II with a Planned Development Designation. The applicant should be aware that a Final Planned Development must be submitted for review and approval by the Planning Commission prior to the issuance of a building permit.

Ping Drive/Callaway Drive: The proposed plat identifies the construction of two cul-de-sac streets; Ping Drive, a local street, and Callaway Drive, a lane place street. Preliminary construction plans show that the streets will be constructed in compliance with the Infrastructure Design Criteria Manual with the exception of the curve at the northern end of

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Ping Drive. As such, prior to submittal of a Development Engineering Plan application, the construction plans must be revised to show the proposed curve designed in compliance with ASHTO Standards 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.

Section Line Highway: A section line highway is located along the east lot line and is classified as a local street as per the Infrastructure Design Criteria Manual. As such, upon submittal of a Development Engineering Plan application, construction plans showing the section line highway 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 must be submitted for review and approval 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.

Minnesota Street: A 100 foot wide H Lot is located along the south lot line of the property for the construction of Minnesota Street, a minor arterial street as per the City's Major Street Plan. To date, this section of Minnesota Street has not been constructed. Upon submittal of a Development Engineering Plan application, construction plans for Minnesota Street must be submitted for review and approval showing the street constructed with a minimum 36 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer 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.

Jolly Lane: Jolly Lane extends north-south through the property and is classified as a collector street as per the City's Major Street Plan. A collector street must be constructed with a minimum 34 foot wide paved surface to allow parking on both sides of the street. Another acceptable design for a collector street is to construct a 32 foot wide paved surface which incorporates a turn lane. However, no parking is allowed with the turn lane design.

Currently, Jolly Lane is located within a 70 foot wide right-of-way and constructed with a 32 foot wide paved surface, curb, gutter, water and sewer. Upon submittal of a Development Engineering Plan application, construction plans for Jolly Lane must be submitted for review and approval showing an additional two feet of pavement width for a minimum width of 34 feet or the construction plans must be revised to provide "No Parking" signs along Jolly Lane or an Exception must be obtained. In addition, the construction plans must show the construction of sidewalk along Jolly Lane or a Variance must be obtained to waive the requirement. If an Exception and/or Variance are obtained, a copy of the approved Exception and/or Variance must be submitted with the Development Engineering Plan application.

Drainage: The proposed development is not located within a defined drainage basin identified by the City. Upon submittal of a Development Engineering Plan application, a drainage plan must be submitted for review and approval which confirms that storm water quality treatment for the proposed development was previously accounted for in previous drainage improvements or storm water quality treatment must be provided as required by Rapid City Municipal Code 8.48. In addition, drainage easements must be secured as needed. This will include a Major Drainage Easement for the 100 year storm drainage area for the

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proposed drainage improvements and at locations of all drainage elements. Upon submittal of a Final Plat application, documentation must be submitted for recording securing maintenance and ownership of the proposed drainage elements.

Water System Evaluation: A 12 inch water main exists in Jolly Lane and an 8 inch water main is being proposed in Ping Drive and Callaway Drive. Upon submittal of a Development Engineering Plan application, water plans prepared by a Registered Professional Engineer and in conformance with the Infrastructure Design Criteria Manual must be submitted for review and approval demonstrating that adequate fire and domestic flows are being provided to support the proposed development. In addition, utility easements must be secured as needed.

Sewer System Evaluation: An 8 inch sanitary sewer main exists in Jolly Lane and an 8 inch sanitary sewer main is being proposed in Ping Drive and Callaway Drive. Sanitary sewer flows from the proposed development go to the Jolly Lane Lift Station. The applicant should be aware that the Jolly Lane Lift Station is nearing capacity, which only has capacity for an additional 70 units. This phase of the development proposes an additional 19 lots, leaving 51 additional units until capacity of the lift station is reached. Upon submittal of a Development Engineering Plan application, sewer plans prepared by a Registered Professional Engineer must be submitted for review and approval. In particular, the sewer plans must be in conformance with the Infrastructure Design Criteria Manual and the design report must demonstrate that the sanitary sewer capacity is adequate to meet estimated flows and provide sufficient system capacity. Utility easements must be secured as needed.

Development Agreement: Chapter 16.12.040.K of the Rapid City Municipal Code states that a Development Agreement is 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 submittal of a Final Plat application or prior to commencing construction, whichever occurs first, a Development Agreement be entered into with the City for all public improvements.

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.