GENERAL INFORMATION:

APPLICANT: Villaggio, LLC
AGENT: Longbranch Civil Engineering, Inc.
PROPERTY OWNER: Villaggio LLC
REQUEST: No. 21PL128 - Preliminary Subdivision Plan
EXISTING LEGAL DESCRIPTION: A portion of the NE1/4 of the SW1/4 of the SE1/4, located in Section 22, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION: Proposed Lot A of Villas at the Villaggio
PARCEL ACREAGE: Approximately 5.58 acres
LOCATION: Northwest of the intersection of Vineyard Lane and Golden Eagle Drive
EXISTING ZONING: Low Density Residential District
FUTURE LAND USE DESIGNATION: Low Density Residential
SURROUNDING ZONING: North: Low Density Residential District (Planned Development); South: Low Density Residential District; East: Office Commercial District (Planned Development); West: General Agricultural District
PUBLIC UTILITIES: City sewer and water
DATE OF APPLICATION: November 12, 2021
REVIEWED BY: Vicki L. Fisher / Todd Peckosh

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 Golden Eagle Drive, a local street, located west of the intersection of Villaggio Lane shall be submitted for review and approval pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual or shall meet criteria for obtaining an Exception. If an Exception is obtained, a copy of the approved document shall be submitted with the Development Engineering Plan application;
2. Upon submittal of a Development Engineering Plan application, the plat document shall show the dedication of an additional 4.47 feet of right-of-way along Golden Eagle Drive up to and through the Villaggio Lane intersection to obtain a width of 34 feet to center of existing right-of-way as required for collector streets;

3. Upon submittal of a Development Engineering Plan application, a cost estimate for the required subdivision improvements shall be submitted for review and approval;

4. Prior to approval of the Development Engineering Plan application, a Development Agreement shall be entered into with the City for all public improvements;

5. Prior to approval of the Development Engineering Plan application, engineering design reports (in part to include water, sewer, drainage, and pavement) required for construction approval shall be accepted and agreements required for construction approval shall be executed pursuant to Chapter 1.15 of the Infrastructure Design Criteria Manual. 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;

6. Prior to approval of the Development Engineering Plan application, approval from the South Dakota Department of Agriculture and Natural Resources shall be secured;

7. Prior to approval of the Development Engineering Plan application, any necessary off-site easements shall be recorded;

8. Prior to submittal of a Final Plat application, a Covenant Agreement shall be entered into with the City to ensure that exterior building construction materials, building separations and landscaping provisions are in conformance with the best practices established by the Rapid City Fire Department Survivable Space Initiative. In addition, a copy of the executed agreement shall be submitted with the Final Plat application;

9. Prior to submittal of a Final Plat application, the plat shall be revised to show a corporate acknowledgement for the owner. In addition, the “Certificate of Finance Director” shall be placed in the correct order within the two signature blocks required for the Finance Director;

10. 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,

11. 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 to create a 5.58-acre lot. The lot is to be known as Lot A of Villas at the Villaggio.

The property is located in the northeast corner of the intersection of Catron Boulevard and Vineyard 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 currently zoned Low Density Residential District. The proposed lot exceeds the minimum lot size required within the Low Density Residential District.

The City’s Future Land Use Plan identifies the appropriate use of the property as Low Density Neighborhood. Creating a single-family residential lot is supported within the Low Density Neighborhood designation. Subsequently, the proposed plat is in compliance with the City’s Comprehensive Plan.

Catron Boulevard: Catron Boulevard is located along the southwest corner of the property and is classified as a principal arterial street on the City’s Major Street Plan requiring that the street be located within 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 water. Currently, Catron Boulevard is located if a varying right-of-way width from 177 feet to 360 feet and has been constructed to principal arterial standards with the exception of curb, gutter and sidewalk. An administrative exception has been granted to waive the requirement to construct curb and gutter along Catron Boulevard as it abuts the subject property since it would create a discontinuous street design and is not needed to accommodate drainage along the street. A sidewalk will be required as a part of a future building permit for the property. The applicant will have the option of seeking a Variance from the City Council to waive the requirement to install a sidewalk at that time.

Vineyard Lane: Vineyard Lane is located along the south lot line of the property and is classified as a collector street on the City’s Major Street Plan requiring that the street be located in a minimum 68-foot wide right-of-way and constructed with a minimum 24-foot wide paved surface with no on-street parking, curb, gutter, sidewalk, street light conduit, water and sewer. Currently, Vineyard Lane is located in a large H Lot is in excess of 68 feet in width and has been constructed to collector street standards. No additional improvements are required as a part of this plat.

Golden Eagle Drive: Golden Eagle Drive is located along the east and north lot lines of the property. That portion of Golden Eagle Drive extending north from Vineyard Lane to the intersection of Villaggio Lane is classified as a collector street requiring that the street be located in a minimum 68-foot wide right-of-way and constructed with a minimum 24-foot wide paved surface with no on-street parking, curb, gutter, sidewalk, street light conduit, water and sewer. Currently, Golden Eagle Drive is located in an approximate 59-foot wide right-of-way and has been constructed to collector street standards. Upon submittal of a Development Engineering Plan application, the plat document must be revised to show the dedication of an additional 4.47 feet of right-of-way along Golden Eagle Drive up to and through the Villaggio Lane intersection to obtain a width of 34 feet to center of existing right-of-way as required for collector streets.

Golden Eagle Drive located west of the intersection of Villaggio Lane is classified as a local street requiring that the street be located in 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. As noted above, 59 feet of right-of-way has previously been dedicated for Golden Eagle Drive. However, this portion of the street has not been constructed. As such, upon submittal of a Development Engineering Plan application, construction plans must be submitted for review and approval as identified or must meet criteria for obtaining an Exception. If an Exception is obtained, a copy of the approved document must be submitted with the Development Engineering Plan application.

**Water:** The proposed lot is located in the Skyline Water Zone which serves elevations of 3,680 feet to 3,900 feet. Elevation of the proposed development is approximately 3,720 feet. A 10-inch water main currently exists in Vineyard lane and Golden Eagle Drive up to Villaggio Lane. In addition, a 6-inch water main extends through the subject property in a 66-foot wide access and utility easement from Vineyard Lane to Villaggio Lane.

**Sewer:** An 8-inch sewer main currently exists within Vineyard Lane and Golden Eagle Drive up to Villaggio Lane. There is no sewer main in Golden Eagle Drive west of the intersection of Villaggio Lane. In addition, there is no sewer main located in the existing 66-foot wide access and utility easement that extends through the property. The requirement to install sewer in this easement is waived as there is no need for sewer at this location since all properties in the area already have access to sewer.

**Fire Protection:** The property is located within a wildland fire hazard area. As such, the Fire Department is requiring that upon submittal of a Final Plat application, a Covenant Agreement be entered into with the City to ensure that exterior building construction materials, building separations and landscaping provision are in conformance with the best practices established by the Rapid City Fire Department Survivable Space Initiative.

**Drainage:** The proposed development is located in the Arrowhead Drainage Basin. Platting the property into a single lot should not cause an increase in run-off as there was already development on the property with a large gravel parking area. As such, a drainage report is unnecessary. Future subdivision of the property will require a drainage report.

**Summary:** The proposed Preliminary Subdivision Plan generally complies with all applicable Zoning and Subdivision Regulations assuming compliance with the stated stipulations.