

STAFF REPORT  
November 23, 2016

---

**No. 16PL112 - Preliminary Subdivision Plan**

**ITEM 8**

---

GENERAL INFORMATION:

APPLICANT	Legacy Land Company
AGENT	KTM Design Solutions, Inc.
PROPERTY OWNER	Legacy Land Company
REQUEST	<b>No. 16PL112 - Preliminary Subdivision Plan</b>
EXISTING LEGAL DESCRIPTION	Block of Legacy Subdivision, located in Section 18, T1N, R8E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Proposed Lots 1 thru 15 of Block 1 and Lots 1 thru 38 of Block 2 of Robbinsdale Heights Subdivision
PARCEL ACREAGE	Approximately 17.23 acres
LOCATION	Between Hanover Drive and Kentucky Lane south of E. Minnesota St.
EXISTING ZONING	Low Density Residential 1 - Low Density Residential II
FUTURE LAND USE DESIGNATION	Low Density Neighborhood
SURROUNDING ZONING	
North:	Medium Density Residential District (Planned Development) - Medium Density District
South:	Low Density Residential 1 - Low Density Residential II
East:	Low Density Residential District II
West:	Medium Density Residential District
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	October 28, 2016
REVIEWED BY	Vicki L. Fisher / Nicole Lecy

RECOMMENDATION:

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

1. Upon submittal of a Development Engineering Plan application, the red line plan comments shall be addressed. In addition, the redline plan comments shall be returned with the Development Engineering Plan application;

STAFF REPORT  
November 23, 2016

---

**No. 16PL112 - Preliminary Subdivision Plan**

**ITEM 8**

---

2. Prior to approval of the Development Engineering Plan application, submitted engineering reports required for construction approval shall be accepted and agreements required for construction approval shall be executed if subdivision improvements are required. 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;
3. Upon submittal of a Development Engineering Plan application, construction plans for Hanover Drive and Cul-de-sac A, B, C and D shall be submitted for review and approval as per the preliminary plan sheets for each phase of the development. The construction plans shall be in compliance with the Infrastructure Design Criteria Manual and the Rapid City Municipal Code or an Exception shall be obtained. If an Exception is obtained a copy of the approved document shall be submitted with the 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. The design report shall demonstrate that the water service is adequate to meet estimated domestic flows and required fire flows to support the proposed development;
5. Upon submittal of a Development Engineering Plan application, a sewer design report prepared by a Registered Professional Engineer as per the Infrastructure Design Criteria Manual shall be submitted for review and approval. The design report shall demonstrate that the sanitary sewer capacity is adequate to meet estimated flows and provide sufficient system capacity in conformance with the Infrastructure Design Criteria Manual;
6. Upon submittal of a Development Engineering Plan application, a drainage plan and report prepared by a Registered Professional Engineer as per the Infrastructure Design Criteria Manual and the Rapid City Municipal Code shall be submitted for review and approval for the proposed subdivision improvements. The drainage report shall address storm water quantity control and storm water quality treatment. In addition, easements shall be provided as needed;
7. Upon submittal of a Development Engineering Plan application, street names for proposed Cul-de-sac A, B, C and D shall be submitted for review and approval. In addition, the approved street names shall be shown on the Final Plat document;
8. Upon submittal of a Development Engineering Plan application, the proposed phasing plan shall be revised to ensure that Hanover Drive shall be extended through the property providing a second point of access with no more than 40 lots with one point of access;
9. 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;
10. Prior to submittal of a Final Plat connecting Hanover Drive with Kentucky Lane, a Road Name change shall be submitted by the applicant changing Kentucky Lane to Hanover Drive;
11. Upon submittal of a Development Engineering Plan application, a cost estimate of the required subdivision improvements shall be submitted for review and approval;
12. 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,

STAFF REPORT  
November 23, 2016

---

**No. 16PL112 - Preliminary Subdivision Plan**

**ITEM 8**

---

13. 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 application to create 53 residential lots. The lots will range in size from 0.17 acres to 0.58 acres and are to be known as Lots 1 through 15 of Block 1 and Lots 1 through 38 of Block 2, Robbinsdale Heights Subdivision.

The property is located between Hanover Drive and Kentucky Lane, south of E. Minnesota Street. 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 western half of the property is currently zoned Low Density Residential District and the eastern half of the property is zoned Low Density Residential District II. Low Density Residential District allows for single family residences while Low Density Residential District II allows for townhomes in addition to single family residences. It appears that the proposed plat is creating 53 single family residential lots. All of the proposed lots meet the size and street frontage requirements of both districts.

**Phasing:** The applicant has submitted a phasing plan showing 16 lots being created in the western portion of the property as Phase One of the development. The balance of the property is identified as "future phases". The Infrastructure Design Criteria Manuals states that no more than 40 lots may have access from an exclusive street without a second point of access being provided. As such, upon submittal of a Development Engineering Plan application, the proposed phasing plan must be revised to ensure that Hanover Drive will be extended through the property providing a second point of access with no more than 40 lots with one point of access.

**Streets:** The proposed plat includes extending Hanover Drive through the property and constructing four cul-de-sac streets, identified as Cul-de-sac A, B, C and D. Hanover Drive and Cul-de-sac A are identified as local streets requiring that they 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. In addition, the cul-de-sac bulb must be located in a minimum 104 foot diameter right-of-way and constructed with a minimum 84 foot diameter paved surface. Cul-de-sac B, C and D are classified as lane place streets requiring that they be located in 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

STAFF REPORT  
November 23, 2016

---

**No. 16PL112 - Preliminary Subdivision Plan**

**ITEM 8**

---

sewer. In addition, the cul-de-sac bulb must be located in a minimum 104 foot diameter right-of-way and constructed with a minimum 84 foot diameter paved surface. The applicant's preliminary plan sheets identify that all of the streets will be constructed as identified. As such, upon submittal of a Development Engineering Plan application, construction plans for all of the streets must be submitted for review and approval as identified on the preliminary plan sheets and in compliance with the Infrastructure Design Criteria Manual and the Rapid City Municipal Code or an Exception must be obtained. If an Exception is obtained, a copy of the approved document must be submitted with the Development Engineering Plan application.

Drainage: The property is located within both the South Truck Route Drainage Basin and the South Robbinsdale Drainage Basin. No inter-drainage basin transfer can occur pursuant to 4.1.2 of the Infrastructure Design Criteria Manual. Drainage from this property is of concern to the City and needs to be addressed according to Rapid City Design Criteria with no impacts to adjacent properties. Upon submittal of a Development Engineering Plan application, a drainage plan and report prepared by a Registered Professional Engineer as per the Infrastructure Design Criteria Manual and the Rapid City Municipal Code must be submitted for review and approval for the proposed subdivision improvements. The drainage report must address storm water quantity control and storm water quality treatment. In addition, easements must be provided as needed.

Water: An 8 inch water main existing in Hanover Drive and Kentucky Lane, respectively, and are currently on the Low Level Water Press Zone. An 8 inch water main is stubbed to this parcel from Field View Drive located south of the property between Lots 10 and 11 of Block 8 of The Meadows Subdivision. This water main is currently on the Palo Verde Pressure Zone. The majority of this proposed development is located above elevation 3,300 and will be in the Palo Verde Water Service Zone. However, the existing 8 inch Palo Verde main is not adequate to serve this area. An additional supply loop will be needed to meet fire flow requirements. In addition to extending the water distribution piping, several existing homes may need to have PRV's (pressure reducing valves) installed and be switched to the Palo Verde Zone. In 2014, the City agreed to participate in the cost of extending approximately 550 feet of water main in the future extension of Hanover Drive to allow for the creation of a Palo Verde water main loop. Funding has been secured for this improvement.

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 design report must demonstrate that the water service is adequate to meet estimated domestic flows and required fire flows to support the proposed development. In addition, easements must be secured as needed.

Sewer: City sewer currently exists along Hanover Drive and Kentucky Lane. Upon submittal of a Development Engineering Plan application, a sewer design report prepared by a Registered Professional Engineer as per the Infrastructure Design Criteria Manual must be submitted for review and approval. The design report must demonstrate that the sanitary sewer capacity is adequate to meet estimated flows and provide sufficient system capacity.

Stormwater Management Plan: The City Council has adopted a Stormwater Quality Manual

STAFF REPORT  
November 23, 2016

---

**No. 16PL112 - Preliminary Subdivision Plan**

**ITEM 8**

---

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