

STAFF REPORT  
February 9, 2017

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**No. 17PL005 - Preliminary Subdivision Plan**

**ITEM 4**

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GENERAL INFORMATION:

APPLICANT	F & D Schultz Limited Partnerships
AGENT	KTM Design Solutions, Inc.
PROPERTY OWNER	F and D Shultz Limited Partnership
REQUEST	<b>No. 17PL005 - Preliminary Subdivision Plan</b>
EXISTING LEGAL DESCRIPTION	Tract 1 of the SE1/4 of the NE1/4 less the Connector Subdivision, less Lot H1 and Les TLC Subdivision, located in Section 27, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Proposed Lots 1 and 2 of the Connector West Subdivision
PARCEL ACREAGE	Approximately 7.72 acres
LOCATION	West of the intersection of Mount Rushmore Road and Catron Boulevard on the north side of Catrol Boulevard
EXISTING ZONING	General Commercial District (Planned Development Designation)
FUTURE LAND USE DESIGNATION	Mixed Use Commercial
SURROUNDING ZONING	
North:	General Agricultural District
South:	General Commercial District (Planned Development)
East:	General Commercial District (Planned Development Designation)
West:	General Commercial District (Planned Development Designation)
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	January 16, 2017
REVIEWED BY	Vicki L. Fisher / Dan Kools

RECOMMENDATION:

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

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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;
2. Prior to submittal of a Development Engineering Plan application, the proposed location of Les Hollers Way, a collector street, shall be relocated to align with the City's Major Street Plan or a Comprehensive Plan Amendment to the Major Street Plan shall be approved relocating Les Hollers Way as shown on the proposed Preliminary Subdivision Plan **or the applicant shall enter into an agreement to ensure that this issue is addressed prior to submittal of a Final Plat application.** The Comprehensive Plan Amendment to the Major Street Plan application shall be signed by the applicant and an authorized agent of the Jerald Johnson Living Revocable Trust;
3. Upon submittal of a Development Engineering Plan application, construction plans for Les Hollers Way shall be submitted for review and approval showing the street located in a minimum 68 foot wide right-of-way with an additional 10 feet of right-of-way the first 200 feet as it extends north from Catron Boulevard. In addition, the street shall be constructed with a minimum 36 foot wide paved surface to provide 3 continuous paved lanes with 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;
4. Upon submittal of a Development Engineering Plan application, construction plans for the service road shall be submitted for review and approval showing the street located within a minimum 70 foot wide right-of-way with an additional 10 feet of right-of-way the first 200 feet as it extends north from Catron Boulevard. In addition, the street shall be 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;
5. Upon submittal of a Development Engineering Plan application, construction plans for the section line highway located along the east lot line, north of the service road, shall be submitted for review and approval. In particular, the construction plans shall show the section line highway with 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 an Exception shall be obtained or the section line highway shall be vacated. 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 Catron Boulevard shall be submitted for review and approval showing the street constructed with curb, gutter, sidewalk, street light conduit and a second water main 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;
7. 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;
8. 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

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- that the sanitary sewer capacity is adequate to meet estimated flows and provide sufficient system capacity in conformance with the Infrastructure Design Criteria Manual;
9. 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;
  10. 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;
  11. 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;
  12. Upon submittal of a Development Engineering Plan application, a cost estimate of the required subdivision improvements shall be submitted for review and approval;
  13. 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,
  14. 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 subdivide a 7.72 acre Tract creating two commercial lots and dedicating street right-of-way. The lots will be known as Lots 1 and 2 of Connector West Subdivision and will be 1.45 acres and 6.25 acres, respectively.

The property is located approximately 540 feet west of the intersection of Mount Rushmore Road and Catron Boulevard on the north 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 property is currently zoned General Commercial District with a Planned

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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 issuance of a building permit.

Les Hollers Way: The Preliminary Subdivision Plan identifies the extension of Les Hollers Way from Catron Boulevard through the property. The City's Major Street Plan identifies Les Hollers Way as a collector street. However, the location of the street as shown on the Preliminary Subdivision Plan does not coordinate with the location as shown on the City's Major Street Plan. In particular, the Major Street Plan identifies the collector street extending to the east lot line of the property and the Preliminary Subdivision Plan identifies the street extending to the north lot line. As such, prior to submittal of a Development Engineering Plan application, the proposed location of Les Hollers Way must be relocated to align with the City's Major Street Plan or a Comprehensive Plan Amendment to the Major Street Plan must be approved relocating Les Hollers Way as shown on the proposed Preliminary Subdivision Plan. The Comprehensive Plan Amendment to the Major Street Plan application must also be signed by the applicant and by the property owner to the north since they will be directly impacted by the relocation.

As a collector street, Les Hollers way must be located in a minimum 68 foot wide right-of-way with an additional 10 feet of right-of-way the first 200 feet as it extends north from Catron Boulevard. In addition, the street must be constructed with a minimum 36 foot wide paved surface to provide 3 continuous paved lanes with curb, gutter, sidewalk, street light conduit, water and sewer. Upon submittal of a Development Engineering Plan application, construction plans for Les Hollers Way 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.

Service Road: A service road for Mount Rushmore Road is located along a portion of the east lot line. The service road is classified as a commercial street requiring that it be located in a minimum 70 foot wide right-of-way with an additional 10 feet of right-of-way the first 200 feet as it extends north from Catron Boulevard 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 for the service road 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.

Section Line Highway: A section line highway is located along the east lot line and is classified as a commercial street requiring that it be located in 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 for the section line highway must be submitted for review and approval as identified or an Exception must be obtained or the section line highway must be vacated. If an Exception is obtained, a copy of the approved Exception must be submitted with the Development Engineering Plan application.

Catron Boulevard: Catron Boulevard is located along the south lot line and is classified as a principal arterial street requiring that it be located in a minimum 100 foot wide right-of-way

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and constructed with a minimum 36 foot wide paved surface, curb, gutter, sidewalk, street light conduit, sewer and a dual water main. Currently, Catron Boulevard is located in a 150 foot wide right-of-way and constructed with a 40 foot wide paved surface, sewer and a single water main. Upon submittal of a Development Engineering Plan application, construction plans must be submitted for review and approval showing the street constructed with curb, gutter, sidewalk, street light conduit and a second water main 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 the Arrowhead Drainage Basin. 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: The proposed lots are located in the Skyline Water Zone which serves elevations of 3680 feet to 3900 feet. Static pressures in this development are approximately 100 psi. Pressure relief valves will be required in the proposed development. A 14 inch water main currently exists along Catron Boulevard. 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: A 10 inch sewer main currently exists along Catron Boulevard. 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 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.

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