

STAFF REPORT  
November 22, 2017

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**No. 17PL117 - Preliminary Subdivision Plan**

**ITEM 8**

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GENERAL INFORMATION:

APPLICANT	Dakota Hills Trailer Sales
AGENT	Mike Towey - KTM Design Solutions, Inc.
PROPERTY OWNER	Dakota Hills Trailer Sales, LLC
REQUEST	<b>No. 17PL117 - Preliminary Subdivision Plan</b>
EXISTING LEGAL DESCRIPTION	Lot 2 of Potts Subdivision, located in Section 22, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Proposed Lots 1 thru 18 of Bella Vista Estates
PARCEL ACREAGE	Approximately 9.88 acres
LOCATION	6061 Covenant Drive
EXISTING ZONING	Low Density Residential District
FUTURE LAND USE DESIGNATION	Low Density Neighborhood
SURROUNDING ZONING	
North:	General Agricultural District
South:	Park Forest District (Planned Development) - General Agricultural District
East:	Office Commercial District (Planned Development)
West:	Medium Density Residential District (Planned Development) - Low Density Residential District II - Park Forest District (Planned Development)
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	October 27, 2017
REVIEWED BY	Vicki L. Fisher / Ted Johnson

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 applicant shall coordinate with the property owner(s) of Lot 1, Potts Subdivision to relocate the existing "Temporary turnaround and Future Right-of-way Easement" that currently serves as

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- access to Lot 1, Potts Subdivision or the plat shall be revised retaining the existing easement and reconfiguring the proposed lots accordingly. Written documentation indicating concurrence from the property owners of Lot 1, Potts Subdivision shall be submitted with the Development Engineering Plan application if the easement is relocated or modified;
2. Upon submittal of a Development Engineering Plan application, the redline comments shall be addressed. In addition, the redline comments shall be returned with the Development Engineering Plan application;
  3. 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;
  4. Upon submittal of a Development Engineering Plan application, construction plans for the "Temporary Turnaround and Future Right-of-way Easement" shall be submitted for review and approval showing the easement constructed with a minimum 24 foot wide paved surface, curb, gutter, sidewalk, street light conduit, sewer and water. In addition, the cul-de-sac bulb shall be constructed with a minimum 84 foot diameter paved surface 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;
  5. Upon submittal of a Development Engineering Plan application, construction plans for Haugo Drive shall be submitted for review and approval showing the street 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 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;
  5. Upon submittal of a Development Engineering Plan application, construction plans for Covenant Drive shall be submitted for review and approval showing the street located in a minimum 52 foot wide right-of-way with a minimum 26 foot wide paved surface, curb, gutter, sidewalk, street light conduit, sewer and water. In addition, the cul-de-sac bulb shall be located in a minimum 104 foot diameter right-of-way with a minimum 84 foot diameter paved surface 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;
  6. Upon submittal of a Development Engineering Plan application, the construction plans for Covenant Drive shall provide a turnaround every 600 feet as per Section 2.13.2 of the Infrastructure Design Criteria Manual or prior to submittal of a Final Plat application, a Covenant Agreement shall be submitted for recording at the Register of Deed's Office to ensure that residential fire sprinkler protection is designed and installed as per NFPA 13D throughout all new residential structures;
  7. Upon submittal of a Development Engineering Plan application, construction plans for Catron Boulevard shall be submitted for review and approval showing the construction of curb, gutter, sidewalk, street light conduit, sewer 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;

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8. 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;
9. 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;
10. 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;
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. Upon submittal of a Development Engineering Plan application, a cost estimate of the required subdivision improvements shall be submitted for review and approval;
13. Prior to submittal of a Final Plat application, the plat document shall be revised to show the recording information for the previously vacated section line highway located along the south lot line of the property;
14. Upon submittal of a Final Plat application, a maintenance and perpetual ownership agreement shall be submitted for review and approval for any drainage structures and other related surface or underground drainage improvements. In addition, the approved agreement shall be recorded at the Register of Deed's Office with the Final Plat;
15. 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,
16. 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 to create 18 residential lots. The lots range in size from 0.21 acres to 0.62 acres and are to be known as Lots 1 through 18, Bella Vista Estates.

The property is located South of Catron Boulevard at the northern terminus of Covenant Drive. 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.

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**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. In addition, the City's Future Land Use Plan identifies the appropriate use of the property as Low Density Neighborhood. The proposed lots meet the minimum lot size requirement of the Low Density Residential District and are in compliance with the City's Future land Use Plan.

**Easement:** A 52 foot wide "Temporary Turnaround and Future Right-of-way Easement" extends through the property serving as access to an adjacent lot known as Lot 1 of Potts Subdivision. The Preliminary Subdivision Plan identifies providing an alternate access to the adjacent property. Prior to submittal of a Development Engineering Plan application, the applicant must coordinate with the property owner(s) of Lot 1, Potts Subdivision to relocate the existing easement or the plat document must show the easement being retained in its current location. Leaving the easement in its current location will require that the plat be revised reconfiguring the lots to ensure that a building envelope exists on each lot and to avoid a street, Covenant Drive, along the front lot line and an access easement along the rear lot line. Creating lots with roads adjacent to both the front and rear yard is not a desirable design. Written documentation indicating concurrence from the property owners of Lot 1, Potts Subdivision must be submitted with the Development Engineering Plan application if the easement is relocated.

The easement is designed as a cul-de-sac street and is classified as a lane place street requiring that it be constructed with a minimum 24 foot wide paved surface, curb, gutter, sidewalk, street light conduit, sewer and water. In addition, the cul-de-sac bulb must be constructed with a minimum 84 foot diameter paved surface 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.

**Catron Boulevard:** Catron Boulevard is located along the north lot line of the property and is classified as a principal arterial street on the City's Major Street Plan requiring that the street be located in 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 dual water mains. Currently, Catron Boulevard is constructed to principal arterial street standards with the exception of sidewalk, street light conduit, curb, gutter, sewer and a second water main. Upon submittal of a Development Engineering Plan application, construction plans for Mount Rushmore 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 document must be submitted with the Development Engineering Plan application.

**Haugo Drive/Covenant Drive:** Haugo Drive and Covenant Drive extend from Catron Boulevard and serve as access to the property. The streets are classified 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, sewer and water. Upon submittal of a Development Engineering Plan application, construction plans for Haugo Drive and Covenant Drive 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

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must be submitted with the Development Engineering Plan application.

The design of Haugo Drive and Covenant Drive creates an approximate 1,500 foot long dog-leg cul-de-sac street. Section 2.13.2 of the Infrastructure Design Criteria Manual states that an intermediate turnaround must be provided at intervals not exceeding 600 feet along a cul-de-sac street. Section 2.13.3 also states that if the length of a cul-de-sac street in a residential development exceeds 600 feet, covenants shall be placed on any development requiring residential fire sprinkler systems be installed. As such, upon submittal of a Development Engineering Plan application, the construction plans for Covenant Drive must provide a turnaround every 600 feet as per Section 2.13.2 of the Infrastructure Design Criteria Manual or prior to submittal of a Final Plat application, a Covenant Agreement must be submitted for recording at the Register of Deed's Office to ensure that residential fire sprinkler protection is designed and installed as per NFPA 13D throughout all new residential structures as per Section 2.13.3.

Water: 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 provided as needed.

Sewer: 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 in conformance with the Infrastructure Design Criteria Manual. In addition, easements must be provided as needed.

Drainage: The property is located in 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.

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

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public improvements. Staff recommends that prior to approval of the Development Engineering Plan application, a Development Agreement be entered into with the City for additional stormwater control improvements if needed.

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.