

STAFF REPORT
April 21, 2016

No. 16PL024 - Preliminary Subdivision Plan

ITEM 2

GENERAL INFORMATION:

APPLICANT	Tony Marshall - Park Hill Development Inc.
AGENT	Sperlich Consulting, Inc.
PROPERTY OWNER	Park Hill Development, Inc.
REQUEST	No. 16PL024 - Preliminary Subdivision Plan
EXISTING LEGAL DESCRIPTION	A portion of the unplatted balance of the N1/2 of the NE1/4 of the SE1/4 and a portion of the unplatted balance of the SE1/4 of the NE1/4 less right-of-way, located in the NE1/4 of the SE1/4 and the SE1/4 of the NE1/4 of Section 7, T1N, R8E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Proposed Lots 1 thru 11 of Block 1 and Lots 1 thru 12 of Block 2 of Park Hill Subdivision No. 7
PARCEL ACREAGE	Approximately 8.92 acres
LOCATION	West of the intersection of Sydney Drive and Bridge View Drive
EXISTING ZONING	Medium Density Residential District
FUTURE LAND USE DESIGNATION	Urban Neighborhood
SURROUNDING ZONING	
North:	Medium Density Residential District - General Commercial District - Light Industrial District
South:	Medium Density Residential District - Light Industrial District
East:	Light Industrial District - General Commercial District
West:	Medium Density Residential District
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	March 7, 2016
REVIEWED BY	Vicki L. Fisher / Dan Kools

RECOMMENDATION:

Staff recommends that the Preliminary Subdivision Plan be **continued to the May 5, 2016**

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Planning Commission meeting at the applicant's request.

GENERAL COMMENTS:

(Update, April 12, 2016. All revised and/or added text is shown in bold print.) This item was continued at the April 7, 2016 Planning Commission meeting at the applicant's request. The applicant has submitted a revised grading plan for the southern area of the property and noted that the Preliminary Subdivision Plan and associated Vacation of Right-of-way petition may be revised as a result of the revised grading plan. Please note that no other part of this Staff Report has been changed. The applicant has submitted a Preliminary Subdivision Plan application to create 22 residential lots leaving an unplatted non-transferable balance. The lots are to be sized 0.15 acres to 0.39 acres and are to be known as Park Hill Subdivision No. 7.

The applicant has also submitted a Vacation of Right-of-way request (File #16VR001) to vacate a portion of Wilma Street as it abuts the property. In addition, the applicant has submitted a proposed H Lot (File #PW032916-07) to secure legal access to the northern portion of Wilma Street until such time as Pendleton Drive is dedicated as shown on this Preliminary Subdivision Plan.

The property is located approximately 350 feet east of the intersection of E. Oakland Street and Sydney Drive, along the north side of Sydney 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.

STAFF REVIEW:

Staff has reviewed the Preliminary Subdivision Plan and has noted the following considerations:

Zoning: The property is zoned Medium Density Residential District requiring a minimum 6,500 square foot lot size for a single family residence. All of the lots included in this Preliminary Subdivision Plan application meet the minimum lot size requirement. However, the plat also identifies a "future" lot to be platted directly north of Lot 10, Block 1 with a lot size of 0.14 acres or 6,098.4 square feet. Slightly shifting the lot lines along Block 1 would allow all of the lots, including the "future" lot, to meet the minimum lot size requirement. As such, prior to submittal of a Development Engineering Plan application, the plat document must be revised to ensure that the "future" lot has a minimum lot size of 6,500 square feet pursuant to the Rapid City Municipal Code.

Master Plan: The applicant has submitted a Master Plan showing the property being platted in three phases as follows:

Phase One: Vacate Wilma Street right-of-way as it abuts the property and create Lots 1-6 of Block 1 and Lots 1-6 of Block 2;

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Phase Two: Create Lots 7-13 of Block 1 and Lots 7-12 of Block 2; and

Phase Three: Create 8 additional lots within the unplatted balance and construct Wilma Street right-of-way abutting this portion of the property.

Staff has noted that the Master Plan does not match what is proposed on the Preliminary Subdivision Plan or the construction plans. As such, prior to submittal of a Development Engineering Plan application, the proposed Master Plan must be revised to match the two other documents as identified.

Pendleton Drive: Pendleton Drive extends north from Sydney Drive to serve as access to the proposed lots. Pendleton Drive is a 1,200 foot long dead-end street with a hammerhead turnaround located approximately 960 feet north of Sydney Drive. The street is classified as a local street requiring that it be 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. Upon submittal of a Development Engineering Plan application, construction plans for Pendleton 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 must be submitted with the Development Engineering Plan application. In addition, upon submittal of a Development Engineering Plan application, turning movements within the proposed hammerhead turnaround must be demonstrated on the plans to ensure that the design supports the largest emergency vehicles.

Pendleton Drive will serve as exclusive access to 22 lots. Section 2.13.1 of the Infrastructure Design Criteria Manual states that a dead end street (cul-de-sac street) shall not serve more than 20 housing units. As such, upon submittal of a Development Engineering Plan application, the plat document must be revised to reduce the number of proposed lots along a dead end street from 22 lots to 20 lots pursuant to Section 2.13.1 of the Infrastructure Design Criteria Manual 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. The Fire Department has indicated that they could support the Exception to allow 22 lots along a dead end street if a Covenant Agreement is 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.

Wilma Street: Wilma Street is located along the east lot line of the property and is classified as a local street requiring that it be 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. As previously noted, the applicant has submitted a Vacation of Right-of-way request to vacate this portion of Wilma Street. Prior to submittal of a Development Engineering Plan application, the street must be vacated as proposed or upon submittal of a Development Engineering Plan application, construction plans for Wilma Street 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.

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Drainage: The property is located within the Meade Hawthorne Drainage Basin. Upon submittal of a Development Engineering Plan application, a drainage plan report prepared by a Registered Professional Engineer as per the Infrastructure Design Criteria Manual must be submitted for review and approval. The drainage plan and report must address storm water quantity control and storm water quality treatment in conformance with the Infrastructure Design Criteria Manual and the Rapid City Municipal Code. In addition, easements must be provided as needed.

Water: The proposed lots are located in the Low Level Water Zone which serves elevations of 3,100 feet to 3,300 feet. Static pressures in this development are approximately 85 psi. As such, pressure reducing valves (PRV's) will be required on all water services within the development.

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.

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.

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.

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