STAFF REPORT  
May 5, 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   Urban Neighborhood
DESIGNATION      

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 approved with the following
stipulations:

1. Prior to submittal of a Development Engineering Plan application, the construction drawings shall be revised to address redlined comments or an Exception shall be obtained to the Infrastructure Design Criteria Manual or the Standard Specifications for each comment. A copy of the approved Exception shall be submitted with the Development Engineering Plan application. In addition, the redlined comments shall be returned with the Development Engineering Plan application;

2. Prior to approval of the Development Engineering Plan application, 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. Prior to submittal of a Development Engineering Plan application, the proposed Master Plan shall be revised to match the proposed plat layout and the construction plan lot layout;

4. Upon submittal of a Development Engineering Plan application, construction plans for Pendleton Drive shall be submitted for review and approval showing the street 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 or an Exception shall be obtained. If an Exception is obtained, a copy of the approved Exception shall be submitted with the Development Engineering application;

5. Upon submittal of a Development Engineering Plan application, construction plans for Wilma Street shall be submitted for review and approval showing the street 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 or an Exception shall be obtained or the street shall be vacated. If an Exception is obtained, a copy of the approved Exception shall be submitted with the Development Engineering application;

6. 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;

7. 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;

8. Upon submittal of a Development Engineering Plan application, the plat document shall be revised to reduce the number of proposed lots along a dead end street
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from 22 lots to 20 lots pursuant to Section 2.13.1 of the Infrastructure Design Criteria Manual 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;

9. Upon submittal of a Development Engineering Plan application, turning movements within the proposed hammerhead turnaround shall be demonstrated on the plans to ensure that the design supports the largest emergency vehicles;

10. Upon submittal of a Development Engineering Plan application, a drainage plan and report prepared by a Registered Professional Engineer shall be submitted for review and approval. The drainage plan and report shall 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 shall be provided as needed;

11. Upon submittal of the Development Engineering Plan application, the plat document shall be revised to show the existing Major Drainage Easement located in Pendleton Drive being vacated or the easement shall be vacated by miscellaneous document and the recording information shall be included on the Final Plat;

12. Upon submittal of the Development Engineering Plan application, the plat document shall be revised to show all of Tract 1 as a Major Drainage Easement;

13. 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;

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

15. Upon submittal of a Final Plat application, a Covenant Agreement shall be submitted for recording identifying maintenance and ownership of any proposed drainage elements. In addition, the plat document shall be revised to show all drainage improvements located within a Major Drainage Easement;

16. 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,

17. 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:

(Update, April 27, 2016. All revised and/or added text is shown in bold print.) This item was continued at the April 21, 2016 Planning Commission meeting at the applicant’s request. The applicant has subsequently submitted a revised plat document creating Tract 1 at the southern end of the property between Pendleton Drive and Wilma Street. Staff has noted that Tract 1 will serve as a regional drainage facility. As such, the entire Tract must be identified as a Major Drainage Easement. In addition, the existing Major Drainage Easement located in the proposed right-of-way for Pendleton Drive must be vacated on the plat document or vacated by miscellaneous document and the recording information must be included on the Final
Plat.

(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.

(Update, April 27, 2016) The revised plat document shows the “future” lot to be platted with a lot size of 0.15 acres, which is 6,534 square feet meeting the minimum lot size requirement in the Medium Density Residential District for a single family residence.
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;

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.

**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.