

STAFF REPORT  
February 18, 2021

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**No. 20PL084 - Preliminary Subdivision Plan**

**ITEM 2**

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GENERAL INFORMATION:

APPLICANT	Tony Marshall - Park Hill Development Inc.
AGENT	Longbranch Civil Engineering, Inc.
PROPERTY OWNER	Park Hill Development Inc.
REQUEST	<b>No. 20PL084 - Preliminary Subdivision Plan</b>
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 Section 7, T1N, R8E, BHM, Rapid City Pennington County, South Dakota (28 residential lots)
PROPOSED LEGAL DESCRIPTION	Proposed Tract 1 and Lots 1 thru 8 of Block 1, Lots 1 thru 20 of Block 2 of Park Hill Subdivision No. 7
PARCEL ACREAGE	Approximately 7.95 acres
LOCATION	North of Sydney Drive and west of Bridge View Drive
EXISTING ZONING	Medium Density Residential District
FUTURE LAND USE DESIGNATION	Urban Neighborhood
SURROUNDING ZONING	
North:	Medium Density Residential District
South:	Medium Density Residential District
East:	General Commercial District - Light Industrial District
West:	Medium Density Residential District
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	October 30, 2020
REVIEWED BY	Vicki L. Fisher / Dan Kools

RECOMMENDATION:

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

1. Upon submittal of a Development Engineering Plan application, construction plans for Pendleton Drive shall be submitted for review and approval pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual for a local street or shall meet criteria for obtaining

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an Exception. In addition, the cul-de-sac bulb shall be constructed pursuant to Table 2-4 of the Infrastructure Design Criteria Manual or shall meet criteria for obtaining an Exception. If Exception(s) are obtained, a copy of the approved document(s) shall be submitted with the Development Engineering Plan application;

2. Upon submittal of a Development Engineering Plan application, a cost estimate for the required subdivision improvements shall be submitted for review and approval;
3. Prior to approval of the Development Engineering Plan application, a Development Agreement shall be entered into with the City for all public improvements;
4. Prior to approval of the Development Engineering Plan application, engineering design reports (in part to include water, sewer, drainage, and pavement) required for construction approval shall be accepted and agreements required for construction approval shall be executed pursuant to Chapter 1.15 of the Infrastructure Design Criteria Manual. 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;
5. Prior to approval of the Development Engineering Plan application, approval from the South Dakota Department of Environment and Natural Resources shall be secured;
6. Prior to approval of the Development Engineering Plan application, any necessary off-site easements shall be recorded;
7. Upon submittal of a Final Plat application, an agreement shall be submitted for recording securing ownership and maintenance of any proposed drainage elements. In addition, Major Drainage Easements shall be dedicated for all drainage improvements;
8. 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,
9. Prior to the City's acceptance of the public improvements, a warranty surety shall be submitted for review and approval as required.

**GENERAL COMMENTS:**

The applicant has submitted a Preliminary Subdivision Plan to create 28 residential lots and a drainage lot. In particular, the Preliminary Subdivision Plan proposes to create 14 townhome lots, 8 duplex lots, 5 single-family residential lots, 1 multi-family lot and a 0.361-acre drainage lot. The lots range in size from .098 acres to 2.180 acres and are a part of the Park Hill Subdivision No. 7 development.

The property is located approximately 300 feet east of the intersection of E. Oakland Street and Sydney Drive, north 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.

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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 Medium Density Residential District which supports single family, townhome, duplex and multi-family development. In addition, the proposed lot sizes meet the minimum lot size requirement for each of the proposed uses.

The City's Future Land Use Plan identifies the appropriate use of the property as Urban Neighborhood. The Urban Neighborhood designation supports a range of medium to high-density housing types as proposed. As such, the Preliminary Subdivision Plan is in compliance with the City's Comprehensive Plan.

**Sydney Drive:** Sydney Drive is located along the south lot line of the property and is classified as a local street. The street is currently constructed in compliance with the Infrastructure Design Criteria Manual. As such, no additional improvements to Sydney Drive is required as a part of this plat.

**Pendleton Drive:** The proposed plat identifies Pendleton Drive extending north from Sydney Drive to provide access to each of the proposed lots. The applicant's Master Plan identifies Pendleton Drive extending further north connecting with Wilma Avenue as a part of Phase Two of the development. As a part of this phase of the development, the applicant is proposing to construct a cul-de-sac bulb at the western terminus of Pendleton Drive which will function as an intermediate turnaround when the street is extended in the future. Pendleton Drive is classified as a local street requiring that it be located in a minimum 52-foot wide right-of-way and constructed pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual. In addition, the cul-de-sac bulb must be constructed pursuant to Figure 2-4 of the Infrastructure Design Criteria Manual. Upon submittal of a Development Engineering Plan application, construction plans must be submitted for review and approval as identified or must meet criteria for obtaining an Exception. If an Exception is obtained, a copy of the approved document must be submitted with the Development Engineering Plan application.

**Water:** The proposed lots are located in the Low Level Water Zone which serves elevations of 3,100 feet to 3,300 feet. The elevation of the proposed development is approximately 3,215 feet. An 8-inch water main currently exists in the Sydney Drive right-of-way. 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:** An 8-inch sewer main currently exists in the Sydney Drive right-of-way. 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.

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Drainage: The property is located in the Meade Hawthorne Drainage Basin. The drainage basin plan does not identify any detention elements in the vicinity of the proposed project. Drainage must be detained to pre-development rates. A concrete drainage pan/channel exists along the south lot line of proposed Lot 1 that conveys drainage from the development to the west of the site and discharges into storm sewer at the intersection of Sydney Drive and proposed Pendleton Drive. Some of the lots appear to be lower in elevation than the proposed street grades. Due to the grades and lack of inlets in the street, the 100-year storm event must be contained within the right-of-way. The depth of water over the gutter flow line must be lower than the usually allowable 18 inches. 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 as identified above. The drainage system evaluation must also address all discharge points for post versus pre-developed run-off.

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.

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