

STAFF REPORT  
June 10, 2021

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**No. 21PL050 - Preliminary Subdivision Plan**

**ITEM 3**

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GENERAL INFORMATION:

APPLICANT	ZCO Incorporated
AGENT	Longbranch Civil Engineering, Inc.
PROPERTY OWNER	ZCO Incorporated
REQUEST	<b>No. 21PL050 - Preliminary Subdivision Plan</b>
EXISTING LEGAL DESCRIPTION	A portion of Tract 1 of the E1/2 of Section 16, T1N, R8E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION	Lot 39 thru Lot 46 of Block 10; Lot 22 through Lot 31 of Block 11; Lot 2 thru Lot 15 of Block 12; Lot 5 thru Lot 9 of Block 14; Lot 5 and Lot 10 thru Lot 12 of Block 15; Lot 12 thru Lot 37 of Block 16; Lot 1 thru Lot 9 of Block 17; and Lot 1 thru Lot 15 of Block 18 of Elks Country Estates
PARCEL ACREAGE	Approximately 35.2 acres
LOCATION	Southeast of the intersection of Augusta Drive and Willowbend Road
EXISTING ZONING	Low Density Residential District II (Planned Development)
FUTURE LAND USE DESIGNATION	Urban Neighborhood
SURROUNDING ZONING	
North:	Low Density Residential District II (Planned Development) - General Agricultural District
South:	General Agricultural District - Low Density Residential District (Planned Development Designation)
East:	General Agricultural District (Pennington County)
West:	Low Density Residential District II (Planned Development)
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	May 12, 2021
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 E.

STAFF REPORT  
June 10, 2021

---

**No. 21PL050 - Preliminary Subdivision Plan**

**ITEM 3**

---

Minnesota Street, a minor arterial street, shall be submitted for review and approval showing the street located in a minimum 100-foot wide right-of-way and constructed pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual or shall meet criteria for obtaining an Exception. If an Exception is obtained, a copy of the approved document shall be submitted with the Development Engineering Plan application;

2. Upon submittal of a Development Engineering Plan application, construction plans for Jolly Lane, a collector street, shall be submitted for review and approval showing the street located in a minimum 68-foot wide right-of-way and constructed pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual or shall meet criteria for obtaining an Exception. If an Exception is obtained, a copy of the approved document shall be submitted with the Development Engineering Plan application;
3. Upon submittal of a Development Engineering Plan application, construction plans for Titleist Drive, Augusta Drive, Callaway Drive and Taylor Made Drive, local streets, shall be submitted for review and approval showing the streets located within a minimum 52-foot wide right-of-way and constructed pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual or shall meet criteria for obtaining an Exception. An additional 10 feet of right-of-way shall be dedicated along the first 200 feet of Augusta Drive and Jolly Lane and along Callaway Drive as it abuts Lot 1, Block 18 and the Drainage Lot as they extend north from E. Minnesota Street. If Exception(s) are obtained, a copy of the approved document(s) shall be submitted with the Development Engineering Plan application;
4. Upon submittal of a Development Engineering Plan application, construction plans for Ping Drive, a local cul-de-sac street, shall be submitted for review and approval showing the street located within a minimum 52-foot wide right-of-way and constructed pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual or shall meet criteria for obtaining 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;
5. Upon submittal of a Development Engineering Plan application for Phase 9 and/or 10, construction plans for the section line highway, a local street, shall be submitted for review and approval showing the streets located within a minimum 52-foot wide right-of-way and constructed pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual or shall meet criteria for obtaining an Exception or the section line highway shall be vacated. If Exception(s) are obtained, a copy of the approved document(s) shall be submitted with the Development Engineering Plan application;
6. Upon submittal of a Development Engineering Plan application, a cost estimate for the required subdivision improvements shall be submitted for review and approval;
7. Prior to approval of the Development Engineering Plan application, a Development Agreement shall be entered into with the City for all public improvements;
8. 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, 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;
9. Prior to approval of the Development Engineering Plan application, approval from the

STAFF REPORT  
June 10, 2021

---

**No. 21PL050 - Preliminary Subdivision Plan**

**ITEM 3**

---

- South Dakota Department of Agriculture and Natural Resources shall be secured;
10. Prior to submittal of the Development Engineering Plan application, the developer shall confirm that there is adequate capacity in the downstream Jolly Lane lift station;
  11. Prior to approval of the Development Engineering Plan application, any necessary off-site easements shall be recorded;
  12. Prior to submittal of a Final Plat application, a Major Amendment to the Final Planned Development Overlay shall be submitted for review and approval;
  13. Upon submittal of a Final Plat application, an agreement shall be submitted for recording securing ownership and maintenance of any propose drainage elements or non-buildable lots. In addition, Major Drainage Easements shall be dedicated for the proposed drainage improvements;
  14. 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,
  15. 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 application to create 100 residential lots and a drainage lot. The residential lots will range in size from 0.20 acres to 0.89 acres. The proposed subdivision is a part of the Elks Country Estates development and is proposed to be developed in 7 phases.

The property is located southeast of the intersection of Augusta Drive and Willowbend Road. 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 low Density Residential District II with a Final Planned Development Overlay. The original Final Planned Development Overlay was approved in 1992. However, this lot layout is significantly different that the original proposal. As such, prior to submittal of a Final Plat application, a Major Amendment to the Final Planned Development Overlay must be submitted for review and approval.

The City's Future Land Use Plan identifies the appropriate use of the property as Urban Neighborhood which supports a range of housing types. As such, the proposed development is in compliance with the City's Comprehensive Plan.

**E. Minnesota Street:** E. Minnesota Street is identified as a minor arterial street on the City's Major Street Plan requiring that it be located in a minimum 100-foot wide right-of-way and

STAFF REPORT  
June 10, 2021

---

**No. 21PL050 - Preliminary Subdivision Plan**

**ITEM 3**

---

constructed with a minimum 36-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 minor arterial street must be submitted for review and approval showing the street located in a minimum 68-foot wide right-of-way and constructed pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual 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.

Jolly Lane: Jolly Lane is identified as a collector street on the City's Major Street Plan requiring that it be located in a minimum 68-foot wide right-of-way and constructed with a minimum 34-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 collector street must be submitted for review and approval showing the street located in a minimum 68-foot wide right-of-way and constructed pursuant to Figure 2-1 of the Infrastructure Design Criteria Manual 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.

Local Streets: Titleist Drive, Augusta Drive, Taylor Made Drive, Callaway Drive and Ping Drive 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, water and sewer. In addition, Ping Drive is a cul-de-sac street. As such, the cul-de-sac bulb must be constructed in compliance with 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.

Section Line Highway: A section line highway abuts the east lot line of Phase 9 and 10 of the proposed development. The section line highway is classified as a local street requiring that it 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, water and sewer. Upon submittal of a Development Engineering Plan application for Phase 9 and/or 10, construction plans must be submitted for review and approval as identified or must meet criteria for obtaining an Exception or the section line highway must be vacated. 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 3,100 feet to 3,200 feet. There is an 8-inch water main in Ping Drive, Augusta Drive and Callaway Drive, a 12-inch water main in Jolly Lane and a 16-inch water main stubbed in the E. Minnesota Street right-of-way near the southwest corner of the property. The water main will need to be looped into the E. Minnesota Street water main.

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

STAFF REPORT  
June 10, 2021

---

**No. 21PL050 - Preliminary Subdivision Plan**

**ITEM 3**

---

demonstrate that the water service is adequate to meet estimated domestic flows and required fire flows to support the proposed development. Easements must also be provided as needed.

Please note that the applicant may request an oversize cost for the 16-inch water main. This request must be acted upon by City Council prior to approval of the Development Engineering Plan application.

Sewer: An 8-inch sewer main is located in Ping Drive, Augusta Drive and Callaway Drive, respectively. A 10-inch sewer main is located in Jolly Lane. An 18-inch sewer main currently exists in E. Minnesota Street 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, the developer must confirm that there is adequate capacity in the downstream Jolly Lane lift station. Easements must also be provided as needed.

Drainage: The property is not located within a drainage basin defined by the City. There is some storm sewer located in Callaway Drive and future Callaway Drive in the vicinity of the proposed drainage lot.

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. Easements must also 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 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.