GENERAL INFORMATION:

APPLICANT: Redrock Apartments LLC
AGENT: Renee Catron - KTM Design Solutions, Inc.
PROPERTY OWNER: Redrock Apartments LLC
REQUEST: No. 21PL065 - Preliminary Subdivision Plan
EXISTING LEGAL DESCRIPTION: Lot B of Red Rock Shadows Subdivision, located in Section 29, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION: Proposed Lots 1A thru 12B of Block 2 of Red Rock Shadows Subdivision
PARCEL ACREAGE: Approximately 6.35 acres
LOCATION: Southeast of the intersection of Portrush Road and Muirfield Drive
EXISTING ZONING: Low Density Residential District - Office Commercial District
FUTURE LAND USE DESIGNATION: Low Density Neighborhood/Urban Neighborhood
SURROUNDING ZONING:
North: Low Density Residential District (Planned Development) - General Agricultural District
South: Planned Unit Development (Pennington County)
East: Low Density Residential District (Planned Development) - Suburban Residential District (Pennington County)
West: Low Density Residential District - General Agricultural District
PUBLIC UTILITIES: City sewer and water
DATE OF APPLICATION: June 24, 2021
REVIEWED BY: Vicki L. Fisher / Todd Peckosh

RECOMMENDATION:
Staff recommends that the Preliminary Subdivision Plan be approved with stipulations:
1. Upon submittal of a Development Engineering Plan application, the lot layout shall be
revised to ensure that all lots will have compliant driveways for corner clearances. In addition, the lot lines shall be revised to be perpendicular to the street right-of-way where shared driveways will be required;

2. Upon submittal of a Development Engineering Plan application, a plat document shall be submitted for review and approval identifying the existing right-of-way for Portrush Road and Muirfield Drive and the dedication of additional right-of-way if necessary to meet the minimum width of 68 feet pursuant to the Infrastructure Design Criteria Manual;

3. Upon submittal of a Development Engineering Plan application, construction plans for Road I and Road 2 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 an Exception. In addition, the cul-de-sac bulb(s) at the street terminus 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;

4. Prior to submittal of a Development Engineering Plan application, an Exception shall be obtained to allow 24 dwelling units on a cul-de-sac street in lieu of a maximum of 20 dwelling units or the plat document shall be revised accordingly. If an Exception is obtained, then upon submittal of a Final Plat application, a Covenant Agreement shall be entered into with the City to ensure that fire suppression systems are installed in all residential structures. The system design and installation shall meet the system requirements of NFPA 13, 13R and 13D, as applicable;

5. Prior to submittal of a Development Engineering Plan application, proposed street names for Road 1 and Road 2 shall be submitted to the Emergency Services Communication Center for review and approval. In addition, the construction plans shall identify the approved street names;

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, 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;

9. Prior to approval of the Development Engineering Plan application, approval from the South Dakota Department of Environment and Natural Resources shall be secured;

10. Prior to approval of the Development Engineering Plan application, any necessary off-site easements shall be recorded;

11. Upon submittal of a Final Plat application, an agreement shall be submitted for recording securing ownership and maintenance of the existing drainage pond and any other drainage elements created with the proposed development. In addition, Major Drainage Easements shall be dedicated for all drainage improvements;

12. 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,
13. 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 24 townhome lots leaving a non-transferable balance. The lots will range in size from 0.16 acres to 0.33 acres and will be known as “Red Rock Shadows Subdivision”.

The property is located in the southeast corner of the Portrush Road and Muirfield Drive intersection. Currently the property is void of any structural development. A 149-unit apartment building is being constructed on the non-transferable balance as noted above. The applicant should be aware that the non-transferable balance must be platted prior to transfer of ownership.

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. The Low Density Residential District II requires a minimum lot size of 4,000 square feet for a townhome development. All of the proposed lots exceed the minimum lot size requirement.

A small area of the property along Portrush Road is identified as Low Density Neighborhood on the City’s Future Land Use Plan. The balance of the property is identified as Urban Neighborhood. Both designations support the Low Density Residential II zoning designation and the development of townhome lots. As such, the proposed plat is in compliance with the City’s Comprehensive Plan.

Road 1 and Road 2: The applicant’s lot layout identifies “Road 1”, a cul-de-sac, street, extending south from Portrush Road to serve 10 townhome lots. “Road 2”, also a cul-de-sac street, extends west from “Road 1” to serve the balance of the proposed lots. As a result of this design, 24 lots will be accessed via the cul-de-sac street(s) with one point of access from Portrush Road. Section 2.13.1 of the Infrastructure Design Criteria Manual states that a cul-de-sac street shall not serve more than 20 housing units. As such, prior to submittal of a Development Engineering Plan application, an Exception must be obtained to allow 24 housing units on a cul-de-sac street in lieu of a maximum of 20 or the plat document must be revised accordingly. The Fire Department has indicated that if an Exception is granted then upon submittal of a Final Plat application, a Covenant Agreement must be entered into with the City to ensure that fire suppression systems are installed in the proposed residential structures. The system design and installation shall meet the system requirements of NFPA
Portrush Road and Muirfield Drive: Portrush Road is located directly north of the subject property and Muirfield Drive is located directly west of the subject property. Both streets are classified as collector streets on the City’s Major Street Plan requiring that they be located within 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, a plat document must be submitted for review and approval identifying the existing right-of-way for Portrush Road and Muirfield Drive and the dedication of additional right-of-way if necessary to meet the minimum width of 68 feet pursuant to the Infrastructure Design Criteria Manual.

Water: The proposed lots are located in the Red Rocks Water Zone which serves elevations of 3,680 feet to 3,920 feet. The elevation of the propose development is approximately 3,380. There is an existing 12-inch water main in Portrush Road and an 8-inch water main in Muirfield Drive. 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 is located in Portrush Road, east of Ainsdale Court. A sewer main also extends across this property from Ainsdale Court to the south to provide service to the apartment buildings located on the non-transferable balance. This sewer system has not yet been accepted by the City. No sewer currently exists in Portrush west of Ainsdale Court or in Muirfield Drive. 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 Red Rock 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. The report must show that the drainage is being detained to pre-development rates and must identify the Drainage Basin Elements in the project area. The drainage system evaluation must also address all discharge points for post versus pre-developed run-off and determine whether storm sewer will be required in the street. In addition, easements must be dedicated 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.