STAFF REPORT
December 9, 2021

No. 21PL106 - Preliminary Subdivision Plan

ITEM 2

GENERAL INFORMATION:

APPLICANT: SSST, LLC
AGENT: Renee Catron - KTM Design Solutions, Inc.
PROPERTY OWNER: Dennis Zandstra Real Estate Holdings
REQUEST: No. 21PL106 - Preliminary Subdivision Plan
EXISTING LEGAL DESCRIPTION: A portion of the NW1/2 of the NW1/4 less Elks Crossing, located in Section 21, T1N, R8E, BHM, Pennington County, South Dakota
PROPOSED LEGAL DESCRIPTION: Proposed Lot 2 and 3 of Block 13, Lots 8 thru 14 of Block 14, Lots 8 thru 13 of Block 15, Lots 1 thru 7 of Block 18, Lot 1 and Lot 2 of Block 19 of Elks Crossing
PARCEL ACREAGE: Approximately 9.6 acres
LOCATION: South of the intersection of Pahlmeyer Drive and Caymus Drive
EXISTING ZONING: General Agricultural District (Pennington County)
FUTURE LAND USE DESIGNATION: Urban Neighborhood
SURROUNDING ZONING
  North: Low Density Residential District II
  South: General Agricultural District (Pennington County)
  East: General Agricultural District (Pennington County)
  West: General Agricultural District - Heavy Industrial District
PUBLIC UTILITIES: City of Rapid City Water and Sewer
DATE OF APPLICATION: October 8, 2021
REVIEWED BY: Kip Harrington / 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, the redline comments shall be addressed. In addition, the redline comments shall be returned with the Development Engineering Plan application. The revised plans shall be to a readable scale;
2. 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;

3. Upon submittal of a Development Engineering Plan application, construction plans for Pahlmeyer Drive, a local street, shall be submitted for review and approval 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;

4. Upon submittal of a Development Engineering Plan application, construction plans for Papillon Drive, a local street, shall be submitted for review and approval 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;

5. Upon submittal of a Development Engineering Plan application, construction plans for Court A, a local street, shall be submitted for review and approval 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;

6. 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 shall be submitted for review and approval if subdivision improvements are required. In addition, an Erosion and Sediment Control Permit must be obtained prior to any construction;

7. 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;

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

9. The proposed plat shall be allowed as a phased development with all subdivision improvements needed to support a particular phase included in the construction plans for that phase;

10. Prior to submittal of a Final Plat application, that portion of the property located outside of the City limits shall be annexed;

11. Prior to submittal of a Final Plat application, the property shall be rezoned from No Use District to Low Density Residential II District as proposed in order to support the proposed residential development;

12. Prior to submittal of a Final Plat application, proposed street names shall be submitted to the Emergency Services Communication Center for review and approval. In addition, the approved street names shall be shown on the plat document;

13. Upon submittal of a Final Plat application, surety for any required subdivision improvements that have not been completed shall be posted and the subdivision
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inspection fees shall be paid; and,

14. 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:

The applicant has submitted a Preliminary Subdivision Plan application to create 24 residential lots, leaving an unplatted balance. The lots range in size from 0.24 acres to 0.96 acres and are a part of the Elks Crossing residential development.

The applicant has also submitted an Annexation Petition (File #21AN003) to annex a portion of the subject property, 40 acres, into the city limits of Rapid City. In addition, the applicant has submitted an associated Rezoning application to change the zoning of the property from No Use District to Low Density Residential District II (File #21RZ024-40 acres).

The property is located south and east of the intersection of Pahlmeyer Drive and Caymus 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:

Annexation/Zoning: A portion of the property consisting of 3.95 acres included in the proposed Preliminary Subdivision Plan is currently located inside the City limits and is zoned Low Density Residential II District. The balance of the property, or 5.65 acres, is currently located outside of the City limits. Pursuant to City regulations, this area must be annexed into the City limits of Rapid City prior to submittal of a Final Plat application. Upon annexation, the property will be zoned No Use District. As previously noted, the applicant has submitted a Rezoning application to change the zoning designation of this portion of the property from No Use District to Low Density Residential District II. Prior to submittal of a Final Plat application, the property must be rezoned as proposed in order to support the proposed residential development.

Master Plan: The applicant has submitted a Master Plan showing future street locations extending through the unplatted balance. Please note that approval of this Preliminary Subdivision Plan does not indicate approval of the proposed Master Plan. Staff will continue to work with the applicant to address the issues as identified as development is proposed within this area.

Pahlmeyer Drive: Pahlmeyer Drive extends south from Caymus Drive to serve as access to the western area of the property. Pahlmeyer Drive 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, sewer. Upon submittal of a Development Engineering Plan application, construction plans for Pahlmeyer 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.

**Papillon Street:** Papillon Street extends south from Caymus Drive to serve as access to the eastern area of the property. Papillon Street 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, sewer. Upon submittal of a Development Engineering Plan application, construction plans for Papillon 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.

**Court A:** Court A is identified 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, sewer and water. In addition, the cul-de-sac bulb must be located in a minimum 118 foot diameter right-of-way and constructed with a minimum 96 foot diameter paved surface. Upon submittal of a Development Engineering Plan application, construction plans for Court A must be submitted for review and approval as identified or an Exception shall be obtained. If an Exception is obtained a copy of the approved document shall be submitted with the Development Engineering Plan application.

Prior to submittal of a Final Plat application, a proposed street name for Court A must be submitted to the Emergency Services Communication Center for review and approval. In addition, the plat document must show the approved street name.

**Drainage:** The proposed development is not located within a drainage basin defined by the City. Some of the proposed lots appear to be lower in elevation than the proposed street grades. Due to the grades and the lack of storm sewer inlets in the street, the 100-year storm event shall be contained within the right-of-way. 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 for the proposed subdivision improvements. The drainage report shall address storm water quantity control and storm water quality treatment. In addition, easements must be provided as needed.

**Water:** There is an existing 8-inch water main in Papillon Drive and an existing 12-inch water main in Pahlmeyer Drive. A majority of the proposed lots are currently located outside of the City limits and operational pressure boundaries. It appears they will be located in the Low Level Water Zone which serves elevations of 3,100 feet to 3,300 feet. 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 secured as needed.
Sewer: There are existing 8-inch sewer mains in Papillon Drive and Pahlmeyer Drive. There are concerns with the downstream sanitary sewer capacity and the Jolly Lane Lift Station pumping capacity. 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 downstream sanitary sewer capacity and the Jolly Lane Lift Station pumping 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.