

STAFF REPORT
January 4, 2018

No. 17PL137 - Preliminary Subdivision Plan

ITEM 6

GENERAL INFORMATION:

APPLICANT	Tony Marshall - Park Hill Development Inc.
AGENT	Sperlich Consulting, Inc.
PROPERTY OWNER	Park Hill Development, Inc.
REQUEST	No. 17PL137 - Preliminary Subdivision Plan
EXISTING LEGAL DESCRIPTION	A portion of 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
PROPOSED LEGAL DESCRIPTION	Tract 1 and Lots 1 thru 11 of Block 1, Lots 1 thru 17 of Block 2 of Park Hill Subdivision No. 7
PARCEL ACREAGE	Approximately 7.16 acres
LOCATION	Northwest of the intersection of Sydney Drive and 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	December 8, 2017
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

STAFF REPORT
January 4, 2018

No. 17PL137 - Preliminary Subdivision Plan

ITEM 6

- 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 submittal of a Development Engineering Plan application, an Exception to allow 28 residential lots and 1 large tract along a dead end street instead of a maximum of 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;
 3. Prior to submittal of a Development Engineering Plan application, the plat document shall be revised to show a minimum of 4,000 square for each townhome lot and a minimum of 6,500 square feet for each single family residential lot or a lot size Variance shall be obtained;
 4. Upon submittal of a Development Engineering Plan application, revisions to the design report dated July 25, 2016 shall be submitted for review and approval. The design report shall be in conformance with the Infrastructure Design Criteria Manual and signed and sealed by a Professional Engineer;
 5. 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;
 6. 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;
 7. 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;
 8. 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;
 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

STAFF REPORT
January 4, 2018

No. 17PL137 - Preliminary Subdivision Plan

ITEM 6

- 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. 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;
 13. Upon submittal of a Development Engineering Plan application, a cost estimate of the required subdivision improvements shall be submitted for review and approval;
 14. Prior to submittal of a Final Plat application, a different street name for Pendleton Drive shall be submitted to the Emergency Services Center for review and approval. In addition, the approved street name shall be shown on the plat document;
 15. Prior to submittal of a Final Plat application, a note shall be placed on the plat document identifying a 6 foot wide maintenance easement along the common lot line for the townhome lots;
 16. 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;
 17. Upon submittal of a Final Plat application, copies of the recorded private utility easements located in the vacated portion of the Wilma Street right-of-way shall be submitted;
 18. 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,
 19. 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 28 residential lots and one 0.421 acre Tract identified as a Major Drainage Easement. The lots are a mix of townhome lots and single family residential lots and range in size from 3,920.4 square feet to 78,408 square feet.

On May 5/16/16, the City Council approved a similar Preliminary Subdivision Plan (File #16PL024) to subdivide the property into 22 residential lots. In addition, the City Council approved a Vacation of Right-of-way (File #16VR001) to vacate that portion of Wilma Street located adjacent to the property. The applicant has now submitted this revised Preliminary Subdivision Plan application to create 28 residential lots and one large tract as previously noted.

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

STAFF REPORT
January 4, 2018

No. 17PL137 - Preliminary Subdivision Plan

ITEM 6

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 4,000 square feet for a townhome lot and 6,500 square feet for a single family residential lot. As previously noted, the lots range in size from 3,920.4 square feet to 78,408 square feet. As such, prior to submittal of a Development Engineering Plan application, the plat document must be revised to show a minimum of 4,000 square for each townhome lot and a minimum of 6,500 square feet for each single family residential lot or a lot size Variance must be obtained.

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 28 lots and one large tract. 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 29 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 28 lots and one drainage tract 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.

The Emergency Services Communication Center has identified that another street in Rapid City is already named Pendleton Drive. As such, prior to submittal of a Final Plat application, a different street name must be submitted to the Emergency Services Center for review and approval. In addition, the approved street name shall be shown on the plat document.

STAFF REPORT
January 4, 2018

No. 17PL137 - Preliminary Subdivision Plan

ITEM 6

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.