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Planning and Zoning
108 Sherman Street
Deadwood, SD 57732



Questions Contact:
Kevin Kuchenbecker
(605) 578-2082 or
kevin@cityofdeadwood.com

Application No. _____

REQUEST FOR VARIANCE

Application Fee: \$200.00

Applicants: Please read thoroughly prior to completing this form. Only complete applications will be considered for review.

Name of Petitioner: Randy Horner Telephone: (701) 220-9686

Address: 16 Peck Street Deadwood SD 57732
Street City State Zip

Legal Description of Property: Remainder of Preacher Smith Tract (Less Lot A of the Ridge Dev.);
Lots 1 & 2, Blk 1B of the Ridge Dev. and Blk 1 and Blk 1A of the Ridge Dev, City of Deadwood
Lawrence County, South Dakota

Property Address: N/A
Street City State Zip

Description of Request: Based on prior approval of Project Plan, rural section with asphalt roads,
open ditches, and a pedestrian trail is planned, please see attached.

Appeal from Section: 16.05.020: 3. - curb and gutter, sidewalks and inlets and leads

Signature of Applicant: Randy Horner Date: 7/6/2023
DocuSigned by: 9DB3C25015A2450...

Signature of Property Owner: Randy Horner Date: 7/6/2023
DocuSigned by: 9DB3C25015A2450...

Fee: \$ _____ Paid On _____ Receipt Number _____

Legal Notice Published Date: _____ **Hearing Date:** _____

PLANNING AND ZONING ADMINISTRATOR:			
Approved/P&Z Administrator:	Yes	No	Signature: _____ Date: _____
PLANNING AND ZONING COMMISSION:			
Approved/P&Z Commission:	Yes	No	Date: _____
DEADWOOD BOARD OF ADJUSTMENT:			
Approved/City Commission:	Yes	No	Date: _____

Reason for Denial (if necessary): _____



Deadwood, South Dakota

VARIANCE REQUEST

NARRATIVE – REVISED 8/9/2023

the RIDGE Development, Deadwood, SD

Applicant/Developer/Owner: Preacher Smith, LLC / TRD, LLC
- Randy and Cheri Horner
16 Peck Street, Deadwood, SD 57732

Project Agent: Leah M. Berg, P.E.
LBerg@proacesinc.com Cell: 605-545-1120

Legal Description: Remainder of Preacher Smith Tract (Less Lot A of the Ridge Development); Lots 1 & 2, Block 1B of the Ridge Development and Block 1 and Block 1A of the Ridge Development, City of Deadwood, Lawrence County, South Dakota.

Variance: **Curb and Gutter, Sidewalks, and Inlets and Leads per City Ordinance 16.05.020:3**

1. Request:

- This request is in response to the City request for a formality that was not completed at project commencement and will serve as the official approval for the previously staff approved items. As well as, the previously presented and accepted Project Plan from February 2021. This project plan document is attached for reference. This project plan shows the Developers plan for the development including the road section planned for the RIDGE Development. This section includes a rural section road, open ditches for drainage, asphalt surfacing on the road surface and aggregate pedestrian trail on one side of the roadways, along the property line in most areas. Please see the typical residential section detailed graphically in the attached Project Plan and on the current recreational trails layout sheet.
- The “Project Plan” was referenced in and tied to many City voted on and approved documents such as: the MOU (Memorandum of Understanding) approved June 2021, TIF #14 approved November 2021, and Development Agreement approved January 2022.

- The Developer and property owner proceeded in good faith with staff approval in the Summer of 2021 in order to make every attempt of making TIF #14 be successful.
 - Infrastructure construction commenced on Gold Spike Drive (where the workforce housing is located) after Staff had all required information and permits were issued. Otherwise, construction would not have been allowed to commence.
- Clear transparency of project plan was provided through the multi-page Master Plan Document provided to each member of City Staff necessary, Planning & Zoning Board Members and City Commission members. Visual images were utilized to ensure intent was not misinterpreted in any way. As related to, road section being a rural section with open ditches and aggregate trail on one side of the roadway. Even images of materials planned were included.
 - If this document was not included in agenda packets the Developer has no control over agenda packet items, that is a City item/task.
- The understanding of the Developer, as directed by Staff is that the Project plan was accepted and approved as a whole project plan.
 - If variances were required, the project team would have applied for them at the same time. However, the project team was following direction from Staff on City process.
- The Developer would not have committed to providing curb and gutter, concrete sidewalk and underground storm sewer and does not commit to those items now. These items are not justifiable in the development location.
- Design Team and Developer met with City Staff on multiple occasions prior to drafting even the MOU document (Summer 2021) to ensure the project plan concept of asphalt roads, gravel shoulder and open ditches, with a pedestrian trail on one side of the Right-Of-Way would be acceptable.
 - This project only progressed forward with these being known facts between the City and Project Team.
 - City Staff typically inform the Commission and provide recommendations based on impact to the appropriate departments.
 - It was the Developers understanding that based on meetings with Staff and each Commission Member there was a clear understanding of the project.

- The items listed are a combination of improvements that all work together to be appropriate.
 - Curb and gutter is normally provided to allow for an underground storm sewer system. Also, sidewalk is typically placed along the back of curb so all hard surfacing works as one continuous unit.
- The requirement of Curb and gutter, sidewalk and underground storm sewer create a hardship that makes the Lot pricing unachievable for cost.
 - That is why a project plan was submitted prior to construction and throughout the City approval process for the TIF #14.
 - With the current, responsible City Commission, full understanding of the project plan was reviewed and discussed to ensure full understanding prior to TIF #14 consideration and approval.
 - Multiple meetings were held with staff, Mayor and Commissioners to ensure there was a clear understanding of the project plan, prior to TIF #14 approval.

2. Supporting Information:

- Extreme topography and bedrock conditions are present on the existing development site which limits standard requirement options.
- The proposed variance will not be detrimental to fire safety, clearance, preservation of light and open space and/or visual and aesthetic concerns.
- The City of Deadwood adopted the City of Rapid City standards for Public Works in November of 2021. This was after proposed infrastructure was negotiated and reviewed with the Public Works Department and other City Departments in order to develop the infrastructure concept that will work in this mountainous subdivision for the City of Deadwood.
- The project Team has been working with current staff to ensure concerns are addressed for each department.
- The aggregate recreational trail allows for a safe alternative for pedestrian movements through the development.
 - The attached layout shows the current trail layout which extends from Whitewood Creek access, to the future planned trolley stop at Highway 85 and Gold Spike Drive, as well as, along Ridge Drive to the under Highway 85, 14'x14' box culvert to allow safe access to the west side of Highway 85.
 - The pedestrian trail is located along the property line and is planned to be 5' wide. This is 15' to 20' off the edge of the asphalt road. Other sections of trail will be along property lines on private property within easement areas.

- The road crossing areas will be striped out with culvert crossings at the ditch sections to minimize pedestrian on road travel.
- The HOA shall be responsible for trail maintenance and improvements.
- The aggregate trail system allows for field fit conditions that exist on the RIDGE.
- There will be ditch crossings at every fire hydrant for pedestrians to go from the road to the trail
- Installation will be by the developer
 - Trail construction plans will be provided to City Staff for review and approval, prior to construction
- The open ditch drainage system provides a variety of uses and benefits:
 - The planned open ditches provide the ability to convey surface drainage safely in and through the development to Whitewood Creek.
 - Open turf ditches, once vegetation is reestablished, promote infiltration and high-quality groundwater recharge, trap sediments, and reduce flow velocity.
 - Open turf lined ditches allow for additional greenspace to be retained throughout the development, which is a natural mountainous environment with extreme slopes, grade changes, cliffs, and fully wooded sections.
 - Rock check dams will be provided in steep sections.
 - Lots are large with minimum frontage measuring 100 LF.
 - Existing drainage patterns will also be retained through the development.
 - Intersection culvert ends will be protected with large boulders being placed at the edge of the road to keep trucks and trailers from cutting the corner too sharp and the rear tires leaving the asphalt surface.
 - This will also protect the asphalt edge from excessive loads causing failure
 - Open ditch areas provide continuous and substantial snow storage areas as well.

- Snow removal operations are more efficient with the proposed asphalt roads, aggregate shoulders and open ditches.
 - There will be no on street parking allowed in the RIDGE which facilitates snow removal operations
 - City concern was knowing where the edge of the roadway is located during large snow events. The proposed solution would be to, by covenants, tied to each property sold will be required to provide the standard orange reflective plow stakes at the start and end of their driveway.
 - This will allow snow plow operators to have a clear view of the edge of the road location.
 - Curb and gutter are not intended to be snow plow guides.
 - Covenants will be revised to reflect the maintenance requirements in the ROW, such as, turf ditches shall be mowed and maintained by each adjacent property owner and driveway culverts shall be cleaned on a regular basis and kept free from obstructions.
 - The above conditions would eliminate additional City responsibilities.
 - The covenants will be enforced by the HOA.
- Asphalt road surface with gravel shoulder
 - A gravel shoulder is common practice and a 12” gravel shoulder is planned to provide lateral support to the asphalt edge
 - Geotechnical Engineered Pavement Section Design for a 20 year design period
 - Design life is the interval of time that with proper road maintenance, the pavement will not require major repairs.
 - Recommended pavement section:
 - 5” Asphalt over 6” Base Course, Scarify and Recompact Subgrade to an 8” depth
 - The planned road section has exceeded the Geotechnical design recommendation:
 - 6” Asphalt over 8” Base Course, Scarify and Recompact Subgrade to a 12” depth

- There is no on street parking allowed in the RIDGE with greatly reduces the continuous edge loading conditions and wear on the road section.
- Load Limits will be designated and posted for each road within the development and will be enforced by the HOA.
 - This will help to ensure road quality is retained as long as possible.
- The steep road section on Preacher Smith Drive will have guardrail installed for safety to ensure vehicles do not leave the road edge and end up in the drainage ravine. See example image for style reference.



- Curb stops for Lot water services have also been uniformly planned to be in the center of the Lot near the property line.
 - The intent is that most driveways will be located in the center of the Lot and driveways will be hard surfaced and in most cases kept free of snow
 - With this condition, curb stops will be located within an asphalt or concrete section for locating by the City as necessary.
 - For driveways not located in the center of the Lot, the curb stop will receive a concrete apron and be marked with a carsonite utility post
 - This will be a requirement added to the covenants since the property owner selects where their driveway will be located.
- Fire hydrants are uniformly planned at the edge of the trail and spaced 500' apart. Each hydrant will be marked with a flag as is standard in the Deadwood area.
 - Fire hydrant access is being provided with a 6 foot wide pedestrian path to each hydrant from edge of road to the hydrant with culvert in the ditch

- This Narrative includes the FIRE HYDRANT LAYOUT AND ACCESS DETAILS for reference. There are currently 27 hydrants planned in Phase 1, 1A and 1B.
- HOA will be responsible for fire hydrant culvert maintenance
- the RIDGE development team has been open to working with the City from the beginning of this project and expansion of the Deadwood Community in a true partnership. A common goal is to have a successful TIF #14 and a great asset added to the Deadwood community.
 - This variance is required to keep the project moving forward as was planned and agreed to in 2021.
 - If current City Staff and Commission wanted to have a different project plan, that should have been negotiated in 2021 when the partnership was formed and construction started, not two (2) years later into construction and after the Developer has already spent over \$14 Million with a commitment of \$8 Million more being needed to finish the current infrastructure due to extreme construction and location challenges.
 - With the current situation every alternative was considered to try to reach a compromise to the requests. All City Department concerns noted in meetings are address above with solutions being provided.
 - The infrastructure is in the current state where it cannot simply be converted from an open ditch section to an urban curb and gutter section.
 - For a curb and gutter road section the road surface is lower to allow for road surface drainage to be directed to the gutter and conveyed down the roadway. Surface drainage from the Right-Of-Way and adjacent property areas also drain toward the gutter. There is a limit to how much flow can be carried in the gutter along the curb and that is why drop inlets are engineered to collect flow from the surface and convey it underground in a storm sewer.
 - An open ditch or rural section directs road surface drainage off of the road surface and to the open

ditch system. The adjacent property and Right-Of-Way drain to the open ditch as well.

- This means the road surface is at a different elevation for a rural sections compared to an urban section.
- One road (Gold Spike Drive) has already been paved for about 80% of the roadway. It was discussed with Staff if a curb and gutter section can be added to the edge of the asphalt and then the constructed ditch would remain. This does not work since there would be nothing to support the curb and gutter section and a snow plow would push the concrete curb and gutter away from the asphalt edge and it would end up in the ditch, likely the first winter season.
 - It is acknowledged that this road is still under construction.
- The SDDOT style curb and gutter sections were discussed. Those curb sections have a large amount of ground adjacent to the back of curb to support the curb and hold it in place. They also have multiple 12' x 11' concrete curb cuts to convey surface flow off the highway. The highways near Deadwood have large impervious areas that create substantial runoff concerns. The highways also have a standard Right-Of-Way width of 150', which allow for a variety of drainage features and improvements to be provided.
- If the project cannot continue, then the Developer will be facing legal action due to existing commitments to the work force housing project within the RIDGE Development due to no City utilities (water and sewer) being available to the property.
- The project plan was created based on what improvements would work best with the existing topography, field conditions and proximity to surrounding developed areas. The development is not adjacent to any developed parcels with curb and gutter, sidewalks, and underground storm sewer.

END OF NARRATIVE

Attachments:

1. Project Plan Document from February 2021
2. Recreational Trails Layout dated July 2023
3. Fire Hydrant Layout and Access Detail dated August 2023

the  RIDGE

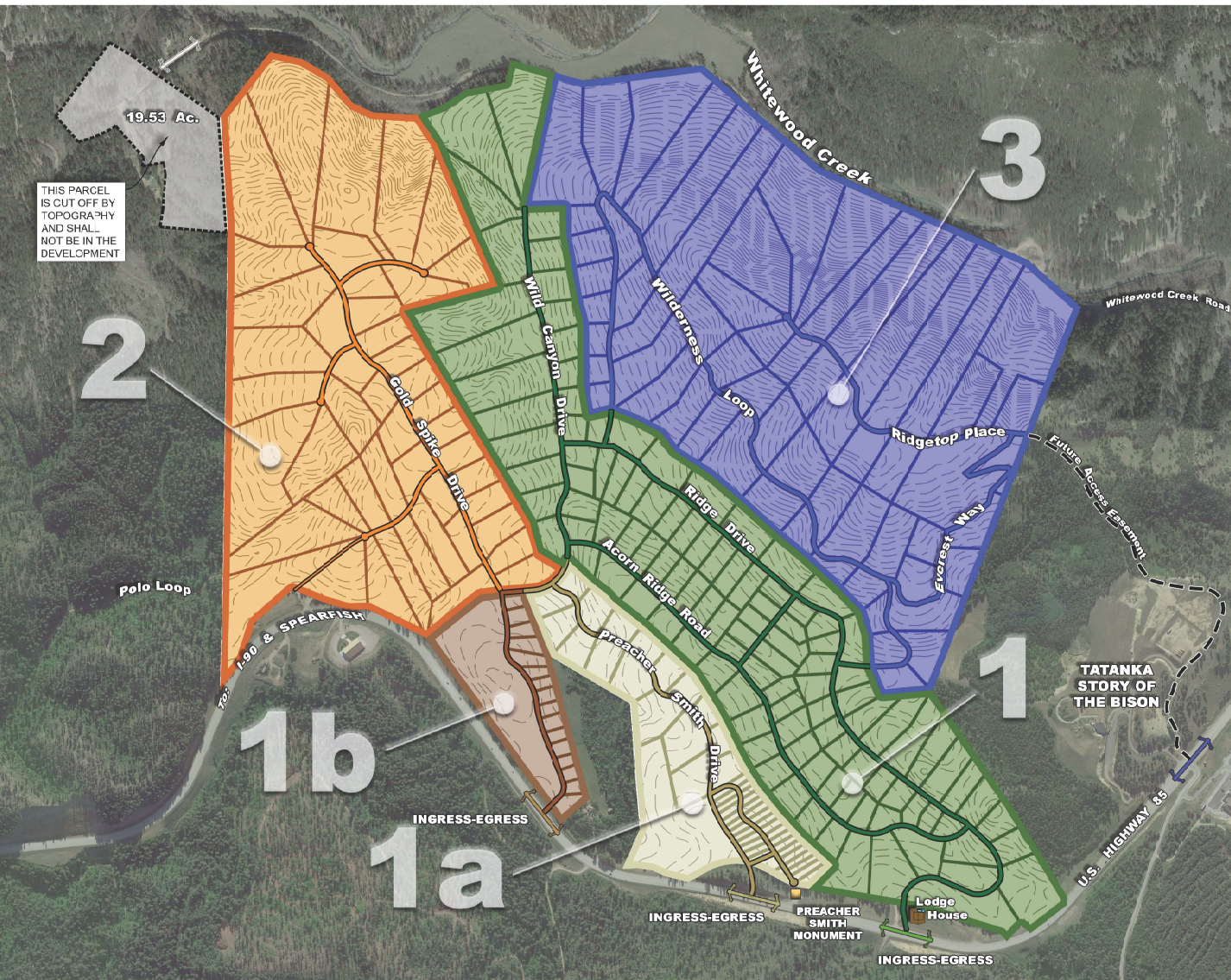
A MASTER PLANNED COMMUNITY

DEADWOOD - SOUTH DAKOTA

ACES

AFFORDABLY CREATIVE ENGINEERING SERVICES





the RIDGE by Preacher Smith LLC, Deadwood, South Dakota

Welcome to **the RIDGE**; a Mountain Modern West community inspired by nature and history. Through the entry are roughly 700 acres of Mountain Modern West vistas and rolling topography. Located just minutes from premium amenities in historic Deadwood and Spearfish, South Dakota. This development is surrounded by an abundance of nature and recreational opportunities. **the RIDGE** will be filled with new home opportunities for the City of Deadwood. There will be multi-family apartments, townhomes, single-family residential Lots and some commercial Lots along Highway 85. The community will include Mountain Modern West style homes which will bring richness and community to the development and local area. Homesites have been created to fit everyone with a range from 0.30 - 11 acre lots. Apartments and homes within **the RIDGE** will be built by some of the area's finest contractors and custom home builders, truly making **the RIDGE** a place that people desire to be part of. **the RIDGE** will include paved roads, underground utilities, City of Deadwood water, fire protection features, Lead/Deadwood Sanitary District sanitary sewer, a community lodge building, green space and trails, recreation opportunities, and true wilderness beauty. **the RIDGE** will offer protected woodlands, quiet springs, and natural areas.

the RIDGE will be a fire wise and environmentally conscious community developed by Preacher Smith LLC, out of Deadwood, South Dakota. Our vision is to create a community that will encompass the best of what the South Dakota lifestyle has to offer, yet provide responsible stewardship for the land and wildlife.

The first part of this large scale development will consist of multi-family housing, townhomes, commercial opportunities and 112 single family residences surrounded by ponderosa pines and aspen trees that light up the fall air. The community will include a trail system that can be used year round for hiking, biking, cross-country skiing, snowshoeing, and nature viewing.

- The community will feature:
- Lodge house available to all community members
 - Trail system - maintained year-round
 - Connections to premium fly fishing along Whitewood Creek
 - Pristine acreages filled with ponderosa pine and grand green spaces

the RIDGE has been divided into multiple phases noted on the map as 1, 1a, 1b, 2, and 3. The phases and options will be constructed over time as the development begins to fill out. The multi-phase concept has been strategically planned out to build the infrastructure by phase, in a complete engineered development.

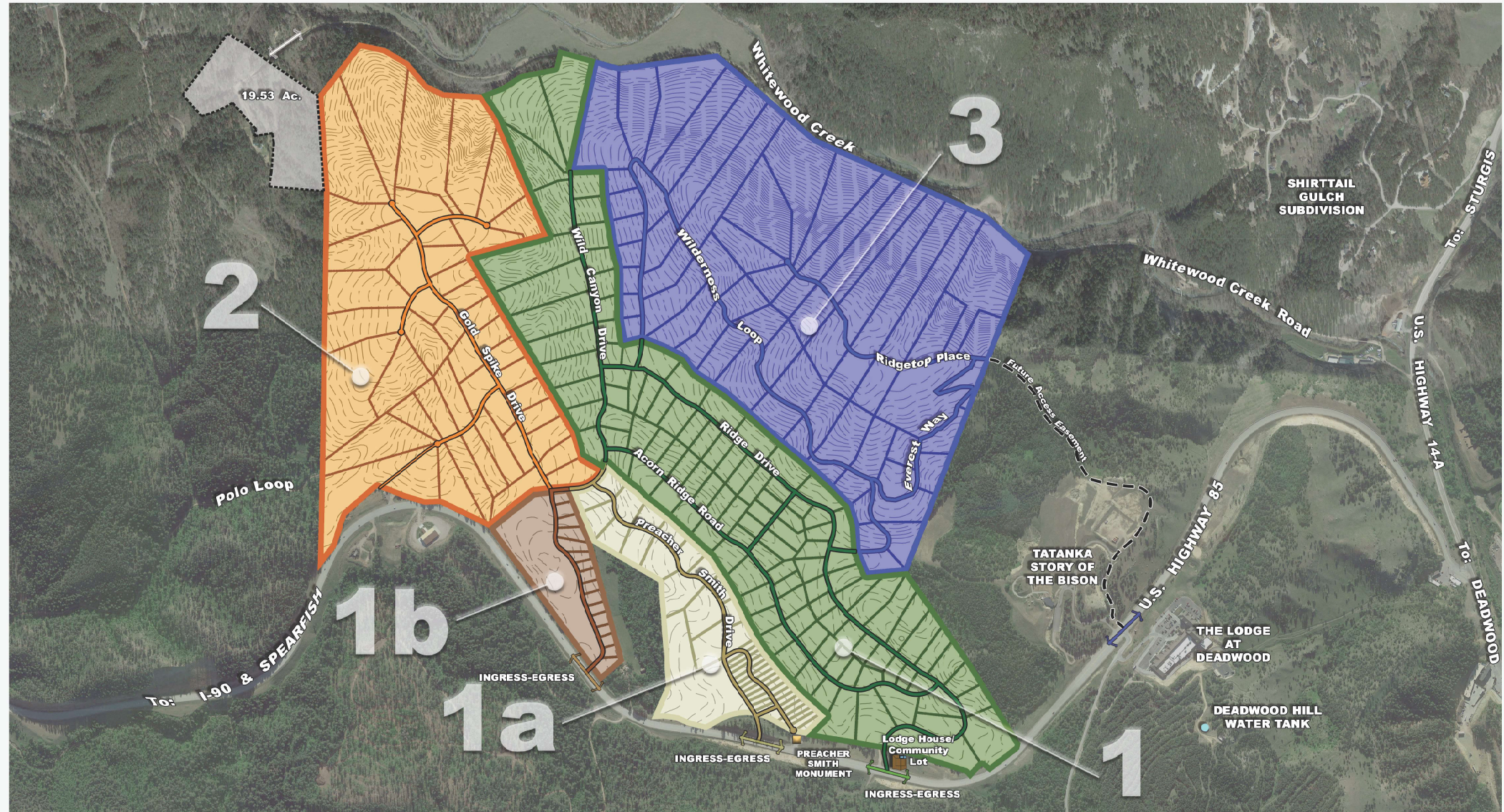
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ARCHITECTURE, DESIGN, ENGINEERING SERVICES

elevate
DESIGN
STUDIOS

MASTER PLAN
NARRATIVE AND PHASING



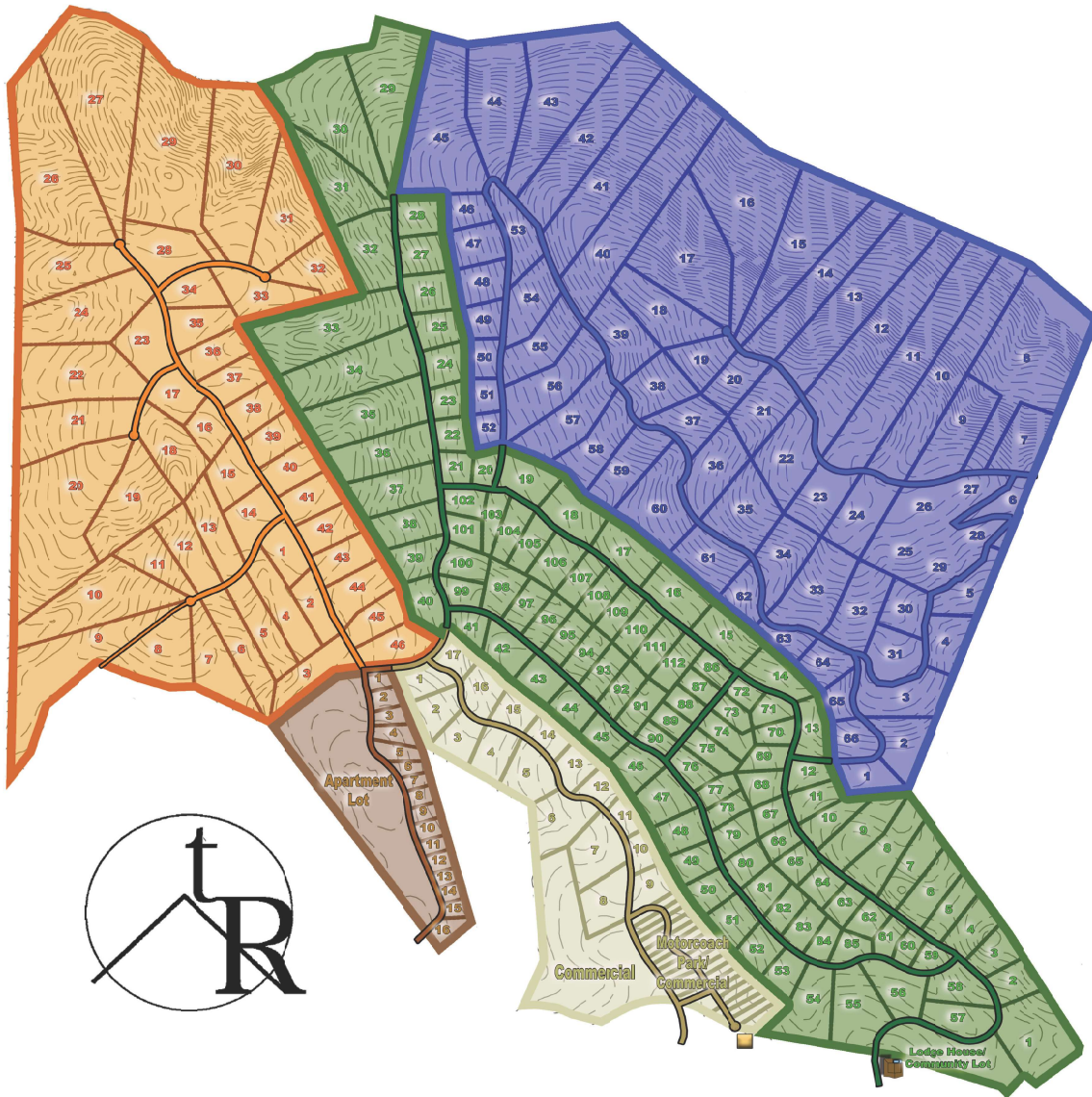
FEBRUARY 2021



OVERALL MASTER PLAN

DEADWOOD, SOUTH DAKOTA





Phase 1	Ac.
Lot 1	4.3
Lot 2	1.4
Lot 3	1.4
Lot 4	1.7
Lot 5	1.5
Lot 6	2.1
Lot 7	2.1
Lot 8	2.7
Lot 9	2.5
Lot 10	1.5
Lot 11	1.3
Lot 12	1.1
Lot 13	1.6
Lot 14	1.9
Lot 15	2.2
Lot 16	2.3
Lot 17	2.3
Lot 18	2.2
Lot 19	2.0
Lot 20	0.8
Lot 21	1.0
Lot 22	1.0
Lot 23	1.1
Lot 24	1.4
Lot 25	1.4
Lot 26	1.7
Lot 27	1.6
Lot 28	1.7
Lot 29	6.4
Lot 30	6.6
Lot 31	3.6
Lot 32	3.3
Lot 33	6.4
Lot 34	5.2
Lot 35	4.7
Lot 36	3.4
Lot 37	2.9
Lot 38	2.1
Lot 39	1.6
Lot 40	1.6
Lot 41	1.1
Lot 42	1.7
Lot 43	1.4
Lot 44	1.3
Lot 45	1.2
Lot 46	1.5
Lot 47	1.9
Lot 48	1.5
Lot 49	1.3
Lot 50	1.3
Lot 51	1.6
Lot 52	1.3
Lot 53	1.2
Lot 54	3.1
Lot 55	3.3
Lot 56	2.2
Lot 57	1.9
Lot 58	1.9
Lot 59	0.8
Lot 60	0.7
Lot 61	0.8
Lot 62	1.0
Lot 63	0.9
Lot 64	1.1
Lot 65	1.0
Lot 66	0.8
Lot 67	0.9
Lot 68	1.1
Lot 69	0.9
Lot 70	0.8
Lot 71	0.9
Lot 72	0.7
Lot 73	0.8
Lot 74	1.2
Lot 75	1.1

Continued:

Lot 76	1.1
Lot 77	0.8
Lot 78	0.8
Lot 79	1.2
Lot 80	1.1
Lot 81	1.2
Lot 82	1.0
Lot 83	1.1
Lot 84	0.8
Lot 85	0.9
Lot 86	0.8
Lot 87	0.7
Lot 88	0.7
Lot 89	0.7
Lot 90	0.8
Lot 91	1.2
Lot 92	1.2
Lot 93	1.2
Lot 94	1.2
Lot 95	1.2
Lot 96	1.2
Lot 97	1.2
Lot 98	1.5
Lot 99	1.0
Lot 100	1.3
Lot 101	0.9
Lot 102	1.0
Lot 103	1.0
Lot 104	1.2
Lot 105	1.2
Lot 106	1.6
Lot 107	1.2
Lot 108	1.2
Lot 109	1.2
Lot 110	1.2
Lot 111	1.2
Lot 112	1.2
Lodge House/Community Lot	4.7

Phase 1a	Ac.
Lot 1	1.4
Lot 2	1.6
Lot 3	1.6
Lot 4	1.8
Lot 5	2.1
Lot 6	2.8
Lot 7	2.5
Lot 8	2.1
Lot 9	1.3
Lot 10	0.9
Lot 11	0.8
Lot 12	1.1
Lot 13	1.2
Lot 14	1.1
Lot 15	1.2
Lot 16	1.6
Lot 17	1.1
Lot 18	1.2
Lot 19	1.2
Lot 20	1.2
Lot 21	1.0
Lot 22	1.0
Lot 23	1.1
Lot 24	1.1
Lot 25	1.4
Lot 26	1.7
Lot 27	1.6
Lot 28	1.7
Lot 29	6.4
Lot 30	6.6
Lot 31	3.6
Lot 32	3.3
Lot 33	6.4
Lot 34	5.2
Lot 35	4.7
Lot 36	3.4
Lot 37	2.9
Lot 38	2.1
Lot 39	1.6
Lot 40	1.6
Lot 41	1.1
Lot 42	1.7
Lot 43	1.4
Lot 44	1.3
Lot 45	1.2
Lot 46	1.5
Lot 47	1.9
Lot 48	1.5
Lot 49	1.3
Lot 50	1.3
Lot 51	1.6
Lot 52	1.3
Lot 53	1.2
Lot 54	3.1
Lot 55	3.3
Lot 56	2.2
Lot 57	1.9
Lot 58	1.9
Lot 59	0.8
Lot 60	0.7
Lot 61	0.8
Lot 62	1.0
Lot 63	0.9
Lot 64	1.1
Lot 65	1.0
Lot 66	0.8
Lot 67	0.9
Lot 68	1.1
Lot 69	0.9
Lot 70	0.8
Lot 71	0.9
Lot 72	0.7
Lot 73	0.8
Lot 74	1.2
Lot 75	1.1

Phase 1b	Ac.
Lot 1	0.5
Lot 2	0.6
Lot 3	0.6
Lot 4	0.8
Lot 5	0.7
Lot 6	0.4
Lot 7	0.4
Lot 8	0.5
Lot 9	0.4
Lot 10	0.5
Lot 11	0.4
Lot 12	0.5
Lot 13	0.3
Lot 14	0.4
Lot 15	0.4
Lot 16	0.8
Lot 17	1.7
Lot 18	1.7
Lot 19	1.7
Lot 20	1.7
Lot 21	1.7
Lot 22	1.7
Lot 23	1.7
Lot 24	1.7
Lot 25	1.7
Lot 26	1.7
Lot 27	1.7
Lot 28	1.7
Lot 29	1.7
Lot 30	1.7
Lot 31	1.7
Lot 32	1.7
Lot 33	1.7
Lot 34	1.7
Lot 35	1.7
Lot 36	1.7
Lot 37	1.7
Lot 38	1.7
Lot 39	1.7
Lot 40	1.7
Lot 41	1.7
Lot 42	1.7
Lot 43	1.7
Lot 44	1.7
Lot 45	1.7
Lot 46	1.7
Lot 47	1.7
Lot 48	1.7
Lot 49	1.7
Lot 50	1.7
Lot 51	1.7
Lot 52	1.7
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Lot 54	1.7
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Lot 56	1.7
Lot 57	1.7
Lot 58	1.7
Lot 59	1.7
Lot 60	1.7
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Lot 62	1.7
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Lot 72	1.7
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Lot 74	1.7
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Lot 93	1.7
Lot 94	1.7
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Lot 97	1.7
Lot 98	1.7
Lot 99	1.7
Lot 100	1.7
Lot 101	1.7
Lot 102	1.7
Lot 103	1.7
Lot 104	1.7
Lot 105	1.7
Lot 106	1.7
Lot 107	1.7
Lot 108	1.7
Lot 109	1.7
Lot 110	1.7
Lot 111	1.7
Lot 112	1.7
Lodge House/Community Lot	4.7

Phase 2	Ac.
Lot 1	1.7
Lot 2	1.5
Lot 3	2.5
Lot 4	2.7
Lot 5	2.4
Lot 6	2.8
Lot 7	3.3
Lot 8	3.8
Lot 9	7.6
Lot 10	5.8
Lot 11	2.0
Lot 12	2.4
Lot 13	2.4
Lot 14	2.0
Lot 15	2.0
Lot 16	1.5
Lot 17	1.7
Lot 18	3.0
Lot 19	4.5
Lot 20	11.1
Lot 21	4.8
Lot 22	5.8
Lot 23	2.6
Lot 24	5.6
Lot 25	4.6
Lot 26	10.0
Lot 27	11.3
Lot 28	3.0
Lot 29	10.5
Lot 30	8.5
Lot 31	4.9
Lot 32	2.8
Lot 33	3.0
Lot 34	1.7
Lot 35	2.0
Lot 36	1.9
Lot 37	1.8
Lot 38	1.8
Lot 39	1.8
Lot 40	1.8
Lot 41	1.8
Lot 42	1.8
Lot 43	1.8
Lot 44	2.2
Lot 45	1.9
Lot 46	2.6

Phase 3	Ac.
Lot 1	1.6
Lot 2	2.4
Lot 3	3.3
Lot 4	2.1
Lot 5	2.2
Lot 6	1.8
Lot 7	2.8
Lot 8	10.6
Lot 9	3.9
Lot 10	7.6
Lot 11	8.4
Lot 12	8.0
Lot 13	7.4
Lot 14	5.4
Lot 15	6.9
Lot 16	9.4
Lot 17	7.3
Lot 18	3.5
Lot 19	1.9
Lot 20	1.8
Lot 21	2.8
Lot 22	3.4
Lot 23	2.4
Lot 24	2.9
Lot 25	2.5
Lot 26	2.5
Lot 27	1.4
Lot 28	1.1
Lot 29	1.6
Lot 30	1.7
Lot 31	2.2
Lot 32	3.0
Lot 33	3.9
Lot 34	2.8
Lot 35	3.5
Lot 36	3.0
Lot 37	2.1
Lot 38	2.4
Lot 39	3.0
Lot 40	8.1
Lot 41	7.6
Lot 42	6.9
Lot 43	9.2
Lot 44	5.8
Lot 45	7.9
Lot 46	1.3
Lot 47	1.8
Lot 48	1.7
Lot 49	1.2
Lot 50	1.1
Lot 51	1.0
Lot 52	1.0
Lot 53	2.3
Lot 54	2.6
Lot 55	2.8
Lot 56	4.1
Lot 57	3.5
Lot 58	2.9
Lot 59	2.9
Lot 60	4.1
Lot 61	2.7
Lot 62	1.5
Lot 63	1.2
Lot 64	1.6
Lot 65	1.1
Lot 66	1.6

PHASE LEGEND

- PHASE 1 - 186 ACRES
- PHASE 1a - 46 ACRES
- PHASE 1b - 22 ACRES
- PHASE 2 - 169 ACRES
- PHASE 3 - 235 ACRES
- UNDEVELOPED PARCEL - 26 ACRES
- TOTAL DEVELOPMENT - 679.49 ACRES**

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MASTER PLAN
LOTS AND SIZES



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The gateways to the development will be marked by a beautiful grand entry feature. The feature will signify that you have entered something special. Traveling through the feature you will have a mind set that will change from the business of the highway to a calmness of wilderness and home. The gateway will be made of two bookend feature columns. Base construction of local stone, these columns will support the large timber beams that will include lighting and the development branding.

The overall aesthetic of the feature will be the start of bringing the Mountain Modern West flare to the development.

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GRAND ENTRY FEATURE

MAIN ENTRANCE OFF HWY 85



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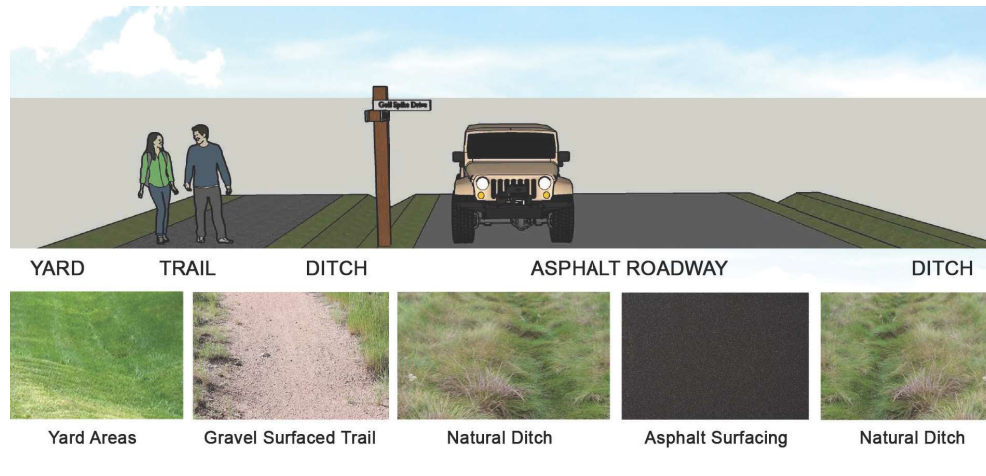
The design of the street lights and light poles throughout the development will be consistent. Specific styles will be determined through design but will include solar powered lights mounted on top of a locally sourced timber post. The timber post will complement elements found throughout the development and the City of Deadwood, such as the 'Deadwood Style Fence' shown below, and new custom entry features. The proposed light concepts are currently being used at the Days of 76 Museum in Deadwood.



POST STYLE OPTIONS



Street name signs and traffic wayfinding and directional signage throughout **the RIDGE** will be constructed of timber posts similar to the street lights, entry feature, and other elements throughout the development. These poles will include a metal branding feature that will bring a richness and sense of community throughout the development.



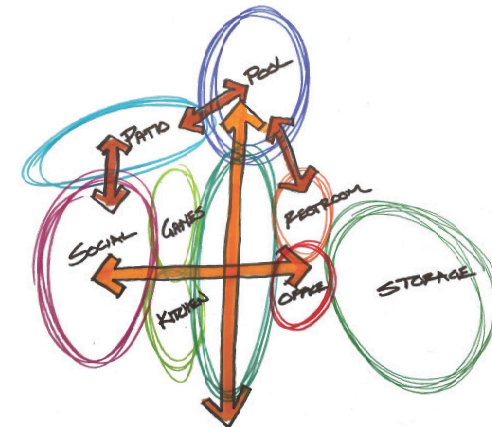
TYPICAL RESIDENTIAL SECTION WITH TRAIL



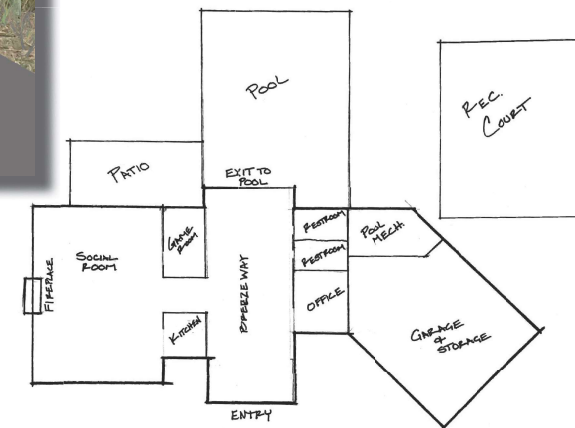
The name and the brand that have been designed develop a sense of community throughout the development. The brand and name will be seen from the entry of the development and will be incorporated throughout the development and specific features. The Lodge House will include both the name and the brand throughout the design of the lodge, patios, and recreation courts.



The Community Lodge House will be a gathering place for the entire community of **the RIDGE**. The lodge will include an interior area of 4,000-4,500 square feet. Features provided will be a social room including a kitchen to host smaller gatherings, a game room, a marketing office space, restrooms, outdoor social patio, and a year-round outdoor heated pool and spa with associated patio. Garage type storage space shall be for the homeowners' association (HOA) and the development. The area around the lodge house may include recreation courts and a small natural playground feature. All of these elements and features are key assets for future community members.



LODGE HOUSE SCHEMATIC FLOW



LODGE HOUSE SCHEMATIC FLOOR PLAN

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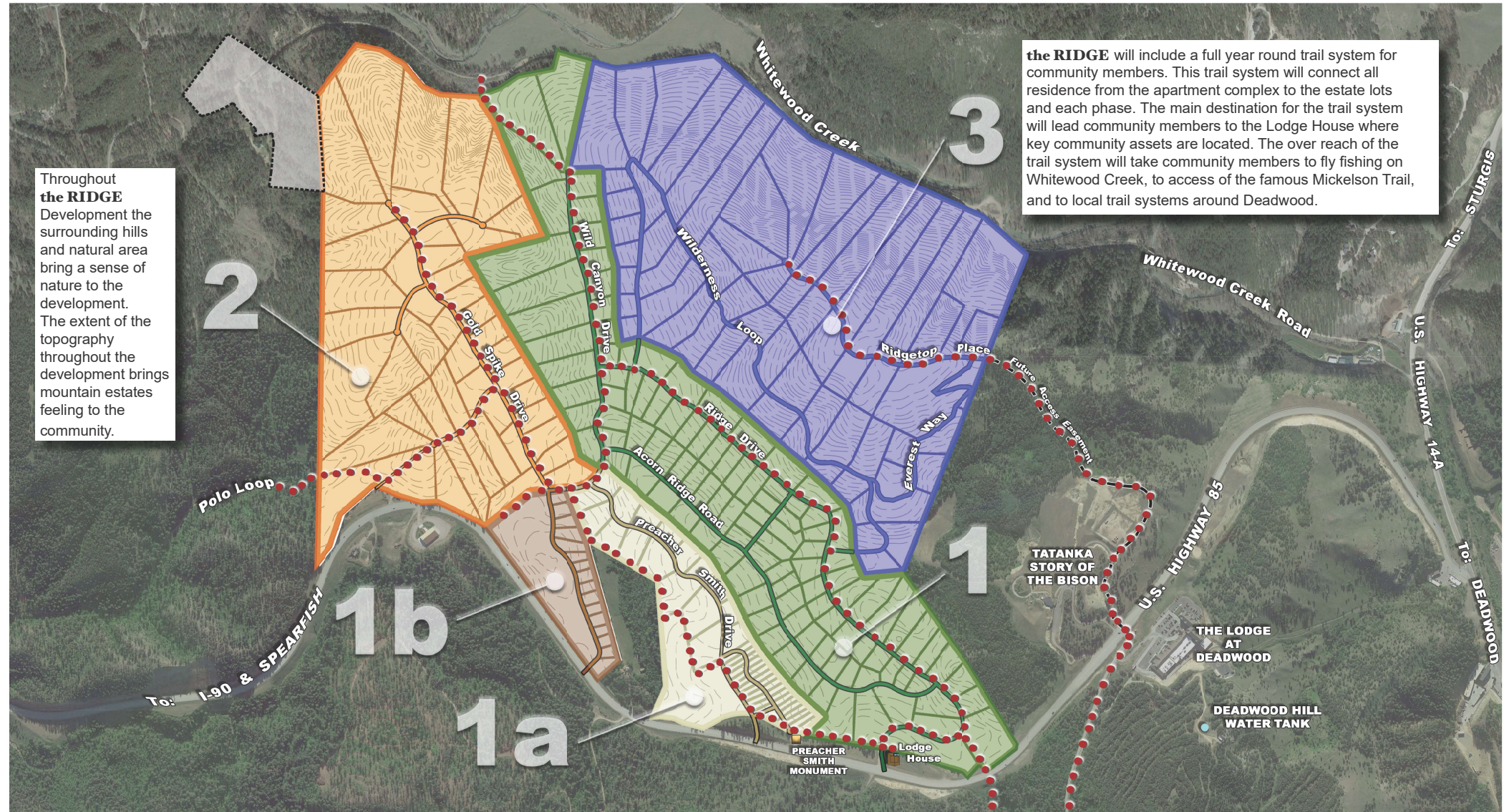
LODGE HOUSE

the
RIDGE

FEBRUARY 2021

Throughout **the RIDGE** Development the surrounding hills and natural area bring a sense of nature to the development. The extent of the topography throughout the development brings mountain estates feeling to the community.

the RIDGE will include a full year round trail system for community members. This trail system will connect all residence from the apartment complex to the estate lots and each phase. The main destination for the trail system will lead community members to the Lodge House where key community assets are located. The over reach of the trail system will take community members to fly fishing on Whitewood Creek, to access of the famous Mickelson Trail, and to local trail systems around Deadwood.



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RECREATIONAL TRAILS



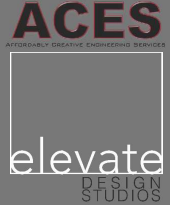
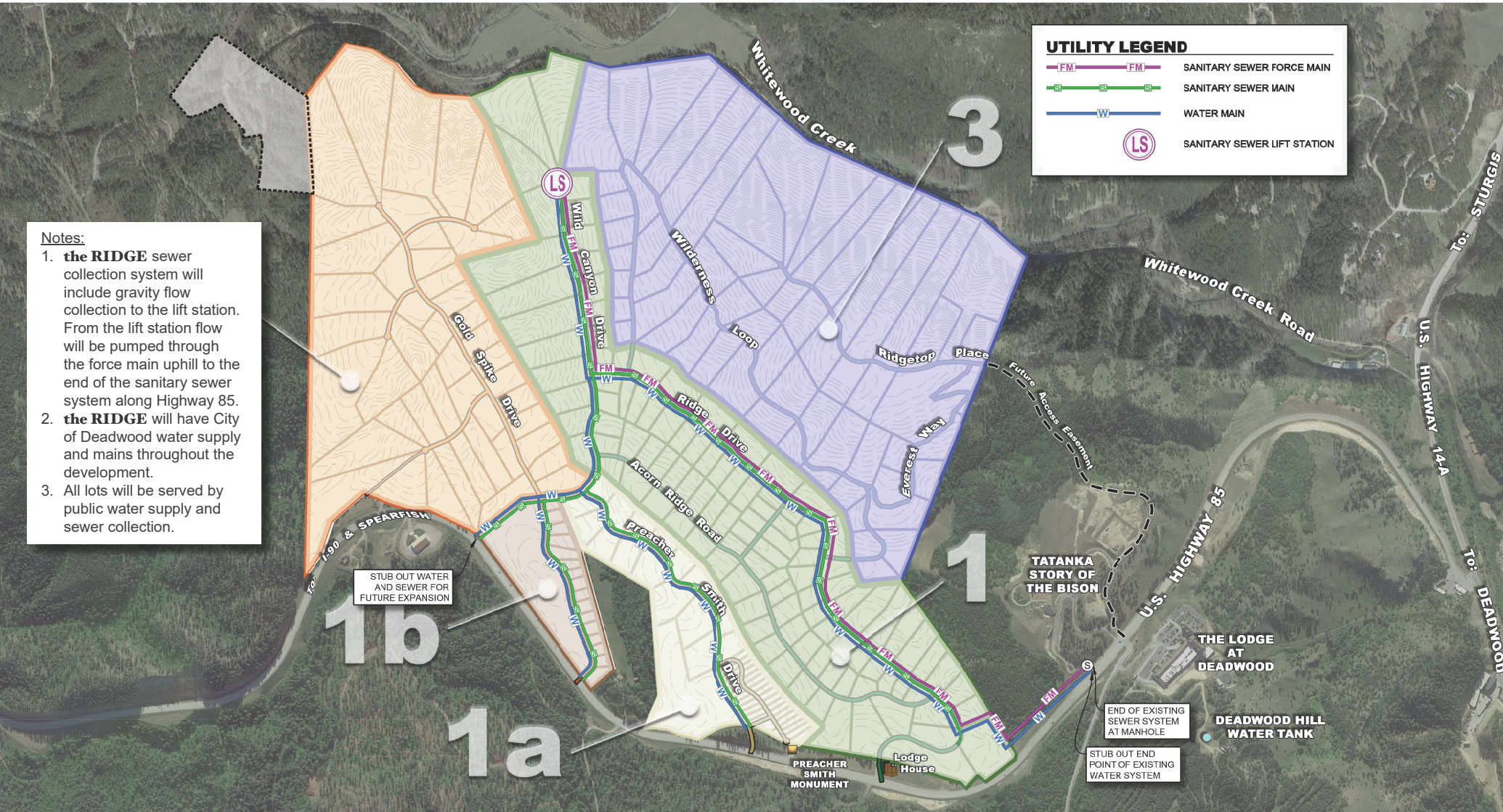
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UTILITY LEGEND

-  SANITARY SEWER FORCE MAIN
-  SANITARY SEWER MAIN
-  WATER MAIN
-  SANITARY SEWER LIFT STATION

Notes:

1. **the RIDGE** sewer collection system will include gravity flow collection to the lift station. From the lift station flow will be pumped through the force main uphill to the end of the sanitary sewer system along Highway 85.
2. **the RIDGE** will have City of Deadwood water supply and mains throughout the development.
3. All lots will be served by public water supply and sewer collection.

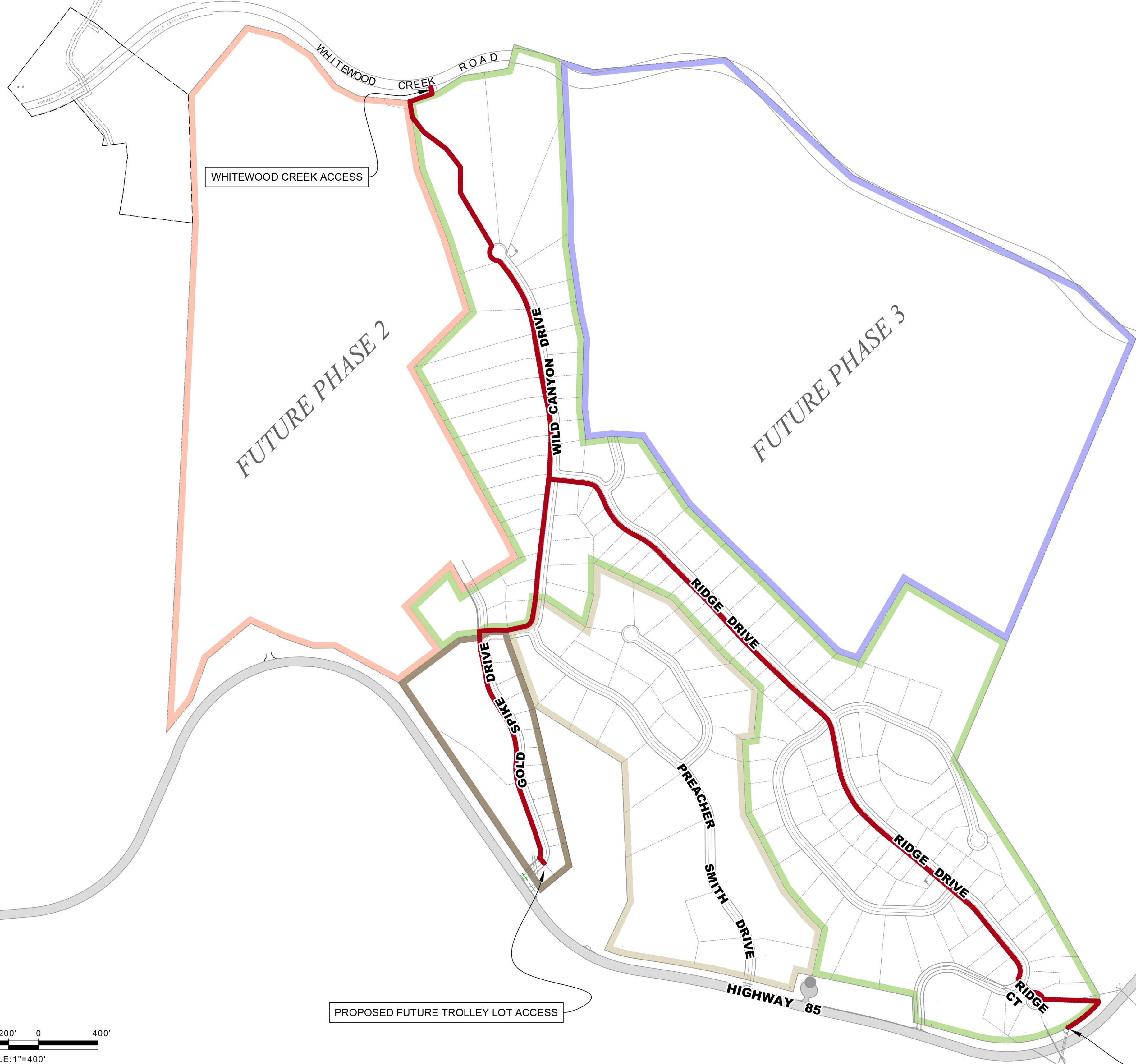


PUBLIC UTILITY LAYOUT

WATER & SANITARY SEWER

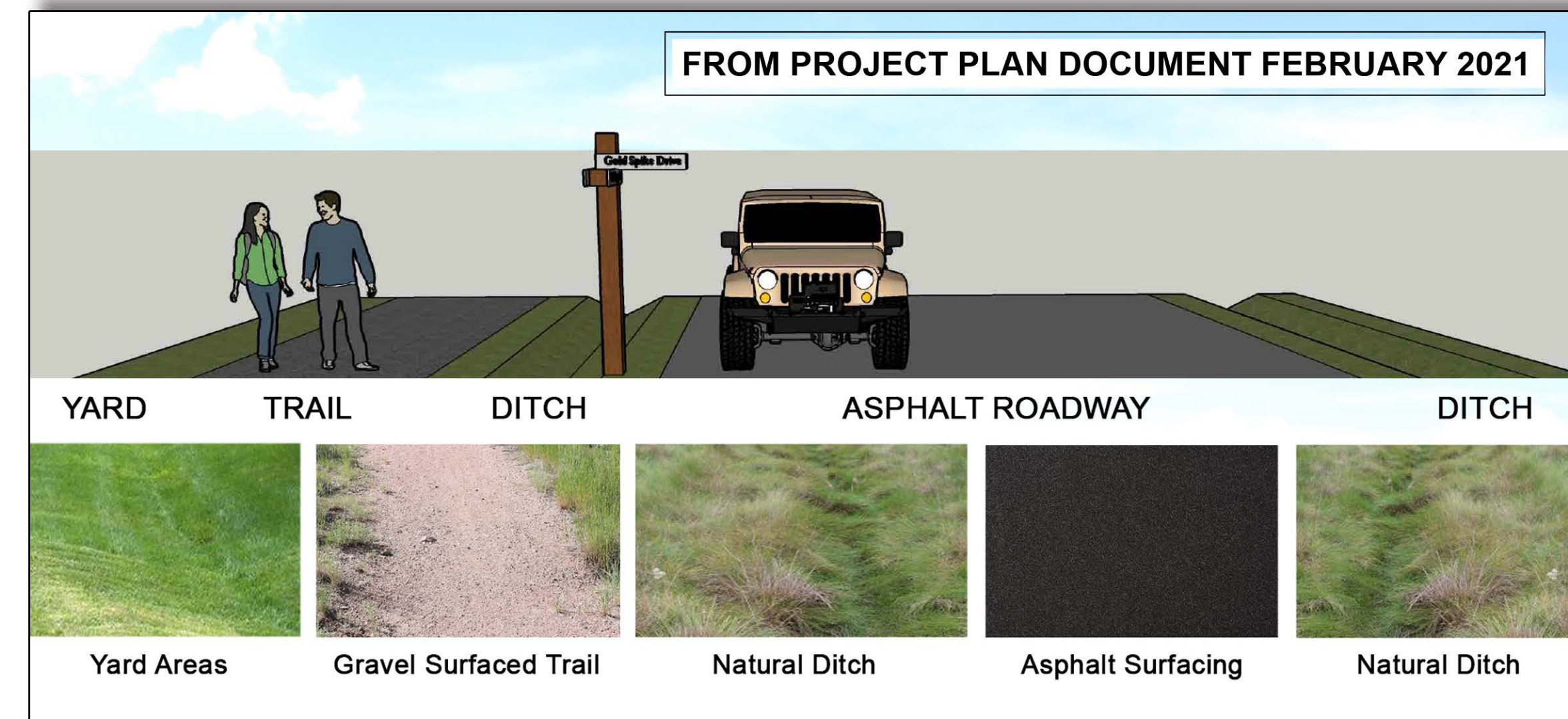


FEBRUARY 2021

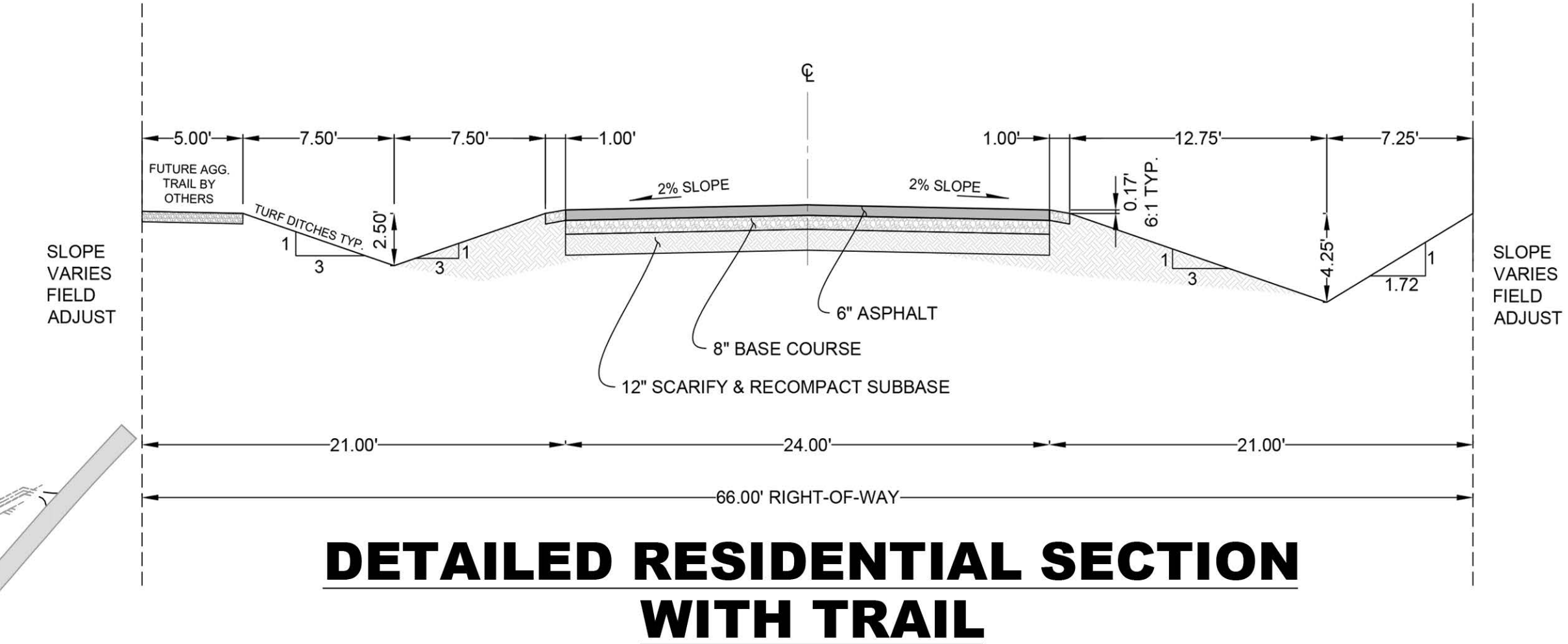


LEGEND

- 5' WIDE GRAVEL SURFACED TRAIL IN ROW OR IN EASEMENT AREAS
- PHASE 1
- PHASE 1A
- PHASE 1B
- PHASE 2 - FUTURE
- PHASE 3 - FUTURE



TYPICAL RESIDENTIAL SECTION WITH TRAIL









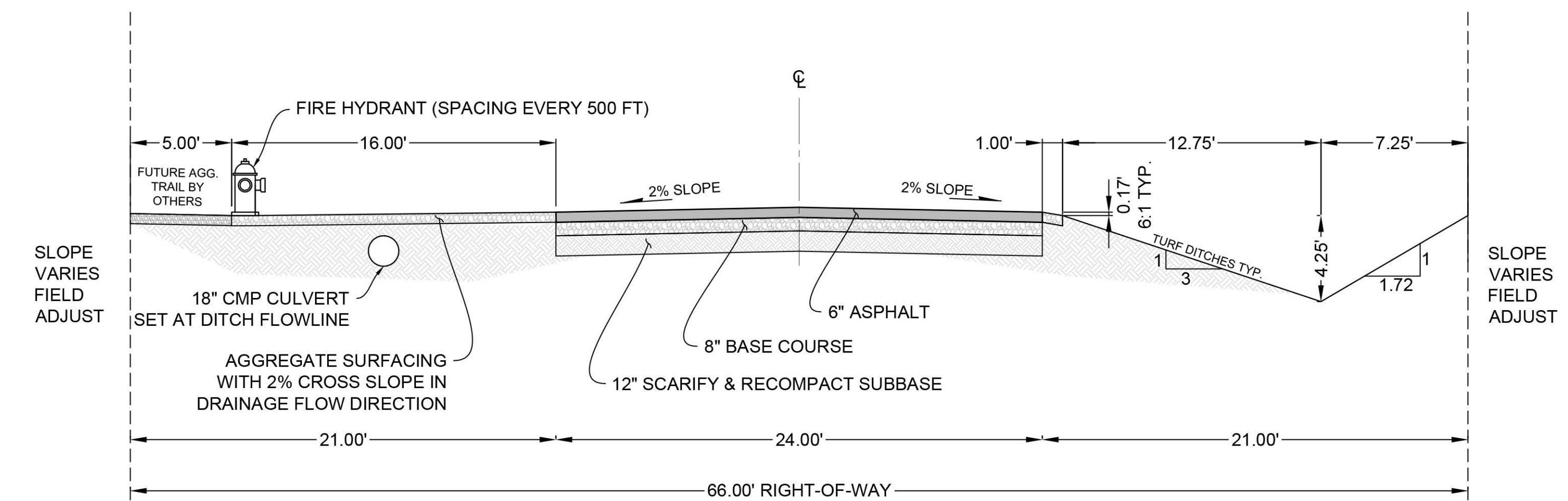
the RIDGE - RECREATIONAL TRAILS
DEADWOOD, SOUTH DAKOTA



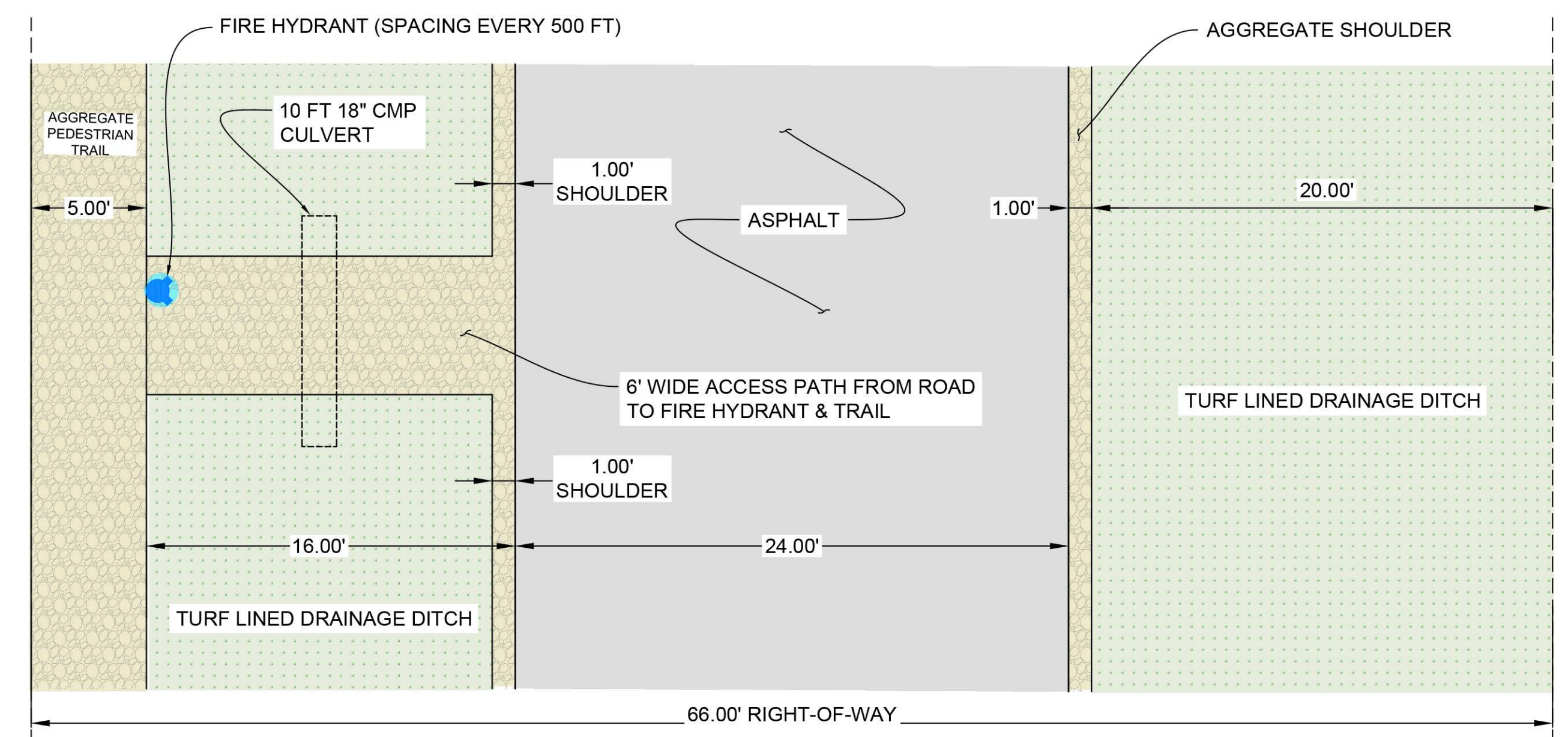


LEGEND

-  FIRE HYDRANT - 27 PLANNED CURRENTLY
-  PHASE 1
-  PHASE 1A
-  PHASE 1B
-  PHASE 2 - FUTURE
-  PHASE 3 - FUTURE



FIRE HYDRANT ACCESS DETAIL SECTION
NOT TO SCALE



FIRE HYDRANT ACCESS PLAN VIEW
NOT TO SCALE

the RIDGE - FIRE HYDRANT LAYOUT & ACCESS DETAIL
DEADWOOD, SOUTH DAKOTA