

STAFF REPORT

July 13, 2000

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**PCD #00PD031 - Planned Commercial Development -  
Initial Development Plan**

**ITEM 29**

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GENERAL INFORMATION:

PETITIONER	Lee Geiger for First Western Bank Sturgis
REQUEST	<b>PCD #00PD031 - Planned Commercial Development - Initial Development Plan</b>
LEGAL DESCRIPTION	Lots 1-16, Block 4 of Riverside Addition, Section 35, T2N, R7E, BHM, Rapid City, Pennington County, South Dakota
PARCEL ACREAGE	Approximately 1.81 Acres
LOCATION	At the southwest corner of the intersection of Omaha Street and West Boulevard
EXISTING ZONING	General Commercial/Light Industrial
SURROUNDING ZONING	
North:	General Commercial/Flood Hazard
South:	Light Industrial
East:	General Commercial
West:	General Commercial
PUBLIC UTILITIES	City Water and Sewer
REPORT BY	Blaise Emerson

RECOMMENDATION: Staff recommends that Scheme "A" of the Planned Commercial Development - Initial Development Plan Scheme is approved with the following stipulations:

Engineering Division Recommendations:

1. Prior to Final Development Plan approval by the Planning Commission, site grading and drainage plans shall be submitted for review and approval;
2. Prior to Final Development Plan approval by the Planning Commission, complete engineering plans shall be submitted for any improvements in public right-of-ways;
3. Prior to Final Development Plan approval by the Planning Commission, a traffic study shall be completed for the proposed facility;

Fire Department Recommendations:

4. Prior to Final Development Plan approval by the Planning Commission, a site plan shall be provided documenting the location of all fire hydrants within 500 feet of the property;

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Urban Planning Division Recommendations:

5. Prior to Final Development Plan approval by the Planning Commission, a landscape plan shall be submitted for review and approval;
6. Prior to Final Development Plan approval by the Planning Commission, a parking plan shall be submitted for review and approval;
7. Prior to Final Development Plan approval by the Planning Commission, a sign package shall be submitted for review and approval; and,
8. Prior to Final Development Plan approval by the Planning Commission, a site plan identifying the location of exterior lighting shall be submitted for review and approval.

GENERAL COMMENTS: The applicant is proposing an Initial Development Plan for a Planned Commercial Development to allow a bank/office building located at the southwest quadrant of the intersection of West Boulevard and Omaha Street. The Planned Commercial Development was a recommendation of approval for a proposed rezoning from Light Industrial to General Commercial for the east third of the property. The applicant has submitted two options for the site development of the property. Scheme "A " proposes a 20,000 square foot, two story building on the lot. In Scheme "B" a similarly size building is being proposed but the applicant is proposing to vacate 9 feet of right-of-way along West Boulevard and to vacate 9 feet of right-of-way along 11th Street. Also, Scheme "B" proposed to reduce the minimum parking requirement by 17 parking spaces. Both Schemes propose a right in/right out access point on Omaha Street.

The applicant has stated they prefer Scheme "B" as it allows for additional landscaping areas near the intersection of Interstate 190 and Omaha Street.

STAFF REVIEW: Staff has reviewed the Initial Development Plan and has noted the following considerations:

The applicant has proposed two different options for the site. In reviewing the two options, Staff could not support Scheme "B" due to the following concerns. The first relates to the request to vacate nine feet of the West Boulevard right-of-way. The right-of-way for this section of West Boulevard is 200 feet. While this is larger than most right-of-ways currently used, this is a unique situation. The north side of the intersection is the terminus of Interstate 190. This intersection could be redesigned as the future traffic volume increase. It would not be appropriate to limit future configurations of this intersection with the vacation of any right-of-way at this point in time. Particularly, when the site can be developed with the desired building's square footage and minimum off-street parking **without** the vacation of right-of-way.

Second, the Staff can not support Scheme "B" due to the resulting reduction in parking requirement. The applicant is requesting that a total of 63 parking space be allowed in lieu of the required 80 parking spaces. This would result in a reduction of just over 20 percent of the

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**minimum** required off-street parking. This neighborhood has a limited supply of on-street parking available to compensate for this type of reduction and adjacent properties would likely be negatively impacted by such a significant reduction in off-street parking. For these reasons, Staff can not support this option.

However, as noted Staff is supportive of the site plan identified as Scheme "A". The positive characteristics of Scheme "A" are it meets the minimum parking requirements also the drive through windows location is angle and is not visible from the intersection of Omaha Street and West Boulevard. Several considerations will need to be addressed as part of the Final Development pursuant to this site development plan.

Traffic: The applicant is proposing to construct a bank with a drive through window area and automatic teller machine (ATM) plus additional professional offices would be incorporated as part of the proposed facility. Staff is concerned with the traffic impact this type and size of facility would have on Omaha Street and West Boulevard. Both of these streets are classified as Principal Arterials on the Major Street Plan. The South Dakota Department of Transportation has programmed a major street widening project for Omaha Street in the year 2003. This project will impact the frontage of this proposed Planned Commercial Development. The average daily trip rate for a bank with drive through is 265 trips per 1,000 square feet and 11 trips per 1,000 feet for offices. Based on the proposed building size, an approximately 2,900 average daily trips would occur with this facility. A trip is calculated for each movement in/out of the facility i.e. one trip for entering the facility and one trip for exiting the facility. Another method of evaluating the traffic impacts is to measure traffic during peak hour. In Rapid City the peak hour occurs for a one hour period sometimes between 4 PM and 6 PM. The PM peak hour trips generated by a drive through bank range from between 45 to 50 per 1,000 square feet and 1.5 per 1,000 square feet for an office. The estimated PM peak hour trips using the Institute of Transportation Engineers and Rapid City trip rates for the proposed facility would be approximately 500 trips.

The applicant is proposing to construct a right in/right out access on Omaha Street to safely accommodate the anticipated traffic in and out of the site. This would eliminate a number of approaches that currently exist on Omaha Street. As part of the reconstruction of Omaha Street, a dedicated right turn lane will be constructed for the south bound movement onto West Boulevard. A median will be installed in Omaha Street to preclude left turn movements out of this facility. Even with these improvements, Staff is concerned with the amount of traffic that this site could generate. Staff is recommending that a detailed traffic study be completed and submitted with the Final Development Plan. The traffic study should evaluate the impact of the proposed right in/right out, a possible right in only, and the need for a deceleration lane on Omaha Street.

Site Plan - A detailed site plan needs to be submitted as part of the Final Development Plan. The site plan package shall include site grading and drainage plans with all related calculations. The location of the proposed water and sewer services lines and all main lines

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shall be identified. The Engineering Staff has identified the sewer main located in the alley will be reconstructed in the year 2001. The Fire Department has indicated that on-site fire hydrants may be needed depending on the size and type of construction of the building. Parking and landscaping plans need to be submitted along with the location of all exterior lights.

Signs - There are two billboards structures currently located on the property. The applicant is proposing to relocate these structures as part of the development. The proposed locations do meet the minimum spacing requirement of the Sign Regulations under the existing conditions. While the billboards do meet the spacing requirements, this site is a gateway into Rapid City. The appearance of this intersection sets the first impression many travelers have of Rapid City. Staff does have some concerns of the appropriateness of this location for billboards. However, the applicant is proposing to reduce the size of one of the billboards. The applicant could also redevelop the site without the Planned Commercial Development and the billboard locations would be allowed. Based on these factors, Staff is not recommending the removal of the billboards.

Staff is requesting that a complete sign package be submitted as part of the Final Development Plan. The sign package should include the location of all signs, size of those signs, and the style of the signs. Staff is requesting that the overall sign package be a harmonious package that complements the building and the area.