

STAFF REPORT

July 13, 2000

PCD #00PD030 - Major Amendment to a Planned Commercial Development to change the building footprint and parking

ITEM 28

GENERAL INFORMATION:

PETITIONER	Schlimgen Design Consultants for R & R Realty
REQUEST	PCD #00PD030 - Major Amendment to a Planned Commercial Development to change the building footprint and parking
LEGAL DESCRIPTION	Tract A Revised and Tract C Revised, Walpole Heights Subdivision, Section 11, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
PARCEL ACREAGE	Approximately 4.974 Acres
LOCATION	2707 Mount Rushmore Road
EXISTING ZONING	General Commercial (Planned Commercial Development)
SURROUNDING ZONING	
North:	General Commercial (Planned Commercial Development)
South:	Park Forest
East:	General Commercial
West:	Park Forest
PUBLIC UTILITIES	City sewer and water
REPORT BY	Vicki L. Fisher

RECOMMENDATION: Staff recommends that the Major Amendment to a Planned Commercial Development to change the building footprint and parking be approved with the following stipulations:

Engineering Division Recommendations:

1. Prior to issuance of a building permit, Meade-Hawthorne Drainage Basin development fees shall be paid;
2. Prior to issuance of a building permit, construction erosion control plans shall be submitted for review and approval;
3. Prior to City Council approval, topographic information and a grading plan shall be submitted for review and approval;
4. Prior to City Council approval, a site drainage plan shall be submitted for review and approval;

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Fire Department Recommendation:

5. Prior to issuance of a Certificate of Occupancy, all fire codes shall be complied with;

Building Inspection Recommendations:

6. A building permit shall be obtained prior to any construction and a Certificate of Occupancy shall be obtained prior to occupancy;
7. Upon submittal of a building permit, Architect/Engineer stamped plans shall be submitted;

Urban Planning Division Recommendations:

8. A minimum of 247 parking spaces shall be provided on site. Seven of the spaces shall be handicap accessible with one of the handicap spaces being van accessible. All provisions of the Off-Street Parking Ordinance shall be continually met; and,
9. A minimum 24 foot wide paved driving lane(s) shall be maintained along this portion of Fairmont Boulevard. In particular, no portion of the bus drop lane shall be constructed so as to reduce or encroach into the 24 foot wide driving lane(s).

GENERAL COMMENTS: The applicant is requesting a Major Amendment to the Walpole Heights Planned Commercial Development to expand the building footprint and revise the parking plan on the above legally described property.

The subject property is located north and south of Fairmont Boulevard along the western most terminus of Fairmont Boulevard directly off Mount Rushmore Road. Currently, Ridco Incorporated, a 30,290 square foot jewelry manufacturing and retail outlet store, and two (2) storage units are located on the subject property. The site involves 4.97 acres of land.

A Planned Commercial Development to allow jewelry manufacturing as a Use on Review in the General Commercial Zoning District was approved for this property in 1987. A Minor Amendment to allow the construction of a storage building was approved August 16, 1993. A Major Amendment to allow an office addition, an additional storage building and an expansion of the parking area was approved September 19, 1994. A Minor Amendment was approved September 5, 1995 to reduce the front yard setback from twenty-five (25) feet to fifteen feet and to reduce the west side yard setback from twenty-five (25) feet to fifteen (15) feet for the storage building previously approved in 1994. On January 27, 2000, a Preliminary and Final Plat was approved to reconfigure a portion of the property identified within the Planned Commercial Development (Tract B Revised) with another platted lot (Tract C) and a two acre unplatted parcel, to be known as "Tract C Revised". In addition, Tract C and the unplatted balance were rezoned General Commercial with a Planned Development Designation. This review includes Tract A Revised located north of Fairmont Boulevard and that portion of Tract C Revised previously described as Tract B Revised.

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The applicant is proposing to construct a 12,256 square foot addition onto the east side of the existing jewelry manufacturing facility. The addition will have a mixture of uses to include storage, jewelry manufacturing and office(s). The applicant is also requesting to waive the requirement to provide additional parking for the addition.

STAFF REVIEW: Staff has reviewed this request and has noted the following concerns:

Off-street Parking Requirement: Based on the minimum number of off-street parking spaces required for a jewelry manufacturing facility with offices and a retail area and for storage units, a minimum of 150 parking spaces are required for the existing structures. The proposed addition will require that an additional 97 parking spaces be provided for a total of 247 parking spaces. The applicant's site plan identifies 206 parking spaces. However, 42 of the spaces are located within Fairmont Boulevard right-of-way and U. S. Highway 16 right-of-way and can not be counted towards meeting the minimum off-street parking requirement. It should be noted that pursuant to an agreement with the City and an agreement with the South Dakota Department of Transportation to allow parking in the right-of-way(s), the 42 spaces may be removed at anytime. The applicant is requesting that the parking requirement be reduced from 247 parking spaces to 154 parking spaces, not counting those spaces located within the right-of-way(s).

Planned Commercial Developments are designed to make commercial development compatible with adjoining land use and to properly address environmental factors such as steep slopes, geologic conditions and drainage, and to mitigate any negative impact upon public facilities such as streets and highways, water, sanitary and storm sewer systems. There are no environmental factors present to preclude the applicant from constructing additional parking spaces. It appears that a substantial number of parking spaces could be constructed directly east of the existing parking lot located south of Fairmont Boulevard. Reducing the required parking may result in overflow parking on the street. This portion of Fairmont Boulevard is already a narrower substandard street section. Past amendments to the Planned Commercial Development have allowed for reduced front and side yard setbacks. In addition, agreements with the City of Rapid City and the South Dakota Department of Transportation have allowed for parking within Fairmont Boulevard right-of-way and U. S. Highway 16 right-of-way. Reducing the parking requirement for the proposed addition continues to compromise standard design requirements that may negatively impact public facilities, especially access along Fairmont Boulevard, and may result in limiting access to future development on adjoining properties. If there is not sufficient room on the property to construct all of the required parking spaces, then staff recommends that the proposed structure be reduced in size, thereby, reducing the parking requirement.

Access: Fairmont Boulevard serves as legal access to the property and is classified as a Local Road. Fairmont Boulevard, as it abuts the subject property, has an 85 foot wide right-of-way and a 24 foot wide paved surface. The Street Design Criteria Manual indicates that a Local

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Road must have a minimum 27 foot wide paved surface. This portion of Fairmont Boulevard is primarily used to access the subject property. The properties to the south and west are owned by the applicant and are currently void of any structural development. The property to the north has direct access off of Mount Rushmore Road. With sufficient off-street parking being provided, the 24 foot wide paved roadway should serve as reasonable and safe access to the current development. The applicant has indicated that no additional construction or improvements on Fairmont Boulevard are proposed at this time. The applicant should be aware that at such time as this portion of Fairmont Boulevard is used to serve additional development that changes the character of the area and/or generates additional traffic, Fairmont Boulevard may be needed to be widened to meet the minimum standards of a Local Road.

The applicant's site plan identifies a bus drop lane to be constructed directly in front of the existing building within Fairmont Boulevard right-of-way. It appears that the bus drop lane will not encroach into the 24 foot wide paved driving lanes. Staff is recommending that the minimum 24 foot wide paved driving lanes be maintained along this portion of Fairmont Boulevard. In particular, no portion of the bus drop lane may be constructed so as to reduce or encroach into the driving lanes.

Engineering Division Concerns: The Engineering Division has indicated that prior to City Council approval, topographic information and a grading plan must be submitted for review and approval. In addition, a site drainage plan must be provided. Meade-Hawthorne Drainage Basin fees must be paid prior to issuance of a building permit. The Engineering Division has also indicated that construction erosion control plans must be submitted for review and approval.

Lastly, the Engineering Division has indicated that the water line serving the subject property currently exists along Fairmont Boulevard. The applicant should be aware that future development within this area and/or the extension of Fairmont Boulevard may result in the need to upsize the water main through this area.

Public Comment and Notification: Staff has not received any comments regarding the Major Amendment to the Planned Commercial Development. As of this writing, the receipts from the certified mailings have not been returned nor has the sign been posted on the property. Staff will notify the Planning Commission at the July 13, 2000 Planning Commission meeting if these requirements have not been met.