



CITY OF RAPID CITY

RAPID CITY, SOUTH DAKOTA 57701-2724

Growth Management Department

300 Sixth Street

Bob Dominical, Project Manager
Growth Management Department
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MEMORANDUM

TO: City Council

FROM: Bob Dominicak, Project Manager 

DATE: January 10, 2005

RE: Lot 13-14 Less Lot H-1 Jones Tract and Lot 15-20, less Lot H-1 and less Tract A of Jones Tract of Block 2, NW1/4NW1/4 Jones Tract, Section 2, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota, also described as 1935 W. Main Street

A site plan has been submitted by Galloway, Romero and Associates for the proposed construction of a fueling facility on the above legally described property. The site plan identifies closing one approach on Mountain View Road and one approach on W. Main Street. In addition, the site plan identifies a proposed approach to the site from the alley located along the south lot line of the property and an existing shared approach on W. Main Street. The alley approach is located 40 feet from the intersection of Mountain View Road, a principal arterial street. The Street Design Criteria Manual states that a minimum 50 foot separation must be provided between the intersection of an arterial street and a driveway. As such, the applicant has submitted an Exception request to reduce the separation to 40 feet.

Closing the two approaches on W. Main Street and Mountain View Road, respectively, will limit access to the site from the alley and the existing shared approach. The existing shared approach meets the separation requirements between the adjacent intersection and the driveway location on W. Main Street. Staff has also noted that traffic cuts through the site when the traffic light at the intersection is red and during heavy traffic periods. Closing the two approaches as proposed will limit traffic from cutting through the site. The applicant has indicated that the reduction in the separation between the arterial street and the alley driveway will allow tanker truck traffic to safely access the site.

Staff Recommendation: Staff recommends that an Exception be granted to reduce the separation between the arterial street and the alley driveway from 50 feet to 40 feet as per the Street Design Criteria Manual.



EQUAL OPPORTUNITY EMPLOYER

LETTER OF TRANSMITTAL



Galloway, Romero & Associates

Design Engineering Planning

5350 DTC Parkway
Greenwood Village, Colorado 80111-3006
(303) 770-8884
(303) 770-3636 Fax

DATE JANUARY 2005

PROJECT FUELING FACILITY

PROJECT NO. SA1554/3.25

LOCATION 1935 W. MAIN STREET

To:

CITY OF RAPID CITY
GROWTH MANAGEMENT DEPT.
300 SIXTH STREET
RAPID CITY SD 57701

ATTENTION BOB DOMINICK

RE:

WE ARE SENDING YOU: HEREWITH DELIVERED BY HAND OVERNIGHT

VIA US MAIL

THE FOLLOWING ITEMS: PRINTS MYLARS PHOTOCOPIES ~~COPY~~ OF LETTER SPECIFICATIONS

COPIES	DATE OR NO.	DESCRIPTION
1		REQUEST FOR DEVIATION FROM DESIGN CRITERIA LETTER
1	EA	SHEET 2 OF 2 / ALTA SURVEY, SITE PLAN & TANKER ACCESS PLAN

THESE ARE TRANSMITTED AS INDICATED BELOW

FOR YOUR USE AS REQUESTED FOR REVIEW AND COMMENT FOR APPROVAL
 APPROVED AS NOTED RETURNED FOR CORRECTIONS _____

REMARKS:

RECEIVED

JAN 07 2005

Rapid City Growth
Management Department

COPIES TO: _____

SIGNED:



Galloway, Romero & Associates

Design Engineering Planning

5350 DTC Parkway
Greenwood Village, Colorado 80111-3006
(303) 770-8884
(303) 770-3636 fax
E-mail: larry_parker@graa.com

January 4, 2005

Mr. Bob Dominicak
City of Rapid City
Growth Management Department
300 Sixth Street
Rapid City, SD 57701

**RE: Request for Deviation from Design Criteria, Proposed Fuel Facility
1935 W. Main St., Rapid City, SD**

Dear Bob:

Thank you for taking the time to discuss this project with me on the phone the other day. I had called you in reference to your review comment made on December 13, 2004 in regards to the new access point along the southerly property line. The comment we discussed was "*New access in alley near intersection with Mt. View is too close, needs to be 115 ft from intersection.*" Per that conversation, this letter will serve to further explain/justify the location of that access point, to provide you with additional information and to request a deviation to Rapid City's design criteria.

- The existing facility consists of a 1730 sf service building with a freestanding canopy that shelters 4 multi-product fuel dispensers. The site is surrounded by public rights-of-way on the north, south and west sides. On the remaining side, the east, there is a shared, common access drive with the adjacent development. The site has a total of 5 curb cuts that provide access to the public rights-of-ways. The site does not have any landscaping and is virtually 100% paved. There are only a few areas at the rear of the building that are not paved and those areas are mulched with gravel.
- The existing site is extremely small, approximately 150' x 120', and contains 0.41 acres in size. At some point in time, a part of the northerly portion of the lots was deeded for right-of-way to accommodate the widening of W. Main Street and to install a right turn lane from northbound Mountain View Road. As the roadway grew by the dedication, the existing setbacks were reduced. Currently, at the closest point, the canopy is approximately 8' to property line. The clearance between pump islands, pump islands to buildings and clearance between other facilities is limited, resulting in a crowded, cramped circulation pattern throughout the site. The lack of defined landscape areas allowed vehicles to drive anywhere the surface is

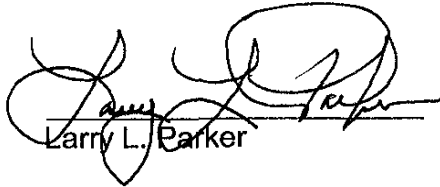
paved creating a “free for all” affect that often produced conflicts between pedestrian’s verses vehicles and vehicles verses vehicles.

- The proposed access point from the alley along the southerly property line will replace an existing access point off of Mountain View Road. That existing access point is a 20’ wide full motion curb cut that parallels the existing alley. These two access points are virtually right on top of one another as the distance between the northerly edge of the alley and the southerly edge of the existing curb cut is approximately 6 feet. Both of these access points currently allow both left and right turning vehicles to exit onto Mountain View Road as well as accepting north and southbound turning vehicles off of Mountain View Road. This is a very dangerous situation and while we have to have a means of accepting northbound traffic off of Mountain View Road for tanker fueling purposes, we feel that keeping the existing Mountain View Road curb cut is a less than desirable choice. We thought about relocating this curb cut a little further to the north but realized that we would only be compounding the existing problems. Currently, the northerly line of the existing curb cut is approximately 100’ south of the southerly flowline of W. Main Street. This is less than the desired clearance of 115’ and relocating the curb cut would only reduce this distance.
- The proposed access point off of the alley along the southerly property line will be the primary access point for tanker fueling and the curb cut is needed for that purpose. We anticipate tankers approaching the site from the south and exiting onto W. Main Street as indicated on the enclosed Tanker Access Plan. The site is too small to accept tankers from the curb cuts along the easterly property lines and have the tankers loop through the site. We anticipate that the underground storage tanks will be filled during non-peak hours.
- We realize that having the proposed curb cut close to Mountain View Road could cause less than desirable situations at times but we feel that closing the existing curb cut onto Mountain View Road outweighs those potential situations. As we discussed, the few vehicles that will exit the site through this proposed curb cut could potentially be blocked by vehicles in then alley that are exiting onto Mountain View Road.

Due to the limited size of the site, redevelopment into a modern fueling facility posed quite a few problems for us. We simply do not have the room to accommodate all the issues we would like to address. We feel that we are improving the access to the site by closing the two curb cuts, one on W. Main Street and one on Mountain View Road. We have improved the internal circulation pattern thorough the site by defining driving areas by the creation of landscape areas. The landscape areas in turn produce an aesthetically pleasing environment where there was none before. We have pushed the structures away from the public rights-of-way by increasing the canopy setback along W. Main Street from 8’ to 25’. At the same time we were able to keep desirable separations between fuel dispensers and other structures and have

improved the internal operational circulation of the facility. We respectfully request a deviation from the City of Rapid City's design criteria that will allow us to construct the access point along the southerly property line as shown on the enclosed Enlarged Site Plan.

Sincerely



Larry L. Parker

Enclosures

(Variable Width Right-of-Way)

West Main Street

SCHEDULE

- ① PROPOSED 12'-0" x 24'-0" HOOP (40.0 S.F.)
- ② PROPOSED 24'-0" x 36'-0" HOOP (86.4 S.F.)
- ③ PROPOSED MULTIPLE PRODUCT FUEL COMPRESSOR (TYP. 4)
- ④ PROPOSED UNDERGROUND FUEL STORAGE TANKS (1) = 20,000 GAL. MODULAR UNDERGROUND 1" THICK WALL 2 COMPARTMENT PREMIUM RELEASE/DETROCK
- ⑤ PROPOSED STORAGE TANK FILL PIPE (TYP. 3)
- ⑥ PROPOSED OBSERVATION WELL (TYP. 2)
- ⑦ PROPOSED 8" THICK REINFORCED CONCRETE SLAB OVER STORAGE TANKS
- ⑧ PROPOSED TANK VENT ROOFS
- ⑨ PROPOSED EMERGENCY SHUT-OFF SWITCH (TYP. 1)
- ⑩ PROPOSED GROUND SOLIDITY (TYP. 4)
- ⑪ PROPOSED CURBED PAVEMENT (TYP. ALL)
- ⑫ PROPOSED AREA STATION W/FLASH RECEIVABLE OR 1/2" THICK CONCRETE PAD
- ⑬ PROPOSED PUBLIC TELEPHONE
- ⑭ PROPOSED 3'-0" x 12'-0" TANK ENCLOSURE
- ⑮ PROPOSED 3/4" HIGH SMALL HOLE PAVEMENT 100 SF/SPACE (TYP. 2)
- ⑯ PROPOSED SPOKEWHEEL LOWWATER CHANNEL LETTER GROUND SIGN, 20.64 SF (TYP. 3)
- ⑰ PROPOSED TRASH RECEIVABLE (TYP. 2)
- ⑱ PROPOSED 8' WIDE x 18' DEEP PARKING SPACE
- ⑲ PROPOSED 8' WIDE x 18' DEEP OPEN ACCESSIBLE HANDICAP PARKING SPACE W/ 8' WIDE x 16' DEEP ACCESS AISLE SPACE TO BE ZONED AND SHOWN PER ADA REQUIREMENTS
- ⑳ PROPOSED AREA SIGN (TYP. 3)
- ㉑ PROPOSED CONCRETE SAWCUT LINE AT FUTURE EDGE OF SIGNALLY LOCATION PER SPOKEWHEEL ROADWAY TO REMAIN IN PLACE UNLESS IT IS REPLACED BY SPOKEWHEEL ROAD PROJECT
- ㉒ EXISTING CURB CUT ALONG WEST MAIN STREET TO BE CLOSED
- ㉓ EXISTING CURB CUT ALONG WEST MAIN STREET TO REMAIN
- ㉔ EXISTING CURB CUT ALONG WASHINGTON VIEW ROAD TO BE CLOSED
- ㉕ EXISTING CURB CUT ALONG ALLEY TO BE CLOSED
- ㉖ EXISTING CURB CUT ALONG ALLEY TO BE WIDENED
- ㉗ PROPOSED 27.5' WIDE CURB CUT ALONG ALLEY
- ㉘ PROPOSED 2' WIDE SIDEWALK W/20000' HANDICAP RAMP
- ㉙ PROPOSED HANDICAP RAMP
- ㉚ PROPOSED PROVISION CONNECTION TO PUBLIC RIGHT-OF-WAY 5' WIDE CONCRETE SIDEWALK W/HANDICAP RAMP
- ㉛ PROPOSED 4' WIDE CONCRETE PAV.
- ㉜ PROPOSED WASHINGTON STREET SIGN AND STOP
- ㉝ PROPOSED UNDERGROUND SERVICE LINE & FUND EXISTING PROPERTY LINE. ALL EXISTING SERVICE PIPES TO BE RELOCATED AND APPROXIMATE 1/2" THICK CONCRETE VIBRATORY PAVEMENT THICKNESS W/REINFORCING STEEL
- ㉞ PROPOSED 4" THICK x 3'-8" WIDE CONCRETE SIDEWALK ADJACENT TO HOOP
- ㉟ EXISTING PRIVATE 6" SANITARY SEWER SERVICE LINE TO BE REUSED EXISTING LINE IF NECESSARY
- ㊱ EXISTING 1" CANTON WATER SERVICE LINE TO BE REUSED EXISTING SERVICE LINE IF NECESSARY
- ㊲ APPROXIMATE LOCATION OF WATER METER SHOWN INSIDE OF HOOP
- ㊳ EXISTING UNDERGROUND ELECTRICAL SERVICE TO BE UNLOCATED
- ㊴ PROPOSED UNDERGROUND COMMUNICATION CONDUITS
- ㊵ EXISTING MISCELLANEOUS UTILITY SERVICES TO BE RELOCATED AND/OR CAPPED W/STE SLOTTATION
- ㊶ EXISTING STORM SEWER MELY & DUSTALL LATERAL
- ㊷ PROPOSED 8" TYPE B PALE W/1/3 DUSTALL LATERAL
- ㊸ PROPOSED STORM SEWER LATERALS AND IMPERMEABLE TOP HOOP AND GUTTER ROOF DRAIN
- ㊹ PROPOSED GUTTER IMPERMEABLE WINDOW WASH SERVICE ADJACENT (TYP. 4), MOUNT AT TOP AT 48" ABOVE GRADE
- ㊺ EXISTING FIRE HOSEWAY
- ㊻ LANDSCAPE AREA
- ㊼ PROPOSED SAWCUT LINE
- ㊽ ASPHALT WATERBACK 1/2" FULL DEPTH ASPHALT (TYP. ALL)

UTILITY LEGEND

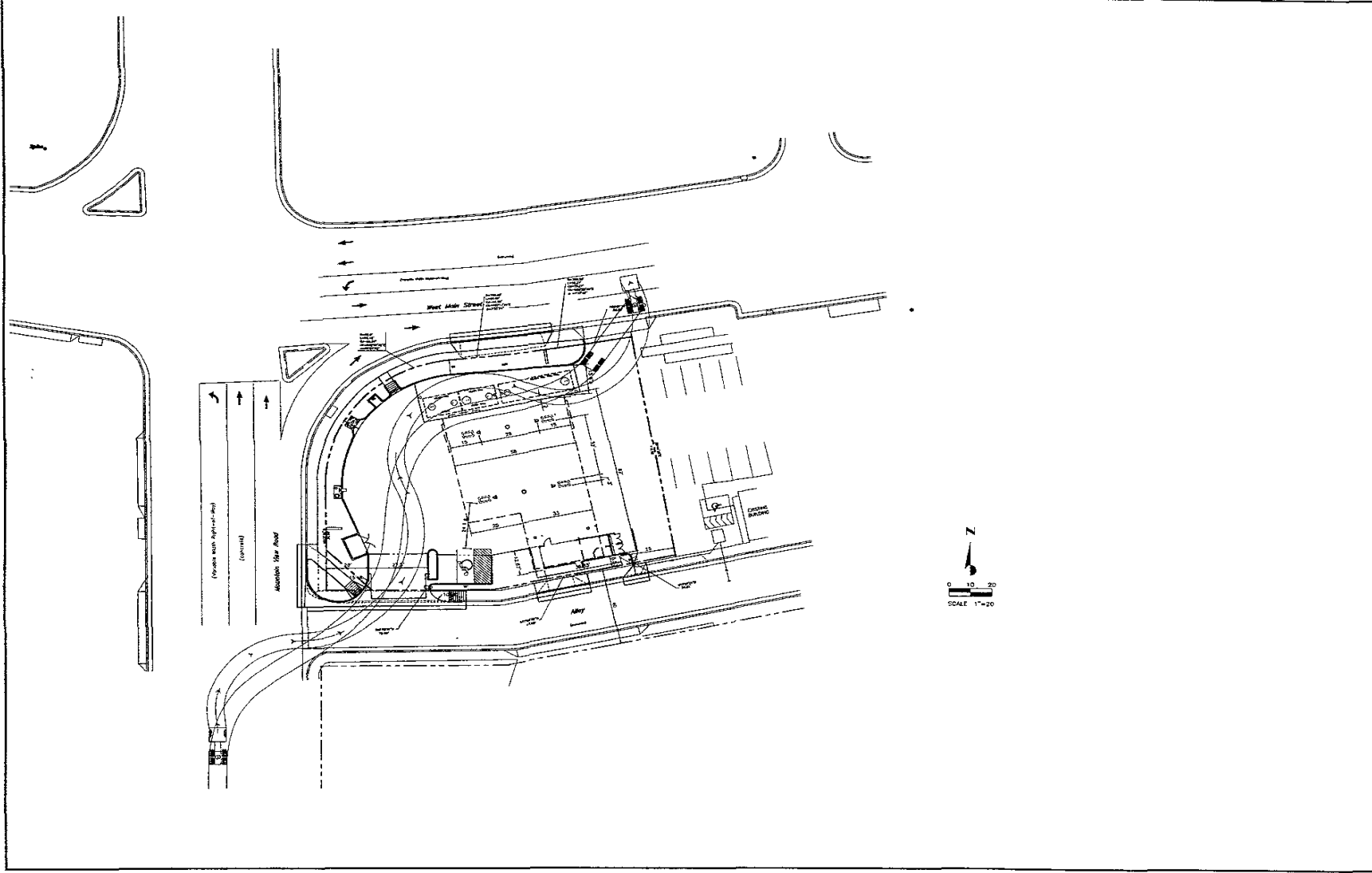
- WAREHOUSE
- VALVE
- W EXISTING WATER LINE
- W PROPOSED WATER LINE
- SS EXISTING SANITARY SEWER
- SS PROPOSED SANITARY SEWER
- STS EXISTING STORM SEWER
- STS PROPOSED STORM SEWER
- G EXISTING GAS LINE
- G PROPOSED GAS LINE
- VE EXISTING UNDERGROUND ELECTRICAL
- VE PROPOSED UNDERGROUND ELECTRICAL
- OE EXISTING OVERHEAD ELECTRICAL
- OE PROPOSED OVERHEAD ELECTRICAL
- TE EXISTING UNDERGROUND TELEPHONE
- TE PROPOSED UNDERGROUND TELEPHONE
- OE EXISTING OVERHEAD TELEPHONE
- OE PROPOSED OVERHEAD TELEPHONE

BENCHMARK

DAVIS CITY BENCHMARK SYSTEM 2005' A FOOT MARKER CAN BE FOUND AT THE BRIDGE ABOUT 1/2 MILE ON WEST MAIN STREET. ELEVATION 2025.96 FEET.

CALL SOUTH DAKOTA ONE CALL 1-800-781-7474
CALL 2-48 HOURS AHEAD IN ADVANCE BEFORE YOU DO GRADING OR EXCAVATION FOR THE PURPOSE OF UNDERGROUND UTILITY SERVICES


REVISIONS	
NO.	DATE
Colony, Romero, & Associates Design Engineering Planning 1000 Grandview Drive, Colorado 80111 Tel: (303) 770-3055 Fax: (303) 770-3055	
PROJECT NO.	
DRAWN BY:	JAK
CHECKED BY:	LLP
DATE:	JUN 2005
FILE NAME:	S41554_REV05.DWG
PROPOSED FUELING FACILITY	1935 W. MAIN STREET, RAPID CITY, SOUTH DAKOTA
SHEET TITLE	
SITE PLAN	
PHASE	
SHEET NO.	1 OF 1



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NO	DATE	REVISIONS


Colway, Romero & Associates
 Civil Engineering Firm
 1400 D.E. Parkway
 Spearhead Building, Colorado 80111
 For (303) 779-8338

PROJECT NO.
 DRAWN BY JASH
 CHECKED BY LEP
 DATE 11/04
 FILE NAME TRUCKTURN

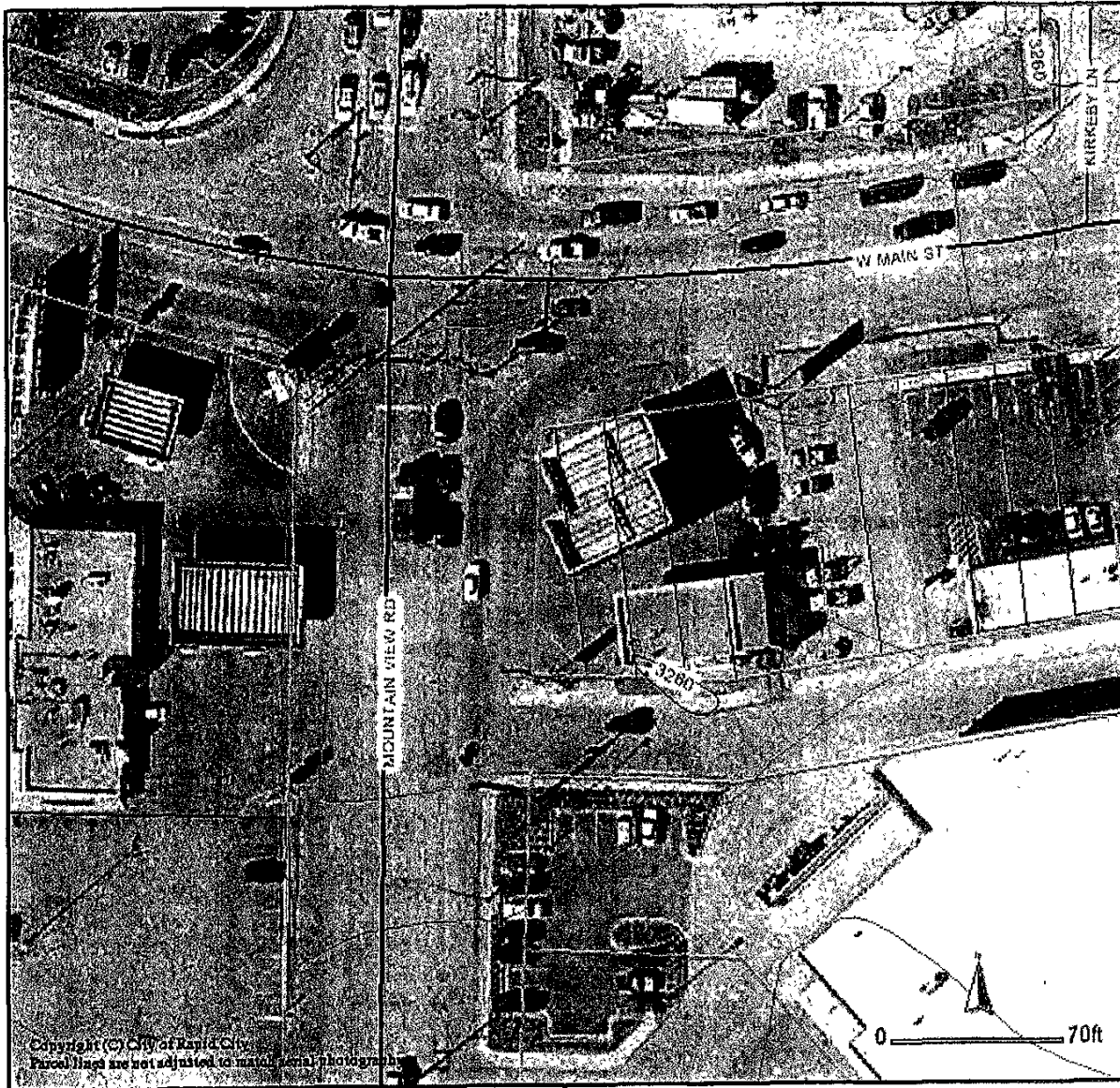
PROPOSED FUELING FACILITY
 1935 W. MAIN STREET
 RAPID CITY, SOUTH DAKOTA

SHEET TITLE
TANKER ACCESS PLAN

FIGURE

SHEET NO.
1 OF 1

Rapid City Geographic Information System



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