



# CITY OF RAPID CITY

RAPID CITY, SOUTH DAKOTA 57701-5035

## Growth Management Department

300 Sixth Street

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## MEMORANDUM

TO: Rapid City Public Works Committee

FROM: Ted Johnson, Engineering Project Manager

DATE: August 24, 2009

RE: Request for Exception to Section 8.2.4 of the City of Rapid City Street Design Criteria to allow a driveway separation of approximately fifteen (15) feet in lieu of aligning the proposed driveway directly opposite of existing driveway.  
1830 Eglin Street  
Lot B of Menard Subdivision, S32, T2N, R8E, B.H.M.

A request was submitted on July 31, 2009 for an exception to Section 8.2.4, of the City of Rapid City Street Design Criteria Manual, to allow a driveway approach separation of approximately fifteen (15) feet in lieu of aligning the driveway approach directly opposite of the existing driveway or offsetting the driveway a minimum of seventy-five (75) feet.

Section 8.2.4 Location Coordination, Paragraph 1 states: "The location of driveway approaches to properties on the opposite side of the roadway shall be coordinated so that they do not interfere with each other. Approaches will be located directly opposite each other whenever possible. If this is not possible, a minimum spacing of seventy-five feet (75') (22.9 M) will be required." The proposed driveway offset spacing of approximately fifteen (15) feet, does not provide adequate driveway separation for vehicles utilizing these driveways, or traveling along Eglin Street, to safely maneuver and access these properties. The proposed fifteen foot offset of these driveways will create a safety hazard for vehicles and pedestrians.

Additionally, Section 8.2.2, Driveway Approach Spacing, specifies a minimum of one hundred twenty-five (125) feet of separation between driveways on collector routes with a thirty (30) mile per hour speed limit. With a high volume collector route (greater than 5,000 vehicles per day) in a commercial area, a two hundred (200) foot separation is desirable for driveways. The 2008 traffic



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count on Eglin Street between Beale and Anamosa Street is approximately three thousand (3,000) vehicles per day; however, less than 40 per cent of the Menard Subdivision has been constructed. The proposed Pizza Ranch Restaurant is anticipated to generate an additional seven hundred (720) average trips per day. The remaining vacant lots east of East Anamosa Street within the original Menard Planned Commercial Development when fully developed are anticipated to house approximately 202,000 square feet of retail trade and could potentially generate eight thousand (8,000) vehicle trips per day. As such, Eglin Street is anticipated to become a high volume collector requiring a minimum of one hundred (125) feet of separation.

The proposed driveway into Lot B must be aligned directly opposite of the existing driveway into Menards or offset the specified distance to allow vehicles to safely queue, accelerate, decelerate and cross conflicting traffic streams without excessive interference with through traffic or traffic using adjacent driveways.

**Staff Recommendation: Staff recommends denial of the request to allow a proposed driveway approach to be offset by approximately fifteen (15) feet in lieu of aligning the proposed driveway directly opposite of an existing driveway approach as specified in Section 8.2.4 of the City of Rapid City Street Design Criteria Manual.**

Attachments