

Objective of Submittal

The objective of this submittal is to gain the Planning Department's recommendation and the Planning Commission's approval of the "Pennington County Courthouse Complex" project. Lund Associates is submitting documents for an 11-6-19 review on behalf of our client, Pennington County. Approval is sought for the project as described below but more specifically for the parking spaces provided versus the calculated need, the adjusted set back for the Parking Structure along Second Street and the acceptance of Jail Annex height.

Project Description

The "Pennington County Courthouse Complex" project is a best described as a large project with a number of sub-projects. These sub-projects could be identified as the remodel & expansion of the Public Safety Building, construction of a new Jail Annex, expansion of the existing Plaza to create a connection below between the existing Jail & the new Jail Annex, construction of a parking structure and reconstruction of the grading & landscaping on the east side of the complex.

Remodel & Expansion of the Public Safety Building (PSB) breaks down as follows:

- Remodel of the existing building
- Construction of two additional floors on top of the existing building
- Construction of a new below grade shooting range. The top of this range will be used as plaza east of the PSB
- Connection to and remodel of the Second Floor of Old Jail

New Jail Annex:

- The annex will be a four story building
- Fourth Floor will finished for immediate occupation
- The Third & Second Floors will be shelled in for future expansion
- The Grade Level will be used for secure parking for law enforcement vehicles

Expansion of the Plaza:

- The expansion of the Plaza will be used to create a connection between the existing Jail and new annex plus it creates additional expansion space for the Jail
- This sub-project would also include expansion of the existing Jail's lobby so video visitation incorporated into the building

Parking Structure:

- The Parking Structure will be attached to the new Jail Annex
- The Parking will have grade level parking plus two decks above for additional spaces
- The Parking Structure have a pedestrian / handicap ramp that extends down to the Plaza

Grading & Landscaping on east side of site:

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- The site will be revised to accommodate the new structures

Small scale drawings of the site can be found in Appendix #1

Existing Site Characteristics

The Pennington County Courthouse Complex is organized essentially around a pedestrian pathway that runs east to west, bisecting the site in a longitudinal manner. This pathway transitions into a Plaza between the buildings. The original Courthouse was designed and built in a "Classical" style of architecture. The subsequent buildings, Courthouse Annex and current Jail, on the north half of the site have maintained this "Classical" style along St. Joseph Street. The Old Jail, located on the south half of the site, also has "Classical" characteristics. The Public Safety Building is the only building on the complex that was designed with "Modern" lines.

The complex has large parking lots on both the east and west sides of the site. The northwest corner of the complex has a large "green" space with grass and large shade trees that create a park like environment. The east and west ends of the Plaza between the buildings are lined with shrubs and smaller trees that continue around the east end of the Public Safety Building. Shrubs and Trees also line the perimeter of the site.

Please refer to Appendix #2 for photos of existing site.

Surrounding Property Characteristics

Properties on the north side of St. Joseph Street are zoned as Central Business District. Buildings and uses along that side of the street include the county's maintenance shop, Carini's restaurant, parking lots, Kwik Lube, Black Hills Credit Union and a couple of motels. This area has a lot of hard surfaces and very little landscaping.

Law enforcement's Evidence Building and a small parking lot are adjacent to the east side of the site. Beyond the parking lot on the south side of the block are some homes that could be described as being in poor condition.

South of the complex is National American University. The buildings on this campus have clean lines and could be described as "Modern." The campus has some rather large areas of lawn with large shade trees.

The block west of the site is also zoned General Commercial District. A church is directly across 4th Street on the south side of the block and a motel occupies the north side.

Please refer to Appendix #3 for photos of adjacent properties.

Site Zoning

General Commercial District (GC)

Uses Permitted

Public buildings and grounds other than elementary or high schools

Area Regulations

The following regulations shall apply to all uses permitted in this district:

- A. Front Yard. All buildings shall set back a minimum of twenty-five feet from the front property line.*
- B. Side Yard. No side yard is required except that the width of a side yard which abuts a residential district shall not be less than twenty-five feet.*
- C. Rear Yard. Where a commercial building is to be serviced from the rear, there shall be provided an alleyway, service court, rear yard, or combination thereof of not less than thirty feet in depth. The depth of a rear yard which abuts a residential district shall be not less than fifteen feet. In all other cases no rear yard is required.*
- D. Set Back from Section Lines. Principal and accessory buildings and structures shall be set back no less than fifty-eight feet from any section line. No set back is required from any legally vacated section line; however, if the vacated section line forms a property line, the applicable side, rear or front yard setbacks shall be observed.*
- E. Maximum Lot Coverage. Main and accessory buildings shall cover not more than seventy-five percent of the lot area.*

Setback of existing Jail to north property line:	13'-1"
Setback of new Parking Structure off north property line:	25'-1"
Setback of new Parking Structure off east property line:	6'-2"
Setback of new Parking Structure off south property Line:	25'-0"
Setback of new Jail Annex off south property line:	

Building coverage on site:	107,863 SF
Site area:	270,143 SF
Site Coverage:	40%

Height Regulations

No building or structure shall exceed four stories or forty-five feet in height except as provided in Section 17.50.260.

The Public Safety Building's First Floor (entry level) has been selected as our baseline elevation for the site and has designated elevation of 100'-0". The heights of the other buildings are based off that 100'-0" elevation.

Public Safety Building	Four stories plus a basement	64'-0" (Top of Parapet)
Existing Jail	Three stories plus a basement	60'-5" (Top of Parapet) *
Jail Annex	Four stories	77'-10" (Top of Parapet)
Parking Structure	Three Levels	37'-10" (Top of Guard Wall)

*A height of 81'-0" was accepted for proposed Fourth Floor addition in 2001.)

Site Signage

The existing site signage has been photographed & measured. These photographs can be found in Appendix #4. Please refer to the site plan for locations.

New signage is proposed for three locations on the site. Signs will be located on the north and south sides of the new Jail Annex and on the Parking Structure above the entry to the parking lot & Structure. This signage will be similar to that of the existing Jail.

Off-Street Parking Calculations

Parking Analysis

Parking Spaces Currently Available

West Parking Lot	107
East Parking Lot	182
Parking under Courthouse	41
Parking next to Carini's	27
Parking at County Shop	21
Parking at Evidence Building	22
Total	400

Parking Needs of Existing Buildings

	GSF		Parking Need		% of Total
Old Courthouse	51,052		218		26%
Courthouse Annex	61,673		402		49%
Old Jail	11,498		14		2%
Public Safety Building	40,756		157		19%
Jail	N/A		35		4%
		Total	826		100%
Current Parking Shortage					426

Parking Spaces Available with Revised Site Plan

West Parking Lot	107
Modified East Parking Lot @ Grade	110
Parking under New Jail Annex	52
Parking under Courthouse	41
Parking next to Carini's	27
Parking at County Shop	21
Parking at Evidence Building	22
Elevated Decks of Parking Structure	215
Revised Site Total	595
Existing Total	400
Additional Spaces	195

Parking Needs of Remodeled & New Buildings

	GSF	Parking Need	% of Total
Old Courthouse	51,052	211	21%
Courthouse Annex	61,673	402	41%
Old Jail	11,498	14	1%
Remodeled 2nd Floor of Old Jail	N/A	22	2%
Public Safety Building	39,970	157	16%
New 2nd & 3rd Floors of PSB	20,204	110	11%
Shooting Range & Associated Spaces	4,800	14	1%
Jail	N/A	35	4%
Jail Annex	N/A	17	2%
Total		982	100%
Parking Shortage			582

Please refer to Appendix #5 to view spreadsheets used to calculate parking.

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Parking Reduction Justifications

Parking Requirements for Courtrooms

Current Number of Judges:
6 Circuit Court Judges
3 Magistrate Judges

Current Number of Courtrooms: 8

Courtroom SF: 9,683 SF

Spaces Required for Courtrooms Based only on SF: 242

Occupant Loads at Busiest Times:

High Point 1: 10:00 am - 11:00 am 3 Courtrooms with combined load of 80 (Half are typically Inmates) The remaining courtrooms typically have 6 to 7 occupants. Typically 3 of these occupants have already been allotted parking for their office space some where on campus. If we use a figure of 4 occupants from off campus plus another 4 waiting we get a total of 8 occupants for each remaining Courtroom. Total Courtroom occupancy at this time:

$$8 * 6 \text{ (remaining Courtrooms)} = 48 + 80 = 128 \text{ occupants}$$

High Point 2: 8:30 am - 10:00 am Jury selection for 2 Circuit Court Trials at the same time. (More than 2 Circuit Court Trials are usually not scheduled at the same because of the staffing problems it creates.) These 2 trials would require a jury pool of 100. Jury selection would typically be completed by 10:00 am. The remaining Courtrooms would have occupant loads of only 6 to 7.

$$8 * 6 \text{ (remaining Courtrooms)} = 48 + 100 = 148 \text{ occupants}$$

Since these high points typically occur at different times we propose using 148 parking spaces in lieu of 242. This reduces the total required parking by 94. This would bring the remaining need to 488.

The new Parking Structure will be engineered so that two additional parking decks can be added to the structure in the future. Budget constraints will not allow full build out of the Parking Structure as part of this project.