

## LETTER OF INTENT

With regards to the PRD submittal for the Ronneberg Apartments I am providing the following supporting information and requests:

1. Intent / Purpose: The purpose of this project is to provide multi family housing in an existing residential neighborhood with adjacent amenities of the golf course and bike paths for the tenants use. There will be two separate four plex units developed as per the site plan. The east building has typically 2 bedroom units with a single car garage. The west building has efficiency one bedroom units with a single car garage. The back to back lots allow for a driveway that interconnects the sites between 2nd and 3rd avenues allowing additional parking required to be provided with relatively easy access.

2. Review: The design team has met with planning, engineering, fire department and building inspection staff to encourage their input into the development of the design. We understand that care should be taken in minimizing the impact from the development on the adjacent neighbors and believe that all consideration has been given to best accomplish this with regards to the ordinance. We offered two preliminary layouts for review by staff and have followed their suggestions to consider development design consistent with the intent and requirements of this area.

3. A few items are being offered as variations to the ordinance for your consideration, including:

A. Reduce landscaping buffer along Jackson from 10' to 5'. This 5' strip includes an existing mature/well maintained opaque hedge that is approximately 8'-10' tall and serves well as a buffer between the street ROW and the property. The hedge provides significantly more landscaping points than the minimum 10% required of this area.

B. The ordinance outlines maintaining a minimum 15' setback from adjacent single family residential properties to any vehicle parking areas. The site design includes 5 parking spaces that encroach 5' - 12' into the setback. These parking spaces are all located within a continuation of the front yard setbacks of any potential adjacent residence and they are separated visually from the neighboring property by a 4' tall opaque fence. 4. A few items of clarification / emphasis are as follows:

A. The parking lot and sidewalk lighting will all be achieved via building/wall mounted fixtures providing a secure environment but minimizing lighting beyond the property. No lighting will be allowed to be directed beyond the property in the direction of neighboring residences.

B. Landscaping ground cover will include juniper and other perennial ground cover plantings suitable and recommended for this environment. The ground cover is specifically intended to be live plant materials (not just rock / mulch / non living materials).

C. Snow piling areas can be accommodated as needed on the SE corner of the property and in between the buildings on the north side of the parking area.

D. There will not be any exterior decks on the north side of the buildings overlooking the adjacent housing.

E. Exterior building colors will be as suggested by the initial colored renderings provided with the submittal. The palette will include mainly

muted earthtone colors for hardboard siding, asphalt shingles and associated metal fascias, soffits and trim.

5. Janelle with Fisk Engineering will provide the Exception form requesting a reduction of distance between Jackson Blvd. and the driveway on 3rd Avenue.

Thank you,

Donovan Broberg, Architect  
ARC International, Inc.

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-----Original Message-----

**From:** Lisa Cook Gambler [mailto:cookgali@hotmail.com]

**Sent:** Wednesday, October 04, 2006 5:55 PM

**To:** citycouncil@rcgov.org; gary.brown@rcgov.org; mike.lemay@rcgov.org;  
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**Subject:** Opposition to Street Expansion Element of No. 06PD073 - Planning Commission

# MEMORANDUM

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**TO:** Rapid City Planning Commission, City Council of Rapid City

**FROM:** Lisa F. Cook  
2018 3<sup>rd</sup> Avenue  
Rapid City, SD 57702

**DATE:** October 4, 2006

**RE:** Opposition to Non-Hearing Items Consent Calendar # 28 (Item No. 06PD073) Cottonwoods Subdivision

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I am a homeowner in the Cottonwoods Subdivision in the Canyon Lake District in west Rapid City residing in a glorious little bungalow about halfway down the block on 3<sup>rd</sup> Avenue. I oppose just one specific issue in the above-referenced application which appears on the Agenda for October 5, 2006 with a Planning Commission Staff recommendation that it be continued to the October 26, 2006 meeting. The agenda item states:

“A request by Fisk Land Surveying & Consulting Engineers, Inc. for Black Hills Custom Cycles to consider an application for a Planned Residential Development – Initial and Final Development Plan on Lots 1, 2, 38, 39 and 40, Block 3, Cottonwoods Subdivision and adjacent vacated railroad lane, Section 9, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota, more generally described as being located at 3404 Jackson Boulevard and 2040 3<sup>rd</sup> Avenue.

**Staff recommends that the Planned Residential Development be continued to the October 26, 2006 Planning Commission meeting to allow the applicant to submit additional information and to revise the site plan to comply with the minimum requirements of the Rapid City Municipal Code.**

***The Rapid City Planning Commissions' action on this item is final unless any party appeals that decision to the Rapid City Council. All appeals must be submitted in writing to the Growth Management Department by close of business on the seventh full calendar day following action by the Planning Commission."***

This development is a multi-family MDR compliant residential development proposal located in the Canyon Lake Overlay District requiring no zoning changes or comprehensive plan amendment. It is located on Jackson Boulevard between Second Avenue and Third Avenue. I am thrilled that the developer is applying to leave in place the gorgeous mature lilac (and some other large bush) hedge running parallel to Jackson Blvd. My primary concern with the development plan here, however, involves streets, traffic flow, and safety concerns. I believe the current plan with regard to street expansion unwisely leads to an unsafe "bottleneck node", "funnel" kind of problem on both Second Avenue and Third Avenue.

With regard to this specific facet of the development, the October 5, 2006 Planning Commission Staff Report states:

**Streets:** The Canyon Lake Overlay District requires that the street providing access to any multi-family dwelling of three or more units be in compliance with the Street Design Criteria Manual. Jackson Boulevard, a principal arterial street, is in compliance with a 100 foot wide right-of-way, 40 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer. Second Avenue and Third Avenue are classified as sub-collector streets requiring that they be located in a minimum 52 foot wide right-of-way and constructed with a minimum 27 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer. Currently, the two streets are located in a 40 foot wide right-of-way, respectively, and constructed with an approximate 24 foot wide paved surface. The applicant has submitted a site plan showing the dedication of an additional six foot of right-of-way for each street. In addition, the applicant has indicated that the pavement width will be widened to 27 feet, sidewalk added and the curb and gutter replaced. Staff is recommending that prior to the issuance of a building permit, the right-of-way be dedicated as identified and the street improvements completed or surety posted for the improvements."

The specific section utilized by the developer and the Planning Commission Staff in the interpretation of the requirements for streets can be found in the Canyon Lake Overlay District Ordinance as follows:

17.58.090                      Streets.

For any multi-family dwelling of three or more units, the street providing access to the project shall comply with the street design criteria manual.

Consequently, the developer is proposing widening Second Avenue and Third Avenue bordering each side of this development. This widening, however, while

in compliance with the street design criteria manual, creates a strange situation whereby any vehicle entering either of these streets from Jackson Blvd. (where virtually *no one ever* goes the posted speed limit) would have initial wide vehicular access proceeding down the street that would abruptly go into a constricted funnel-like experience of a narrow street with no sidewalks, with numerous mailboxes and large old-growth trees close to the street, and parking on both sides of the street. This seems to be a nonsensical result of a by-the-letter application of Section 17.58.090 of the Canyon Lake Subdivision Overlay Ordinance that I believe, for the safety of the community and drivers alike, requires further consideration, discussion, analysis, and planning.

As you are all likely aware, the Canyon Lake Subdivision Overlay Ordinance, Rapid City Municipal Code Chapter 17.60, states, in part: “This district is intended to preserve and enhance the unique residential character of the Canyon Lake neighborhood by establishing special standards that address access, site development, landscaping and parking.” This Ordinance was developed to protect the unique residential character of the neighborhood and the residents abiding there. While the limited street expansion related to this specific multi-family residential project is in keeping with the letter of the ordinance and would improve access to the site itself, it would appear that it actually creates and/or exacerbates a potentially dangerous situation down the remainder of each of these streets (Second Avenue and Third Avenue). Third Avenue ends in an off kilter five-way stop and Second Avenue ends in a “T”. In this particular instance, complying with this part of the Street Design Criteria Manual (which says that sub-collector streets have to be a specific width) does not seem to result in a logical and orderly development pattern.

John Less, Rapid City Traffic Engineer, indicates that there has been no side street data available and no traffic counts on side streets in Cottonwoods Subdivision since 1999. John Less, *personal communication*, August 14, 2006. It is not an outrageous assumption to suppose that when arterial and collector streets show a significant increase in volume of traffic (which has been the case from 2004 – 2006 with both Canyon Lake Drive and Jackson Blvd.) that the volume increase has an impact in the surrounding neighborhood as well resulting in a remarkable amount of recent pressure in the neighborhood from traffic. Lane place streets and/or sub-collector streets with varying pavement widths from 20 feet to 30 feet serve the Cottonwoods Subdivision where adjacent street parking is allowed further narrowing the streets and sometimes leading to street congestion. Requiring the developer to widen small portions of Second Avenue and Third Avenue could have a negative impact on traffic flow.

Moreover, this requirement can be waived. It is my understanding that the Evergreen Apartments development on Evergreen Street close to Canyon Lake School, while on a wider street (compared to Second and Third Avenues) is not obliged to comply with a street widening/improvement requirement of Section 17.58.090.

Please give this facet of the development project No. 06PD073 more consideration and analysis.