



# DREAM DESIGN INTERNATIONAL, INC.

CIVIL ENGINEERING ♦ LANDSCAPE ARCHITECTURE  
LAND DEVELOPMENT ♦ CONSTRUCTION ADMINISTRATION

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## Rushmore Crossing

Letter of Intent for

MAR 09 2007

### Initial Planned Commercial Development for:

Tracts B & C Block 2 of Section 30, Tracts D, E and F of Block 2, Section 29 T2N,  
R8E, BHM, Pennington County, South Dakota  
(preliminary plat legal)

Rapid City Growth  
Management Department

#### *Development Summary*

Rushmore Crossing is a 126 acre commercial - retail development located south of Interstate 90 in-between Exit 60 and Exit 61. It will be served by an entrance off LaCrosse Street and East North Street (US Hwy 14 & 16). Eglin Street will run through and serve the development. At total build out, Rushmore Crossing will contain approximately 900,000 square feet of new retail, restaurant, and hotel business space. This initial Planned Commercial Development (PCD) submittal will look at the initial design for development concept, architectural and landscape features, development signage, development amenities, and proposed final PCD phasing. This letter of intent is specific to the 80 acre retail parcel with a proposed building square footage of 747,323. Parking will be all off street and handled within the development, a multiplier of 4.5 per 1000 SFGFA equaling approximately 3,362 stalls for the 80 acre site. Currently, a preliminary plat, numerous rezones and comprehensive land use plan revisions, subdivision variances, and Eglin Street Construction Documents have been submitted to Growth Management. At the time of this submittal, the site's mass grading is underway.

#### *Development Concept*

The concept for Rushmore Crossing is a high end retail development consisting of five different retail districts:

- Hotel/Furniture District
- Restaurant Core
- Lifestyle District
- Soft Power District
- Commercial Outlots

The project is centered on the Lifestyle District which is loosely based on a town square concept. Site circulation and limited parking are provided around an elongated town square or 'green'. Retail buildings face three sides of the green with the bulk of parking taking place at the rear of the buildings. The buildings are separated with pedestrian entry points, much like city blocks to allow for convenient access to the Lifestyle District and encourage the pedestrian nature of this portion of the project. This pedestrian feel is further enhanced with plazas and outdoor gathering spots facing the Restaurant Core which are located on the several water features located throughout the site.

The Soft Power District is a more conventional, twenty-first century retail experience in that the automobile will be the method of conveyance rather than by foot. However, the delight in attractive building details and pedestrian amenities will not be abandoned here. The intent is to carry through the feel of the smaller scale Lifestyle buildings with the limited use of similar architectural design elements and building materials.

Rushmore Crossing – DDI No.

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The Outlots are intended for tenant development. However, the extensive building material options created will allow for a reasonable amount of tenant design flexibility, while maintaining a harmonious design theme. The Hotel/Furniture District shall be developed in the same manner.

### *Architectural Concept/Design*

Many of the proposed tenants for the project have specific requirements regarding their lease spaces and building images. However, the intent of this development is to provide more than the prototypical requirements of the tenants in a manner that is harmonious with the Rapid City historic environment. Detailing taken from the historic downtown of Rapid City, such as heavy cornices, brackets, decorative brickwork, etc. shall be used throughout. A palette of building materials has been developed to provide continuity in the overall design, but is flexible enough to meet the individual needs and desires of the tenants' imagery. Brick, integral color concrete masonry (CMU), cultured stone and synthetic stucco are the prime building materials. The design is further augmented with colorful canvas awnings, blade canopies and other covered entries. The proposed building height shall not exceed the General Commercial zoning ordinance of 45 feet or 4 stories.

### *Development Signage*

There are two major Project Identification monument signs at Rushmore Crossing's entrances at East North Street (US Hwy 14 & 16) and LaCrosse Street, see the accompanying documentation for an elevation and material character. Because the development is not visible from the LaCrosse Street entry, the Project Identification monument sign's purpose is twofold: it announces the entry to the development as a destination and advertises the prime tenants' access point. Equally important, due to the site's long and narrow configuration, an identical Project Identification sign at East North Street provides the same function.

Along the Interstate 90, two pylon signs are proposed, see the layout plat for locations and elevations for sizes and material character. Prime tenants are indicated on these signs, each one with a different list of tenants as grouped within the project. Design of signage armature utilizes materials and design features used elsewhere in the project. Each building and/or tenant space will have its own building wall signage integrated into the building's architecture; these will be submitted at the time of Final PCD submittal.

Internal development signage consisting of site directories, outlot ground signs, way-finding, directional signs, etc. shall be designed using the material palette developed for the project in concert with building imagery elements to provide a choreographed theme throughout.

### *Development Amenities*

In order to enhance the pedestrian nature of the Lifestyle District/Restaurant Core especially, the project will utilize coordinated site amenities such as benches and other seating options, trash receptacles, bike racks, movable planters, pedestrian-scale light fixtures with opportunities for planters and/or banners, flag poles, water features, etc. These same features are to be used throughout the rest of the project at a lesser density to provide continuity and cohesiveness to the entire project. The hardscape design shall emphasize and play off of building features, crosswalks, plazas and other such areas and shall be afforded by a judicious use of colored, stamped concrete/asphalt and/or concrete pavers. The affect shall be further softened by in-ground planters with up-lighted trees. Furthermore, landscaped parking islands and boulevard trees are planned as well as plantings at the Pylon, Project Identification and other large scale signs.

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**Development Phases**

This initial PCD submittal covers the 80 acre portion of the development. As different "phases" are completed or needed, the developer will submit these "phases" for Final PCD. The phases may be submitted non-sequentially and as groups if needed. The phases are labeled Phase A - I, see accompanying plan for the "phase" layout. Eglin Street will begin construction prior to Phase A development and installation.

**Landscape Plantings**

Plantings in the site are planned for:

- The Entrance - Monument Signage
- Each ingress/egress at Eglin Street
- The detention/wetland cells
- Sidewalk plantings
- Common grounds of the Lifestyle District
- Parking lot island plantings
- Street trees

This development has secured planting easements outside of the PCD limits. Street trees will be installed in these easements north of the LaCrosse Street - Eglin Street intersection. Street trees will then follow Eglin Street into the main portion of Rushmore Crossing. Typical street trees used will be Ash, Hackberry, Honeylocust, and Linden. Street tree planting will continue along Eglin Street until East North Street. Extensive landscaping is planned for the monument signage at each end of the Eglin Street connection. The developer requests the plantings outside of the PCD boundary (street trees and monument sign plantings) count toward the development's Landscape Point totals.

Ornamental plantings will include flowering deciduous shrubs of various sizes, junipers, ornamental grasses, and perennials. Landscape Plantings will follow the final PCD submittals. Each phase will have an area in square footage; the building will be subtracted from that, resulting in the required landscape points. An overall Landscape Point tally

Landscape Points Rushmore Crossing				
Site Total (sq.ft)	3,471,296		79.69	
Building Coverage (sq.ft.)	747,323			
Landscape Points Required	2,723,973			
Item/Description	Point Value	Unit	Quantity	Point total
Existing Trees	2,000	Each	0	0
Conifer Trees	2,000	Each	110	220,000
Large Trees (45' min radius)	2,000	Each	218	436,000
Medium Trees (25' min radius)	1,000	Each	273	273,000
Small Trees (15' min radius)	500	Each	159	79,500
Hedge Row	500	per 15'	0.00	0
Shrubs	250	Each	2,800	700,000
Ground Cover	100	sq.yd.	1,750	175,000
Turf	10	sq.yd.	47,916	479,160
Subtotal				2,362,660
Phase A				389,620
Landscape Points Provided				2,752,280
Landscape Points Required				2,723,973

is included to the right demonstrating how the 80 acre (phases A-I) development contributes to the landscape points required. As phases are submitted and undergo final design, plant configurations and point values for different phases may change. Areas with more open space (i.e. Phase C, E, & I) have been over planted based on their required landscape points to compensate for phases that may need reductions in landscape points at the point of final PCD submittal. Additional Landscaping may be added between phases to adjust for the reduction in points.

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