

STAFF REPORT  
May 24, 2007

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**No. 07PD032 - Planned Commercial Development - Final      ITEM 37  
Development Plan**

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GENERAL INFORMATION:

PETITIONER	Dream Design International, Inc.
REQUEST	<b>No. 07PD032 - Planned Commercial Development - Final Development Plan</b>
EXISTING LEGAL DESCRIPTION	<p>A parcel of land located in the Southwest One-Quarter of the Southwest One-Quarter (SW1/4SW1/4), the Southeast One-Quarter of the Southwest One-Quarter (SE1/4SW1/4), the Southwest One-Quarter of the Southeast One-Quarter (SW1/4SE1/4) and the Northwest One-Quarter of the Southwest One-Quarter (NW1/4SW1/4) of Section Twenty-nine (29) and the Northeast One-Quarter of the Southeast One-Quarter (NE1/4SE1/4), the Northwest One-Quarter of the Southeast One-Quarter (NW1/4SE1/4) and the Northeast One-Quarter of the Southwest One-Quarter (NE1/4SW1/4) of Section Thirty (30), and the Northwest One-Quarter of the Northeast One-Quarter (NW1/4NE1/4) of Section Thirty-two (32) in Township Two North (T2N), Range Eight East (R8E) of the Black Hills Meridian, (BHM), Rapid City, Pennington County, South Dakota, more fully described as follows: Commencing at the Southwest Corner of said Section 29 in T2N, R8E, BHM; thence N51°44'20"W 3921.94' to the Point Of Beginning, said point being on the easterly right-of-way line of LaCrosse Street as it intersects with the southerly right-of-way line of Interstate 90 exit ramp; Thence following the said southerly right-of-way line of Interstate 90 exit ramp N74°21'36"E a distance of 25.20'; Thence departing said southerly right-of-way line of Interstate 90 exit ramp S00°07'30"E a distance of 213.62'; Thence with a curve turning to the left with an arc length of 308.03', with a radius of 641.30', with a chord bearing of S13°53'07"E, with a chord length of 305.08'; Thence S27°33'29"E a distance of 344.21'; Thence S48°39'17"E a distance of 65.15'; Thence with a non-tangent curve turning to the right with an arc length of 197.40', with a radius of 475.00', with a chord bearing of N78°04'24"E, with a chord length of 195.98'; Thence N89°58'43"E a distance of 419.60'; Thence S00°06'41"E a distance of 25.00'; Thence N89°58'43"E a distance of 374.93'; Thence with a curve turning to the left with an arc length of 421.50', with a radius of 550.00', with a</p>

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chord bearing of N68°01'27"E, with a chord length of 411.26'; Thence N03°23'33"W a distance of 38.88'; Thence N40°11'59"E a distance of 53.09'; Thence N82°04'58"E a distance of 40.34'; Thence with a non-tangent curve turning to the left with an arc length of 182.62', with a radius of 19915.29', with a chord bearing of N32°21'00"E, with a chord length of 182.62'; Thence with a curve turning to the right with an arc length of 398.72', with a radius of 650.00', with a chord bearing of N49°47'28"E, with a chord length of 392.49'; Thence N22°56'58"W a distance of 69.09'; Thence N00°00'41"W a distance of 231.96'; Thence with a non-tangent curve turning to the right with an arc length of 153.85', with a radius of 2144.34', with a chord bearing of S68°07'30"E, with a chord length of 153.82'; Thence with a curve turning to the right with an arc length of 222.14', with a radius of 2909.18', with a chord bearing of S63°52'56"E, with a chord length of 222.09'; Thence S61°41'41"E a distance of 149.70'; Thence S35°19'03"E a distance of 72.16'; Thence S61°13'39"E a distance of 1133.12'; Thence with a curve turning to the right with an arc length of 135.54', with a radius of 650.00', with a chord bearing of S55°15'13"E, with a chord length of 135.30'; Thence S61°12'12"E a distance of 138.00'; Thence S68°31'49"E a distance of 352.96'; Thence S61°12'05"E a distance of 175.04'; Thence S49°53'16"E a distance of 99.23'; Thence S28°46'21"W a distance of 51.60'; Thence N61°13'39"W a distance of 22.42'; Thence S28°46'21"W a distance of 208.20'; Thence S61°13'39"E a distance of 23.27'; Thence with a curve turning to the left with an arc length of 62.76', with a radius of 550.00', with a chord bearing of S64°29'48"E, with a chord length of 62.73'; Thence S67°45'57"E a distance of 107.10'; Thence with a non-tangent curve turning to the right with an arc length of 74.15', with a radius of 950.12', with a chord bearing of S64°29'48"E, with a chord length of 74.13'; Thence S61°13'39"E a distance of 982.79'; Thence with a curve turning to the right with an arc length of 260.93', with a radius of 650.00', with a chord bearing of S49°43'39"E, with a chord length of 259.18'; Thence S38°13'39"E a distance of 57.93'; Thence with a curve turning to the left with an arc length of 338.49', with a radius of 450.00', with a chord bearing of S59°46'37"E, with a chord length of 330.57'; Thence S89°52'31"E a distance of 77.74'; Thence with a non-tangent curve turning to the left with an arc length of 168.00', with a

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radius of 604.01', with a chord bearing of N08°39'07"W, with a chord length of 167.46'; Thence S89°51'20"E a distance of 107.97'; Thence S00°07'29"W a distance of 165.46'; Thence S11°19'25"W a distance of 141.14'; Thence with a non-tangent curve turning to the right with an arc length of 312.78', with a radius of 2414.01', with a chord bearing of S22°40'12"W, with a chord length of 312.56'; Thence N79°02'31"W a distance of 68.03'; Thence N26°02'24"E a distance of 338.36'; Thence N89°52'31"W a distance of 24.75'; Thence with a non-tangent curve turning to the right with an arc length of 88.64', with a radius of 555.74', with a chord bearing of N85°32'12"W, with a chord length of 88.54'; Thence S35°58'35"W a distance of 27.39'; Thence S87°56'59"W a distance of 48.28'; Thence N76°54'32"W a distance of 8.67'; Thence N31°06'57"W a distance of 56.34'; Thence with a non-tangent curve turning to the right with an arc length of 164.77', with a radius of 555.00', with a chord bearing of N61°34'43"W, with a chord length of 164.17'; Thence S86°22'53"W a distance of 35.49'; Thence N47°33'44"W a distance of 57.34'; Thence N01°30'22"W a distance of 35.49'; Thence with a non-tangent curve turning to the right with an arc length of 37.04', with a radius of 555.00', with a chord bearing of N40°08'22"W, with a chord length of 37.03'; Thence N38°13'39"W a distance of 131.92'; Thence with a non-tangent curve turning to the left with an arc length of 146.57', with a radius of 550.00', with a chord bearing of N53°35'36"W, with a chord length of 146.13'; Thence N61°13'39"W a distance of 301.78'; Thence S70°07'52"W a distance of 40.86'; Thence N61°13'39"W a distance of 78.67'; Thence N17°40'27"W a distance of 37.26'; Thence N61°13'39"W a distance of 75.14'; Thence N55°31'01"W a distance of 50.25'; Thence N61°13'39"W a distance of 423.20'; Thence with a curve turning to the left with an arc length of 62.76', with a radius of 550.00', with a chord bearing of N64°29'48"W, with a chord length of 62.73'; Thence N67°45'57"W a distance of 104.51'; Thence S62°57'08"W a distance of 39.81'; Thence N62°26'30"W a distance of 40.60'; Thence S20°54'05"W a distance of 131.90'; Thence S18°46'19"W a distance of 128.31'; Thence S58°56'29"E a distance of 102.51'; Thence S18°46'19"W a distance of 333.24'; Thence with a non-tangent curve turning to the left with an arc length of 219.26', with a radius of 2123.30', with a chord bearing of N83°49'30"W, with a chord length of 219.16'; Thence

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N71°18'35"W a distance of 460.64'; Thence N00°00'00"E a distance of 66.21'; Thence N18°52'17"E a distance of 65.65'; Thence S71°13'41"E a distance of 9.94'; Thence N18°46'19"E a distance of 248.40'; Thence N05°15'41"W a distance of 62.34'; Thence N18°46'19"E a distance of 202.68'; Thence N26°43'15"E a distance of 40.45'; Thence N19°01'01"E a distance of 166.07'; Thence N58°47'42"E a distance of 83.72'; Thence N31°12'18"W a distance of 28.33'; Thence N13°47'42"E a distance of 36.38'; Thence N31°12'19"W a distance of 15.42'; Thence with a non-tangent curve turning to the left with an arc length of 81.91', with a radius of 545.00', with a chord bearing of N35°30'38"W, with a chord length of 81.83'; Thence N38°54'51"W a distance of 65.91'; Thence with a non-tangent curve turning to the left with an arc length of 139.48', with a radius of 550.00', with a chord bearing of N53°57'46"W, with a chord length of 139.10'; Thence N61°13'39"W a distance of 868.53'; Thence S73°46'21"W a distance of 43.37'; Thence N61°13'39"W a distance of 60.66'; Thence N16°13'39"W a distance of 38.18'; Thence N61°13'39"W a distance of 61.44'; Thence with a curve turning to the left with an arc length of 36.25', with a radius of 546.33', with a chord bearing of N63°07'43"W, with a chord length of 36.25' to a point of reverse curvature; Thence with a co-tangent curve turning to the right with an arc length of 35.54', with a radius of 249.37', with a chord bearing of N60°56'49"W, with a chord length of 35.51'; Thence with a curve turning to the left with an arc length of 384.66', with a radius of 550.00', with a chord bearing of N88°45'28"W, with a chord length of 376.87'; Thence S19°30'01"W a distance of 43.70'; Thence S64°30'01"W a distance of 62.66'; Thence N70°29'59"W a distance of 37.85'; Thence with a non-tangent curve turning to the left with an arc length of 85.08', with a radius of 545.00', with a chord bearing of S54°07'12"W, with a chord length of 84.99'; Thence with a curve turning to the left with an arc length of 48.38', with a radius of 549.52', with a chord bearing of S53°03'27"W, with a chord length of 48.37'; Thence with a curve turning to the left with an arc length of 118.97', with a radius of 550.00', with a chord bearing of S38°24'54"W, with a chord length of 118.74'; Thence S32°13'06"W a distance of 161.14'; Thence with a curve turning to the right with an arc length of 46.34', with a radius of 650.00', with a chord bearing of S34°15'38"W, with a chord length of 46.33'; Thence S06°26'29"E a

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distance of 14.58'; Thence S37°39'36"W a distance of 72.08'; Thence S49°37'34"E a distance of 7.80'; Thence with a curve turning to the right with an arc length of 237.69', with a radius of 464.00', with a chord bearing of S34°57'03"E, with a chord length of 235.10'; Thence N89°45'36"W a distance of 448.32'; Thence with a non-tangent curve turning to the right with an arc length of 175.46', with a radius of 675.00', with a chord bearing of S82°31'55"W, with a chord length of 174.97'; Thence S89°58'43"W a distance of 794.58'; Thence with a curve turning to the left with an arc length of 31.51', with a radius of 325.00', with a chord bearing of S87°12'04"W, with a chord length of 31.50'; Thence with a curve turning to the right with an arc length of 96.15', with a radius of 102.23', with a chord bearing of S35°36'37"W, with a chord length of 92.65'; Thence S62°33'20"W a distance of 43.44'; Thence S62°24'30"W a distance of 9.00'; Thence N20°29'05"W a distance of 8.08'; Thence N27°35'30"W a distance of 72.84'; Thence N30°19'51"W a distance of 121.71'; Thence N27°17'55"W a distance of 441.74'; Thence N25°23'32"W a distance of 31.49'; Thence N21 34'46"W a distance of 31.49'; Thence with a non-tangent curve turning to the right with an arc length of 50.00', with a radius of 825.79', with a chord bearing of N17°56'19"W, with a chord length of 49.99' to a point of compound curvature; Thence with a curve turning to the right with an arc length of 235.80', with a radius of 673.86', with a chord bearing of N06°10'47"W, with a chord length of 234.59'; Thence N00°07'30"W a distance of 50.00'; Thence N00 16'26"E a distance of 103.50' to the Point of Beginning; Having an area of 1,566,814 square feet, 35.97 acres

PARCEL ACREAGE	Approximately 35.97 acres
LOCATION	East of LaCrosse Street, west of E. North Street and south of Interstate 90
EXISTING ZONING	General Commercial District (Initial Planned Commercial Development)
SURROUNDING ZONING	
North:	General Commercial District
South:	General Agriculture District - Medium Density Residential District - General Commercial District (Planned Commercial Development) - Light Industrial District

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East: General Commercial District  
West: General Commercial District - Medium Density  
Residenetial District - General Agriculture District

PUBLIC UTILITIES City sewer and water

DATE OF APPLICATION 4/27/2007

REVIEWED BY Vicki L. Fisher / Todd Peckosh

**RECOMMENDATION:**

Staff recommends that the Planed Commercial Development - Final Development Plan be approved with the following stipulations:

1. Prior to Planning Commission approval, a Preliminary Plat shall be reviewed and approved to insure that all of the infrastructure improvements for the development have been addressed. In addition, a Final Plat shall be reviewed and approved prior to issuance of a Certificate of Occupancy to insure that legal access and utility easements are in place as needed;
2. Prior to Planning Commission approval, the applicant shall enter into an agreement with the City regarding the construction and timing of street improvements to serve the development as identified in the Traffic Impact Study;
3. Prior to Planning Commission approval, revised structural elevations and a revised color palette for the commercial structure, including the color of the roof, shall be submitted for review and approval. In addition, the revised elevations shall show screening along all roof top mechanical equipment;
4. Prior to Planning Commission approval, a revised landscaping plan shall be submitted for review and approval. In particular, the landscaping plan shall show mature landscaping along Eglin Street as it abuts Interstate 90 to provide a buffer reducing the headlight glare between the traffic along Eglin Street and Interstate 90. The landscaping plan shall also be revised to show additional landscaping at the entryways where Eglin Street intersects with LaCrosse Street and E. North Street;
5. Prior to Planning Commission approval, a revised sign package shall be submitted for review and approval. In particular, the monument signs located along Interstate 90 shall be revised to comply with the Joint Identification Sign Ordinance with a maximum height of 15 feet and a maximum area of 200 square feet or a Variance from the Sign Board of Appeals shall be obtained or the Ordinance shall be amended to allow the proposed signage. In addition, the signs shall be relocated outside of the E. North Street right-of-way or a portion of the right-of-way shall be vacated to allow the proposed signage. The proposed signs at the Eglin Street intersections with LaCrosse Street and E. North Street shall also be revised;
6. A building permit shall be obtained prior to any construction and a Certificate of Occupancy shall be obtained prior to occupancy;
7. Prior to issuance of a building permit, all necessary changes shall be made to the site plan(s) as identified on the red lined drawings. In addition, the red lined drawings shall be returned to the Growth Management Department;

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8. Prior to issuance of a building permit, a miscellaneous document shall be recorded at the Register of Deed's Office securing a planting easement along LaCrosse Street and Eglin Street as needed for the proposed landscaping;
9. Prior to issuance of a building permit, design details and construction plans, stamped by a Professional Engineer, for all retaining walls in excess of four feet in height shall be submitted for review and approval;
10. Prior to issuance of a building permit, a revised grading and drainage plan shall be submitted for review and approval;
11. Prior to issuance of a building permit, construction plans stamped by a Professional Engineer showing the water main profile and water and sewer service lines shall be submitted for review and approval. In addition, the construction plans shall show the water main extending into the lot located west of the subject property. A Utility Easement for the water main crossing the parking lot shall also be recorded at the Register of Deed's Office;
12. Prior to issuance of a building permit, the construction plans shall be revised to show a minimum five foot separation between private utilities and water and sewer mains;
13. Prior to issuance of a building permit, an Industrial Pre-treatment Permit shall be obtained for the proposed trash compactor container;
14. Prior to issuance of a building permit, an access easement shall be recorded at the Register of Deed's Office for the proposed truck route. In addition, prior to issuance of a Certificate of Occupancy, the truck route road shall be constructed;
15. Prior to the start of construction of the fence along Interstate 90 right-of-way, a Fence Height Exception shall be obtained to allow the proposed six foot high black or brown chain link fence or the height of the fence shall be a maximum of four feet. In addition, a portion of Interstate 90 right-of-way shall be vacated to allow the proposed fence or the fence shall be removed from the right-of-way or a SDCL 11-6-19 Review shall be obtained to allow the fence in the right-of-way;
16. The Air Quality Permit shall be amended to include the proposed development or a new Air Quality Permit shall be obtained prior to the start of any additional construction;
17. The currently adopted International Fire Code shall be continually met. In particular, fire hydrants shall be installed and operational prior to the issuance of a building permit and/or any construction on the site using combustible material(s). In addition, prior to issuance of a building permit, all weather access roads shall be constructed in compliance with the Street Design Criteria Manual in order to accommodate Fire Department apparatus. The proposed structures shall also have fire sprinkler systems and be fire alarmed as per the currently adopted International Fire Code;
18. A minimum of 572 parking spaces shall be provided. In addition, 12 of the parking spaces shall be handicap accessible spaces. One of the handicap spaces shall be "van accessible". All provisions of the Off-Street Parking Ordinance shall be continually met;
19. All outdoor lighting shall be reflected within the property boundaries so as to not shine onto adjoining properties and rights-of-way and to not be a hazard to the passing motorist or constitute a nuisance of any kind;
20. The landscaping plan shall comply with all requirements of the Zoning Ordinance. In addition, all landscaping shall be continually maintained in a live vegetative state and replaced as necessary;
21. The structure shall be used as a department store unless otherwise specifically

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- authorized or a Major Amendment to the Commercial Development Plan shall be obtained;
22. All provisions of the General Commercial District shall be met unless an exception is specifically authorized as a stipulation of this Final Commercial Development Plan or a subsequent Major Amendment; and,
23. The Planned Commercial Development shall expire if the use is not undertaken and completed within two years of the date of approval by the Planning Commission, or if the use as approved has ceased for a period of two years. A time extension may be granted if identified and requested as a part of a phasing schedule submitted with the Final Commercial Development Plan application; or upon written request to the Growth Management Director, and prior to the Final Development Plan approval expiration date, a one year extension for Final Development Plan approval may be granted.

**GENERAL COMMENTS:**

The applicant has submitted a Final Commercial Development Plan to allow a 131,748 square foot commercial building to be constructed on the subject property. In addition, the Final Commercial Development Plan includes Eglin Street right-of-way between LaCrosse Street and E. North Street and the entryways into the development at the intersections of Eglin Street and LaCrosse Street and Eglin Street and E. North Street. The proposed commercial building, a "Target" store, is Phase One of a commercial development to be known as "Rushmore Crossing".

The applicant has previously submitted and the City is currently reviewing the following applications:

- Preliminary Plat application (#07PL038) to subdivide 126.54 acres into 24 commercial lots and to vacate a 30 foot wide private access easement, to vacate a portion of a section line highway located between Sections 29 and 32, to vacate a portion of a section line highway located between Sections 29 and 30, to vacate a portion of Rapp Street and to vacate a 66 foot wide public access easement.
- Variance to the Subdivision Regulations application (#07SV013) to waive the requirement to install curb, gutter, sidewalk, street light conduit, water, sewer and pavement along Interstate 90, Spruce Street, E. North Street, Sunnyside Avenue and Cambell Street, to waive the requirement to install curb, gutter, sidewalk, street light conduit, water and sewer along Rapp Street and the proposed access easements, and, to waive the requirement to dedicate additional right-of-way along Cambell Street and the access easements.
- Vacation of Right-of-way request (#07VR002) to vacate a portion of Rapp Street currently located in an H Lot.
- Vacation of Right-of-way request (#07VR003) to vacate a portion of Farnwood Avenue, also located within an H Lot.

On August 1, 2005, the City Council approved a Layout Plat (#05PL085) to subdivide a 95.28 acre parcel into 17 commercial lots. The Layout Plat included the subject property.

On February 6, 2006, the City Council approved Tax Increment District #56 for the construction of streets, traffic signals, a regional drainage detention dam, high pressure



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water main and sanitary sewer main and the relocation of power lines associated with the proposed Rushmore Crossing project.

On October 2, 2006, the City Council approved a revised Layout Plat (#06PL142) to subdivide a 117.29 acre parcel into 15 commercial lots and two detention pond lots. The Layout Plat included the subject property.

On April 26, 2007, the Planning Commission approved an Initial Commercial Development Plan (File #07PD019) to construct approximately 861,000 square feet of new commercial development on 127 acres, which included the subject property.

The property is located between LaCrosse Street and E. North Street on the south side of Interstate 90 and is currently void of any structural development.

**STAFF REVIEW:** Staff has reviewed the Final Commercial Development Plan and has noted the following considerations:

**Design Features:** The applicant has submitted elevations of the proposed structure identifying that the building is one story with a parapet along the front and sides of the building. In addition, the structure will be constructed with brick, stone, stone veneer, wood, glass and pre-finished anodized aluminum siding. The color scheme includes shades of gray, brown and brick red. Staff has reviewed the proposed elevations and has noted that they do not appear to be of regional character to our area. As such, staff is recommending that prior to Planning Commission approval, revised structural elevations and a revised color palette for the commercial structure, including the color of the roof, be submitted for review and approval. In addition, the revised elevations must show screening along all roof top mechanical equipment.

**Signage:** The sign package includes two monument signs at the entrance along LaCrosse Street and E. North Street, respectively. In addition, two monument signs are proposed along Interstate 90. The sign package also identifies signage on the walls of the proposed commercial building.

Staff had previously met with the applicant to review the proposed development where the applicant submitted sign renderings showing the entrance signs along LaCrosse Street and E. North Street. Staff has noted that the proposed signage at the entrances to the development do not include the same texture and dynamics of the previously proposed signage. In addition, the proposed "Monument Signs" located along Interstate 90 are reviewed under the Joint Identification Sign Ordinance which states that "the total area of all signs on each frontage shall not exceed 200 square feet". In addition, "the maximum height of a joint identification sign shall be 15 feet". The elevation submitted for the joint identification signs along Interstate 90 identifies the signs as 38 feet 2 inches in height with an approximate 361 square foot sign area each. Staff has also noted that the two signs located along E. North Street are in the street right-of-way.

Staff is recommending that prior to Planning Commission approval, a revised sign package

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be submitted for review and approval. In particular, the monument signs located along Interstate 90 must be revised to comply with the Joint Identification Sign Ordinance with a maximum height of 15 feet and a maximum area of 200 square feet or a Variance from the Sign Board of Appeals must be obtained or the Ordinance must be amended to allow the proposed signage. In addition, the signs must be relocated outside of the E. North Street right-of-way or a portion of the right-of-way must be vacated to allow the proposed signage. The proposed signs at the Eglin Street intersections with LaCrosse Street and E. North Street must also be revised as identified.

Parking: The proposed 131,748 square foot department store requires that a minimum of 572 parking spaces be provided. Twelve of the parking spaces must be handicap accessible with one of the spaces being "van accessible". The parking plan identifies 574 parking spaces with twelve handicap accessible spaces. In addition, one of the handicap spaces is "van accessible". Staff is recommending that a minimum of 572 parking spaces be provided as required. In addition, 12 of the parking spaces must be handicap accessible spaces. One of the handicap spaces must be "van accessible". All provisions of the Off-Street Parking Ordinance must be continually met.

Lighting Plan: The site plan identifies lighting within the parking area. Staff is recommending that lighting be designed to be reflected within the property boundaries so as not to shine onto adjoining properties and rights-of-way and to not be a hazard to the passing motorist or constitute a nuisance of any kind.

Infrastructure Improvements: Construction plans have been submitted for review and approval as a part of the associated Preliminary Plat application. The construction plans show the construction of access streets, utilities, and drainage improvements for the proposed commercial development. Staff is recommending that the Preliminary Plat be approved prior to approval of a Final Commercial Development Plan to insure that the site functions correctly for the proposed development. In addition, a Final Plat must be approved prior to issuance of a Certificate of Occupancy to insure that legal access and utility easements are in place as needed.

Truck Route: The site plan identifies a truck route road being extended from Eglin Street across an adjacent property to provide access to the loading dock for the commercial building on the subject property. The truck route road is not included in the boundaries of the Final Commercial Development Plan. As such, staff is recommending that prior to issuance of a building permit, an access easement be recorded at the Register of Deed's Office for the proposed truck route. In addition, prior to issuance of a Certificate of Occupancy, the truck route road must be constructed.

Traffic Impact Study: The Traffic Impact Study, prepared by Felsberg Holt and Ullevig, identifies improvements along LaCrosse Street and the intersection of LaCrosse Street and E. Anamosa Street once warrants are met. In addition, the Traffic Impact Study identifies the extension of Luna Avenue to E. Anamosa Street once warrants are met. Staff is recommending that prior to Final Commercial Development approval, the applicant enter into an agreement with the City regarding the construction of street improvements to serve

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their development as identified in the Traffic Impact Study.

Fencing: The applicant has submitted construction plans with the associated Preliminary Plat showing the location of a proposed six foot high fence along Interstate 90. However, a maximum four foot high fence is allowed along a street right-of-way. As such, staff is recommending that prior to the start of construction of the fence along Interstate 90 right-of-way, a Fence Height Exception be obtained to allow the proposed six foot high black or brown chain link fence or the height of the fence must be a maximum of four feet. In addition, a portion of Interstate 90 right-of-way must be vacated to allow the proposed fence or the fence must be removed from the right-of-way or a SDCL 11-6-19 Review must be obtained to allow the fence in the right-of-way; (Please note that the City Council will consider Fence Height Exception #07FV001 on May 21, 2007 to allow the proposed six foot high fence along Eglin Street.)

Landscaping Plan: A minimum of 374,405 landscape points are required on the proposed lot for the Target store. The applicant has submitted a landscaping plan showing 380,900 landscape points on the proposed lot. In addition, the applicant has submitted a landscaping plan showing proposed landscaping along the entryways. As indicated earlier, staff had previously met with the applicant to review the proposed development. The applicant submitted landscape renderings showing massive mature landscaping along the entryways. The proposed landscaping plan does not provide the same amount or design of landscaping. As such, staff is recommending that prior to Planning Commission approval, a revised landscaping plan be submitted for review and approval. In particular, the landscaping plan must be revised to show additional landscaping at the entryways where Eglin Street intersects with LaCrosse Street and E. North Street. In addition, the landscaping plan must show mature landscaping along Eglin Street as it abuts Interstate 90 to provide a buffer reducing the headlight glare between the traffic along Eglin Street and Interstate 90.

Fire Protection: The Fire Department staff has indicated that fire hydrants must be installed and operational prior to the issuance of a building permit and/or any construction on the site using combustible material(s). The Fire Department has also indicated that prior to issuance of a building permit, all weather access roads must be constructed in compliance with the Street Design Criteria Manual in order to accommodate Fire Department apparatus. In addition, the proposed structures must have fire sprinkler systems and be fire alarmed as per the currently adopted International Fire Code. Staff is recommending that the currently adopted International Fire Codes be continually met.

Trash: The applicant has indicated that each retail store within the development will have one 42 cubic yard internally loaded and enclosed compactor container and a corrugated materials baler for the recycling of trash. The baler and other recycling containers are located inside the store. The applicant has also indicated that the bales are picked up from the store on a weekly basis and in most cases by a local salvager. Staff is recommending that prior to issuance of a building permit, an Industrial Pre-treatment Permit be obtained for the proposed trash compactor container.

STAFF REPORT  
May 24, 2007

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Air Quality Permit: An Air Quality Permit has been issued to allow the grading that is currently being done on the subject property. However, the Air Quality Permit must be amended to include the proposed development or a new Air Quality Permit must be obtained prior to the start of any additional construction.

Notification Requirement: As of this writing, the receipts from the certified mailings have been returned and the sign has been posted on the property. Staff has received several telephone calls of inquiry regarding this proposal.