

REVISED PARKING PROPOSAL

1. OVERALL PARKING REQUIREMENTS

In an effort to narrow the potential tenant options and reduce the parking needs, the option of having a church in the building has been eliminated. The option of having offices on the third floor has also been eliminated. As a result the parking has been reduced from 187 to a range of 110 to 126. **This is a reduction of 77 parking spaces!!!** In return for reducing the potential tenant options, we are asking that the restaurants have an unrestricted hours of operation.

OPTION A: Maximum Daily Potential

• 1 Cellular Tower	2 spaces
• Main Floor Restaurant – Full hours of operation	50.15 spaces
• Basement Restaurant - Full hours of operation	46.93 spaces
• 2 nd Floor offices –	22.8 spaces
• 3 rd Floor Apartments -	<u>4.5 spaces</u>
	126 spaces

OPTION B: Maximum Daily Potential

• 1 Cellular Tower	2 spaces
• Main Floor Restaurant – Full hours of operation	50.15 spaces
• Basement Restaurant Full hours of operation	46.93 spaces
• 2 nd Floor apartment/condos (4) –	6 spaces
• 3 rd Floor apartment/condos (3) -	<u>4.5 spaces</u>
	110 spaces

2. RESIDENTIAL TENANT PARKING - The Council asked me to clarify how to address tenant parking. The below information is provided in that effort.

- **Comparable apartments:** The commission requested at the December 10th meeting that parking for the residents of the 7 apartments be addressed. In that effort, I met with a large landlord of downtown apartments and lofts; Dan Sefthner. Dan currently has 29 apartments and 9 luxury lofts downtown along St. Joe St. He provides no parking for any of his residential tenants. He stated that it is unnecessary to provide parking to residential tenants because the evening hours provide a plethora of available spots at no charge. The tenants are away from their apartments during the daytime, but if there is a need during the daytime hours, the residential tenants know the metering schedule and make arrangements to move their cars. Not providing leased parking does not reduce the demand for the apartments.
- **Private Parking Lots:** The commission asked that I approach surrounding businesses about leasing parking to me. Under the existing commercial zoning that the surrounding businesses are in, they are not allowed to lease parking because they are short on their zoning requirements. Consequently, the city does not allow them to lease them to others.

- I did speak with Tom Letner who owns the strip mall along Omaha. He has entered into a very restrictive lease with Verizon which prohibits him from leasing parking stalls to me.
 - I did speak Fred Thurston early in the process and he indicated that after this is approved he would be open to discussing leasing stalls to me in the evening.
 - I spoke with Steve Hilton who owns the building directly to the north and extending to the west. He had to obtain a variance himself and does not have excess parking to lease.
- City Parking: The closest most convenient parking is the 10 hour parking meters adjacent to the building and the City leased parking lot directly across the street. Both of these are available after 4 free of charge. This is where the tenants will park when they are home because it is the most convenient and is free. Many Cities in their downtown lots have daytime leases and separate evening leases. The City could allow spots in the leased lot across the street to be leased after 4:00 p.m. for the nighttime hours. This would have no impact on the daytime leases and would guarantee a spot to my residential tenants. However, since the lot is empty - and free – most tenants would most likely choose the free option. I am however willing to lease these for the tenants if the City would choose to approve this option.
 - I met with the City Parking staff and did put my name on the list for the top floor of the City ramp. There is about a 5 month waiting listing for the ramp and I was only allowed to ask for 5 spots.
 - I also was able to put my name on the leased lot across the street from the building. This is approximately an 8 year wait. Most of these spaces are leased to businesses who simply pass the permit from one employee to the next so rarely come available.
 - General Development Zoning – As the Commission is aware, the City is in the process of revisiting the zoning for this building from commercial to general development. That study is due in about 6 months. At that time all of these parking requirements will go away for this building as well as the adjacent neighbors. At that time, if the tenants would like an assigned lot, they or I can approach the surrounding neighbors and lease one. However, since the lot across the street and the meters adjacent to the building are closer and are free and empty, they will most likely choose that option.

PARKING SUMMARY: At this time, under commercial zoning, the option of leasing stalls from surrounding businesses is not allowed by the City. The standard practice for residential tenants is that leased daytime parking is not provided. This has no negative impact on people's interest in renting the apartments/lofts. The daytime demand is small and is handled by using metered parking and if necessary moving their vehicles. As shown in the photos and parking counts, there is over 50% of the stalls available around the building during daytime peak demand. There is more than enough parking stalls vacant during the daytime hours. Evening and weekend parking is abundantly available in the surrounding meters and City leased lots - and is free. Most tenants would choose this option over paying for a leased stall further away. However, if the City is willing to do an evening lease in the Leased lot across the street, I would be willing to lease those for the

tenants. Again, it is unlikely they would be interested in paying for a parking stall when there is a free one in the same lot. Once again, in a number of months when the zoning on this building changes, these requirements will go away and at that time if surrounding private businesses are interested in leasing a lot to a tenant, this would be an option. Again, it is unlikely a tenant would choose this option since there are stalls closer and free on the street adjacent to the building and in the city lot across the street. I have put my name on the parking ramp and leased lot list. The schedule of the completion of the apartments would be approximately the same time that stalls should come available in the parking ramp for lease.

3. SEWER – The City asked that any sewer issues be resolved.

As part of this Planned Development, City Administration asked that I verify that the service line is of a condition and capacity that will serve the proposed usage and demands. In that effort, I had a camera sent down the length of the line and videotaped. A DVD of that video was provided to staff along with a report of its condition. The condition of the line is excellent and fully functional. The quantity of sewage for the proposed uses was calculated by a licensed engineer and shows that there is more than enough capacity for the proposed uses.

The situation in 7th street is that there is no common sewer **main**. There are 3 separate, privately owned sewer service lines that eventually join together and then connect to the sewer main extended off of Omaha St. Each property owner in the City of Rapid City is responsible both financially and functionally for their own service line. This is the same for this location. However in meeting with the City Engineer, it was explained that the common section - where the three service lines come together - is jointly owned by the three buildings connected to it. The common section located in the Street in City right-of-way is not privately owned as was incorrectly stated by Fred Thurston at the Dec. 10 commission meeting. Any repairs on an individual line are the responsibility of the individual building owner. If at some point in the future there is problem with the common section, this would be handled through the City with the 3 business owners. At this time, the sewer service line is in excellent condition and large enough to meet the City's requirements. If Mr. Thurston is experiencing issues with his individual line due to being the low point, he could plug the floor drain (which his tenant stated has already been done), he could install a check valve, or he could consult with a plumber for other options.

4. SCHEDULE OF CONSTRUCTION

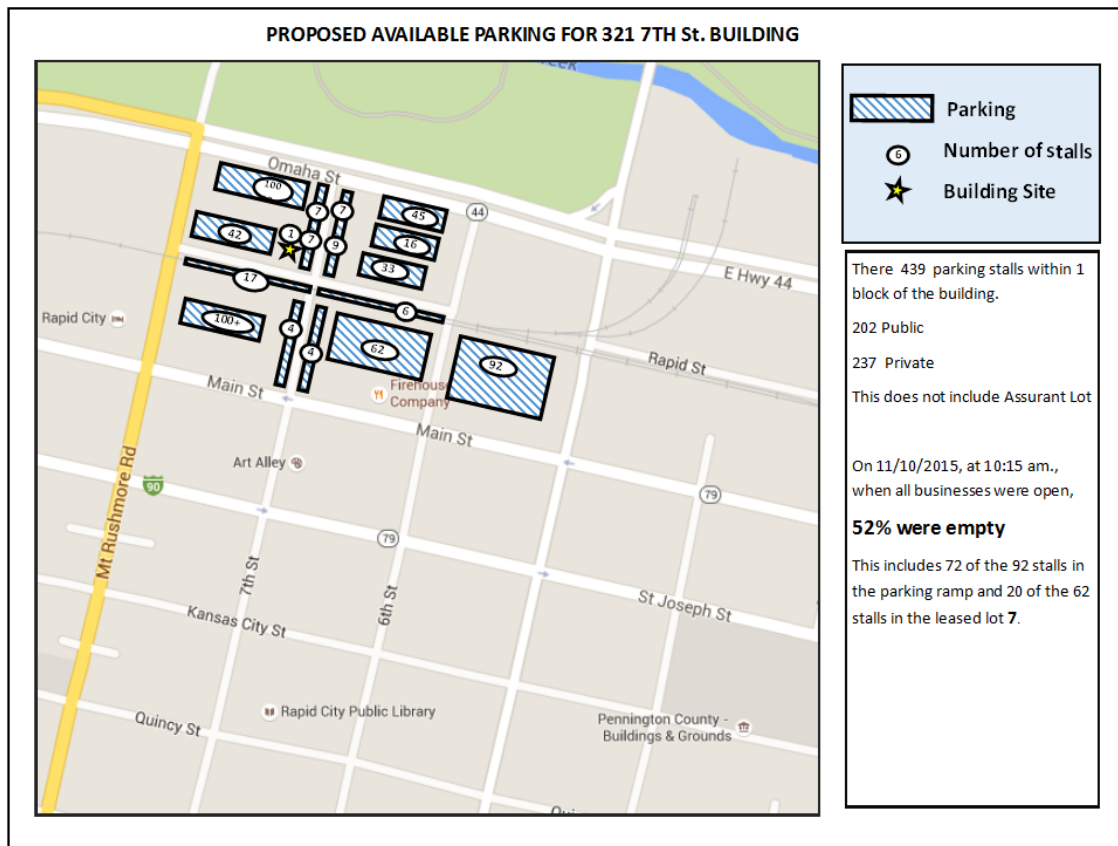
The project would begin construction immediately following closing of the sale which is proposed for some time in February. All floors would be under construction at the same time. The commercial spaces would be ready for operation in May or June in an effort to maximize the tourist season. The residential floors would be available in June or July.

BACKGROUND INFORMATION

Depending on usage, the total parking can range from 110 to 126

The building will be open from early morning until late in the evening. Most of the surrounding businesses close in the evening hours leaving numerous open parking stalls. The daytime hours from 8 to 5 have the least amount of parking stalls available for use predominantly because the City leased lot #7 is not available until 4 p.m.

The map below shows the parking stalls that are within 1 block of the building. It does not include the Assurant parking lot which is full during the daytime hours.



DAYTIME HOURS:

The break-down of available stalls is shown in the chart below. A visual count of empty stalls was taken during business hours at 10:15 .m on 11/10/15. The results show that during peak daytime usage, 60% are vacant. If we discount the stalls in the City leased lot #7, there are 162 open stalls within one block of the building available to be used during 8 to 5 pm. Although The zoning requirements for the surrounding buildings show a parking shortage, the actual vacancies are more than adequate within a 1 block walk from the building during a typical work day with 145 public stalls empty to meet the 110 spaces required.

SURROUNDING PARKING	PRIVATE - PUBLIC	AVAILABLE STALLS	Empty Spots 10:15 a.m. Tuesday 11/10/15	% Empty
City Leased Parking Lot #7	PUBLIC	62	20	32%
City Parking Ramp Metered Parking	PUBLIC	92	72	78%
East side of 321 7th St.	PUBLIC	12	6	50%
City parking West side of Sanfords	PUBLIC	7	7	100%
West side of Victorias	PUBLIC	9	4	44%
West side of Lot #7 metered	PUBLIC	4	1	25%
Wetern wholesale liquors metered	PUBLIC	4	3	75%
10 Hour metered south side of 321 7th	PUBLIC	<u>17</u>	<u>7</u>	41%
		207	120	58%
Civic Center Plaza Strip Mall private lot	PRIVATE	100	50	50%
Home town strip Mall (behind the building)	PRIVATE	42	10	24%
Sanford Back side	PRIVATE	16	10	63%
Sanford's front lot	PRIVATE	45	45	100%
Victorias private back lot	PRIVATE	20	2	10%
321 7th St. Back Lot	PRIVATE	<u>1</u>	<u>1</u>	100%
		224	118	53%
TOTAL		431	238	55%
		Available	Stalls Empty	Empty Stalls

EVENING HOURS:

Evening hours are the easiest to accommodate because most of the surrounding business close vacating most of the 192 stalls used during daytime hours as well 62 stalls in City leased lot #7 which opens to the public at 4:00 p.m. In addition, other private lots open up.

TENANTS

Under the proposal to create loft condos, there would be 11 parking stalls needed – particularly from 5:00 p.m. to 8:00 a.m. for overnight. These are proposed to be provided by leasing lots from one of many surrounding private lots that are closed during those hours after the zoning is changed from commercial to general development.

CONCLUSION: The City has done a good job of providing adequate metered parking and evening parking lots to accommodate the existing and proposed needs for parking both during daytime and evening demands. The prior usage as Sports Rock Pizza was open from 11:00 a.m. until late night closing was able to accommodate a much higher usage. Weekend and evening hours can easily be accommodated by existing parking stalls. I am **requesting a reduction in parking from 126 parking spaces to 1 van accessible parking space.**

ACTUAL USAGE SHOWING UNDER UTILIZATION OF PUBLIC PARKING

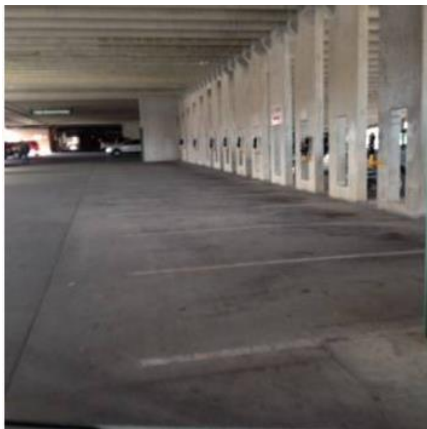
MID MORNING PARKING 10:15 A.M. ON November 10, 2015



City parking ramp 72 vacant stalls



Lot #7 leased lot 32% vacant



City parking 78% vacant

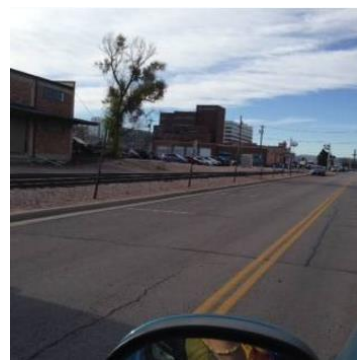
LUNCH TIME – 12:40 PM PARKING ON November 10, 2015



Victorias



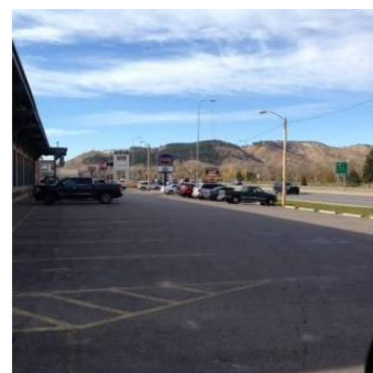
Side of 321 7th st.



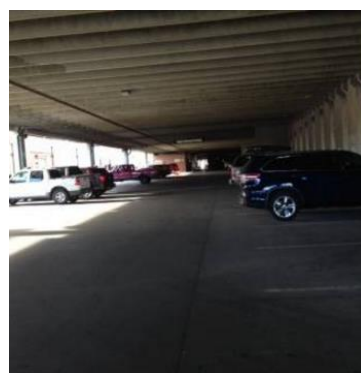
Side of 3217th St.



Back of Sanfords



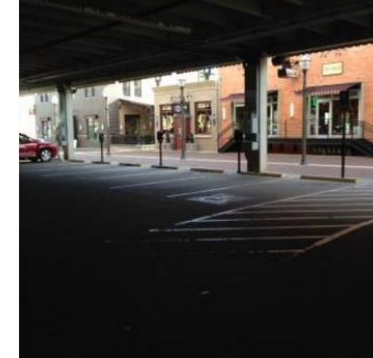
Sanford



City Parking Ramp



Side of Sanfords



Parking Ramp



Parking ramp

Your Guide to Downtown Parking

Contact City Finance Office at (605) 394-4143 for Lease Rates and Availability



LEGEND

- Handicap Parking
- Compact Car Parking

STREET PARKING

- 30 MINUTE ZONE
- 1 HOUR PARKING
- 2 HOUR PARKING
- 2 HOUR METERS
- 4 HOUR METERS
- 10 HOUR METERS

PARKING LOTS

- 2 HOUR METERS
- 2 HOUR PARKING
- 3 HOUR PARKING
- 10 HOUR METERS
- LEASED PARKING
- PARKING GARAGE

03/21/12