

Points to Discuss

TO: Rapid City Planning Department

From: Bill Huebner – Ace Steel & Recycling

Re: Proposed Rezoning

Here is a synopsis of our projected usage of the land located upon the South Side of Eglin Street.

The attached drawing will help to clarify where we plan on moving the scrap iron.

The rail siding (Yellow Line) will enter the land on the Northwest side and curve southeast to the area behind the tanks (Yellow Area). This will create a natural buffer on two sides by the hills and will be mostly hidden from the east and south by the 16 massive fuel tanks.

We are going to move dirt from the south side and the west side of the hills to elevate the road side higher than Eglin Street (cross hatched area). Then we will taper the ground down about below the Eglin side where the scrap iron will sit. This plan will allow for us to prevent any off site water from passing through the scrap site and enable us to build a better storm water plan (we just got an excellent review from DENR on our current plan). We plan on planting trees in front of the iron yard.

When this is completed we will move all the scrap iron from the Interstate side of Eglin and move it one quarter of a mile south of where it is now.

I have not put any building locations on this map because we do not know the condition of the soil or the final layout of the rail spur. The final determination of where to put building will be determined by the design of the spur.

We plan on eventually moving all of the recycling to this land.

Points to consider.

1. There are not many uses for this land. The current zoning is stating that this is acceptable only for Light Industrial uses, however being behind the railroad and having to get permission for access severely limits this use. The railroad will not allow a large scale crossing here and that is under the domain of the Surface Transportation Board in Washington D.C.
2. When Ace moved out to this property – prior to it being a part of the city, it was all projected to be industrial because of the proximity to the railroad.

3. It was stated that there will be increased heavy truck traffic on Eglin Street if this is approved and that it will have an adverse effect on the aesthetic view. This will lower truck traffic and move material farther from the interstate.
4. It has been stated that this is a high-impact high-use business, but the traffic in and out of this facility would be minor compared to something like Menards or even a motel. It is consistent with the truck stops, truck shops, truck sales, tank farms and welding shops all located on an about Eglin Street. Don't forget about the DOT shop just down the road – they have plenty of truck traffic.
5. The Long Term Comprehensive plan even states that the presence of the Railroad and the ridge upon the south side of this property would limit the use of this for residential.
6. This site is 2/3's of a mile away from Elk Vale and 1 mile from the closest residential area. This property has a built in buffer zone from the homes that may or may not be built 20 years in the future.
7. The access allowed to this site means that our customers from North Dakota and Wyoming are not driving through the center of town with loads through heavy congested traffic.
8. It has always been industrial and will continue to be an industrial area. There have been more new truck shops, welding shops, manufacturing plants and industrial business added in this area in the last twenty years than at any time in the past.
9. Recycling facilities are a vital part of any growing community and should not feel like it's only a matter of time before they are kicked out as undesirable.
10. We would have to add less than 100 ft. of sewer main to serve the property.

EGG LN ST

North

West

