

STAFF REPORT

December 7, 2000

**PCD #00PD060 - Major Amendment to the Initial
Development Plan - Planned Commercial Development**

ITEM 17

GENERAL INFORMATION:

PETITIONER	Lee Geiger for First Western Bank Sturgis
REQUEST	PCD #00PD060 - Major Amendment to the Initial Development Plan - Planned Commercial Development
LEGAL DESCRIPTION	Lots 1-16, Block 4 of Riverside Addition, Section 35, T2N, R7E, BHM, Rapid City, Pennington County, South Dakota
PARCEL ACREAGE	Approximately 1.8 Acres
LOCATION	At the southwest corner of the intersection of Omaha Street and West Boulevard
EXISTING ZONING	General Commercial District (PCD)
SURROUNDING ZONING	
North:	General Commercial District/Flood Hazard District
South:	Light Industrial District
East:	General Commercial District
West:	General Commercial District
PUBLIC UTILITIES	City Water and Sewer
REPORT BY	Blaise Emerson

RECOMMENDATION: Staff recommends that the Major Amendment to the Initial Development Plan - Planned Commercial Development be approved with the following stipulations:

Engineering Division Recommendations:

1. Prior to Final Development Plan approval by the Planning Commission, site grading and drainage plans shall be submitted for review and approval;
2. Prior to Final Development Plan approval by the Planning Commission, complete engineering plans shall be submitted for any improvements in public right-of-ways;
3. Prior to Final Development Plan approval by the Planning Commission, the applicant shall coordinate with the South Dakota Department of Transportation on the location of the center median in Omaha Street. The center median shall extend past the access point of the property;

Fire Department Recommendations:

4. Prior to Final Development Plan approval by the Planning Commission, a site plan shall be provided documenting the location of all fire hydrants within 500 feet of the property;

STAFF REPORT

December 7, 2000

PCD #00PD060 - Major Amendment to the Initial Development Plan - Planned Commercial Development

ITEM 17

Urban Planning Division Recommendations:

5. Prior to Final Development Plan approval by the Planning Commission, the site plan shall be revised eliminating the two way aisle on the north side of the building. A one way aisle shall be provided access to the east. A landscape island shall be provided between the driving aisle and the Omaha Street sidewalk;
6. Prior to Final Development Plan approval by the Planning Commission, a landscape plan shall be submitted for review and approval;
7. Prior to Final Development Plan approval by the Planning Commission, a parking plan shall be submitted for review and approval in compliance with the Rapid City Municipal Code. However, in conjunction with the Final Development Plan application, the applicant may submit additional information regarding the off-street parking requirements based industry standards for review and possible incorporation into the Final development Plan approval;
8. Prior to Final Development Plan approval by the Planning Commission, a sign package shall be submitted for review and approval; and,
9. Prior to Final Development Plan approval by the Planning Commission, a site plan identifying the location of exterior lighting shall be submitted for review and approval.

GENERAL COMMENTS: The applicant has requested a Major Amendment to an Initial Development Plan for a Planned Commercial Development to allow a bank/office building located at the southwest quadrant of the intersection of West Boulevard and Omaha Street. The Planned Commercial Development designation was recommended as condition of approval for a proposed rezoning from Light Industrial to General Commercial for the east third of the property. In the initial request, the applicant had submitted two different site plans. The City Council recommended approval of Option "A" that did not require any vacation of right-of-way and met the minimum off-street parking requirements.

One of the requirements of the original approval, was that a traffic study be completed for the proposed development. The applicant retained a traffic engineer and has completed a traffic study. The City staff and South Dakota Department of Transportation staff have been working with the applicant regarding the issues raised in the traffic study. As a result, the access onto Omaha Street will be allowed as a right in, right out access. The median being installed as part of the Omaha Street reconstruction project will be extended west to preclude left hand turning movements at that location. In addition, the alley access onto the West Boulevard will be maintained as a full turning movement intersection. The applicant has requested the construction of a traffic signal at the intersection of 12th Street and Omaha Street, one block west of the project site. The South Dakota Department of Transportation has agreed to pay 50 percent of the cost of the signal, the Rapid City Council has agree to pay for twenty percent of the cost and the remaining balance will need to be paid by the area property owners.

STAFF REPORT

December 7, 2000

PCD #00PD060 - Major Amendment to the Initial Development Plan - Planned Commercial Development

ITEM 17

The applicant has proposed revisions to the approved site plan and has requested a formal review of the new site plan. The building footprint has changed and the internal parking circulation patterns have been altered and the amount of off street parking has been reduced.

STAFF REVIEW: Staff has reviewed the Initial Development Plan and has noted the following considerations:

Traffic: A right in/right out access on Omaha Street has been approved. As a result, a number of approaches that currently exist on Omaha Street will be eliminated. A median will be installed in Omaha Street to preclude left turn movements out of this facility. In the revised site plan, the Omaha Street access has been moved further to the west. The applicant needs to coordinate with South Dakota Department of Transportation to insure that the proposed median can and will be extended past the approach. The median location is critical because it will preclude any left turning movement in and out of the site.

Parking - The applicant is proposing the construction of a 20,000 square foot two story building. The first floor will be a proposed bank with drive up tellers and ATM machine. The second floor will be initially utilized for rental office space not associated with the bank. Based on the gross square footage for the proposed bank and office space, a total of ninety one (91) parking spaces are required. The applicant has proposed a total of seventy three (73) parking spaces. The proposed parking is eighteen (18) parking spaces short of the minimum requirements constituting a nineteen percent (19%) reduction in parking from the minimum requirements. Staff can not support this significant reduction in parking. The applicant previously proposed submitting information on industry parking standards banks that may differ from those established in the City's parking regulations. Staff agreed to review any information of that nature provided by the applicant. Until such time as information of this nature is provided and reviewed, the applicant must meet all the minimum parking requirements of the parking regulations. The applicant can either identify alternative parking that can be leased or reduce the square footage of the building. Also with the submission of detailed floor plans, staff can review number of parking spaces required base the actual use of the individual areas of the structure. Staff notes that one additional accessible parking stall is required.

Site Plan - A detailed site plan must to be submitted as part of the Final Development Plan. The site plan package must include site grading and drainage plans with all related calculations. The location of the proposed water and sewer services lines and all main lines shall be identified. The Engineering Staff has noted that sewer main located in the alley will be reconstructed in the year 2001. The applicant needs to coordinate their improvements of the alley with this reconstruction project. The Fire Department has indicated that on-site fire hydrants may be needed depending on the size and type of construction of the building. Parking and landscaping plans must to be submitted along with the location of all exterior lights.

STAFF REPORT

December 7, 2000

**PCD #00PD060 - Major Amendment to the Initial
Development Plan - Planned Commercial Development**

ITEM 17

Staff is requesting that the two way drive aisle on the north side of the building be eliminated. The original site plan had identified a drive aisle as a one way aisle. The two way drive aisle creates a conflict with both the drive through stacking parking spaces and the right in/right out access onto Omaha Street. Also, the proposed aisle is abutting the public Omaha Street sidewalk. Staff is recommending the two way drive aisle be eliminate and a one way drive aisle be allowed. Staff is also recommending that a landscape island is constructed between the drive aisle and the sidewalk to provide a buffer for pedestrians.