

Appendix G



COMMENTS
Rapid City-Sheridan Lake Road Project



What are your thoughts about the project? What problems do you foresee?
Which options do you like or dislike? Should any other options be considered?

OPTION WIDE 2A SHOULD BE PURSUED BECAUSE OF HIGH
KIA TRAFFIC CROSSING STREET FROM TENNIS COURTS TO
STORY BOOK ISLAND. UNDERPASS OR OVERPASS SHOULD
BE A PRIORITY.

SLR EXTENSION SHOULD REACH ALL THE WAY
TO DEADWOOD AVE. IF YOU DON'T DO IT NOW,
THE INCREASING TRAFFIC WOULD MAKE IT
NECESSARY IN NEAR FUTURE ANYWAY.

OPTION 4 WOULD BE BEST BUT OPTION 3A
IS BETTER THAN NOT DOING IT.

(Optional) Name: PETE ANDERSON Phone: 209 3701
Address: 635 HARTZ DR 57202

Please submit any comments by **October 12, 2007**. Comments submitted by
mail can be sent to the address shown on the reverse side.



COMMENTS
Rapid City-Sheridan Lake Road Project



What are your thoughts about the project? What problems do you foresee?
Which options do you like or dislike? Should any other options be considered?

Prefer Option #4

(Optional) Name: Jim Bell Phone: 721-7589
Address: 2737 Lapark Rd. RC.

Please submit any comments by **October 12, 2007**. Comments submitted by
mail can be sent to the address shown on the reverse side.



COMMENTS
Rapid City-Sheridan Lake Road Project



What are your thoughts about the project? What problems do you foresee?
Which options do you like or dislike? Should any other options be considered?

OPTION 1A IS BY FAR THE BEST
IF YOU PUT IN A INTERCHANGE ~~FOR~~ OVER
OMAHA & KEEP TRAFFIC MOVING UNTIL
IT GETS TO DEADWOOD AVE.

(Optional) Name: GARY BRAVES Phone: 342-2620
Address: 2915 W RAPID ST, RCSO

Please submit any comments by **October 12, 2007**. Comments submitted by
mail can be sent to the address shown on the reverse side.



COMMENTS
Rapid City-Sheridan Lake Road Project



What are your thoughts about the project? What problems do you foresee?
Which options do you like or dislike? Should any other options be considered?

I LIKE 3A & 4 I BELIEVE WE
NEED TO ACCESS THIS TO DEADWOOD
AVE AND THE INTERSTATE "90"
THIS WOULD RELIEVE SOME TRAFFIC
STRESS THROUGH THE GAP AREA
THAT HAS BEEN TROUBLE SOME FOR YEARS

(Optional) Name: AL Wiest Phone: 209-0159
Address: 2011 Helios RCSO 57703

Please submit any comments by **October 12, 2007**. Comments submitted by
mail can be sent to the address shown on the reverse side.

September 26th, 2007

Metropolitan Planning Organization
3820 Jackson Blvd, Suite 1
Rapid City, SD 57702

RE: Sheridan Lake Road Extension

To Whom It May Concern,

This project has devalued my property. Beings that you do not allow me to rezone, I have lost many buyers that were interested in putting in some type of business. Why can't a potential buyer use it for businesses like the three houses down the street? Their parking is less than mine; they have to back out of Jackson Blvd to get onto the main street. I feel there lots that are smaller than mine. Aren't there different levels of zoning?

The postal department moved my mailbox because it was dangerous for the mailman to deliver my mail, so I have to walk one block to get my mail, what about my safety? The noise level is so horrendous 24/7. And WHAT sane person would buy my property as a residence? I feel Jackson Blvd and Sheridan Lake Rd have outgrown the residential aspect. I would suggest that if you don't rezone so that I can bring in a buyer, either the city, SDDOT, or federal buys my property. If you buy me out – buy me out now, so I can move before all of this road construction begins. Jackson Blvd used to be a beautiful street, but it is now UGLY.

Pertaining to the photo shop on the corner of Sheridan Lake Road and Canyon lake Dr, how are they going to be able to have any type of parking once this road is widened? I am not picking on these businesses, but I am also not blind. I am glad that they are there. Just let me do something feasible with my property. Starbuks on West Main they were sandwiched between two other businesses. It's dangerous for people to get in and out of there. I'm happy that we have the business, but what's good for one is good for another. I'm not interested in a big commercial type zoning, but maybe a smaller type zoning. I've had people interested in the type of businesses like the ones that are right down the street. I am not sure what type of business a person would want to put in this location, they would have to deal with the zoning later. If you won't consider rezoning my property, then *buy me out!!!!*

Sincerely,


Dee Holmberg

October 3, 2007

Jody Page
HDR
3820 Jackson Boulevard
Rapid City SD 57702

Tim Roberts
Rapid City Growth Management
300 Sixth Street
Rapid City SD 57701

Re: Sheridan Lake Road Extension Study

I attended the open house in the above matter on September 18, found it of interest, and offer the following comments. Like your study, our comments are very preliminary in nature. We simply have had little time to study the matter.

Overall, we think the extension of Sheridan Lake Road is a good thing for Rapid City. We have some concerns with the part of the study that relates to our property, and our conversations with you at the open house give us hope that these concerns can be alleviated.

Our concerns relate to the southeast corner of Sheridan Lake Road and West Main Street, the Clock Tower Office Building, a property in which we have had a significant investment for over twenty five years, and one in which we have maintained the buildings and landscaping in beautiful condition as a garden spot of our city. We own the south and east wings of the complex, and by reason of mutual easements we have shared parking rights to all of the parking areas of the complex.

Apart from the options north of West Main Street, your study has a few options relating to our corner, including some not yet on your website. The options vary a lot, and it would serve no purpose to comment on each of them individually.

At this point, I would express our concerns only in general terms. They relate in each option to the elimination of some parking and some of our landscaping. Each of these items is exacerbated by the proposed elimination of the north driveway exit on Sheridan Lake Road.

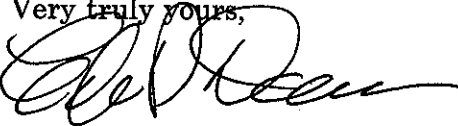
Jody Page
Tim Roberts
October 5, 2007
Page 2

I won't dwell on the landscaping, except to note that the elimination of the many mature trees along Sheridan Lake Road, and the elimination of part of the nicely landscaped northwest corner of our property would be a disappointing detriment to the aesthetics of this garden spot in the city.

In the matter of parking, it is strictly economics. If we lose parking, we lose a proportionate use of the building, which translates to a proportionate loss of the value of the property. I guess I understand that in this preliminary study, your charge is to determine *how* Sheridan Lake Road can be extended, and not *how much* it would cost. Nevertheless, one eye should be kept on the taxpayers' checkbook. I wonder if you've considered the severance damages that would be awarded in condemnation by the elimination of parking on the property. By any reasonable standard, the property is worth a mid seven figure amount. If you eliminate 10% of the parking (as some options come close to), the severance damages alone would be over a half million dollars. The effect on our building and the cost bear no reasonable relationship to the benefit to be achieved on Sheridan Lake Road south of West Main Street.

You all mentioned the possibility of a *squeeze lane*, I think you called it, that would basically preserve the north driveway exit, which in turn would maintain the 26 angled parking spaces we have on the west edge of our property. It would also maintain most of the landscaped northwest corner. Perhaps there are other ideas that would preserve these desirable things. We would encourage you to pursue those ideas.

I would be happy to meet with you and discuss the matter further.

Very truly yours,


Edward P. Downes
Managing Partner

HDR - Sheridan Lake Road Project

Jody Page:

Thanks for presenting the material on the various options on the Sheridan Lake project

- ① Option 2 A with pedestrian islands is important to those of us who live in the Judy Ave area as there are lots of kids + adults who cross over to Story Book Island or continue to Canyon Lake School.
- ② We need to slow down the traffic coming north across Jackson Blvd.
- ③ Going south to Jackson Blvd we need a right hand turn lane onto Jackson as one car can slow down traffic trying to cross over Jackson
- ④ We need a left turn arrow also as traffic coming down Sheridan Lake Road make it very difficult to turn on Jackson going into town

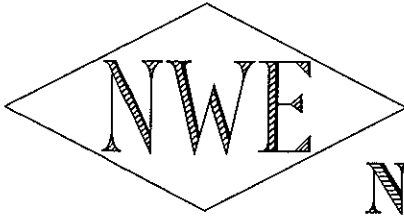
During the summer the trolley that stops at Story Book Island causes a big back up of traffic - back to the baseball fields / Swimming pool. Drivers then take unnecessary chances to get around. A pull off of some kind maybe?

- ⑤
- ⑥
- ⑦

Thank you, Melvin Glover

MELVIN + Tamra Glover
2513 Judy Ave
Rapid City SD 57702

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NORTHWESTERN ENGINEERING COMPANY

1309 WEST MAIN STREET • P.O. BOX 2624

RAPID CITY, SOUTH DAKOTA 57709

TELEPHONE (605) 394-3310

FAX (605) 341-2558

October 4, 2007

HDR

Attn: Jody Page

3820 Jackson Blvd., Suite 1

Rapid City, SD 57702

RE: Comments on Rapid City – Sheridan Lake Road Project

On September 18th representatives of Northwestern Engineering Company attended the open house for the proposed Sheridan Lake Road extension. We own the west wing of the Clock Tower Office Plaza which is the portion of the Clock Tower Office Plaza that is located along Sheridan Lake Road between Canyon Lake Drive and West Main Street. Title to this property is held in the name of HMC Hotels, LLC which is a wholly-owned subsidiary of Northwestern Engineering. The legal description of our property is Lot 2R of Lot N, Harter subdivision. Our property has approximately 310 feet of frontage on Sheridan Lake Road extending south from the intersection of West Main Street and Sheridan Lake Road.

Having reviewed the proposed options for this project, we offer the following comments and concerns:

1. The options that propose widening Sheridan Lake Road by utilizing additional land along the east side of the road will adversely impact our property, our tenants and their customers. Widening the street along the east side of the road will likely eliminate existing parking spaces for the Clock Tower Office Plaza. Since parking for this complex is already limited, and below current code requirements, the loss of any parking spaces along Sheridan Lake Road will be a serious blow to the entire office complex. Unfortunately, there are no feasible alternatives to provide additional parking to replace that which would be lost in this project. Additionally, the landscaping we have along Sheridan Lake Road includes numerous mature trees in the greenway. Widening the road to the east would result in the loss of these trees, seriously detracting from the aesthetics of the area. Consequently, we are strongly opposed to any of those options that move the street any further east than the existing roadway location.

2. All of the options presented for this project result in the elimination of the parking lot egress on to Sheridan Lake Road at the north end of our lot. This egress has been in place for over 30 years, and is essential in maintaining traffic flow through our parking lot. If this egress point is eliminated, our traffic flow would be adversely impacted for the entire parking lot that extends along Sheridan Lake Road. Without an exit at the north end of our existing parking lot, we would lose valuable parking spaces converting this parking lot to two-way traffic. A couple of alternatives presented the option to build a connecting roadway along the north end of our property from the parking lot along Sheridan Lake Road into the parking lot in the central court yard of the office complex. While this option would somewhat offset the loss of egress on to Sheridan Lake Road, it would adversely impact traffic flow into the central court yard of the office complex. The proposed connection would feed directly into the egress point for the central court yard, and due to the steep slope would likely create a greater safety hazard than retaining the existing egress onto Sheridan Lake Road. Due to the elevations of West Main Street and the central court yard parking lot for the office complex, we do not feel it is logical to switch the ingress and egress points onto West Main Street from the central court yard. If this proposed project is built and egress onto Sheridan Lake Road absolutely has to be changed from the existing design, we believe an egress only lane should be added to the design to directly access West Main Street to the north of our existing parking lot.

In conclusion, it is our position that if these two critical elements are not addressed in the final project, not only will the value of this property be negatively affected, but the businesses that rely on ease of customer access for their livelihood will also suffer serious economic hardship.

Thank you for the opportunity to review the project proposals, and to provide this feedback.

Sincerely,



Dennis Kelley
Director of Real Estate
Northwestern Engineering Company

Hoff, Steven

From: Roberts Tim [Timothy.Roberts@rcgov.org]
Sent: Thursday, October 04, 2007 4:50 PM
To: 'Ed Toms'; Roberts Tim; Hoff, Steven; Page, Jody
Cc: Heller Monica; Nicholson Jeanne
Subject: RE: Sheridan Lake Rd expansion

Mr. Toms,

Thank you for your e-mail expressing your concerns regarding the widening of Sheridan Lake Road between Jackson Street and West Main. I am copying the project manager from HDR Consultants so he can add this information to the public input received for this project. We will also add your e-mail and street address to our database so we can ensure you are included in future notices of public meetings and other related information regarding this project.

You make valid points which need to be considered and addressed for any proposal along this stretch of road. I assure you your comments are not falling on deaf ears as staff has the same concerns with the trail crossings and land uses along the existing road. The consultant is currently documenting the public input received to date which will be addressed or discussed further at the next public meeting. Please keep an eye out for our notice as a date has not been established as of yet. Again, thank you for your input and please call or e-mail me if you have any additional comments or concerns regarding this project.

Tim Roberts
 Transportation Program Coordinator
 Rapid City MPO
Tim.Roberts@rcgov.org
 605/394-4120

-----Original Message-----

From: Ed Toms [mailto:sdcoltfan@msn.com]
Sent: Thursday, October 04, 2007 2:54 PM
To: tim.roberts@rcgov.org
Subject: Sheridan Lake Rd expansion

Mr. Roberts--

This letter is to advise you that my wife and I will be opposed to adding any additional lanes of traffic to Sheridan Lake Road from Jackson Blvd to West Main. We have lived at 2505 Janet St for over 23 years. There are a number of reasons we oppose this proposed change:

1. This road fronts Storybook Island, the bike path, Sioux Park rec complex, etc. The last thing this road needs is more traffic lanes. It is already very dangerous to pedestrians and bikers.
2. This area has a very high concentration of children--again adding more lanes only increases their danger. We don't need another Omaha St or West Blvd to I-90 where individuals routinely exceed the posted speed limits by 10+ mph. Rarely do I see anyone stopped for speeding. I'm a retired bank manager and commuted daily to Box Elder for 20 yrs so I know first hand the speeding on these roads.
3. Increased traffic noise certainly doesn't add to people's enjoyment of these park areas.

We understand the plan seems logical for improved traffic flow (4 lanes connecting to 4 lanes) but we

believe that it is just not practical for the reasons cited above. I know that our neighbors feel the same. A less expensive alternative would be going to 4 lanes by Fischer Home Galleries--connecting West Main, Jackson & Omaha. We would be interested in your thoughts regarding our concerns. Thanks!

Ed & Peggy Toms



Johnny Sundby
P H O T O G R A P H Y
www.johnnysundby.com

770 Sheridan Lake Road, Rapid City, SD 57702
605-343-5046, johnny@johnnysundby.com

Feb. 22, 2008

Jodi Page HDR
3820 Jackson Blvd.
Rapid City, SD 57702

Tim Roberts
Rapid City Growth Mgmt.
300 6th Street
Rapid City, SD 57701

RE: Sheridan Lake Rd. Expansion Project.

We own the properties at 770 & 750 Sheridan Lake Road, and are writing in concern of the proposed Sheridan Lake Road Expansion Project. We have heard that the expansion for the portion of the road between West Main and Canyon Lake Drive is all coming out of the landowners on the east side of the road, and none from the National Guard land because of the Guard Camp's "historic" wall.

This "historic" wall has had a new corner built on the northeast end of the camp which includes a very fancy LED sign. It has a non-historic east gate remodel, and it is currently undergoing a brand new entrance gate on the north central portion of the camp, and has had numerous sections rebuilt over the years due to car crashes.

The east end of the camp within the proposed right-of-way has literally no buildings on it or even close to it, and since the camp is owned by the State of South Dakota, we would encourage you to look there for the entire expansion of this section of Sheridan Lake Road, since it is the people of South Dakota who will be benefitting from a wider Sheridan Lake Road. This is a fine opportunity, also, to bury the very unsightly power lines located along that side of Sheridan Lake Road. The "historic" rock wall can be re-built to exactly match it's old demeanor., and we really don't think that a loss of 25 linear feet would in any way adversely affect future development at Camp Rapid. The "historic" wall has been re-modeled so many times that any complaints about moving this wall are absolutely ridiculous.

Expansion into the property owners on the east side of this section of Sheridan Lake Road has a very severe impact on the landscaping and parking requirements of these area businesses, and of the aesthetics of the street. If you drive down the road and take a look at both sides of the street, we think you will agree with us. We and other owners on the east side of the street are extremely concerned about the devaluation of our business locations if 25 or 50 more feet is forcibly purchased by the city. It probably would render our properties worthless due to the closeness to the road and absolute lack of landscaping. Ken Simpson Appraisals currently values our properties around \$725,000. That number is conservative in our opinion, and we can show you receipts and loan statements proving that we have about \$850,000 in it right now, and we feel it is worth more than that.

Thanks very much. Please stop by and tour our buildings any time that you wish, and say hello to us. We'd like you to see the inside of our places, as there was no expense spared. Our life's savings was put into our studio project and office duplex complex, and we are pursuing our dream here of owning and operating a studio and gallery.

Sincerely,

Johnny and Stephanie Sundby

Subject: Sheridan Lake Road Private Landowner Meetings	
Client: City of Rapid City	
Project: Sheridan Lake Road Traffic and Alignment Study	Project No: 54618
Meeting Date: 29 & 30 Oct 07	Meeting Location: Various
Notes by: jwp	

These meetings were set up to discuss the Sheridan Lake Road Extension and Widening Study with the landowners within the project area who may be effected by the project and solicit their input on the project options and answer questions. Each meeting started by explaining the background of the project and each property owner was left with 11" x 17" printouts of the roadway options along with contact information for HDR and Rapid City Growth Management. The following notes were taken for each meeting pertaining to the specific issues:

Monday, October 29th 10:30 am **Credit Collections Bureau** 394-9490
 Dave Jones, Office Manager
 Jody Page, HDR Tim Roberts, RC

CCB purchased and moved into the building in May of 2006 and they use the building for office space. They currently would have room within the building to expand their operations but they already have major parking issues. They use all of their available spots now and are even leasing a storage unit across the street so that they can use 3 of their spots. Dave has pursued options in the area to add parking, but the owner of the storage units will not sell and the property to the north is owned by Ray Palmer who would only sell his entire parcel as one piece. Dave's opinion of the roadway options is that if an extension were done that it would be best to go through to Deadwood instead of just to Chicago. With his parking issues, any option that would affect his parking would be detrimental to the building's usefulness. But they would possibly be open to some parking mitigation if other locations near the building could be found and he also would be open to discussion about relocating to the Palmer property area if his building needed to be demolished and the city had to purchase both parcels.

Monday, October 29th 3:30 pm HDR Conference Room 343-3111
Dee Holmberg, Landowner
 Jody Page, Chris Bailey, HDR Tim Roberts, RC

Dee has lived in her home on SLR and Jackson for over 40 years. Overall she travels RC a lot and agrees with the project and that SLR should be 5 lanes. Her concerns for the project include that she wants to keep both her SLR and Jackson driveway connections, the noise issues of the traffic, and her safety for entering or leaving her property. She asked about a right turn lane on Jackson but we told her that current plans do not include one but only indicate a widening of SLR within the current right of way. There may an option with the need for a piece of the corner of her property for designing the road around the large power pole on the corner. Dee currently has been trying to sell her home for about 15 months and would like the city to rezone the property as commercial since she has had interest from developers. The city has denied her past rezoning requests and she has recently sent letters to the city, DOT, and MPO urging them to reconsider. Tim discussed some ideas with her about combining her property with her neighbors to make a bigger parcel and presenting a "concept plan" to Growth management to indicate a proposed commercial layout.

Tuesday, October 30th

1:30 pm

Northwestern Engineering Company

394-3310, 348-3443

Dennis Kelley-NWE

Ed Downes-Clock Tower Office Plaza

Jody Page, Chris Bailey, HDR

NWE Engineering currently owns and manages the west wing of the Clock Tower Plaza. Ed Downes owns and manages the south and east wings. The two are basically independent buildings with separate utility feeds and one common load bearing wall, so structurally the west wing could likely be eliminated without affecting the rest of the building. NWE currently uses the west building as office space with 6 tenants. It is approximately 14,000 sqft with the minimum amount of parking spaces required. As for the SLR widening options, any taking of parking spaces would adversely affect the building and it's usefulness. They knew of no other use for the building space that would require less parking spots than office. We notified them that on any options their access driveway in the SLR/Main intersection would very likely be eliminated and we discussed the proposed driveway that connects to their main parking lot. They agreed that it would probably work but would have concerns about the safety of the steep slope of the driveway and the traffic flow disruption to the main parking lot off of Main St. Another option proposed would be to layout the parking stalls to a perpendicular arrangement so that directing traffic back south, but this would not be acceptable if it resulted in eliminating parking spots.

Tuesday, October 30th

2:30 pm

South Dakota National Guard - Camp Rapid 737-6600

BG Johnson, Col Czmowski, LtCol Hollis-SDNG

Jody Page, Chris Bailey, HDR

After discussing the project and the widening options from Main to Canyon Lake, the SDNG would prefer Option 1 which would have no effects to their property. Their main concerns with Option 2 would be disturbing the perimeter stone wall, compliance with Anti Terrorism and Force Protection Standards, and losing parking spaces. There was discussion that the ANG was allowed to remove a portion of the wall along Main Street for their new main gate project but has not been able to make modifications to the old gate area due to historical issues. So it is not currently clear on the availability or requirements for removing or modifying the wall along SLR. Any widening would also need to keep the perimeter fencing far enough from buildings to comply with ATFP standards. HDR has measured that distance and it did not appear to be an issue with the requirements, but will revisit to make sure. A street widening into their property would also disturb several parking spaces in accordance to their master plan layout. One possible solution that was offered would be to eliminate the east gate entrance to the camp and use that area to replace the affected parking. The east gate is currently used as a key card entrance from SLR. This would result in a change to the camp master plan but it there would be some safety benefits so it would possibly be considered as an option. The SDNG pursued the addition of a new street light at Main and St Onge and the addition of a deceleration lane, but the city had denied their requests. It was also discussed that the city would be financially responsible for the removal of any project or parking lots on the camp that were built with federal funds and were still considered in their useful life. Other issues that were brought up were that a KIA memorial that has been designed for the NE corner of camp and would need to be relocated and redesigned, and possible issues with some electrical transformers near the wall. It was stated that the ANG would expect the city to be responsible for paying for redesign of affected projects due to the SLR project including the KIA memorial, parking lot layouts, and gate removal. Members in attendance did not remember receiving an invitation to the last public open house for the project and wondered what address it was sent to. Overall they saw the benefit of the project for the good of the Rapid City community and asked if the extension and widening would be packaged as one project. HDR responded that it most likely would be but could possibly be separated pending on if and when funding was available. LtCol Hollis requested copies of the meeting minutes so that he could distribute them to the ANG personnel.

Note: The SDNG reviewed the meeting minutes and LtCol Don Hollis had the following response:

Here are a few more comments that came up after some of our folks saw your minutes. Please add them to our issues. We looked at the minutes and without seeing the plan or being in the discussion to know exactly what was talked about some may not be issues or were already talked about. 1-8 are what was what was listed in the minutes, and 1-4 below was additional items we came up with.

1. Stone wall (historical SHPO)
2. ATFP both standoff and fence
3. Loss of parking
4. KIA memorial

5. Electrical transformers
6. East Gate (loss of)
7. federal \$\$ reimbursement for useful life of facility
8. Money for new design

These could be duplicates but weren't specifically mentioned in the minutes.

1. road network access to 801/803 may need to be moved potentially affecting drainage canal
2. Masterplan calls for storm retention pond in SE corner below 803
3. More utilities are along the road than mentioned ie water, electric, sewer, communication and alot of storm sewer implications.
4. The NG sign on the corner of W.Main and Sheridan Lake Road

Tuesday, November 6th 11:30 am Stone Furniture 342-2202
 Greg Stone, Owner
 Jody Page, Chris Bailey - HDR

Greg is the owner and manager of the Stone Furniture store on Omaha just west of Sheffer. He said that he got the invitation to the public meeting so wasn't able to attend. We discussed the options with him and he mentioned that he liked #4 and that it made the most sense. He said that he sees truck traffic creating bottlenecks at the existing Omaha and Deadwood intersection. He said when Omaha gets icy during storms that he sees a lot of eastbound cars get into accidents when they come over the hill too fast and approach the Deadwood light. He also thinks the existing Sheffer connections are bad because of safety and traffic movement. He asked if the project was going to be built and we told him that this is just a study but if it was the earliest realistic timeframe would be 5-10 years. There would be no direct impacts to his building in any of the options, #4 would effect their existing driveway. It would need to be rebuilt but would stay close to the same location. Greg thanked us for the meeting and told us if we had any more questions to let him know.

Tuesday, November 6th 1:30 pm Northwest Pipe 342-5587
 Scott Barbour, President
 Jody Page, Chris Bailey - HDR Tim Roberts, Rapid City GM

Scott is the president of Northwest Pipe Fittings. They own several of the buildings along Sheffer by the railroad tracks including the building and yard that would be affected by options 3 and 4. They purchased the property 2 years ago and use it as a warehouse and storage area, they are also leasing a bit of property from the railroad at that location. Their main customer entrance is off of Omaha and Deadwood, so he would like option 3A better to leave that movement easier for semis. They like where they are located and currently have no plans to move their operations. They use the buildings off Sheffer for customers as well so he doesn't like losing the access from Omaha. We discussed possible options for some walls or organizing their parking lots different to get more useable space, it may be difficult due to steep terrain. He asked about the project timeline and we explained that it wasn't currently in the plan but it could be built within 5 to 10 years possibly. He said he didn't remember getting an invite to that last public meeting so we told him we would make sure he gets on the list.

Tuesday, November 6th 2:30 pm Dominos Pizza 341-6783
 Jeff Grissop, Owner & Operator
 Jody Page, Chris Bailey - HDR Tim Roberts, Rapid City GM

Jeff is the owner of 4 Dominos franchises in Rapid City, including the one on SLR and Main. He started in 1984 and may be looking to sell his stores so he can semi retire. Overall he likes option #4 and sees it as a big advantage to help traffic and he noted a lot more traffic on SLR during the Mountain View construction. We explained to him the difficulty of aligning the Main intersection and that it would likely have impacts to his building or parking. He said that there is a landscaped boulevard and 2 parking spots on the west edge of his lot that he doesn't need, but the city required them to meet the minimum. He said that he knows his neighbor (CCB) has a lot of parking issues, if their building is bought out he would be open to discuss shifting his parking to the north side of the building, but he would like to try to keep the spots close to the front door. He knows of several underground utilities on the north side of his building.

Tuesday, November 6th 3:30 pm

Fisher Furniture

Bob & Sam Fischer, landowners
Jody Page, Chris Bailey - HDR

John Haeder, realtor
Tim Roberts, Rapid City GM

(notes by Tim Roberts)

Bob and Sam own and operate the Fisher Furniture stores in Rapid City including the warehouse on Deadwood. They also own the triangle parcel of property on the NW corner of Deadwood and Omaha that would be affected by Options 3A and 3B. Overall, Bob likes option 3B and thinks that the SLR project would be a wonderful thing for Rapid City. They bought the property about 8 years ago and had originally planned to expand their furniture business to this property to the extent of having plans drawn for the site. They now have changed their minds and want to sell the property or portions of it. Their main concerns would be how to market the property now that this project has shown the SLR extension through it. He would like to see two additional full-movement access points than what was shown. Tim discussed that the city is open to discussion on the subject and agreed to add to the diagram an additional right in/right out driveway on SLR and on West Chicago Street for discussion with the Steering Committee and the Director of Growth Management. Additional full-movement access points would not be considered. The U-haul access road will be reconfigured along with Krebs Drive and the interior frontage road removed from the displays to give the owners flexibility in laying out their site. The Fisher property could also obtain access from the reconfigured Krebs Drive. Bob Fisher also asked if there was a gradeline set for the road. HDR explained that there was a preliminary one started and that we could get them an exhibit to assist his realtor plan for and market the site. Bob and Sam felt comfortable with these changes to support Option 3B.

The Fishers are also very interested in vacating the ROW area by Main and Jackson so they can connect their two buildings there. They inquired about a possible land swap agreement for the SLR ROW for the Jackson ROW. Tim said that this would be difficult to do because this project is separate from that issue. A project of the magnitude that would construct the SLR extension would likely require federal funds and the federal process and requirements for right of way acquisition would need to be followed. What they were suggesting is a different process and a different issue all together. He stated the City is open to discussing it further with them, but they needed to understand that the issue is completely separate from the SLR project. Tim explained to them that there will be an update to the Long Range Transportation Plan over the next 18 month timeframe in which they could discuss the Jackson Blvd extension through that public process. We explained that the draft report should be available in December but the SLR project is not funded and is not currently in the 5 year TIP, but possibly could be built within 5 -10 years if funds were appropriated for it. They understood the restrictions and requested updated exhibits so that they can properly market the impacts and benefits of the possible roadway extension. HDR will contact John, their realtor, with some updated exhibits once they become available and are acceptable to the city.

Thursday, November 8th 9:30 am

GL Claussen

718-8122

Michelle Hoffman, Bob ??
Jody Page, Chris Bailey - HDR

Tim Roberts, Rapid City GM

Michelle and Bob were representing Sybelle Claussen who owns and operates the machine shop off of Sheffer by the railroad tracks. Sybelle did not have any specific legal issues that she was concerned about but she was unable to make the meeting. She did mention that she appreciates the city taking the time and effort to keep her in communication and updated on the project. They manufacture machines that stamp wording onto bundles of lumber and have a lot of semi truck tracks in and out to move the large machines. They have been there for about 20 years and have no plans to move. After reviewing the layouts it was discussed that options 1 and 2 would eliminate their building, and options 3, 3A, and 4 would affect their parking and driveway and they would also lose access from Chicago. Their main concern would be the ability to get semi trucks in and out of their property. The existing driveway would be eliminated and the current option drawings show a new one along the RR right of way. It was explained that to do this the bridge span would need to be lengthened and that cost has not been compared to the cost of buying their property. It was also discussed that they do not want to lose any employee parking areas and that MSE walls could be used to create more area but at additional costs. HDR requested information from them on what size and number of trucks need access to the property so that software can be used to layout turning movements. They also brought up concerns of access during construction, it was told to them that arrangements would be made during preliminary design to ensure that they have access to the property at all times. Tim explained the process and that this is just a study, the construction is not funded and if it happens it would be a minimum of 5 years. They were informed that a 2nd public meeting will be coming in early December and Sybelle would be invited again.

Tuesday, November 13th 9:30 am

U-Haul

348-1151

Dennis - Manager Jenifer Hrunek - Owner
Jody Page, Chris Bailey - HDR

Tim Roberts, Rapid City GM

Dennis didn't show up to the meeting that was scheduled. On a follow up phone call he said that he didn't have issues about the project but has passed the information along to the Owners.