

STAFF REPORT
June 14, 2010

No. 10PD031 - Planned Commercial Development - Initial Development Plan **ITEM 9**

GENERAL INFORMATION:

APPLICANT	THF Stoneridge Development, LLC
AGENT	Dream Design International, Inc.
PROPERTY OWNER	Stoneridge, LLC
REQUEST	No. 10PD031 - Planned Commercial Development - Initial Development Plan
EXISTING LEGAL DESCRIPTION	<p>A portion of the S½ of the NE¼, Section 24, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota, More fully described as follows: Commencing at southeasterly corner of Lot 21 of Block 4 Eastridge Estates Subdivision, common to the southwesterly corner of Lot 4 of Block 2 of Fifth Street Office Plaza, thence S89°37'17"E, along the southerly boundary of said Lot 4 of Block 2, a distance of 134.82 feet, and the point of beginning; Thence first course: S89°37'17"E, along the southerly boundary of said Lot 4 of Block 2, a distance of 233.03 feet, to the southeasterly corner of said Lot 4 of Block 2, common to the southwesterly corner of Lot 3 of Block 2 of Fifth Street Office Plaza; Thence second course: S81°56'11"E, along the southerly boundary of said Lot 3 of Block 2, a distance of 205.60 feet, to the southeasterly corner of said Lot 3 of Block 2, common to the southwesterly corner of Lot 2 of Block 2 of Fifth Street Office Plaza; Thence third course: S81°55'52"E, along the southerly boundary of said Lot 2 of Block 2, a distance of 60.98 feet, to a corner on the southerly boundary of said Lot 2 of Block 2; Thence fourth course: S72°01'35"E, along the southerly boundary of said Lot 2 of Block 2, a distance of 161.84 feet, to the southeasterly corner of said Lot 2 of Block 2; Thence fifth course: S77°25'15"E a distance of 217.74 feet; Thence sixth course: N27°30'18"E, a distance of 281.17 feet, to a point on the westerly edge of Fifth Street right-of-way, common to a point on the northerly boundary of Lot 1 of Block 2 of Fifth Street Office Plaza; Thence seventh course: S62°29'41"E, along the westerly edge of said Fifth Street right-of-way, common to the northerly boundary of said Lot 1 of Block 2, a distance of 279.03 feet, to the northeasterly corner of said Lot 1 of Block 2; Thence eighth course: S62°29'05"E, along the</p>

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westerly edge of said Fifth Street right-of-way, a distance of 134.83 feet; Thence ninth course: curving to the right, along the westerly edge of said Fifth Street right-of-way, on a curve with a radius of 909.00 feet, a delta angle of 14°12'45", a length of 225.48 feet, a chord bearing of S55°23'16"E, and chord distance of 224.91 feet; Thence tenth course: S42°58'26"W, along the westerly edge of said Fifth Street right-of-way, a distance of 12.00 feet; Thence eleventh course: S42°54'18"W, a distance of 296.40 feet; Thence twelfth course: S45°50'37"E, a distance of 81.18 feet; Thence thirteenth course: S00°18'52"W, a distance of 297.86 feet, to a point on the northerly edge of Stumer Road right-of-way; Thence fourteenth course: curving to the left, along the northerly edge of said Stumer Road right-of-way, on a curve with a radius of 430.50 feet, a delta angle of 12°59'30", a length of 97.62 feet, a chord bearing of S53°34'37"W, and chord distance of 97.41 feet; Thence fifteenth course: curving to the right, along the northerly edge of said Stumer Road right-of-way, on a curve with a radius of 369.50 feet, a delta angle of 43°15'37", a length of 278.99 feet, a chord bearing of S68°41'45"W, and chord distance of 272.41 feet; Thence sixteenth course: N89°40'48"W, along the northerly edge of said Stumer Road right-of-way, a distance of 730.69 feet; Thence seventeenth course: curving to the right, along the northerly edge of said Stumer Road right-of-way, on a curve with a radius of 369.50 feet, a delta angle of 30°00'38", a length of 193.54 feet, a chord bearing of N74°39'10"W, and chord distance of 191.33 feet; Thence eighteenth course: N59°42'02"W, along the northerly edge of said Stumer Road right-of-way, a distance of 351.37 feet; Thence nineteenth course: N12°34'45"E, a distance of 728.41 feet, to the point of beginning

PARCEL ACREAGE	Approximately 30.317 acres
LOCATION	Stumer Road and Black Hills Boulevard
EXISTING ZONING	Office Commercial District (Planned Development Designation) - General Commercial District (Planned Development Designation) - Public District
SURROUNDING ZONING	
North:	Office Commercial District (Planned Development Designation) - General Commercial District (Planned Development Designation)

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South:	Development Designation) - Public District General Commercial District (Planned Development Designation)
East:	General Commercial District (Planned Development Designation) - Public District
West:	Office Commercial District (Planned Development Designation) - General Commercial District (Planned Development Designation)
PUBLIC UTILITIES	City sewer and water
DATE OF APPLICATION	3/26/2010
REVIEWED BY	Vicki L. Fisher / Ted Johnson

RECOMMENDATION:

Staff recommends that the Planned Commercial Development - Initial Development Plan be **approved in conjunction with the associated Rezoning and the Comprehensive Plan Amendments and with the following stipulations:**

- 1. All plans shall be sealed by a Professional Engineer or Architect, as appropriate, licensed to practice in the State of South Dakota in accordance with the requirements of the South Dakota Board of Technical Professions;**
- 2. Prior to issuance of a building permit, a Final Commercial Development Plan shall be submitted, reviewed and approved;**
- 3. Prior to issuance of a building permit, a Final Plat shall be approved securing legal access and utility and drainage easements as needed or easements shall be recorded as miscellaneous documents at the Register of Deed's Office to insure that access and utility and drainage easements are secured as necessary for the proposed development;**
- 4. A building permit shall be obtained prior to any construction and a Certificate of Occupancy shall be obtained prior to occupancy;**
- 5. Upon submittal of a Final Commercial Development Plan, all necessary changes shall be made to the construction plan(s) as identified on the red lined drawings. In addition, the red lined drawings shall be returned to the Growth Management Department;**
- 6. Upon submittal of a Final Commercial Development Plan application, a complete sign package, including any proposed signage on the buildings and direction signs within the parking lot, shall be submitted for review and approval. In addition, the applicant shall demonstrate that the sign package is in compliance with the Sign Code or a Variance shall be obtained from the Sign Code Board of Appeals;**
- 7. Upon submittal of a Final Commercial Development Plan application, a revised lighting plan and Photometric Plan shall be submitted for review and approval demonstrating that the lighting that is currently shown as reflecting onto the adjacent properties has been revised to meet the requirements that all lighting be**

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- designed to reflect light within the property boundaries, so as not to reflect or shine onto adjoining properties and rights-of-way and so as to not be a hazard to the passing motorist or constitute a nuisance of any kind;
8. Upon submittal of a Final Commercial Development Plan application, the applicant shall enter into a Covenant Agreement with the City securing maintenance of the proposed decorative street lights along Stumer Road. In addition, the street lights shall comply with the submitted design detail and shall be black in color as proposed;
 9. Upon submittal of a Final Commercial Development Plan application, the structural elevations for the Walmart Supercenter building shall be revised to reconfigure the cultured stone arch, located on the northeast corner of the building, providing a cultured stone accent without creating an arch that resembles a false doorway. In addition, the structural elevations shall be revised to show an alternative color for the overhead doors located on the south side of the building which matches the color of the balance of the building. Additional screening shall be provided along the roof top to screen the roof membrane and the roof top equipment from view. In addition, the backside of the parapets shall be brown or tan in color to match the front of the parapet in lieu of the proposed white color(s) as shown on the elevations. The proposed color of the roof membrane shall also be identified and submitted for review and approval;
 10. Upon submittal of a Final Commercial Development Plan application, detailed structural elevations and site plan information for the customer kiosk located south of the Walmart Supercenter building shall be submitted for review and approval. In addition, the applicant shall identify the purpose and function for the kiosk and identify whether pedestrian or vehicular access to the kiosk is being proposed;
 11. Upon submittal of a Final Commercial Development Plan application, elevations of the proposed mini-anchor retail structures shall be submitted for review and approval. The elevations shall also include the design of the roof top and screening as needed for any roof top mechanical units. In addition, a list of building materials and the proposed color palette shall be submitted for review and approval. The design of the structure(s) shall be consistent and complimentary to the plans submitted for the Walmart Supercenter;
 12. Upon submittal of a Final Commercial Development Plan application, screening shall be provided along the north side of the compactor located on the north side of the Walmart Supercenter building or an Exception shall be obtained to waive the requirement to screen the compactor along all four sides;
 13. Upon submittal of a Final Commercial Development Plan application, the design of the proposed bike rack(s) at the front of the Walmart Supercenter building and the mini-anchor retail building(s) shall be submitted for review and approval. The bike rack(s) shall be designed to support the frame of the bicycle and not just one wheel, allow the frame and both wheels to be locked to the rack, be securely anchored, be usable by bicycles with no kickstand, be usable by bicycles with water bottle cages, be usable by a wide variety of sizes and types of bicycles. In addition, the bike racks shall be black in color;
 14. Upon submittal of a Final Commercial Development application, the east to west

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- sidewalk located within the landscape boulevard shall be widened to 6 feet to allow a 2 foot wide vehicle overhang with a minimum 4 foot wide pedestrian walk or wheel stops shall be installed in the adjacent parking spaces to preclude the vehicles from overhanging onto the sidewalk. If wheel stops are utilized, the parking plan shall be adjusted as needed to insure that a minimum 18 foot long parking space is being provided;
15. Upon submittal of a Final Commercial Development Plan application, the site plan shall be revised to show the future location of a transit bus stop and structure along Stumer Road west of the most western approach into the Walmart Supercenter site. In addition, any required easements shall be recorded as needed to secure the site for the transit bus stop and structure for any portion located outside of the Stumer Road right-of-way;
 16. Upon submittal of a Final Commercial Development Plan, construction plans shall be submitted for review and approval showing the elimination of through traffic along Stumer Road west of the approach into the Eagle Ridge Apartments to the intersection of Stumer Road and Enchantment Road. In particular, the construction plans shall show bollard barrier(s) within the westbound lane west of the approach into the Eagle Ridge Apartments and bollard barrier(s) within the eastbound lane of Stumer Road directly east of the intersection of Stumer Road and Enchantment Road. Regulatory signs designed in accordance with the Manual on Uniform Traffic Control Devices shall be posted at both ends of Stumer Road. In addition, a raised "pork chop" island shall be constructed within the Eagle Ridge Apartment approach along Stumer Road to preclude left turns from the Eagle Ridge Apartment property onto Stumer Road. The improvements shall be completed prior to issuance of a Certificate of Occupancy;
 17. Upon submittal of a Final Commercial Development Plan, construction plans shall be submitted for review and approval showing that the left turn lane(s) at the eastern driveways along Stumer Road align in order to provide adequate sight triangle clearance;
 18. Upon submittal of a Final Commercial Development Plan, a revised Traffic Impact Study shall be submitted for review and approval addressing grammatical revisions to the report;
 19. Upon submittal of a Final Commercial Development Plan, construction plans shall be submitted for review and approval for the off-site street improvements to accommodate traffic pursuant to the Traffic Impact Study. Prior to issuance of a Certificate of Occupancy, the off-site street improvements shall be completed or surety shall be posted, including the improvements along Catron Boulevard identified as a part of the South Dakota Department of Transportation project;
 20. Upon submittal of a Final Commercial Development Plan application, design plans for the roundabout designed in compliance with the Federal Highway Administration design guidelines shall be submitted for review and approval. Prior to issuance of a Certificate of Occupancy, the roundabout shall be constructed or surety shall be posted for the improvement;
 21. Upon submittal of a Final Commercial Development Plan application, a geotechnical report including pavement design shall be submitted for review and approval. In addition, the geotechnical report shall include soils resistivity test

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- results. If the results indicate severe potential towards corrosion of buried metal, then information shall be provided identifying that corrosion protection per Rapid City Standard Specifications is adequate protection or additional corrosion protections shall be provided as needed for buried water system metal components;
22. Upon submittal of a Final Commercial Development application, a drainage plan shall be submitted for review and approval. In addition, drainage easements shall be recorded as needed;
 23. Upon submittal of a Final Commercial Development Plan application, a Stormwater Management Plan including an Erosion and Sediment Control Plan and a Post Construction Water Quality Plan shall be submitted for review and approval;
 24. Upon submittal of a Final Commercial Development Plan, water plans prepared by a Registered Professional Engineer showing the extension of water mains and service lines shall be submitted for review and approval. Utility easements shall be recorded as needed;
 25. Upon submittal of a Final Commercial Development Plan, sewer plans prepared by a Registered Professional Engineer showing the extension of sanitary sewer mains and service lines shall be submitted for review and approval. Utility easements shall be recorded as needed;
 26. Upon submittal of a Final Commercial Development Plan application, construction plans shall be submitted for review and approval showing the location and type of traffic markings and signage. In addition, the applicant shall enter in to a Covenant Agreement with the City securing maintenance of the traffic markings and signage within the right-of-way located at the entrance(s) to the development;
 27. 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 if required as per the currently adopted International Fire Code;
 28. An Air Quality Permit shall be obtained prior to any surface disturbance of one acre or more;
 29. "No Camping or Overnight Parking" signs shall be posted within the parking lot(s) in accordance with the plans submitted;
 30. An Exception is hereby granted to reduce the number of loading spaces from eight spaces to four spaces and to reduce the width of each loading lane from 12 feet to 10 feet;
 31. Upon submittal of a Final Commercial Development Plan, the applicant shall enter into a Covenant Agreement providing for maintenance of the detention facility. In addition, upon submittal of a Preliminary Plat application, the detention facility shall be platted into the mini-anchor retail lot and secured as a major drainage easement as needed;
 32. A minimum of 730 parking spaces shall be provided on the Walmart Supercenter lot. In addition, 15 of the parking spaces shall be handicap accessible spaces.

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- Two of the handicap spaces shall be “van accessible”. In addition, a minimum of three stacking spaces per drive up window shall be provided. All provisions of the Off-Street Parking Ordinance shall be continually met;
33. A minimum of 235 parking spaces shall be provided on the mini-anchor retail lot. In addition, five 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;
 34. A minimum of 672,350 landscape points shall be provided on the Walmart Supercenter lot as proposed. In addition, a minimum of 15 planter islands shall be provided. Bermed landscaping shall be provided along the northwest corner of the property as shown on the landscape plan. In addition, the proposed evergreen trees located along the northwest corner of the property shall be planted with a minimum height of 6 feet and the proposed deciduous trees shall be planted with a minimum three inch caliper measured 12 inches above grade in order to buffer the residential development located north and west of the property. All landscaping shall be irrigated and shall comply with all requirements of the Landscape Ordinance;
 35. A minimum of 232,000 landscape points shall be provided on the mini-anchor retail lot in accordance with approved plans. In addition, a minimum of six planter islands shall be provided. All landscaping shall be irrigated and shall comply with all requirements of the Landscape Ordinance;
 36. The proposed landscaping within the roundabout shall be irrigated and shall be provided in compliance with the Landscape Plan. In addition, prior to issuance of a building permit, a Covenant Agreement shall be recorded to provide for the maintenance of the landscaping within the roundabout;
 37. Upon submittal of a Final Commercial Development Plan, a soil sample analysis shall be submitted for review and approval to insure that the soils support the proposed species as identified within the Landscape Plan;
 38. Noise generated by the development shall continually comply with the Acoustical Assessment Report which states that the sound levels at the property lines shall not exceed Ldn 65 dBA;
 39. All construction traffic shall be routed along Catron Boulevard;
 40. All provisions of the underlying zoning designation(s) shall be met unless otherwise specifically authorized as a stipulation of the Final Commercial Development Plan application or a subsequent Major Amendment;
 41. All use(s) permitted within the General Commercial District shall be allowed. Conditional use(s) within the General Commercial District, including on-sale liquor uses, shall require specific authorization as a stipulation of the Final Commercial Development Plan or a subsequent Major Amendment to the Commercial Development Plan shall be obtained; and,
 42. 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

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Development Plan approval expiration date, a one year extension for Final Development Plan approval may be granted.

GENERAL COMMENTS:

(Update: June 5, 2010. All revised and/or added text is shown in bold print.) This item was continued at the May 5, 2010 Special Planning Commission meeting at the applicant's request. The applicant has subsequently submitted revised construction plans, a revised Traffic Impact Study, an Acoustical Assessment Report, a revised Master Plan, a revised Landscape Plan, a revised site plan and lighting information.

The applicant has submitted an Initial Planned Commercial Development request to allow a 154,750 square foot "Wal-mart Supercenter" with an outdoor garden center and to allow a 30,900 square foot mini-anchor retail store and a 16,000 square foot shopping store on the property.

The applicant has also submitted a Rezoning request (File #30RZ016) to change the zoning designation on a 0.237 area of the property from Office Commercial District to General Commercial District and an associated Comprehensive Plan Amendment to the Future Land Use Plan (File #10CA006) to change the land use designation from Office Commercial with a Planned Commercial Development to General Commercial with a Planned Commercial Development.

The applicant has also submitted a Rezoning request (File #10RZ017) to change the zoning designation on a 1.188 acre area of the property from Office Commercial District to General Commercial District. In addition, the applicant has submitted a Comprehensive Plan Amendment to the Future Land Use Plan (File #10CA005) to change the land use designation of the property from Office Commercial with a Planned Commercial Development to General Commercial with a Planned Commercial Development. On March 24, 2010, the applicant submitted a revised legal description reducing the area of the Rezoning request and the Comprehensive Plan Amendment request from 1.188 acres to 0.340 acres.

In addition, the applicant has submitted a Rezoning request (File #10RZ018) to change the zoning designation on a 0.686 acre area of the property from Public District to General Commercial and an associated Comprehensive Plan Amendment to the Future Land Use Plan (File #10CA007) to change the land use designation from Public to General Commercial with a Planned Commercial Development.

The applicant has also submitted a Rezoning request (File #10RZ019) to change the zoning designation on a 1.123 acre area of the property from General Commercial District to Public District and an associated Comprehensive Plan Amendment to the Future Land Use Plan (File #10CA008) from General Commercial with a Planned Commercial Development to Public.

On February 5, 2010, the applicant submitted an Initial Planned Commercial Development request (File #10PD011) to allow a 154,750 square foot "Wal-mart Supercenter" with an

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outdoor garden center and sales area and to allow a 30,900 square foot mini anchor store and a 16,000 square foot shopping store on the property. In addition, the applicant submitted a Layout Plat (File #10PL007) to subdivide the property creating six lots leaving three non-transferable balances. On April 8, 2010, the Planning Commission acknowledged the applicant's withdrawal of the Initial Planned Commercial Development request. On April 19, 2010, the City Council acknowledged the applicants withdrawal of the Layout Plat.

On September 6, 2005, the City Council approved a Layout Plat (File #05PL048) to subdivide 101.5 acres into 25 lots. The Layout Plat included portions of this property. On November 21, 2005, the City Council approved a Preliminary Plat (File #05PL190) to subdivide 77.59 acres into 17 lots which also included portions of this property. On February 16, 2007, the City approved a Final Plat (File #07PL017) dedicating Stumer Road as right-of-way. On January 23, 2007, the City approved a Final Plat (File #07PL003) to create four lots located along 5th Street which included a portion of this property.

On January 3, 2005 the City Council approved several Rezoning requests and Comprehensive Plan Amendments to the Future Land Use Plan requests which resulted in the property being zoned as it currently is today. In particular, the northwest corner of the property is zoned Office Commercial District with a Planned Development Designation. A narrow portion along the north lot line is zoned Public District. The balance of the property is zoned General Commercial District with a Planned Development Designation. The Planned Development Designation(s) require that Initial and Final Development Plans be submitted for review and approval prior to issuance of a building permit.

Fifth Street was extended south providing a connection to Catron Boulevard and, subsequently, opened to the public in November of 2004.

The property is located northwest of the intersection of Fifth Street and Stumer Road. A drainage pond has been constructed on a portion of the property located along Fifth Street. The balance of the property is void of any structural development.

STAFF REVIEW:

Staff has reviewed the Initial Planned Commercial Development and has noted the following considerations:

Zoning: As previously indicated, the applicant has submitted four Rezoning applications and four Comprehensive Plan Amendments to the Future Land Use Plan for portions of the property to secure the necessary zoning designation(s) for the proposed use(s). Staff recommends that the Initial Planned Commercial Development be approved in conjunction with the associated Rezoning applications and Comprehensive Plan Amendments.

Crime Data: During the April 8, 2010 Special Planning Commission meeting, the Planning Commission requested that crime data for the area be provided. The Police Department has subsequently submitted information identifying the crimes within the area for the year 2009. The information has been linked to the on-line agenda.

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Transit Service: Staff met with the Transit Manager of the Rapid City Transit System to discuss the need for a transit bus stop supporting bus service to the proposed development. Based on the customer traffic to the existing Walmart store located along LaCrosse Street, the Transit Manager recommended that a transit bus stop be provided to serve the proposed development.

Staff recommends that upon submittal of a Final Commercial Development Plan application, the site plan be revised to show the future location of a transit bus stop structure along Stumer Road west of the western approach to the Walmart Supercenter site. In addition, any required easements shall be recorded to accommodate the transit bus stop and structure for any portion located outside of Stumer Road right-of-way.

Stumer Road: During the April 8, 2010 Special Planning Commission meeting, the Planning Commission requested that staff meet with neighborhood property owners to discuss various design options to address perceptions of existing and future cut through traffic along Stumer Road and Enchantment Road. Staff subsequently met with neighborhood property owners on two separate occasions and reviewed eight different design options to address perceptions of existing and future cut through traffic along Stumer Road and Enchantment Road. Of the options that would provide the emergency access identified by the Fire Department staff, the 10 property owners present at the last meeting preferred Option G. Option G would eliminate through traffic on Stumer Road west of the Eagle Ridge Apartment approach to the intersection of Stumer Road and Enchantment Road. Bollards would be installed allowing only emergency vehicles to access the area when needed. Pedestrian and bicycle access would be maintained through the area. Option G also included a raised "pork chop" island within the Eagle Ridge Apartment approach to preclude left turns from the Eagle Ridge Apartments onto Stumer Road.

The Fire Department and the Police Department have also indicated that closing Stumer Road as per Option G identified above, meets with their review and approval. In particular, the installation of bollards as proposed will allow emergency vehicles to access the area when needed.

Staff also submitted the proposed Option G layout information to the Rapid City Area School District for review. The School District staff has indicated that closing Stumer Road as proposed will interfere with their school bus route(s). Currently, one general education bus travels through this area twice a day and two special education buses travel through this area three times a day. As a result of closing the road, an additional 20 to 30 minutes of increased ride time will be added to some of the bus routes per day. In addition, the 24 children currently picked up along Stumer Road from the Eagle Ridge Apartments will be required to walk to the intersection of Stumer Road and Enchantment Road to join the eight children typically picked up at that intersection. The School District representatives noted concern regarding discipline issues when a large number of children are at one bus stop and indicated

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that potential damage to adjacent lawns may occur while the children wait for the bus or while walking to the bus stop.

Staff also met with Steve Zandstra, a property owner of the parcel located directly north of the Eagle Ridge Apartment property, to discuss the impact of closing Stumer Road on future development of his property. Mr. Zandstra stated that he has concerns with closing the street as proposed. In particular, Mr. Zandstra indicated that closing the road to through traffic may have a negative impact on the future development and or re-sale of the property.

Based on the neighborhood property owners preferred design option, staff recommends that upon submittal of a Final Commercial Development Plan, construction plans be submitted for review and approval showing the elimination of through traffic along Stumer Road west of the approach into the Eagle Ridge Apartments to the intersection of Stumer Road and Enchantment Road. In particular, the construction plans must show bollard barrier(s) within the westbound lane west of the approach into the Eagle Ridge Apartments and bollard barrier(s) within the eastbound lane of Stumer Road directly east of the intersection of Stumer Road and Enchantment Road. Regulatory signs designed and located in accordance with the Manual on Uniform Traffic Control Devices shall be identified in the detailed plans. In addition, a raised "pork chop" island must be constructed within the Eagle Ridge Apartment approach along Stumer Road to preclude left turns from the Eagle Ridge Apartment property onto Stumer Road. The improvements must be completed prior to issuance of a Certificate of Occupancy.

Emergency Response: During the April 8, 2010 Special Planning Commission meeting, the Planning Commission requested that emergency responders be notified to determine if the proposed use at this location would have a negative impact on their response time. The Fire Department and the Police Department have indicated that they do not see any issues with the additional traffic impeding their response time to the area. Also, the signals at the intersections will be equipped with preemption devices to allow the emergency responders to control access through the signalized intersections.

Walmart Supercenter Building Design: The applicant has submitted elevations for the proposed Walmart Supercenter building identifying the structure as being one story with a flat roof and a parapet along the front of the building. The elevations identify that the building will have a maximum height of 40 feet. The building will be constructed with a combination of precast concrete walls with cultured stone accents. In addition, the colors of the structure shall consist of "Cobble Brown, Buff Napoleon, Tricorn Black, Oak Creek, Rockwood Clay, Dark Brown, Row House Tan, Rockwood clay, and Red Ryan" as proposed.

Staff has reviewed the elevations and noted that the proposed colors are similar to the color of existing residences within the area and other commercial structures along 5th Street. In addition, the building materials and textures are complimentary to

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this area.

The elevations also identify a cultured stone arch located at the northeast corner of the building that resembles a false doorway. This feature appears to be out of character with the balance of the building and give visual clues to a non-existent entry.

The elevations show that portions of the mechanical equipment located on the roof are not being screened as required. The elevations also show that the backside of the parapet and portions of the roof membrane are visible. The color of these elements has not been specifically identified but they appear to be white. In the past, the Planning Commission has discouraged white roof membranes due to the glare that is created when the sun reflects off the large roof surface and the visibility of the white roof from long distances from higher ground locations. White roof membranes are also discouraged when the roof is visible from residential developments due to the impact of the glare that is created. The applicant has submitted line of sight drawings demonstrating that the roof is visible from Catron Boulevard and the residential development located west of the site.

The overhead doors located along the south side of the building are shown to be in colors of white and/or grey which do not appear to match the color(s) of the balance of the building and draws attention away from other more complimentary architectural features of the building.

Staff recommends that upon submittal of a Final Commercial Development Plan application, the structural elevations for the Walmart Supercenter building be revised to reconfigure the cultured stone arch, located at the northeast corner of the building, providing a cultured stone accent without creating an arch that resembles a false doorway. In addition, the structural elevations must be revised to show the color of the overhead doors located on the south side of the building to match the color of the balance of the building. Additional screening must be provided along the roof top to screen the roof membrane and the roof top equipment from view. In addition, the backside of the parapet(s) shall be brown/tan in color to match the front of the parapet in lieu of the proposed white color(s) as shown on the elevations. The proposed color of the roof membrane must also be identified and submitted for review and approval as part of the Final Commercial Development Plan application.

Kiosk: The site plan identifies a customer kiosk located south of the tire and lube service area on the south side of the Walmart Supercenter building. However, detailed elevations of the kiosk structure have not been submitted for review and approval. In addition, the purpose, function and design of the kiosk is unclear. Clarification of the provision of vehicular or pedestrian access is needed. Staff recommends that upon submittal of a Final Commercial Development Plan application, structural elevations for the customer kiosk located south of the Walmart Supercenter building be submitted for review and approval. In addition, the applicant must identify the purpose and function of the kiosk and identify whether pedestrian

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or vehicular access to the kiosk is being proposed.

Mini-anchor Retail Building Design: To date, structural elevations for the mini-anchor retail buildings have not been submitted for review and approval. As such, upon submittal of a Final Commercial Development Plan application, elevations of the proposed mini-anchor retail structures must be submitted for review and approval. The elevations must also include the design of the roof top and screening as needed for any roof top mechanical units. In addition, a list of building materials and the proposed color palette must be submitted for review and approval. The design of the structure(s) shall be consistent and complimentary to the plans submitted for the Walmart Supercenter.

Compactor: The site plan identifies a compactor to be located on the north side of the Walmart Supercenter building. The applicant has submitted a design detail identifying an 8.5 foot high precast wall located along two sides of the compactor. The wall of the Walmart Supercenter building screens the compactor along the south side. However, no screening is being proposed along the north side of the compactor as required. As such, staff recommends that upon submittal of a Final Commercial Development Plan application, screening be provided along the north side of the compactor as required or an Exception must be obtained to waive the requirement to screen the compactor along all four sides.

Bike Racks: The applicant has indicated that a bike rack will be provided at the front of the Walmart Supercenter building and at the west side of the mini-anchor retail building site. Staff recommends that upon submittal of a Final Commercial Development Plan application, the design of the proposed bike rack(s) at the front of the Walmart Supercenter building and the mini-anchor retail building(s) be submitted for review and approval. The bike rack(s) must be designed to support the frame of the bicycle and not just one wheel, allow the frame and both wheels to be locked to the rack, be securely anchored, be usable by bicycles with no kickstand, be usable by bicycles with water bottle cages, be usable by a wide variety of sizes and types of bicycles. In addition, the bike racks shall be black and not galvanized in color, consistent with the other proposed improvements within the development.

Pedestrian Access: The applicant has submitted a site plan identifying that a sidewalk will be constructed along the front of the Walmart Supercenter building and extend south to connect to the existing sidewalk along Stumer Road. In addition, a sidewalk will be provided on the south side of a landscape boulevard that extends from the front of the Walmart Supercenter building to the mini-anchor retail lot. In addition, pedestrian crosswalks will be provided across the shared access aisle located between the two developments. A sidewalk is also being extended along the west side of the shared access aisle from the front of the mini-anchor retail buildings to Stumer Road, connecting with the existing sidewalk along Stumer Road.

The proposed sidewalks provide pedestrian access through the development as well as from the adjacent street right-of-way to the front of the proposed commercial

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buildings. However, the proposed sidewalk within the landscape boulevard is shown with a width of 5.5 feet, which does not allow for a 4 foot clear pedestrian walk if cars overhang onto the sidewalk from the adjacent parking spaces. As such, staff recommends that upon submittal of a Final Planned Commercial Development application, the sidewalk within the landscape boulevard be widened to 6 feet to allow a 2 foot wide vehicle overhang with a minimum 4 foot wide pedestrian walk or wheel stops must be installed in the adjacent parking spaces to preclude the vehicles from overhanging onto the sidewalk. If wheel stops are utilized, the parking plan must be adjusted as needed to insure that a minimum 18 foot long parking space is being provided.

Camping: The applicant has indicated that no camping or overnight parking will be allowed within the parking lot(s). In addition, the applicant has submitted a site plan showing the location of signage stating “No camping or overnight parking”. Staff recommends that the signs be posted within the parking lot as proposed.

Site Lighting: The applicant has submitted a lighting package identifying pole lights within the parking lot and wall lighting along the exterior of the Walmart Supercenter building. The lights within the parking lot are mounted on poles and designed as boxed lighting with a flat lens. The lighting on the exterior of the Walmart Supercenter building is shown as wall sconces with a flat lens.

The applicant has submitted a Site Lighting Photometric Plan which shows that the proposed site lighting will reflect onto the properties located north and west of the development. However, the lighting must be designed to reflect within the property boundaries and so as not to reflect onto adjoining properties and rights-of-way and to not be a hazard to the passing motorist or constitute a nuisance of any kind. As such, staff recommends that upon submittal of a Final Commercial Development Plan application, a revised lighting plan be submitted for review and approval to address the lighting that is currently reflecting onto the adjacent properties as per the applicant’s Site Lighting Photometric Plan. In addition, a revised Site Lighting Photometric Plan must be submitted for review and approval demonstrating that the revised lighting plan is designed to reflect within the property boundaries so as not to reflect onto adjoining properties and rights-of-way and to not be a hazard to the passing motorist or constitute a nuisance of any kind.

Street Lights: The applicant is proposing to construct decorative street lights along Stumer Road. The applicant has submitted a design detail of the street light identifying that the light(s) are mounted on 26.5 foot high steel poles with aluminum arms and a cast aluminum housing luminaire with a clear flat glass lens. The applicant has also indicated that the street lights will meet all AASHTO standard specifications and safety requirements and the City’s standards for roadway lighting.

Staff recommends that upon submittal of a Final Commercial Development Plan, the applicant enter into an agreement with the City providing for maintenance of the proposed decorative street lights along Stumer Road. In addition, the street lights

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must comply with the submitted design detail and shall be black in color.

Signage: The applicant has submitted a sign package for the Walmart Supercenter building that identifies the following wall signs:

Front (East) Elevation:

- A 2.5 foot high by 22 foot 8 inch wide wall sign stating “Outdoor Living”;
- A 2.5 foot high by 21 foot 9 inch wide wall sign stating “Home & Living”;
- An 8 foot high by 37 foot wide channel lit wall sign stating “Walmart” with a yellow star;
- A 2.5 foot high by 29 foot 8.5 inch wide wall sign stating “Markey & Pharmacy”;
- A 1 foot high by 2 foot 3 inch wide wall sign stating “Exit”;
- A 1.5 foot high by 19 foot 3 inch wide wall sign stating “Pharmacy Drive Thru”;

Rear (West) Elevation:

- Two 1 foot high by 2 foot 11 inch wide wall signs stating “Lube”; and,

Side (South) Elevation:

- A 2 foot high by 13 foot 7 inch wide wall sign stating “Tire & Lube”.

All signs are non-illuminated letter signs except for the “Walmart” and “Star” signs which are internally illuminated channel letter signs.

To date, a sign package has not been submitted for the parking lot or for the proposed mini-anchor retail buildings or the overall development. The applicant has indicated that a complete sign package will be submitted as a part of a Final Planned Commercial Development application. In addition, the applicant has indicated that entryway signage may be proposed along Catron Boulevard and 5th Street.

Staff recommends that upon submittal of a Final Commercial Development Plan application, a complete sign package, including all proposed signage on the buildings and direction signs within the parking lot, be submitted for review and approval. In addition, the applicant must demonstrate that the sign package is in compliance with the Sign Code or a Variance must be obtained from the Sign Code Board of Appeals.

Noise: The applicant has submitted an Acoustical Assessment Report which concluded that the noise generated from the Walmart Supercenter and the mini-anchor retail development will not exceed Ldn 65 dBA at the property line(s) of the development. The report included noise generated from general traffic and truck traffic, trash compactor, drive-through pharmacy speakers, snow blowers, back-up alarms, operations equipment, maintenance equipment and mechanical equipment. A copy of the report has been linked to the on-line agenda.

Staff recommends that the noise generated by the development continually comply with the Acoustical Assessment Report which states that the sound levels at the

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property lines shall not exceed Ldn 65 dBA.

Walmart Supercenter Parking: A minimum of 730 parking spaces are required for the Walmart Supercenter building. In addition, 15 of the parking spaces must be handicap accessible spaces with two of the handicap spaces being “van accessible”. A minimum of three stacking spaces per drive up window must also be provided. The applicant has submitted a parking plan for the Walmart Supercenter building identifying 734 parking spaces with 20 handicap accessible spaces. In addition, six of the handicap spaces are “van accessible”. The parking plan also identifies three stacking spaces per drive up window for the proposed pharmacy.

The proposed parking plan for the Walmart Supercenter lot meets the minimum requirements of the Off-Street Parking Ordinance. Staff recommends that all provisions of the Off-Street Parking Ordinance be continually met.

Loading Dock: The applicant has submitted an Exception request to reduce the number of loading spaces for the Walmart Supercenter building from eight spaces to four spaces and to reduce the width of the each loading lane from 12 feet to 10 feet. The applicant has also submitted a truck delivery operational plan identifying that trucks are not allowed to idle on site for more than three minutes. (A copy of the schedule is linked to the on-line agenda.) The truck delivery schedules are coordinated to insure that the trucks do not idle on site for more than three minutes. The applicant has also indicated that the drivers typically utilize a 10 foot loading lane in lieu of a 12 foot loading lane. A similar request to reduce the number of loading spaces and reduce the width of the loading lanes was approved on Eglin Street based on these same criteria.

Based on the information received, staff recommends approval of the Exception to reduce the number of loading spaces from eight spaces to four spaces and to reduce the width of each loading lane from 12 feet to 10 feet.

Mini-anchor Retail Parking: A minimum of 235 parking spaces are required for the mini-anchor retail buildings. In addition, seven of the parking spaces must be handicap accessible spaces with one of the handicap spaces being “van accessible”. The applicant has submitted a parking plan for the mini-anchor retail buildings identifying 271 parking spaces with 5 handicap accessible spaces. In addition, two of the handicap spaces are “van accessible”.

Upon submittal of a Final Planned Commercial Development application, the parking plan must be revised to show a minimum of seven handicap accessible spaces in lieu of five as proposed. The balance of the proposed parking plan for the mini-anchor retail lot meets the minimum requirements of the Off-Street Parking Ordinance. Staff recommends that all provisions of the Off-Street Parking Ordinance be continually met.

Walmart Supercenter Landscaping: A minimum of 671,833 landscape points with 15

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planter islands are required. The applicant has submitted a landscape plan identifying 672,350 landscape points with 15 planter islands. One of the planter islands has been designed as a 28 foot wide by 350 foot long landscape boulevard extending from the front of the store through the parking lot. The landscape boulevard will serve to reduce the glare and heat from the adjacent parking lot.

The landscape plan also identifies bermed landscaping along the northwest corner of the property to provide additional screening of the proposed commercial structure from the residential development located north and west of this site. The applicant has also submitted line of sight drawings showing the visibility of the building to the adjacent properties both when the landscaping is first planted and at maturity. The line of sight drawings for the northwest corner of the property identify that the building is highly visible from the adjacent properties when the landscaping is initially planted. However, upon maturity, the landscaping provides a screening along this corner of the property. Since this is the rear of the building with truck deliveries and trash compression, sufficient screening must be provided as a part of the construction of the site. As such, staff recommends that the proposed evergreen trees located along the northwest corner of the property be planted with a minimum height of 6 feet and that the proposed deciduous trees along the northwest corner be planted with a minimum three inch caliper measured 12 inches above grade in order to buffer the residential development located north and west of the property. In addition, the landscaping must be irrigated to facilitate growth and to provide a screening buffer to the residential development. In addition, the landscaping must comply with all requirements of the Landscape Ordinance.

Mini-Anchor Retail Landscaping: A minimum of 231,884 landscape points with six planter islands are required. The applicant has submitted a landscape plan identifying 232,000 landscape points with 10 planter islands. This meets the minimum requirements of the Landscape Ordinance. Staff recommends that all landscaping be irrigated and comply with all requirements of the Landscape Ordinance.

Soil Sample Analysis: The applicant has indicated that a soil sample analysis will be submitted prior to planting to insure that the soils support the proposed plant species. Staff recommends that upon submittal of a Final Commercial Development Plan application, the soil sample analysis be submitted for review and approval as proposed.

Roundabout: The applicant is proposing to construct a roundabout at the intersection of Stumer Road and Black Hills Boulevard. The applicant has also submitted a landscape plan identifying landscaping within the center island of the roundabout.

Staff recommends that upon submittal of a Final Commercial Development Plan application, design plans for the roundabout in compliance with the Federal Highway Administration design guidelines be submitted for review and approval. In addition, the proposed landscaping within the roundabout must be irrigated and must be

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provided in compliance with the Landscape Plan. In addition, prior to issuance of a building permit, a Covenant Agreement must be recorded providing for the maintenance of the landscaping within the roundabout.

Traffic Impact Study: On May 26, 2010, the applicant submitted a revised Traffic Impact Study to address concerns regarding cut through traffic as a result of the proposed development. Other than minor grammatical revisions, staff has reviewed and approved the Traffic Impact Study. Upon submittal of a Final Commercial Development Plan, a revised Traffic Impact Study must be submitted for review and approval addressing the minor grammatical revisions. In addition, construction plans must be submitted for review and approval for the off-site street improvements needed for the development as per the Traffic Impact Study. The Traffic Impact Study recommends the following roadway and traffic control improvements be provided to accommodate the proposed development traffic:

- Signalize the intersection of Catron Boulevard and Black Hills Boulevard;
- Signalize the intersection of 5th Street and Stumer Road;
- Coordinate the two proposed traffic signals with the existing traffic signal at Catron Boulevard and 5th Street with a hard wire interconnect;
- Construct dual eastbound left-turn lanes on Stumer Road at 5th Street;
- Construct a separate southbound right-turn lane on 5th Street at Stumer Road;
- Construct a separate westbound right-turn lane on Catron Boulevard at Black Hills Boulevard;
- Extend the eastbound left-turn storage at the intersection of Catron Boulevard and Black Hills Boulevard from 400 feet to 460 feet;
- Construct dual southbound left-turn lanes on 5th Street at Catron Boulevard;
- Construct a single-lane roundabout in compliance as per the submitted site plan;
- Construct a separate westbound right-turn lane on Stumer Road at the main Walmart drive;
- Construct a separate westbound right-turn lane at the east driveway on Stumer Road servicing the retail shops;
- Providing a separate northbound right-turn lane on Black Hills Boulevard at Outlot 10; and,
- The left turn lane(s) at the eastern driveways along Stumer Road shall align in order to provide adequate sight triangle clearance.

Staff recommends that prior to issuance of a Certificate of Occupancy, the off-site street improvements be completed or surety posted for the improvements, including the improvements along Catron Boulevard identified as a part of the South Dakota Department of Transportation project.

Drainage: The existing stormwater detention pond located along 5th Street is being redeveloped to accommodate post construction water quality treatment and to provide stormwater treatment for the Black Hills Center development. The applicant has requested an Exception to allow a 3:1 slope in lieu of a 4:1 slope as a part of the redesign of the detention pond. Staff has reviewed and approved the Exception

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request contingent upon the applicant providing a copy of a recorded Covenant Agreement identifying maintenance and ownership of the facility prior to issuance of a building permit. In addition, staff recommends that upon platting, the detention facility must be included in the mini-anchor retail store lot and secured within a drainage easement.

Aquifer: The property is located over the Inyan Kara Aquifer. Based on the United States Geological Survey data, the water bearing formation is 190 feet to 260 feet deep in this area. Based on the proposed site information, it does not appear that the proposed development will have any significant adverse affect on sub-surface waters in the area.

Approach Exceptions: The applicant has requested an Exception request to allow a 36 foot driveway approach width in lieu of a maximum 28 foot driveway approach width at the western approach and to allow a 48 foot driveway approach width in lieu of a maximum 28 foot driveway approach width at the center approach. The Traffic Engineers analysis and the truck routing plan indicate additional driveway width is needed for safe and orderly traffic movements. The Exception requests have been approved.

The applicant had also requested an Exception request to allow a 36 foot driveway approach width in lieu of a maximum 28 foot driveway approach width at the eastern approach. However, the applicant's site plan identifies that the approach will not exceed 28 feet nor has any information been submitted supporting a wider approach. The applicant has subsequently withdrawn the request.

Master Plan: The applicant has submitted a Master Plan for the Black Hills Center development identifying a Walmart Supercenter lot, a mini-anchor retail lot, two office commercial lots, a detention pond tract and 11 outlots. Please note that a Master Plan is not required as a part of the review and approval of a Commercial Development Plan. In particular, the review and approval of a Planned Commercial Development includes only those properties within the boundary of the Planned Commercial Development. The applicant should be aware that a Master Plan must be submitted as a part of a plat application for the property to insure that access and utility corridors are being provided. Approval of the Initial Commercial Development Plan does not indicate approval of the Master Plan.

Notification Requirement: The white receipts from the certified mailings have been returned and the sign(s) have been posted on the property. Staff has received numerous calls, e-mails and letters regarding this item.