Case No. 16PD062

Legal Description:

Lots 1 thru 5 of Block 88 of Original Town of Rapid City, located in Section 1, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota
November 30, 2016

Robert Laroco, AICP
Planner III, Community Planning & Development Services
City of Rapid City
300 Sixth Street
Rapid City, SD  57701

RE: Major Amendment
Fairmont Creamery
201 Main St.
Rapid City, SD

Dear Robert,

Please find accompanying this letter an application and associated exhibits to support our request to implement a major amendment to the Planned Development of the historic Fairmont Creamery. The Major Amendment intent is to convert to mixed-use with portions of the building changing to residential use. As part of the proposal we will be showing a reduction of the "normally required" (or "impact") number of parking spaces to support the new mixed use.

We offer this proposed Major Amendment as a "beta test" aimed at the Development Strategy of creating "places for people" as noted on page 57 of the Downtown Master Plan adopted September of 2016. (See attached matrix excerpt)

Per the current Planned Development, there are zero required parking spaces; yet a total of 15 on-site non-compliant parking spaces exist. The building has 25,569 GSF. If the business/office requirement (5 parking spaces/1,000 GSF) were to be utilized, the parking required would be 128 spaces. Each additional residential unit will reduce the parking impact significantly.

It is our intent to plan for up to 9 residential units within the current building area. Some of the suites may continue as commercial until such time as their leases come to term. The initial suites to be considered residential potential are: First Floor - #108 & #109; Second Floor - #200 & #204. Over the next two years the intent is to convert the following suites to residential use: Basement Level Suite G1 (2 exits); First Floor - #102, #103 & #107; Second Floor - #201.

When all the listed suites (13,645SF) have been converted to Residential Use, the parking impact will have been reduced to 74 parking spaces. This is a significant reduction of the interaction of vehicles with the site. Please note that though the calculation has subtracted the area of the residential units out of the GSF it has not subtracted normally un-occupied space in an equal ratio.

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The intent is to assign and sign spaces to each Living Unit appropriate to the exterior access to each living unit's location within the building as the Living Unit is leased as a living unit. See the attached plan for a proposed parking layout and assignment. Using the downtown residential parking requirement of 1.5 spaces/living unit (9*1.5 = 13.5 spaces); we could show 14 spaces dedicated to living units. However to simplify things, we have shown all 10 non-conforming spaces to the west dedicated (eventually) to Living units as well as the Off-Alley 5 units at the SE side of the building.

We show two accessible living units (#102 & #103) at the SE side of the building using the former loading dock accessed by a ramp as the access. We show a van accessible space and a standard accessible space with an 8’ aisle at the foot of the ramp.

Suites 101 (Pure Bean Coffeehouse), Suite 104 (Image Up) Suite 105 (Perfect Fit Boutique) and Suite 202 – 202C (Hot Pink Inc.) will remain as the business’ they are for the foreseeable future. Their functions are compatible and interactive with residential use.

Sincerely,
Fennell Design Inc.

Gene A. Fennell

Cc:
Sandra & Michael McNeely
Cindy Swanston

Enclosures:
Application for Major Amendment to an existing Planned Development
Downtown Master Plan Excerpt (page 57)
Plan set: A1.0 Site, A1.1 Parking Signs, A2.0 Suite B1, A2.1 Main Floor and A2.2 2nd Floor

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Excerpt of Downtown Master Plan

2. Development Strategies

a) Place Types

The continued development of Downtown Rapid City should not use a "one size fits all" approach. To create a thriving downtown that serves the population of Rapid City, unique places must be created that will attract a broad cross section of people. The creation of these different places allows Downtown to capture different uses, forms, and styles of development. The differences of these places is also what causes them to be supportive of one another. The limited development market supports a targeted approach to creating places. Downtown Rapid City should create the following place types within Downtown:

<table>
<thead>
<tr>
<th>USE</th>
<th>Activity Center</th>
<th>Downtown General</th>
<th>Neighborhood</th>
<th>Downtown Edge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Upper Floors Only</td>
<td>Build to the Street, Access from Sidewalk</td>
<td>Build to the Street, Access from Sidewalk</td>
<td>Build to the Street, Access from Sidewalk</td>
</tr>
<tr>
<td>Retail</td>
<td>Required on Pedestrian Streets</td>
<td>Encouraged on Pedestrian Streets, Allowed on Non-Pedestrian Streets</td>
<td>Allowed on Key Corners</td>
<td>Encouraged</td>
</tr>
<tr>
<td>Commercial/Service</td>
<td>Allowed on Non-Pedestrian Streets / Upper Stories of Activity Centers</td>
<td>Encouraged</td>
<td>Discouraged</td>
<td>Encouraged</td>
</tr>
<tr>
<td>Employment</td>
<td>Encouraged on Secondary Streets / Upper Stories of Activity Centers</td>
<td>Encouraged</td>
<td>Discouraged</td>
<td>Encouraged</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FORM</th>
<th>Orientation</th>
<th>Scale</th>
<th>Access</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Build to the Street, Access from Sidewalk</td>
<td>Narrow range of Urban Frontage Design, Setback determines Frontage Design, Access from Sidewalk</td>
<td>Moderate Intensity – 1 to 4 stories, Intensity depends on location &amp; Building Type</td>
<td>Maximize On-street, No off-street or frontyard Parking</td>
</tr>
<tr>
<td>Orientation</td>
<td>Range of Setbacks, Setback determines Frontage Design, Access from Sidewalk</td>
<td>Limited, based on lot width</td>
<td>Limited access per lot</td>
<td>Maximize On-Street Parking, Parking beside or behind Buildings - Landscape</td>
</tr>
<tr>
<td>Scale</td>
<td>High Intensity – 2 to 8 Stories, Multiple uses per block</td>
<td>Moderate Intensity – 1 to 6 stories</td>
<td>Limited</td>
<td>Maximize On-Street Parking, Parking beside or behind Buildings - Landscape</td>
</tr>
<tr>
<td>Access</td>
<td>Limited from Block Face - shared or alley access</td>
<td>Limited</td>
<td>Individual access per lot</td>
<td>Landscape off-street parking</td>
</tr>
</tbody>
</table>