

---

**Dollar General Retail Store  
Site Plan for New Construction**

**Committee Members:** Mary Guntert, Dave Servos, Charlie McNemee, Doug Weis

**Absent:** Toni Caldwell

**Staff:** Linda Bohnsack, City Planner; Mike Brungardt, City Engineer

**Applicants (via conference call):**

- Bruce Dretchen, Gresham, Smith & Partners (Engineers & Landscape Archts)
- Austin Rogers, GBT Realty Corporation
- Gary Conway, MJM Architects
- Lideana Laboy, Traffic Engineer, BHC Rhodes, Civil Engineers & Surveyors

---

The meeting began with introductions and a brief description of the process and the issues to be examined. The Site Plan Review Committee is an informal, workshop type process used to 'vet' a project prior to submittal to the Planning Commission.

The City Engineer has requested a revised drainage study and a traffic and pedestrian circulation study. The traffic study will not be completed until early September. The Planning Commission will discuss the project at their meeting on August 23, but will not consider the plan for approval until their September 27 meeting, after resubmittal of the drainage and traffic studies.

The Engineers for the project have been in contact with representatives of USD 232 to address their concerns about the location of the store immediately across the street from the Middle School.

**SITE PLAN DISCUSSION:**

Traffic Study: The study must be delayed until a couple weeks after school begins to accurately assess the impact of traffic in the area and the impact of a new commercial business in close proximity to the schools in the area. In addition to young drivers, there will be many older persons driving to the store that had previously been able to walk to the existing store in the downtown area. Normally a traffic study involves only vehicle traffic and roadways. Because of the proximity of the use to schools, the City Engineer has specifically requested that a pedestrian study be included in the study. In addition, the fact that the store will be in close proximity to the store, will encourage additional pedestrian traffic over and above what is in the area normally.

There was considerable discussion about whether a crosswalk would be sufficient for the intersection or whether a pedestrian crossing light or traffic signal would be needed. Mr. Rogers (?) was concerned that the expense for a traffic signal would cause Dollar General to abandon the project. There was further discussion concerning the terms of the purchase contract that reserves funds for traffic light improvements at the intersection. Mr. Brungardt noted that the decision concerning crosswalks, pedestrian or traffic lights at the corner will be based upon the facts and findings of the traffic study.

Building Design: Staff commented about the 'square box' design and the lack of elements that would relieve the design such as projections and/or recesses, cornices, lighting fixtures, decoration, landscaping, etc. The entrance is recessed under a corner of the roof and provides a 10% variance in the wall plane, but the regulations recommend a minimum of 20% variance. The architect noted the photos provided by staff and commented that some EFIS columns could be

added to the façade similar to example G2. Other possible solutions include paint scheme and additional landscape islands or landscaping near the side of the building.

**Building Materials:** Discussion focused on switching the metal siding from the south end of the building to the east side along the railroad tracks. Then the south end could be EFIS and split face block. The EFIS and split-face block are acceptable materials, but the monotonous color palette should be adjusted, maybe by extending the darker color of the cornice band along the west façade or coming up with another color scheme.

**Landscaping:** Overall the site is well landscaped, except for the south end of the site. Additional plants/trees need to be added in this area—especially for screening the trash disposal and dock door areas. Several existing trees identified on the site plan along the east property line will be removed.

**Drainage:** The drainage study performed for the original submittal is insufficient and will need to be redone and the detention area adjusted accordingly.

**Parking:** A variance on the number of parking spaces was approved by the BZA for this use, bring the number required down from 54 to 44. Mr. Dretchen noted that the prototype 10,000 s.f. Dollar General only has 35 parking spaces. Ms. Guntert noted that wheel blocks or curbs should be installed to prevent service vehicles from damaging dumpster area and loading area or building. Delivery trucks will block most if not all of parking spaces on west when loading and unloading merchandise.

**Site Circulation:** There was considerable concern about whether delivery trucks would be able to maneuver around to the dock doors from the entrance at the NW corner of the site. In addition, deliveries are made in large 18-wheelers' and they will need the north parking lot to pull into in order to back along the west side of the building to load/unload. The project engineer will provide turning diagrams to the City Engineer.

**Trash Enclosure and Dock Doors:** The location of the trash enclosure and dock doors on the southwest corner of the building is awkward since both facades are readily visible from the street. May be possible to shift the trash enclosure farther east along the south wall and put the dock doors around the corner to the south side instead of in the front of the building. Landscaping is needed to screen this area.

**Other Issues:**

1. The Fire Hydrant is too far away and one will need to be provided on site.
2. The pavement thickness specified in the submittal does not meet city specifications. Engineer Brungardt noted that a soil survey showing that the soils were sufficient to support such use could be submitted for his consideration relevant to pavement thickness.
3. The design of the silt fence is unusual for this part of the country and may prove difficult.
4. Loading Carts. Ms. Guntert noted that the carts used to transport goods to the stores are often left outside the existing store and end up down the alley or street. These need to be stored inside the new building.
5. Extension of sidewalk south beyond the property line to 90<sup>th</sup> Street to facilitate connection to residential areas. Developers agreed that this would be a benefit to the project, but probably will not be able to afford such improvements due to expected traffic signal costs.

**CONCLUSION:** The developers will investigate changes in the following areas:

- EFIS columns or something to break up the monotony of the west façade.
- Landscaping to screen the area of dumpster and dock doors and along south wall.
- Shift the dumpster/dock doors farther back along south façade.
- Switch EFIS and split-faced block to south façade and metal siding to east side.