

STAFF REPORT

February 20, 2003

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**No. 03CA003 - Amendment to the Major Street Plan**

**ITEM 34**

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GENERAL INFORMATION:

PETITIONER	Wyss Associates, Inc. for Dr. Andrew Severson
REQUEST	<b>No. 03CA003 - Amendment to the Major Street Plan</b>
EXISTING LEGAL DESCRIPTION	Amend the Major Street Plan, an element of the Comprehensive Plan, by reclassifying Park Drive from a minor arterial street to a collector street, located within Section 9 and 16, T1N, R7E, BHM, Rapid City Pennington County, South Dakota
LOCATION	Southwest Rapid City
EXISTING ZONING	Low Density Residential
SURROUNDING ZONING	
North:	Low Density Residential
South:	Low Density Residential/Public
East:	Low Density Residential/General Agriculture/Planned Residential Development
West:	Low Density Residential
DATE OF APPLICATION	01/24/2003
REPORT BY	Patsy Horton

RECOMMENDATION: Staff recommends that the request to amend the Major Street Plan, an element of the Comprehensive Plan, be continued to March 6, 2003.

GENERAL COMMENTS: Attached is a copy of the proposed amendment to the Rapid City Major Street Plan reclassifying Park Drive from a minor arterial to a collector road. A map inset has been prepared to highlight the specific proposed changes.

STAFF REVIEW: The applicant has submitted an application to amend the Major Street Plan to downgrade the classification of Park Drive from a minor arterial road to a collector road. The Street Design Criteria Manual defines the functional classification of an arterial street as a "street serving the highest traffic volume corridors and major centers of activity." An arterial street does not permit parking on either side and requires a minimum of 100 feet of right of way with 12 foot lane widths.

A collector street is defined as "a street which collects traffic from other minor streets and channels it into the arterial street system." A collector street allows for parking along one side of the street with a minimum of 68 feet of right of way or parking along both sides of the street with a minimum of 76 feet of right of way.

## STAFF REPORT

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---

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ITEM 34

---

If the right of way width for existing roads does not meet the minimum requirements of the Street Design Criteria Manual for the classifications as identified in the Major Street Plan, additional right of way is obtained when property adjacent to the roadway is platted. The additional right of way required is split equally between property on both sides of the roadway whenever possible.

The Major Street Plan identifies principal arterial roads every mile, minor arterial roads every half-mile, and collector roads every quarter-mile – where terrain allows. This area of the community has varied terrain, ranging from 3,362 elevation at Sheridan Lake Road to 4,620 elevation near Victoria Lake Road, the closest minor arterial road to the west. Sheridan Lake Road is designated as a principal arterial road. Park Drive is designated as a minor arterial road. The Major Street Plan also identifies Severson Street/Dunham Drive to the east of Park Drive and Carriage Hills/Wonderland Drive to the west of Park Drive as collector routes. The spacing from east to west between Sheridan Lake Road, Severson Street/Dunham Drive, Park Drive, and Carriage Hills/Wonderland Drive is approximately one-quarter mile.

In July, 2000, the City Council approved revisions to the Major Street Plan that provided a more comprehensive network of streets and identifies road status and location for new development within Rapid City and the surrounding area. At that time, Park Drive was upgraded from a collector road to a minor arterial road.

In September, 2002, the City Council approved the Pine View Terrace Plat (02PL068) along Park Drive. This action platted 13 additional town home lots along Park Drive just north of the intersection of Park Drive and Wonderland Drive. As a part of the Pine View Terrace plat, the applicant dedicated an additional 17 feet of right-of-way for Park Drive. During the review for this plat, staff expressed concerns about accessing Park Drive along this stretch of the roadway because of the close proximity to Corral Drive Elementary School and Southwest Middle School. The school complex has two approaches from Park Drive. Vehicular traffic enters the school complex at the north approach and exits the complex at the south approach. During the morning drop-off and afternoon pick-up periods, traffic congestion along Park Drive is a major problem. Traffic backs-up on Park Drive both to the south and the north at both approaches for several hundred feet while students are being dropped off or picked up from school. Because of these concerns, the town home development provides parking courts rather than standard driveways and shared approaches onto Park Drive.

In February, 2003, the City Council acknowledged the withdrawal of the Severson Development Layout Plat (02PL047). The applicant (same as the current request) expressed concern about the requirement to dedicate 17 feet of right of way along the Park Drive frontage. It is staff's understanding that the applicant will resubmit a new Layout Plat once action on this Major Street Plan Amendment has been completed.

The Severson Development Layout Plat (02PL047) proposed to subdivide an approximate 36 acre tract into 26 single family dwelling lots and 18 duplex lots. The property is located on the east side of Park Drive directly south of Parkridge Subdivision. The lots range in size from .5 acres to 1.6 acres. The development master plan submitted identified duplex lots

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---

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---

located adjacent to Park Drive and single family dwelling lots accessed from internal streets. The Layout Plat identified a cul-de-sac intersecting with Park Drive between the two school entrances in the southwest corner of the property and another cul-de-sac in the northeast corner of the property extending east through the adjacent property.

During the review for Severson Development Layout Plat (02PL047), staff expressed concerns with the cul-de-sac accessing Park Drive near the southern school entrance and recommended that a traffic impact study be completed if more than 13 dwelling units were proposed for the southern most cul-de-sac.

The School District is currently working on a parking expansion study to identify alternative solutions to reduce the circulation, access and parking issues the neighborhood experiences along Park Drive with the additional traffic generated during school hours. A draft plan has identified potential solutions, including an additional parking lot between the school and Park Drive, accessing the proposed lot from the existing circulation.

Staff is requesting that this item be continued to provide an opportunity to discuss further options before making a recommendation.