

045V054  
10-14-04

Growth Management Dept, City of Rapid City:

As I don't intend to attend the meeting, I am informing you of my wishes by letter. In response to the notice of hearing for a variance to the subdivision regulations applied for by Jerry Wendland for Keith Kuchenbecker, as a property owner within two hundred and fifty feet of the property in question, I own the forty acres that adjoins said property on the south. The legal description is, 1N 08E Sec 13 NW  $\frac{1}{4}$  SW  $\frac{1}{4}$ . This land is at 4250 Anderson Rd. It is still used as ag property. I am opposed to permitting the applied for variance. I don't feel that the taxpayers should be responsible to pick up the tab for egress to a developers subdivision. All streets should be built to the city's specifications as the land is developed, and paid for by the developer.

RECEIVED

OCT 18 2004

Rapid City Growth  
Management Department

Respectfully,  
Arlene J. Taylor  
19108 US Hwy 14  
Sundance, Wyo. 82729-9210

City Planning Commission Meeting Oct 21 04

Thanks for listening to our concerns over the Variance Request- File 04SV054.

The traffic increase this development will generate will only add to the difficulties we already have on Anderson & Longview roads. Box Elder, Ellsworth, the new Radar Hill road developments, to the east of Anderson Road, use the two lane Longview Road to access the Rapid City area. The new Murphy Estates development, on Longview road, and the new, huge, developments on 53<sup>rd</sup> street are using Longview. The speed limit is 50 mph with people passing where Anderson Road intersects Longview at the north, and 65 mph with people passing where Anderson Road intersects two lane Highway 44 at the south. A woman named, Olive Grass, was killed about three years ago at the Longview Anderson intersection. There are no turning lanes at either intersections nor street lights and believe me it's black at night with no lights on Anderson road. Turning from or onto Anderson road from either Longview or Highway 44 on a clear night presents a safety hazard. Sometimes you have to come to a complete stop on 44 while you wait for the airport traffic. At night, with no street lights and or a safe turning lane it's an accident waiting to happen. Adding more traffic to these narrow two lane roads is probably not the best idea. Anderson Road currently terminates to the north at Zandstra Construction, and when they have a contract both heavy trucks with trailers and one called a low-boy, a heavy equipment hauler which has hauled heavy equipment back for maintenance, use both Anderson Road and Longview Roads. These current roads were designed for agriculture and limited residential use not for what they are becoming high density commuter traffic.

I would think both a road condition and traffic with projections study would be in order before any final decision be made.

Thank you,

Orrin Lawson  
3655 Anderson Rd.  
Rapid City, SD 57703