

STAFF REPORT  
December 9, 2004

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**No. 04CA060 - Amendment to the Comprehensive Plan amending the Major Street Plan by eliminating and realigning several collector and arterial roads**

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**ITEM 15**

GENERAL INFORMATION:

PETITIONER	City of Rapid City
REQUEST	<b>No. 04CA060 - Amendment to the Comprehensive Plan amending the Major Street Plan by eliminating and realigning several collector and arterial roads</b>
EXISTING LEGAL DESCRIPTION	Amendment to the Comprehensive Plan amending the Major Street Plan by eliminating and realigning several collector and arterial roads all located in Sections 23, 24, 25, 26, 34, 25 and 36 in T1N, R7E, BHM, Pennington County, South Dakota, and Sections 19, 29, 30, 21 and 23, T1N, R8E, BHM, Pennington County, South Dakota, and Sections 1, 7, 8, 17 and 18, T1S, R8E, BHM, Pennington County, South Dakota, and more generally being described as being located south of US Highway 16B (Catron Boulevard), north of Spring Creek Road, east of US Highway 16 and west of SD Highway 79
DATE OF APPLICATION	11/12/2004
REVIEWED BY	Patsy Horton / Curt Huus

RECOMMENDATION: Staff recommends that the Amendment to the Comprehensive Plan amending the Major Street Plan by eliminating and realigning several collector and arterial roads be approved.

GENERAL COMMENTS: At its Special Planning Commission meeting on November 4, 2004, the Planning Commission directed staff to move forward with changes to the Major Street Plan as identified on the draft US Highway 16 Neighborhood Area Future Land Use Plan. Attached is a copy of the draft amendment to the Rapid City Major Street Plan which proposes the realignment of several proposed collector roads and arterial roads south of US Highway 16B (Catron Boulevard), north of Spring Creek Road, east of US Highway 16 and west of SD Highway 79, as identified on the draft US Highway 16 Neighborhood Area Future Land Use Plan. A map has been prepared to highlight the specific proposed changes.

STAFF REVIEW: The Major Street Plan was adopted to ensure adequate road networking between collector roads and arterial roads. Staff has reviewed the area south of US Highway 16 utilizing two and ten foot contour data now available through the Geographic Information System. Based on that data, staff is recommending the attached road alignments be approved to more accurately reflect the potential road alignments based on these updated contours.