

From: "H. Wayne Williams" <wwlbt@earthlink.net>
To: <councilgroup@rcgov.org>
Sent: Friday, March 25, 2005 12:30 AM
Subject: Highway 16 Issue

> Dear Mayor Shaw and members of the city council:
>
> My family has lived off Sammis Trail for nearly 15 years, so we have
> some knowledge about the traffic factor entering and exiting highway
> 16 at Sammis Trail. In the summer, there is real danger, especially
> with traffic coming
> up the hill toward the city. Moving Sammis Trail to connect with
Moon
> Meadows will not solve the traffic problems in the area. Locating a
> Wal-Mart
> there would create even greater traffic problems. Somewhere on
Cantron
> BLVD
> would work better for traffic flow. In our opinion, the traffic
problems
> will be the greatest factor to address, and it must be addressed or
there
> will be great problems down the road - no pun intended, either!
>
> Please make this a very serious consideration in the vote on Monday
> the 28th.
>
> Wayne and Jeanie Williams
>

Gautam and Amy K.M. Pillay
5405 Sweet Clover Circle
Rapid City, SD 57702

RECEIVED
MAR 28 2005
MAYOR'S OFFICE

March 26, 2005

Rapid City Council
300 6th Street
Rapid City, SD 57701

Dear Council Members:

We would like to address the proposed Wal-Mart at the corner of U.S. Highway 16 and Sammis Trail. We support the development of a second Wal-Mart on the south side of Rapid City, because there is a critical need for this type of retail presence near the new and expanding population centers of the city. However, we strongly believe that there are three compelling reasons for the City Council to oppose this location for Wal-Mart.

First, Rapid City has an invaluable feature, which is its natural beauty. It draws people here from around the world. The City Council needs to protect this priceless environment rather than allowing the Western Hills and Highway 16 to look like the urban environments where most of our tourists reside, such as Denver, New York City, etc. Urban sprawl in this area would eventually deter tourist traffic rather than attract it. The proposed Wal-Mart construction would be harmful to the beauty of the area. Also, the oil from the cars and other toxins would flow into the surrounding area causing irreparable environmental damage. We recently moved to Rapid City because of the beauty and would like to preserve what drew us here. The Highway 16 hill is visible from many areas of Rapid City; the blatant sight of a Wal-Mart on this promontory would detract from the natural surroundings.

Second, this proposed location is not suited for the traffic that would incur from Wal-Mart. There is no traffic light on the either side of Sammis Trail (the Sheridan Lake intersection and the Highway 16). The speeds traveled on Highway 16 would be very dangerous for the traffic that would result from a major shopping district. We travel this area regularly and many people travel beyond the 60 mph speed limit. The unsafe driving conditions that would result in this area would frustrate and deter customers.

Third, the required utility infrastructure is not present at this site, but will be available in other southside locations, such as at the intersection of Fifth Street and Catron Boulevard.

Thank you for considering our views on this important matter.

Sincerely,



Gautam Pillay



Amy K. M. Pillay

From: Pat Hahn [mailto:patdocmike@rap.midco.net]

Sent: Monday, March 28, 2005 10:19 AM

To: Bob Hurlbut; Malcom Chapman; Ron Kroeger; Ray Hadley; Bill Waugh; Karen Olson; Tom Murphy; Sam Kooiker; Tom Johnson; Jean French

Subject: 160 Acres Shultz & Partners

Dear Council Members:

I am still extremely concerned about the Hwy 16 plan and the 160 acre portion of Mr. Shultz and Partners, requested to be zoned for 4.8 du/ac.

Mr. Shafai, in his letter concerning this parcel, misrepresents several factors. His photograph purporting to illustrate the topography of the 160 acres is taken from Catron Blvd showing only a minute, level portion of the parcel. The 160 acres is divided with gullies far in excess of the 20 feet depth he claims. The entire parcel cannot be used for housing, therefore the 4.8 request is way too high a density. A zoning of between .55 and 1.55 is more in keeping with what the topography would allow.

Mr. Shafai also portrays in exhibit C of his letter my property and my neighbor's as being in Wellington Heights. Not so, it is South Hill, bordering on the 160 acres in discussion.

I respectfully request careful reconsideration concerning the zoning density of this parcel. From what I have heard in previous council sessions concerning the legalities of rezoning to a lower density, once the Hwy 16 plan is finalized, Rapid City would be opening itself to legal problems, if, in the future, this zoning level was to be reduced from 4.8 to a more topographical acceptable level of .55 to 1.55.

I again applaud your efforts in bringing about sensible growth in the southern area of Rapid City.

Thank you.

Respectfully, Mike Hahn

From: Michael Mueller [<mailto:mmueller@dSDK12.net>]
Sent: Monday, March 28, 2005 8:58 AM
To: councilgroup@rcgov.org
Subject: Highway 16 Future Land Use and Potential Zoning

Dear Mayor Shaw and Council Members,

As you probably know, I have been actively resisting the Rezoning of Highway 16 to General Commercial. This stretch of highway provides residents and visitors a scenic transition from the "city" into the Black Hills. If General Commercial were allowed to reach to Moon Meadows and Sammis Trail, we lose the beauty of that transition. My wife and I own ten acres approximately two miles south of Reptile Gardens and I have always enjoyed the "therapeutic effect" of this peaceful and inviting stretch of highway. It allows me to unwind from a hectic day and puts my mind into the welcomed treasure of our Black Hills. How many others would feel this as a severe loss once it is changed?

By allowing a "toned down" development such as Neighborhood Commercial with Planned Commercial Development, the city gains revenue from taxes on: land sales, construction work, property values, and future business sales. These would all occur even though it would not be General Commercial. Is the incremental difference enough to sell off our heritage and sacrifice more small business ventures? Realizing the strategy of large retail to capture tourist traffic with the Southeast Connector, this is a choice location. Would it be "neighborly" of the city council to our tourist hungry attractions and towns such as Hill City, Keystone, and Custer, to allow a large one stop shopping giant to monopolize the tourist dollar? Not only would they skirt Rapid City, they would greatly impact our tourist destinations and related businesses.

With large retail stores common to increased police calls, this will also put an additional strain on availability of our fine police force due to the distance and frequency one can expect. This will diminish services elsewhere as the calls increase.

The current proposed Walmart Supercenter appears to have all of the amenities of the current property on LaCrosse Street. If you match up each type of customer and product that represents, it will ripple a wave of loss throughout our current business community, just as it has done in communities all over the country.

I also fear that a subsidy of some kind may be in the works, as Walmart has a very keen way of coercing and convincing naive listeners of their "merits". It is documented that over \$1 billion in subsidies have occurred to build Walmart discount stores and supercenters in hundreds of locations. This information is available in a document found at "www.goodjobsfirst.com" which was published in May 2004. Phone number is (202) 626-3780. This site will show the "deals" that have been cut to get Walmart into the fabric of those communities. I bet they (Walmart) are laughing all the way to the bank These "deals" have all come at the expense of taxpayers through: infrastructure assistance, TIF's, sales tax rebates, property tax relief, and a few more "incentives".

I have prayed that all of you will make an informed, conscience bearing decision regarding this vital matter. This decision will impact us and future generations forever. Please contact me at any time if you would like to discuss this.

04CA032

Thank you in advance for you consideration.

Sincerely,

Mike Mueller
Concerned Black Hills Resident
Work: 923-0005
Home: 342-2782
Cell: 391-5131
email: mmueller@dsdk12.net

----- Original Message -----

From: [matt](#)

To: councilgroup@rcgov.org

Sent: Tuesday, March 29, 2005 8:46 AM

Subject: Highway 16 and stoplights

I have never saw a city council that is slow to react and make there minds up on issues as you people are. how many meetings and subcommites dose it take to make a decesion on a stoplight? you people are wasting more time and tax money on this issues that i have ever seen. everytime you have a meeting and dont agree or make a descisone on something you are wasting the tax dollars we spend for your salary. as far as highway 16 is concerend i have never seen a group of people so affraid of progress then this council and mayor. dont u think if this city has more shopping and other activites to offer that we might get more people from other areas and states to come this city and spend there money wich then increases the tax base for the city and thus enables the city to offer more there citezens and maybe help increase the sales tax base so we as residents wont have to spend more for utilites such as water and sewer? please start doing something at your meetings instead of just setting issues aside week after week and get somethiing acomplished. Thank you Matt Rogers

04CA032

From: Ron Rossknecht [mailto:value@Hills.net]
Sent: Monday, March 28, 2005 2:29 PM
To: councilgroup@rcgov.org
Subject: Land Use/Zoning Highway 16

03/28/05

To All Council Members

At the request of Hill City Mayor Jim Brickey, a meeting was held in Hill City on 03/24/05 to discuss the addition of a proposed Wal-Mart to be located on the Frank Commerford property. Representatives from Custer and Keystone were in attendance as well as Hill City. Murl Miller was also at the meeting. Due to time constraints, city representatives did not get to visit with Mr. Miller on a "One on One Basis". Murl agreed after the meeting to meet with representatives from Hill City, Custer, and Keystone whereby the general public would not be invited. City officials are concerned about the economic impact that a new Wal-Mart could have on the southern hills. Before allowing a change in land use, zoning, or a building permit, please give the southern hills a chance to visit with Mr. Miller.

Ron Rossknecht
Treasurer - Heart of Hills Economic Development Corp.

Rossknecht Appraisal Services
Ron Rossknecht
value@hills.net
OFFICE 605-574-4360
CELL 605-392-1162

-----Original Message-----

From: Dave Jordahl [mailto:djordahl@mabhllc.org]

Sent: Monday, March 28, 2005 4:16 PM

To: councilgroup@rcgov.org

Subject: Hwy 16 Development

Since you won't be taking public testimony tonight, I'd like to share some additional thoughts as you decide on the future development of the Hwy 16 corridor. I believe the issue has become more of a Wal-Mart issue than a month ago. Especially, because of their petition drive and the two page add in Saturday's Journal If they are such good neighbors, why are they trying to strong arm the City into giving them their way. I notice their promise to "discourage" RV parking, not to prohibit it. And to finance the sewage extension [to be repaid]. It seems like their promises are fairly empty, leading me to ask what kind of neighbors they really are. Especially when they spend millions on TV ads trying to convince us that they are. Ask them to show that they are good neighbors, and move their location to Catron and 5th or better yet, Catron and Hwy 79. And to drop the tactics like threatening to not build if they can't have the Hwy 16 location.

We were recently in several cities of our size. One of the things we noticed is that you never have just one big box store in the same area. There were always many. It's the old Mc Donald's phenomenon where like businesses want to be together because they know it draws more business to all of them. And that worries me more than just Wal-Mart on Hwy 16. How do you stop all the others from locating along that corridor? These cities we visited all look exactly the same in those commercial areas; you couldn't tell one from the other. Is that what we want Rapid City to look like, esp. in our scenic corridor?

Don't let the residents and City Councilors of 15 years from now look back and ask "what in the world were they thinking, to waste the beauty of the Hills?' Please moderate the development along that corridor and send Wal-Mart and those to come to another location.

Thank you. Dave Jordahl 13810 Ember rd. 57702

04CA032

From: LeslieColombe@wmconnect.com [mailto:LeslieColombe@wmconnect.com]
Sent: Monday, March 28, 2005 5:17 PM
To: councilgroup@rcgov.org
Subject: RE: Highway 16 Re-zoning

Gentlemen and Ladies,

I normally do not speak out on such issues, but I have felt compelled to voice my opinion on the re-zoning issue of South Highway 16.

I moved to Rapid City in 1986 from Southern California. The Black Hills, in my opinion, was untouched and unspoiled. However, over the years, we have seen growth. Huge residential developments and commercial centers have sprouted up. This growth still hasn't spoiled the beauty of the Black Hills. I have heard people say that they do not want to see the gateway to Mt. Rushmore spoiled by a Wal-mart Supercenter; however, there are still 20 miles of beauty between Rapid City and Mt. Rushmore. Has anyone been to Keystone lately? Speaking of spoiling the beauty of a once beautiful small town.

If you look along the Highway 16 corridor, which I must travel everyday to go to work, you see many seasonal businesses. They include: the Rushmore Waterslide, Yogi Bear Campground, The Ranch, The Maze, Fort Hayes, and the Teepee Campground, etc. All these businesses employ seasonal workers. After the tourist season is over, these employees must find other employment or none at all. Those employees that do not find work, cost the city, state, and federal governments thousands, if not hundreds of thousands of tax payer money in order to support them and their families.

With a business like Wal-mart, 200 plus employees would be hired year round. Increasing jobs and for those seasonal businesses on Highway 16, it could mean that more tourists will be staying in that corridor and possibly spending time at their business instead of driving by.

Highway 16 is going to be developed, whether it is residential and/or some type of commercial development is the question. Rapid City is poised for tremendous growth. With the addition of the SE Connector and Congresswoman's Herseth proposal on the Heartland Expressway, we can take advantage of that growth by bringing in new businesses, which in turn bring jobs, taxes, and the need for homes and other services.

While I would rather see a 200,000 square foot Nano Technology Research Center built that would bring in higher paid, higher educated employees, that is not on the drawing board right now. However, a business that offers employees a higher than minimum wage job and that will be around for a long time is.

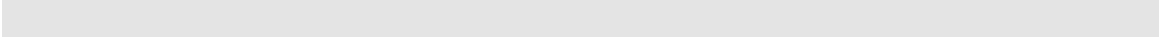
I encourage everyone on the council to support the re-zoning plan that would allow us to bring another Wal-mart to Rapid City.

Thank you for your time and consideration.

04CA032

Sincerely,

Leslie Colombe
5107 Wamberg Ct
Rapid City, SD 57702
(605) 341-3875



04CA032

From: [Toni Brumbaugh](mailto:Toni.Brumbaugh@rcgov.org)
To: councilgroup@rcgov.org
Sent: Wednesday, March 30, 2005 4:07 PM
Subject: Highway 16 Land Use Plan

March 30, 2005

Dear Mayor and Members of the Rapid City Council,

I was born and have lived in Rapid City the majority of my life. For a short period of time I lived in both Minneapolis and St. Louis and after returning to RC eleven years ago, I now more fully appreciate the beauty, peacefulness and serenity that the Black Hills affords those that live in the area as well as those who come to visit the area.

I am an avid outdoors person who enjoys rock climbing, hiking and biking in the Black Hills. It would be a travesty to spoil the beautiful view of both the Black Hills and the Badlands by opening up the Hwy 16 corridor to businesses such as Walmart. There are several reasons I object to the commercialization of Hwy 16, and specifically to the idea of a Walmart at Sammis Trail:

- 1) Traffic: I drive to hills almost every weekend, and I can tell you that during the height of the tourist season, the traffic on Hwy 16 leaving Rapid City is terrible; having a Walmart would make it even worse.
- 2) Loss of locally-owned businesses. Walmart would certainly take business away from the smaller more specialized stores.
- 3) Light pollution. If you've ever driven Moon Meadows Rd. on a clear night you can see the stars and perhaps get a glimpse of the Northern Lights, or see the moon rise over the Badlands.
- 4) Despoilment of the view. Besides the scenery of the Badlands and the Black Hills, Rapid City has some of the most beautiful sunrises and sunsets, and have you ever watched a thunderstorm roll in from the west?

I am not a fan of Walmart, I don't think they practice good and fair business and I rarely shop at their stores because I find you get what you pay for - substandard merchandise. I would prefer that a second Walmart not be built in or around Rapid City, but I am definitely against a Walmart located at Sammis Trail on Hwy 16.

We can't stop progress, but we can plan to accommodate the needs of the community and the visitors to the area without compromising one of the main reasons for being here. Tourism is very important in this state, and the tourists are coming here to see and experience the beauty and grandeur of the prairie, the Badlands and the Black Hills. Let's not spoil it for us or them.

How about a plan for more green space including bike paths, picnic areas and places for people to enjoy a picnic lunch or to watch the moonrise or the sunset?

Thank you.

Sincerely,

Toni Brumbaugh
120 E Fairmont Blvd

From: Zieske, Scott [<mailto:SZieske@rcrh.org>]

04CA032

Sent: Monday, April 04, 2005 12:58 PM
To: councilgroup@rcgov.org
Subject: HWY 16A Corridor Commercial Development

Dear Common Council Members:

As a private citizen I respectfully urge your timely support of responsible commercial development along the Highway 16A corridor.

My family and I live in the Sheridan Lake Road area. Commercial development in south Rapid City is both needed and long overdue. One small convenience store is totally inadequate for 2500+ homes in our area alone.

Highway 16A in the area of Samis Road and Moon Meadows is, in my opinion, NOT a scenic corridor. It is, however, an area which should be developed in a responsible manner in order to serve the greater public good.

Lastly, as I'm sure you are well aware, it is unrealistic and unfair to "pick and choose" which entities are welcome to build commercially and which are effectively "banned" from doing so. Rapid City needs more retail business. It is, in my opinion, time to start thinking and acting progressively to promote, rather than further restrict, responsible development and I urge you to do so now.

Thanks for the opportunity to comment.

Sincerely,

Scott Zieske

LAW OFFICES

Lynn, Jackson, Shultz & Lebrun, P.C.

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*From the offices of Donald R. Shultz
e-mail address: dshultz@lynnjackson.com*

April 1, 2005

Mr. Todd A. Seaman, District Supt.
SD Department of Transportation
2300 Elgin Street
PO Box 1970
Rapid City, SD 57709

RECEIVED
APR - 5 2005
**Rapid City Growth
Management Department**

Re: Hwy. 16/Catron Blvd. Interchange

Dear Todd:

I am writing to you on behalf of the landowners George Schmid, Bernard Schmid (now deceased), and myself, who have owned the property on the west side of U.S. Hwy. 16/Catron Blvd. since 1963 and the landowners Barbara Butler, Tom Foye and myself who own the northeast corner of that intersection since 1977.

We write you regarding our concerns relating to the construction of your proposed overpass, specifically the problems we are encountering with DOT concerning your inaction and lack of communication as to "when" or "if" the proposed interchange will be built. We have written to you and to the City of Rapid City and its Growth Planning Department on many occasions regarding our inability to market our property or to plan any development because of your pending proposal to construct the overpass. At a recent special meeting of the Rapid City Council, March 28, 2005, several council members expressed their dissatisfaction with the DOT's indefinite plan for construction of the interchange. Concerns were expressed that the interchange was not necessary and the impact that the proposed interchange has on the ability for development along Highway 16 north and south of Catron Blvd, as well as Catron Blvd. itself.

I have now been advised that there are no DOT design personnel working on the construction plans for the interchange. Further, the project has not yet been placed on a five or even the 10-year DOT plan.

Mr. Todd A. Seaman

4/1/2005

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Further concern has been expressed about the apparent lack of federal funding, which caused the postponement of the construction of "Highway 16B/Catron Blvd. from Highway 79 to Highway 16" from FY 2008 to FY 2009. This concern is further impacted by the recent highway bill passed by the United States House of Representatives, which provides South Dakota with the lowest funding, 16.4%, of all 50 states. Enclosed is the *Bozeman Daily Chronicle*, March 11, 2005 article.

At the Council meeting, concern was expressed the DOT is not recognizing the rapid development planned both along Catron Blvd. East and Hwy. 16 South of the proposed interchange, and elimination of access roads, particularly the Section Line Road south of the interchange.

Our concerns have been previously expressed and documented to you, and we would appreciate your review of those concerns. Rather than our restating of those concerns, some were rather extensive.

Another concern is that DOT informational meetings are being held that directly affect our property without our participation, or even notice; particularly a meeting that we understand was held on Thursday, March 24.

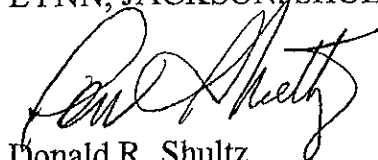
I am sending a copy of this to your counsel. In the past we have failed to receive written responses from you, particularly responses to our concern about the timing, location and proposed access to our property during and after construction.

The affect of your proposed interchange has resulted in stigmatizing of our property. Under the circumstances, our property has been severely, economically depreciated, as our realtors can document. Buyers are scared off because of the uncertainty of your construction and access we will lose.

I look forward to hearing from you. Thank you.

Yours truly,

LYNN, JACKSON, SHULTZ & LEBRUN, P.C.



Donald R. Shultz

DRS:mel

Mr. Todd A. Seaman
4/1/2005
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cc: Bill Nevin, Esq.
Mayor Jim Shaw
Rapid City Council members
Marsha Elkins
Tom Foye
Barbara Butler
George Schmid
Robert Piacesi
Pat Hall
Hani Shafai

House passes \$284B highway bill

WASHINGTON (AP) — The House approved a mammoth highway and transit bill Thursday that aims to reduce traffic congestion nationwide and bring jobs to every lawmaker's home district.

The White House said the bill was "long overdue" but warned, as the measure moved to the Senate, that it would be subject to a presidential veto if it rose above the \$284 billion the House approved.

The bill, passed 417-9, would guarantee \$225.5 billion over a six-year period to the Federal Highway Administration, \$52.3 billion to the Federal Transit Administration and more than \$6 billion for safety programs.

It will be "the signature domestic legislation in this Congress in terms of the positive impact on the economy of this country," said Rep. Peter DeFazio of Oregon, a senior Democrat on the Transportation Committee.

Congress has been trying to

produce a new highway bill since the last six-year plan, funded at \$218 billion, expired in September 2003. But the legislation got hung up last year when lawmakers couldn't work out a formula for dividing the money among the states and the White House issued a veto threat over spending levels it said would deepen the federal deficit.

On Wednesday the administration applauded the House bill but said President Bush would be advised to veto anything above \$284 billion. It issued another veto threat over a clause in the bill requiring that it be reopened in the future, with the intent of adding more money, if goals aren't reached for making disbursement among the states more equitable.

"With the opener we have the opportunity to come back and do this again," said Rep. James Oberstar of Minnesota, top Democrat on the Transportation Committee and a leading proponent of more infrastructure

spending.

Committee Chairman Don Young, R-Alaska, also said the House bill was inadequate to make inroads on a congestion problem that affects one-third of all travel on major roadways and results in \$67 billion in lost productivity and wasted fuel annually. "We probably need \$500 billion to make sure this country keeps moving," he said.

Currently, states are guaranteed 90.5 cents back for every dollar they contribute, through the federal gas tax, to the federal highway trust fund.

"Donor" states that pay more than they get back, many of them in the fast-growing South and Southwest, are demanding a minimum guarantee of 95 percent.

The House bill would increase the pot of money to be divided among the states by including in the calculations the special projects requested by members.

Those special projects will be

another issue as the bill moves to the Senate. Senators are generally less sympathetic to carving out such "earmarks" for members, which fiscal conservatives consider the worst example of park-barrel spending.

This time the House included approximately 4,100 projects, a record, worth an estimated \$12.4 billion, according to the fiscal watchdog group Taxpayers for Common Sense. Last-minute changes in the bill benefited Alaska, Young's home state. Bridges near Anchorage and Ketchikan, originally funded at \$3 million each when the bill was introduced, would get \$200 million and \$125 million, respectively. Taxpayers for Common Sense said the special projects would be worth an average \$1,100 for every Alaskan.

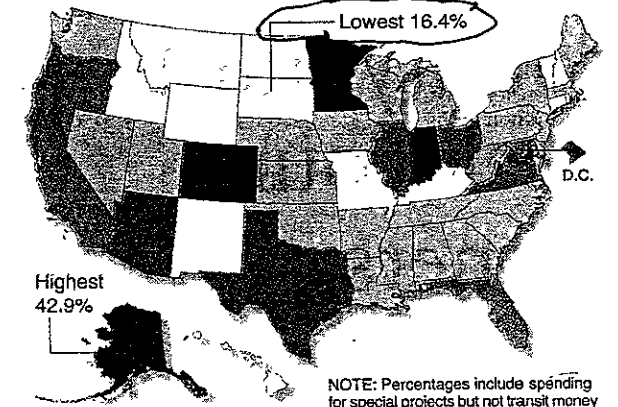
Young's spokesman, Steve Hansen, said Alaska has half the area of the rest of the United States and, as the nation's newest state, has the most infrastructure needs.

Accelerated highway spending for states

The House bill to increase federal highway spending would boost funds for most states by 15 percent to 25 percent.

Percent increases in highway spending by state

15% to 19.9 20 to 24.9 25 to 29.9 30 to 34.9 35 to 39.9 40 and up



SOURCE: House of Representatives

AP

Funds for an interstate ramp and bridge in the Oberstar's district were bumped up from \$900,000 in the original bill to \$7 million.

The Senate Environment and Work Force Committee is

to take up the highway bill next week. Lawmakers hope to send a compromise measure to the president before the latest temporary extension of the old highway bill expires May 31.

From: [Casey & Kathy Peterson](#)

To: [City Council and Mayor](#)

Sent: Wednesday, April 13, 2005 7:13 PM

Subject: resending email from earlier today

It has come to my attention that the following email that I sent earlier today was difficult to read on a background. Therefore, I am resending this to you with no background. If there are any further questions, please don't hesitate to let me know. Thank you.

Dear City Council Members:

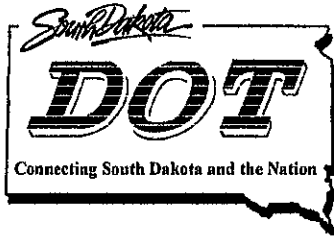
After Monday night's meeting, I have several comments for you to please ponder and respond to.

1. If there were those of you who felt that they did not have enough information regarding the density change in the Hyland Park area, why would you vote to deny the change instead of continuing so you could find the information you needed?
2. In looking at the results of the meeting, why was this the **only** area where you did not reduce the density?
3. As traffic is such a concern in this area, please don't forget that lowering the density from 2.5 to 2.0 is only 60 houses. But it adds up to around 600-700 trips per day eliminated from the already busy Hwy 16 area. (This is based on your planning department estimates).
4. Just for your additional information, the neighbors in the surrounding area were never consulted or visited with regarding the proposed development. Although there were several attempts made by the neighbors to discuss the issues, the developers did not respond.
5. The developers never once compromised on any of their ideas regarding the density for this development. The neighbors in the surrounding area, none of whom own less than 10 acres with one dwelling unit on it, will now have to deal with a development of houses **25 times larger** than the surrounding area. Is this really fair and equitable? Given the fact that the neighbors purchased their land with the development property originally represented at 1 du/3 acres (only 3 times larger), is this really the best way to develop the neighborhood for **all** concerned?
6. If you were living out in this area, would you really want that dense of a development next to your home? Wouldn't it make more sense to gradually lower the density in the area, instead of dropping it like a rock from 1 du/10 acres to 2.5 du/1 acre?
7. The neighbors in this area are not against this development, only the density. Although 2.5 to 2.0 does not seem like much of a difference, it will help in making the area only 20 times as dense instead of 25 times. Even though we would prefer to keep it at the original density of 1/du per 3 acres, since this is what the original plan for the land has always been and the County Planning Commission has already agreed that this is the appropriate density given the location of the property, we don't feel that it is too much of a compromise on the developers part to have the density be at 2.0, as it would only be a 20% decrease for the developers and a 600% increase for the neighbors.
8. I ask you to seriously consider these comments and think hard about whether you made a fully informed decision regarding this area and why you made the choice you did. Please consider **all** sides of the issue.

I look forward to hearing from you and thank you for your time and consideration.

Sincerely,

Kathy Peterson



Department of Transportation

Rapid City Region Office

2300 Eglin Street
P.O. Box 1970
Rapid City, SD 57709-1970
Phone: 605/394-2244
FAX: 605/394-1904

April 14, 2005

Donald Shultz
PO Box 8250
Rapid City, SD 57709-8250

Dear Don:

Thank you for your April 1, 2005 letter concerning US16 and US16B (Catron Blvd). Your letter deals with many different issues and I will attempt to address the main points in this correspondence.

In regards to inaction/lack of DOT communication as to "when" or "if" the proposed interchange will be built, as discussed with you numerous times in the past couple of years, the Department's desire for the intersection of US16 and US16B is to construct an interchange (grade-separation) when traffic conditions warrant. As part of our effort to keep you informed on this project, we have met with you numerous times (including on site) and even provided you a copy of the conceptual design of the interchange. During these meetings, we have consistently stated that the US16/US16B interchange project is included in our long range Transportation Improvement Plan. Again, as discussed with you, the purpose of placing projects in our long range plan is to allow for design work to take place but these projects have not been funded for construction. For this reason, projects in the long range plan are typically given a lower priority for work on to those projects in the five year Statewide Transportation Improvement Program (STIP). Therefore, these projects are worked on when time permits. To solidify a letting date for this project, it must be moved out of the long range program and placed in the five year STIP. Until that time, the construction of the interchange is considered as a long range project which means construction is at least five years out.

For your information, the DOT is currently in the process of hiring an engineering consultant to provide a more detail design for the proposed interchange. During this time, the DOT will set up public hearings for public comment and we will notify you when these are scheduled. But, again, the project will not be completed until it is placed in the STIP and funding is allocated to it.

In addition, there is a public hearing scheduled on July 20, 2005 in Rapid City to gather public comments on our five year STIP. This comment period is a time for the public to provide

input on our five year STIP and express concerns/support for projects of local interest. We would encourage your participation in this process as well as providing input at that meeting.

In regards to your statement about DOT not recognizing the rapid development planned along Catron and US16, we feel we have recognized the potential for this corridor and believe the proposed reconstruction of US16B in FY2009 and the interchange at US16/US16B are proactive steps that we have taken to accommodate the anticipated traffic volumes for these corridors. Therefore, our basis for constructing an interchange at the US16/US16B location is due to projected growth that is forecasted to take place along US16 and US16B. This growth, as well as anticipated growth on these highways, will result in higher traffic volumes being generated to the extent that the existing at-grade intersection will be unable to accommodate the traffic volumes travel through the intersection. We believe these traffic volumes will reach this level sometime in the next 20 years where the existing facility will become obsolete and an interchange will be required. Without the proposed interchange, the future level of service at the intersection will be very poor.

All public informational meetings that the Department has held have been publicized whereby the public has been invited to attend. The meeting that you referenced on March 24, 2005 was an informational meeting held by the City of Rapid City in which they requesting our attendance to answer/address some of their questions. Therefore, this was not a DOT meeting.

In regard to access onto your property, we have had numerous meetings on this issue with you and have acted on your access approach permit. Therefore, when this permit was approved, it was our understanding that this issue was resolved. If there is anything left outstanding, please contact us.

I hope I have addressed all of your concerns. If you have additional items that you would like to discuss or further clarification on the above items, please contact me.

Sincerely,



Todd A. Seaman
Region Engineer.

TAS:jj

cc: Bill Nevin
Mayor Jim Shaw
Marcia Elkins
File