

Catron Village Apartments, LLC
PO Box 7794
Rapid City SD 57709
(605) 390-4805
October 4, 2013

Secretary Darin Bergquist
South Dakota Department of Transportation
Becker-Hansen Building
700 E. Broadway Ave.
Pierre, SD 57501

Dear Secretary Darin Bergquist, Department of Transportation:

We are writing this letter in regard to your MDR rezone request for the following property:

Tax ID: 58804; Legal Description: TRACT B; Subdivision: MEADOW VIEW SUBD; Section: 26; T1N;
R7E; Acres: 5.6)

We recently purchased a nearby property and share a single point of access to Catron Blvd. Within the last year we received approval from the Planning Commission for an Initial Planned Development for a multi-family development.

We are writing to express our concern that the higher density requested in your rezone will:

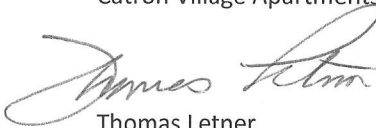
- adversely impact the number of housing units we can construct on our property
- require expensive infrastructure improvements which otherwise might not be necessary

We understand that Mr. Doyle Estes has exercised an option to purchase your land but has not closed the sale, and that you signed the rezone request in anticipation of that sale. We realize that you were unaware of the negative financial impact that your requested rezone would have on our property. Now that these issues have been presented, we respectfully request that you delay rezoning your property until a traffic impact study is *completed* to assure that your rezone does not adversely affect us. The rezone request is slated for action at the City Council October 7th meeting.

We appreciate your assistance to remedy this issue and look forward to hearing your decision.

Sincerely,

Catron Village Apartments, LLC



Thomas Letner



James Letner

cc: Mayor Sam Kookier

To: Mayor Sam Kooiker and members of the Rapid City Common Council

Subject: Rezoning of Properties at Catron Blvd. and Wellington

Dear Mayor Kooiker and members of the Rapid City Common Council;

As a resident living on Edinborough Drive I have been a first-hand witness to the effects of the reconstruction of Catron Blvd., especially to the effects of egress from our development to Catron. The DOT design blocked the previous entrance to west bound Catron from Edinborough while failing to provide a right hand turning lane for the residents use. In addition the east bound entrance to the Development at Wellington also did not provide a right hand turning lane but allowed traffic to cross the east bound lane to merge with the west bound lane of Catron without benefit of a traffic signal of any kind.

The speed limit on Catron is 65MPH just east of the east Wellington entrance and the west bound traffic visibility is hampered by this speed limit as well as a curving road coming up the hill. East bound traffic from the light at the US 16 and Catron intersection seldom obeys the established 45MPH speed limit and there is a very minimum, if any, attempt at speed enforcement for the approximate 1 mile stretch of highway between US 16 and the eastern most Wellington intersection.

Now comes two developers, understandably wanting to take advantage of DOT's gift of construction of a new access point leading to these undeveloped properties. While the Planning Commission has acted in recommending rezoning to MDR for two additional properties, one glaring omission is the absence of a firm stipulation for completion of a traffic study that will consider the effects of adding a potential 240 to 500 new residents to a single point entrance on Catron directly across from the currently unregulated egress of our development. **I cannot imagine the effects of throwing 300 to 600 new vehicles in the traffic mix at this location.** As residents we are already witness to 2 mile long lines of afternoon homebound traffic backed up in the west bound lane from 3:30 PM to 5:30 PM.

Catron has already become a deadly highway with at least 5 deaths in recent years and numerous collisions, mostly resulting from attempts to join high speed traffic. I feel the road has long since lost its primary purpose as an alternate route to high volume tourist and truck traffic seeking to avoid the increasing volume of downtown traffic. Far and away its current use provides a much quicker route home for the volumes of Ellsworth traffic as well as for those folks employed in the retail commercial areas on the east side of town. It is also obvious that traffic volumes are dramatically increasing with each passing year as development continues on the 5th Street corridor and along Catron.

I believe that one of the initial solutions to the escalation of these issues is a binding stipulation to the rezoning that requires a traffic study and incorporation of its recommendations before development begins. While I firmly believe that the current design and construction of Catron **failed** to consider the impact that it created on the existing developments of Wellington and Edinborough, I also firmly believe that we have a responsibility to insure that we do not compound the problems by a lack of consideration to the impacts of as many as 500 additional residents through a single, unregulated egress point. There are relatively simple solutions to this, especially if the construction of a new intersection, complete with traffic regulation lights is to be constructed just east of the existing waterslide. Service roads along Catron to both areas would provide a much safer entrance/exit than now exists.

We respectfully request that you delay rezoning both properties until a traffic impact study is completed to assure results of that study will enable everyone to better understand and plan for the increased density. The rezone request is slated for action at the City Council October 7th meeting.

Lawrence Bulman
1311 Edinborough Dr