

ANNEXATION STUDY

**PHASE 3 ROBBINSDALE TO SOUTH TRUCK ROUTE
ANNEXATION AREA**

JUNE 2001

Annexation Study of
Phase 3 Robbinsdale to South Truck Route Annexation Area

INTRODUCTION:

The following is a study prepared pursuant to SDCL 9-4-4.1 which examines the merits of annexing portions of Section 26, T1N, R7E, Black Hills Meridian. This area is located northeast of the intersection of US Highway 16 and Catron Boulevard and includes approximately 32 acres. The subject area is wholly surrounded by the City limit boundaries.

This area is one of the areas identified as a short-term priority by the City Council as established in the Resolution Establishing Future Annexation Study Areas, adopted April 2, 2001. On May 21, 2001, the City Council directed the Planning Staff to prepare an Annexation Study for the Phase 3 Robbinsdale to South Truck Route Annexation Area.

THE ANNEXATION PROCESS:

Annexation is the process by which lands adjacent to a municipality are made part of the municipality so as to share in the services the municipal government provides and share in the obligation of paying for those services. When an area has developed, is in the process of developing, or is key to the development of other properties, annexation should be considered. As stated in the Rapid City Annexation Policy Document, adopted December 19, 1983;

“When a city is willing and able to provide the urban services from which an adjacent and contiguous developing area benefits; when there exists a community of interest between the city and the developing area; when it is essential that a city be allowed to exercise proper police powers to ensure orderly growth and development; when the development of an area may easily effect the health and safety of the residents of a city; and when a tax inequity exists because of the provision of urban services to (a) developing area; then the area so described must fairly be considered for annexation.”

The process of annexation as spelled out in South Dakota Codified Law Chapter 9-4 provides for annexation by petitioner of the property owners and annexation initiated by the municipality. This study represents the first step in the process of a city-initiated annexation. This study will analyze the impacts of annexing the subject territory and identify the municipal resources that are in place or available to serve the area.

DESCRIPTION OF TERRITORY:

The territory considered in this annexation contains 32 acres, more or less, and includes the following four (4) properties; Tract AR2, Needles Subdivision, Section 26, Township One (1) North, Range Seven (7) East, Black Hills Meridian, Pennington County, South Dakota; Lot A, Tucker Subdivision, Section 26, Township One (1) North, Range Seven (7) East, Black Hills Meridian, Pennington County, South Dakota; Tract A, Meadow View Subdivision, Section 26, Township One (1) North, Range Seven (7) East, Black Hills

Meridian, Pennington County, South Dakota; and the forty (40) foot wide Tucker Street right-of-way and that portion of SE1/4 NW1/4 NW1/4 lying East of U.S. Highway 16, Section 26, Township One (1) North, Range Seven (7) East, Black Hills Meridian, Pennington County, South Dakota. The property owners, as evidenced by information provided by the Pennington County Director of Equalization's Office, are listed below:

Property Owner List:

<u>Owner</u>	<u>Pin Number</u>	<u>Legal</u>	<u>Acres</u>
Dean & Donna Belle Talty	37-26-100-015	Tract AR2, Needles Subdivision	12.76
The Maze	37-26-100-010	That portion of the SE1/4 NW1/4NW1/4 lying E of Hwy 16 less ROW	6.82
The Church of Christ	37-26-100-005	Tract A, Meadow View Subdivision	7.37
Bonnie Flyte	37-26-100-006	Lot A, Tucker Subdivision	5.04

The study area is located northeast of the intersection of US Highway 16 and Catron Boulevard. Tract AR2, Needles Subdivision and Lot A, Tucker Subdivision are located in the center of the area and are zoned by Pennington County as Low Density Residential. A single-family residence is located on Tract AR2, Needles Subdivision. The property is used for hay production and there are facilities located on the site to store equipment used in maintaining horses and the property. A home with a single-family residence is located on Lot A, Tucker Subdivision. A third platted parcel, Tract A, Meadow View Subdivision, located on the east side of the study area is also zoned Low Density Residential by Pennington County and is currently undeveloped. The last parcel of land located on the west side of the study area, is unplatted and is zoned Highway Service by Pennington County. This property has access to US Highway 16 and is the location of a tourism business. All of these properties are larger than one acre in size, and therefore have the potential for future development.

AREA STUDIES:

The Rapid City Annexation Policy Document of December 1983 identifies the South Rapid Annexation Area as a priority area for annexation. This document was adopted by the City of Rapid City to set forth the criteria under which land was to be considered for annexation, and to specifically identify the geographic priority areas for annexation.

The annexation area represents Phase 3 of the Annexation Study completed in 1993 entitled "Properties South of Robbinsdale to the South Truck Route Annexation Study". Phase 1 was annexed in 1993 and Phase 2, was annexed in 1997. This final portion of Phase 3 is now being considered for annexation.

The South Robbinsdale Neighborhood Area Future Land Use Plan was adopted in August 1999. This plan calls for residential use with a Planned Residential Development on all the property within the proposed annexation area except a general commercial use with a Planned Commercial Development on the commercial property adjacent to U.S. Highway 16.

FUTURE DEVELOPMENT:

The South Robbinsdale Future Land Use Plan for that portion of the SE1/4 NW1/4 NW1/4 lying East of Highway 16 less right-of-way indicates the appropriate future land use General Commercial with a Planned Commercial Development designation. The three properties, Tract AR2, Tract A, and Lot A, zoned as Low Density Residential by Pennington County are indicated on the South Robbinsdale Future Land Use Plan as appropriate future land use Planned Residential Development with a maximum density of one dwelling unit per acre. The maximum projected density at build-out for this area would be 25 residential dwelling units. Based upon average household sizes of 2.5 to 3 persons, the estimated population of this study area at build-out is approximately 69 persons.

PUBLIC SERVICES:

Physical improvements supported by the City of Rapid City, which have occurred or are proposed in the vicinity of the subject properties, include water and sanitary sewer. Municipal services afforded the residents and property owners of the area surrounding the subject territory include police, fire protection, garbage collection, building inspections and nuisance control, parks, airport, public transit, civic center, fine arts, and library.

Street and Road Services: There are two Principal Arterial roads that service this area, Catron Boulevard and US Highway 16. Catron Boulevard, south of the study area was annexed into the City in June 1998 with the annexation of 200 acres to the south of the study area. U.S. Highway 16 was incorporated into the City limits in 1996 with the Skyline Drive Annexation. The State Department of Transportation will continue to be responsible for road maintenance. The State Department of Transportation and the City of Rapid City will have joint responsibility for controlling access to Catron Boulevard and U.S. Highway 16.

Tucker Street is an unpaved dedicated right-of-way and provides access to the Flyte property. All other properties in the annexation area are accessed directly by the two arterial roads. As development occurs, Tucker Street will need to be upgraded to meet all City codes. Maintenance of existing roads within the annexation area shall be provided only if such roads are dedicated public right-of-way.

The Rapid City Area Transportation Improvement Program has listed the Southeast Connector as a special project scheduled for the year 2002. This road will connect Interstate 90 with Catron Boulevard and is listed in the Rapid City Area Long Range Transportation Plan as a high priority project. After the completion of the Southeast Connector, it is anticipated there will be a significant increase in traffic adjacent to the annexation area.

Water/Sewer: Private wells and sewer systems currently serve two residences and the commercial business located in the annexation area. However, City sewer and water are located on the west side of US Highway 16, and on Catron Boulevard. The owners may extend these services to the properties if the property is annexed into the corporate limits of Rapid City. Future connection and use of City sanitary sewer and City water would be allowed only according to State Law and in accordance with the City Subdivision Ordinance.

Solid Waste Collection and Disposal: The City currently services the annexation area by allowing commercial solid waste haulers serving the area to utilize the landfill and material recovery facility. The cost to commercial haulers for using the landfill is \$45.00 per ton. The collection and disposal of solid waste for any households within the subject territory would be handled by the City of Rapid City rather than commercial haulers once residents petition for this service. The fee for City service, based on current rates, would be \$11.57 per month or \$138.84 annually.

Fire Protection: The City of Rapid City currently provides mutual aid response to the proposed annexation area through the mutual aid agreements with the Whispering Pines Fire District. Upon annexation, all City fire services would be provided to the area including: fire suppression (structure and wildland protection), fire prevention services (code enforcement, plans review, fire investigation), hazardous materials response and mitigation, rescue functions (water related rescue and recovery, vehicle extrications, and industrial rescue), and emergency medical service (basic life support and advance life support).

The City has an obligation to compensate rural fire districts that have capital improvement debts, when annexations diminish their tax base. The Whispering Pines Fire District has indicated that they have no debt at this time. No compensation is required.

Currently, the City plans to construct a fire station in the year 2002, approximately 1600 feet north of the study area and west of U.S. Highway 16. The new station will address the fire and EMS concerns for this annexation. Until that date, Fire Station 4 on Fairmont Blvd and the Main Street location will handle response to this area. Insurance costs to property owners could be lowered due to the location of the new fire station near the annexation area..

The current cost to the City for providing mutual aid fire protection services to this area is negligible. Because this is within the current response area and is minimally populated, fire and EMS call volume should be minimal and handled with current resources. Upon the construction of the nearby fire station, response times and added personnel will allow for significantly improved service to the area. There should be no significant cost to the City at the time of annexation.

Police Protection: Law enforcement is currently provided to the subject properties by the Pennington County Sheriff's Department. Upon annexation the territory would become the responsibility of the City of Rapid City Police Department. There should be no significant cost to the City at the time of annexation.

Building Inspection and Ordinance Enforcement: The services of the Building Inspections Division required by City Ordinance and available immediately to the proposed annexation area include: building permits, sign permits, addressing, plan reviews, building inspections, mechanical inspections, electrical inspections, ordinance enforcement, and other similar services. There is no significant increase in cost to the City in providing these services to the study area. As the area develops, fees or charges for building inspection services would help support the staff and any additional costs.

Public Transit: The City of Rapid City currently operates both a fixed route and dial-a-ride transit system. The City provides dial-a-ride services to all incorporated areas of the City. This service must be provided to all individuals meeting Americans with Disabilities Act (ADA) certification criteria. Dial-a-ride service is provided on a space available basis to the public at large provided they reside more than three-quarters of a mile from a transit stop. A cost estimate is not available at this time due to the uncertainty of the need for transit service in the annexation area.

Other Public Services: Community wide services provided to residents of Rapid City include but are not limited to: parks and recreation, the Rushmore Plaza Civic Center, Dahl Fine Arts Center, Rapid City Regional Airport and the Public Library. Upon annexation, the levy for library services applied to County residents, will be removed. There are some recreation fees, such as swimming pool passes, that would be lowered upon annexation.

Residency is not considered for services provided patrons of the Rushmore Plaza Civic Center, Dahl Fine Arts Center or Rapid City Regional Airport. While fees and rental payments help offset costs for these and other citywide facilities, tax support from the City residents does play a role.

TAXATION:

The estimated difference in the 2001 tax assessment rate applied to the subject territory upon annexation would be the addition of the City of Rapid City levy of 3.4252 and the elimination of a total of 2.1608 mills for the County Fire Administration, Unorganized Road District, Whispering Pines Fire District, and the Rapid City Library. The table below gives the current mill rates and anticipated changes upon annexation of the Phase 3 Robbinsdale Annexation Area:

	<u>Owner Occupied Residence</u>	<u>Non Agriculture</u>
Current Total Mill Rate	17.6828	26.302
Total Mill Rate Upon Annexation	18.9472	27.5664
Net Change in Mill Levy	+1.2644	+1.2644
% Change in Total Tax	7.15%	4.81%

<u>Owner</u>	<u>Designation</u>	<u>Est. Taxes Currently</u>	<u>Est. Taxes If Annexed</u>	<u>\$ Increase</u>
Talty	OwnerOccupied	\$2822	\$3024	\$202
Flyte	Owner Occupied	\$2038	\$2185	\$146
The Maze	NonAgriculture	\$9042	\$9477	\$435
The Church	NonAgriculture	\$1065	\$1116	\$ 51

COMMUNITY GROWTH:

Rapid City continues to grow, with a substantial amount of current development occurring in the southeast section of the City. According to the U.S. Census Bureau, the Rapid City Population numbers have increased from 54,523 in 1990 to 59,607 in 2000.

Rapid City needs to annex areas beyond its boundaries to accommodate the continued growth of the community.

NEED FOR ANNEXATION:

Annexation is the traditional method by which a city extends its boundaries to include areas that are urbanized or are in the process of urbanizing, and are contiguous and adjacent to the existing boundaries of the city. Rapid City established a policy in December 1998, regarding the annexation of property into the City. In developing the Rapid City Annexation Policy Document, the City adopted a set of annexation goals. These goals are:

1. The annexation of lands which are necessary for the orderly growth and development of the City;
2. The annexation of lands which are urbanized or urbanizing to the extent that they require an urban level of services;
3. The annexation of lands the development of which effects the health and/or safety of the residents of the City;
4. The annexation of lands to ensure an equitable tax base.

Annexation of Phase 3 Robbinsdale to South Truck Route Area is an area that should be considered according to the four previous goals, based on the following findings:

- The annexation of the land is necessary for the orderly growth and development of Rapid City. Currently this area incorporates several acres of undeveloped land. It is wholly surrounded by the City limits, and therefore has the potential for development, which would include roads and utility services. Zoning and nuisance ordinances will ensure that negative impacts from future developments are minimized.
- The annexation of the subject area is necessary as this area is urbanizing and will require future urban level of services. These properties can be serviced by the new fire station that soon will be built across US Highway 16. Sewer and water are currently available adjacent to US Highway 16 and Catron Boulevard.
- The annexation of Phase 3 Robbinsdale Area impacts the City of Rapid City as this area is surrounded by the City limit boundaries. Future development will have a direct impact on adjoining incorporated areas.
- The annexation of the subject area is also necessary to preserve an equitable tax base. Islands of unincorporated lands located within a City lead to certain inefficiencies. Services such as police and fire protection are more adequately and efficiently provided if they cater to a cohesive service area rather than a scattered or broken service area. Infrastructure improvement costs and maintenance costs are also reduced with a compact urban form rather than a sprawling form.

The property owners of the Phase 3 Robbinsdale Annexation Area share a community of interest with Rapid City and benefit now from certain city services. Residents of the annexation area drive upon City streets, utilize City parks, and benefit from other City services such as City planning. Many of the properties within this territory have available to them an urban level of service due to the growth that has occurred in adjacent portions of Rapid City. Sewer and water services are available to this annexation area.

Based on the goals of the City's adopted Annexation Policy Document, annexation of the subject territory is warranted.

CONCLUSIONS:

The Annexation Policy that Rapid City has adopted will ensure the continued orderly growth of the City and the equitable development of our infrastructure.

The area under study for annexation has some developed and undeveloped properties. There is supporting infrastructure and service in place to accommodate continued development. The costs of annexation to the City are negligible. The study area complies with all aspects of the City's Annexation Policy Document. To continue the orderly growth of the City and ensure equitable development of supporting infrastructure, the annexation of this Study Area is warranted.