

STAFF REPORT
November 20, 2008

**No. 08CA041 - Amendment to the Adopted Comprehensive Plan to ITEM 8
revise the Major Street Plan by relocating a proposed minor arterial
street**

GENERAL INFORMATION:

APPLICANT	Northwestern Engineering
AGENT	FMG, Inc.
REQUEST	No. 08CA041 - Amendment to the Adopted Comprehensive Plan to revise the Major Street Plan by relocating a proposed minor arterial street
EXISTING LEGAL DESCRIPTION	The N1/2 and SW1/4, Section 33, T2N, R7E, BHM, Rapid City, Pennington County, South Dakota
LOCATION	East and west of Sturgis Road and north of West Chicago Street
EXISTING ZONING	Light Industrial District - Low Density Residential District - General Commercial District - Mining and Extraction District
SURROUNDING ZONING	
North:	Light Industrial District - Low Density Residential District - General Commercial District - Mining and Extraction District
South:	Low Density Residential District - General Commercial District
East:	Heavy Industrial District - Light Industrial District - Mining and Extraction District
West:	Low Density Residential District
DATE OF APPLICATION	10/24/2008
REVIEWED BY	Patsy Horton / Karley Halsted

RECOMMENDATION: Staff recommends that the Planning Commission approve the Comprehensive Plan Amendment to the Major Street Plan by relocating a proposed minor arterial street with the following stipulations:

1. That the legal description be revised to reflect the description as follows: the NW1/4 and the W1/2 of the NE1/4 and the NE1/4 of the NE1/4, all located in Section 33, Township 2 North, Range 7 East, Rapid City, Pennington County, South Dakota; and
2. That prior to City Council approval, the applicant shall submit centerline and edge of right-of-way line profiles to ensure that it is feasible to construct a road in the proposed location.

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GENERAL COMMENTS: The applicant has submitted a Comprehensive Plan Amendment to the Major Street Plan to relocate the extension of Lien Street to the west connecting to 44th Street in conjunction with an application for a layout and preliminary plat (File No. 08PL144) to reconfigure three parcels into three platted lots to be known as Lots 1 through 3 of the GFP Subdivision. Additionally, the applicant has submitted a Variance to the Subdivision Regulations (File No. 08SV055) to waive the requirement to dedicate right-of-way and to waive the requirement to install pavement, curb, gutter, sidewalk, street light conduit, water and sewer along the Section Line Highway; to reduce the right-of-way width from 100 feet to 80 feet and to waive the requirement to install pavement, curb, gutter, sidewalk, street light conduit, sewer and water along N. 44th Street; to waive the requirement to install pavement, curb, gutter, sidewalk, street light conduit, sewer and water along Meadowwood Drive; to reduce the right-of-way width from 59 feet to 40 feet and to waive the requirement to install pavement, curb, gutter, sidewalk, street light conduit, sewer and water along the existing 40 foot wide right-of-way as it abuts the east lot line of the property; and, to allow an unusable reserve strip.

Currently, the proposed minor arterial as identified in the adopted Major Street Plan extends 44th Street to the north connecting to Meadowwood Drive/Pine Hills Drive at Sturgis Road, then connecting to Lien Street. The applicant is proposing to realign the proposed minor arterial to utilize the existing Knutson Lane right-of-way at Sturgis Road connecting to Lien Street.

STAFF REVIEW:

Staff has reviewed the Comprehensive Plan Amendment to the Major Street Plan and has noted the following considerations:

Realignment of a Proposed Minor Arterial Street: The Major Street Plan identifies North 44th Street as a minor arterial street requiring that the street be located in a minimum 100 foot wide right-of-way and constructed with a minimum 40 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer. The applicant is proposing to amend the Major Street Plan to relocate a portion of the North 44th Street extension approximately 1,000 feet south of its current proposed location as it extends northeast to Sturgis Road and Lien Street. As a result, the proposed intersection of 44th Street and Sturgis Road will be located approximately 1,500 feet from the current intersection of 44th Street and Sturgis Road. Additionally, the proposed realignment east of Sturgis Road and west of the Dakota, Minnesota and Eastern Railroad extends through an existing gravel pit operation. Road centerline and edge of right-of-way line profiles will ensure that a road can be built in the proposed location with at-grade intersection crossings at Sturgis Road.

Staff evaluated the proposed comprehensive amendment as it relates to the six criteria for the review of comprehensive plan amendments. A summary of the findings is outlined below:

1. *The proposed change is consistent with the policies and overall intent of the*

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comprehensive plan.

The proposed Major Street Plan is consistent with Goal 1 identified in the Rapid City Area 2030 Long Range Transportation Plan, by maintaining a transportation system that coordinates with land use patterns and incorporates all available modes of transportation into a safe, efficient and effective system of moving goods and people within and through the community.

- 2. The proposed change is warranted by changed conditions within the neighborhood surrounding and including the subject property.*

The proposed Major Street Plan amendment will minimize impacts to an existing residential neighborhood by realigning a proposed minor arterial and utilize existing right-of-way for portions of the proposed minor arterial.

- 3. The extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject land.*

The proposed alignment extends through office commercial and general commercial land uses and will allow additional development within the study area to occur in an orderly manner by providing an arterial route adjacent to more intense land uses, thus providing direct access for office commercial and general commercial land uses to higher order transportation routes.

- 4. The extent to which the proposed amendment would adversely effect the environment, services, facilities and transportation.*

The proposed alignment will not adversely effect the environment, services, facilities and transportation. The proposed alignment will, however, ensure transportation network connectivity from the west connecting to two principal arterial routes providing necessary road connections between existing and potential development, and minimize impacts to an existing residential neighborhood by relocating the proposed minor arterial to the proposed relocation.

- 5. The extent to which the proposed amendment would result in a logical and orderly development pattern.*

The proposed alignment will provide direct access to a higher order roadway for both residential and non-residential land uses thus providing the impetus to encourage infill development.

- 6. The extent to which the proposed amendment adversely affects any other part of the city, or creates any direct or indirect adverse effects.*

The proposed alignment is consistent with the existing residential and non-residential

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uses and allows additional development within the area to occur in an orderly manner, minimizing impacts to existing neighborhoods yet ensure transportation network connectivity for existing and potential development.

Summary: The Amendment to the Comprehensive Plan amending the Major Street Plan provides adequate roadway networking.

NOTIFICATION REQUIREMENT: As of this writing the certified mailing receipts have not been returned nor has the sign been posted on the property.