

STAFF REPORT
June 24, 2010

No. 10CA018 - Amendment to the Comprehensive Plan to adopt the Mount Rushmore Road Corridor Development Plan **ITEM 5**

GENERAL INFORMATION:

APPLICANT/AGENT	City of Rapid City
REQUEST	No. 10CA010 - Amendment to the Comprehensive Plan to adopt the Mount Rushmore Road Corridor Development Plan
EXISTING LEGAL DESCRIPTION	Located south of Omaha Street/SD Highway 44, north of Fairmont Blvd/Cathedral Drive, west of Fifth Street, and 1750 feet west of Mt Rushmore Road in Sections 35 and 36, Township 2 North, Range 7 East, BHM, Pennington County, South Dakota; and Sections 1, 2, 11 and 12, Township 1 North, Range 7 East, BHM, Pennington County, South Dakota and that portion of Sections 11 and 12 lying 1900 feet west of Mt Rushmore Road and east of 5th Street, Township 1 North, Range 7 East, BHM, Pennington County, South Dakota
PARCEL ACREAGE	
LOCATION	North of Jackson Boulevard and west of 32nd Street extending into the NE1/4 of Section 6, T1N, R7E
DATE OF APPLICATION	3/12/2010
REVIEWED BY	Monica Heller

RECOMMENDATION:

Staff recommends that the Amendment to the Comprehensive Plan adopting the Mount Rushmore Road Corridor Development Plan be approved.

GENERAL COMMENTS:

The Draft Mount Rushmore Road Corridor Development Plan was approved on March 4, 2010 by the Planning Commission and on March 15, 2010 by the Rapid City Council. Public meetings were held during the development of the plan on February 13, 2008, March 25, 2008, February 18, 2009, and January 20, 2010 and extensive public comment was received. The first phase of Mount Rushmore Road, from Tower Road to St. Patrick Street is scheduled for reconstruction in 2014 and the second phase from St. Patrick Street to Kansas City Street is scheduled for reconstruction in 2015. The South Dakota Department of Transportation will fund the roadway construction costs, but not the enhancement costs.

The Mount Rushmore Road Corridor Development Plan encompasses a width of four City blocks on each side of the Mount Rushmore Road right-of-way beginning at U.S. Hwy

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44/Omaha Street and proceeding southerly to Cathedral Drive/Fairmont Boulevard. The section of Mount Rushmore Road included in this study is classified as a principal arterial on both the National Functional Classification Map and Rapid City's Major Street Plan. The corridor has historically been the primary route for tourism related traffic destined for the Black Hills. The amount of traffic traveling within the Mount Rushmore Road corridor has fueled the development of the corridor into one of Rapid City's major commercial/retail areas.

The Mount Rushmore Road Corridor Development Plan includes a future land use plan for the corridor, corridor improvements that provide adequate infrastructure to meet the expected future traffic and development demands. Also, to include project elements to facilitate and encourage pedestrian and non-motorized travel within the corridor, and streetscape and landscape improvements within the corridor that would be thematically consistent with existing improvements in Rapid City's central business district.

STAFF REVIEW: The adopted Comprehensive Plan is a framework with the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of Rapid City, which will, in accordance with existing and future needs, best promote health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development. The plan is intended to guide the orderly growth of the community. In order for the plans to remain viable and to keep pace with a changing market place, periodic adjustments to reflect changing conditions will be required.

Staff has reviewed the Comprehensive Plan Amendment to adopt the Mount Rushmore Road Corridor Development Plan and has reviewed this proposed Comprehensive Plan Amendment for conformance with the six criteria for review of Comprehensive Plan Amendments established in Section 2.60.160(D). A summary of the findings are outlined below:

1. *Whether the proposed change is consistent with the policies and overall intent of the comprehensive plan.*

One of the goals of the Long Range Transportation Plan Element of the adopted Comprehensive Plan is to develop and maintain a transportation system that will be coordinated with land use patterns and will incorporate all available modes of transportation into a safe, efficient, and effective system of moving goods and people within and through the community. The Mount Rushmore Road Corridor Development Plan will improve safety, capacity and operation of Mount Rushmore road, as well as address the land use patterns and other modes of transportation. The proposed Amendment is consistent with the Long Range Transportation Plan Element by identifying a plan to address all modes of transportation and the land use development patterns.

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

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The completion of the Southeast Connector (Catron Blvd./Hwy 16B and Elk Vale Road) provides a route around central Rapid City and has had an impact on regional travel patterns. Additionally, development along the Southeast Connector could potentially impact existing businesses and land uses within the Mount Rushmore Road corridor. Maintaining the economic viability of the corridor in response to these changes is vital to both Rapid City and the entire Black Hills region.

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

The Mount Rushmore Road Corridor Development Plan encompasses a width of four City blocks on each side of the Mount Rushmore Road right-of-way beginning at U.S. Hwy 44/Omaha Street and proceeding southerly to Cathedral Drive/Fairmont Boulevard. The properties include existing residential and commercial land uses. The Future Land Uses Committee recommends approval of the Future Land Use Plan in the Mount Rushmore Road Corridor Development Plan.

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

The Mount Rushmore Road Corridor Development Plan will provide the planning tools when developing the construction plans to reconstruct Mount Rushmore Road. The first phase of Mount Rushmore Road, from Tower Road to St. Patrick Street is scheduled for reconstruction in 2014 and the second phase from St. Patrick Street to Kansas City Street is scheduled for reconstruction in 2015. Therefore, the proposed amendment would not appear to result in any significant adverse affects on the environment, services, facilities or transportation network.

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

The proposed amendment will provide the planning tools when developing the drainage improvement construction plans, thus encouraging the preservation and proper utilization of environmental resources by preventing development in areas that are environmentally unsuitable for buildings and by protecting the proposed detention facility expansion from incompatible development. Amending the Comprehensive Plan by adopting the Mount Rushmore Road Corridor Development Plan will help improve development and redevelopment along Mount Rushmore Road, resulting in a logical and orderly development pattern.

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

The Mount Rushmore Road Corridor Development Plan presents a conceptual design plan for the reconstruction of Mount Rushmore Road and the development/redevelopment of property within the development plan area. Staff has not identified any

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significant adverse affects that the Comprehensive Plan Amendment would have on the surrounding area or on the City.

Staff is recommending that the Comprehensive Plan Amendment to adopt the Mount Rushmore Road Corridor Development Plan be approved.