

From: Eldon Bell [mailto:eldonbell@rap.midco.net]

Sent: Monday, September 20, 2010 7:45 PM

To: Rocky Kirkeby; bkgdakota@aol.com; randy.hamburg@wellsfargo.com; ashmore.leslie@gmail.com; jjbrewer1@rushmore.com; mindiviher@yahoo.com; gikling@rushmore.com; eldonbell@rap.midco.net; bddudley@servall.net; ebelzer@aol.com; srhalh@rap.midco.net; pfei@rushmore.com; oerjc@rushmore.com; heide@rushmore.com; rjviher@yahoo.com; klk@rushmore.com; mtcawirtz@rushmore.com; Okrepkie Bill (Midco); rockykirkeby@yahoo.com; Planning Commission; rjviher@yahoo.com

Subject: Re: Fairway Hills Rezoning Project

Importance: High

Eldon E. Bell, M.D.

3806 Ridgemoor Drive

Rapid City, SD 57702

eldonbell@rap.midco.net

Cell: 605-390-4502

When Georgianna and I decided to retire in Rapid City we looked for five years before choosing a suitable home in 1997. Very high on our list was the location in a quiet double cul-de-sac upper middle class neighborhood. The zoning was carefully appraised and the subdued lighting, traffic density, and amenities perused before we chose our final home. We have made many improvements to our property as have our good neighbors in this development.

Were there to have been a serious commercial intrusion as has been proposed instead of the Planned Residential Development promised in the area we would never have considered living at 3806 Ridgemoor Drive. Rezoning from a Medium Density Residential District to a General Commercial District is not only unacceptable, it is a serious destructive invasion into one of the most beautiful and peaceful neighborhoods in our entire city.

Please do not allow a General Commercial District to desecrate ours and our neighbors' property values. In many forward looking cities today park land and open spaces are at premium and are a serious attraction to those who wish to live in upper scale areas. The increased light, traffic, and commercial odors are definite negatives of any Commercial development. This is "just the camel's nose getting into the tent"; there is no such thing a "just a little bit pregnant"!

Sincerely,

Eldon E. Bell, M.D.

Eldon E. Bell, M.D.

Rocky,

Done!

Eldon E. Bell, M.D.

10CA021, 10RZ043, 10PD057, 10PD058

From: [Rocky Kirkeby](#)

Sent: Monday, September 20, 2010 11:53 AM

To: bkgdakota@aol.com ; randy.hamburg@wellsfargo.com ; ashmore.leslie@gmail.com ; jjbrewer1@rushmore.com ; [Mindi Viher](mailto:Mindi.Viher) ; gikling@rushmore.com ; eldonbell@rap.midco.net ; bddudley@servall.net ; ebelzer@aol.com ; srhalh@rap.midco.net ; pfei@rushmore.com ; oerjc@rushmore.com ; heide@rushmore.com ; rjviher@yahoo.com ; klk@rushmore.com ; mtcawirtz@rushmore.com ; bokrepkie@rap.midco.net ; rockykirkeby@yahoo.com

Subject: Fairway Hills Rezoning Project

To all:

I just got off the phone with a city councilman....he strongly suggested that we email everyone on the council and include the following email address:

planning.commission@rcgov.org

This address will get to everyone on the planning commission. He said your letters and emails are so important and that they will all be logged in as part of the notes!!! Please pass this info on!

Thanks,

Rocky

From: Rocky Kirkeby [mailto:rockykirkeby@yahoo.com]
Sent: Monday, September 20, 2010 9:32 PM
To: Planning Commission
Cc: Davis Dave; Waugh Bill
Subject: Comprehensive Plan Amendment & Rezoning of 3800 Fairway Hills Drive

Ladies and Gentlemen,

This letter is written regarding our concern and opposition to the proposed change in zoning of the 4.75 acres located at 3800 Fairway Hills Drive from a Planned Residential Development to a General Commercial Development. We live at 3815 Ridgemoor Drive. Our residence is adjacent to the north side of the subject property. We are adamantly opposed to the rezoning for the following reasons:

1. The rezoning of the subject property would be considered an obvious "spot" or "pocket" zoning abuse as it would be flanked on three sides by residential properties, one of which is our property. A commercial property should not be able to be *dropped* into any residential neighborhood in our city, nor should the precedence be set for future pocket zoning issues.

2. The current plan requires approximately 300 parking spaces for future retail, office, and restaurant businesses within this residential neighborhood. The only ingress and egress to those businesses must enter this development from within the residential neighborhood on Fairway Hills Drive and Byrwood Drive. The possibility of almost 300 cars driving through our quiet residential single family neighborhood to access a retail facility or restaurant is invasive and unreasonable. It is likely that this amount of traffic would intrude into our neighborhood by as much as 700+ feet. The amount of traffic this would bring to our neighborhood on a daily basis would change the entire sense of our quiet, peaceful, relaxing, and safe neighborhood. IS there any other PRD in our City that would permit such access? In fact, there have been two such plans submitted to this committee regarding commercial properties along Sheridan Lake Road that were either denied or withdrawn.

3. It is entirely possible that one of these buildings could be within 35 feet of our property line. We are concerned not only about our view that will be reduced to the back of a building, but we have grave concerns about the lights, the sounds, the noise, and the smells that will be a result of the approval of project. No amount of buffer between the commercial building and our residences can stop the luminous pollution of large signage and street or parking lot lights. No amount of buffer between the commercial building can stop the noise pollution as a result of heavy traffic, restaurants open late hours for customers, garbage collection in the early morning hours, employees and customers arriving early and late adding to the noise pollution. No amount of buffer can stop the smells emitted late into the evening from a restaurant. Many restaurants are open very late some until midnight. Absolutely NONE of these items should ever have to be of any concern to the residences in our subdivision or any other PLANNED RESIDENTIAL DEVELOPMENT. It would be as if someone dropped an Applebees or an Office Depot, or another empty Strip Mall in your front yard. This is not the definition of a Planned Residential Development.....this type of commercial use is better suited for an area already zoned commercial.

4. There is plenty of develop-able commercial land in and around Rapid City. We have been told that this commercial development is a 'dream' of the Buckingham family. It seems as though they missed the opportunity for this to be a dream when this PRD was developed almost 35 years ago. The window of opportunity has

10CA021, 10RZ043, 10PD057, 10PD058

passed. There should not be any opportunity to anyone to drop a commercial development within a residential neighborhood. Like most of our neighbors, we bought this home knowing that the open ground was zoned Medium Density Residential---we made sure of it. It was part of our decision making process when buying our home. We all have a dream of living in a quiet, safe, beautiful neighborhood like this one. Don't abuse the residents of Fairway Hills Subdivision by approving a change to General Commercial zoning.

5. Last but not least, property value reduction is a proven statistical result of commercial properties being built adjacent to a residential home. Please, if you wouldn't want this in your neighborhood; if you wouldn't want your property value to decline; if you wouldn't want the traffic in your neighborhood to increase by 300 cars on your residential culdesac; if you wouldn't want the light, noise, and odor pollution; please do not approve the rezoning of this 4.75 acres in the middle of our beautiful neighborhood.

Sincerely,

Mike and Rocky Kirkeby

3815 Ridgemoor Drive

Rapid City, SD 57702

To The City of Rapid City:

The property owners of the Fairway Hills (Planned Residential Development) have circulated a letter, objecting to the rezoning of a portion of Fairway Hills. This letter has been collectively signed. I hope that the City will carefully weigh each and every poignant issue which has been raised in this letter.

In short, The subject property is zoned Medium Density Residential (MDR) as a Planned Residential Development (PRD)

Rapid City Code of Ordinances:

17.50.050 Planned developments–Purpose.

Planned residential development (PRD): for totally residential planned developments;
Planned unit development (PUD): for those planned developments in which a mixture of commercial and residential uses are proposed.

As the 5 acres in question has no direct access from the arterial road (Sheridan Lake Road) and would be surrounded by 270° of the PRD, rezoning would be spot zoning and not developmental infill.

We trust that the Planning Commission will see that this project should stand as is, and maintain the Fairway Hills Planned Residential Development with Medium Density Residential Zoning.

Sincerely,

Bryan and Deb Gonzalez
3922 Mountain Shadow Place

Comments
per rezoning

We are residents @
Fairway Hills & are
opposed to the re-zoning
to commercial.

Patricia Diefeldt

From: Brad Dudley [mailto:bddudley@rap.midco.net]
Sent: Tuesday, September 21, 2010 9:03 PM
To: Planning Commission
Subject: Fairway Hills PRD

To The City of Rapid City:

I have recently learned of a request for rezoning of property in my residential neighborhood. The property, 3800 Fairway Hills, now zoned as medium density residential, if granted, will become general commercial. While I am not opposed to business development, it doesn't belong in a residential neighborhood.

There are reasons for zoning of property which are not limited to, but include the safety of the public. Given the proposed access points of the property in question, the traffic flow into our residential area will be significantly increased. With the increase in automobile traffic, the likelihood of an injury to children and other pedestrians increases. Furthermore, without proper traffic flow restraints such as traffic lights it will become extremely difficult to access Sheridan Lake Road, Fairway Hills, and Byrnwood Drive. This may be further troubled by an increase in the frequency of traffic accidents.

It was a combination of location, low traffic volume and a view that originally attracted my wife and I to purchase a home in this development. Our purchase was made with anticipation of seeing our investment appreciate while enjoying a quiet neighborhood to raise our children. As proposed, a change in zoning will lead to a significant change in all of the factors that moved us to purchase our home. Without a doubt, this rezoning will most assuredly result in declining property values and a reduced quality of living we sought from this neighborhood.

I have to believe that if you were faced with the same circumstances in your neighborhood you would vote to leave zoning as originally shown in the planned residential development with medium density residential zoning.

Thanks!

Brad & Polly Dudley
4005 Mountain Shadow Place
bddudley@rap.midco.net

From: bkgdakota@aol.com [mailto:bkgdakota@aol.com]

Sent: Tuesday, September 21, 2010 7:34 AM

To: Planning Commission

Cc: Davis Dave; Waugh Bill; rockykirkeby@yahoo.com; Okrepkie Bill (Midco); mtcawirtz@rushmore.com; klk@rushmore.com; rjviher@yahoo.com; heide@rushmore.com; oerjc@rushmore.com; pfei@rushmore.com; srhalh@rap.midco.net; EBelzer@aol.com; bddudley@servall.net; eldonbell@rap.midco.net; gikling@rushmore.com; "Mindi Viher; jjbrewer1@rushmore.com; ashmore.leslie@gmail.com; randy.hamburg@wellsfargo.com; Bkgdakota@aol.com

Subject: Fairway Hills PRD Rezoning

To The City of Rapid City:

The property owners of the Fairway Hills (Planned Residential Development) have circulated a letter, objecting to the rezoning of a portion of Fairway Hills. This letter has been collectively signed. I hope that the City will carefully weigh each and every poignant issue which has been raised in this letter.

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We trust that the Planning Commission will see that this project should stand as is, and maintain the Fairway Hills Planned Residential Development with Medium Density Residential Zoning.

Sincerely,

Bryan and Deb Gonzalez
3922 Mountain Shadow Place

10CA021, 10RZ043, 10PD057, 10PD058

From: Mark Wirtz [mailto:mwirtz@securustech.net]
Sent: Wednesday, September 22, 2010 8:28 AM
To: Planning Commission
Cc: Mark & Tami Wirtz
Subject: Planned Fairway Hills Re-Zoning

I live at 3931 Mountain Shadow Place. I am in total opposition to the proposed re-zoning to make this land commercial. I have 2 boys ages 10 and 7 who play in this neighborhood. With the increased traffic that would have to come into the neighborhood it would be a safety hazard to a once peaceful neighborhood that does not have any curbs anywhere in it. My kids have to walk on the street because there are no curbs and this with the increased traffic would be dangerous. Please take this into consideration when you make your decision. If there were access from Sheridan Lake Road that might be a different story but to have the only access to this area from our neighborhood just doesn't make sense.

Thanks,

Mark and Tami Wirtz
3931 Mt. Shadow Place
Rapid City, SD 57702

Mark C. Wirtz
Account Manager
Securus Technologies, Inc
P.O. Box 9693
Rapid City, SD 57709
Cell: 605-863-0325
e-fax: 419-735-5750
mwirtz@securustech.net

From: ebelzer@aol.com [mailto:ebelzer@aol.com]
Sent: Monday, September 20, 2010 5:54 PM
To: Planning Commission
Subject: RE 3821 Ridgemoor Drive Emiel and Deanne Belzer address

To Whom It May Concern,

My wife and I built our brick home at the 3821 Ridgemoor Drive address in 1991 which is immediately above and connected to the Buckingham proposed development. We purchased this lot from Bob Buckingham who at the time was our next door neighbor at the 3815 Ridgemoor Drive address. I had originally purchased a residential lot 4-5 miles further South just off Sheridan Lake Road in Countryside but sold that lot to build on Lot 27R then owned by the Buckinghams.

Our decision to sell our first lot in Countryside was based on a discussion with Bob Buckingham where he gave me verbal assurances that nothing below our property on Ridgemoor Drive would be built that would obstruct our view to the South and there would not be any businesses of any kind - only high end residential houses or low density apartments. I voiced my concern and Mr. Buckingham's comment's were, "I'm not going to screw up our view or allow any construction that would jeopardize either of our property values. You and I are next door neighbors and I don't want it to effect the value of my house either." With that I purchased our lot on Ridgemoor Drive from Mr. Buckingham. Steps were then set in motion to sell my Countryside lot and design our new home on our new lot. I only wish I had these words and assurances from Mr. Buckingham put in writing.

Bob and Judy Buckingham have since sold their home on Ridgemoor Drive. I'm now faced with the fact that the Buckinghams have moved are planning a development below and adjoining our property. That is just what Bob Buckingham had promised me would not happen.

We feel that we have been deceived and our property will be most assuredly be negatively effected by a significant decline in value. We purchased this lot to allow us to build a very high end, walk-out basement, brick home with a view. Consideration to buy and build on this lot was also made knowing that it would be a LOW traffic and quiet neighborhood. All of this will change if this new Buckingham development is allowed to proceed.

My wife, Deanne, and I vigorously OPPOSE this proposed development. You will find that without exception, I am not alone in these feeling and will seriously consider selling our dream home if the development is allowed to proceed.

Sincerest Regards,

Emiel "Buddy" and Deanne Belzer
3821 Ridgemoor Drive
Rapid City, South Dakota
57702

605 390 1950 cell
605 343 7555 work
605 343 1950 home

10CA021, 10RZ043, 10PD057, 10PD058

From: robinson donald <donrob2002@yahoo.com>
To: planning.commission@rcgov.orgbkgdakota
Sent: Wed, September 22, 2010 11:23:02 AM
Subject: Fairway Hills Rezoning Project

Ladies and Gentleman of the Planning Commission:

I reside in the Fairway Hills subdivision of Rapid City at 2621 Byrnwood Drive. On behalf of my wife (Harmony) and I, we wish to respectfully document our fervent opposition to a proposed change in zoning of the 4.75 acres located at 3800 Fairway Hills Drive from a Planned Residential Development to a General Commercial Development.

There are many concerns and a number of reasons for our opposition to this development, including, the additional vehicle and pedestrian traffic, the increased noise and/or other disturbances, neighborhood safety, and the significant likelihood that home and property values will dramatically decrease.

Therefore, we encourage the Planning Commission to carefully examine and comprehend the many consequences that a Commercial Development will have on what is currently a quiet, safe, and beautiful residential area.

Please reject the commercial rezoning within the Fairway Hills subdivision.

Respectfully,

Don & Harmony Robinson
2621 Byrnwood Drive
Rapid City, South Dakota
Phone: 701-721-6224

10CA021, 10RZ043, 10PD057, 10PD058

From: Lee Pfeiffer [mailto:pfei@rushmore.com]

Sent: Tuesday, September 21, 2010 9:12 PM

To: Planning Commission

Cc: Davis Dave; Waugh Bill; Rocky Kirkeby; Okrepkie Bill (Midco);
mtcawirtz@rushmore.com; klk@rushmore.com; rjviher@yahoo.com; heide@rushmore.com;
oerjc@rushmore.com; srhalh@rap.midco.net; EBelzer@aol.com; bddudley@servall.net;
eldonbell@rap.midco.net; gikling@rushmore.com; jjbrewer1@rushmore.com;
ashmore.leslie@gmail.com; randy.hamburg@wellsfargo.com; Bkgdakota@aol.com

Subject: Fairway Hills PRD Rezoning

To: The City of Rapid City:

When I was seeking to relocate to a townhouse, I sought an area that would be first of all safe, attractive, quiet, well cared for, with little traffic, where I might enjoy the view and the sounds of nature rather than the drone of traffic, and in a planned residential area where those around me wanted the same for their environment. Fairway Hills met all my criteria, and I have enjoyed living here for four+ years. Had I had any inkling that any part of Fairway Hills might even be considered for rezoning for commercial purposes, I would never have considered moving here. One does not expect a portion of a planned residential area to be arbitrarily carved out for commercial use.

Should the proposed rezoning take place, I would be extremely concerned about the tremendous increase in traffic into and through Fairway Hills, the greatly increased noise, and the greatly decreased safety factor, among other concerns.

I sincerely hope that the Planning Commission will consider all such influences and allow Fairway Hills to remain the safe and attractive residential district that it is at present.

Lee Pfeiffer
4155 Pinehurst Drive

10CA021, 10RZ043, 10PD057, 10PD058

From: Brad Dudley [mailto:bddudley@rap.midco.net]
Sent: Tuesday, September 21, 2010 9:03 PM
To: Planning Commission
Subject: Fairway Hills PRD

To The City of Rapid City:

I have recently learned of a request for rezoning of property in my residential neighborhood. The property, 3800 Fairway Hills, now zoned as medium density residential, if granted, will become general commercial. While I am not opposed to business development, it doesn't belong in a residential neighborhood.

There are reasons for zoning of property which are not limited to, but include the safety of the public. Given the proposed access points of the property in question, the traffic flow into our residential area will be significantly increased. With the increase in automobile traffic, the likelihood of an injury to children and other pedestrians increases. Furthermore, without proper traffic flow restraints such as traffic lights it will become extremely difficult to access Sheridan Lake Road, Fairway Hills, and Byrnwood Drive. This may be further troubled by an increase in the frequency of traffic accidents.

It was a combination of location, low traffic volume and a view that originally attracted my wife and I to purchase a home in this development. Our purchase was made with anticipation of seeing our investment appreciate while enjoying a quiet neighborhood to raise our children. As proposed, a change in zoning will lead to a significant change in all of the factors that moved us to purchase our home. Without a doubt, this rezoning will most assuredly result in declining property values and a reduced quality of living we sought from this neighborhood.

I have to believe that if you were faced with the same circumstances in your neighborhood you would vote to leave zoning as originally shown in the planned residential development with medium density residential zoning.

Thanks!

Brad & Polly Dudley
4005 Mountain Shadow Place
bddudley@rap.midco.net

From: Lee Pfeiffer [mailto:pfei@rushmore.com]

Sent: Sat 9/25/2010 10:37 PM

To: Weifenbach Ron; Hadcock Deb; Waugh Bill; Kroeger Ron; Costello Aaron; Brown Gary; Kooiker Sam; Mason Jordan; Petersen Bonny

Subject: Rezoning of Fairway Hills MDR

Dear Council Members:

When I moved to my townhouse, I chose Fairway Hills, a planned residential area, because it is, first and foremost, a safe environment; it is attractive, quiet, with little traffic, an area where those around me want the same. One does not expect a portion of a planned residential area to later be carved out for commercial use.

There has been a sign on the site in question, for some time, which reads "Commercial Property." That is not just misleading, it is untrue. That piece of property is, and always has been, zoned as medium density residential. It has never been zoned for commercial use.

As the proposal for rezoning for commercial use has evolved, I have a number of concerns: My first three concerns are: safety, safety, and Safety.

At present our streets are safe for driving, walking and bicycling, there are no problems with vandalism, speeding, accidents, or any of the other problems that arise with greatly increased traffic. There is virtually no traffic noise.

While the immediate proposal calls for space for 60 employees (who would be driving in and out at least

twice per day,) the total project outlined calls for more than 300 parking slots. I cannot believe that our streets in Fairway Hills, all residential streets, some of which are privately owned and privately maintained, can possibly bear that much additional traffic and continue to be safe, easily maintained, quiet, and free of traffic snarls and accidents, as we all expected when we purchased our properties.

The portion of Fairway Hills Drive which runs immediately behind the townhouses and is the second means of entering and exiting Fairway Hills, is where many exercise, walk pets, and where children and adults ride their bicycles. There has been no traffic study done to assess the safety and/or congestion factors.

Additional concerns that come to my mind include noise pollution, pollution in general, additional changes in plans for land usage, etc., none of which has been studied.

As members of the Rapid City community, we too are as concerned as anyone else about job issues. However, I don't believe that it can be in the best interest of any part of the community to sacrifice the safety of many families for the sake of increasing jobs by commercializing a section of this very well established residential area. I do not believe this would be an appropriate use for the land parcel in question.

10CA021, 10RZ043, 10PD057, 10PD058

There have, in the past, been other proposals denied, for the protection of other residential areas.

I am asking you to deny this request for rezoning, in consideration of the above and numerous other reasons.

Thank you very much for your attention to my concerns.

**Lee Pfeiffer
4155 Pinehurst Drive**

10CA021, 10RZ043, 10PD057, 10PD058

From: Heide [mailto:heide@rushmore.com]

Sent: Sun 9/26/2010 7:17 PM

To: Brown Gary; Davis Dave; Waugh Bill; Kooiker Sam

Subject: Rezoning of 3800 Fairway Hills Drive for 38,000 Square Feet of Retail Restaurant

Dear Council Members:

We oppose the rezoning of the 4 1/2 acres in the Fairway Hills Planned Residential Development due to concerns over additional traffic into the development.

A special point to be considered is the fact three different streets converge at the point of engress/egress (Sheridan Lake Road, Fairway Hills Drive and Dorral Drive)

This is on the point of a curve in Sheridan Lake Drive which has seen accidents each of the 12 years that I have been living in this area. I am also concerned that not all traffic would go back into Sheridan Lake Road the way they came but would proceed South on Fairway Hills Drive (which has limited sidewalks) through Carmel Point and Heidi Way Lane.

Truly,
David and Heide Schroeder
4235 Fairway Hills Drive

10CA021, 10RZ043, 10PD057, 10PD058

From: Eldon Bell [mailto:eldonbell@rap.midco.net]

Sent: Sun 9/26/2010 5:48 PM

To: Brown Gary; Weifenbach Ron; Kooiker Sam; Hadcock Deb; Davis Dave; Waugh Bill; Mason Jordan

Subject: Proposed Rezoning in Fairway Hills

Eldon E. Bell, M.D.

3806 Ridgemoor Drive

Rapid City, SD 57702

eldonbell@rap.midco.net

Cell: 605-390-4502

When Georgianna and I decided to retire in Rapid City we looked for five years before choosing a suitable home. Very high on our list was the location in a quiet double cul-de-sac upper middle class neighborhood. The zoning was carefully appraised and the subdued lighting, traffic density, and amenities perused before we chose our final home. We have made many improvements to our property as have our good neighbors in this development.

Were there to have been a serious commercial intrusion as has been proposed instead of the Planned Residential Development promised in the area we would never have considered living at 3806 Ridgemoor Drive. Rezoning from a Medium Density Residential District to a General Commercial District is not only unacceptable, it is a serious destructive invasion into one of the most beautiful and peaceful neighborhoods in our entire city.

Please do not allow a General Commercial District to desecrate our and our neighbors' property values. In many forward looking cities today park land and open spaces are at premium and are a serious attraction to those who wish to live in upper scale areas. The increased light, traffic, and commercial odors are definite negatives from any Commercial District. This is "just the camel's nose getting into the tent"; there is no such thing as "just being a little bit pregnant"!

Sincerely,

Eldon E. Bell, M.D.

Eldon E. Bell, M.D.

From: John Brewer [mailto:johnb@bhcbank.com]

Sent: Mon 9/27/2010 10:06 AM

To: Weifenbach Ron; Hadcock Deb; Waugh Bill; Kroeger Ron; Costello Aaron; Brown Gary; Kooiker Sam; Davis Dave; Mason Jordan; bonny.perterson@rcgov.org

Subject: Fairway Hills Rezoning Request

I am writing today to express my opposition to the request for the rezone to general commercial from medium density residential in Fairway Hills. This issue for me is not a “not in my back yard”-literally; it is about “what is in my backyard.”

I live in a single family residence that abuts the site requested for rezone. The Buckingham's have stated that their notice over a number of years has been the multiple covenants and their restatement over time that the site would be developed. I was also on public notice when my home was purchased that the site was zoned MDU which allowed certain uses. Which notice should I have relied upon.

The Planning Commission on September 23, 2010 denied the Applicant's request because of safety and land use concerns of the adjacent neighborhood. The Commission and the Council have a long history of protecting the property owners rights when vastly different zoning and the resulting permitted uses will exist lot line to lot line. Recently the Walmart request for rezoning was not approved until each and every issue of the proposed new Walmart (right down to the color of the roof, noise, circulation, buffering, street traffic, and safety concerns) was known and considered. Then, the approvals were made. Not so with this application-it is “trust us” and a “rush to judgment” not on the merits of the rezoning and the resulting land use ordinances, but on an economic development case which has multiple other solutions in this community.

Recently two other much less intrusive requests to the city for rezoning to commercial uses on Sheridan Lake Rd only blocks away from Fairway Hills were denied or withdrawn by applicants after the same concerns that were voiced at the Planning Commission. Traffic and safety.

Chapter 17.02 of the Rapid City Zoning Ordinance clearly states the purpose for zoning the promote the safety, health, morals, convenience and general welfare.....Property values...” I read this to mean that your consideration is for the rights of both parties-the applicant and affected citizens.

General Commercial uses are as varied and intrusive for permitted, conditional and temporary land uses as the Rapid City Code allows adjacent to a medium density residential neighborhood. The issue is land use not jobs for this request.

The applicant is a publicly held corporation. They are not our neighbor over the fence. They state that the jobs will be moved to another site in Rapid City in two years or possibly Texas. I will still be living with your decision in two years—right out my back door. The city has economic resources to assist the applicant company to house the jobs being touted for two years. Consider using our development funds to buy down rent for the company for two years – even if that amount is \$150,000- it seems like a great deal for Dlorah Inc, Rapid City jobs, and Fairway Hills—a win/win/win for everyone.

Thank you for your consideration of this important issue.

10CA021, 10RZ043, 10PD057, 10PD058

John Brewer
3823 Ridgemoor Dr
Rapid City, SD 57702

From: Mary Hughes [mailto:msuehugs4@knology.net]

Sent: Mon 9/27/2010 10:37 PM

To: Davis Dave

Cc: Waugh Bill; gary.brown@regov.org; Weifenbach Ron; Kooiker Sam; Hadcock Deb; Mason Jordan; Kroeger Ron; Petersen Bonny; Costello Aaron

Subject: Fairway Hills Rezoning

Dear City Council Members,

As a member of the Fairway Hills Community (Carmel Point Townhomes), I would like to express my concerns about any rezoning of Fairway Hills.

While I think of myself as a forward-thinking member of the community, I am absolutely against the proposed rezoning. We are a quiet community with many retirees who have grandchildren, and the thought of commercial enterprise interrupting that situation is upsetting. Many of the walkable areas of Fairway Hills have no sidewalks which forces walking in the street. Adding additional traffic to that will be dangerous.

We live on or near two dangerous curves between the Corral Drive light and the W. Flormann light. I travel to work at Meadowbrook School daily and traffic NOW is unpredictable and often downright dangerous. The speed limit is rarely followed and even more rarely enforced on this section of Sheridan Lake Road. Adding additional traffic at the entrance to Fairway Hills will only add to the danger that is already present. It won't take any proposed office workers long to figure out that they can "get out" much more quickly if they go the back way and out Heidiway Lane. Both the entrance and the exit from Fairway Hills will be impacted with the extra traffic and longer wait time. I would like to see a traffic impact study that would surely impact and influence any decision by council members.

I also question building another strip mall when so many are sitting empty throughout Rapid City. The proposed restaurant would only add to already precarious traffic problems.

Rushing a decision on this proposed rezoning, without any further study of legalities and impacts, seems foolhardy and downright dangerous in my opinion. Surely the owners of Fairways Hills own other existing properties that could be developed without impacting our "planned residential community." Dangling 60 jobs in order to push this through is not fair to those of us who purchased our homes and townhomes in what we were told was a residential development. It is an end run to benefit a few.

Thank you for your time. I hope that you seriously consider the ramifications that such a decision would have.

Sincerely yours,

Mary S. Hughes
4217 Carmel Point

From: Bryan Gonzalez [mailto:bkgonzalez@hotmail.com]

Sent: Mon 9/27/2010 7:37 PM

To: Weifenbach Ron; Hadcock Deb; Waugh Bill; Kroeger Ron; Costello Aaron; Brown Gary; Kooiker Sam; Davis Dave; Mason Jordan; bonny.perterson@rcgov.org

Subject: Fairway Hills Rezoning

Dear City Council Men and Women:

Please find attached our letter of protest to the rezoning of a portion of the Fairway Hills PRD to PCD, along with supporting documentation.

Sincerely,

Bryan and Deb Gonzalez
3922 Mt. Shadow Place

September 27, 2010

To: The City Councilmen and Councilwomen of Rapid City

Re: The Rezoning of a portion Fairway Hills PRD MDR to a PCD GC

We request that you deny the rezoning of the subject property because of the lack of buffer, and the simple fact that this would be intrusive "spot" zoning. But most importantly, safety for the residents of the 80 acre planned residential development.

It is obvious that the original intended use was for a sales office, for the sale of the undeveloped property in the Fairway Hills Planned Residential Development and other uses which you would find in a professional office building, similar to what is found on Jackson Boulevard, west of Sheridan Lake Road.

The covenants to this Planned Residential Development included language addressing the fact that the covenants would "run with the land", in essence as land was acquired beyond the Planned Residential Development, these covenants would protect land uses. There was also the mention of a "shopping center" which was somewhere, somehow, and someday to be buffered/integrated into this planned residential development's "running with the land".

The 1976 site plan, which was approved as part of the comprehensive plan to construct a 35,000 single story office building, had only one curb cut on Fairway Hills Drive (please see attachment). On average over 100' of land buffer was provided between the single family dwellings and the building/parking lots. The site was heavily landscaped along Fairway Hills Drive. The site was also heavily landscaped along the building facing the apartments. The large buffered area of land that abuts the single family dwellings had two tiers of landscape buffer.

The 2010 site plan which is under consideration for General Commercial rezoning, includes an 8,000 square foot restaurant, a 12,000 square foot retail strip mall, and a 28,000 square foot two story retail office building. A curb cut on Fairway Hills Drive and an additional curb cut on Byrnwood Drive (please see attachment). All land buffer has been eliminated and landscaping buffer has been all but eliminated.

How do you buffer a planned residential development, from the traffic generated from a general commercial development which has been spot zoned, and the only ingress/egress is via PRD streets? How do you buffer a planned residential development from the fumes of deep fat fryers, or the luminous pollution from the building signage and parking lot lighting, or the noise associated with a PCD? A 6' fence cannot buffer this neighborhood from the perpetual invasiveness that will be thrust upon us, if this land is rezoned from MDR to PCD, which will have activity from 7AM to 12AM, at a minimum. This rezoning will destroy the quiet enjoyment we were promised in the covenants of this PRD.

The attached 2009 traffic count study reports 14,067 cars traveling on Sheridan Lake Road, between Flormann Street and Corral Drive per day. A portion of this stretch of road (3/4 of a mile), from The Sandstone Ridge Condominiums to the Springbrook Road is littered with several semi-blind access points on to Sheridan Lake Road. As traffic backs up, exiting this proposed general commercial development, seasoned commuters will realize that they can traverse the Fairway Hills development, through Carmel Point townhomes and exit at Heidiway Lane. A point of interest, the roads which will be providing ingress and egress to this proposed general commercial development are not noted in the traffic count study. I do not believe that the City has ever approved a planned commercial development which fronts a major arterial road such as Sheridan Lake Road, yet encroaches into a planned residential development by as much as 700' of residential right of way.

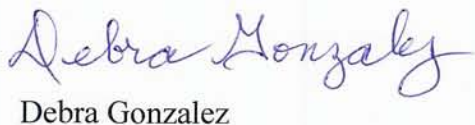
The Future Land Use Committee and the Planning Commission are both concerned about safety, and have both requested that the applicant provide a traffic study, probably to show both impact and feasibility. Both entities also wanted the buffer to be studied.

Stony Creek Plaza at the corner of Sheridan Lake Road and Catron Boulevard is evidence that there is not a shortage of available general commercial space in the immediate area.

Sincerely,



Bryan Gonzalez



Debra Gonzalez

ACCESS

4.1.13

ACCESS



Land Buffer

Landscaping Buffer

Access

35,000 Single Story Building



Rapid City Area
Metropolitan Planning Organization

**2009 TRAFFIC VOLUME COUNTS
REPORT**



In cooperation with:

City of Rapid City
Engineering Services Division
Public Works Department

February 2010

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INTRODUCTION/PURPOSE

Traffic volume studies are conducted to obtain accurate information about the number and movement of vehicles within or through an area or at selected points within an area. Current and historical volume counts provide vital information that is used in operational evaluations, traffic modeling and in the selection and design of road network improvements. The Traffic Volume Counts Report is designated in the Rapid City Area Metropolitan Planning Organization's (MPO) Operations Plan as one of the transportation products to be presented to the MPO's three transportation process committees. This report is an informational document and as such does not require any formal approval process. Traffic volume information is presented for the years 2007 – 2009.

DATA & METHODOLOGY

The Traffic Volume Counts Report presents the most recent three years of data collected by the City's Engineering Services Division - Public Works Department and the South Dakota Department of Transportation (SDDOT). Note that the identification of regular counting sites is a dynamic process and not every location may have associated with it three years of history. Volume information is also provided for all counts that were conducted in conjunction with other engineering studies.

- All volumes presented in this document have been adjusted to account for seasonal variations. Seasonal adjustment factors for each year are developed using data from the South Dakota Department of Transportation's permanent count stations.
- Data provided by the City's Engineering Services Division - Public Works Department has been collected using portable traffic counters while the data provided by the SDDOT has been collected at permanent counting stations. The permanent stations count traffic volumes daily and provide a basis for determining the variation of traffic volumes throughout the year.
- In accordance with accepted traffic engineering protocol, volume counts were only conducted on Tuesdays, Wednesdays, or Thursdays. Mondays and Fridays do not generally represent typical weekdays due to the influence of higher numbers of people being absent from the workplace and a higher percentage of recreational travel.
- Volumes have not been factored to account for vehicles with more than two axles, i.e. trucks, certain recreational vehicles, vehicle/trailer combinations, etc. The actual vehicular volumes are generally lower than the published counts and can be determined if the percentage of vehicles with more than two axles is known. The correction factor is given by the formula,

$$1.0 - 0.5 * \text{percentage of truck traffic.}$$

COMPARISON OF ANNUAL VOLUMES

The count summary includes the percent change between successive year's counts. A weighted average percent change is also calculated taking into consideration all of the counts. Extreme caution should be exercised when interpreting annual changes in volumes for the following reasons:

- Traffic volumes will vary on a particular section of roadway depending on the month the count was conducted or the day of the week of the count. Additionally, there is an inherent variability in traffic volumes due to factors that are not easily explained or quantified.
- Construction projects, on or adjacent to a section of road, can significantly alter traffic volumes.
- Traffic count reliability is directly related to the amount of data collected. The more counts taken at a particular location, the higher the accuracy of conclusions drawn from the data. A single volume provides a "snapshot" of traffic that traveled that roadway on that specific day. Trend analyses should most accurately be limited to using permanent count station data.

PERMANENT COUNT STATIONS

Data from the following five SDDOT permanent count stations are included in this report:

- 5th Street, north of St. Cloud Street
- Anamosa Street, east of Haines Avenue
- West Main Street, east of Jackson Boulevard
- I-90, east of the Elk Vale Road interchange
- I-90, east of I-190

ROAD	LIMITS	2007 SEASONALLY ADJUSTED COUNT	% Change 2007/2008	2008 SEASONALLY ADJUSTED COUNT	% Change 2008/2009	2009 SEASONALLY ADJUSTED COUNT
1ST ST	OMAHA TO MAIN	No Count		1,031	-24%	780
2ND ST	MAIN TO OMAHA	No Count		996	2%	1,020
3RD ST	MAIN TO OMAHA	No Count		2,863	-22%	2,245
5TH ST	PARKVIEW TO MINNESOTA	No Count		No Count		5,959
5TH ST	CATRON TO PARKIEW	4,176	8%	4,499	14%	5,134
5TH ST	MINNESOTA TO TEXAS	10,695	15%	12,265	-13%	10,716
5TH ST	TEXAS TO 3RD	14,291	9%	15,609	-21%	12,364
5TH ST	3RD TO FAIRMONT	16,382	43%	23,445	-27%	17,039
5TH ST	FAIRMONT TO ST PATRICK	14,862	62%	24,045	-25%	17,964
5TH ST	ST. PATRICK TO ST. CLOUD	17,740	13%	20,087	-7%	18,587
5TH ST	ST. CLOUD TO COLUMBUS	17,906	11%	19,939	-12%	17,565
5TH ST	COLUMBUS TO ST. JOSEPH	21,161	-7%	19,586	11%	21,691
5TH ST	ST JOSEPH TO MAIN	20,276	-6%	19,072	10%	20,964
5TH ST	MAIN TO OMAHA	23,651	-23%	18,303	6%	19,427
5TH ST	OMAHA TO NEW YORK	20,615	-6%	19,430	3%	19,931
5TH ST	NEW YORK TO NORTH	No Count		No Count		20,223
32ND ST	JACKSON TO CANYON LAKE	No Count		4,787	2%	4,892
44TH ST	RAIDER TO MAIN	No Count		4,795		CONSTRUCTION
225TH ST	N ELLSWORTH TO BRIGGS	No Count		1,786	-10%	1,602
ANAMOSA ST	WEST BLVD N TO HAINES	3,362	37%	4,619	-9%	4,204
ANAMOSA ST	HAINES TO MAPLE	8,633		CONSTRUCTION		8,141
ANAMOSA (E) ST	MAPLE TO LACROSSE	9,429	-22%	7,366	4%	7,645
CAMBELL ST	CATRON TO MINNESOTA	12,242	-17%	10,162	14%	11,624
CAMBELL ST	MINNESOTA TO FAIRMONT	12,981	16%	15,072	2%	15,405
CAMBELL ST	FAIRMONT TO ST PATRICK	19,445	4%	20,282	-1%	20,175
CAMBELL ST	ST PATRICK TO OMAHA	19,184	4%	19,930	-5%	18,936
CAMBELL (E) ST	OMAHA TO E NORTH	21,352	-1%	21,227	1%	21,447
CANYON LAKE DR	JACKSON TO CLIFTON	7,625	6%	8,082	-22%	6,344
CANYON LAKE DR	CLIFTON TO SOO SAN	7,613	18%	8,973	-22%	6,955
CANYON LAKE DR	SOO SAN TO SHERIDAN LAKE	8,801	49%	13,154	-13%	11,446
CANYON LAKE DR	SHERIDAN LAKE TO MTVIEW	8,255	62%	13,335	-4%	12,807
CATHEDRAL DR	MT RUSHMORE TO TOWER	13,647	9%	14,885	-15%	12,606
CATHEDRAL DR	TOWER TO 5TH	16,715	-17%	13,898	-8%	12,748
CATRON BLVD	SHERIDAN LAKE TO US-16	10,364	-13%	9,046	12%	10,099
CATRON BLVD	US-16 TO 5TH	10,262	-16%	8,651	45%	12,522
CATRON (E) BLVD	5TH TO SD-79	9,641	-15%	8,185	54%	12,567
COUNTRY RD	HAINES TO W NIKE	1,004	52%	1,524	-20%	1,227
DEADWOOD AVE	OMAHA TO LIEN	15,724	12%	17,547	6%	18,576
DEADWOOD AVE	CEMENT PLANT TO LIEN	No Count		No Count		No Count
DEADWOOD AVE	LIEN TO N PLAZA	13,749	2%	13,973	-1%	13,845
DEADWOOD AVE	N PLAZA TO I-90	No Count		14,182	5%	14,873
DEADWOOD AVE	I-90 TO CITY LIMIT	No Count		1,941	22%	2,368
DISK DR	HAINES TO MAPLE	7,653	1%	7,715	-5%	7,344
DISK (E) DR	MAPLE TO LACROSSE	7,372	4%	7,642	-3%	7,397
DYESS AVE	MALL TO SEGER	2,520	22%	3,076	-2%	3,000
E NORTH ST	MILWAUKEE TO LACROSSE	16,157	0%	16,161	2%	16,452
E NORTH ST	LACROSSE TO CAMBELL	15,684	9%	17,136	2%	17,440
E NORTH ST	CAMBELL TO ANAMOSA	14,351	27%	18,179	3%	18,796
E NORTH ST	ANAMOSA TO I-90	10,868	11%	12,094	21%	14,638

ROAD	LIMITS	2007 SEASONALLY ADJUSTED COUNT	% Change 2007/2008	2008 SEASONALLY ADJUSTED COUNT	% Change 2008/2009	2009 SEASONALLY ADJUSTED COUNT
EAST BLVD	KANSAS CITY TO ST JOSEPH	5,080	8%	5,473	11%	6,082
EAST BLVD	ST JOSEPH TO MAIN	10,423	-10%	9,381	-7%	8,752
EAST BLVD	MAIN TO OMAHA	13,105	-13%	11,404	7%	12,241
EAST BLVD	OMAHA TO E NORTH	18,729	-23%	14,490	12%	16,245
EGLIN ST	LACROSSE TO LUNA	No Count		No Count		4,146
EGLIN ST	LUNA TO E. NORTH	No Count		No Count		4,192
EGLIN ST	ANAMOSA TO BEALE	No Count		3,023	-1%	2,994
EGLIN ST	DYESS TO ELK VALE	No Count		No Count		No Count
ELK VALE RD	SD-79 TO SD-44	9,729	4%	10,108	25%	12,648
ELK VALE RD	SD-44 TO I-90	14,852	-9%	13,576	34%	18,199
ELK VALE RD	I-90 TO SEGER	2,084		CONSTRUCTION		2,415
FAIRMONT BLVD	5TH TO WISCONSIN	10,334	4%	10,726	-16%	8,971
FAIRMONT (E) BLVD	WISCONSIN TO ELM	10,597	-23%	8,123	4%	8,445
FAIRMONT(E) BLVD	ELM TO CAMBELL	7,093	0%	7,076	4%	7,385
HAINES AVE	NORTH TO ANAMOSA	22,980	-8%	21,104	-10%	19,091
HAINES AVE	ANAMOSA TO I-90	19,442	14%	22,178	-15%	18,753
HAINES AVE	I-90 TO DISK	No Count		27,717	-16%	23,188
HAINES AVE	DISK TO MALL	12,757	35%	17,213	3%	17,653
HAINES AVE	MALL TO COUNTRY	12,874	-19%	10,450	-1%	10,342
HAINES AVE	COUNTRY TO COBALT	3,757	14%	4,277	-2%	4,189
HAINES AVE	COBALT TO CITY LIMIT	No Count		2,061	13%	2,336
HILLSVIEW DR	ST PATRICK TO RAIDER	No Count		2,937	7%	3,133
I-190	OMAHA TO SILVER	No Count		17,496	49%	26,122
I-190	SILVER TO I-90	No Count		18,831	22%	22,890
I-90	I-190 TO HAINES	28,933	-1%	28,646	-10%	25,798
I-90	ELK VALE TO EAST CITY LIMIT	20,443	-2%	19,965	7%	21,376
JACKSON BLVD	CITY LIMIT TO CHAPEL LN	4,345	10%	4,768		No Count
JACKSON BLVD	CHAPEL LN TO CANYON LAKE	No Count		8,159	16%	9,462
JACKSON BLVD	CANYON LAKE TO 32ND	14,639	-16%	12,292	0%	12,329
JACKSON BLVD	32ND TO SHERIDAN LAKE	14,728	0%	14,701	13%	16,589
JACKSON BLVD	SHERIDAN LK TO MT VIEW (N)	26,314	-35%	17,055	71%	29,246
JACKSON BLVD	MT VIEW (N) TO MAIN (W)	No Count		22,651	-5%	21,412
LACROSSE (N) ST	OMAHA TO E NORTH	11,754	-5%	11,151	10%	12,248
LACROSSE (N) ST	E NORTH TO ANAMOSA	24,324	16%	28,133	-12%	24,726
LACROSSE (N) ST	ANAMOSA TO I-90	18,341	26%	23,096	0%	23,004
LACROSSE (N) ST	I-90 TO DISK	12,937	37%	17,751	-20%	14,169
LACROSSE (N) ST	DISK TO MALL	4,817	-23%	3,723	-9%	3,402
LIBERTY BLVD	N ELLSWORTH TO I-90	No Count		1,760	81%	3,184
MAIN (W) ST	BERRY PINE TO 44TH	909	122%	2,018		CONSTRUCTION
MAIN (W) ST	44TH TO SOO SAN	5,972	-16%	5,008		CONSTRUCTION
MAIN (W) ST	SOO SAN TO STURGIS	11,112	35%	14,950	-38%	9,205
MAIN (W) ST	STURGIS TO SHERIDAN LAKE	18,810	18%	22,149	-26%	16,414
MAIN (W) ST	SHERIDAN LAKE TO MTVIEW	25,062	-9%	22,900	-6%	21,589
MAIN (W) ST	JACKSON TO WEST BLVD	37,643	-5%	35,686	4%	37,098
MAIN (W) ST	WEST TO CROSS	No Count		No Count		No Count
MAIN ST	WEST BLVD TO MT RUSHMORE	15,943	-8%	14,619	6%	15,440
MAIN ST	MT RUSHMORE TO 5TH	17,986	-35%	11,745	12%	13,173
MAIN ST	5TH TO EAST BLVD	13,574	-32%	9,175	9%	9,976
MAIN ST	EAST BLVD TO STEELE	10,781	-39%	6,591	10%	7,235

ROAD	LIMITS	2007 SEASONALLY ADJUSTED COUNT	% Change 2007/2008	2008 SEASONALLY ADJUSTED COUNT	% Change 2008/2009	2009 SEASONALLY ADJUSTED COUNT
MALL DR	HAINES TO MAPLE	3,433		CONSTRUCTION		3,302
MALL DR	MAPLE TO LACROSSE	2,269		CONSTRUCTION		3,373
MALL DR	LACROSSE TO E. NORTH	No Count		No Count		No Count
MALL (E) DR	E NORTH TO DYESS	2,641	42%	3,764	13%	4,266
MALL (E) DR	DYESS TO ELK VALE	1,374	64%	2,251	18%	2,653
MAPLE (N) AVE	DISK (W) TO DISK (E)	2,900	163%	7,642	-64%	2,743
MINNESOTA (E) ST	5TH TO ELM	4,719	-25%	3,532	23%	4,356
MINNESOTA (E) ST	ELM TO CAMBELL	5,258	-8%	4,856	-15%	4,147
MOUNTAINVIEW RD	JACKSON TO CANYON LAKE	No Count		8,636	25%	10,758
MOUNTAINVIEW RD	CANYON LAKE TO MAIN	No Count		16,056	15%	18,419
MOUNTAINVIEW RD	MAIN TO OMAHA	No Count		16,870	23%	20,825
MT RUSHMORE RD	CATHEDRAL TO ST PATRICK	22,228	16%	25,768	-3%	25,009
MT RUSHMORE RD	ST PATRICK TO ST JOSEPH	18,447	49%	27,567	-7%	25,651
MT RUSHMORE RD	ST JOSEPH TO MAIN	21,004	-5%	20,058	5%	21,120
MT RUSHMORE RD	MAIN TO OMAHA	16,846	-5%	16,001	7%	17,143
MT RUSHMORE RD	OMAHA TO NORTH	6,925	-1%	6,868	-31%	4,732
N ELLSWORTH RD	US-14/16 TO LIBERTY	No Count		8,006	7%	8,543
NEMO RD	WESTBERRY TRAILS TO BERRY PINE	No Count		3,506	-14%	3,014
OMAHA (W) ST	DEADWOOD TO MTVIEW	23,734	-1%	23,573	17%	27,490
OMAHA (W) ST	MTVIEW TO WEST BLVD	27,198	-1%	27,020	30%	35,097
OMAHA ST	WEST BLVD TO MT RUSHMORE	33,235	-30%	23,204	39%	32,237
OMAHA ST	MT RUSHMORE TO 5TH	29,465	-10%	26,501	19%	31,579
OMAHA ST	5TH TO EAST BLVD	24,825	-4%	23,781	22%	29,021
OMAHA ST	EAST BLVD TO LACROSSE	21,372	0%	21,380	19%	25,374
OMAHA (E) ST	LACROSSE TO CAMBELL	20,232	-3%	19,649	16%	22,811
RADAR HILL RD	MULE DEER TO US-14/16	No Count		3,139	13%	3,536
SD-44 (E)	CAMBELL TO ST PATRICK	17,321	6%	18,335	5%	19,270
SD-44 (E)	ST PATRICK TO TWILIGHT	19,879	14%	22,684	20%	27,108
SD-44 (E)	TWILIGHT TO JOLLY	13,052	32%	17,186	4%	17,957
SD-44 (E)	JOLLY TO RESERVOIR	No Count		15,182	3%	15,595
SD-44 (E)	RESERVOIR TO AIRPORT	5,983		CONSTRUCTION		6,042
SD-79	CITY LIMIT TO ELK VALE	No Count		10,562	-11%	9,409
SEGER DR	LACROSSE TO DYESS	2,876	4%	3,004	-5%	2,849
SHERIDAN LAKE RD	DUNSMORE TO S WILDWOOD	No Count		6,695	5%	7,030
SHERIDAN LAKE RD	S WILDWOOD TO CATRON	8,128	-7%	7,577	12%	8,513
SHERIDAN LAKE RD	CATRON TO CORRAL	12,463	0%	12,431	14%	14,233
SHERIDAN LAKE RD	CORRAL TO FLORMANN	13,646	1%	13,811	2%	14,067
SHERIDAN LAKE RD	FLORMANN TO JACKSON	13,521	8%	14,629	1%	14,705
SHERIDAN LAKE RD	JACKSON TO CANYON LAKE	15,887	-52%	7,560	18%	8,907
SHERIDAN LAKE RD	CANYON LAKE TO W MAIN	13,449	-39%	8,150	16%	9,485
SOO SAN DR	CANYON LAKE TO RANGE	No Count		8,182	7%	8,714
SOUTH CANYON RD	BERRY PINE TO 44TH	6,631	-22%	5,173	1%	5,235
SOUTH CANYON RD	W MAIN TO 44TH	1,266	-26%	937		CONSTRUCTION
ST JOSEPH (W) ST	WEST BLVD TO WEST ST	No Count		No Count		No Count
ST JOSEPH ST	WEST BLVD TO MT RUSHMORE	15,127	-6%	14,184	3%	14,581
ST JOSEPH ST	MT RUSHMORE TO 5TH	15,604	-23%	12,066	8%	13,080
ST JOSEPH ST	5TH TO EAST BLVD	11,481	-23%	8,797	22%	10,694
ST JOSEPH ST	EAST BLVD TO STEELE	8,288	-1%	8,227	2%	8,377
ST JOSEPH (E) ST	STEELE TO ST PATRICK	10,769	18%	12,707	-9%	11,583

ROAD	LIMITS	2007 SEASONALLY ADJUSTED COUNT	% Change 2007/2008	2008 SEASONALLY ADJUSTED COUNT	% Change 2008/2009	2009 SEASONALLY ADJUSTED COUNT
ST JOSEPH (E) ST	ST PATRICK TO CAMBELL	5,546	9%	6,046	6%	6,379
ST PATRICK ST	WEST BLVD TO MT RUSHMORE	4,002	-5%	3,817	-17%	3,167
ST PATRICK ST	MT RUSHMORE TO 5TH	6,671	3%	6,876	-11%	6,107
ST PATRICK ST	5TH TO ELM	11,667	-4%	11,204	-4%	10,784
ST PATRICK (E) ST	ELM TO ST JOSEPH	11,896	6%	12,650	-9%	11,552
ST PATRICK (E) ST	ST JOSEPH TO CAMBELL	14,972	-7%	13,944	-6%	13,171
ST PATRICK (E) ST	CAMBELL TO CREEK	13,870	10%	15,288	-2%	14,918
ST PATRICK (E) ST	CREEK TO SD-44	9,328	28%	11,913	-1%	11,770
STURGIS RD	MAIN TO W CHICAGO	13,164	-7%	12,186	4%	12,733
STURGIS RD	W CHICAGO TO ST MARTINS	9,072	3%	9,320	3%	9,567
TWILIGHT DR	SD-44 TO JOLLY LN	No Count		7,256	8%	7,815
TWILIGHT DR	JOLLY LN TO RESERVOIR	No Count		3,526	19%	4,212
US-14/16	I-90 TO WESTGATE	No Count		13,956	13%	15,758
US-14/16	S ELLSWORTH TO OAK	No Count		1,749	6%	1,854
US-16	CITY LIMIT TO CATRON	No Count		9,932	50%	14,863
US-16	CATRON TO CATHEDRAL	No Count		10,992	37%	15,018
W CHICAGO ST	44TH TO STURGIS	12,159	-11%	10,842	6%	11,531
W CHICAGO ST	STURGIS TO DEADWOOD	13,579	1%	13,740	-2%	13,430
WEST BLVD	FLORMANN TO ST PATRICK	1,671	230%	5,517	-71%	1,586
WEST BLVD	ST PATRICK TO ST CLOUD	6,485	-19%	5,230	-8%	4,821
WEST BLVD	ST CLOUD TO ST JOSEPH	9,343	-6%	8,813	12%	9,891
WEST BLVD	ST. JOSEPH TO MAIN	13,168	12%	14,686	-10%	13,290
WEST BLVD	MAIN ST TO OMAHA ST	20,516	-19%	16,604	-23%	12,822
WEST GATE RD	US-14/16 TO BLUEBIRD	No Count		3,340	8%	3,591

10CA021, 10RZ043, 10PD057, 10PD058

From: Terry Kullbom [mailto:terrylk@rushmore.com]

Sent: Thursday, September 30, 2010 12:51 PM

To: gmweb

Subject: Fairway Hills Planned Residential Development

This is to notify you of our opposition to a change in the boundaries of the planned Residential Development. I live within 250 feet of the development.

Sincerely,

Terry and Julie Kullbom
2404 Holiday Lane
Rapid City, SD 57702

From: Pokey Jacobson [mailto:pokeyjacobson@gmail.com]

Sent: Thu 9/30/2010 2:25 PM

To: Brown Gary; Weifenbach Ron; Kooiker Sam; Hadcock Deb; Davis Dave; Waugh Bill; Mason Jordan; Kroeger Ron; bonny.peterson@rcgov.org

Cc: Bryan Gonzalez

Subject: Fairway Hills rezoning request

Dear City Council Members,

We are recent transplants from Sturgis to Rapid City, living in the Fairway Hills subdivision. In the years we lived in Sturgis I served eight years on planning and zoning and six years as an elected city council member. As you can well imagine, over that period of time, P&Z and council had many requests for zoning changes primarily due to rally business pressure on residential areas.

Because of those continual requests it became necessary for me to really study planning and zoning regulations in various communities in the area. To help me make voting decisions I developed a check list that seemed to address best standard practices when dealing with zoning questions. I have applied that checklist to the current request for Fairway Hills rezoning and hope you will find it helpful in your deliberations.

1. Is the correct zoning category being applied for.
2. What are the life safety issues that need to be considered in determining the rezoning? (Entrance, egress, street(s) leading to rezoned area.
3. What is the street plan in the requested rezoned area and is it adaptable or suitable for additional traffic that a rezoning may create?
4. Is there a drainage study on file and have any drainage issues been corrected?
5. Have all levels of buffering between any commercial development and residential areas been submitted on a landscape plan and has that plan been approved?

I believe that if you apply this check list to the current Fairway Hills rezoning request you will find criteria for rezoning has not been met.

I would respectfully request that you not accept the rezoning request being presented to you.

Sincerely,

G. Pokey Jacobson

From: dorothy ashmore [mailto:ashmore2@rushmore.com]

Sent: Friday, October 01, 2010 2:02 PM

To: gmweb

Subject: planned development at 3800 Fairway Hills Dr., Rapid City, s.d.

Objections to planned development.

1. Commercial zoning in residential area should not be permitted because access to the development off residential streets is bad for traffic and safety.
2. Walkers not safe due to extra traffic.
- 3 Existing homes will be depreciated in value.

Gerald & Dorothy Ashmore

4235 Fairway Hills Dr.

Condo Unit #203 in Country Club Conddminiums Phase Two in the city of Rapid City, Pennington County, S. D.

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From: Olga G. Parker [mailto:ogparker@rushmore.com]
Sent: Saturday, October 02, 2010 9:08 PM
To: gmweb
Cc: Waugh Bill; Davis Dave
Subject: Planned Development Application No. 10PD057 and Planned Development Application No. 10PD058

October 2, 2010

Growth Management Dept.: gmweb@rcgov.org
Councilmen for Ward 3: Bill Waugh: bill.waugh@rcgov.org
Dave Davis: dave.davis@rcgov.org

RE: Planned Development Application No. 10PD057
and
Planned Development Application No. 10PD058

Gentlemen:

We are very concerned about the development planned near the entrance to Fairway Hills, a quiet neighborhood, and the added traffic which it will bring into our area. I believe our area is zoned as medium density residential (there are private homes, town houses, and apartment buildings-- some of which are condos-- we are in Condo #1 at 4215 Fairway Hills Dr. Apt. 306). Since there are few side walks especially along Fairway Hills Drive, it is necessary to walk in the street until there is a sidewalk, and they are few and far between. Children ride their bikes on the streets, too. There are many people at all times of day out taking a walk and walking their dogs. We fear that the added traffic from businesses or office buildings will increase the hazards of walking.

Traffic is not heavy in this residential area, but still in winter time the entrance to Sheridan Lake Road by 3800 Fairway Hills Drive (the office) sometimes gets very slick after a snow storm. I have on several occasions found it difficult to stop there (though eventually something is put down to keep down the slipperiness), and barely can stop for the oncoming traffic. I shudder to think of how the added traffic will impact this exit/entrance to our development

It is our hope that you will vote against this development in our area.

Thank you.

(signed) Watson Parker

Olga G. Parker
<ogparker@rushmore.com>

Condo No. 1
4215 Fairway Hills Drive

Rapid City SD 57702-5347

#306

Fairway Hills Rezoning

From: Bryan Gonzalez [mailto:bkgonzalez@hotmail.com]

Sent: Fri 10/1/2010 3:56 PM

To: Brown Gary; Weifenbach Ron; Kooiker Sam; Hadcock Deb; Davis Dave; Waugh Bill; Mason Jordan; Kroeger Ron; Petersen Bonny; Costello Aaron

Subject: Fairway Hills Rezoning

Dear City Council Men and Women,

I wish to present the following attachment which was sent by Mike Buckingham. Notice the misleading language of "**rezone the commercial land** at the corner of Fairway Hills Drive and Sheridan Lake Road". The second attachment, the official public notice clearly identifies the property as currently zoned **Medium Density Residential**. It's unfortunate that the vast majority of the residents of Fairway Hills and Carmel Point are not getting the straight facts.

Thank you,

Bryan Gonzalez



DIVISION OF DLORAH

To: Fairway Hills Families
From: Mike Buckingham
Re: Rezoning Open House
Date: September 30, 2010

On Monday October 4th, Fairway Hills will have a hearing in front of the city council to rezone the commercial land at the corner of Fairway Hills Drive and Sheridan Lake Road. Fairway Hills is holding an open house from 9:00 am until 5:30 pm to provide an opportunity for the families living in the area to preview our presentation prior to the city council meeting.

Our current plan has been revised to take into account information that was presented at the planning commission meeting on the 23rd of September. The first phase continues to be a 12,000 square foot retail strip center located along the north edge of the property. The rest of the property has been placed into future development and we have removed the restaurant pad from the initial proposal. We continue to believe that this project will enhance our development.

We hope that you will accept our invitation to stop at the Fairway Hills Information Center on Monday and review the documents and ask questions.



CITY OF RAPID CITY

Growth Management Department
300 Sixth Street
Rapid City, South Dakota 57701-5035

Growth Management Department: 605-394-4120
Community Planning: 605-394-4120
Development Service Center: 605-394-4157

fax: 605-394-6636
city web: www.rcgov.org
email: gmweb@rcgov.org

NOTICE OF HEARING FOR REZONING REQUEST

Rezoning requests are considered at public hearings where questions and concerns by those affected can be heard. To ensure that those in the immediate area of the proposed change are aware of the request, this notice is sent by mail to all owners of property within 250 feet of the property under consideration, inclusive of dedicated ways of the area described. While anyone may offer a comment or raise a question at the scheduled public hearing, only those who own property within 250 feet, inclusive of dedicated ways are sent an official notice of the hearing.

A report and other information related to the application will be available on the City website at www.rcgov.org at the end of the work day on Friday prior to each meeting.

If it is inconvenient for you to appear at the meeting, you may file your comments by letter or by email. Comments should be submitted by noon the day prior to the meeting. In the correspondence give the street address and legal description of your property, and the purpose for which it is now used, and any comments on the granting of the proposed rezoning. Email may be sent to gmweb@rcgov.org. Letters may be mailed to the Growth Management Department, 300 6th Street, Rapid City, SD 57701. You may call 394-4120 if you have questions.

You are notified by this letter that the following Rezoning request will be heard by the Rapid City Planning Commission on **September 23, 2010 at 7:00 a.m. in Council Chambers, 300 6th Street, Rapid City, South Dakota**. The Planning Commission will make a recommendation to the Rapid City City Council. The Rapid City City Council will hold a public hearing of the proposed Rezoning Ordinance on **October 4, 2010 at 7:00 p.m. in Council Chambers, 300 6th Street, Rapid City, South Dakota**.

APPLICANT: Fisk Land Surveying & Consulting Engineers for Property Rentals, Inc.

PREMISES AFFECTED: Tract G (less part of Lots 1, 2, 3A and 3B and less Lot H1); Tract H (less part of Lots 1 and 29 of Fairway Hills and less Lot H1); and Lot 1 of Tract I all of Arrowhead View Addition, Section 15, T1N, R7E, BHM, Rapid City, Pennington County, South Dakota

LOCATION: 3800 Fairway Hills Drive



EQUAL OPPORTUNITY EMPLOYER

PURPOSE OF PETITION:

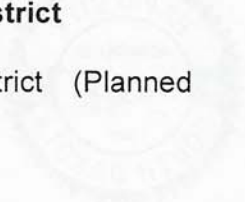
Rezoning from Medium Density Residential District to General Commercial District

PRESENT ZONING OF PROPERTY:

Medium Density Residential District (Planned Residential Development)

FILE NUMBER:

10RZ043



NOTICE OF HEARING FOR REZONING REQUEST

Planning requests are considered at public hearings where questions are discussed. These hearings are held in the immediate area of the proposed rezoning. To ensure that you are notified of the hearing, the City will mail you a notice of hearing. This notice will include the date, time, and location of the hearing. If you have any questions or need more information, please contact the Planning Department at 605-343-4130.

A report and other information related to the application will be available on the City website at www.rapidcity.org. The website will be updated on Friday prior to each meeting.

If you are interested in providing input on this rezoning request, you may attend the public hearing. Public comments should be submitted by noon the day prior to the meeting. To the extent possible, comments should be submitted in writing. Written comments should be submitted to the Planning Department at 300 West 10th Street, Rapid City, SD 57701. You may also call 605-343-4130 if you have any questions.

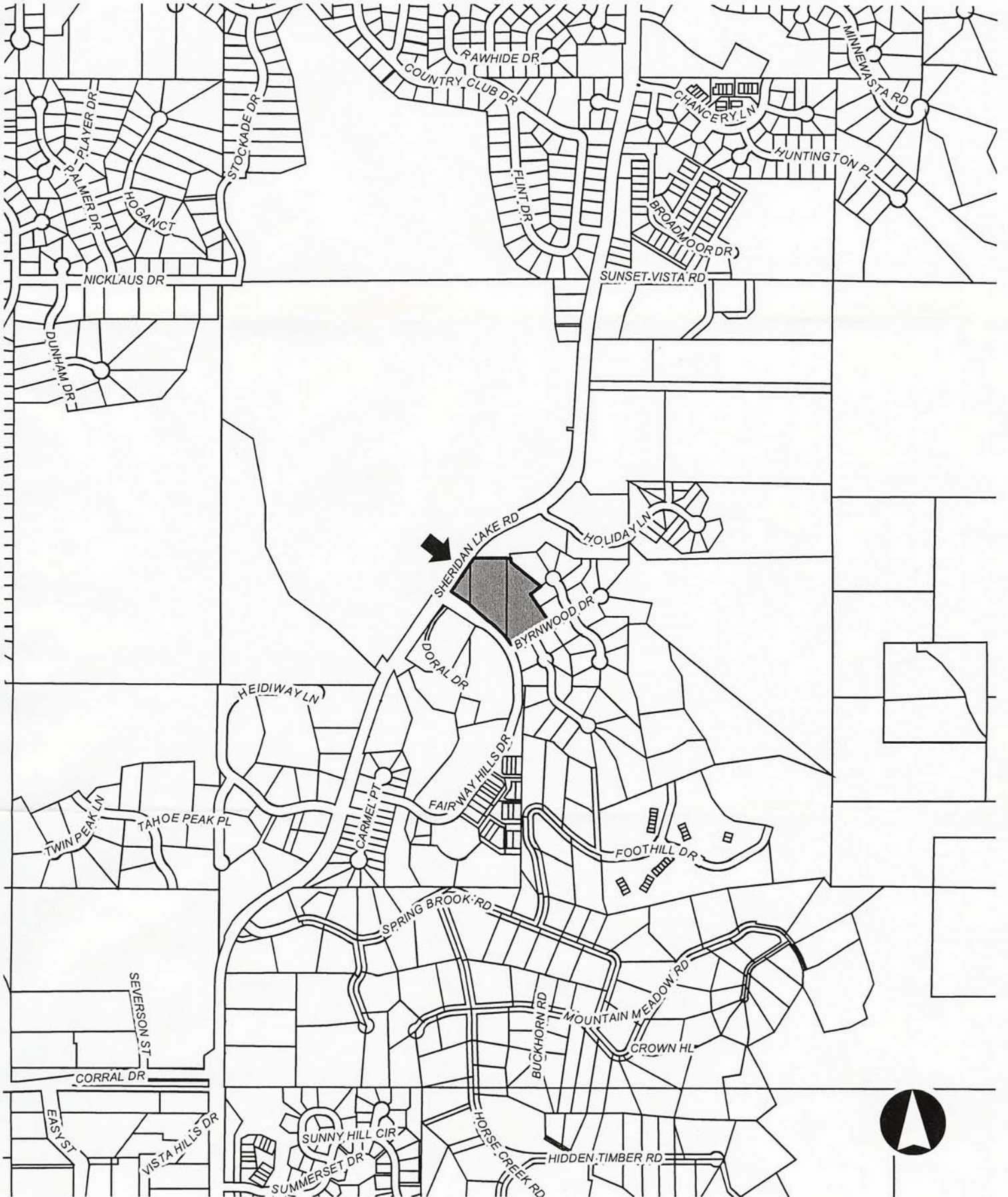
You are invited by the City to attend the public hearing. The hearing will be held at the Rapid City Planning Commission on Wednesday, 12/15/10 at 7:00 a.m. in Council Chambers, 300 West 10th Street, Rapid City, South Dakota. The Planning Commission will make a recommendation to the Rapid City Council. The Rapid City Council will hold a public hearing at the proposed rezoning location on Tuesday, 12/14/10 at 7:00 a.m. in Council Chambers, 300 West 10th Street, Rapid City, South Dakota.

For Land Surveying & Consulting Engineers for Property Details, Inc.

1000 East 10th Street, Rapid City, SD 57701
Tel: 605-343-4130
Fax: 605-343-4131
www.rapidcity.org



10RZ043



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From: Bryan Gonzalez [mailto:bkgonzalez@hotmail.com]

Sent: Fri 10/1/2010 10:14 AM

To: Brown Gary; Weifenbach Ron; Kooiker Sam; Hadcock Deb; Davis Dave; Waugh Bill; Mason Jordan; Kroeger Ron; Petersen Bonny; Costello Aaron

Subject: Fairway Hills Rezoning

Dear City Council Men and Women:

I apologize for sending yet one more letter to you, but the Applicant has kept the request a moving target, maybe this is a product of publicly traded companies. We the neighborhood have many concerns, my attached letter details a few of mine.

Respectfully submitted,

Bryan Gonzalez

October 01, 2010

To: The City Councilmen and Councilwomen of Rapid City

Re: The Rezoning of a portion of Fairway Hills MDR to a PCD, Zoned GC

As the applicant's requests have been moving targets and in light of recent discovery, some issues addressed in my prior correspondence are no longer relevant and new issues are, as such, I wish for you to take the following into consideration:

I request that the applicant's request for rezoning be denied due to "spot" zoning or at minimum, no action be taken until such time, as the following is procured and ample time for its analysis given:

- Land use density study of the Fairway Hills MDR neighborhood and Carmel Point, prior to any further development as well as any future development is taken into consideration.
- Traffic Study of Sheridan Lake Road and the neighborhood streets of Fairway Hills and Carmel Point.
- Safety analysis of the neighborhood with consideration of the pedestrians and bicycle riders of Fairway Hills and Carmel Point.
- Buffer Study (land buffer, noise, luminous pollution).
- Drainage Study of existing development as well as that proposed.

The ¼ mile stretch of "S" curves and the substantial gradient changes on Sheridan Lake Road, from the Sandstone Ridge Condominiums to Springbrook Road is littered with numerous semi-blind access points on to Sheridan Lake Road (please see attachment). Any non residential land use will be inconsistent, incompatible and invasive to this vast park forest and residentially zoned area.

It is my understanding that some or all of the above mentioned analyses were requested of the applicant, by both the Future Land Use Committee, as well as the Planning Commission. Those prior requests are not without merit.

In closing, please deny the request for rezoning, and enforce those uses, permitted under Medium Density Residential Zoning.

Sincerely,



Bryan Gonzalez



**Semi-Blind Access Points Exiting On To Sheridan Lake Road,
Resulting From “S” Curves and Gradient Changes.**

From: Rocky Kirkeby [mailto:rockykirkeby@yahoo.com]
Sent: Fri 10/1/2010 8:27 AM
To: Brown Gary; Kooiker Sam; Davis Dave; Mason Jordan; Petersen Bonny
Subject: Fairway Hills Rezoning Issue

Members of the Council,

Thank you for taking the time to read our attached letter of concern. We appreciate your time spent on the council and giving to our community.

Sincerely,

Mike and Rocky Kirkeby

October 1, 2010

Members of the City Council
300 6th Street
Rapid City, SD 57701

RE: Rezoning Issue FAIRWAY HILLS to General Commercial

Ladies and Gentlemen,

This letter is written to share our concern and the concerns of our neighborhood regarding the rezoning issue that will be coming to the attention of the Council on Monday night. We request your support for denial of the proposed rezoning of approximately 5 acres in the neighborhood where we live. Our property, 3815 Ridgemoor Drive, is adjacent to the subject property.

While our personal concerns are many, there are several concerns that echo the sentiment of the entire neighborhood:

- The applicant, Dlorah Inc., a publicly held corporation, is requesting General Commercial Zoning in a development where the subject property is flanked by medium density residential on three sides. One of the proposed commercial buildings is currently staked at approximately 40 feet from our lot line. This type of invasive **spot zoning** should not be allowed in any residential neighborhood whether it be ours or any other in our City.
- The applicant's plan suggests greater than 300 parking spaces for commercial businesses of which there is no ingress or egress from Sheridan Lake Road. That amount of traffic has to enter the subject property from the neighborhood streets of Byrnwood and or Fairway Hills Drive. Our narrow neighborhood streets are not designed to handle that quantity of travel. But of greater concern is the safety issue in a neighborhood designed without sidewalks. Whether its children playing in the cul-de-sacs, neighbors walking their dogs, joggers, children riding their bikes...all of whom would be in danger if there were up to 300 or more cars exiting and entering our neighborhood on a daily basis. It just doesn't make sense to allow that amount of commercial traffic into a neighborhood. **75 \$&2\$FN\$ (' ž%\$D8 \$) +ž%\$D8 \$) ,**

FUTURE DEVELOPMENT IS A THREAT

- The decision in front of the City Council is LAND USE. There should be no rush to judgment based on any other issue other than the intended use of this land. At the recent Planning Commission meeting, Mike Buckingham, speaking on behalf of the applicant made a threat regarding jobs in conjunction with this rezoning issue. This neighborhood asks that the Council not use any threats when making a decision that affects an entire community's safety, property values, traffic count, drainage, and lifestyle.
- This type of SPOT ZONING of an MDR to General Commercial would be invasive and detrimental to our neighborhood. If this is approved, the neighborhood will no longer have a "say" as to any FUTURE DEVELOPMENT that General Commercial zoning permits. The applicant will boast buffering with landscaping, trees and bushes will protect us from the excess traffic, increased noise, luminous pollution, decreased safety, and lifestyle change that Commercial Zoning will bring to our neighborhood. There is no going back. There will be no stopping what happens when a publicly held company has control of the almost 5 acres in our neighborhood. Look at the newly designed plan submitted yesterday. Phase one is a strip mall not unlike the one on Omaha Street near Office Depot. What is next? What protects the neighborhood from a restaurant that serves alcohol? The answer, zoning ordinances of a MEDIUM DENSITY RESIDENTIAL NEIGHBORHOOD.
- The City Council has denied other Commercial Zoning requests on Sheridan Lake Road, one near Common Cents and another near Corral Park Apartments. This is the decision we are requesting. Please do not make a mistake that we cannot correct. Walgreens now is going back on their word regarding alcohol sales on Lacrosse Street and certainly this is not an issue that the City would like to revisit at Fairway Hills. If this SPOT ZONING is approved we will have continuous issues for many years to come. There are many other commercial sites within Rapid City that would be a better fit than Fairway Hills for this project.

We ask that you hear our voice and make a sound decision based on LAND USE in an MDR neighborhood. General Commercial zoning will adversely affect the safety of the families that live in Fairway Hills. The zoning ordinances in Rapid City as they apply to an MDR are in effect to protect the citizens of every neighborhood in Rapid City, not just ours. This DOES NOT MAKE sense in this neighborhood and we ask for your help in this matter.

Sincerely,

Mike and Rocky Kirkeby
3815 Ridgemoor Drive
Rapid City, SD 57702

FEÖGFEÜZE HÄÜÖÄ İ ÄÜÖÄ İ

From: Bryan Gonzalez [mailto:bkgonzalez@hotmail.com]

Sent: Fri 10/1/2010 8:59 AM

To: Brown Gary; Weifenbach Ron; Kooiker Sam; Hadcock Deb; Davis Dave; Waugh Bill; Mason Jordan; Kroeger Ron; Petersen Bonny; Costello Aaron

Cc: Arnett & Maralee Dennis; Bill Craig; Bob & Ruth Zeller; Brad Dudley; Bryan Gonzalez; Buddy Belzer; Cathy Stebbins; Chris Grant (Home); Dan Ashmore; Dave Stebbins; Eldon Bell; heide; Jan Brewer; John Brewer; Ken & Vicky Kirkeby; Lee Pfeiffer; Leslie Ashmore; Lia Green; Mark Hasvold; Mark Wirtz; Mike Kirkeby; Mindi & Jason Viher; mindi viher; OERJC; Pokey Jacobson; Polly Dudley; Randy Hamburg; Rocky Kirkeby; Rosemary Redick; Steve & Ann Hengen; Todd & Deb Gikling; Vicki Odom

Subject: Community Letter

Dear City Council Men and Women,

Attached is a letter from the community opposing the rezoning of a portion of Fairway Hills MDR to GC PCD, the signature sheets, in excess of 100 signatures will be presented at this monday's Council Meeting. We wanted to give you an opportunity to read the issues that the neighbors feel are important. The 100 plus households that reside in the Buckingham apartments were not asked to sign this letter as we feared the retribution which would follow.

To: The City of Rapid City
Growth Management Department
300 Sixth Street
Rapid City, SD 57701-5035

From: The Undersigned Residents of Fairway Hills, Planned Residential Development

Re: Comprehensive Plan Amendment & Rezoning of 3800 Fairway Hills Drive

WE, the undersigned object to the rezoning of the above referenced property, based on the following:

- Once property has been placed in a Planned Residential Development, it should not be permitted to be carved out. Especially given the size of the Planned Residential Development which surrounds the 4.75 proposed General Commercial Development on three sides.
- General Commercial use would be inconsistent, incompatible and invasive, considering the character of this Planned Residential Development of Medium Density Residential zoning, which surrounds this proposed development on three sides. This would be considered a blatant abuse of “pocket” or “spot” zoning. A rezoning from a Planned Residential Development to a Planned Commercial Development is as an extreme change of zoning as could occur.
- It is very unlikely that a General Commercial Development with a two-story retail/office structure could be adequately buffered from the adjacent single family homes. Especially given the fact that ingress and egress will occur on single family residential streets
- Parking lot, building, and signage lighting will generate vast amounts of luminous pollution. A typical non-urban commercial development utilizes 25,000 lumens per acre for parking lot lighting alone. The proposed General Commercial development would need 118,750 to light the parking lot. lumen is a unit of measurement that is used to express how much illumination a source of light provides. A lumen is about the equivalent of the amount of light put out by a single birthday candle if you are one foot away from the candle. A lamp that puts out 1 lumen of light is as bright as one birthday candle a foot away. Lamps that puts out 100 lumens are as bright as 100 birthday candles a foot away from you.
- The various uses of the proposed development would result in traffic starting as early as 7:00 AM and continuing until as late as Midnight. Restaurant deliveries, garbage collection and office employees can start as early as 7:00 AM. Many restaurants are open as late as Midnight and employees are cleaning long after closing.

- The proposed development has parking for 280 automobiles, which are utilizing a Planned Residential Development for ingress and egress. This would not be unlike having a development, the magnitude of The Plaza and Office Depot on Omaha Street and its traffic in a residential neighborhood.
- The Planned Residential Development was designed and constructed without the usual sidewalks. As a result, people can be found walking up and down Fairway Hills Drive at all hours of the day.
- Proposed rezoning and development will not be consistent with the zoning objectives of a Planned Residential Development.
- The proposed use will alter the character of the Planned Residential Development in a manner which will substantially limit, impair and prevent the use of surrounding properties for the permitted uses listed in the underlying zoning.
- The rezoning and General Commercial development will impede on the quiet enjoyment associated with this Planned Residential Development.
- If General Commercial uses are not permitted in a Planned Residential Development, ingress and egress should not either.
- Access points to the General Commercial development will encroach into the Planned Residential Development by as much as 700' of right of way. To traverse 270° of a parcel from an arterial road in order to gain access is unheard of. This is the approximate frontage of First Interstate Bank on both Omaha Street and West Blvd. Upon acquiring Omaha Street frontage, First Western Bank was unable to obtain their desired access. As a result they purchased the rental yard to their south in order to have a development which met their criteria. The proposed Commercial Development could have acquired the funeral home real estate in order to acquire Sheridan Lake access, yet did not.
- The streets are not adequate to support the anticipated traffic, and the development will overload the streets within the Planned Residential Development. Southbound egress to Sheridan Lake Road can now be challenging, with General Commercial development, it will become impossible.
- Proposed uses which are not otherwise permitted by the underlying zoning on the parcel are not accessory uses within the entire development and should not be permitted.
- The intersection of Sheridan Lake Road and Fairway Hills Drive sits at the foot of a dangerous curve, especially at times of in climate weather. This can be witnessed by the damage to the chain link fence bordering Arrowhead Country Club. 38,000 square feet of General Commercial space and parking for 290 automobiles will not improve these current conditions.

- A Planned Residential Development, providing access to a General Commercial development, will have a negative economic impact on the value of the property abutting the proposed access points.

The purpose of a Planned Residential Development is to encourage development design that preserves the natural features and amenities of a property such as topography and natural geologic features, flora, and significant views. A Planned Residential Development should conform to these general objectives and it should be compatible with the established surrounding land uses, as those surrounding land uses should reciprocate.

Rapid City Code of Ordinances provides the following:

17.50.050 Planned developments–Purpose.

1. Planned residential development (PRD): for totally residential planned developments;
2. Planned unit development (PUD): for those planned developments in which a mixture of commercial and residential uses are proposed;

A. A PRD or PDD may be permitted in GAD, PF, LDR-1, LDR-2, MDR, HDR and MHR zoning districts.

B. A PRD may include:

1. Single-family detached units;
2. Townhouses
3. Two-family dwellings;
4. Recreational facilities;
5. Mobile and manufactured homes;
6. Other uses, such as child care centers and temporary sales offices, which may be permitted in residential zoning districts; and
7. Multiple-family dwellings.

Rapid City has never permitted a General Commercial development, which fronts a major arterial road such as Sheridan Lake Road, to encroach on a residential neighborhood for ingress and egress, as is currently under application. It's unlikely that any community would. Fairway Hills Drive and Byrnwood Drive are not the obvious access points for a General Commercial development fronting Sheridan Lake Road. It appears obvious by the platting of the lots, the original intent was to provide access to the proposed General Commercial development, via Sheridan Lake Road. It's possible that since the original 1976 Comprehensive Plan, the window of opportunity to access Sheridan Lake Road has been lost. If the proposed General Commercial development is unable to procure its sole and separate access, maybe the project is without merit and should remain Medium Density Residential.

Stony Creek Plaza is currently operating at approximately 50% occupancy, and has been for quite some time. Vacant General Commercial property is available in the areas of Mount Rushmore Road and Catron Blvd; as well as 5th Street and Catron Blvd. Clearly there is not an undersupply of developable property for those uses proposed within the confines of Fairway Hills' Planned Residential Development.

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From: Carmen McConaughey [mailto:c3xamomx6@knology.net]
Sent: Sunday, October 03, 2010 10:26 PM
To: gmweb
Subject: Notice of Hearing-Fairway Hills Drive

In regard to the "Hearing for Planned Development Application" being held pertaining to Fairway Hills.

I am a home owner in this residential area. I strongly OPPOSE the request to change this parcel of land to Commercial Development.

This is a secure, secluded neighborhood with families and children accessing school routes and rezoning to commercial without studying the impact is poor judgement. Access to this proposed property should not have to be obtained by going through an already established residential area, putting families and children at risk due to inevitable traffic hazzards.

Please do not allow this Planned Development at 3800 Fairway Hills Drive to materialize.

Thank you,

Carmen McConaughey
4215 Fairway Hills Dr #205
Rapid City, SD 57702

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From: Marian Moe [mailto:m2moe@yahoo.com]
Sent: Sunday, October 03, 2010 9:33 PM
To: Planning Commission
Cc: gmweb; Hanks Alan
Subject: Fairway Hills Commercial Development (#10PD057)

Honorable Planning Commissioners:

I own a condominium at Sandstone Ridge, located at 3600 Sheridan Lake Road, very close to the Fairway Hills proposed development. I am opposed to the application to change the Planned Development and to rezone this property from residential to commercial.

Many of us in this area purchased homes based on the stability of future land uses promised by the Planned Development, which has been in place for over 30 years. Making such a radical change, after so many have relied on the City's long-term planning for this area, would be a unjustified betrayal of our trust of the process that the City tells us will govern the future land uses for our neighborhood.

In addition, this lot is too small to accommodate this amount of commercial development, especially with the direct impacts on the residents on the access road of Sheridan Lake Road. Moreover, if you have ever tried to make a left turn onto Sheridan Lake Road from the Sandstone Ridge parking lot, the serious incremental and detrimental impacts to the ability to use Sheridan Lake Road from this project should convince you to deny it. The commercial development will result in traffic magnitudes greater to Sheridan Lake Road than residential would produce.

Please do not approve this change.

I understand from the agenda and staff report that this may be postponed due to a City Council item related to this project on Oct. 4, 2010. I did not receive any notice of the Oct. 4, 2010, City Council proposed action. Please forward my formal objection to the City Council as well. In addition, I question whether the City Council action on this item has been properly noticed to nearby property owners.

Thank you for your consideration of my concerns.

Marian E. Moe