

M Hill Study Area

Background

The M Hill Study Area with the 20 foot contours is shown on Figure 1. The combination of Omaha Street, Rapid Creek and the City's Greenway all act as natural and man-made buffers on the south end of the M Hill Study Area. M Hill with an approximate elevation of 3,800' also acts as a natural buffer on the west side. Interstate 90 is a man-made barrier on the north side, while I-190 is the barrier and on the east side. Generally these natural and man-made features partition this area off as a unique area.

Parts of the eastern slope of M Hill were platted prior to World War II. Initially, development consisted of two subdivisions; the Mallow Addition and the Scott's Addition. Both the Mallow Addition and the Scott's Addition were annexed into the City in 1888. The Morningside Addition was platted after Interstate 190 split this neighborhood in 1957 and was annexed into the City on September 5, 1961.

The area at the south end of the M Hill Area has seen significant change since World War II. The packing plant that once dominated the area burned down in 2002. Other development was removed following the 1972 Rapid City Flood, and replaced by the Executive Golf Course, a 9 hole municipal course. The change from heavy industrial uses to a high amenity area has resulted in an approved mixed use development with office commercial development and residential uses. In 2008, the Hanson-Larsen Memorial Park Foundation bought 225 acres of M Hill and plan to preserve the area in a park like setting with bike and pedestrian trails. In 2007, the City of Rapid City acquired the 37 acre Chuck Lien Family Park, through purchase and donation, just south of the Hanson-Larsen Memorial Park Foundation property.

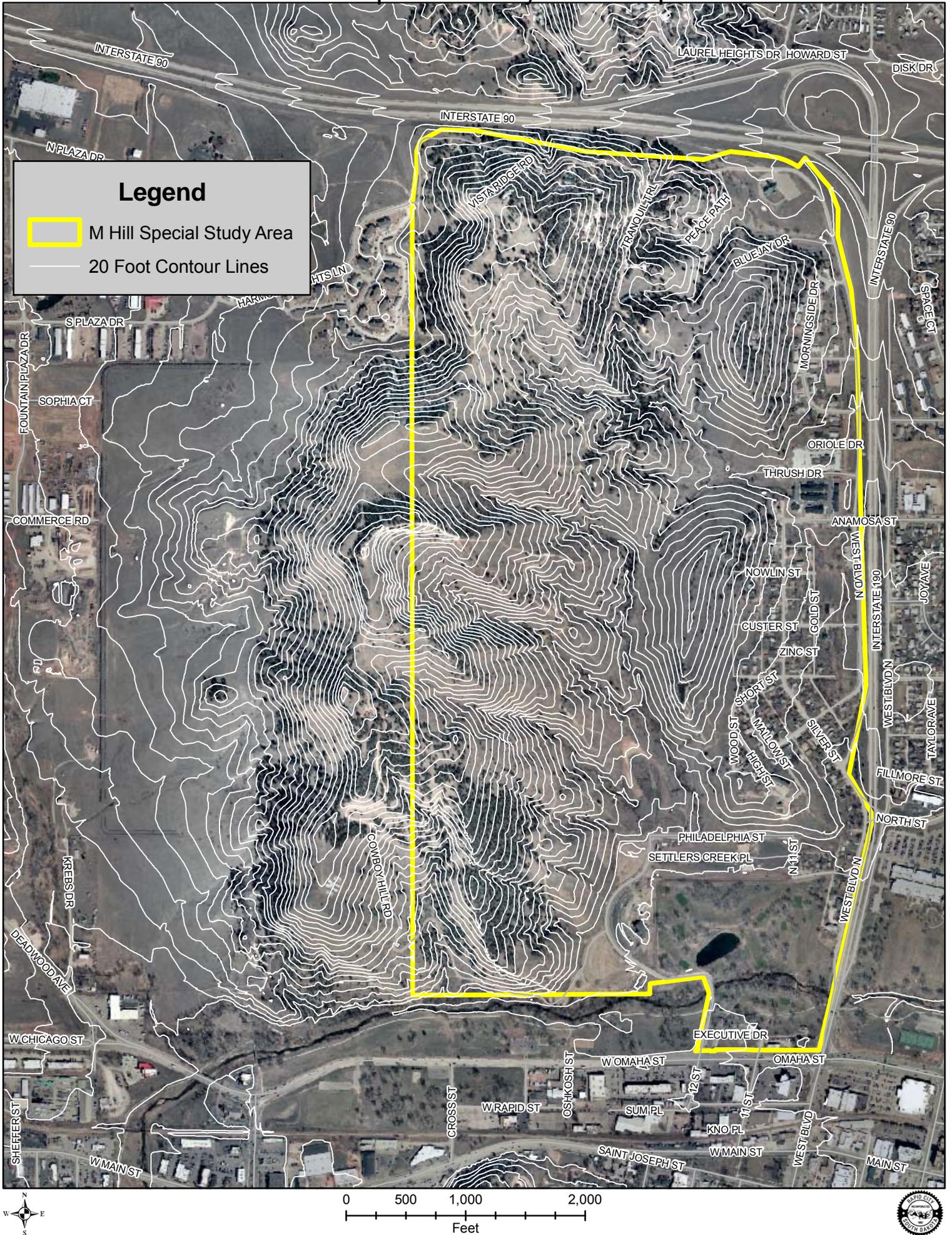
When a request was made in April 2006 to change the land use designation from Low Density Residential to Medium Density Residential on the northern 550 feet of Lot B, Morningside Addition, located northwest of the intersection of Thrush Drive and Gold Street, the existing residents in the area expressed concerns about the increase in traffic and the ability of the topography to support medium density residential land uses. Based on these concerns, the Growth Management Department was directed to prepare a zoning overlay plan to address the neighborhood's concerns.

Existing Land Use

The housing density pattern for the M Hill Study Area largely consists of single family residential units set on smaller lots. Multifamily housing consists primarily of small scale 2 to 8 unit buildings. Overall the planning area reflects the 1950s pattern of small ranch-style single family housing. The M Hill Study Area is comprised of 151 single family homes, 99 multi-family housing units and 32 group home housing units. A town home development that was approved as a Planned Commercial Development with 51 townhomes, is currently being constructed just north of the Executive Golf Course. In addition to the residential uses, Founders Park, a new mixed use development is being constructed just north of Rapid Creek. Office buildings have been constructed and a residential structure has been included in a future phase of development.

The existing zoning for the M Hill Study Area is illustrated in Figure 2. The majority of the area is zoned General Agriculture and Park Forest. The property adjacent to I-90 and I-190 is

FIGURE 1 10CA040 M Hill Special Study Area Map



Legend

-  M Hill Special Study Area
-  20 Foot Contour Lines

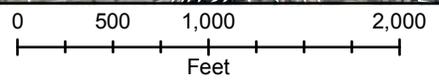
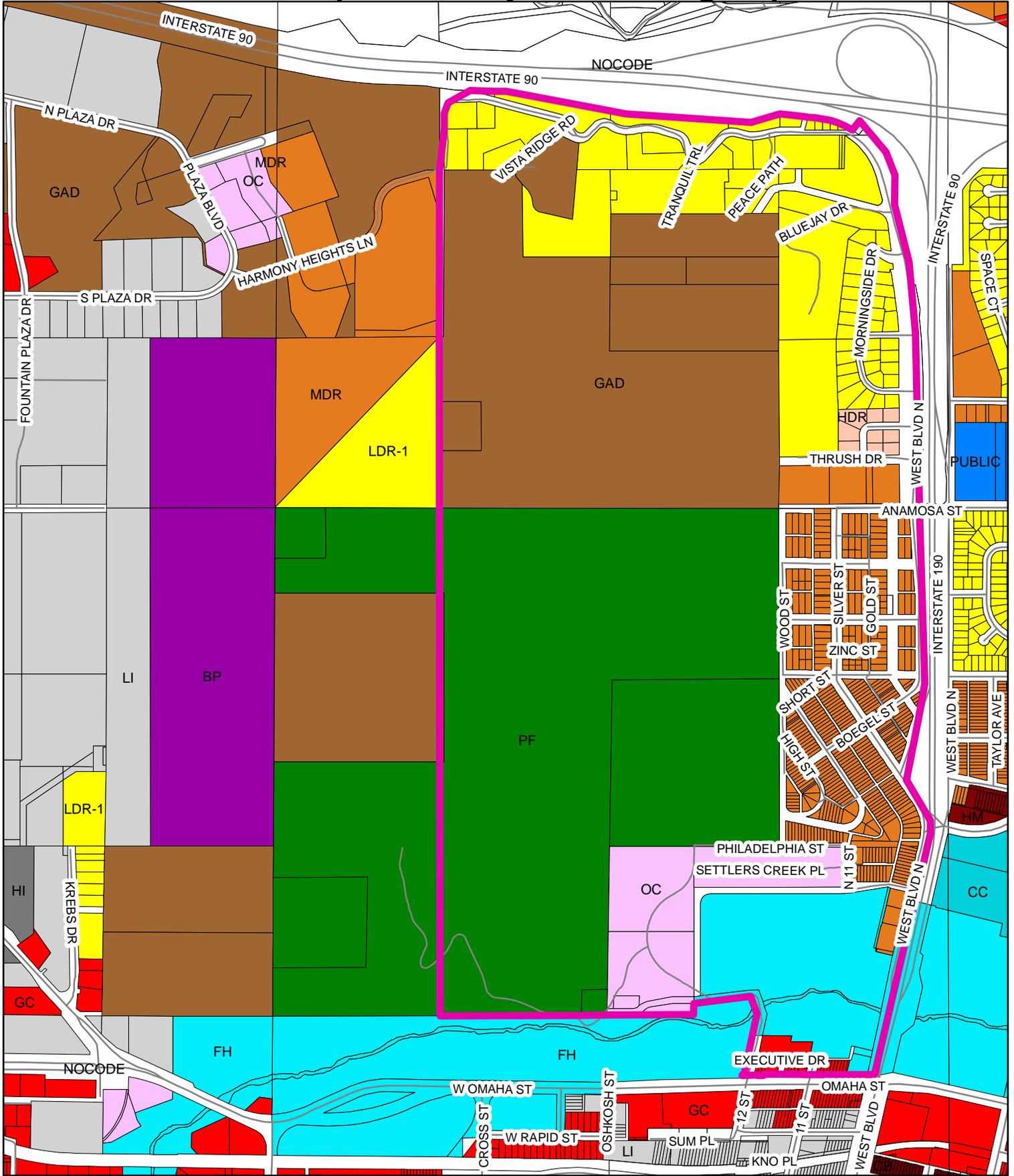
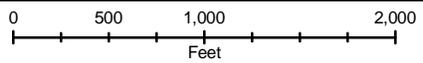


FIGURE 2 10CA040M Hill Special Study Area Zoning Map



Legend									
M Hill Special Study Area	LDR-1	MDR	GC	LI	PUBLIC	FH	PF	HM	GAD
		OC	BP	HI	CC				



primarily zoned low density residential and medium density residential. The Office/Commercial zoning is located in the south east area of the M Hill Study Area.

Future Land Use

The M Hill Study Area is located in is within the North Rapid Neighborhood Plan Future Land Use Area. The North Rapid Neighborhood Plan was adopted on December 6, 1999. The Future Land Use Plan for the M Hill Study Area is primarily residential as shown on Figure 3.

All parcels identified with a medium density residential designation and located between Anamosa Street and Omaha Street were included in the Medium Density Residential Zoning District in 1968, prior to that the property was zoned for single family residential. The property located along the northern portion of the study area and the Morningside Addition are identified as low density residential designation, unplatted areas on the higher east-facing and south-facing slopes are designated Planned Residential Development with a Maximum Density of 1 dwelling unit per 3 acres and the southern portion of the study area is designated office/commercial and flood hazard by the Future Land Use Plan.

Infrastructure

Water and Sewer

The North Rapid high level system provides water service along the eastern slope from 3300 mean sea level to 3440 mean sea level. Below 3300 mean sea level the City's low level system typically provide water service. Currently water service along the eastern slope above 3440 mean sea level is not available.

Presently the City's North Rapid High Level Water System does not extend south of Custer Street between the ridge and I-190. The City has budgeted for a project to be constructed in the Fall of 2010 and Spring of 2011 that will ultimately move the North Rapid High Level Water System south to Philadelphia Street. Until this project is completed the Silver Street area may experience insufficient fire flows and water pressure.

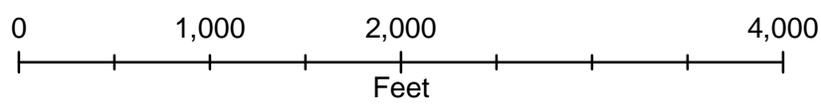
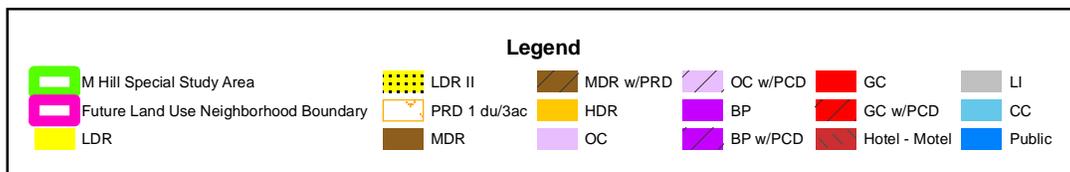
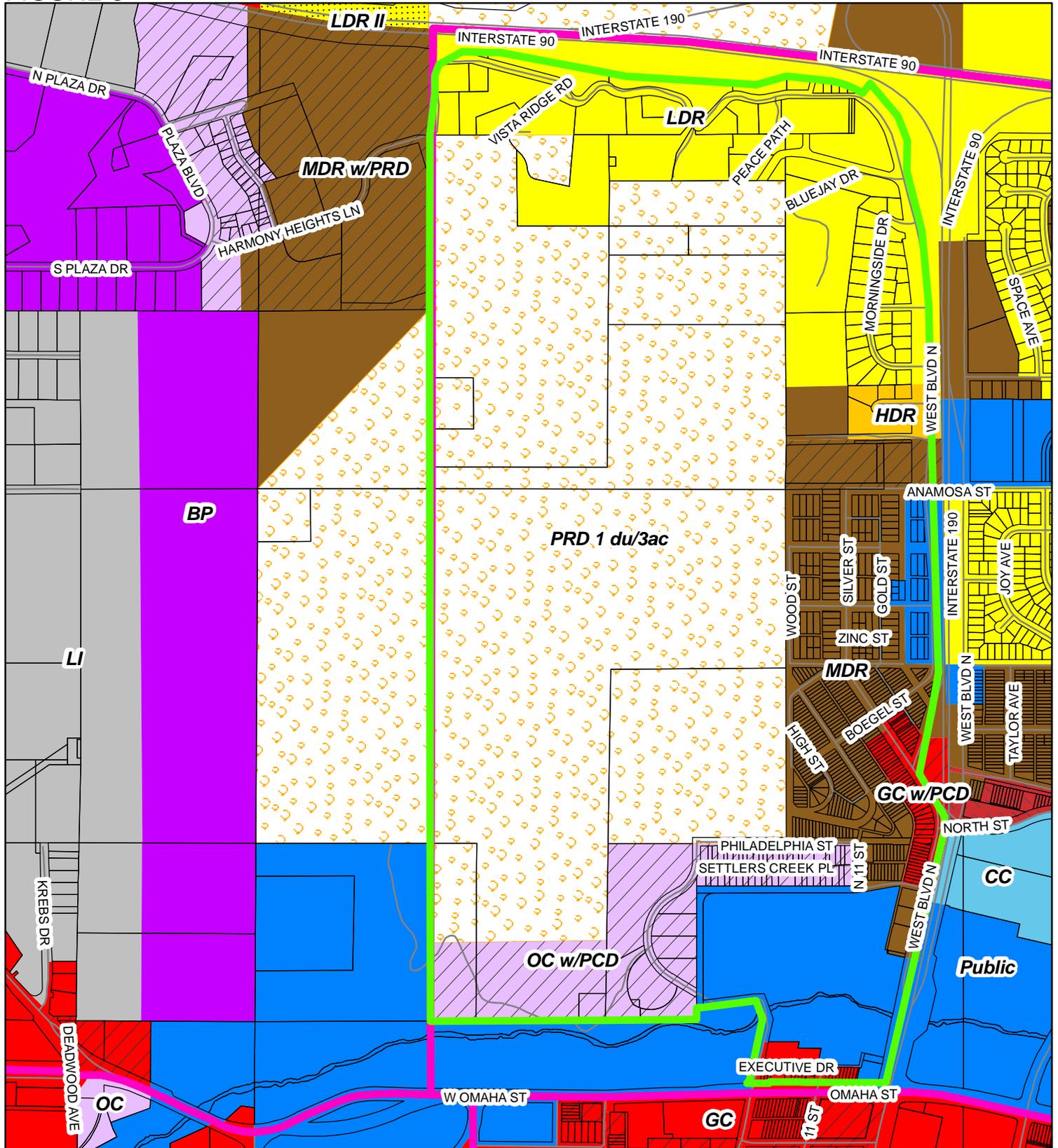
Sewer infrastructure on the east side of the ridge is sufficient for projected future growth to 2030. However, this is dependent on growth rates and density of development. A more detailed evaluation of the existing sewer system will be needed in conjunction with proposed development.

Water Service for the ridge area above 3470 mean sea level on the west side and 3440 mean sea level on the east side is anticipated to be accomplished via extension of a water transmission main from north of I-90. Construction of this project will likely be developer driven.

The City has also identified the following additional water and sewer projects; however, the projects are not currently budgeted for in the City's Utility Capital Improvement Program:

- New 8" sanitary sewer main in the alley west of Gold Street from Anamosa Street to Boegel Street;
- Water main replacement in Boegel Street from Gold Street to Mallow Street;
- Water main replacement in Silver Street from Van Buren Street to the south side of Boegel Street; and,
- Long term watermain deadends should be looped.

FIGURE 3 M Hill Special Study Area Future Land Use Map



Drainage

The Silver Street Area Utility Improvements – Preliminary Design Report also identifies two regional detention cells and to proposed stormwater quality ponds in the M Hill Study Area.

Streets

Existing streets on the east side of M Hill are approximately 28 feet in width with 24 feet of pavement. Few streets on the east side have curb and gutter, and most do not conform to the City's Design Standards. As part of the Utility project budgeted for construction in the fall of 2010 and spring of 2011, Silver Street from Anamosa Street to south of Van Buren Street will be reconstructed with a pavement width of 32 feet and approximately 36 feet total width. Van Buren Street from Short Street to Gold Street alley, Nowlin Street east and west of Silver Street, Custer Street east and west of Silver Street, Short Street from Van Buren Street to Mallow Street and Mallow Street from Short Street to Boegel Street will be reconstructed with a pavement width of 24 feet and approximately 28 feet total width.

There are no open public streets that currently connect the east and west sides of M Hill. The Rapid City Major Street Plan, see Figure 4, identifies Anamosa Street for future extension from Interstate 90 to the Westside of M Hill through a narrow gap in the terrain. Harmony Heights Lane is a 66 foot public access easement at the far north end of the Study Area is only marginally passable, is not maintained, and is not on the City's Major Street Plan. The Rapid City Major Street Plan also shows a collector street extending Founders Park Drive to Anamosa Street and a collector street from West Blvd North to North Street by utilizing Philadelphia Street, Mallow Street, and Boegel Street.

The South Dakota Department of Transportation is currently conducting a study of the I-190 corridor. The recommendations from the study may change to access from the M Hill Study Area to I-190. City staff will continue to coordinate with the South Dakota Department of Transportation.

Parks and Recreational Amenities

Since 2008, there has been an extensive bicycle and pedestrian off road trail system built within the 225 acres acquired by the Hanson-Larson Memorial Park Foundation and the 37 acre Chuck Lien Family Park. The trail system is shown on Figure 5. This network of trails provides a great recreational space for the adjoining residential properties as well as significant open space and vistas. The City's Parks and Recreation Department is also working on some additional trail connections with construction scheduled in 2011.

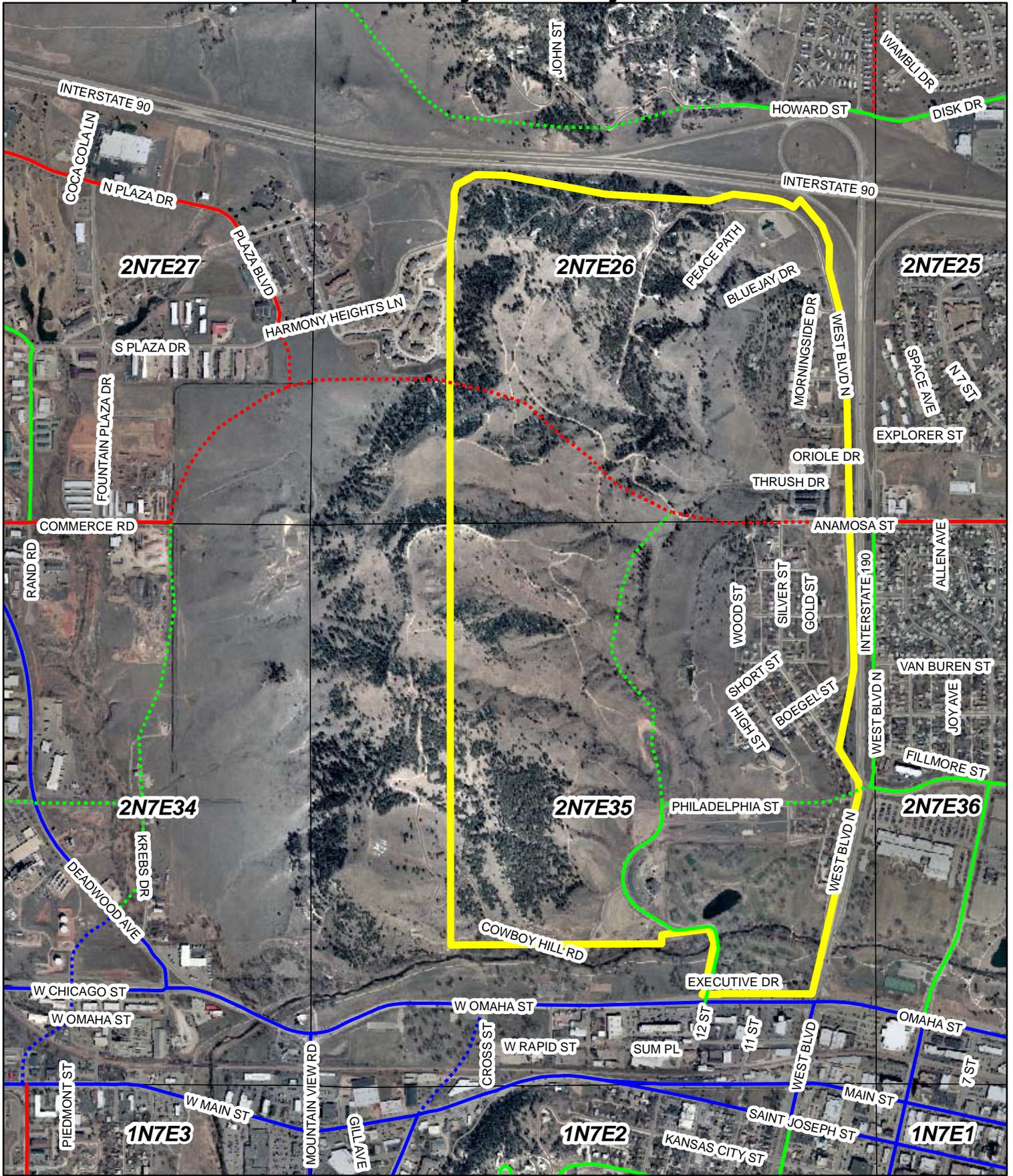
Recommendations.

Creation of an overlay district with requirements similar to those adopted pursuant to the Canyon Lake Overlay District and the Fifth Street Overlay District would be appropriate to mitigate the issues regarding traffic, lighting, parking and green space raised by local residents.

M Hill Overlay Area

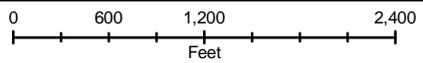
The M Hill Overlay Area is added as an overlay designation to areas currently zoned Low Density Residential District, Medium Density Residential District, High Density Residential District, Park Forest District, Flood Hazard District, General Agriculture District, Office Commercial District, and General Commercial District. The Overlay Area is bounded on the south by Omaha Street, on the east by I-190, on the north by I-90 and on the west by M Hill. The Overlay Area is intended to provide additional standards for development to assist with

M Hill Special Study Area Major Street Plan



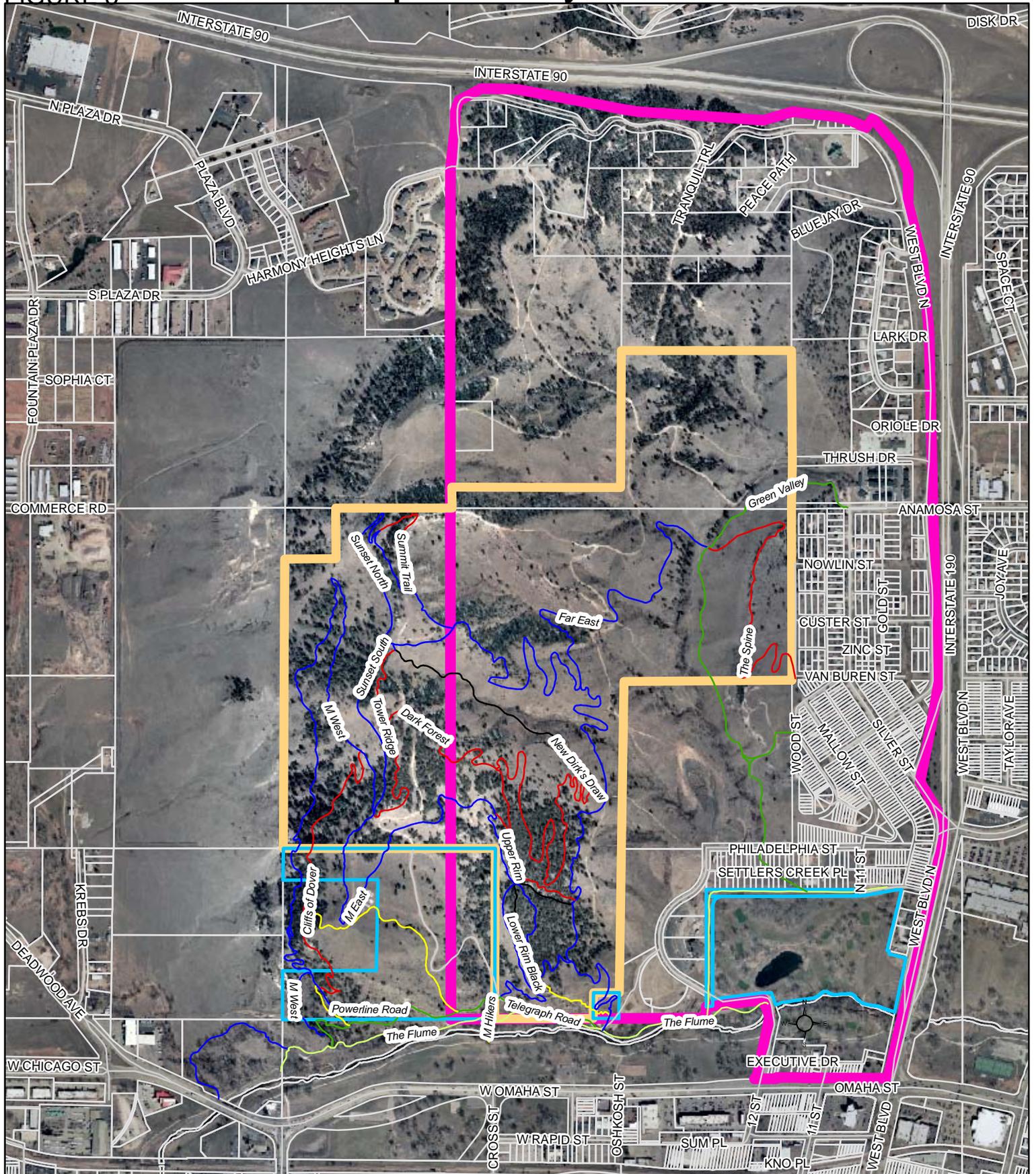
Legend

	Principal Arterial		Minor Arterial		Collector		M Hill Special Study Area
	Proposed Principal		Proposed Minor		Proposed Collector		Sections

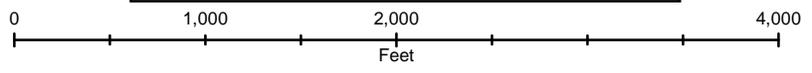


M Hill Special Study Area Trails

FIGURE 5



Legend		Trails	
	M Hill Special Study Area		Hiking Only
	CITY OF RAPID CITY		Easiest
	HANSON-LARSEN MEMORIAL PARK		Easy
			Moderate
			Difficult
			Severe



preserving and enhancing the unique residential character of the M Hill Neighborhood. These special standards address access, site development, landscaping and parking. Additional criteria will be required where potentially conflicting land uses or zoning districts are located adjacent to another or where an area is in transition from one major use to another. The additional criteria are designed especially for those multi-family dwellings of three or more units. The additional required criteria for multi-family dwellings of three or more units includes: requiring review and approval through the Planned Residential Development process, requiring a minimum of two off street parking spaces per dwelling unit, additional parking based on the number of units and no surface parking in the front yard setback, provision of a snow removal area and a designated screened garbage collection area, a minimum lot area of 5,000 square feet plus an additional 2,000 square feet for each additional dwelling unit, screened heating and cooling systems if adjacent to single family dwellings, a six foot screening fence along side and rear yards located adjacent to single family/duplex/townhouse dwellings, a streetscape landscaping buffer of ten feet in the front yard setback to include a minimum of 10% of the required landscaping points, additional side yard setback requirements for structures two stories or more, outdoor lighting and signage requirements, and a street providing access to the project that complies with the Street Design Criteria Manual. These requirements are in addition to all other regulations.

Implementation

Adopt the attached draft M Hill Overlay District Ordinance to address the following concerns.

Streets

The draft ordinance requires street access to a property considered for multi-family dwelling units of three or more units must meet the City's Street Design Criteria Manual. This provision may mandate a street be widened adjacent to a multi-family development project to better accommodate increased traffic demands caused by that project. This may result in a developer having to acquire additional right-of-way or preclude a multi-family development project. The pavement and right-of-way width will be determined based on the number of units accessing the street. In particular, Gold Street and High Street have narrow right-of-way widths which will limit the amount of development that can access these streets.

Planned Development Designation

The draft ordinance requires a Planned Residential Development plan be approved prior to the construction of a structure with three or more dwelling units. The Planned Residential Development requirement would provide notification to property owners within 250 feet and provide for review of any development with a structure of three or more dwelling units by the Planning Commission.

Setback regulations

The draft ordinance requires an additional three-foot side yard setback for development of a multi-family residential project of two stories or more in the Medium Density Residential District. Currently, the setback requirement is twelve feet so the adoption of the overlay district requirements will require a setback of fifteen feet for projects with structures with three or more dwelling units of two stories or more. In all other districts, the minimum side yard requirement will not change. Increasing the setbacks will ensure light and air remains available to adjacent properties and public places. The setbacks will ensure the intent to keep the character of the neighborhood maintained.

Density

The minimum lot size for multi-family residential projects of three or more dwelling units in a Medium Density Residential District will increase by 500 square feet from 1500 square feet per dwelling unit to 2000 square feet. This will reduce the maximum allowable density of any project, which in turn reduces the potential negative impacts on the neighborhood. This provision would assist in ensuring that light and air remains available to adjacent properties, and that streets and pedestrian walkways operate at levels the neighborhood has been accustomed to and enjoys today.

Lighting

The draft ordinance is intended to restrict lighting within a given project (Section 17.61.070). This will reduce potential negative impacts on adjoining properties and maintain the residential character of the neighborhood. There will be no lit signage or internally lit signs. Signs lit at night create a commercial atmosphere, which may detract from residential uses and may potentially pose a nuisance.

Landscaping

An additional landscape requirement has been included in the proposed overlay district. For multi-family structures of three or more units, a streetscape landscaping buffer of ten feet in the front yard is required. The additional landscaping will aesthetically enhance the project and mitigate potential adverse effects of multi-family residential structures adjacent to single-family residential structures.

Screening

For multi-family dwellings of three or more units, a six-foot screening fence is required along the side and rear yards by the proposed ordinance. In addition, heating and cooling systems are to be screened. These additional screening requirements are limited to projects adjacent to single-family residences and will help to mitigate adverse effects of multi-family structures.

Snow and Garbage areas

Multi-family structures of three or more units are required to have a designated snow removal area and a designated garbage collection area by the proposed ordinance. The designated garbage collection area must be screened. This requirement will keep those activities from being located in parking lots, avoiding a potential hazard.

Parking

Currently, multi-family dwelling units are required to have 1.5 off-street parking spaces per dwelling unit. The draft ordinance will require two parking spaces per dwelling unit. Additional guest parking is also required by the draft ordinance at a rate of one space per four dwelling units. The new requirements seek to reduce on-street parking demand resulting from new development. In order to preserve the residential nature of the area, no surface parking lots are allowed in the front yard setback.