

STAFF REPORT  
July 21, 2011

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**No. 11CA007 - Amendment to the Adopted Comprehensive Plan to revise the Major Street Plan by eliminating, adding and realigning collector streets**

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**ITEM 9**

GENERAL INFORMATION:

APPLICANT	City of Rapid City / Kip Harrington
REQUEST	<b>No. 11CA007 - Amendment to the Adopted Comprehensive Plan to revise the Major Street Plan by eliminating, adding and realigning collector streets</b>
EXISTING LEGAL DESCRIPTION	The E1/2 of the NE1/4 of Section 35, T2N, R7E, BHM, Rapid City, Pennington County, South Dakota
PARCEL ACREAGE	Approximately 80.0 acres
LOCATION	West of I-190 and north of Omaha Street (S.D. Highway 44)
EXISTING ZONING	Medium Density Residential District
SURROUNDING ZONING	
North:	Medium Density Residential District
South:	Office Commercial District (Planned Commercial Development) - Medium Density Residential District
East:	Low Density Residential District - Medium Density Residential District – Hotel Motel District – Civic Center District
West:	Medium Density Residential District (Planned Residential Development) – Park Forest District
PUBLIC UTILITIES	City water and sewer
DATE OF APPLICATION	6/24/2011
REVIEWED BY	Kip Harrington / Brandon Quiett

STAFF RECOMMENDATION: Staff recommends that the Planning Commission approve the Comprehensive Plan Amendment to the Major Street Plan by eliminating, adding, and realigning collector streets.

GENERAL COMMENTS: The applicant has submitted a Comprehensive Plan Amendment to

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the Major Street Plan to extend West Philadelphia Street connecting to East North Street, remove the proposed collector designation of North 11<sup>th</sup> Street extension, Mallow Street, and Boegel Street, and remove the collector designation of West Boulevard North and Silver Street.

Currently, the adopted Major Street Plan identifies West Philadelphia Street as a proposed east-west collector street connecting Founders Park Drive to North 11<sup>th</sup> Street; a proposed collector street extending North 11<sup>th</sup> Street north to Mallow Street and Boegel Street; designates portions of Silver Street as a collector street; and designates West Boulevard North as a collector street from Anamosa Street to Silver Street.

**STAFF REVIEW:**

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

**Realignment of a Proposed Collector Street:** The Major Street Plan identifies North 11<sup>th</sup> Street as a proposed collector street extending north from West Philadelphia Street to Mallow Street requiring that the street be located in a minimum 76 foot wide right-of-way and constructed with a minimum 40 foot wide paved surface, curb, gutter, sidewalk, street light conduit, water and sewer. This proposed alignment has an approximate 32 percent grade between West Philadelphia Street and the connection to Mallow Street right-of-way. The Street Design Criteria Manual specifies that a collector street shall not exceed a 10 percent grade. The applicant is proposing to amend the Major Street Plan to remove the North 11<sup>th</sup> Street extension from West Philadelphia Street to Mallow Street/Boegel Street and extend West Philadelphia Street from the current terminus at North 11<sup>th</sup> Street east to connect with East North Street at Interstate 190, an approximate grade of 4.5 percent.

**Removal of a Collector Street:** The applicant has also requested that the collector street designation on Silver Street and West Boulevard North be removed.

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

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

The proposed Major Street Plan is consistent with Goal 1 identified in the Rapid City Area 2035 Long Range Transportation Plan, by maintaining a transportation system that coordinates with land use patterns and incorporates all available modes of transportation into a safe, efficient and effective system of moving goods and people within and through the community. The connection of West Philadelphia Street to North Street provides continuity in the collector street network.

2. *The proposed change is warranted by changed conditions within the neighborhood*

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*surrounding and including the subject property.*

The proposed Major Street Plan amendment will minimize impacts to an existing residential neighborhood by realigning a proposed collector and utilize existing right-of-way along with publicly owned property for portions of the proposed collector street extension to East North Street.

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

The proposed realignment of West Philadelphia Street extends through office commercial land uses and several vacant residential parcels acquired by the South Dakota Department of Transportation. The realignment of West Philadelphia Street provides direct access to the existing collector route system (North Street) in lieu of the existing circuitous route through the residential neighborhood traversing an approximate 32 percent grade. This proposed realignment coincides with the South Dakota Department of Transportation's long term reconstruction plans for the Interstate 190/Silver Street interchange.

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

The proposed alignment will not adversely affect the environment, services, facilities and transportation. The proposed alignment will, however, ensure transportation network connectivity from the west connecting to collector routes, providing necessary road connections between existing and potential development while minimizing impacts to an existing residential neighborhood by relocating and removing proposed collector streets to the proposed relocation.

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

The proposed alignment will provide direct access to an existing collector street for both residential and non-residential land uses thus providing the impetus to encourage infill development.

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

The proposed alignment is consistent with the existing residential and non-residential uses and allows additional development within the area to occur in an orderly manner, minimizing impacts to existing neighborhoods yet ensures transportation network connectivity for existing and potential development.

Summary: The Amendment to the Comprehensive Plan amending the Major Street Plan

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provides adequate roadway networking.

NOTIFICATION REQUIREMENT: As of this writing the certified mailing receipts have been returned and the sign has been posted on the property.

STAFF RECOMMENDATION: Staff recommends approval of the Amendment to the adopted Comprehensive Plan to revise the Major Street Plan by eliminating, adding, and realigning collector streets.