

RAPID CITY GOVERNING BODIES

RAPID CITY PLANNING COMMISSION

Jeff Hoffmann, Chair
Ethan Schmidt, Vice Chair
Jeff Stone, Secretary
Sam Brannan
Gary Brown
Kathryn Henning
Ida Marie Fast Wolf
Scott Nash
Mel Prairie Chicken
Stuart Wevik

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RAPID CITY PLANNING COMMISSION

The purpose of the City of Rapid City Statutory Planning Commission shall be to preserve the quality of life and natural environment of the community, enhance the economic vitality and diversity of the community and promote the cost effective delivery of public services to the community. The Statutory Planning Commission shall be sensitive to and shall act to implement the goals and policies as identified in the Comprehensive Plan of the City of Rapid City.

The following narratives provide a brief history of those Planning Commission members seated as of December 31, 2003 and their Ward representation.

Sam Brannan – Appointed to the Commission in August 2003, Brannan is Vice President of Corporate Development for Pete Lien & Sons. Brannan holds a Bachelor of Science degree in Industrial Operations Management and a Masters Degree in Business Administration with an emphasis in Finance. Brannan serves on the board of the Chamber of Commerce. Brannan lives in Ward 5.

Gary Brown – Appointed to the Commission in August 2003, Brown holds a Bachelor of Science degree in Business Administration. Brown is a member of the Rotary Club and Noon Optimists. Brown serves on the Board of the Boys Club, President of State Innkeepers, Chair and Board member of the Chamber of Commerce, member of the Convention and Visitors Bureau, State Tourism Board, South Dakota Retirement Association, First Methodist Board of Trustees, State Chamber Board, Civic Center Board and various other boards and organizations. Brown is the owner/manager of the Best Western Town N' Country. Brown lives

in Ward 1.

Ida M. Fast Wolf – Appointed to the Commission in November 2001, Fast Wolf is actively involved in community issues. Fast Wolf formerly served on the Rapid City School Board. In addition to her Planning Commission responsibilities, Fast Wolf served on the Parks & Recreation Subcommittee. Fast Wolf lives in Ward 4.

Kathryn Henning – Appointed to the Commission in November 2003, Henning is a senior at the South Dakota School of Mines and Technology where she is completing her Bachelor of Science degree in Chemistry. Henning served as an intern at the 2002 South Dakota Legislative Session and as an intern for Congressman Janklow. She also worked as a campaign director for Roger Hunt's 2002 congressional race. She has participated in undergraduate chemical research programs. Henning serves as a leader of the SDSM&T College Republicans. Henning is a member of the American Chemical Society, Alpha Chi Sigma, and the Order of Omega Honor Society. Henning lives in Ward 2.

Jeff Hoffmann – Appointed to the Commission in July 2001, Hoffmann is a graduate of South Dakota State University

Rapid City Planning Commission

and is employed by General Electric. Hoffmann serves as Commission Chair. In addition to his Planning Commission responsibilities, Hoffmann served on the Drinking Water Protection Committee and the Infrastructure Development Partnership Review Committee. Hoffmann lives in the three mile platting jurisdictional area.

Scott Nash – Appointed to the Commission in November 2003, Nash is employed as an Engineering Technician for the Federal Aviation Administration. Nash is also involved in the housing construction and development industry. Nash previously served on the Planning Commission from 1997 to 2000 has also served on the Capital Improvements Committee and the Tax Increment Financing Committee. Nash lives in Ward 1.

Mel Prairie Chicken – Appointed to the Commission in July 1999, Prairie Chicken is an employee of Youth and Family Services. Prairie Chicken is a graduate of Black Hills State University. In addition to his Planning Commission duties, Prairie Chicken is active in numerous City organizations including the Black Hills Pow-Wow Association, Black Hills Council of Local Governments, North Rapid Civic Association, S.A.V.E. North Rapid, and Rapid City Indian Health Board, Diversity Development. Prairie Chicken lives in Ward 3.

Ethan Schmidt – Appointed to the Commission in July 2002, Schmidt received a Bachelor of Science Degree in banking and finance from the

University of Nebraska-Lincoln and a Juris Doctorate from the University of North Dakota in Grand Forks. He has been active in several local organizations including the Rapid City Morning Optimists, Rapid City Noon Rotary, Story Book Island Board, Western South Dakota Alzheimer's Association, South Dakota March of Dimes, Banner Health Care Black Hills Network Board, Clarkson Mountain View Nursing Home Advisory Board, and Blessed Sacrament Finance Council. Schmidt currently serves as the Commission Vice Chair and served on the Sign Code Board of Appeals, Capital Improvement Committee (CIP), and Tax Increment District Financing Committee. Schmidt lives in Ward 3.

Jeff Stone – Appointed to the Commission in July 2001, Stone is the principal owner of Anderson Millworks. Stone attended Jamestown College and the University of North Dakota. Stone is the past president of the Construction Industry Center and is currently an active member of the Center. Stone is active in the community having served on various church boards and currently serves on the Statewide Independent Living Council Board. Stone lives in Ward 3.

Stuart Wevik - Appointed to the Commission in July 1999, Wevik is a 19-year resident of Rapid City and is currently the Vice President and General Manager for Black Hills Power. His career with Black Hills Power has included increasing responsibilities in engineering, operations, and customer service. Wevik has served as the Commission Chair, and served on the

Rapid City Planning Commission

City's Capital Improvements Committee and Tax Increment Finance Committee. Wevik lives in Ward 3.

In June 2003 Planning Commission officers were elected with Jeff Hoffmann elected as Chair, Ethan Schmidt elected as Vice Chair and Jeff Stone elected as Secretary.

The following Planning Commission members terms expired or resigned during 2003: Bob Wall, Dawn Mashek, Paul Swedlund and Dr. Grace Michelson. Sam Brannan, Gary Brown and Scott Nash were appointed to the Planning Commission with terms expiring July 1, 2006. Kathryn Henning was appointed to the Planning Commission with a term expiring July 1, 2004.

COMMISSION ACTIVITY

The following narratives are provided in order to give the reader a better understanding of the complexity of the issues that are presented for Planning Commission review and consideration. While the narratives presented provide insight into the volume of requests addressed annually by the Planning Commission it in no way should be interpreted to be all inclusive of the issues and concerns presented for Planning Commission consideration during 2003.

COMMISSION ACTIVITY

The Planning Commission scheduled a total of 24 meetings during the course of 2003. A total of 499 new items were considered during the 2003 meetings (Child Care facility renewals are not included in this number). The items considered during 2003 included Conditional Use Permit, Rezoning, Planned Development, Plat (Layout, Preliminary, Final), Minor Plat, Vacation (Right of Way and Easement), Variance (Subdivision and Fence), Ordinance Amendment, Annexation, Comprehensive Plan Amendment, SDCL 11-6-19 and Other. **Table 1** provides a breakdown of these items. It should be noted that the Minor Plat and Plat actions reflected below represent the Final Plat approval of 406 individual lots. Four training sessions were scheduled during 2003 to provide the Planning Commission members with an in-depth education on various aspects of planning and zoning issues.

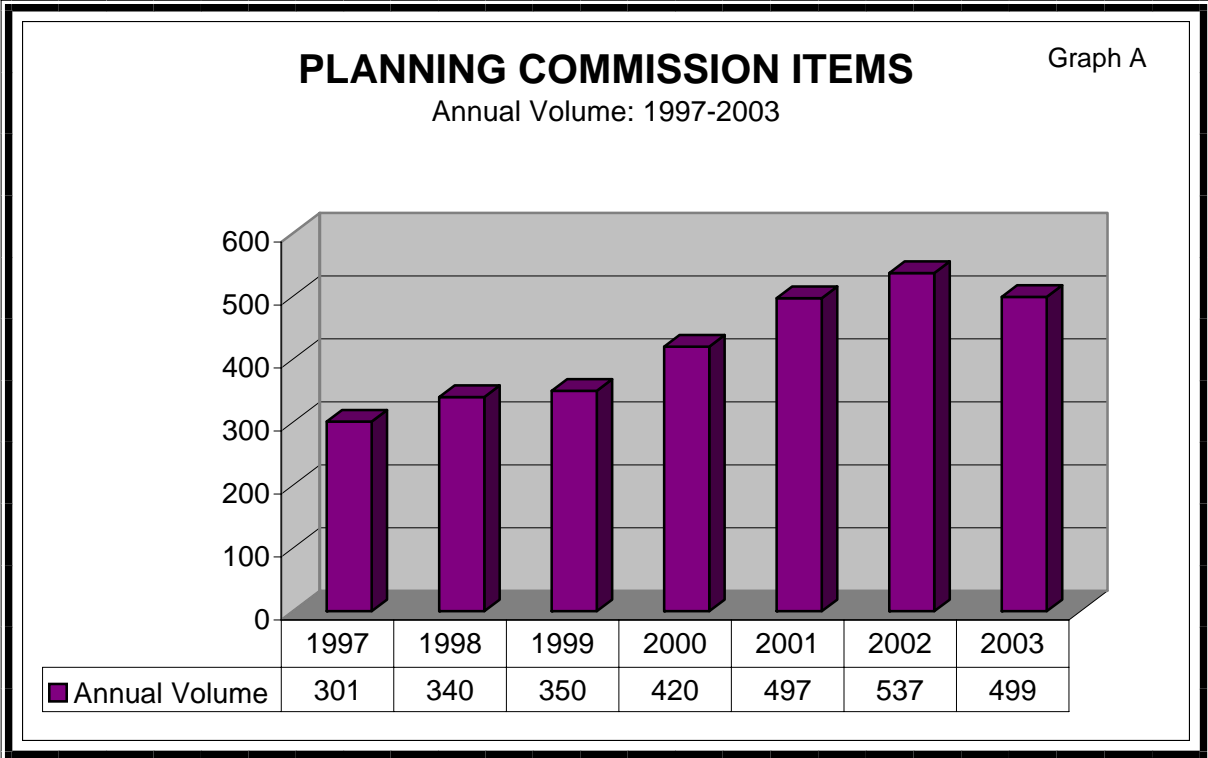
2003 PLANNING COMMISSION ITEMS (By Category)

Hearing Type	No. Of Applications
Conditional Use Permit	20
Rezoning	57
Planned Development	63
Plat (Layout, Preliminary, Final)	94
Minor Plat	32
Vacation (Right of Way, Easement)	37
Variance (Subdivision, Fence)	58
Ordinance Amendment	7
Annexation	12
Tax Increment District	12
Comprehensive Plan	44
SDCL 11-6-19	51
Other	12

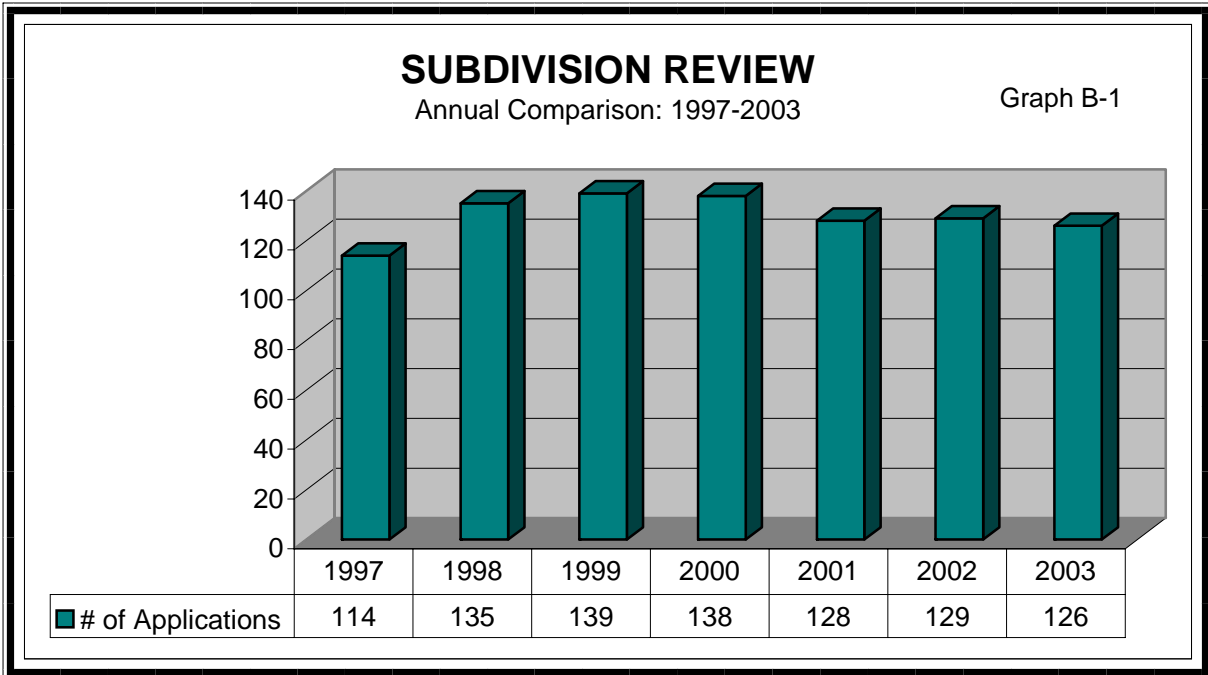
Table 1

Commission Activity

GRAPH A depicts the volume of items heard for the years 1997 through 2003.

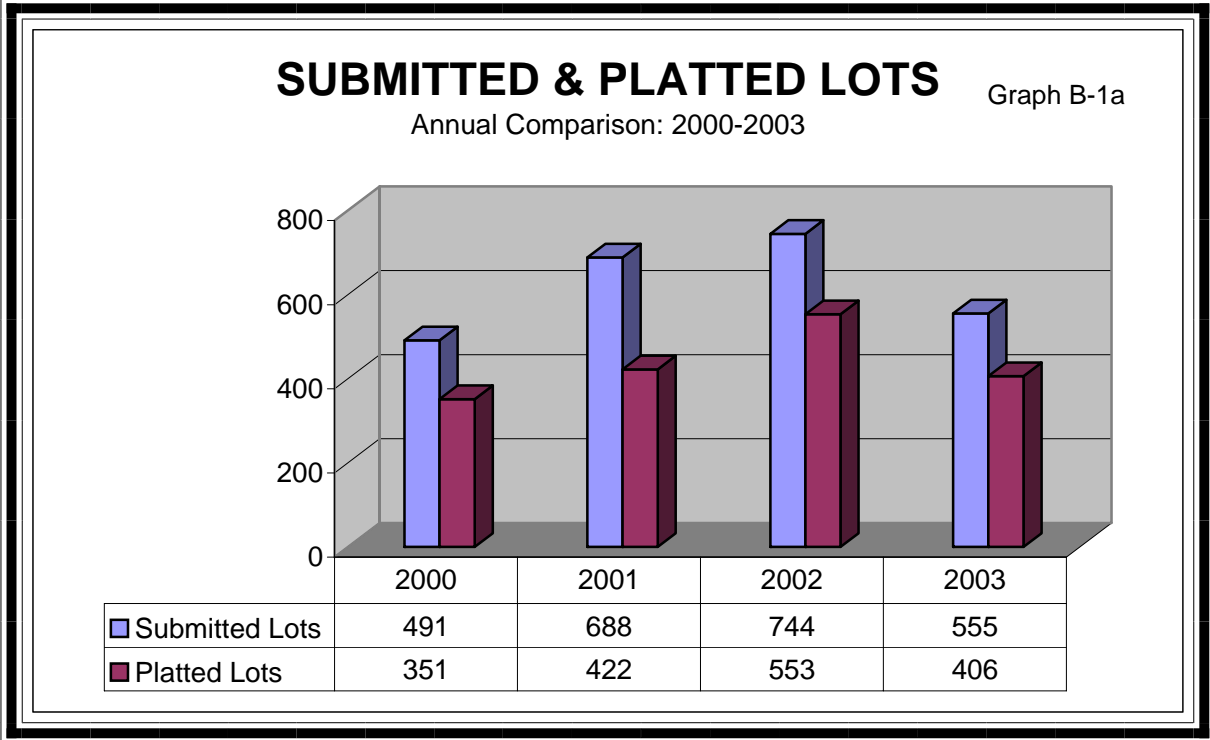


Graph B-1 provides a comparison of the Subdivision Review activity for the years 1997 through 2003.

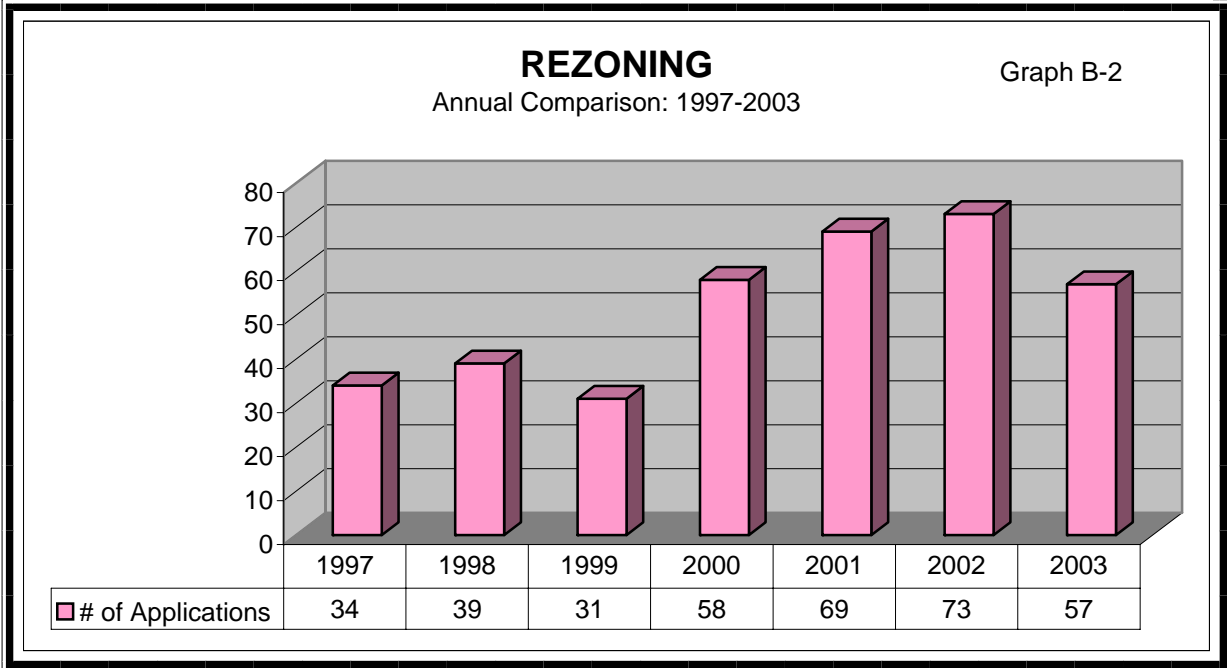


Commission Activity

Graph B-1a provides a comparison of the submitted lot and platted lot activity for the years 2000 through 2003.

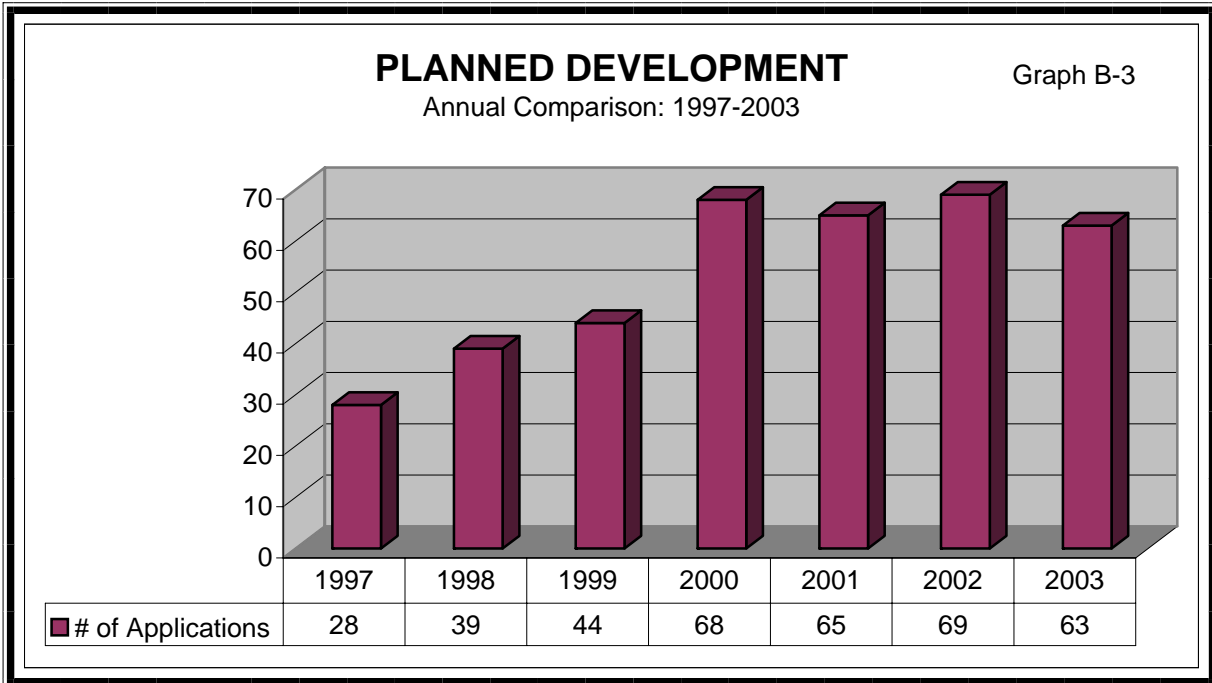


Graph B-2 provides a comparison of the Rezoning activity for the years 1997 through 2003.

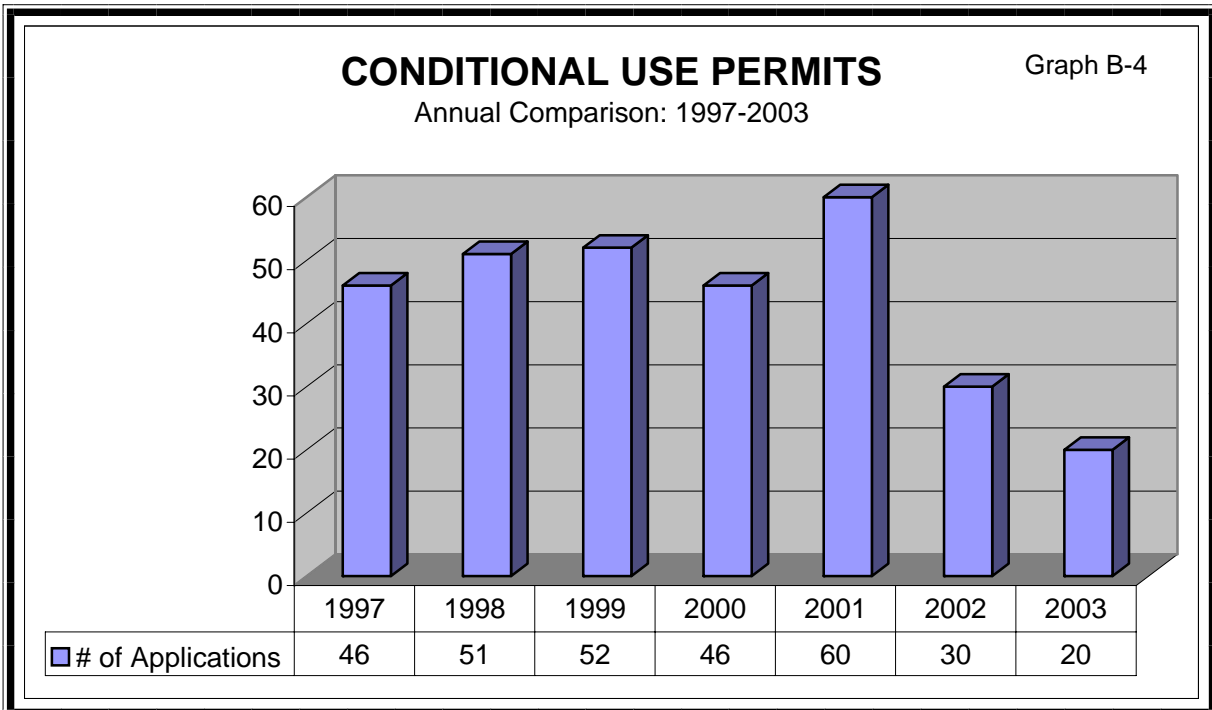


Commission Activity

Graph B-3 provides a comparison of the Planned Development activity for the years 1997 through 2003.

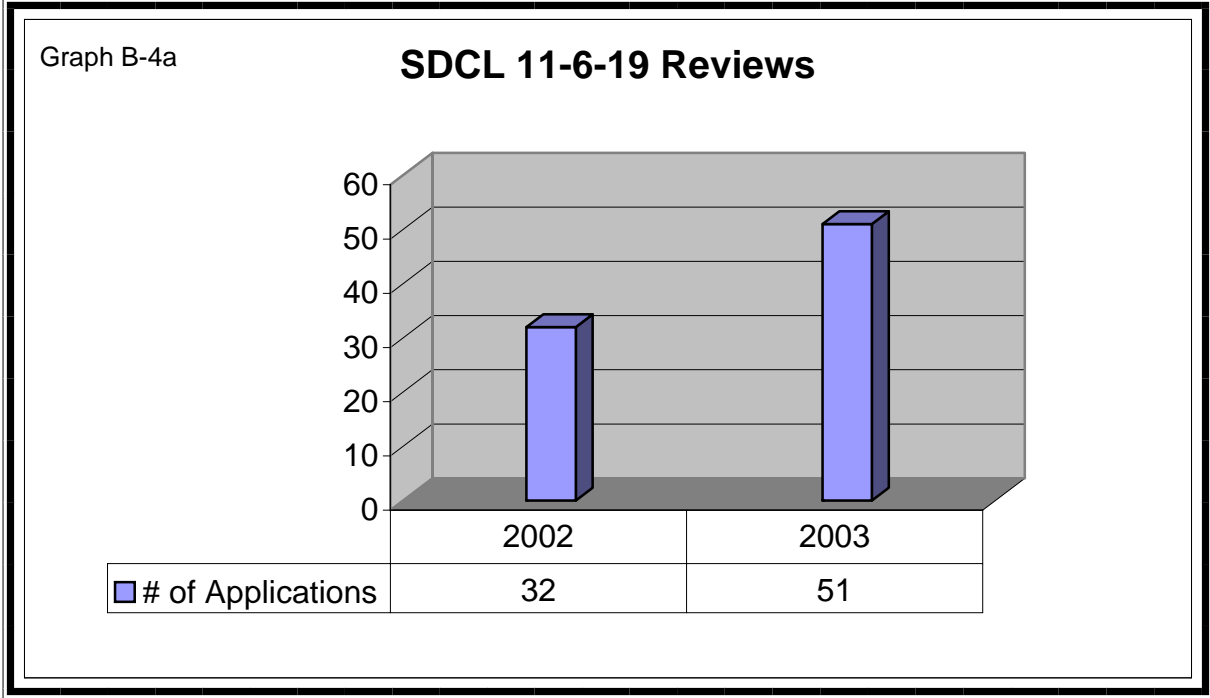


Graph B-4 provides a comparison of the Conditional Use Permit (Use On Review) activity for the years 1997 through 2003.



Commission Activity

Graph B-4a provides a comparison of SDCL 11-6-19 Reviews addressed for the years 2002 and 2003.



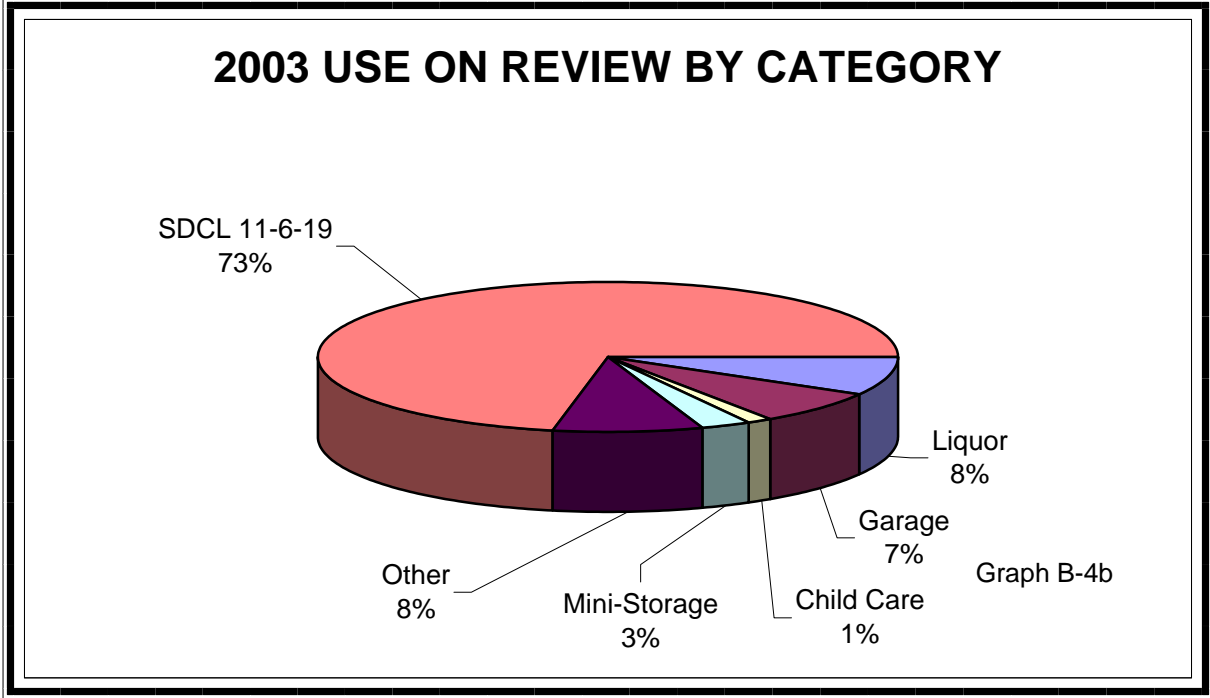
SECTION 11-6-19

Planning Commission approval required for construction in area covered by Comprehensive Plan. Whenever any such municipal council shall have adopted the Comprehensive Plan of the municipality or any part thereof, then and thenceforth, no street, park, or other public way, ground, place, space, no public building or structure, no public utility, whether publicly or privately owned, if covered by the Comprehensive Plan or any adopted part thereof, shall be constructed or authorized in the municipality or within its subdivision jurisdiction as defined in § 11-6-26, until and unless the location and extent thereof shall have been submitted to and approved by the Planning Commission.

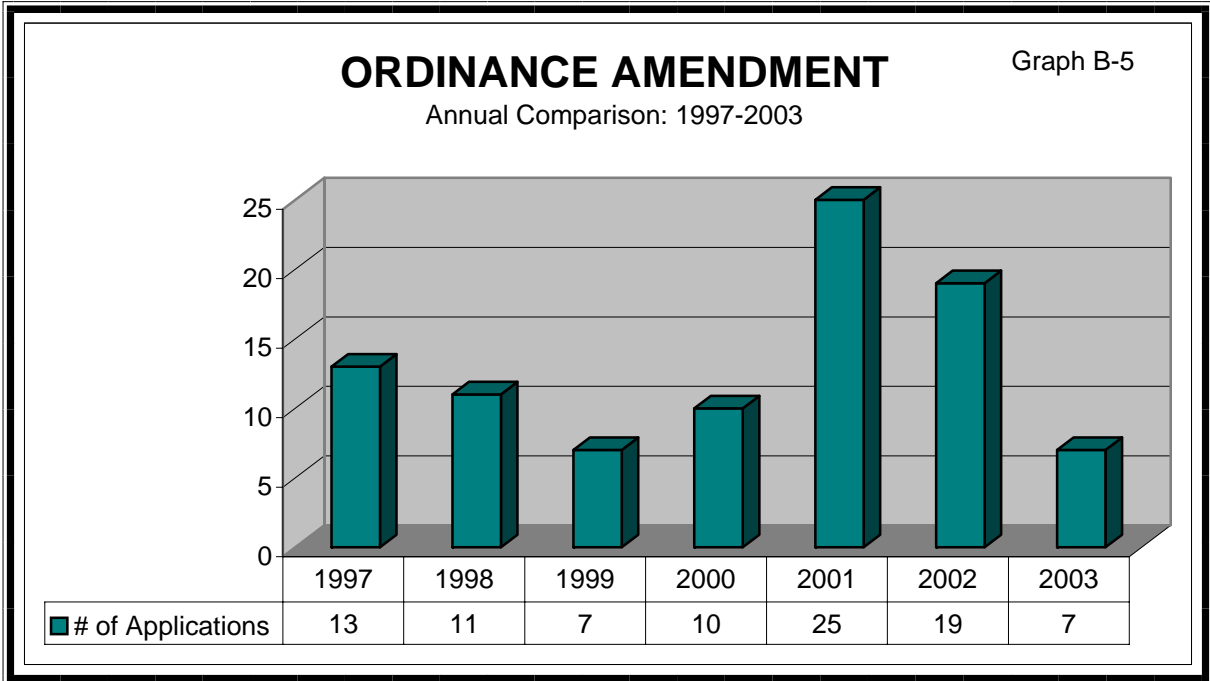
As a municipality with an adopted Comprehensive Plan the City of Rapid City is governed by SDCL 11-6-19 . The impact of this law is reflected in the continued increase in activity experienced by the Planning Commission in 2003. A total of fifty-one (51) Section 11-6-19 applications were processed in 2003. It is anticipated that the activity levels of this category will remain at or increase above the current levels in future years.

Commission Activity

Graph B-4b provides a comparison by category and percentage the Use On Review items addressed during 2003.

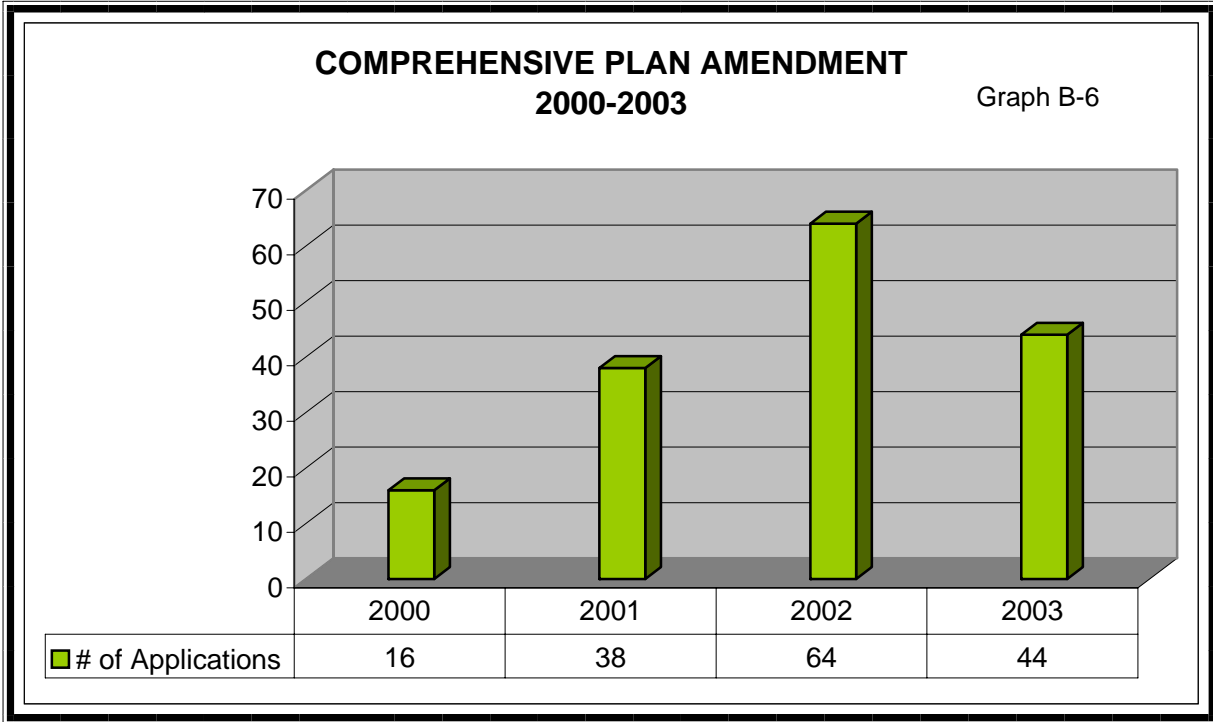


Graph B-5 provides a comparison of the Ordinance Amendment activity for the years 1997 through 2003.

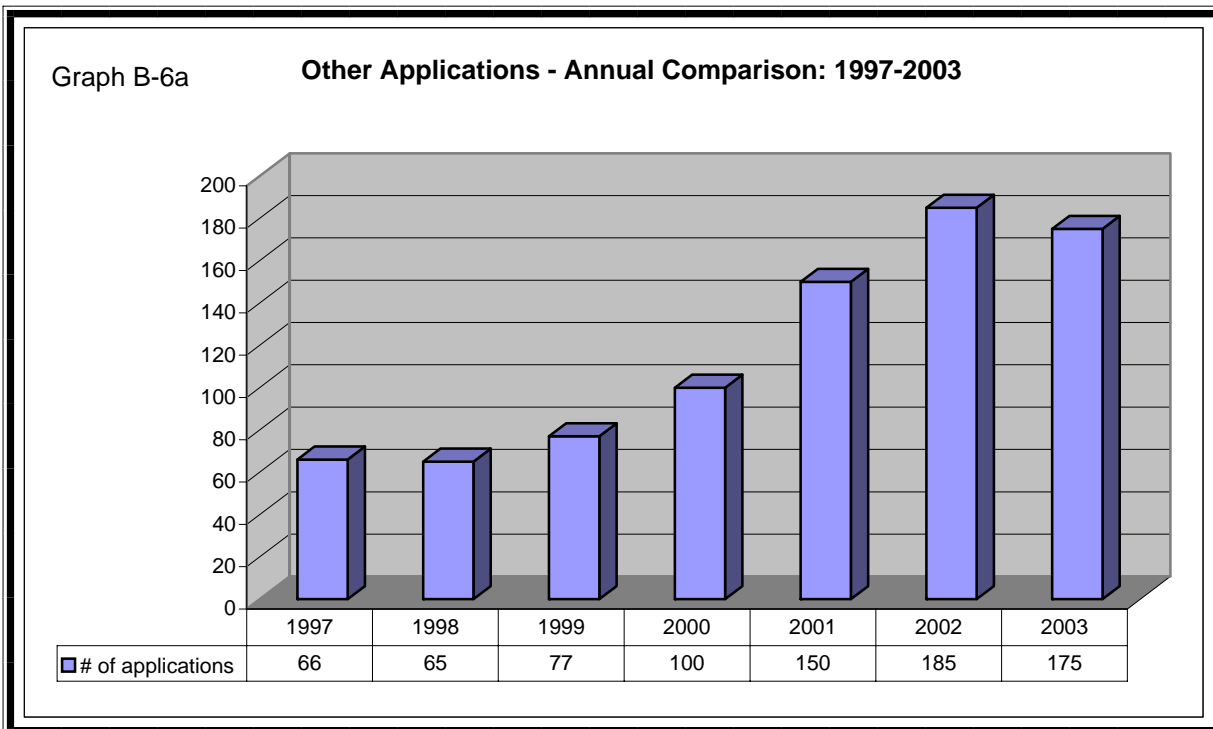


Commission Activity

GRAPH B-6 – provides a comparison of the Comprehensive Plan Amendment activity for the years 2000 through 2003.

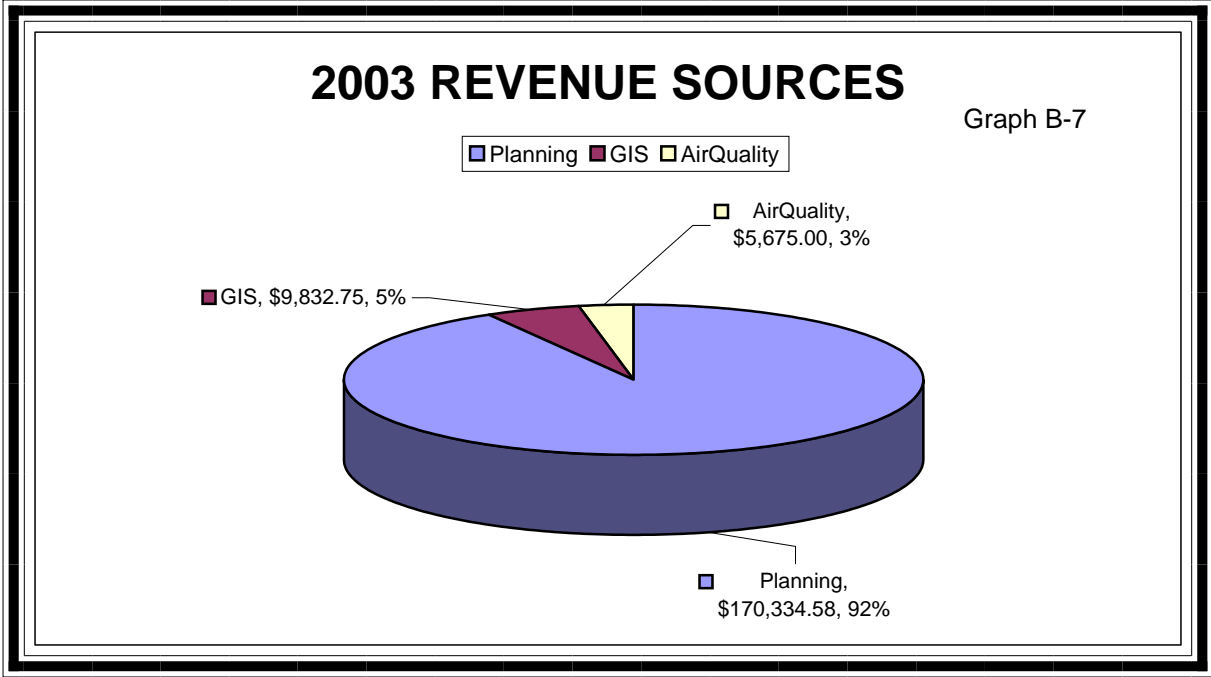


Graph B-6a provides a comparison of the Other activity for the years 1997 through 2003.



Commission Activity

Graph B-7 identifies the 2003 Revenue Sources for the Planning Department.



Commission Activity

As reflected by the foregoing information the Planning Commission addressed numerous issues during 2003. The following summary of ordinance amendments provides insight into the major issues addressed by the Planning Commission:

- ◆ **Handicap Accessible Parking Stalls** – Under the existing ordinance, new developments and any expansions greater than 20 percent to existing developments were required to provide handicap accessible parking. However, existing parking lots built prior to the incorporation of the handicap parking standards into the Rapid City Municipal Code were considered legal non-conforming parking lots and many do not have accessible parking. In an effort to further incorporate the Federal American's With Disabilities Act into the Rapid City Municipal Code, the Planning Commission's Subcommittee for Accessible Parking proposed an ordinance to modify the parking ordinance to make the provision of handicap accessible parking spaces a requirement when existing parking lots are re-stripped. City Council approved the ordinance amendment in March, 2003.

- ◆ **Temporary Airport Zoning District** – The proposed ordinance resulted from the annexation of the Rapid City Regional Airport. Upon annexation by the City lands are placed in a "No Use" status until an investigation and study of the zoning are completed. As the City has no existing zoning designation for an airport, the Temporary Airport Zoning District was proposed as an interim measure until the City could develop a permanent zoning district for airports in order to classify and regulate uses related to matters of property within the airport property boundaries. City Council approved the proposed ordinance in August, 2003.

- ◆ **Adult Oriented Businesses** – In July, 2002, the City Council approved an Adult Oriented Business ordinance intended to regulate adult oriented businesses for the health, safety, and welfare of the citizens of Rapid City, and to prevent the concentration of such businesses in Rapid City. Specifically, the ordinance prohibited sexually oriented businesses within 400 feet of residential zoning districts, the Central Business District and within 400 feet of certain other facilities. In response to continued public concerns an amendment to the ordinance was proposed to increase the distance from certain facilities from 400 feet to 1,000 feet. In addition, the proposed ordinance amendment increased the distance of operation between sexually oriented businesses from 400 feet to 1,000 feet and precluded the location of sexually oriented business in the residential zoning districts and in the Central Business District. City Council approved the proposed ordinance amendment in October, 2003.

- ◆ **Administrative Approval of Final Plats** – In order to improve public service delivery, an ordinance amendment was originally proposed in 2002 to significantly reduce the time required to obtain Final Plat approval. The ordinance proposed that after City Council approval of the Preliminary Plat, the applicant for a Final

Commission Activity

Plat could submit application to the Planning Department for administrative approval. Approval of the Final Plat required compliance with all existing City land use regulations, the adopted Comprehensive Plan and its policies, the adopted Zoning Ordinance, all stipulations of the Preliminary Plat approval and all other requirements of Chapter 16 of the Rapid City Municipal Code. These Final Plats would then be approved by the Planning Director and Public Works Director within 10 days of submittal streamlining the review process. The City Council denied the proposed ordinance in June, 2002. After numerous discussions with City Council members and the development community concerning the benefits of the administrative review process the City Council approved the proposed ordinance in October, 2003.

- ◆ **Storage and Parking of Trucks, Trailers and Commercial Vehicles** - The proposed ordinance was drafted in response to concerns from private citizens regarding the parking of oversized and commercial vehicles in residential neighborhoods. The ordinance would resolve discrepancies within the section of the Rapid City Municipal Code that address the storage and parking of trailers and commercial vehicles in residential zoning districts. The intent of the ordinance was to prohibit the parking of oversize vehicles, but not the parking of pick-ups or sport utility vehicles used for personal transportation, nor the temporary parking of vehicles providing a service to a property. Another component of the ordinance would have limited the amount of commercial signage to 16 square feet on commercial vehicles to be routinely parked in residential neighborhoods. City Council approved the proposed ordinance amendment in December, 2003 although the limitation on the size of advertising was removed from the approved ordinance.

Year 2003 Annexation Activity

Acknowledging the significant growth occurring beyond the corporate limits of the City, the City Council adopted the following annexation goals:

- ◆ The annexation of lands which are necessary for the orderly growth and development of the City;
- ◆ The annexation of lands which are urbanized or urbanizing to the extent that they require an urban level of services;
- ◆ The annexation of lands, the development of which effect the health and/or safety of the residents of the City; and,
- ◆ The annexation of lands to ensure an equitable tax base.

In addition to adopting the preceding goals the City Council also established the following short-term and long-term annexation priorities

Ranked Short-Term Priorities:

- 1 West 44th Street/Guard Camp (completed in 2001 @ 21.28 acres);
- 2 East Mall Drive (completed in 2001 @ 2.974 acres);
- 3 Chapel Valley (completed in 2001 @ .36 acres);
- 4 Braeburn (completed in 2001 @ 1.25 acres);
- 5 Phase 3 Robbinsdale to South Truck Route (completed in 2001 @ 32.4 acres);
- 6 Phase 4 Robbinsdale to South Truck Bypass (initiated and tabled in 2003);
- 7 Cambell East (completed in 2001

@ 77.272 acres);

- 8 South East Connector (partially completed 2003 @ 133.4682 acres);
- 9 South Cambell Street (partially completed in 2002 @ 62.87 acres);
- 10 North Valley Drive;
- 11 Pioneer Drive; and,
- 12 School Drive

Unranked Long-Term Priorities:

- ◆ Airport Phase 1 (partially completed 2003 – Airport only @ 1719.78 acres);
- ◆ Airport Phase 2 (partially initiated and tabled in 2003);
- ◆ Airport Phase 3;
- ◆ Cleghorn Canyon;
- ◆ Country Road;
- ◆ North (partially completed in 2003 @ 1031.73 acres);
- ◆ Rapid Valley Phase 1;
- ◆ Rapid Valley Phase 2;
- ◆ Red Rock Canyon;
- ◆ Sheridan Lake Road; and,
- ◆ South Highway 79

Moving forward with the adopted annexation goals, City Council directed staff to develop an annexation study for the involuntary annexation of a portion of the “North” area as identified in the Unranked Long-Term Priorities. Annexation of 1031.73 acres became effective January 5, 2003.

After initial requests for voluntary annexation were rejected by a property owner of a portion of the Short-Term Annexation Priority Area designated as “Southeast Connector”, staff developed an annexation study for the involuntary annexation of 133.4682 acres included City and State owned prop-

Annexations

erty comprising the right-of-way for the proposed Heartland Expressway. The Resolution of Annexation became effective July 7, 2003.

On March 20, 2003 Governor Rounds signed legislation that allows certain municipalities to annex territory in the vicinity of certain airports and to authorize non contiguous annexation of certain municipal airport property and the exercise of certain extraterritorial jurisdiction, effective July 1, 2003. Subsequently the City of Rapid City filed a voluntary annexation petition to annex the Airport property and rights-of-way. Section 9-4-14 South Dakota Codified Law allows the City to exercise a one and one quarter mile extraterritorial jurisdiction around the airport. City Council approved the annexation of the Rapid City Regional Airport in August, 2003.

Significant voluntary annexation activity occurred in 2003 comprising 2345.207 acres of the total annexed properties for the year. Several separate petitions for annexation resulted in the addition of 495.687 acres to the northeast area of the City, substantially located south and east of the intersection of Interstate 90 and Elk Vale Road. The voluntary annexation of the proposed Auburn Hills residential development contributed 80 acres to the far northern tip of the City limits just west of Haines Avenue. 47.04 acres south of Catron Boulevard and east of Wellington Heights Subdivision was voluntarily annexed. The subdivision of a small parcel of land immediately adjacent to the northwestern boundary of the Rapid City limits prompted the voluntary annexation of a 2.7 acre parcel. The voluntary annexation of Rapid City Regional Airport represents 1719.78 acres of land.

Annexations

Table 2 provides a breakdown of the 2003 annexation actions.

2003 Annexations			Table 2
Date	Location	Acreage	
1/5/2003	North Area Annexation	1031.7300	
2/6/2003	Elk Vale Road	130.7280	
2/9/2003	South of Catron Blvd/East of U.S. Hwy 16	47.0400	
5/4/2003	Railroad right-of-way south of Interstate 90 and Exit 61	8.9700	
7/2/2003	East of Elk Vale Road, west of Reservoir Road, north of Twilight Drive and south of Interstate 90 Exit 61	347.8600	
7/7/2003	Southeast Connector Area	133.4682	
7/22/2003	Auburn Hills Subdivision	80.0000	
8/10/2003	Hidden Valley Lane	2.7000	
9/8/2003	Big Sky Subdivision	8.1290	
9/29/2003	Airport	<u>1719.7800</u>	
	Totals	3510.4052	

Table 3 provides an twelve year history (1992 to 2003) of the acreage annexed into the city limits of Rapid City. The reduction in area experienced in 2000 is a result of the de-annexation of the Rapid City Regional Airport annexation area.

TWELVE YEAR ANNEXATION HISTORY			
1992 – 2003			
Table 3	<u>Acreage</u>	<u>Total</u>	<u>Total</u>
<u>Year</u>	<u>Annexed</u>	<u>Acreage</u>	<u>Sq Miles</u>
1992	184.660	22,252.718	34.770
1993	967.930	23,220.648	36.282
1994	227.495	23,448.143	36.638
1995	56.112	23,504.225	36.725
1996	1,147.455	24,651.710	38.518
1997	2,297.700	26,949.410	42.108
1998	337.440	27,466.026	42.916
1999	311.878	27,777.904	43.403
2000	-1,224.552	26,553.352	41.489
2001	561.1899	27,114.5419	42.366
2002	398.4253	27,512.9672	42.989
2003	3510.4052	31,023.3724	48.474

Tax Increment Financing

Tax Increment Financing is a vehicle by which improvements and development in blighted areas are financed. This financing method is invaluable for encouraging growth and development in areas with special development problems.

The following districts were adopted or dissolved during 2003:

- ◆ **District #38** – Approved in February, 2003, Tax Increment Financing District #38 will facilitate the development of commercial property located east of Elk Vale Road and south of Interstate 90 through public improvements including; water main from Beal Street, lift station, force main (sewer), gravity sewer, two drainage detention dams, Eglin Street, deceleration lane, intersection signalization and a 16 inch looped water main on Elk Vale Road. These improvements will bring water to properties along Elk Vale Road and, the connection to the proposed loop will provide additional water flows for the fire protection to the area. The public improvements are anticipated to enhance the future development of the area beyond this district.
- ◆ **District #39** – Approved in April, 2003, Tax Increment Financing District #39 will facilitate the development of commercial property located east of Century Road, north and west of East North Street and generally south of the railroad right-of-way and I-90 Exit 60. The project costs will include the following public improvements: relocation of Western Area Power Administration Power lines that cross the site, extension of existing water and sewer to the site, and construction of traffic signals and turn lanes on East North Street. Additionally, the plan includes the City's oversizing cost for the construction of 1300 lineal feet of Anamosa Street, including the cost of acquiring the right-of-way in excess of 100 feet. This tax increment plan will allow the commercial area to develop by assisting with the infrastructure costs and will enable the City to recover some costs associated with their portion of the Anamosa Street Construction.
- ◆ **District #40** – Approved in April, 2003, Tax Increment Financing District #40 will facilitate the development of low income housing located in an area west of S.D. Highway 79 and north of East Fairmont Boulevard. The project costs will include the following public improvements: E. Oakland Street improvements, sidewalks and storm drainage along E. Oakland Street and the extension of sewer and water to the site. This Tax Increment Plan will allow the residential area to develop by assisting with infrastructure costs. This additional residential development will increase the community's economic vitality and provide expanded housing opportunities for low and moderate income residents.
- ◆ **District 41** – Approved in July, 2003, Tax Increment Financing District #41 will

Tax Increment Financing

facilitate the extension of 5th Street in an area west of S.D. Highway 79, east of U.S. Highway 16 and north of Catron Boulevard. The proposed project costs will include a portion of the City's project costs for 5th Street and extraordinary grading costs on private property. The City's share of the costs includes a portion of the oversizing costs and the proportionate share of the street costs associated with the Rapid City Area School District property. The Tax Increment Plan will allow the extended 5th Street area to develop by assisting with infrastructure costs.

- ◆ **District #42** – Approved in December, 2003, Tax Increment Financing District #42 will facilitate the construction of a water reservoir and water tower in an area east of Elk Vale Road, south of Interstate 90 Exit 61 and west of Reservoir Road. This Tax Increment Plan will improve water flows for the new elementary school within the district, as well as the industrial park located south of the project plan and will provide better fire protection with the increased water pressure.

- ◆ **District #43** – Approved in October, 2003, Tax Increment Financing District #43 will facilitate the construction of a water reservoir to be located adjacent and west of Red Rock Estates. This Tax Increment Plan will facilitate the development of a storage facility and thereby provide an adequate water supply for Red Rock Estates and the surrounding properties. The water reservoir will also provide additional water pressure insuring adequate fire flows and enhancing public safety.

- ◆ **District #26** – Dissolved in December, 2003, Tax Increment Financing District #26 was established in 1993 to assist in the development of an automated ceramic mug manufacturing operation and to provide funds for utility improvements. The manufacturing development did not occur. Subsequently in 1998 an amended project plan was approved to support the development of a light industrial building by assisting in the cost of the extension of public infrastructure and to remove an abandoned underground tank. No funds were requested for the project and as no funds were expended for the project within the first five years from the date of approval, District #26 was dissolved.

A brief summary of the status of the 43 Tax Increment Districts brought before the City of Rapid City is provided in Appendix "A".

Geographic Information System (GIS)

In 2003, the Geographic Information System (GIS) Division completed some long-desired projects and began the upgrading of the system with new software and data. Time was finally available to complete several projects had been identified since the early days of the GIS. These included the production of City and County map books. GIS staff were able to lay out and publish several variations of street map books, including some with just the Rapid City area and some for the entire county. A key part of this process was the utilization of special software to automatically place street names and address ranges on the maps. Without this software, such labeling would have been prohibitively expensive in staff time.

Another project begun in 2003 was the establishment of a GIS users' group, with two meetings a month - one at the City-School Administration Center and one at the Pennington County Courthouse. These meetings serve as a vehicle for training and discussion of issues among the numerous staff GIS users. One other major advance was the introduction of a mapping application that allowed business and home users to access general map and parcel information over the internet. Named *RapidMap*, this service has become very popular with area realtors, surveyors, engineers and businesses. It has

been used for everything from teaching school children about mapping to a research tool for title



companies.

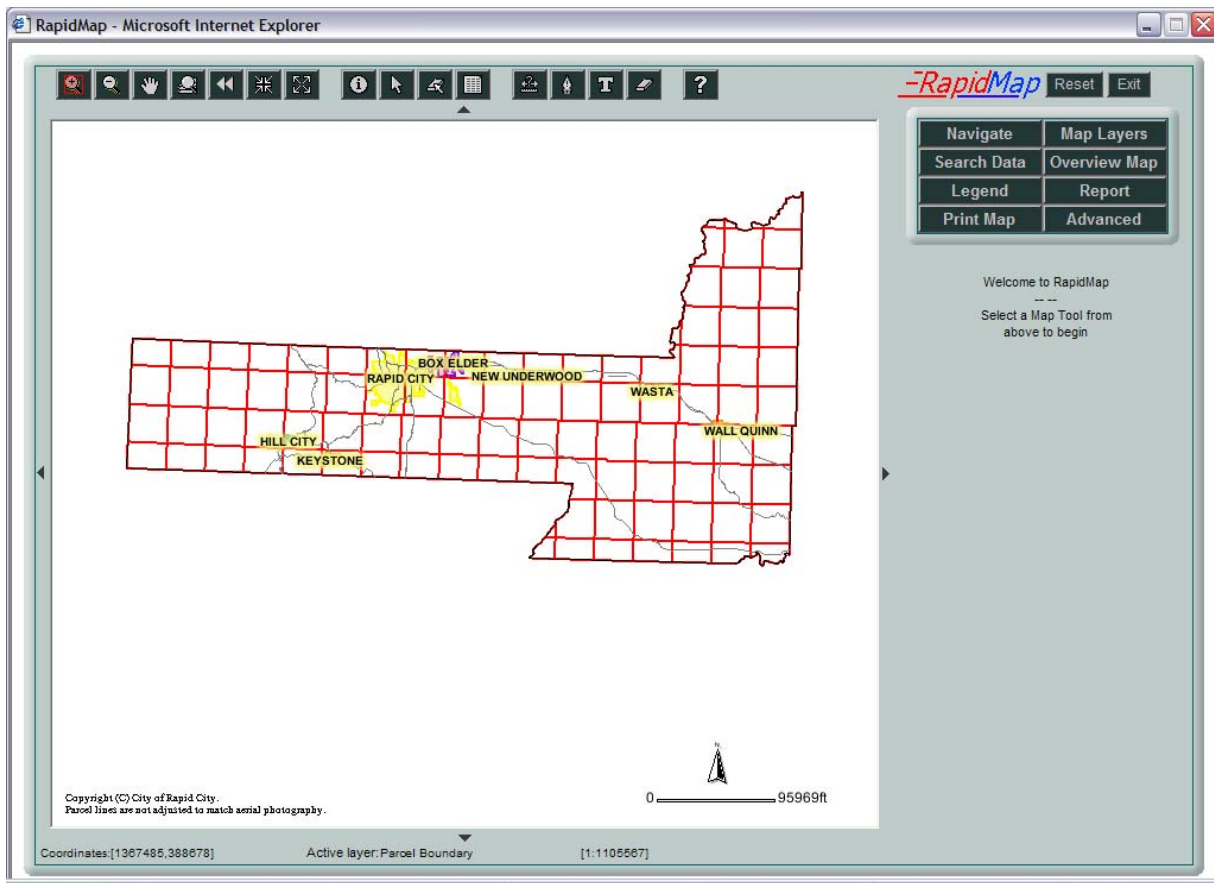
With the introduction of a major software rewrite by the GIS vendor, the Division began an initiative to convert the available data to the new format, rewrite the existing applications and programs, and train City and County staff in the use of the new system. Division staff also received training in administration, editing, and programming. By the end of the year, GIS personnel completed the system set up on a new data server and the specification for map layers in the new format, then began moving data into the new system. Initial software installations and training for City and County GIS users were also begun.

In addition to new projects, GIS personnel advanced some of the on going work. Under the leadership of the GIS staff, City and County staff established a system for checking, correcting, and adding new addresses to the GIS and other databases. Road data was also continually updated and improved. In addition to internal projects, GIS personnel provided leadership for projects in

Geographic Information System

other departments. For example, the City Water Division completed the mapping of water valves and hydrants in a project designed and managed by the GIS Division.

Screen Shot of *RapidMap* interactive web-based mapping program.



Transportation Planning

TRANSPORTATION STUDIES

Eglin Street Corridor Study

The City of Rapid City in conjunction with the Rapid City Area Metropolitan Planning Organization (MPO) and the South Dakota Department of Transportation (SDDOT) contracted in late 2002 with Ferber Engineering Company and Interstate Engineering, Inc. to develop a Corridor Study for the Eglin Street Corridor from Lacrosse Street on the west to one-half mile east of Elk Vale Road.

Eglin Street currently exists as a two-lane road between East Anamosa Street and Elk Vale Road, providing primary access to Menards, the South Dakota Department of Transportation offices, the Kanab Pipeline Rapid City Terminal, and numerous industrial and commercial uses located south of I-90 between East Anamosa Street and Elk Vale Road. The South Dakota Department of Transportation is planning the reconstruction of Exit 60 (East North Street), and Exit 61 (Elk Vale Road) in the next two to three years. Reconstruction of these interchanges will result in changes to the alignment of Eglin Street and reconfiguration of the intersection of Eglin Street and Elk Vale Road. The interchange reconstruction as well as the pending extension of Mall Drive from LaCrosse Street to Elk Vale Road will alter transportation infrastructure in this area.

The study provided recommendations on the following issues:

- Alternate alignments for Eglin Street
- Potential impact of these proposed changes on the level of service of existing and proposed streets and intersections
- Weaving movements related to Exit 60 and 61
- Traffic signal installations including phasing, signal timing, and timing coordination with other existing signals
- Roadway alternative impacts on the sanitary sewer collection system
- Dyess Avenue and its relationship to Eglin Street
- Continuation of Eglin Street east of Elk Vale Road

The study was completed and adopted in the fall of 2003.

Intelligent Transportation System Master Plan

The Rapid City MPO Intelligent Transportation System Master Plan for Integration Strategies was completed in 2003 and defines a comprehensive program that will improve a variety of aspects of the transportation system. The study was undertaken in three phases: Phase One defined the foundation upon which future Intelligent Transportation Systems programs will be based, the is-

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ues facing the Rapid City area, and specific projects to address those issues; Phase Two defined the timelines for deployment and the specific measures of effectiveness for the projects outlined in Phase One; Phase Three, completed concurrently with Phases One and Two and presented a regional architecture consistent with the existing statewide ITS architecture. The Master Plan will be used to coordinate traffic issues using state of the art technology with the City of Rapid City, the County of Pennington, and the State Department of Transportation, including such things as automated de-icing, train detection for emergency response, signal system enhancement planning, dynamic message signs / detection, emergency vehicle preemption, and active speed warnings / icy condition warnings.

Jackson Boulevard Extension Corridor Analysis

The Jackson Boulevard Extension Corridor Analysis began in late 2000 and analyzes the potential for extending Jackson Boulevard north as a connection between West Main Street and Omaha Street. The analysis identifies potential impacts upon the drainage basins, railroad crossings, water and sewer tie-ins, traffic impacts and street network continuity. The study area includes Rapid Creek as the northern boundary, Sheridan Lake Road as the western boundary, Jackson Boulevard as the southern boundary, and West Boulevard as the eastern boundary. The study is expected to be adopted in 2004.

The primary purpose of the study was to evaluate the effectiveness of the Jackson Boulevard Extension to achieve the following:

- Provide relief to congestion on the Mountain View Road commercial corridors
- Allow for improved distribution of traffic between the east-west Omaha Street and W. Main Street Corridors through “The Gap” connecting western Rapid City with downtown

In addition, alternative improvements including intersection improvements within the study area were analyzed to evaluate their effectiveness to achieve the same goals.

US Highway 16 Corridor Analysis

The US Highway 16 Corridor Analysis has two major components; one will address the street network of the existing and proposed roads within the area and the second component will identify the future land use within the study area. The primary goals of this study in regard to the US Highway 16 Corridor are: 1) to reduce accidents and ensure future traffic safety; 2) maintain an acceptable level of service; and, 3) preserve capacity of US Highway 16. These goals are to be met while promoting appropriate land use and an adequate street network for the surrounding area. The City of Rapid City is working on this study in conjunction with the Regional Office of the South Dakota Department of Transportation to ensure that the street network and the study recommendations

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ensure that US Highway 16 maintains its functionality of a principal arterial street. The Corridor Analysis is expected to be finished in 2004.

Traffic Forecasting

The Transportation Planning Division purchased TransCAD, a travel demand forecasting software program. This software integrates data from the geographic information system, utilizing the existing and future land use data, street network data, and traffic counts to replicate existing traffic flows for planning purposes. A consultant was hired to convert the existing TModel2 traffic model to TransCAD. The consultant also provided recommendations the City can follow to enhance the current traffic forecasting program, including the potential for origin-destination studies or trip generation studies. The calibrated model conversion will be completed in early 2004 and will provide traffic modeling with 2000 traffic flows (base year) and future traffic flows (2025).

Rapid Transit System

The Transportation Planning Division initiated work on updating the 2004-2008 Transit Development Plan for the transit system and will provide a five-year program for transit services. The first step is complete and includes a service needs analysis, intended to determine the current status of the local transit system in light of federal and state mandates by analyzing the existing transportation and socio-economic issues and how the transit system can address those issues. The consultant will continue establishing a strategic di-

rection for the Rapid Transit System and identify potential improvements / alternatives that are available. As part of the needs analysis, the consultant will identify new and existing transit and paratransit issues in the Rapid City Area MPO. The Transit Development Plan will address several issues including:

- The increasing system operation costs (fuel, personnel, etc.) that require maximum efficiencies and growing capital costs, encouraging effective procurement strategies.
- Transit service equity issues that arise due to the Environmental Justice Executive Order.
- The increasing technology opportunities (smart cards, traffic signal prioritization for transit vehicles, and other ITS applications) that may become more affordable and should be streamlined into operation and capital investments.
- The continued route productivity monitoring and appropriate restructuring that may be necessary.
- The greater transit promotion and outreach techniques with private sector employers that hold great potential in tapping new markets.
- The innovative transit service alternatives and associated vehicle replacement strategies that have gained increasing support among local transit professionals and elected leaders.
- The residential and commercial

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growth that has continued to occur throughout the city, requiring the transit service to respond to the evolving needs of the population, its geographic coverage and its demographic characteristics.

- The need for a temporary bus snow route system design.
- The concept of "cost-pricing" both transit and paratransit fares based on the length and time of trip, that may assist revenue enhancement and service productivity.

The 2004-2008 Transit Development Plan will be completed by June 2004.

Rapid City Bikeway/Walkway Plan

The Transportation Planning Division and the Traffic Operations Division, with input from the City's Bike Walk Run Committee developed a bikeway/walkway plan for the Rapid City area. A major component of this process was the identification of corridors best suited for new bike paths, on-street bike lanes, or streets that should be designated as bike routes. Additional components of the plan include safety, access to schools and major employers, design requirements and a prioritization plan. The draft plan has been presented to the Planning Commission, City Council and the Metropolitan Planning Organization transportation committees and is expected to be adopted by mid-2004.

Airport Neighborhood Area Future Land Use Plan

The Rapid City area is an ever changing

community which has experienced an estimated 8.4 percent population growth since 1990. The region offers unparalleled amenities that have attracted new businesses and residents. In order to preserve its quality of life, yet continue to attract new business and investment to the community, the City must plan its future. The Future Land Use Plan is the framework for ensuring orderly and efficient growth of the community.

The Airport Neighborhood Area Future Land Use Plan is an indispensable tool for all sectors of the community. Local government can invest public infrastructure dollars more wisely if the location and magnitude of anticipated growth is identified. Private sector businesses can use the Plan to make more accurate growth projections and better position themselves to meet the needs of the future population. The Plan will provide developers and landowners with a clear idea of the location and type of development desired by the community, thus saving time and money in assembling development plans. The Plan will enable individual citizens to be more aware of how the community and their specific neighborhoods will develop, assisting them in making more informed decisions about where to live and work.

The purpose of the plan will be to provide the community with sound guidance on which to base their land use decisions. The study area includes land within the corporate city limits, the three-mile platting jurisdiction and the MPO planning jurisdiction. The Airport Neighborhood Area Future Land Use Plan will identify compatible land uses surrounding the Rapid City Regional

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Airport to help protect the airport operations and provide the area landowners with a vision for the future.

The Airport Neighborhood Area Future Land Use Plan is anticipated to be complete by late 2004.

OPERATING DOCUMENTATION

Transportation Improvement Program

Each year the Transportation Planning Division develops the Transportation Improvement Program (TIP), which is a staged five-year priority list for transportation projects in the Rapid City Area. Much of this process involves coordination with the South Dakota Department of Transportation, as well as member entities of the Rapid City Area Metropolitan Planning Organization (MPO) and the public.

The TIP process is required by federal mandates governing the transportation planning process. The TIP is intended to serve as a fiscal management tool to assist state and local agencies in matching transportation needs with resources. This process provides local officials and the general public the opportunity to identify, evaluate, and select short-range community transportation improvements. Emphasis is placed on projects that have been identified in the Long Range Transportation Plan for the Rapid City Area MPO.

Metropolitan Planning Organization Boundary Expansion

The Metropolitan Planning Organization expanded its boundary in 2003 to incorporate portions of Meade County based on Rapid City's urbanized area determined by the 2000 Census. The urbanized boundary is developed to accommodate a 20 year projected growth area for Rapid City as required by the Federal Highway Administration. This boundary expansion will provide Rapid City and the surrounding areas an opportunity to cohesively plan for road networks as a coordinated effort. As part of this boundary expansion, all the operating documents for the Metropolitan Planning Organization were revised to include Meade County into its membership.

Inventory Compilations

The Transportation Planning Division provides staff support to the Future Land Use Study through the design and development of future land use inventory compilations. These compilations provide a cohesive match between the future land use data requirements and the traffic forecasting model land use inputs. Additionally staff has designed the process for growth projections using community-wide and neighborhood data. The Transportation Planning Division completed another physical inventory of existing land uses within the entire planning boundary and provides a comparison to the previous physical inventory finished in 1995. All building permits issued in 2003 within the metropolitan planning study area were added to this physical inventory.

The Transportation Planning Division in

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conjunction with the Public Works Department coordinated the traffic counts used for travel demand management, trip generation studies and traffic forecasting model as well as the geographic information system inputs. Currently, there are over 300 traffic count locations within the Rapid City planning area.

APPENDIX A

Tax Increment Districts

Tax Increment Districts

<i>District #</i>	<i>Project Description</i>	<i>District Created</i>	<i>District Status</i>	<i>Purpose</i>
01	West Park Apartments	March 1983	Dissolved June 6, 1988 at Developer Request	renovation of West Park Annex into apartments for low income elderly housing under S.D. Housing Authority Rental Rehabilitation Program
02	City of Rapid City	February 1985	Dissolved February 5, 1990	fund Rapid City's participation in the Main Street Program and the Downtown Development Corporation
03	City of Rapid City	May 1985	Dissolved December 4, 1989	to encourage redevelopment of vacant or deteriorated properties in the district
04	Civic Center Block 18		District never created	to encourage the development and re-development of the area by using district funds for public improvements
05	Barber Warehouse	December 1986	Project Plan never implemented by Developer	finance acquisition of land for proposed renovation of Barber Warehouse and construction of 32 car parking lot
06	Rapid City Economic Development Foundation	September 1986	Dissolved September 8, 1998	provide matching funds for State Industrial Roadway Grant to extend Creek Drive and to also help fund waterline extensions
07	Walpole Heights Subdivision (Ridco, Inc.)	July 1987	Active	fund grading and drainage improvements
08	Lewis & Kirkeby Office Site	July 1987	Dissolved June 1, 1992	finance acquisition and clearing of property for proposed new office building
09	Proposed Re-creation of TID #1		District never created	rehabilitation of structure to allow for elderly low income housing
10	Civic Center Plaza Hotel and Block 18 area	August 1988	Dissolved July 7, 2003	fund acquisition of privately owned property in the Block 18 area, the reconstruction of New York Street, drainage improvements and parking lot improvements
11	North of Rushmore Regional Industrial Park		District never created	fund the installation of public utilities and paving of right-of-way to district

<i>District #</i>	<i>Project Description</i>	<i>District Created</i>	<i>District Status</i>	<i>Purpose</i>
12	Milwaukee Road Freight House	October 1988	Dissolved February 4, 1991	fund public utility improvements and fund landscaping in accordance with Omaha Street Corridor Study
13	Federal Express Package Handling Facility	April 1989	Dissolved July 17, 1989	development of Federal Express distribution facility including site grading and fill
14	Rapid City Economic Development Foundation		District never created	
15	Workrite Uniform Company (Conseco)	July 1989	Dissolved, August 2001	land acquisition, site preparation, paving, landscaping and professional services to assure business location in Rapid City and creation of new jobs
16	Rapid City Economic Development Foundation	September 1989	Dissolved December 4, 1989	site development costs
17	Federal Express Package Handling Facility	September 1989	Active	grade and fill site in order to elevate the building above the base flood elevation, landscaping
18	Horizon's, Inc.	January 1990	Active	site preparation, parking, lot paving, other site improvements and landscaping
19	Speigel, Inc.	August 1990	Active	land acquisition and other site development costs
20	Super Valu Stores, Inc.	May 6, 1991	Rescinded May 20, 1991	assist with relocation costs for mobile home park residents and extraordinary site development costs
21	Warren Windows, Inc.	August 1991	Dissolved July 10, 2000	paving of parking and loading areas; landscaping and irrigation improvements
22	HiQual Manufacturing	August 1992	Dissolved January 20, 2003	land acquisition, site preparation, building construction and landscaping costs
23	New Town Plaza		District Plan Denied December 21, 1992	assist with extraordinary site redevelopment costs for retail strip mall

<i>District #</i>	<i>Project Description</i>	<i>District Created</i>	<i>District Status</i>	<i>Purpose</i>
24	Century Resources	January 1993	Active	demolish existing building, remove old foundation, repair retaining wall along Mountain View Road, improve existing driveway approach and professional fees associated with these portions of the project
25	Park Drive	July 1993	District Dissolved: 8/20/2001	finance the public portion of the cost of completing Park Drive from Westridge Road to the Corral Drive school site and Wonderland Drive from Rosemary Lane to Park Drive, as well as extension of water and sewer mains in the same area
26	Timberline Corporation (Commerce Park LLC)	December 1993	Dissolved 12-15-03	Amended to fund extension of public infrastructure to the area and for removal of abandoned underground tank
27	South U. S. Highway 16	June 1994	Dissolved February, 2002	extension of central sewer and water service to the U. S. Highway 16 South area
28	Wall to Wall Sports	September 1998	Dissolved February 7, 2000	construct road, oversize sewer and water lines
29	FiberSwitch Technologies	October 1998	Active	waterline, curb, gutter & sidewalks, install asphalt paving and other improvements
30	Gateway Gardens Assisted Living Facility		Never Created	
31	Jolly Lane Drainage Improvements for Children Home's Society foster care facility	8/6/01	District dissolved March 18, 2002	construct storm drainage pipe and related improvements and construct additional detention cell
32	Red Rocks Tax Increment District	11-5-01	Active	water transmission lines, ground water storage tank, drainage improvements
33	Fenske Media	12/17/01	Active	facilitate acquisition of 15 acre site for construction of 50,000 sq/ft building
34	Black Hills Harley Davidson	12-17-01	Active	extend City water under I-90 to serve commercial/light industrial district in Deadwood Ave area north of I-90

<i>District #</i>	<i>Project Description</i>	<i>District Created</i>	<i>District Status</i>	<i>Purpose</i>
35	Children's Home Society Foster Care Facility	March 18, 2002	Active	fund drainage improvements in the Race Track and Unnamed Tributary Drainage Basins adjacent to Elk Vale Road
36	Disk Ddrive Extension	October 15, 2002	Active	Construction of Disk Drive relocation of pipeline
37	Severson Drive	Never Created	District Denied August 5, 2002	to extend Severson Drive north into the Dunham Development
38	Heartland Retail Center	February 17, 2003	Active	facilitate the development of commercial property located east of Elk Vale Drive through the construction of public improvements including: water main from Beal Street, Sanitary lift station, force main sewer extension, gravity sewer extension, 2 drainage detention dams, Eglin Street road improvements, deceleration lane, intersection signalization and 16 inch looped water main on Elk Vale Road
39	East Rapid Plaza	April 21, 2003	Active	67 acre retail commercial development; relocate Western Area Power Administration power lines, extend existing water and sewer and construct traffic signals and turn lanes on East North Street
40	South Creek Village	May 19, 2003	Active	South Creek Village Affordable Housing Development 72-unit cottage-style low-income housing extend existing water and sewer, construct Oakland Street improvements, sidewalks, storm drainage, and site improvements
41	Fifth Street Extension south to Catron Boulevard	July 21, 2003	Approved	to complete Fifth Street road connection south from existing terminus to Catron Boulevard

<i>District #</i>	<i>Project Description</i>	<i>District Created</i>	<i>District Status</i>	<i>Purpose</i>
42	Timmons Boulevard Road Reconstruction	December 1, 2003	In Process	will facilitate the construction of a water reservoir and water tower in an area east of Elk Vale Road, South of Interstate 90 Exit 61 and west of Reservoir Road. This Tax Increment Plan will improve water flows for the new elementary school within the district, as well as the industrial park located south of the project plan and will provide better fire protection with the increased water pressure.
43	Red Rocks Phase II Water Reservoir	October 6, 2003	In Process	Construction of a water water reservoir - Provide water for Red Rock Estates and surrounding area