



Rapid City Planning Commission

Comprehensive Plan Amendment Project Report

May 27, 2021

Applicant Request(s)	Item #3
Case #21CA001-Comprehensive Plan Amendment to revise the Major Street Plan	
Companion Case(s) –N/A	

Development Review Team Recommendation(s)
The Development Review Team recommends denial of the Comprehensive Plan Amendment.

Project Summary Brief
<p>The applicant has submitted an Amendment to the Comprehensive Plan to revise the Major Street Plan by removing a portion of a minor arterial street.</p> <p>Specifically, the applicant is proposing to eliminate the segment of Fairmont Boulevard between Cambell Street and the RCP&E Railroad right-of-way, a distance of approximately 490 feet, from the Major Street Plan.</p>

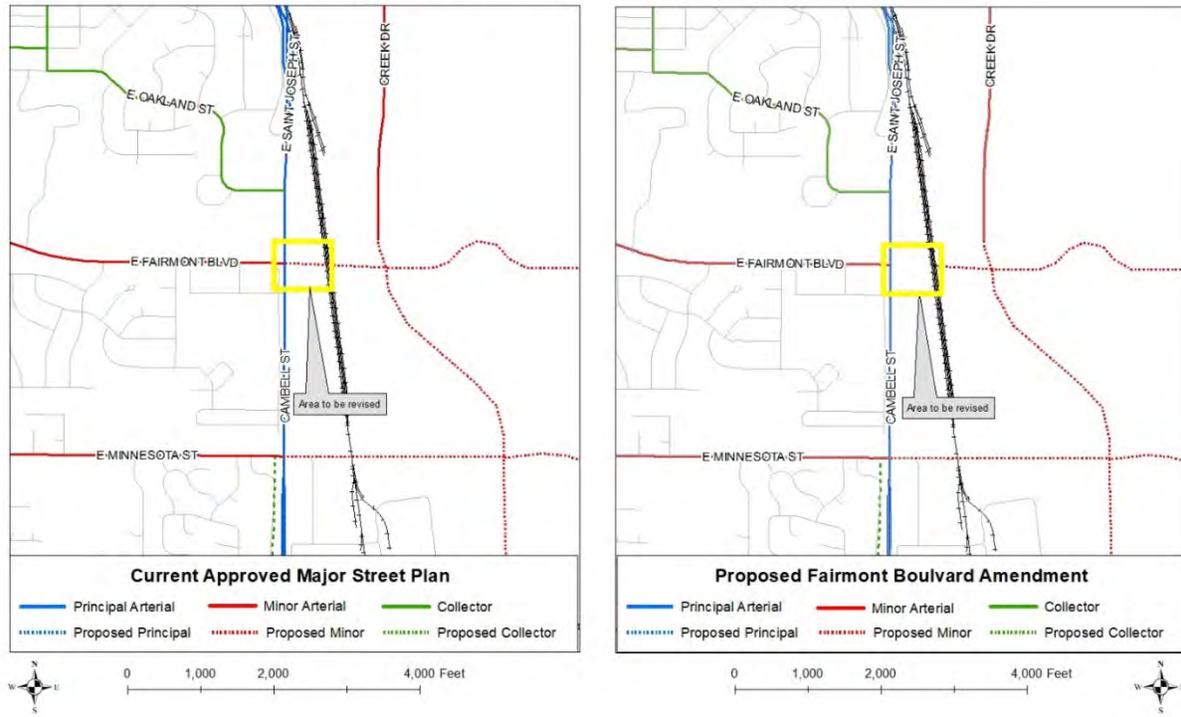
Applicant Information	Development Review Team Contacts
Applicant: 605 Storage LLC	Planner: Kip Harrington
Property Owner: Various	Engineer: Todd Peckosh
Architect: N/A	Fire District: Tim Behlings
Engineer: N/A	School District: Kumar Veluswamy
Surveyor: N/A	Water/Sewer: Todd Peckosh
Other: N/A	DOT: Stacy Bartlett

Subject Property Information	
Address/Location	Existing Fairmont Boulevard ROW between Cambell Street and RCP&E Railroad ROW
Neighborhood	Southeast Connector Neighborhood Area
Subdivision	Section 17, T1N, R8E & Section 8, T1N, R8E
Land Area	N/A
Existing Buildings	N/A
Topography	Flat
Access	N/A
Water Provider	Rapid City
Sewer Provider	Rapid City
Electric/Gas Provider	Black Hills Power/MDU
Floodplain	N/A
Other	

Subject Property and Adjacent Property Designations			
	Comprehensive Plan	Existing Land Use(s)	Existing Zoning
Subject Property	LI	ROW	ROW
Adjacent North	LI	Industrial	HI
Adjacent South	LI	Industrial	HI
Adjacent East	HI	Railroad ROW	HI
Adjacent West	LI	ROW	ROW

Relevant Case History			
Case/File#	Date	Request	Action
N/A	N/A	N/A	N/A

Major Street Plan Amendment 21CA001



Comprehensive Plan Conformance – Efficient Transportation and Infrastructure Systems Chapter

Goal TI-1.1: Coordinate the planning, construction, and maintenance of utility and transportation infrastructure projects to maximize benefits and efficiency.

Goal TI-1.1A: Project Alignment and Prioritization-Coordinate infrastructure-planning efforts between Public Works and Community Development to align the prioritization horizons of projects that use the same right-of-way.

Goal TI-1.2: Proactively plan for utility and transportation infrastructure construction, maintenance, and improvements.

Goal TI-1.2B: Infrastructure Projects Informed By Plans-Use the land use and transportation plans (including, but not limited to the Future Land Use plan and the Major Street Plan) to inform and help prioritize infrastructure projects.

Goal TI-2.1: Synchronize the transportation system with land use needs.

Goal TI-2.1A: Major Street Plan Integration-Integrate the Major Street Plan into land use planning and the development review process in order to ensure the development and maintenance of a complete roadway network.

Goal TI-2.1F: Transportation Standards And Plans-Ensure all development and redevelopment projects conform to the City’s adopted engineering standards and criteria, and help to implement all adopted transportation plans.

Comprehensive Plan Conformance – Neighborhood Area Policies Chapter	
Neighborhood:	Southeast Connector
Neighborhood Goal/Policy:	Goal SEC-NA1.1J: Urban Services-Allow the extension of City infrastructure within the Urban Services Boundary to serve new and existing development.

Comprehensive Plan Conformance – Growth & Reinvestment Framework Chapter
Goal GDP-N2: Connectivity- Provide a continuous network of sidewalks, bicycle paths, and roadways within and between neighborhoods.

Planning Commission Comprehensive Plan Policy Guidance for Approval or Denial
In considering an application for approval or denial the Planning Commission finds that the application either complies or does not comply with the following values, principles, goals, and policies within the Rapid City Comprehensive Plan:

Comprehensive Plan Conformance – Core Values Chapters

	A Balanced Pattern of Growth
BPG -1.2D	Public Infrastructure Coordination-The proposed Major Street Plan revision will remove a portion of a Minor Arterial street from an established transportation and utility corridor.
	A Vibrant, Livable Community
LC-2.2A	Neighborhood Connections-The proposed revision will eliminate the possibility of creating connections between the established neighborhoods west of Cambell Street and new development east of Cambell Street.
LC-2.2B	Infrastructure Connections-The proposed revision does not provide opportunity for additional infrastructure linkages and does not maximize investment in infrastructure or enhance neighborhood connectivity.
	A Safe, Healthy, Inclusive, and Skilled Community
SHIS-1.1	Continue to provide high quality community safety services-Removal of this road segment from the Major Street Plan creates a gap in the transportation system along a Minor Arterial that could provide direct access to the hospital from the areas east of Cambell Street.
	Efficient Transportation and Infrastructure Systems
TI-1.1 TI-1.2	<p>TI-1.1: Coordinate the planning, construction and maintenance of utility and transportation infrastructure projects to maximize benefits and efficiency.</p> <p>TI-1.2: Proactively plan for utility and transportation infrastructure construction, maintenance, and improvements.</p> <p>The proposed Major Street Plan Amendment does not align with existing and future utility infrastructure improvements. The proposed change is not consistent with the intent of Chapter 6 by providing efficient transportation and infrastructure systems.</p>

	Economic Stability and Growth
EC-3.2C	Infrastructure Improvement Coordination-The proposed revision does not coordinate priority residential and employment growth areas with public infrastructure improvements to maximize investments and economic returns.
	Outstanding Recreational and Cultural Opportunities
	N/A
	Responsive, Accessible, and Effective Governance
GOV-2.1.A	The Planning Commission will consider the Comprehensive Plan Amendment and forward a recommendation to the City Council for review and approval. The public has an opportunity to provide input at these meetings.

Planning Commission Criteria and Findings for Approval or Denial	
Pursuant to Section 2.60.160.D of the Rapid City Municipal Code the Planning Commission shall consider the following criteria for a Comprehensive Plan Amendment:	
Criteria	Findings
1. Whether the proposed change is consistent with the policies and overall intent of the comprehensive plan.	<p>Plan Rapid City identifies two goals applicable to the Major Street Plan Amendment:</p> <p>Goal TI-1.1: Coordinate the planning, construction and maintenance of utility and transportation infrastructure projects to maximize benefits and efficiency.</p> <p>Goal TI-1.2: Proactively plan for utility and transportation infrastructure construction, maintenance, and improvements.</p> <p>Removing a portion of a proposed Minor Arterial street from the Major Street Plan does not further the goals of the comprehensive plan. The proposed change is not consistent with the intent of Chapter 6 by providing efficient transportation and infrastructure systems.</p>
2. Whether the proposed change is warranted by changed conditions within the neighborhood surrounding and including the subject property.	No changed conditions have been identified
3. Whether and the extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject land.	The proposed Major Street Plan Amendment disrupts roadway network continuity while precluding future access to existing and proposed residential and non-residential land uses. The proposed amendment does not appear to be compatible with the existing uses on the properties as well as the adjacent properties.

4. Whether and the extent to which the proposed amendment would adversely affect the environment, services, facilities and transportation.	The proposed Major Street Plan Amendment will have an adverse effect by creating a discontinuous east-west corridor that extends from Mount Rushmore Road to Elk Vale Road, and provides access to medical and educational facilities. This results in a north-south gap of 2 miles east of Cambell Street, which will add additional congestion to existing roadways and will increase travel times as the City continues to grow to the east.
5. Whether and the extent to which the proposed amendment would result in a logical and orderly development pattern.	The proposed Major Street Plan Amendment does not provide continuous roadway networking and integration with future utility corridors. Amending the Comprehensive Plan by adopting the proposed Major Street Plan Amendment will not help improve transportation and utility facilities,
6. Whether and the extent to which the proposed amendment adversely affects any other part of the city, or creates any direct or indirect adverse effects.	The proposed Major Street Plan Amendment will result an adverse effect on the overall transportation network by creating a discontinuous east-west corridor that provides direct access to the hospital and schools.

Summary of Findings	
<ul style="list-style-type: none"> <li data-bbox="250 884 282 905">• 	<p>Extending Fairmont Boulevard from Cambell Street to the east will require providing a crossing over the RCP&E Railroad right-of-way. Staff recognizes the cost associated with the crossing. However, future development east of this area may warrant this street connection as the city continues to grow.</p> <p>Removing this portion of Fairmont Boulevard from the Major Street Plan may support the vacation of right-of-way, eliminating the option of any future street connection. Fairmont Boulevard creates a direct east-west corridor to the hospital and schools. Removing this portion of Fairmont Boulevard from the Major Street Plan results in a north-south gap of 2 miles east of Cambell Street, which will add additional congestion to existing roadways and will increase travel times as the city continues to expand to the east.</p> <p>As noted within this report, the proposed Comprehensive Plan Amendment does <u>not</u> conform with the six review criteria established in Section 2.60.160(D) of the Rapid City Municipal Code.</p>

Staff recommends denying the request to amend the Comprehensive Plan to revise the Major Street Plan by removing a portion of a minor arterial street.