



# Rapid City Planning Commission

## Comprehensive Plan Amendment Project Report

March 9, 2023

Applicant Request(s)	Item #3
Case #22CA001-Comprehensive Plan Amendment to revise the Major Street Plan	
Companion Case(s) –23PL152-Preliminary Subdivision Plan to Create 7 Lots	

Development Review Team Recommendation(s)
The Development Review Team recommends <b>acknowledgement of the withdrawal</b> of the Comprehensive Plan Amendment.

Project Summary Brief
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**Update: 2/15/23 (All revised or added text is shown in bold text) This item was originally on the January 26, 2023 Planning Commission agenda. At the applicant’s request, the item was continued to the February 23, 2023 Planning Commission meeting. On February 10, 2023, the applicant withdrew the application. Staff recommends that the Planning Commission acknowledge the withdrawal of the application.**

The applicant has submitted an Amendment to the Comprehensive Plan to revise the Major Street Plan by reclassifying a portion of Dunsmore Road from a Minor Arterial street to a Collector street. Specifically, the applicant is proposing to reclassify the segment of Dunsmore Road between Sheridan Lake Road and Portrush Road, a distance of approximately 3,227 feet.

The applicant has also submitted a Preliminary Subdivision Plan to create 7 lots adjacent to and west of Dunsmore Road. There is currently an existing self-storage facility located on proposed Lot A adjacent to Dunsmore Road that was developed in Pennington County. As a part of the platting process, the property must be annexed into the City of Rapid City.

Additional right-of-way is required to be dedicated from proposed Lot A. The security fence for the self-storage property is within the area of right-of-way dedication and must be relocated. There are existing self-storage buildings adjacent to Dunsmore Road where access would be impacted and could become problematic.

The applicant has submitted the Amendment to the Comprehensive Plan to revise the Major Street Plan in order to decrease the required right-of-way as specified in the Infrastructure Design Criteria Manual.

Applicant Information	Development Review Team Contacts
Applicant: Dean & Jill Hamm Trust- Christopher Hamm, Trustee	Planner: Kip Harrington
Property Owner: Storage Place, LLC-Chris Hamm, President	Engineer: Emily Fisher
Architect: N/A	Fire District: Chip Premus
Engineer: KTM Design Solutions, Inc.	School District: Kumar Veluswamy
Surveyor: N/A	Water/Sewer: Emily Fisher
Other: N/A	DOT: Mike Carlson

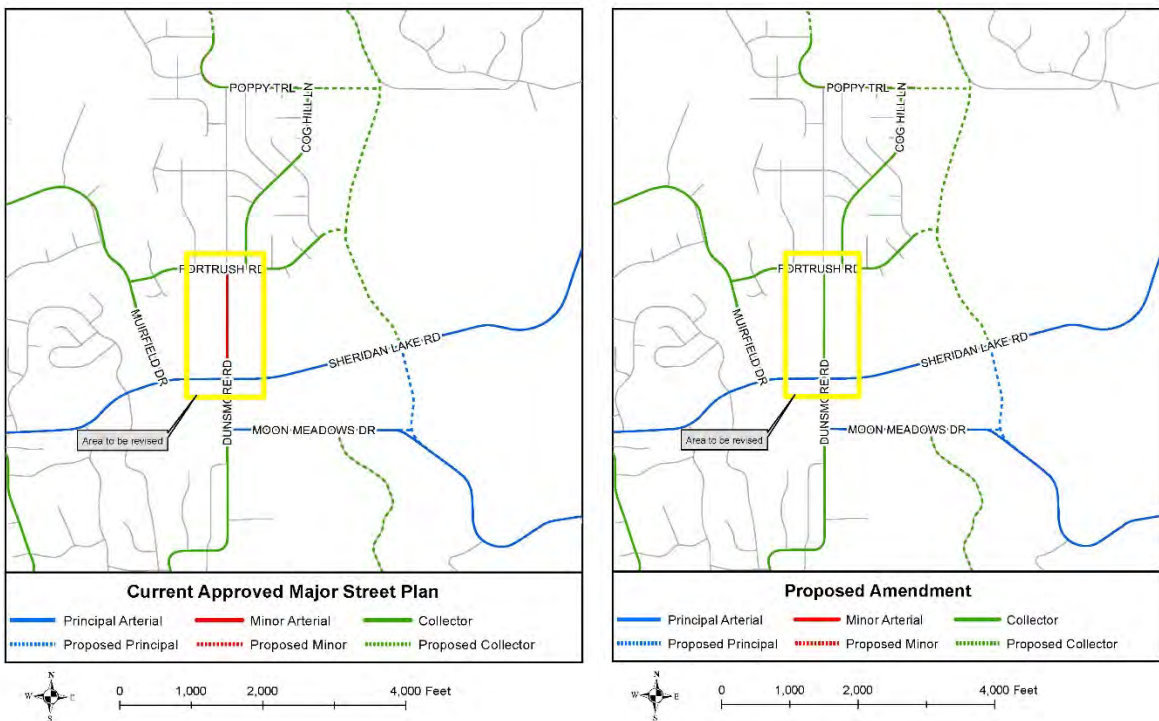
Subject Property Information	
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Address/Location	Dunsmore Road, north of Sheridan Lake Road and south of Portrush Road
Neighborhood	Sheridan Lake Road Neighborhood Area

Subdivision	SW¼ of Section 28 and SE¼ of Section 29, T1N, R7E, B.H.M, Pennington County, South Dakota
Land Area	14.6 acres
Existing Buildings	N/A
Topography	Rolling
Access	N/A
Water Provider	Rapid City
Sewer Provider	Rapid City
Electric/Gas Provider	Black Hills Power/MDU
Floodplain	N/A

Subject Property and Adjacent Property Designations			
	Comprehensive Plan	Existing Land Use(s)	Existing Zoning
Subject Property	LDN/UN/EC/MUC	Existing Dunsmore Road	ROW
Adjacent North	LDN	Residential	LDR-1
Adjacent South	MUC	Commercial/Vacant	County-Highway Service/Suburban Residential
Adjacent East	LDN/ EC	Residential/Vacant	LDR-1/County-Suburban Residential
Adjacent West	LDN/EC/MUC	Multi-Family Residential/Commercial/Vacant	LDR-1/County-Suburban Residential




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







<b>Comprehensive Plan Conformance – Efficient Transportation and Infrastructure Systems Chapter</b>	
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.	
<b>Comprehensive Plan Conformance – Growth &amp; Reinvestment Framework Chapter</b>	
Goal GDP-N2: Connectivity- Provide a continuous network of sidewalks, bicycle paths, and roadways within and between neighborhoods.	
<b>Comprehensive Plan Conformance – Neighborhood Area Policies Chapter</b>	
<b>Neighborhood:</b>	Sheridan Lake Road
<b>Neighborhood Goal/Policy:</b>	Goal SLR-NA1.1B: Residential Growth- Support the build out of existing neighborhoods and encourage the clustering of future residential development to conserve natural features, limit impacts on the natural environment, and maximize infrastructure such as roads.

**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:**

<b>Comprehensive Plan Conformance – Core Values Chapters</b>	
	<b>A Balanced Pattern of Growth</b>
BPG -1.2D	Public Infrastructure Coordination-The proposed Major Street Plan revision may limit growth opportunities by restricting future traffic patterns in the neighborhood.
	<b>A Vibrant, Livable Community</b>
LC-2.2A	Neighborhood Connections-The proposed revision will adversely affect the main roadway connection between Sheridan Lake Road and the residential development to the north.
LC-2.2B	Infrastructure Connections- The proposed revision will downgrade a critical link in the transportation infrastructure.
	<b>A Safe, Healthy, Inclusive, and Skilled Community</b>
SHIS-1.1	N/A

 <b>Efficient Transportation and Infrastructure Systems</b>	
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 transportation planning practices and typical Major Street Plan roadway hierarchy. This segment of Dunsmore Road functions as a Minor Arterial street by providing a connection between the Collector streets to the north and Sheridan Lake Road, a Principal Arterial street, to the south.</p>
 <b>Economic Stability and Growth</b>	
EC-3.2C	Infrastructure Improvement Coordination-The proposed revision may limit opportunities for continued residential and commercial growth in a developing area.
 <b>Outstanding Recreational and Cultural Opportunities</b>	
	N/A
 <b>Responsive, Accessible, and Effective Governance</b>	
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>Reclassifying a portion of a Minor Arterial street on the Major Street Plan to a Collector street hinders 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.	<p>The proposed revision is located in a developing commercial and residential area. Future development will increase traffic volumes on this segment of Dunsmore Road, warranting the Minor Arterial classification.</p>

<p>3. Whether and the extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject land.</p>	<p>The Sheridan Lake Road Neighborhood Future Land Use Plan identifies a mix of residential and commercial land uses to be accessed by this segment of Dunsmore Road. Additionally, Rapid City Area Schools owns property adjacent to this segment of Dunsmore Road for a possible future school site. The anticipated traffic growth from the existing and proposed uses may require additional lanes to be constructed on this segment of Dunsmore Road to provide capacity and to maximize the efficiency of the existing traffic signal at Dunsmore Road and Sheridan Lake Road. The reduced right-of-way width specified for a Collector street in the Infrastructure Design Criteria Manual does not allow for additional lanes.</p>
<p>4. Whether and the extent to which the proposed amendment would adversely affect the environment, services, facilities and transportation.</p>	<p>The proposed Major Street Plan Amendment will have an adverse effect on the transportation system. Reclassifying this segment of Dunsmore Road to a Collector street decreases the minimum required right-of-way width, limiting future expansion and addition of travel lanes and turn lanes. Collector streets allow for on-street parking, which could create conflicts with the existing and proposed commercial and school development along the roadway.</p>
<p>5. Whether and the extent to which the proposed amendment would result in a logical and orderly development pattern.</p>	<p>As discussed earlier, this segment of Dunsmore Road functions to provide a connection between the residential Collector streets to the north, and Sheridan Lake Road, a Principal Arterial street, to the south. Previous platting adjacent to this segment of Dunsmore Road has dedicated the required additional right-of-way to meet the requirements for a Minor Arterial as specified in the Infrastructure Design Criteria Manual.</p>
<p>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.</p>	<p>The proposed Major Street Plan Amendment will result in an adverse effect on the overall transportation network.</p>

<p><b>Summary of Findings</b></p>	
	<p>Reclassifying a segment of Dunsmore Road from a Minor Arterial street to a Collector street will create an adverse effect on the transportation network. As noted within this report, the proposed Comprehensive Plan Amendment does not conform with the six review criteria established in Section 2.60.160(D) of the Rapid City Municipal Code.</p>
<p><b>Staff recommends acknowledgement of the withdrawal of the application to amend the Comprehensive Plan to revise the Major Street Plan by reclassifying a portion of Dunsmore Road from a Minor Arterial street to a Collector street.</b></p>	