

HIGHWAY 85 LAND USE STUDY
KERWIN LANE TO THE LAWRENCE/BUTTE COUNTY LINE

Approved:
Lawrence County Commission April 14 2009
City of Spearfish City Council April 20 2009

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Introduction and Background

Recently, the City of Spearfish annexed an approximate 620 acres of property on the east side of Highway 85, extending from Kerwin Lane to Kellem Lane. With this annexation, it became apparent that the City of Spearfish, Lawrence County, and the State Department of Transportation needed to pursue a joint planning effort to help guide the growth of this area.

This Study Will Make Recommendations For:

- a) Future access needs to and from Highway 85, and within the study area.
- b) An appropriate mix of future development types considering access limitations, and trends in residential, commercial and industrial land use needs.
- c) Determining the best locations for future development considering public infrastructure would be mostly developer driven.

This Study Will Not:

- a) Change the existing zoning or land use rights of any individual property.
- b) Require existing property owners to dedicate road right of way for planned streets now. The ideas contained in the study would be recommendations for FUTURE development.
- c) Replace the traditional process whereby changes in zoning can be requested.

BASIS OF RECOMMENDATIONS FOR THE HIGHWAY 85 FRONTAGE:

Highway 85 serves as a regional highway, connecting Spearfish to destinations north of it. With regional highway access, it is likely that the areas fronting the highway will change from their existing agriculture uses to some form of developed condition in the future.

Currently, there is no pressure for development approvals which offers the decision making bodies of the City and County an opportunity to understand the potential assets and liabilities of this planning area before development takes place. The ideas contained in this study are intended to promote coordinated and sound planning decisions based on having a broader discussion of the entire area.

The study area has been divided into two general planning areas: 1) The areas within 660 feet of Highway 85 on the east and west sides of the highway between Kerwin Lane and the county line, known as the mixed use corridor 2) areas outside the 660 feet. Because of the likelihood that there will be some non-residential land uses in this highway corridor, the 660 foot dimension represents the maximum depth of any parcel that shall be considered for commercial or industrial development. Beyond this depth, the potential for transition to the adjacent rural large lot zoning becomes more difficult. Within the 660 feet, it is assumed that a typical scenario would be non-residential land uses for the first 200 to 300 feet of property depth measured from Highway 85, with another 300 to 400 feet of property depth for parking areas, or residential use that “steps down” in intensity between the highway fronted land uses, and the rural areas beyond. A general illustration of this concept is described in the attached map.

GOALS AND PRINCIPLES FOR PROPERTY WITHIN 660 FEET EAST AND WEST OF HIGHWAY 85

- 1) Allow a variety of land uses including commercial, industrial, and residential under the following criteria:

- a. No direct access shall be allowed to Highway 85; access may be provided by a coordinated service/frontage road as shown on the land use diagram, and connecting to existing median breaks.
- b. Commercial land uses shall be concentrated at the existing median breaks, and with South Dakota department of transportation approval for access.
- c. Parcels shall dedicate and improve the section of the service/frontage road that is within their development parcel; flexibility in alignment shall be considered.
- d. All development requests shall demonstrate compliance with the following goals:
 - 1. Overall development intensity shall be compatible with the existing site topography and natural features.
 - 2. Open space buffers and land use transitions to the adjoining parcels shall be provided along parcel edges to reduce the impact of different land uses.
 - 3. Public water and sewer shall be provided in circumstances where ground water and soil conditions are not conducive to septic design. Special attention shall be given to the areas within the Belle Fourche water production areas within the boundary formed by Interstate 90 and Valley Ranch Road, Old Belle Road to Highway 85. Parcels within city limits are subject to city code requirements for water and sewer systems.
 - 4. Land uses within 1/2 mile of the city rubble site and waste water treatment facility shall be light industrial, office and commercial or other use that is not affected by potential effects of the facility.
- e. Buildings shall be designed with the following standards:
 - i. No storage or service facing the highway.
 - ii. Upgraded facades for the portions of the building facing the highway are preferred.
 - iii. A minimum 20 foot wide landscape buffer between the highway right of way and building/site parking shall be provided.
- f. Encourage a continuation of low to medium impact land uses including:
 - i. Ag-2 and Rural Residential neighborhoods
 - ii. Agri-tourism (Bed and Breakfast, winery, event center)
 - iii. Public gathering places, churches, schools
 - iv. Agriculture/farming/ranching

- 2) Where connection to City Water and Sewer is possible, and where the land form is conducive to suburban level housing development, encourage increased residential densities through annexation to the City.

GOALS AND PRINCIPLES FOR PROPERTY OUTSIDE OF THE 660 FOOT CORRIDOR

- 1) For parcels that are greater than 660 feet from Highway 85, these areas shall develop with the following principles in mind:
 - a. Residential neighborhoods consisting of a variety of lot sizes shall be considered, depending upon the general context of the area.
 - b. If a rezoning from an agricultural to residential category is requested, the development plan shall show how a transition is made between the proposed new development and the area surrounding it. Transitions through appropriately matched lot sizes, open space buffers, drainage corridors, etc. all shall be considered.
 - c. As development intensity increases, projects that provide for public water and sewer are preferred over those that do not. Special attention shall be given to the areas within the Belle Fourche water production areas within the boundary formed by Interstate 90 and Valley Ranch Road, Old Belle Road to Highway 85. Parcels within city limits are subject to city code requirements for water and sewer systems.
- 2) Land uses within 1/2 mile of the City rubble site and waste water treatment plant shall be light industrial, office and commercial or other use that is not affected by potential effects of the facility.
- 3) Special provisions for lands between Spearfish Creek and Highway 85, south of the Camp Comfort Road:
 - a. Encourage discussion of conversion of the City-Owned parcel south of the rubble site and Camp Comfort Road for purposes of additional light and heavy industrial uses, to be provided if and when city water and sewer become available to serve the property.
 - b. Industrial uses, if provided, shall be located north of the main ridge that runs east/west through the parcel identified in 3.a. in order to create a visual break and buffer to the lands lying south.
 - c. For lands south of the parcel identified in 3.a, if the current large lot ranching activities cease, and owners wish to request change of zoning, encourage annexation to the city and a suburban residential land use pattern to be served city water/sewer.

GENERALIZED POLICIES

Highway 85 Transportation Guidelines

- 1) Access will only be allowed at identified intersections (with the star).
- 2) Promote and encourage a frontage/rearage service road – right of way and standards to be determined including landscape requirements.
- 3) Plan for and promote a north/south collector road from Kerwin to Kellem Lane.
- 4) A minimum distance of 350 feet is preferred from the Highway 85 centerline to all roads that will feed onto east/west collectors in the study area.

Public Water/Sewer

- 1) Plan for a regional sewer and water line (east or west) side of Highway 85.
- 2) Begin water and sewer master plan process that would tie this area to the rest of the city's infrastructure, and possibly around the east side of Lookout Mountain.
- 3) Platting within ½ mile of city limits in the three mile area shall be served by public water and sewer, or shall provide for a system of utilities in the public right of way that could be connected to future water and sewer systems.

Stormwater Management

- 1) Properties shall manage their storm-water on site.
- 2) Detention basins located in the 100 year flood plain are discouraged. All detention shall take place outside the 100 year flood plain.

Annexation Policies

- 1) If parcels are requesting zoning within 1 mile of city limits, or plat within ½ mile of City Limits, Council shall consider initiating annexation if not voluntarily requested by the owner. Such annexation must consider the costs to serving the potential annexation area.
- 2) Voluntary annexations shall enter into standard annexation agreement that indicates the timing and parties responsible for public infrastructure.
- 3) All annexations shall be reviewed in the context of how additional annexed areas would affect growth areas currently within city limits.

Parks and Open Space Dedications

- 1) Plan for public park spaces based on the number of residential dwellings and according to recreation standards.
- 2) Major drainage corridors and flood plain shall be dedicated to the City.
- 3) Plan a comprehensive connected network of trails and parks.

Joint County-City Land Use Study

