
10

Growth & Reinvestment
Framework

OVERVIEW

This chapter establishes a framework to guide future growth and reinvestment in Rapid City over the next 10 to 20 years. This framework describes the types of places the community would like to foster, the land use patterns that will be encouraged in each of those places, and identifies the types of infrastructure improvements that will be needed to support future growth. Refer to the Community Profile contained in the Appendix of this Plan for a discussion of background data and trends that will influence the community's growth in terms of population, households, and employment. This chapter is intended to be applied in conjunction with the principles, goals, and policies, contained in Chapters 2-9 of this Plan which provide guidance on growth management, infrastructure provision, housing, and a host of other key issues.

This chapter is intended to be used as a tool for elected and appointed community leaders, City staff and administrators, and the community-at-large for evaluating and making decisions regarding the location, intensity, and design of future development. Key elements of Rapid City's Growth and Reinvestment Framework are described below and on the pages that follow.

FUTURE LAND USE PLAN

The Future Land Use Plan will be used to guide future development decisions, infrastructure improvements, and public and private investment and reinvestment. The map identifies locations within the City and surrounding 3-mile Platting Jurisdiction where various land uses are anticipated to occur during the next 10 to 20 years, and where the City would support the development of these uses. Together, the generalized land use patterns, Urban Services Boundary, and Major Street Plan conveyed on the map reflect a key element of the community's vision for the future—a more compact, efficient, and inter-connected pattern of development.

The Future Land Use Plan map identifies specific land use categories, centers, and corridors associated with different locations or types of "places" within the community. These map elements are identified in the sidebar, at right. A more detailed discussion of each element—defining characteristics, primary and secondary uses, preferred location, appropriate density ranges, and other considerations—is provided later in this chapter.

HOW TO USE THE FUTURE LAND USE PLAN

The Future Land Use Plan is intended to serve as a guide for future zoning changes. In most cases, land use categories generally follow existing parcel lines, roadways, and other geographic boundaries. If the land use category shown on the Future Land Use Plan map does not follow an existing parcel line, the actual delineation of land use categories shall be established at the time of zoning and/or development proposal. Future zone changes should generally adhere to the land use categories depicted on the Future Land Use Plan, but flexibility in interpretation of the boundary may be granted by the Planning Director, provided the proposed change is consistent with the principles, goals, and policies contained in this Plan. Density ranges outlined for each land use category are based on gross acreage, and are intended to address overall densities for a particular area rather than for individual parcels. The map is not intended to be used as a standalone tool; rather, it should be considered in conjunction with the vision, principles, goals, and policies contained in this Comprehensive Plan.

DESIGN PRINCIPLES

In addition to the Future Land Use Plan elements, this chapter establishes a series of design principles to guide the character and form of future development. The design principles are intended to reflect community preferences expressed during the planning process with respect to different types and intensities of development. The principles build on the features the community viewed as favorable and discourages those features that were viewed as undesirable. The design principles are intended to serve as the foundation for targeted amendments to the City's zoning code in the future. Design principles are provided for neighborhoods, mixed-use opportunity areas, employment centers, gateways and entrance corridors, and forest conservation areas.

FUTURE LAND USE PLAN ELEMENTS

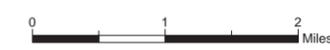
The Future Land Use Plan includes layers of several different elements, including future land use categories, places, corridors, and major streets, as follows:

- Future Land Use Categories
 - Rural Residential Neighborhoods
 - Low Density Neighborhoods
 - Urban Neighborhoods
 - Employment
 - Light Industrial
 - Heavy Industrial
 - Mining and Extraction
 - Downtown
 - Mixed-use Commercial
 - Parks and Greenways
 - Agriculture
 - Forest Conservation
 - Buffer/Reserved
 - Flood Hazard Overlay
 - Public/Quasi-Public
 - National Forest Places
- Places
 - Regional Activity Centers
 - Community Activity Centers
 - Regional Recreation Destinations
 - Gateways
- Corridors
 - Reinvestment Corridors
 - Entrance Corridors
- Major Streets
 - Interstate
 - Principal Arterial
 - Minor Arterial
 - Collector
 - Local/Other



Future Land Use

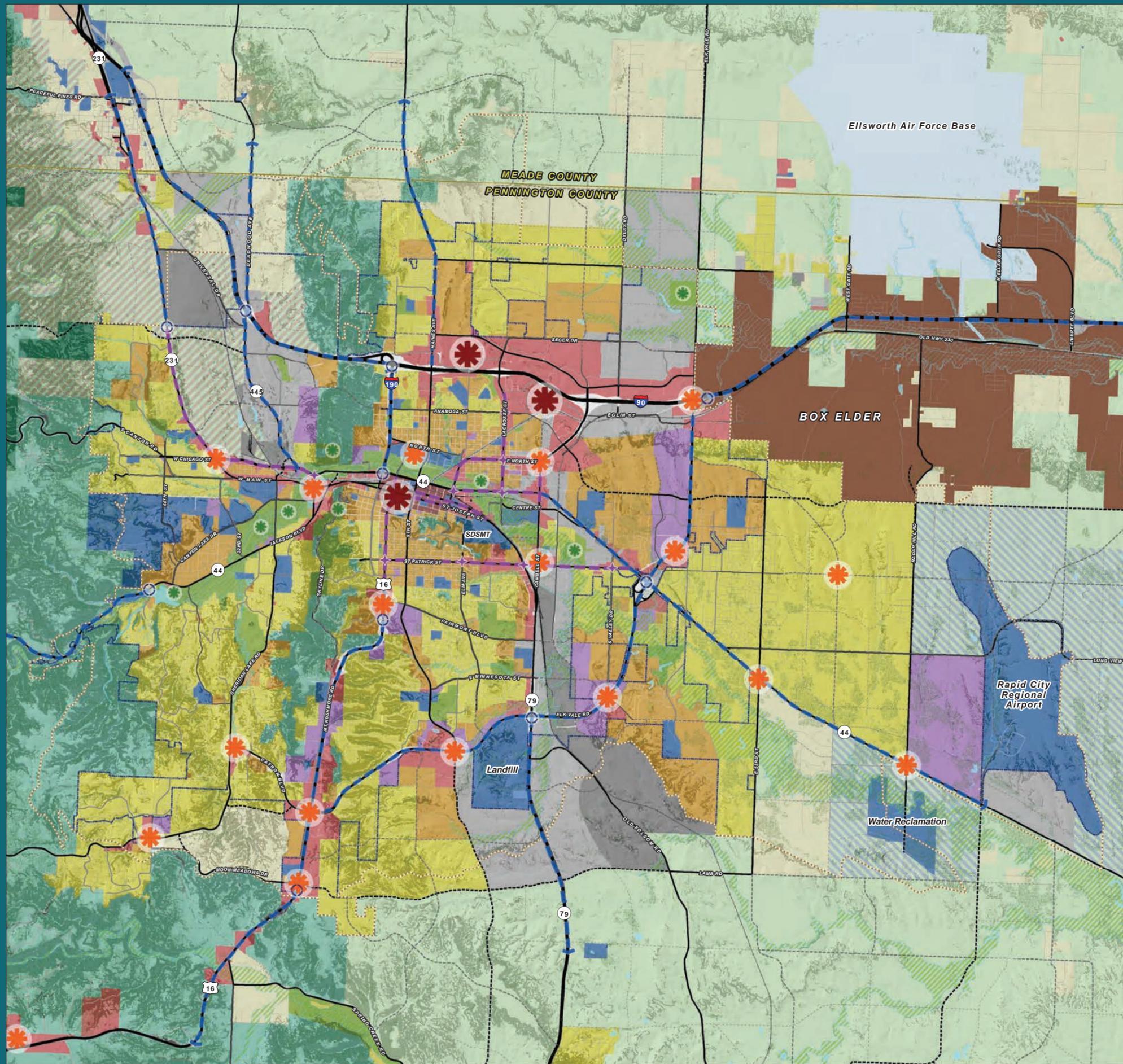
- Rapid City Limits
 - County Boundary
 - Urban Services Boundary
 - Box Elder City Limits
 - Ellsworth AFB Limits
 - Water Bodies
 - Forest
- Future Land Use Categories**
- Neighborhoods**
 - Rural Residential
 - Low Density Neighborhood
 - Urban Neighborhood
 - Mixed Use**
 - Mixed Use Commercial
 - Downtown
 - Employment**
 - Employment
 - Light Industrial
 - Heavy Industrial
 - Mining/Extraction
 - Parks and Land Conservation**
 - Parks and Greenway
 - Agriculture
 - Forest Conservation
 - National Forest
 - Other**
 - Buffer/Reserved
 - Public/Quasi-Public
 - Future Greenway Conservation
 - Entrance Corridor
 - Revitalization Corridor
 - Gateway
 - Revitalization Node
 - Regional Activity Center
 - Community Activity Center
 - Regional Recreation Destination
- Major Street Plan**
- Classification**
- Interstate
 - Highway/Principal Arterial
 - Proposed Principal Arterial
 - Minor Arterial
 - Proposed Minor Arterial
 - Collector
 - Proposed Collector (exact alignment TBD)



DISCLAIMER

This GIS Data is provided "as is" without warranty of any representation of accuracy, timeliness, or completeness. The burden for determining accuracy, completeness, timeliness, merchantability, and fitness for or the appropriateness for use rests solely on the user. Rapid City, Pennington County, and Meade County make no warranties, express or implied, as to the use of the Data. There are no implied warranties of merchantability or fitness for a particular purpose. The user acknowledges and accepts the limitations of the Data, including the fact that the Data is dynamic and is in a constant state of maintenance, correction, and update.

April 2014



MAJOR STREET PLAN

To promote integrated decision-making with respect to land use and transportation as Rapid City grows over the next 10 to 20 years, the Major Street Plan is depicted on the Future Land Use Plan map. Street types and classifications identified on the map are described below.

MAJOR STREET PLAN CLASSIFICATIONS

Type	Characteristics
STREET CLASSIFICATIONS	
Interstate	<ul style="list-style-type: none"> ▪ Freeways provide for mobility and long distance travel at high speed. Full access control is provided, with no direct property access. ▪ Grade-separated interchanges are provided as-needed, typically no less than 1 mile apart in urban areas.
Principal Arterial	<ul style="list-style-type: none"> ▪ Principal Arterial roadways carry longer-distance trips for regional, inter-community and major commuting purposes. ▪ Arterials have a limited number of at-grade intersections and only provide direct property access when lower classification road access does not exist. ▪ Arterials can carry significant traffic volumes at higher speeds for longer distances and are seldom spaced at closer than one-mile intervals.
Minor Arterial	<ul style="list-style-type: none"> ▪ Minor Arterials are similar to Principal Arterials, but tend to serve moderate trip lengths and provide and/or carry fewer vehicles. ▪ May provide some additional direct property access, but primary function is mobility
Collector	<ul style="list-style-type: none"> ▪ Collector roadways serve a combination of mobility and access functions. They gather traffic from Local Roads and funnel trips to the Arterial network. Collectors provide for moderate trip lengths and travel speeds. Access is provided via moderately spaced at-grade signalized and stop controlled intersections. ▪ Alignments are subject to change based on development master plans, City priorities, and environmental considerations. Alignment variations from what is depicted shall not require amendment of the City's Comprehensive Plan or Major Street Plan unless the changes impact other properties financially or their development potential. ▪ In general, collectors should be placed between arterials at approximately ½ mile spacing, where topography and other site considerations allow.
Local/Other	<ul style="list-style-type: none"> ▪ Local roads typically comprise the largest percentage of all roadways in terms of mileage. ▪ They are not intended for long distance trips. Local roads provide direct access to adjacent properties.

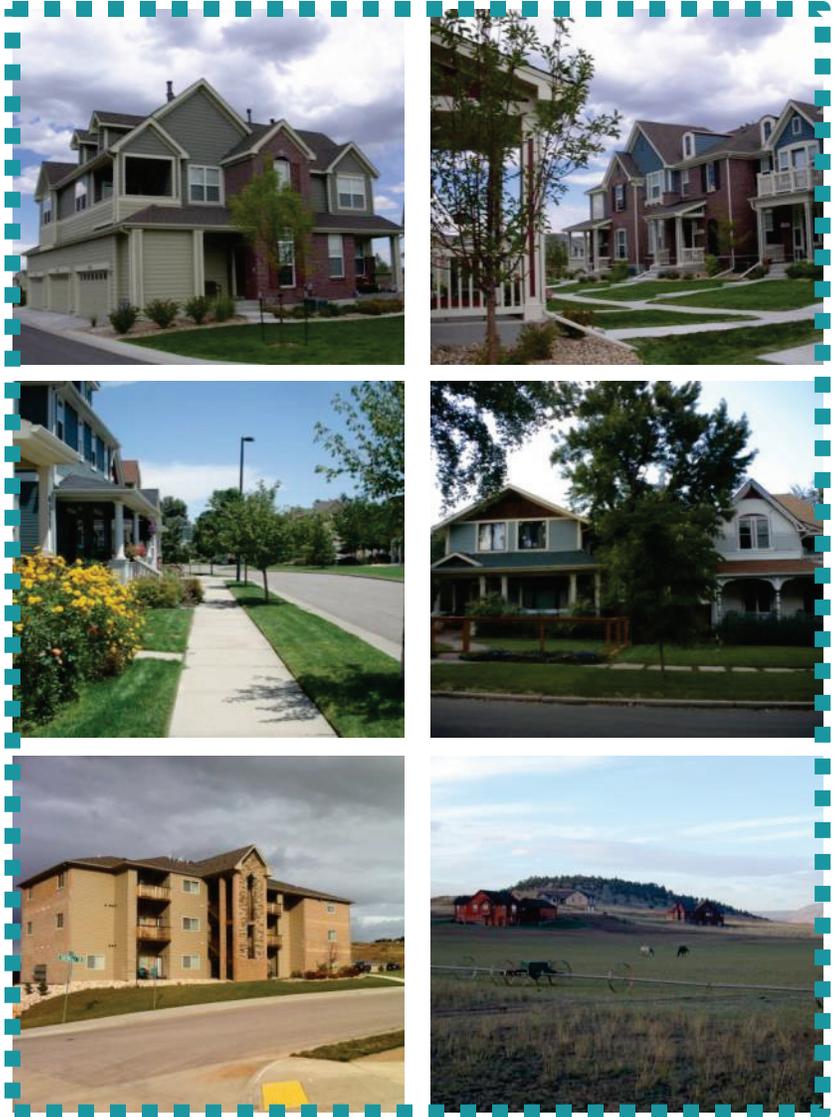
NEIGHBORHOODS

Three neighborhood designations are identified on the Future Land Use Plan map:

- Rural Residential
- Low Density Neighborhood
- Urban Neighborhood

The broad range of densities and housing types accommodated by these designations are intended to support increased diversity in Rapid City's housing options to meet the community's changing needs.

Neighborhood design principles are intended to enhance the character, accessibility, and livability of the City's existing and future neighborhoods and to promote compatible infill and redevelopment in core area neighborhoods.



NEIGHBORHOOD LAND USE CATEGORIES

Range of Density/Size	Uses	Characteristics	Location	Zone Districts
RURAL RESIDENTIAL (RR)				
Lot sizes vary, but typically range from 3-5 acres per dwelling unit; however, significantly larger lots exist in some locations.	<i>Primary:</i> Large-lot single-family residences. <i>Secondary:</i> Accessory farm structures, animal keeping.	<ul style="list-style-type: none"> Lot size and layout varies. Typically not served by urban utilities, but may be depending on location. May serve as a transition between open space or public lands and higher intensity neighborhoods. Clustering is encouraged to conserve natural features and shared open space and make efficient use of infrastructure. 	Typically found in rural settings on the urban fringe, primarily in agricultural or open range areas.	County, GAD
LOW DENSITY NEIGHBORHOOD (LDN)				
1-8 dwelling units per acre.	<i>Primary:</i> Single-family residences and two-family residences. <i>Secondary:</i> Complementary uses include schools, parks, recreation, and religious uses in a planned neighborhood setting.	<ul style="list-style-type: none"> Mix of low intensity housing types in a neighborhood setting Secondary uses should be as integrated into the overall design of the neighborhood. Conservation of major drainages, wooded areas, and other natural site features are encouraged as part of the overall neighborhood design. 	Established single-family neighborhoods outside of the core area as well as future growth areas to the east and north.	LDR-1, LDR-2, MHR
URBAN NEIGHBORHOOD (UN)				
<i>Residential:</i> Typically greater than 8 dwelling units per acre; with higher densities in some locations. <i>Non-residential:</i> Typical floor area ratios (FARs) of between 0.5 and 1.	<i>Primary:</i> A range of medium to high-density housing types, such as townhomes, apartments, small lot single-family, duplexes, patio homes, assisted living centers, and live-work units. <i>Secondary:</i> Neighborhood-serving retail and services such as small markets, restaurants, drugstores, smaller specialty shops, health services, professional offices, and civic uses.	<ul style="list-style-type: none"> Designed to create opportunities for a mix of housing options and densities. Intended to promote self-supporting neighborhoods which contain housing predominantly (with a mix of types and intensities), but that also include parks, recreation facilities, schools, and/or community gathering places. 	Characteristic of many of the City's core area neighborhoods. Appropriate where infill and redevelopment is encouraged, as well as on larger vacant parcels within the urbanized area where larger scale planning is possible.	MDR, MHR, HDR

NEIGHBORHOOD DESIGN PRINCIPLES

Two types of Neighborhood Design Principles apply based on the underlying land use category: General Design Principles for Neighborhoods (all Neighborhood categories) and Supplemental Design Principles for Low Density and Urban Neighborhoods.

General Design Principles for Neighborhoods (GDP-N)

General Neighborhood Design Principles provide guidance on a range of site planning, resource conservation, and connectivity issues. They are intended to enhance the character and livability of future neighborhoods as well as to promote a more compact and sustainable pattern of development that complements Rapid City's unique natural setting.

GDP-N1: PRESERVATION OF NATURAL FEATURES

Incorporate innovative site planning into the design of new neighborhoods to maximize the preservation of natural features, such as:

- Floodplains, drainages, and wetlands;
- Forested areas or other areas with significant native vegetation or mature shade trees;
- Documented wildlife habitat; and/or
- Steep slopes and other unique or environmentally sensitive features.

Integrate protected natural features as active and passive open space and/or trail corridors to serve and enhance connections between the neighborhood and broader community, where appropriate. In addition, seek opportunities to integrate stormwater management functions with existing or planned open space and trail corridors.

GDP-N2: CONNECTIVITY

Provide a continuous network of sidewalks, bicycle, and pedestrian paths, and roadways within and between neighborhoods:

- Establish linkages from neighborhoods to adjacent activity centers and corridors, transit stops, and the surrounding community;
- Avoid isolating neighborhoods with walls and gates that hinder pedestrian, bicycle, and vehicular connectivity; and
- Work with neighborhood residents to improve connectivity in established neighborhoods where sidewalks are absent or incomplete, as documented by the Rapid City Area Bicycle and Pedestrian Master Plan.

GDP-N3: CLUSTER DEVELOPMENT

Use cluster development patterns as a tool to achieve one or more of the following objectives:

- Preserve scenic view corridors or natural features;

- Create transitions between areas of different development intensity;
- Achieve higher densities on unconstrained portions of significantly constrained sites;
- Provide open space for the common use and enjoyment of residents and the broader community;
- Preserve cohesive blocks of agricultural land or forest; and/or
- Reduce risk of property damage and loss of life within the Wildland Urban Interface.

GDP-N4: PARKS AND RECREATION

- Integrate or provide access to parks and recreation amenities in neighborhoods that appeal to and are accessible to residents of all ages and abilities. Tailor new parks and amenities to help fill specific needs identified as part of the Neighborhood Area Policies contained in this Comprehensive Plan.
- Encourage alternatives to traditional parks, such as pocket-parks, and public squares in Urban Neighborhoods and established areas of the community, as well as in neighborhoods where topography or other limiting factors exist.
- Maximize efficiency by seeking opportunities to develop multi-purpose recreational facilities and/or to partner with other organizations to share an existing facility (e.g., school meeting rooms, ballfields).

GDP-N5: SUSTAINABLE DEVELOPMENT PRACTICES

- Encourage the use of sustainable site and building design techniques to increase energy efficiency, reduce heating and cooling costs, and enhance the durability of new neighborhoods.
- Orient streets and lots in new neighborhoods to maximize solar access, particularly in steep or forested areas where snow removal can be more challenging.
- Encourage small-scale agricultural uses as an integrated component of neighborhoods—either through the continuation of an existing agricultural use or through the incorporation of community gardens or similar features intended to support the immediate neighborhood.

GDP-N6: PRESERVATION OF HISTORIC AND CULTURAL RESOURCES

- Plan neighborhoods to maximize the protection of historic and cultural features.
- Integrate historic and cultural features into the overall design of new neighborhoods where feasible, using adaptive reuse as a tool to retain historic structures and convert them to community facilities or other uses.

Supplemental Design Principles for Low Density and Urban Neighborhoods (SDP-N)

In addition to the General Design Principles for Neighborhoods, the following supplemental design principles apply to Low Density and Urban Neighborhoods. These design principles are intended to support the development of diverse, livable neighborhoods to meet the community's needs and to enhance the character of future neighborhoods.

SDP-N1: MIX OF HOUSING TYPES

- Encourage a variety of housing types (e.g., single-family, duplex, townhomes, accessory dwelling units, apartments/condominiums) in all new neighborhoods, particularly within Urban Neighborhoods where higher densities can be accommodated.
- Integrate distinct housing types at the block level where feasible (e.g., provide both duplexes and single-family homes on the same block).
- Avoid creating large concentrations of specific types of housing, such as multi-family or affordable units within a neighborhood or segregating certain housing types from others.



SDP-N2: ACCESSIBILITY OF SERVICES

Consider proximity to and accessibility of transit, social services, medical services, and other needs when siting housing that is targeted to populations with specific needs (e.g., senior or affordable housing). Ideally, these services should be located adjacent to the populations they serve or be accessible via transit.

SDP-N3: MULTI-MODAL STREETSCAPES

Encourage neighborhood streetscapes that provide a safe and comfortable environment for residents to walk or ride their bikes:

- Incorporate detached sidewalks with tree-lawns and street trees to encourage residents to walk, rather than drive, to nearby activity centers and other destinations.
- Incorporate alleys where feasible as a means of shifting garage and parking access away from primary streets, allowing for narrower street cross-sections and reducing pedestrian/vehicle conflicts.

SDP-N4: GARAGE PLACEMENT

Enhance the character of neighborhood streets by reducing the visual prominence of garages as follows:

- Incorporate a variety of garage orientations (e.g., front-loaded, side-loaded) in neighborhoods without alleys.
- Recess front garages behind the front façade or a front porch.
- Limit the percentage of a home’s front façade that can be occupied by a garage door.
- Incorporate alley-loaded garages where feasible.

SDP-N5: VARIED NEIGHBORHOOD CHARACTER

Provide variety in the architectural style of homes and incorporate streetscape elements, signage, and other character-defining features that will help distinguish neighborhoods from one another.

SDP-N6: RESIDENTIAL INFILL AND REDEVELOPMENT

Use a variety of techniques to promote compatibility with established neighborhoods:

- Ensure infill and redevelopment is compatible with the height, scale, existing setbacks, and massing of adjacent homes and the overall character of the street frontage;
- Provide transitions in building heights and variations in side yard setbacks where infill or redevelopment is significantly taller and/or more intense than adjacent homes to reduce visual impacts on adjacent homes; and
- Incorporate lower-intensity housing types along a shared property line or street frontage where feasible.

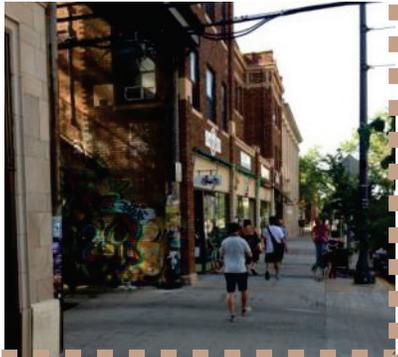


MIXED-USE ACTIVITY CENTERS, CORRIDORS, AND OPPORTUNITY AREAS

The Future Land Use Plan map identifies the following mixed-use activity centers, corridors, and opportunity areas:

- Regional and Community Activity Centers
- Revitalization Corridor
- Downtown Mixed-Use and Mixed-Use Commercial land use categories

These opportunity areas reflect the City’s desire to establish a more diverse mix of uses within the community and to encourage the development of commercial services, employment opportunities, a diversity of housing (both in terms of housing type and density), and an array of services, such as civic uses, entertainment, shopping, and parks that can meet many residents’ day-to-day needs within a close proximity. In addition, mixed-use activity centers, corridors, and opportunity areas are intended to encourage a more balanced mix of land uses in Rapid City over time and the revitalization of aging and/or underutilized centers and corridors.



MIXED-USE ACTIVITY CENTERS AND CORRIDORS

Note: Mixed-use activity centers and corridors vary in size, composition of uses, and location within the community. As such, specific boundaries for these uses are not identified on the Future Land Use Plan map.

Existing Characteristics	Desired Characteristics/Opportunities	Examples
REGIONAL ACTIVITY CENTERS		
<ul style="list-style-type: none"> ▪ Serve Rapid City residents as well as residents of the surrounding region. ▪ Each regional center is unique in its age, scale, intensity, and mix of uses. ▪ Typically include large scale retail uses, supported by other service and employment uses. ▪ Typically low intensity development with large surface parking lots 	<ul style="list-style-type: none"> ▪ Reinvestment likely needed in older centers in order to remain competitive with newer activity centers. ▪ Targeted infill development and/or redevelopment may help enhance the mix of uses and take advantage of underutilized areas such as large surface parking lots. ▪ Integration of other uses and multi-family housing may be appropriate over time to take advantage of existing infrastructure investments and increase housing options. 	<ul style="list-style-type: none"> ▪ Downtown ▪ Rushmore Mall ▪ Rushmore Crossing
COMMUNITY ACTIVITY CENTERS		
<ul style="list-style-type: none"> ▪ Intended to meet the shopping and gathering needs of the surrounding neighborhoods and the entire community. ▪ Each activity center is unique in its age, scale, intensity and mix of uses. ▪ Typically include anchors such as major grocery stores, plus a mix of other uses, typically in a low intensity setting. ▪ May currently contain a somewhat homogenous mix of uses (retail, restaurant and lodging) 	<ul style="list-style-type: none"> ▪ May start to incorporate a broader mix of uses including service, office, and other employment and civic uses to remain economically resilient. ▪ Reinvestment needed in older centers in order to remain competitive with newer activity centers. ▪ Targeted infill development and/or redevelopment within portions of these areas may help enhance the mix of uses and take advantage of underutilized areas such as large surface parking lots. 	<ul style="list-style-type: none"> ▪ Super Wal-Mart Center ▪ Baken Park ▪ Cambell @ St Patrick
REVITALIZATION CORRIDORS		
<ul style="list-style-type: none"> ▪ Significant vehicular corridor within the community. ▪ Includes both the streets themselves, plus the first tier of parcels fronting these roadways. ▪ Historical focus has been on the movement of vehicles; increasing focus on balancing the needs of motorists and pedestrians, bicyclists, transit users, and freight traffic. 	<ul style="list-style-type: none"> ▪ Contain a diverse mix of uses and types of structures, some of which are in need of reinvestment and revitalization. ▪ Need to balance retaining historic character and the need for targeted redevelopment in some areas. 	<ul style="list-style-type: none"> ▪ East Blvd/East North Street from East Omaha Street to North Cambell Street ▪ East Saint Patrick Street (mostly aging residential on west half, strip commercial on eastern half) ▪ Refer to Policy BPG-1.2C for a complete list of corridors and additional discussion. (See page 16.)

MIXED-USE OPPORTUNITY AREAS

Range of Density/Size	Uses	Characteristics	Location	Zone Districts
DOWNTOWN MIXED-USE (DT)				
Typical floor area ratios (FARs) of between 0.5 and 3; however may be higher in some parts of Downtown.	<p>Primary: Variety of civic, cultural, retail, commercial, restaurant, business, lodging, professional offices, and financial institutions.</p> <p>Secondary: Variety of medium/high density housing types; plazas, squares, and pocket parks.</p>	<ul style="list-style-type: none"> Traditional Downtown urban fabric with a compact, pedestrian-friendly scale. Intended to allow for and encourage a broader mix of uses than exist today, including high-density residential. District has significant historic character and importance to the broader community and region 	Downtown Core	CB
MIXED-USE COMMERCIAL (MUC)				
Typical floor area ratios (FARs) of between 0.5 and 2, although they may be significantly higher within designated activity centers, or along major gateway corridors.	<p>Primary: Supermarkets, hotels, restaurants, smaller specialty shops, retail and health services, and business and professional offices.</p> <p>Secondary: Higher density residential, including senior housing, is encouraged, including live-work units. Pocket parks, plazas, schools, civic uses, and other supporting uses are also appropriate.</p>	<ul style="list-style-type: none"> Intended to provide a range of services to meet the daily needs of the surrounding neighborhoods and larger community. To allow for vertical or horizontal mix of uses on sites, including some higher-density residential. Will vary in scale and character. Smaller, limited use centers may be fully integrated into the surrounding neighborhood and be accessed primarily by pedestrian or bicycle. Larger centers will function more independently, providing ample parking and numerous stores. 	<ul style="list-style-type: none"> Generally located along major gateway corridors, within designated activity centers, and along collector or arterial streets. Should be located where it may be readily served by existing or future transit and should be designed with clear pedestrian connections to transit stops and surrounding development. 	NC, GC, HM, SC-1, SC-2

MIXED-USE DESIGN PRINCIPLES

General Design Principles for Mixed-Use Activity Centers, Corridors, and Opportunity Areas (GDP-MU)

The following design principles apply to all mixed-use activity centers, corridors, and opportunity areas. These design principles are intended to support the gradual revitalization of the City's priority corridors over time.

GDP-MU1: RELATIONSHIP OF USES

- Concentrate activity-generating uses (e.g., restaurants, shops) at key intersections, near existing or planned transit stops, or near major public spaces to increase visibility and promote pedestrian activity.
- Encourage a vertical mix of uses or a combination of vertically and horizontally mix of uses based on site size, access, surrounding uses, and the overall

development context.

- Locate active uses such as retail shops and restaurants at the ground level to provide pedestrian interest, particularly within designated activity centers.
- Ensure site plans address the possibility of transitioning surface parking and other underutilized features of a development to a higher intensity and more integrated pattern over time if it is not achievable at the time of development.

GDP-MU2: INTEGRATED HOUSING

Incorporate a variety of housing opportunities in activity centers and along corridors to provide opportunities for residents to walk or take transit to shops, services, and jobs.

GDP-MU3: COMMUNITY FACILITIES

- Incorporate schools, plazas, libraries, parks, and open space, and other community facilities, into activity centers where appropriate to serve the needs of

neighborhood residents.

- Encourage creative approaches to the design of community facilities in activity centers to reinforce the more compact nature of their surroundings and integrate them with other uses.
- Support shared use facilities (e.g. library/coffee shop/community meeting rooms) as a means to promote efficiency and increase hours of activity.

GDP-MU4: PEDESTRIAN ACCESS AND ORIENTATION

Design sites and orient buildings with an emphasis on the character and safety of the pedestrian realm:

- Bring buildings close to the street;
- Place parking behind or to the side of buildings; and
- Provide clear pedestrian connections with generous sidewalk widths, low-level lighting, and outdoor gathering spaces.



GDP-MU5: WALKABLE BLOCKS

Incorporate a pattern of walkable blocks in new or redeveloping activity centers, with frequent and clear pedestrian connections to surrounding neighborhoods, transit stops and nearby parks and greenways.

GDP-MU6: SUSTAINABLE DEVELOPMENT PRACTICES

Encourage the use of energy-efficient construction techniques, materials, designs, and other strategies where feasible.

GDP-MU7: REHABILITATION OF EXISTING ACTIVITY CENTERS AND CORRIDORS

Enhance the character and function of existing centers and corridors in need of revitalization using a combination of the following techniques, as appropriate to site and market conditions:

- Incorporate pad site buildings at the street edge to break up existing surface parking and help “frame” the street and the center’s entrance where sufficient space is available;
- Provide landscaping in combination with low walls to screen surface parking from the street;
- Incorporate upper floors of housing or offices above existing strip centers where structurally and economically feasible; and
- Provide pedestrian linkages between the center and

adjacent neighborhoods as part of a major rehabilitation effort where they do not already exist.

GDP-MU8: RELATIONSHIP TO SURROUNDING NEIGHBORHOODS

Use the following techniques to promote compatibility between higher density development desired in mixed-use opportunity areas and adjacent neighborhoods:

- Concentrate tallest buildings at the center of the site or along primary street frontages;
- Provide gradual decreases in building height and mass so that new structures have a comparable scale as adjacent homes along the shared lot line or street frontage; and
- Incorporate lower-intensity housing types (e.g., townhomes, duplexes, etc.) along a shared street frontage.

GDP-MU9: ADAPTIVE REUSE

Support the adaptive reuse of existing buildings when full-scale redevelopment is not feasible. Provide increased flexibility in standard parking and landscaping requirements to help revitalize challenging sites that would otherwise remain vacant for an extended period of time.

GDP-MU10: LOT CONSOLIDATION

Encourage the consolidation of smaller parcels along corridors and in activity centers for the purposes of redevelopment to

accommodate a more pedestrian and transit-oriented pattern of development over time and facilitate improved site design, circulation, and access.

EMPLOYMENT AREAS

The Future Land Use Plan map identifies the following employment areas:

- Employment
- Light Industrial
- Heavy Industrial
- Mining/Extraction

Employment areas vary in their size, characteristics, and mix of uses, as described on the pages that follow. Employment areas identified on the Future Land Use Plan map are intended to promote economic stability and growth by providing increased certainty for businesses and employers about where opportunities exist and where certain types of uses will be supported by the community. In addition, map designations illustrate the community’s desire to promote consolidated centers of employment activity in areas with suitable access and minimal potential for conflicts with adjacent uses as opposed to a more site-driven approach. This consolidated approach also supports the creation of more concentrated jobs, which may be more readily served by existing or future transit.

Finally, design principles for employment areas are intended to promote compatibility between uses of varying intensities and to enhance the character of employment focused gateways and corridors.



EMPLOYMENT AREAS

Range of Density/Size	Uses	Characteristics	Location	Zone Districts
EMPLOYMENT (E)				
Varies	<p>Primary: Office buildings, medical facilities and clinics, research and development, educational campuses, flex space, and indoor storage.</p> <p>Secondary: Supporting commercial/retail uses are encouraged. Airport supportive uses, institutional uses, open space, parks, schools, public uses, and assisted living facilities are also appropriate.</p>	<ul style="list-style-type: none"> Intended to provide concentrated areas of employment, combined with a mix of complementary commercial uses. May be stand-alone buildings or incorporated into a master planned campus. Buffering and screening important when facilities abut residential uses. 	<p>Opportunity areas include emerging employment campuses west of Elk Vale Road (north of 44), along Mt. Rushmore Road and future opportunity areas west of Rapid City Regional Airport and along Elk Vale Road (south of 44 and east of Old Folsom Rd.)</p>	OC, BP
LIGHT INDUSTRIAL (LI)				
Varies	<p>Primary: Light manufacturing, processing, wholesaling, warehousing and distribution, indoor and screened outdoor storage, and a wide range of other industrial services and operations.</p> <p>Secondary: Airport supportive uses and commercial uses.</p>	<ul style="list-style-type: none"> Operations are conducted so that noise, odor, dust, and glare are completely confined within an enclosed building. Screening and buffering of industrial uses is important when abutting or in close proximity to non-industrial uses. 	<p>Major opportunity areas include: Highway 79 corridor adjacent to and surrounding the Landfill; north of I-90 between Dyess and Elk Vale Roads and south of I-90 along Eglin Street. Other pockets exist along Centre St south of Highway 44 and along Deadwood Avenue.</p>	LI

Range of Density/Size	Uses	Characteristics	Location	Zone Districts
HEAVY INDUSTRIAL (HI)				
Varies	Heavy manufacturing, fabricating, warehousing and distribution, outdoor storage, and a wide range of other industrial services and operations as well as mining and resource extraction where permitted by underlying zoning.	<ul style="list-style-type: none"> ▪ Uses typically involve more intensive work processes and do not depend on frequent person visits of customers or clients. ▪ Typically located in areas with direct access to major transportation routes (rail and roadway). ▪ Screening and buffering of industrial uses is important when abutting or in close proximity to non-industrial uses. 	Southeast of downtown, adjacent to Old Folsom Road and rail corridor. While pockets of heavy industry exist in other parts of Rapid City, the transition of these sites to less impactful uses over time is desirable. New industry should be concentrated in locations described above and specified on the Future Land Use Plan map.	HI, ME
MINING AND EXTRACTION (ME)				
Varies	Active and current AG properties with future mining and extraction uses, processing facilities, and related storage areas and structures.	<ul style="list-style-type: none"> ▪ Future reclamation will return land to agriculture/conservation uses after mining/extraction operations are complete. ▪ Conversion to uses other than agriculture will require a Future Land Use Plan map amendment. ▪ Uses other than mining and extraction on properties zoned ME are subject to state law. 	Primarily along Sturgis Road Corridor and south of I-90 northwest of Rapid City	ME

DESIGN PRINCIPLES FOR EMPLOYMENT AREAS

Design principles for employment areas are intended to promote compatibility between uses of varying intensities and to enhance the character of employment focused gateways and corridors.

General Design Principles for Employment Areas (GDP-EA)

The following design principles are intended to apply to only to Employment and Light Industrial land use categories.

GDP-EA1: BUILDING ORGANIZATION

Organize buildings to enclose and frame streets, parking lots, pedestrian walkways, outdoor gathering spaces, transit stops, and other site features.

GDP-EA1: BUILDING DESIGN AND CHARACTER

Use a variety of techniques to reduce visual scale of large buildings and promote compatibility with adjacent neighborhoods as follows:

- Avoid blank walls or walls with limited architectural detailing on the side or rear of structures;
- Break larger structures into multiple building volumes and masses;
- Incorporate a variety of architectural elements, including recessed and protruding building elements to articulate building façade;
- Use architectural elements to clearly define primary building entrances; and
- Incorporate roofline or height variations to visually differentiate the building massing, and incorporating recesses and setbacks on any elevation on upper floors of multi-floor buildings.

GDP-EA1: RELATIONSHIP TO SURROUNDING DEVELOPMENT

Promote compatibility between Employment and Light Industrial uses and adjacent uses as follows:

- Limit building heights to those of the adjacent neighborhood unless increased heights can be mitigated through use of buffer yards or architectural treatments; and
- Mitigate noise, odor, lighting and other impacts minimize impacts on surrounding uses.

GDP-EA1: PARKING LOCATION AND SCREENING

Minimize the visual impacts of parking as follows:

- Locate parking to the side or rear of buildings and away from primary street frontages;
- Use landscaping to screen surface parking from the street, soften the appearance of surface parking lots, and enhance the overall character of the development; and



- Ensure parking structures are visually integrated with the building(s) they are intended to serve.

Particular care should be taken to minimize visual impacts of parking along Entrance or Revitalization Corridors and in areas visible from or adjacent to residential neighborhoods.

GDP-EA1: LOADING AND STORAGE

Locate storage areas and loading areas away from street frontages and conceal them with decorative screening or walls.

GDP-EA1: SIGNAGE

Provide a hierarchy of signs that is integrated with the overall character of the development, including informational signs for pedestrians.

GDP-EA1: PEDESTRIAN CONNECTIONS AND AMENITIES

Provide direct pedestrian and bicycle connections to adjacent uses, including surrounding neighborhoods.

GDP-EC1: OUTDOOR GATHERING SPACES

Encourage the integration of outdoor seating, plazas, and other public gathering spaces for employees as part of employment centers.

GATEWAYS AND ENTRANCE CORRIDORS

The Future Land Use Plan map identifies the following types of gateways and entrance corridors:

- Gateways
- Entrance Corridors

Gateways and entrance corridors are key entrance points into Rapid City. The character and appearance of the public domain in these areas (e.g., streets, landscaping and streetscape, signage, and other urban design elements) help shape the first impression visitors have about the City. As Rapid City continues to grow, care should be taken to ensure gateways and entrance corridors impart a positive image of the community and that public improvements in these locations impart a positive image for visitors and residents alike.

Design principles for gateways and corridors address key considerations for public and private improvements in these locations.



GATEWAYS

Characteristics	Locations
GATEWAYS	
<ul style="list-style-type: none"> ▪ Marks the entry or passage into the City. ▪ Usually corresponds with a major interchange or community point of interest (landmark). ▪ Potential to incorporate unique and attractive design elements, landscaping, and signage to enhance the sense of arrival and project a positive and welcoming community image. 	<p>Interchanges</p> <ul style="list-style-type: none"> ▪ East Highway 44 at North Elk Vale Road (corresponds with primary route from Rapid City Airport into Downtown) ▪ Interstate 90 at North Elk Vale Road ▪ Interstate 90 at North Deadwood Ave ▪ Highway 79 (Cambell Street) at Elk Vale Road ▪ Interstate 90 at Interstate 190 ▪ Interstate 190 at Omaha Street <p>Landmarks</p> <ul style="list-style-type: none"> ▪ Mount Rushmore Road at Tower Road (near Regional Health center) ▪ US Highway 16 at the City’s southern limits (near Fort Hayes Drive) ▪ Jackson Boulevard at Canyon Lake Park (near Chapel Lane) ▪ Sturgis Road at the City’s northern limits (north of Hidden Valley Road)

ENTRANCE CORRIDORS

Characteristics	Locations
ENTRANCE CORRIDORS	
<ul style="list-style-type: none"> ▪ A primary route into the City, usually corresponding with a gateway. ▪ Typically extend beyond the City limits, but the appearance of these corridors creates an impression about the City. ▪ Coordination with adjacent counties and communities, and the South Dakota Department of Transportation necessary to create welcoming, attractive corridors that elevate the area’s appeal as a regional destination. ▪ Potential to incorporate landscaping, coordinated signage and lighting, and other design elements to enhance positive impressions. ▪ Focus should be protection of scenic views, landscaping, and natural character rather than intense development along some entrance corridors. 	<ul style="list-style-type: none"> ▪ Elk Vale Road traversing the southeastern section of the community from Interstate 90 to the north to Mount Rushmore Road to the south. ▪ Haines Avenue stretching north from Interstate 90 to beyond the County line. ▪ East Highway 44 extending from the City’s core near East Omaha Street east to the Rapid City Regional Airport. ▪ Highway 79 extending south of Elk Vale. ▪ Interstate 190 stretching from Interstate 90 to the north to Omaha Street to the south. ▪ Interstate 90 including the segments west of Interstate 190 and east of North Elk Vale Road. ▪ Jackson Boulevard (Highway 44) extending west of Canyon Lake. ▪ Sturgis Road stretching north of the Rapid City limits. ▪ US 16 extending south from the Rapid City limits.

DESIGN PRINCIPLES FOR GATEWAYS AND ENTRANCE CORRIDORS

General Design Principles for Gateways and Entrance Corridors (GDP-GEC)

The following design principles apply to all gateways and entrance corridors identified on the Future Land Use Plan map.

GDP-GEC1: DIRECTIONAL SIGNAGE

Establish a consistent and well-designed program of directional signage to orient visitors and reinforce the character of Rapid City's gateways and entrance corridors.

GDP-GEC2: STREETSCAPE CHARACTER

Enhance the character of designated gateways and entrance corridors as part of future development or revitalization efforts and/or planned utility or roadway improvements as follows:

- Incorporate street trees, sidewalk furniture, special paving, public art, shade structures, median landscaping and monument signage, and a range of landscape treatments in development setbacks;
- Establish a consistent design theme and/or landscape design character that reflects the unique qualities of each gateway or entrance corridor; and

- Underground existing utilities where feasible.

GDP-GEC3: MULTI-MODAL CONNECTIVITY

Plan new development along entrance corridors to encourage pedestrian and bicycle activity and facilitate access to existing and planned transit:

- Incorporate detached or wider sidewalks (where right-of-way width allows) and outdoor gathering spaces with seating and other amenities;
- Include parking and storage facilities for bicycles;
- Locate surface parking behind buildings and away from street frontages or use structured parking; and
- Provide direct connections between buildings, parking areas, transit stops, and surrounding neighborhoods.

GDP-GEC4: ACCESS MANAGEMENT

Establish centralized access points as appropriate when development occurs to manage traffic circulation and protect the character of the City's gateways and entrance corridors. Pursue joint access agreements or alternative access plans at time of development entitlement for parcels with frontage on a designated gateway or entrance corridor.

GDP-GEC5: BUILDING ORIENTATION

Orient development towards entrance corridors and gateways, providing a high level of architectural detailing

and clearly defined entrances for pedestrians. Bring buildings located at major intersections closer to the street to anchor corners and to help form a gateway into adjoining neighborhoods.

GDP-GEC6: PARKING DESIGN AND LOCATION

Locate surface parking and loading areas away from the gateways and entrance corridors and screen these features using a combination of landscaping, berming, and/or ornamental fencing.

GDP-GEC7: SIGNAGE

Reduce existing—or avoid creating new—visual clutter associated with signage in designated gateways and entrance corridors as follows:

- Limit new development signage to low profile monument signs designed as part of a larger development scheme;
- Use consolidated signage for larger developments to minimize visual clutter; and
- Prohibit pole signs and billboards in these locations.

GDP-GEC8: INTERSECTIONS AND CROSSINGS

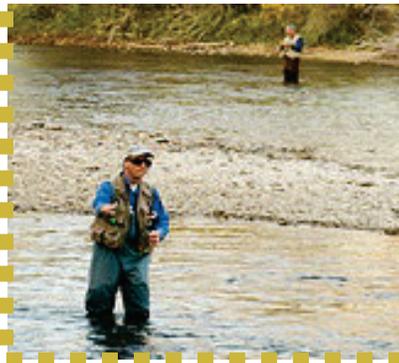
Design intersections and crossings along entrance corridors with the accessibility and safety of multiple modes in mind, including bikes, pedestrians, and transit.

PARKS AND RECREATION OPPORTUNITIES

Two types of parks and recreation opportunities are identified on the Future Land Use Plan map:

- Parks and Greenways
- Regional Recreational Destinations

Uses and characteristics are described on the following pages. Refer to the Outstanding Recreational and Cultural Opportunities chapter (See page 63) for more detailed guidance regarding specific types of parks and recreational facilities, their desired distribution within the community, and target levels of service for different types of facilities.



PARKS AND RECREATION OPPORTUNITIES

Range of Density/Size	Uses	Characteristics	Location	Zone Districts
PARKS AND GREENWAY (PG)				
Varies, ranging from less than 1 acres to 100+ acres for regional facilities.	<i>Primary:</i> Parks, greenway trail system, and recreational facilities. <i>Secondary:</i> Drainageways and utilities	<ul style="list-style-type: none"> Intended to provide for the active and passive parks and recreational needs of the community. Generally public parks and recreation opportunities, however, privately operated facilities which also serve recreational needs, such as golf courses, are also included. 	Varies	Varies

Characteristics	Locations
REGIONAL RECREATION DESTINATION	
<ul style="list-style-type: none"> A major public park or recreation facility that draws visitors from across the community and region. Includes existing facilities and planned future improvements. 	<ul style="list-style-type: none"> Soccer Complex Canyon Lake Park Dinosaur Park Founders Park/M Hill Rapid City Swim Center Star of the West Complex Sioux Park and Fields (2)

LAND CONSERVATION AND RESERVE

Five categories of land conservation uses are identified on the Future Land Use Plan map:

- Agriculture
- Buffer/Reserve
- Flood Hazard Overlay
- Forest Conservation
- Future Greenway Conservation

Uses and characteristics for each category vary significantly and are described on the following pages. This section also includes supporting design principles.



LAND CONSERVATION AND RESERVE CATEGORIES

Range of Density/Size	Uses	Characteristics	Location	Zone Districts
AGRICULTURE (AG)				
Minimum 3 acres per dwelling unit.	<p><i>Primary:</i> Working ranch, graining, or agricultural lands and associated agricultural structures and equipment.</p> <p><i>Secondary:</i> Large-lot single-family residences.</p>	<ul style="list-style-type: none"> Conserved for agricultural production and ranching/grazing purposes. May include single-family homes and agricultural buildings such as barns. Typically not served by urban utilities, but some existing development may be served, depending on location. 	Primarily to the north, east, and south of Rapid City, outside of the Urban Services Boundary. However, active agricultural lands may continue to exist within the Urban Services Boundary indefinitely.	County Ag Zone (possibly GAD in some areas)
BUFFER/RESERVE (BR)				
N/A	<p><i>Primary:</i> Existing agriculture, residential, and public uses. Other land uses to be considered on a case-by-case basis.</p>	<ul style="list-style-type: none"> Establishes a land buffer around major public facilities (e.g., airport, and water reclamation plant) that present significant impacts (e.g., noise and odors). Could potentially serve as future expansion areas for these public facilities. Existing land uses remain. Additional/other future land uses may be considered (pursuant to a map amendment) on a case-by-case basis if such use would not cause detriment to future expansion plans or would not be significantly impacted by the existing facility. 	Varies	Varies
FLOOD HAZARD OVERLAY (FH)				
N/A	Limited uses and facilities with low flood damage potential and that will not obstruct flood flows	<ul style="list-style-type: none"> Overlay of the 100-year floodplain on public and privately owned properties, as identified by official Federal Emergency Management Agency (FEMA) mapping and per the Final Report of the Flood Plain Policy Committee (2008). 	Primarily concentrated along Rapid Creek as well as along the many tributary streams and drainages within the planning area.	FH

Range of Density/Size	Uses	Characteristics	Location	Zone Districts
FOREST CONSERVATION (FC)				
Minimum 3 acres per dwelling unit.	<p><i>Primary:</i> Open lands preserved by the City or other government agencies, or as part of a private development (e.g. planned unit development) for conservation, resource protection, recreational, or utility use.</p> <p><i>Secondary:</i> Large-lot single-family residences.</p>	<ul style="list-style-type: none"> ▪ Emphasis on conservation for natural beauty, open character, and recreational access. ▪ May be publicly or privately owned. ▪ Public access may be provided with designated trails or bicycle facilities; however, in other areas lands may be left intact as visual buffers or to protect significant ridgelines visible from various areas of the community. ▪ Single-family homes on large lots in a forested or mountainous rural setting. ▪ Clustering is encouraged to conserve natural features and make efficient use of infrastructure. Smaller lots may be provided when development is clustered. ▪ Typically not served by urban utilities, but some existing development may be served, depending on location. 	Primarily in rugged forested areas to the west of Rapid City Limits; as well central locations along Skyline Drive and north of M Hill.	PF, varies
FUTURE GREENWAY CONSERVATION (FG)				
N/A	Parks, recreation, open space, and other limited uses and facilities with low flood damage potential and that will not obstruct flood flows	<ul style="list-style-type: none"> ▪ Identifies areas within the 100-year floodplain (as identified by official FEMA mapping) that are not currently reserved as public greenway but are good candidates for future public or private greenway conservation. 	Primarily concentrated along Rapid Creek as well as along the many tributary streams and drainages within the planning area.	FH

LAND CONSERVATION DESIGN PRINCIPLES:

General Design Principles for Forest Conservation Areas

General Design Principles for Forest Conservation Areas provide guidance on a range of site planning, resource conservation, and connectivity issues for development in these visually and environmentally sensitive areas of the community. These design principles are also intended to address considerations to promote increased awareness of potential risks and responsibilities associated with development in the Wildland Urban Interface (WUI).

GDP-FC1: PRESERVATION OF NATURAL FEATURES

Limit overlot grading for driveways and homes sites to minimize erosion, stormwater runoff, and other site disturbances. Incorporate innovative site planning techniques to maximize the preservation of natural features and expand community greenways over time, such as:

- Floodplains, drainages, and wetlands;
- Forested areas or other areas with significant native vegetation or mature shade trees;
- Documented wildlife habitat; and/or
- Steep slopes and other unique or environmentally sensitive features.

GDP-FC2: CONNECTIVITY

- Integrate protected natural features as active and passive open space, greenways, and/or trail corridors to serve and enhance connections between groups of homes and established areas of the community or publicly accessible lands, where appropriate.
- Provide multiple vehicular access points to new subdivisions for emergency access and safe evacuation routes in high-risk wildfire areas.

GDP-FC3: CLUSTER DEVELOPMENT

Use cluster development patterns as a tool to achieve one or more of the following objectives:

- Preserve scenic view corridors or natural features;
- Create transitions between areas of different development intensity;
- Accommodate smaller lots on portions of the site located outside of wildfire hazard areas;
- Provide open space for the common use and enjoyment of residents and the broader community; and/or
- Preserve cohesive blocks of forest.

GDP-FC4: VEGETATION MANAGEMENT

Educate land owners regarding their responsibility to manage vegetation on their property to reduce wildfire risk to not only themselves, but their neighbors as well. Provide

information regarding defensible space parameters, guidelines for site-specific wildfire hazard assessments, and other steps that can be taken by property owners to reduce risk.

GDP-FC4: FIRE RESISTANT BUILDING MATERIALS

Educate land owners as part of the building permit process about the range of fire-resistant building materials that are available on the market and the potential benefits they provide.

GDP-FC5: SOURCE WATER PROTECTION

Consider recommendations provided by the City's Source Water Protection report in future development plans as appropriate.

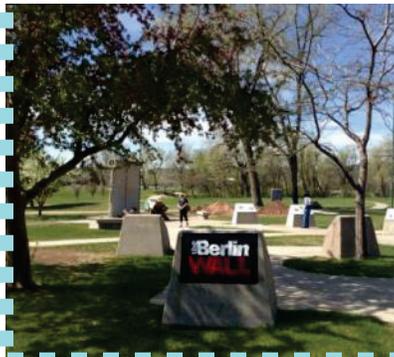
(See <http://archive.rcgov.org/pw20090714/PW071409-01.pdf>.)

PUBLIC/INSTITUTIONAL AND OTHER LAND USES

Two types of Public/Institutional and other land uses are identified on the Future Land Use Plan:

- Public/Institutional
- National Forest

Typical uses, characteristics, and locations for each are described on the following pages.



PUBLIC/INSTITUTIONAL AND OTHER LAND USE CATEGORIES

Range of Density/Size	Uses	Characteristics	Location	Zone Districts
PUBLIC/QUASI-PUBLIC (P/QP)				
N/A	<i>Primary:</i> Schools, government offices, airport, community/senior centers, fire stations, libraries, hospitals, cemeteries, and places of worship. Also includes facilities needed for essential public services such as electrical substations, water and wastewater facilities, and other similar uses.	<ul style="list-style-type: none"> Provided by the City, special districts, or by a quasi-public organization. Places of worship are also an acceptable use in residential and some commercial areas and may not be designated as Public/Quasi-Public. 	Varies	P, CC, Airport
NATIONAL FOREST (NF)				
N/A	Publicly owned and accessible lands preserved by the U.S. Forest Service for conservation, resource protection, or recreational use.	<ul style="list-style-type: none"> Provides wildlife habitat, resource conservation, and recreational opportunities. Proposed land use changes occurring adjacent to National Forest properties will require coordination with a designated planning representative. 	N/A	N/A