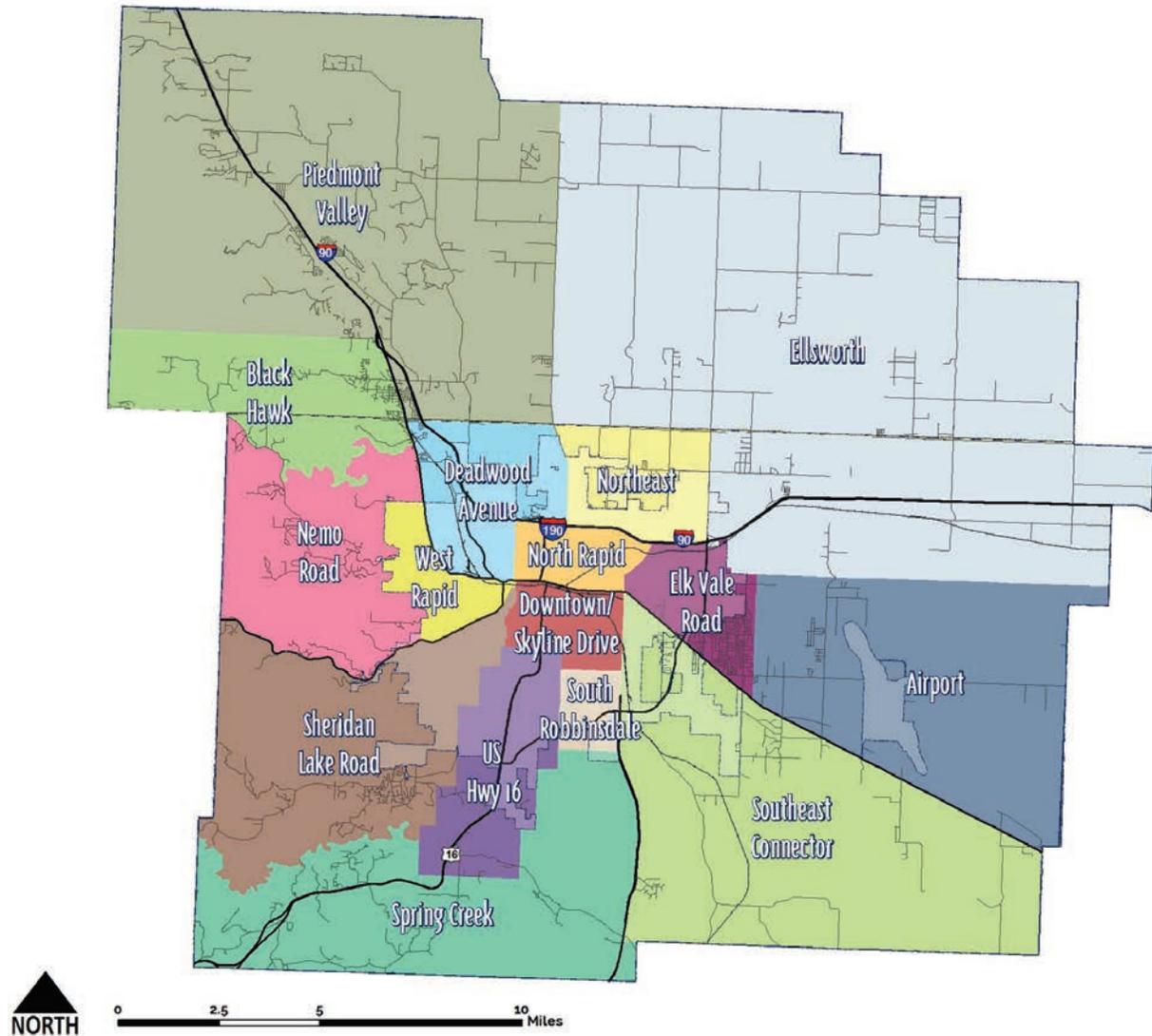

11

Neighborhood Area
Policies

OVERVIEW

This section provides supplemental information and policy guidance for the sixteen neighborhood areas located within Rapid City’s planning area, as illustrated on the map below.



A brief description of each area is provided along with a discussion of issues and opportunities and specific goals and policies. These goals and policies build on previously adopted neighborhood area plans, where applicable, and are intended to be applied in conjunction with the citywide principles, goals, and policies contained in Chapters 3 through 10.

A Future Land Use Plan map for each neighborhood area is also provided. These maps vary in scale to accommodate the varied sizes and extents of the City’s diverse neighborhood areas and are intended to supplement the Future Land Use Plan map and supporting policies and design principles provided in Chapter 10: Growth and Reinvestment Framework.

AIRPORT NEIGHBORHOOD AREA (AP-NA)

DESCRIPTION

The Airport Neighborhood Area is located on the eastern side of Rapid City, directly south of Box Elder. It is bounded by Highway 44 to the south, Box Elder to the north, approximately East 53rd Street to the west, and 154th Avenue to the east. This area is predominantly outside of the current Rapid City limits except for the Rapid City Regional Airport. The western two-thirds of the Airport Neighborhood Area fall within the Urban Services Boundary.

ISSUES AND OPPORTUNITIES

This Neighborhood Area is influenced by the Rapid City Regional Airport, which presents opportunities and challenges for development in this area. The Rapid City Regional Airport Master Plan Land Use Compatibility Plan details the airport vision and growth plans, and also identifies land use and compatibility requirements for development in the surrounding environs. Future expansion of the airport will likely occur to the east, and therefore it is important to reserve opportunities for this future growth.

The area south of the airport, along Highway 44, presents opportunities for future development and activities related to the airport, including logistics, distribution, and office uses. Recent extension of City utilities to the airport will help

support the growth of this Community Activity Center and employment area.

Highway 44 is an important entryway corridor into the community, as visitors arrive from the southeast or via the airport. To preserve the rural character of this corridor, mixed-use commercial development along this corridor should be concentrated at major intersections, rather than “stripped out” along the corridor.

Residential growth is expected to continue to push east from the City into this area, yet airport regulations limit residential development beyond Radar Hill Road. Annexation into the City is a key issue as properties develop in this area.

To the north, neighboring Box Elder is also growing, and coordination is necessary to limit airport-related conflicts. East of the airport, the lack of utility services will limit urban growth and the area will likely remain predominantly agricultural or undeveloped over the course of the planning horizon.

The entire Rapid City Regional Airport Master Plan Land Use Compatibility Plan, including the land use maps and airport safety zones can be reviewed online at: http://www.rcgov.org/pdfs/Transportation-Planning/Neighborhood%20Plans/RAP_LUP_Oct2010_Pg_1_47.pdf.

GOALS AND POLICIES

Goal AP-NA1.1: Support expansion of the Rapid City Regional Airport and promote airport-compatible growth and development.

AP-NA1.1A: AIRPORT RESERVE

Reserve opportunities for the future expansion of the Rapid City Regional Airport to the north and east, and limit development that conflicts with current or future airport operations or expansion.

AP-NA1.1B: AIRPORT SAFETY

Consider additional zoning and land use regulations, as recommended in the Airport Land Use Compatibility Plan to enhance aircraft safety and sustain long-term operations and growth opportunities at the Rapid City Regional Airport. These include but are not limited to runway protection, inner approach/departure zones, circling traffic patterns, precision flight corridor, and aviation hazard safety zones.

AP-NA1.1C: AIRPORT COMPATIBILITY

Pursue opportunities to relocate existing roadways (e.g., Longview Road) and land uses that currently conflict with runway protection and other airport safety zones. Encourage compatible uses and development within runway protection zones and concentrate future development away from areas with potential safety risks.

11. Neighborhood Area Policies | Airport Neighborhood Area (AP-NA)

AP-NA1.D: AIRPORT INFRASTRUCTURE

Invest in additional infrastructure to include the Rapid City Regional Airport in the City's water and wastewater systems.

AP-NA1.1E: EMPLOYMENT

Encourage airport-related employment growth south and west of the airport, near the Highway 44 corridor to maximize recent infrastructure investments in the area, and take advantage of airport proximity.

AP-NA1.1F: ENTRANCE CORRIDOR

Recognize Highway 44 as an important Entrance Corridor into the City, and encourage coordinated signage, landscaping, and development planning to enhance the corridor's appearance. Apply Design Principles for Gateways and Entrance Corridors in the review of future development along the corridor. (See page 110)

AP-NA1.1G: COMMERCIAL INTERSECTIONS

Focus commercial development and Community Activity Centers at the intersections of Highway 44 and major arterial roadways (East 53rd Street and Radar Hill Road) to avoid strip development and to retain the rural character of the Entrance Corridor.

AP-NA1.1H: RESIDENTIAL GROWTH

Support residential development west of Radar Hill Road that does not encroach or conflict with airport safety or noise zones. Support the development of a new mixed-use Community Activity Center within this area, preferably at a key intersection

such as the future extensions of Twilight Drive at Anderson Road.

AP-NA1.1I: ANNEXATION

Require the annexation of contiguous properties when development occurs, and require an annexation agreement for noncontiguous properties (stating that they agree to be annexed into Rapid City when eligible).

AP-NA1.1J: URBAN SERVICES

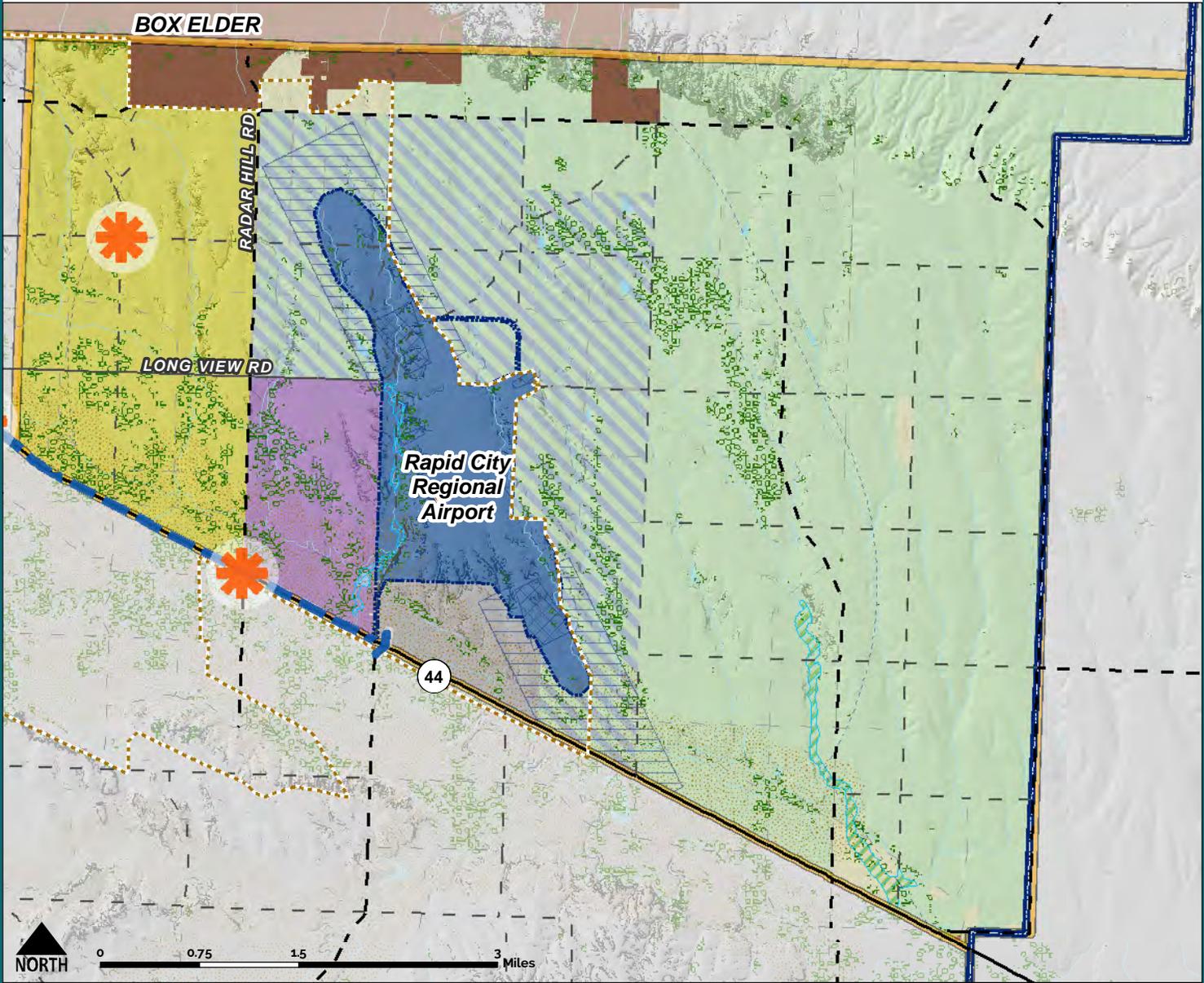
Allow the extension of City infrastructure within the Urban Services Boundary to serve new and existing development.

AP-NA1.1K: INTERJURISDICTIONAL COORDINATION

Coordinate planning and development review activities with the City of Box Elder, Pennington County, and airport authorities.

Future Land Use Plan

Airport Neighborhood Area



Legend	Future Land Use	Entrance Corridor	Overlays
Neighborhood Area	Rural Residential	Entrance Corridor	Forest
Rapid City Limits	Low Density Neighborhood	Revitalization Corridor	Flood Hazard Overlay
County Boundary	Urban Neighborhood	Gateway	Future Greenway Conservation
Urban Service Boundary	Mixed Use Commercial	Revitalization Node	Sensitive Geologic Area
Cemetery	Downtown	Regional Activity Center	Ellsworth 65 Ldn Noise Contours
Fire station	Employment	Community Activity Center	Circling traffic patterns
Hospital	Light Industrial	Regional Recreation Destination	Inner approach/departure
Police station	Heavy Industrial		Precision flight corridor
School	Mining/Extraction	Major Street Plan	Runway protection zone
Water Bodies	Parks and Greenway	Interstate Highway	
	Agriculture	Principal Arterial	
	Forest Conservation	Proposed Principal Arterial	
	National Forest	Minor Arterial	
	Buffer/Reserved	Proposed Minor Arterial	
	Public/Quasi-Public	Collector	
		Proposed Collector (exact alignment TBD)	

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Overview Map

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BLACK HAWK NEIGHBORHOOD AREA (BH-NA)

DESCRIPTION

The Black Hawk Neighborhood Area is located northwest of Rapid City and includes portions of Pennington and Meade Counties. It is bounded on the north by the southern boundary of Summerset extending westward, Nemo Road and Box Elder Creek on the south, Sturgis Road to the east, and the Metropolitan Planning Organization boundary to the west.

ISSUES AND OPPORTUNITIES

This Neighborhood Area includes large tracts of National Forest land and existing and future mining and extraction activities. Pockets of rural residential development exist within the hilly and forested areas, but most development in this Neighborhood Area is clustered near Sturgis Road.

The southeast portion of this Neighborhood Area is located within Rapid City’s Urban Services Boundary, but due to topographic constraints and the heavily forested character of this area, future development is likely to be more rural in nature, with large lots and focus on the conservation of natural features.

Opportunities do exist for continued residential and mixed-use development along and near the Sturgis Road corridor, but as an important Entrance Corridor into the community, careful planning is needed to balance the demand for new development

and resource extraction with the preservation of the natural qualities that make this a pleasant and attractive route into the City.

GOALS AND POLICIES

Goal BH-NA1.1: Retain the scenic and natural qualities of the Black Hawk Neighborhood Area and focus new development in existing activity areas.

BH-NA1.1A: FOREST CONSERVATION

Coordinate with the Forest Service and adjacent property owners and residents to support the preservation of natural features and minimize risks associated with development in the Wildland Urban Interface (WUI). Apply General Design Principles for Forest Conservation Areas to future development in the area. (See page 116.)

BH-NA1.1B: RESIDENTIAL GROWTH

Encourage the clustering of rural residential development to conserve natural features, limit impacts on the natural environment, and maximize infrastructure such as roads.

BH-NA1.1C: MIXED-USE DEVELOPMENT

Support intensification of existing mixed-use and nonresidential developments to increase the variety of uses and maximize infrastructure investments. Discourage new, isolated pockets of mixed-use or non-residential development.

BH-NA1.1D: RESOURCE EXTRACTION

Coordinate with the mining industry to establish long-term plans for extraction and reclamation.

BH-NA1.1E: ENTRANCE CORRIDOR

Recognize Sturgis Road as an important Entrance Corridor into the City, and encourage coordinated signage, landscaping, and development planning to retain the corridor’s rural character and scenic qualities. Apply Design Principles for Gateways and Entrance Corridors in the review of future development along the corridor. (See page 110.)

BH-NA1.1F: URBAN SERVICES

Allow the extension of City infrastructure within the Urban Services Boundary to serve new and existing development.

BH-NA1.1G: INTERJURISDICTIONAL COORDINATION

Coordinate planning and development review activities with Summerset, the National Forest Service, and Meade and Pennington Counties.

DEADWOOD AVENUE NEIGHBORHOOD AREA (DA-NA)

DESCRIPTION

The Deadwood Avenue Neighborhood Area is located in the northwestern portion of the community, and includes land within the City limits, as well as unincorporated portions of Pennington County. It is bounded by Omaha Street/ West Chicago Street to the south, the Pennington County line to the north, Sturgis Road to the west, and North Haines Avenue to the east. Box Elder Creek passes through the northern portion of the area and Rapid Creek passes through the southern portion.

ISSUES AND OPPORTUNITIES

This Neighborhood Area is one of the fastest growing areas in the community. It is readily accessible to several major transportation routes including Interstate 90, Deadwood Avenue and Haines Avenue. The north-south ridgeline crossing this area will present some challenges to development and infrastructure in this area, but the entire area falls within the Urban Services Boundary. East of the ridgeline, increased residential growth will necessitate infrastructure expansion and extension.

West of the ridgeline, rural residential, light industrial, and mining and extraction activities are expected to continue, with mixed-use commercial activities focused east of Deadwood Avenue, north of Interstate 90.

South of Interstate 90, a mix of uses currently exist, including residential, commercial, employment, industrial, parks, and mining. Future opportunities include reinvestment and mixed-use infill and redevelopment along the West Chicago Street/Sturgis Road corridor. Because of the diversity of land uses in this area, considerations will need to be given to buffering, screening and providing transitions between industrial and residential areas, and making sure that the northern Gateways and Entrance Corridors into the community project a positive and inviting image.

GOALS AND POLICIES

Goal DA-NA1.1: Reinvest in established areas and expand housing, employment, and service options as new growth occurs throughout the Deadwood Neighborhood Area.

DA-NA1.1A: RESIDENTIAL GROWTH

Support expansion and development of new residential neighborhoods west of Haines Avenue.

DA-NA1.1B: MIXED-USE DEVELOPMENT

Encourage mixed-use development, redevelopment, and redevelopment at major intersections including Interstate 90 at Deadwood Avenue and Haines Avenue.

DA-NA1.1C: EMPLOYMENT ACTIVITIES

Support the continuation and expansion of existing employment and light industrial uses in these areas, to take advantage of the rail and highway transportation network. Ensure adequate buffering of heavy industrial uses to minimize conflicts with other land uses.

DA-NA1.1D: REINVESTMENT CORRIDOR

Support mixed-use reinvestment and redevelopment along the West Chicago Street/Sturgis Road Corridor.

DA-NA1.1E: ENTRANCE CORRIDORS

Recognize Deadwood Avenue, Sturgis Road, Interstate 90, Interstate 190, and Haines Avenue as an important Entrance Corridors into the City, and encourage coordinated signage, landscaping, and development planning to project a positive image of the community and reflect each corridor's unique qualities. Apply Design Principles for Entrance Corridors in the review of future development along the corridor. (See page 110.)

DA-NA1.1F: GATEWAYS

Explore and pursue opportunities to enhance and highlight City gateways along Sturgis Road and Interstate 90, and at the intersection of Interstates 90 and 190. Apply Design Principles for Gateways and Entrance Corridors to future public improvements in these locations.

DA-NA1.1G: PARKS AND GREENWAYS

Promote the development of parks and conservation of greenways in this area to increase recreation opportunities for existing and future residents of this Neighborhood Area.

DA-NA1.1H: RESOURCE EXTRACTION

Coordinate with the mining industry to establish long-term plans for extraction and reclamation.

DA-NA1.1I: NATURAL FEATURES

Support and encourage the conservation of natural features in this area, including floodplains, forested areas, and hillsides.

DA-NA1.1J: REGIONAL RECREATION

Promote and support Hansen-Larson Memorial Park (“M Hill”) and Founders Park as a regional recreation destination well known for mountain biking, hiking, and an extensive trail network.

DA-NA1.1K: URBAN SERVICES

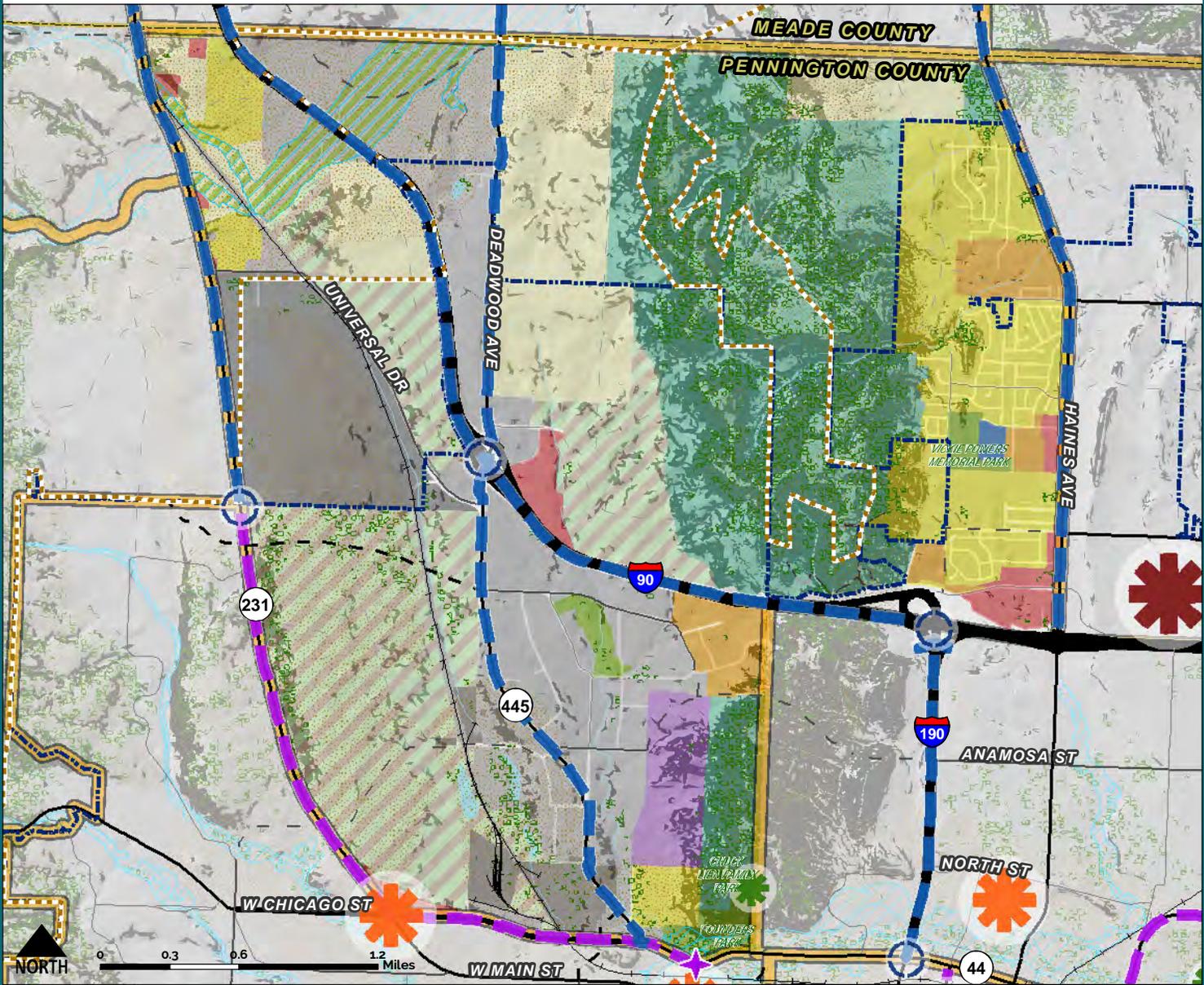
Allow the extension of City infrastructure within the Urban Services Boundary to serve new and existing development.

DA-NA1.1L: INTERJURISDICTIONAL COORDINATION

Coordinate planning and development review activities in this area with Meade County.

Future Land Use Plan

Deadwood Avenue Neighborhood Area



Legend	Future Land Use	Entrance Corridor	Overlays
Neighborhood Area	Rural Residential	Entrance Corridor	Forest
Rapid City Limits	Low Density Neighborhood	Gateway	Flood Hazard Overlay
County Boundary	Urban Neighborhood	Revitalization Node	Future Greenway Conservation
Urban Service Boundary	Mixed Use Commercial	Regional Activity Center	Sensitive Geologic Area
Cemetery	Downtown	Community Activity Center	Ellsworth 65 Ldn Noise Contours
Fire station	Employment	Regional Recreation Destination	Circling traffic patterns
Hospital	Light Industrial		Inner approach/departure
Police station	Heavy Industrial		Precision flight corridor
School	Mining/Extraction		Runway protection zone
Railroad	Parks and Greenway		
Water Bodies	Agriculture		
	Forest Conservation		
	National Forest		
	Buffer/Reserved		
	Public/Quasi-Public		
		Major Street Plan	
		Interstate Highway	
		Principal Arterial	
		Proposed Principal Arterial	
		Minor Arterial	
		Proposed Minor Arterial	
		Collector	
		Proposed Collector (exact alignment TBD)	

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DOWNTOWN/ SKYLINE DRIVE NEIGHBORHOOD AREA (DSD-NA)

DESCRIPTION

The Downtown/Skyline Drive Neighborhood Area is located in the heart of the Rapid City community. It is bounded by Omaha Street to the north, Skyline Drive to the west, Cambell Street to the east, and near Fairmont Boulevard to the south. The area is entirely within Rapid City limits.

ISSUES AND OPPORTUNITIES

This Neighborhood Area encompasses the City's historic core, and includes the central business district and a mix of established neighborhoods. Within and near the central business district, historic buildings feature an array of commercial, service, office, and employment uses. Some residential uses are also present, both above commercial uses and in standalone apartment and condominium buildings. Recent public improvements in the central business district have helped catalyze additional interest and investment in the core area, and reinvestment, infill development and redevelopment are expected to continue in this high-activity area. Preservation of the area's historic character is important as development continues, in order to retain the area's authenticity and appeal.

Parking is another issue to address as development and activity levels continue to intensify within and near

Downtown. Structured parking, parking management, and increasing multi-modal options are all opportunities that may help address the parking issue.

A mix of residential and non-residential uses surround the Downtown Core, and many of these areas also have historic qualities and structures that are important to preserve. There are many opportunities for revitalization, infill development and redevelopment in these fringe areas, yet compatibility with adjacent neighborhoods is a growing concern. Moreover, the conversion of residential structures to non-residential uses is an increasing trend in this area, especially along major corridors such as Mount Rushmore Road and Saint Patrick Street. Balancing the preservation and reuse of historic structures, neighborhood compatibility, and the parking, access, and other requirements of non-residential uses is a delicate issue along these corridors.

These aging corridors also have competing demands on the roadways themselves. Both are physically constrained due to development on both sides of the street, and there are increasing demands for pedestrian, bicycle, and transit accommodations, in addition to automobile traffic on the narrow roadways. As reinvestment and revitalization occur along these corridors, improving access management, providing multi-modal opportunities or alternative routes, and land use coordination are all important considerations.

Another priority area for reinvestment and development activity is the set of paired one-

way corridors connecting the central business district and the SDSMT campus. East Main Street and East Saint Joseph Street both feature a mix of uses, but in general, these corridors are somewhat underutilized and present opportunities for the incorporation of housing and services to meet the needs of the growing SDSMT campus.

Beyond the core and fringe areas, the Neighborhood Area includes a varied mix of established residential neighborhoods, including the West Boulevard Historic District and Robbinsdale neighborhoods. Many are designed as traditional neighborhoods with alley-loaded lots and a grid network of streets, but others are more suburban in nature with curvilinear streets, cul-de-sacs, and street-fronting garages. Limited opportunities for infill development exist in most of these neighborhoods, although there are some pockets where new higher density housing may be appropriate, especially along or near major corridors and near SDSMT. Otherwise, existing neighborhoods in this area could benefit from continued emphasis on historic preservation, property maintenance, and ongoing investment in schools, parks and recreation amenities.

GOALS AND POLICIES

Goal DSD-NA1.1:
Continue revitalization of the Downtown area’s historic core and primary corridors and reinvest in the Downtown/Skyline Drive area neighborhoods.

DSD-NA1.1A: RESIDENTIAL NEIGHBORHOODS

Encourage reinvestment and promote targeted infill development redevelopment to add vitality to the area’s established neighborhoods. Support the compatible infill residential development that increases the variety of housing options.

DSD-NA1.1B: REGIONAL ACTIVITY CENTER

Support the ongoing revitalization of Downtown as the region’s premier destination for shopping, business, dining, arts, and entertainment.

DSD-NA1.1C: MIXED-USE DEVELOPMENT

Encourage adaptive reuse and mixed-uses along the area’s primary corridors and within and surrounding the central business district.

DSD-NA1.1D: REINVESTMENT CORRIDORS

Emphasize reinvestment and targeted redevelopment along the area’s Reinvestment Corridors (Mount Rushmore Road and Saint Patrick Street).

DSD-NA1.1E: SOUTH DAKOTA SCHOOL OF MINES AND TECHNOLOGY

Support expansion of the SDSMT Campus and encourage coordination and intensification of uses along the East Main Street and Saint Joseph Street Reinvestment Corridors to improve connections between Downtown and the campus. (See Goal LC-4.2 for additional policies related to SDSMT.)

DSD-NA1.1F: PARKS AND GREENWAYS

Maintain the established parks and greenways in this area for safety, conservation, and recreation purposes.

DSD-NA1.1G: NATURAL FEATURES

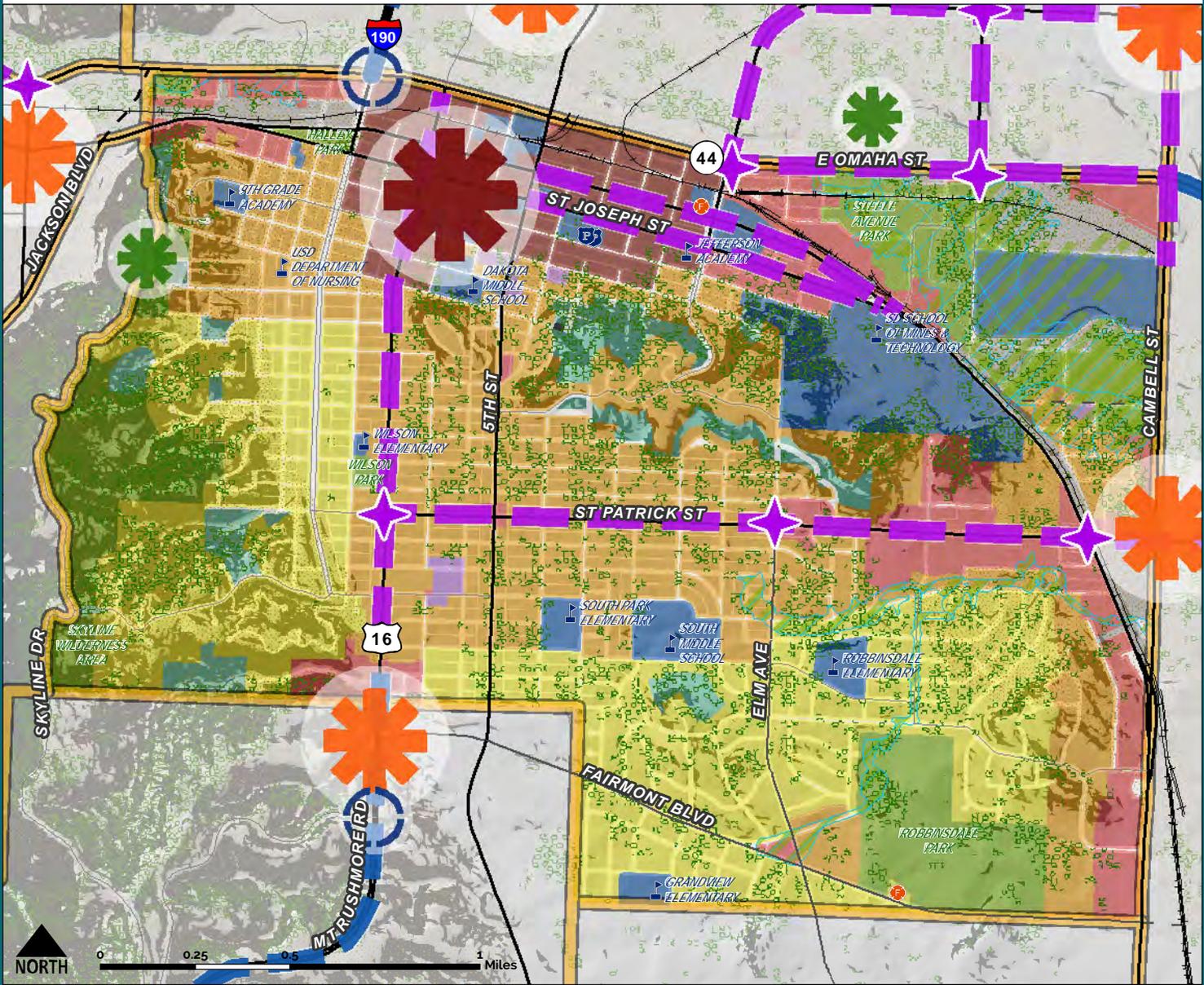
Support and encourage the conservation of natural features in this area, including floodplains, hillsides, and Skyline Wilderness Area.

DSD-NA1.1H: INTERJURISDICTIONAL COORDINATION

Coordinate planning and development review activities in this area with SDSMT and Pennington County.

Future Land Use Plan

Downtown/Skyline Neighborhood Area



Legend	Future Land Use	Entrance Corridor	Overlays
Neighborhood Area	Rural Residential	Entrance Corridor	Forest
Rapid City Limits	Low Density Neighborhood	Revitalization Corridor	Flood Hazard Overlay
County Boundary	Urban Neighborhood	Gateway	Future Greenway Conservation
Urban Service Boundary	Mixed Use Commercial	Revitalization Node	Sensitive Geologic Area
Cemetery	Downtown	Regional Activity Center	Ellsworth 65 Ldn Noise Contours
Fire station	Employment	Community Activity Center	Circling traffic patterns
Hospital	Light Industrial	Regional Recreation Destination	Inner approach/departure
Police station	Heavy Industrial		Precision flight corridor
School	Mining/Extraction	Major Street Plan	Runway protection zone
Railroad	Parks and Greenway	Interstate Highway	
Water Bodies	Agriculture	Principal Arterial	
	Forest Conservation	Proposed Principal Arterial	
	National Forest	Minor Arterial	
	Buffer/Reserved	Proposed Minor Arterial	
	Public/Quasi-Public	Collector	
		Proposed Collector (exact alignment TBD)	

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ELK VALE NEIGHBORHOOD AREA (EV-NA)

DESCRIPTION

The Elk Vale Neighborhood Area establishes the eastern edge of Rapid City, and is bisected by Elk Vale Road. It is bounded by Highway 44 to the south, Interstate 90 to the north, Cambell Street to the west, and just beyond Reservoir Road to the east. Most of the Neighborhood Area is within the City limits, but the eastern portion of the area is predominantly unincorporated land within Pennington County.

ISSUES AND OPPORTUNITIES

This Neighborhood Area includes a diverse mix of established, unincorporated residential uses on the eastern edge, and a range of established and developing neighborhood, commercial, and employment uses. Presence of the railroad and an east-west ridgeline on the northern segment of the area limit options for residential development, but present opportunities for light industry and employment uses. Further south, along Elk Vale Road, an emerging business park provides opportunities for the development of new office and employment uses.

Community Activity Centers along Elk Vale Road provide opportunities for mixed use commercial development near the University Campus at the Interstate 90 interchange, as well as near the future Safeway store just north of Twilight Drive.

At the center of the Neighborhood Area, opportunities exist for urban residential development that is conveniently located near Downtown and the future extension of Anamosa Street will help connect future neighborhoods to the area's primary transportation routes: Highway 44, Elk Vale Road, Interstate 90, and Cambell Street.

On the western edge of the Neighborhood Area, existing commercial development within and surrounding the Northgate Activity Center is aging and starting to decline, so revitalization and redevelopment are important issues for the future. The diversification of uses and possible introduction of residential uses could help revitalize the area.

GOALS AND POLICIES

Goal EV-NA1.1: Establish the Elk Vale Neighborhood Area as one of the City's high priority urban growth and reinvestment areas.

EV-NA1.1A: RESIDENTIAL GROWTH

Support expansion and development of new residential neighborhoods between Cambell Street and Elk Vale Road, and in the Rapid Valley area.

EV-NA1.1B: ANNEXATION

Require the annexation of contiguous properties when development occurs, and require an annexation agreement for noncontiguous properties (stating that they agree to be annexed into Rapid City when eligible).

EV-NA1.1C: MIXED-USE DEVELOPMENT

Encourage mixed-use development and redevelopment at major intersections including Elk Vale Road at Interstate 90 and north of Twilight Drive, Cambell Street between Highway 44 and East Anamosa Street, and along Highway 44 near Reservoir Road.

EV-NA1.1D: EMPLOYMENT ACTIVITIES

Support the continuation and expansion of employment and light industrial activities along the rail line and on the western side of Old Folsom Road.

EV-NA1.1E: ENTRANCE CORRIDORS

Recognize Elk Vale Road and Highway 44 as an important Entrance Corridors into the City, and encourage coordinated signage, landscaping, and development planning to project a positive image of the community and reflect each corridor's unique qualities. Apply Design Principles for Gateways and Entrance Corridors in the review of future development along these corridors. (See page 110.)

EV-NA1.1F: GATEWAYS

Explore and pursue opportunities to enhance and highlight key interchanges that serve as gateways into the City: Elk Vale Road at Interstate 90 and at Highway 44. Apply Design Principles for Gateways and Entrance Corridors to future public improvements in these locations.

EV-NA1.1G: PARKS AND GREENWAYS

Promote the development of parks and conservation of greenways in this area as development occurs to provide recreation opportunities for existing and future residents of this Neighborhood Area.

EV-NA1.1H: URBAN SERVICES

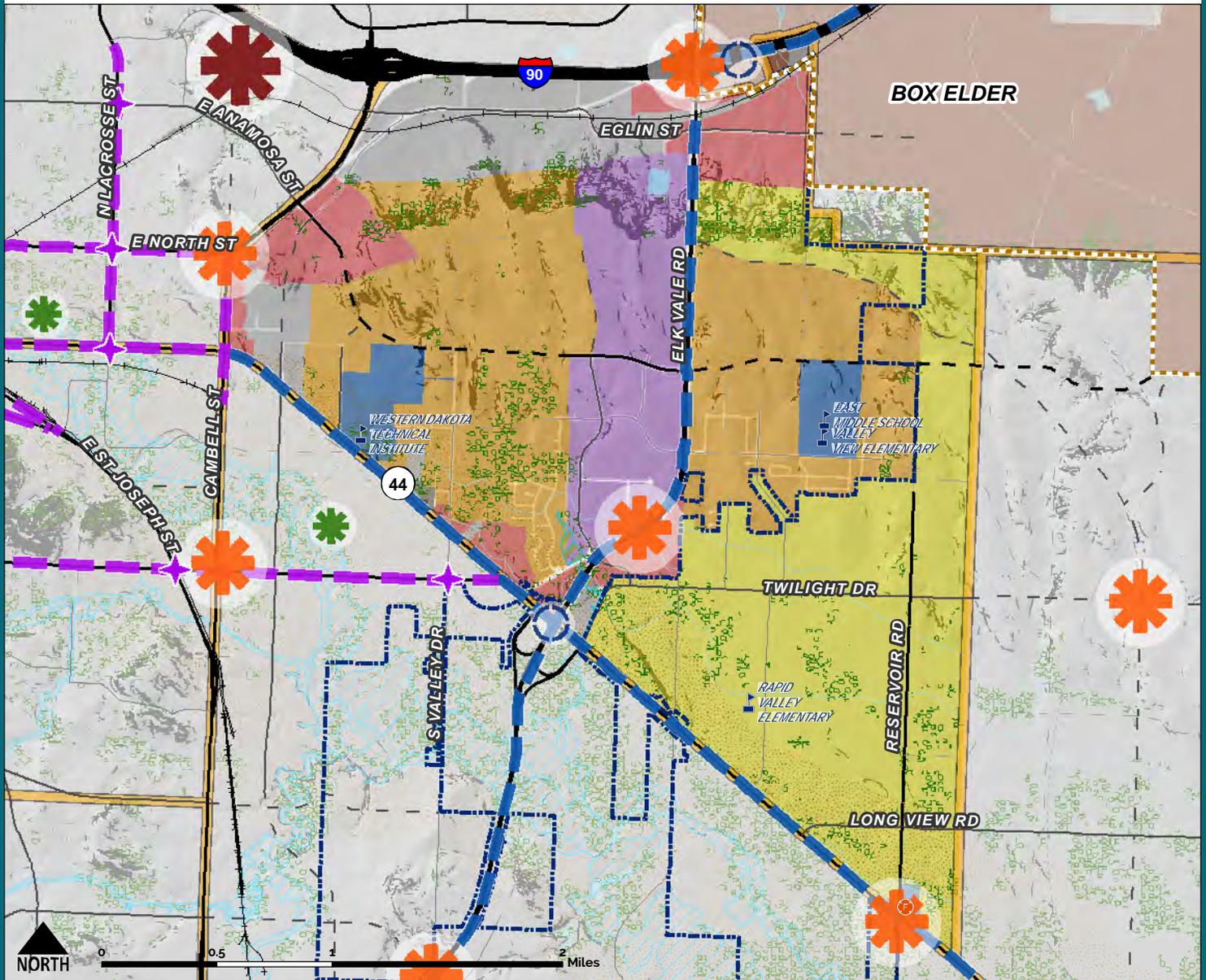
Allow the extension of City infrastructure within the Urban Services Boundary to serve new and existing development.

EV-NA1.1I: INTERJURISDICTIONAL COORDINATION

Coordinate planning and development review activities in this area with Box Elder, Rapid Valley residents, and Pennington County.

Future Land Use Plan

Elk Vale Road Neighborhood Area



Legend	Future Land Use	Major Street Plan	Overlays
Neighborhood Area	Rural Residential	Entrance Corridor	Forest
Rapid City Limits	Low Density Neighborhood	Revitalization Corridor	Flood Hazard Overlay
County Boundary	Urban Neighborhood	Gateway	Future Greenway Conservation
Urban Service Boundary	Mixed Use Commercial	Revitalization Node	Sensitive Geologic Area
Cemetery	Downtown	Regional Activity Center	Ellsworth 65 Ldn Noise Contours
Fire station	Employment	Community Activity Center	Circling traffic patterns
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Police station	Heavy Industrial	Interstate Highway	Precision flight corridor
School	Mining/Extraction	Principal Arterial	Runway protection zone
Railroad	Parks and Greenway	Proposed Principal Arterial	
Water Bodies	Agriculture	Minor Arterial	
	Forest Conservation	Proposed Minor Arterial	
	National Forest	Collector	
	Buffer/Reserved	Proposed Collector (exact alignment TBD)	
	Public/Quasi-Public		

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ELLSWORTH NEIGHBORHOOD AREA (EW-NA)

DESCRIPTION

The Ellsworth Neighborhood Area surrounds Ellsworth Air Force Base and is bounded by North Haines Avenue and Elk Vale Road on the west, approximately Cheyenne Boulevard extending eastward to the south, Elk Creek to the North, and approximately 156th Avenue to the east. The entire Neighborhood Area is located outside of the Rapid City limits in unincorporated Meade and Pennington Counties, and also includes the majority of the City of Box Elder.

ISSUES AND OPPORTUNITIES

The Ellsworth Air Force Base is one of the primary employers in the Rapid City region. Aircraft operations on the Base, as well as at nearby Rapid City Regional Airport to the south, mean that much of the Neighborhood Area is already or potentially impacted by air traffic and noise. Minimal new development in the area surrounding the Air Force Base will help limit conflicts between Base operations and other land uses. In addition to planning for the ongoing operation of the Base, Rapid City and its regional partners also need to prepare for the possibility of Base closure, should it occur at some point in the future. Diversification of the economy in other portions of the community is a key part of the strategy to minimize the potential impacts of Base closure, as is proactive coordination and cooperation with Ellsworth Air

Force Base and Ellsworth Economic Development Authority. Additional information regarding the role of Ellsworth Air Force Base and its impact on the area economy is provided in the Community Profile located in the Appendix of this Plan. (See Economy, page 11.)

South of Ellsworth Air Force Base, the community of Box Elder has a growing presence in the region. Coordination with Box Elder is necessary to ensure compatible land uses and an attractive corridor as motorists enter Rapid City from the east along Interstate 90. Moreover, improved communication and dialogues about annexation strategies and the provision of urban services in the areas between the two communities are necessary to ensure that future development enhances the overall region.

GOALS AND POLICIES

Goal EW-NA1.1: Support the operation of Ellsworth Air Force base and enhance coordination with Box Elder to proactively plan for the area’s future.

EW-NA1.1A: ELLSWORTH ACTIVITY

Support Ellsworth Air Force Base as one of the region’s key Employment areas. Discourage development that could conflict with aircraft or other military operations in areas surrounding the Base.

EW-NA1.1B: ENTRANCE CORRIDOR

Recognize Interstate 90 as an important Entrance Corridor into

Rapid City, and work with Box Elder to encourage coordinated signage, landscaping, and development planning to enhance the corridor’s appearance. Apply Design Principles for Gateways and Entrance Corridors in the review of future development along the corridor. (See page 110.)

EW-NA1.1C: ANNEXATION

Require the annexation of contiguous properties within the City’s Urban Services Boundary when development occurs, and coordinate with Box Elder to establish annexation strategies and agreements for unincorporated pockets between the two communities.

EW-NA1.1E: URBAN SERVICES

Allow the extension of City infrastructure within the Urban Services Boundary to serve new and existing development.

EW-NA1.1F: FLOODPLAIN AND GREENWAYS

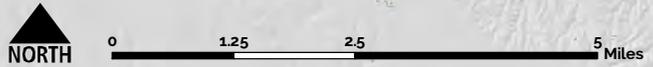
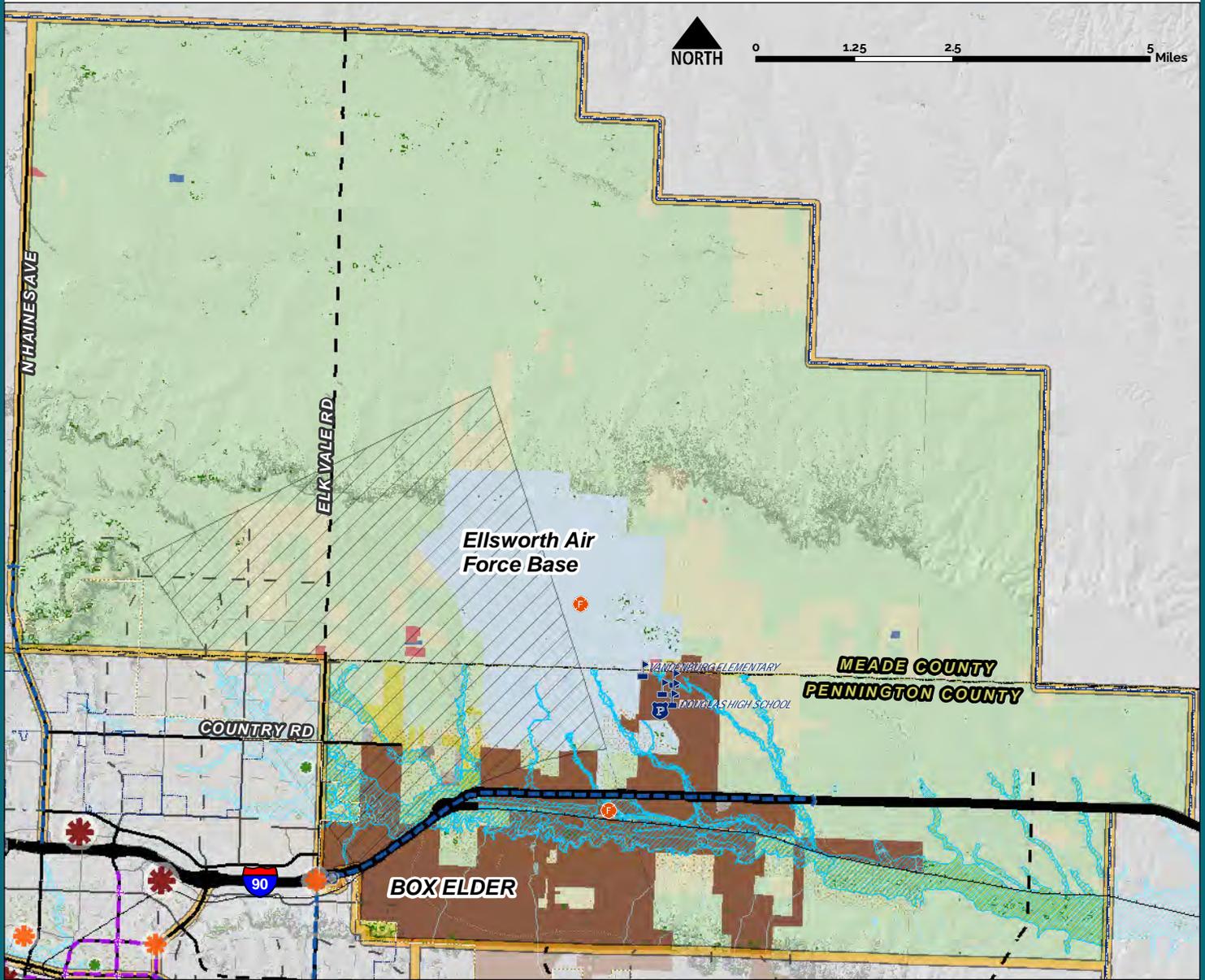
Pursue the detailed mapping and studying of the Box Elder floodplain and encourage conservation of these areas as greenways for natural, safety, and recreation purposes.

EW-NA1.1F: INTERJURISDICTIONAL COORDINATION

Coordinate planning and development review activities with the City of Box Elder, Pennington County, Ellsworth Air Force Base, and the Ellsworth Economic Development Authority.

Future Land Use Plan

Ellsworth Neighborhood Area



Legend	Future Land Use	Entrance Corridor	Overlays
Neighborhood Area	Rural Residential	Entrance Corridor	Forest
Rapid City Limits	Low Density Neighborhood	Revitalization Corridor	Flood Hazard Overlay
County Boundary	Urban Neighborhood	Gateway	Future Greenway Conservation
Urban Service Boundary	Mixed Use Commercial	Revitalization Node	Sensitive Geologic Area
Cemetery	Downtown	Regional Activity Center	Ellsworth 65 Ldn Noise Contours
Fire station	Employment	Community Activity Center	Circling traffic patterns
Hospital	Light Industrial	Regional Recreation Destination	Inner approach/departure
Police station	Heavy Industrial		Precision flight corridor
School	Mining/Extraction	Major Street Plan	Runway protection zone
Railroad	Parks and Greenway	Interstate Highway	
Water Bodies	Agriculture	Principal Arterial	
	Forest Conservation	Proposed Principal Arterial	
	National Forest	Minor Arterial	
	Buffer/Reserved	Proposed Minor Arterial	
	Public/Quasi-Public	Collector	
		Proposed Collector (exact alignment TBD)	

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Overview Map

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April 2014

NEMO ROAD NEIGHBORHOOD AREA (NRD-NA)

DESCRIPTION

The Nemo Road Neighborhood Area is bounded by Box Elder Creek and Nemo Road on the north, Highway 44 on the south, Sturgis Road and the Rapid City limits on the east, and the Metropolitan Planning Organization boundary to the west. A significant portion of the area is included within the Urban Services Boundary.

ISSUES AND OPPORTUNITIES

This Neighborhood Area is characterized by forested, hilly terrain that includes some National Forest property, as well as pockets of existing development. The National Guard owns property on the southeastern edge of the area.

On the northern edge of the Neighborhood Area, near Sturgis Road, mining and extraction activities are underway and planned to continue for several decades.

The Highway 44 corridor (Jackson Boulevard) serves as a unique Entrance Corridor into the community, and residents value its forested, primarily undeveloped nature. A clear sense of arrival into Rapid City occurs at the gateway near Canyon Lake, where the forested corridor gives way to vistas of Rapid Creek and the greenway and park system.

GOALS AND POLICIES

Goal NRD-NA1.1: Retain the scenic and natural qualities of the Nemo Road Neighborhood Area.

NRD-NA1.1A: FOREST CONSERVATION

Coordinate with the Forest Service and adjacent property owners and residents to support the preservation of natural features and minimize risks associated with development in the Wildland Urban Interface (WUI). Apply General Design Principles for Forest Conservation Areas to future development in the area. (See page 116.)

NRD-NA1.1B: RESIDENTIAL GROWTH

Encourage the clustering of rural residential development to conserve natural features, limit impacts on the natural environment, and maximize infrastructure such as roads.

NRD-NA1.1C: RESOURCE EXTRACTION

Coordinate with the mining industry to establish long-term plans for extraction and reclamation.

NRD-NA1.1D: ENTRANCE CORRIDORS

Recognize Highway 44 and Sturgis Roads as an important Entrance Corridors into the City, and encourage resource conservation and coordinated signage, landscaping, and development planning to retain their natural character and scenic qualities.

NRD-NA1.1F: GATEWAYS

Explore opportunities to emphasize Highway 44 (Jackson

Boulevard) near Canyon Lake Park as a unique Gateway into the community. Apply Design Principles for Gateways and Entrance Corridors to future public improvements in this location. (See page 110.)

NRD-NA1.1F: URBAN SERVICES

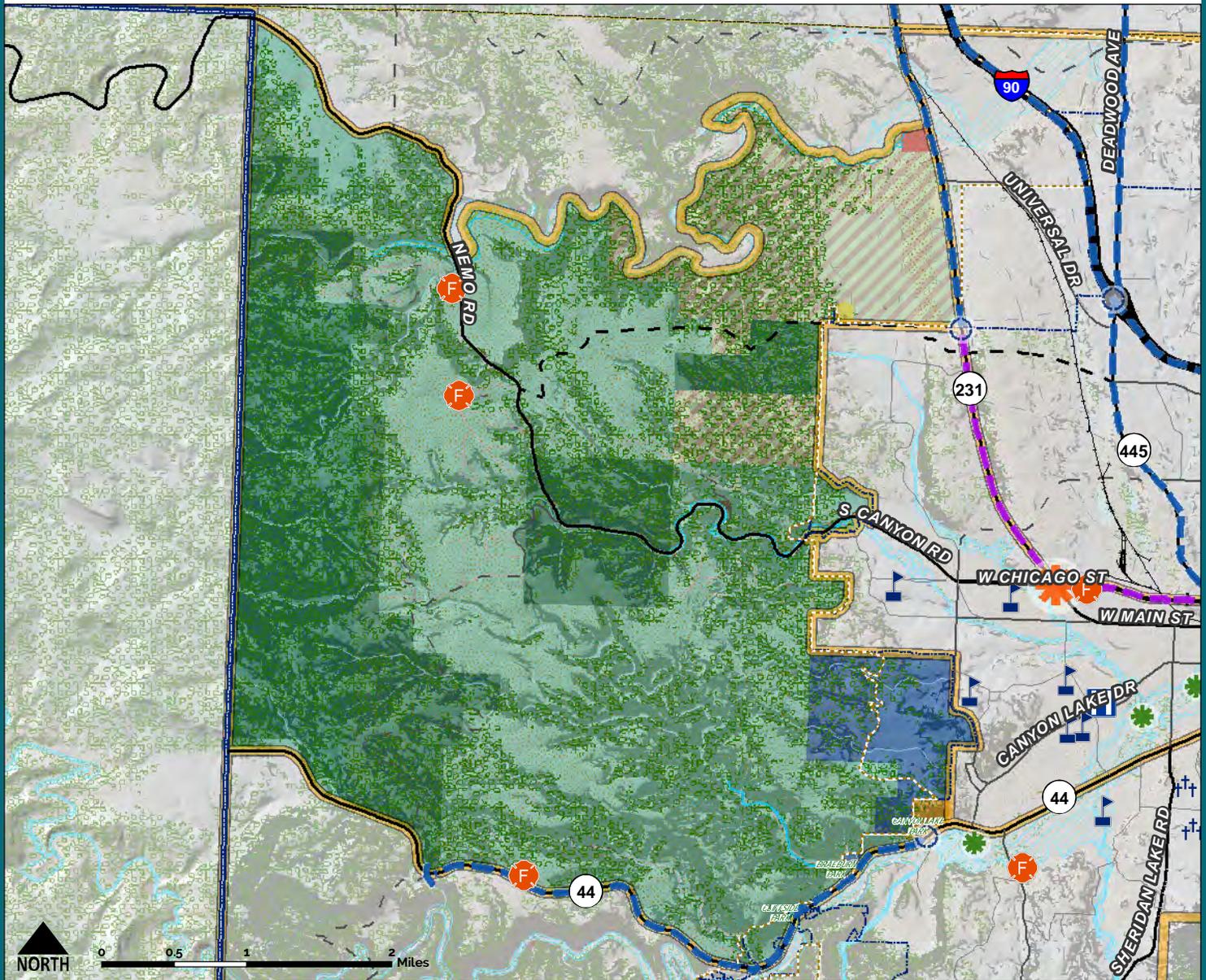
Allow the extension of City infrastructure within the Urban Services Boundary to serve new and existing development, provided development is consistent with General Design Principles for Forest Conservation Areas.

NRD-NA1.1G: INTERJURISDICTIONAL COORDINATION

Coordinate planning and development review activities with the National Forest Service, National Guard, and Pennington County.

Future Land Use Plan

Nemo Road Neighborhood Area



Legend	Future Land Use	Entrance Corridor	Overlays
Neighborhood Area	Rural Residential	Entrance Corridor	Forest
Rapid City Limits	Low Density Neighborhood	Revitalization Corridor	Flood Hazard Overlay
County Boundary	Urban Neighborhood	Gateway	Future Greenway Conservation
Urban Service Boundary	Mixed Use Commercial	Revitalization Node	Sensitive Geologic Area
Cemetery	Downtown	Regional Activity Center	Ellsworth 65 Ldn Noise Contours
Fire station	Employment	Community Activity Center	Circling traffic patterns
Hospital	Light Industrial	Regional Recreation Destination	Inner approach/departure
Police station	Heavy Industrial	Major Street Plan	Precision flight corridor
School	Mining/Extraction	Interstate Highway	Runway protection zone
Water Bodies	Parks and Greenway	Principal Arterial	
	Agriculture	Proposed Principal Arterial	
	Forest Conservation	Minor Arterial	
	National Forest	Proposed Minor Arterial	
	Buffer/Reserved	Collector	
	Public/Quasi-Public	Proposed Collector (exact alignment TBD)	

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April 2014

NORTH RAPID NEIGHBORHOOD AREA (NR-NA)

DESCRIPTION

The North Rapid Neighborhood Area is located in the north-central portion of the community and is entirely within the Rapid City limits. It is bounded by Omaha Street to the south, Interstate 90 to the north, M Hill to the west, and Cambell Street/East North Street to the east. Rapid Creek passes through the southern portion of the area. This area includes many schools of various levels within walking distance to neighborhood residents.

ISSUES AND OPPORTUNITIES

This Neighborhood Area is predominantly established, with urban neighborhoods at the core and mixed-use commercial activities along Interstate 90 and other major corridors. Residential growth patterns are fairly well established in this area, which includes the Lakota Homes and Sioux Addition neighborhoods. Small pockets of undeveloped land present opportunities for infill development. Many of the area's homes are aging, and reinvestment and some targeted redevelopment may be necessary to promote stabilization.

The area includes several outdated strip commercial corridors along East North Street and La Crosse Street, and the Northgate Shopping Center at the intersection of East North Street and Cambell Street is a prime candidate for revitalization. The nearby Rushmore Crossing

development serves as the community's newest Regional Activity Center. In order to remain successful, aging retail areas may need to reintroduce residential and other office and service uses in order to be viable in the future.

As the Rushmore Crossing Center continues to develop and build-out, it will be important to establish a unique character and mix of uses to differentiate it from the other Regional Activity Centers. Enhancing multi-modal transportation connections to this area is another future opportunity.

Flood hazard designation along Rapid Creek influences development in the southern portion of this Neighborhood Area, and the preservation of the greenway and M Hill provide excellent opportunities for area residents to recreate and experience nature. The Rapid City Civic Center is another important feature in this area, offering opportunities for arts and cultural activities and entertainment.

Interstate 190 provides an important connection from Interstate 90 to Highway 44 and the Downtown area, and opportunities exist to elevate the appearance this Entrance Corridor and important City Gateway.

GOALS AND POLICIES

Goal NR-NA-1.1: Reinvest in the North Rapid Neighborhood Area neighborhoods and support continued expansion of the Rushmore Crossing Regional Activity Center.

NR-NA1.1A: RESIDENTIAL NEIGHBORHOODS

Encourage reinvestment and promote targeted infill development redevelopment to add vitality to the area's established neighborhoods. Support the development of new residential neighborhoods that increase the variety of housing options.

NR-NA1.1A: REINVESTMENT AREAS

Emphasize reinvestment and redevelopment in and near the Northgate Community Activity Center, and along the area's Reinvestment Corridors (East North Street, East Omaha Street, Cambell Street, and La Crosse Street). Refer to Policy BPG-1.2C for additional discussion regarding Priority Revitalization Corridors.

NR-NA1.1A: REGIONAL ACTIVITY CENTER

Support the ongoing development and expansion of the Rushmore Crossing Center as one of the region's premier shopping destinations.

NR-NA1.1B: CIVIC CENTER

Support the expansion of the Rushmore Plaza Civic Center by means of a new arena, with continued efforts in improving the overall facility and campus, as the City of Rapid City's primary entertainment, convention, and exhibition complex.

NR-NA1.1C: ENTRANCE CORRIDOR

Recognize the Interstate 190 connection as an important Entrance Corridor and encourage coordinated signage, landscaping, and development planning to enhance the sense of arrival into the Downtown area. Apply Design Principles for Gateways and Entrance Corridors in the review of future development along the corridor. (See page 110.)

NR-NA1.1D: GATEWAYS

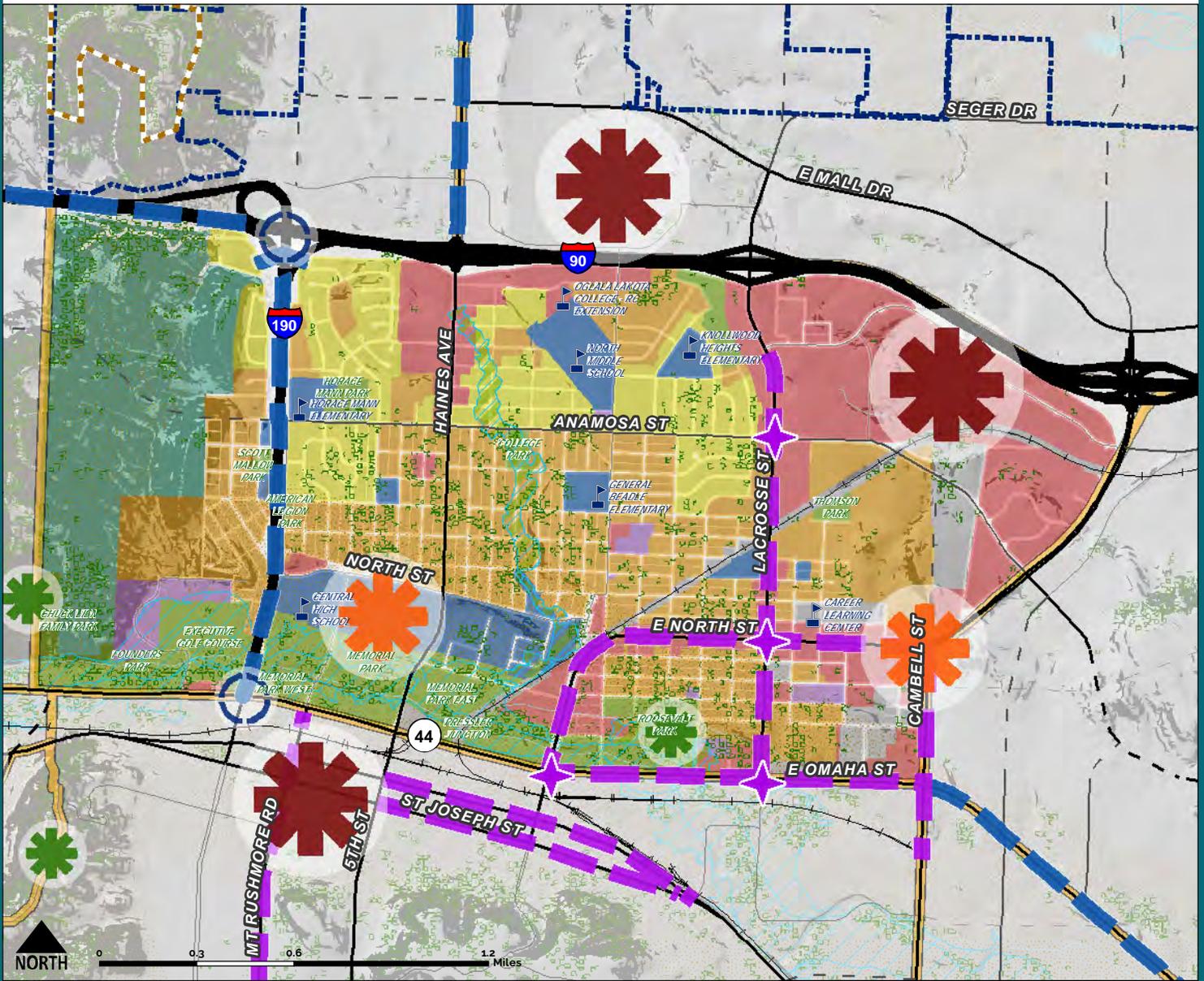
Explore and pursue opportunities to highlight the areas where Interstate 190 intersects with Interstate 90 and Highway 44 (Omaha Street) as important community Gateways. Apply Design Principles for Gateways and Entrance Corridors to future public improvements in these locations.

NR-NA1.1E: PARKS AND GREENWAYS

Maintain the established parks and greenways in this area for safety, conservation, and recreation purposes. Work with area neighborhoods to improve connections to existing parks and ensure a safe environment.

Future Land Use Plan

North Rapid Neighborhood Area



Legend	Future Land Use	Entrance Corridor	Overlays
Neighborhood Area	Rural Residential	Entrance Corridor	Forest
Rapid City Limits	Low Density Neighborhood	Gateway	Flood Hazard Overlay
County Boundary	Urban Neighborhood	Revitalization Node	Future Greenway Conservation
Urban Service Boundary	Mixed Use Commercial	Regional Activity Center	Sensitive Geologic Area
Cemetery	Downtown	Community Activity Center	Ellsworth 65 Ldn Noise Contours
Fire station	Employment	Regional Recreation Destination	Circling traffic patterns
Hospital	Light Industrial		Inner approach/departure
Police station	Heavy Industrial		Precision flight corridor
School	Mining/Extraction		Runway protection zone
Railroad	Parks and Greenway		
Water Bodies	Agriculture		
	Forest Conservation		
	National Forest		
	Buffer/Reserved		
	Public/Quasi-Public		
		Major Street Plan	
		Interstate Highway	
		Principal Arterial	
		Proposed Principal Arterial	
		Minor Arterial	
		Proposed Minor Arterial	
		Collector	
		Proposed Collector (exact alignment TBD)	



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NORTHEAST NEIGHBORHOOD AREA (NE-NA)

DESCRIPTION

The Northeast Neighborhood Area is located in the north-central portion of the community and includes property within the Rapid City limits, as well as some unincorporated portions of Pennington County. The area is bounded by Interstate 90 to the south, the Pennington County line to the north, Haines Avenue to the west, and Elk Vale Road to the east. Box Elder Creek passes through the eastern portion of this area.

ISSUES AND OPPORTUNITIES

This Neighborhood Area includes a mix of developed commercial, industrial, and residential uses, and also presents opportunities for new development. Rushmore Mall, one of the community’s Regional Activity Centers, is an established retail destination that is beginning to decline due to the center’s age and competition with other retail centers, including the newer Rushmore Crossing and Downtown. Reinvestment in the mall and surrounding area will be necessary in order to retain the mall’s appeal and vitality. The introduction of more commercial service uses, as well as residential uses, may help generate additional activity to support the mall retailers.

North of Seger Drive, the area has potential for additional residential development, and combined with the Deadwood Avenue Neighborhood Area, these northern areas present significant

opportunities for the development of new neighborhoods. The integration of parks and recreation opportunities into these emerging neighborhoods, and the conservation of floodplain and greenway areas will be important as these areas develop.

Nearby, along North Elk Vale Road, a new soccer complex is planned to enhance sporting opportunities for the region. The surrounding land presents opportunities for future employment and light industrial uses, with Dyess Avenue serving as a boundary to buffer future residential development to the west from the impacts of industry to the east. An employment area east of the mall, near Dyess Avenue at Seger Drive, is conveniently located close to Interstate 90, and also presents opportunities to diversify the mix of uses in the area to support revitalization of the mall.

GOALS AND POLICIES

Goal NE-NA1.1: Support reinvestment and revitalization of the Rushmore Mall area and expand housing, employment, and service options as new growth occurs throughout the Northeast Neighborhood Area.

NE-NA1.1A: RESIDENTIAL GROWTH

Support expansion and development of new residential neighborhoods north of Seger Drive, between Haines Avenue and Dyess Road.

NE-NA1.1B: MIXED-USE DEVELOPMENT

Encourage mixed-use development, redevelopment, and redevelopment of the Rushmore Mall and surrounding area along Interstate 90.

NE-NA1.1C: EMPLOYMENT ACTIVITIES

Support the continuation and expansion of existing employment and light industrial uses in the area west of Dyess Avenue and south of Seger Drive, to take advantage of the nearby highway transportation network. Ensure adequate buffering of heavy industrial uses to minimize conflicts with other land uses.

NE-NA1.1D: ENTRANCE CORRIDORS

Recognize Haines Avenue as an important Entrance Corridor into the City, and encourage coordinated signage, landscaping, and development planning to project a positive image of the community and reflect each corridor’s unique qualities. Apply Design Principles for Gateways and Entrance Corridors in the review of future development along the corridor. (See page 110.)

NE-NA1.1E: GATEWAYS

Explore and pursue opportunities to enhance and highlight the City gateway at the intersection of Interstate 90 and Elk Vale Road. Apply Design Principles for Gateways and Entrance Corridors to future public improvements in this location.

NE-NA1.1F: PARKS AND GREENWAYS

Promote the development of new parks, and encourage the conservation of greenways in this

11. Neighborhood Area Policies | Northeast Neighborhood Area (NE-NA)

area to increase recreation opportunities for existing and future residents of this Neighborhood Area.

NE-NA1.1G: NATURAL FEATURES

Support and encourage the conservation of natural features in this area, including floodplains and hillsides.

NE-NA1.1H: REGIONAL RECREATION

Promote and support the development of the soccer complex, as a regional recreation destination.

NE-NA1.1I: URBAN SERVICES

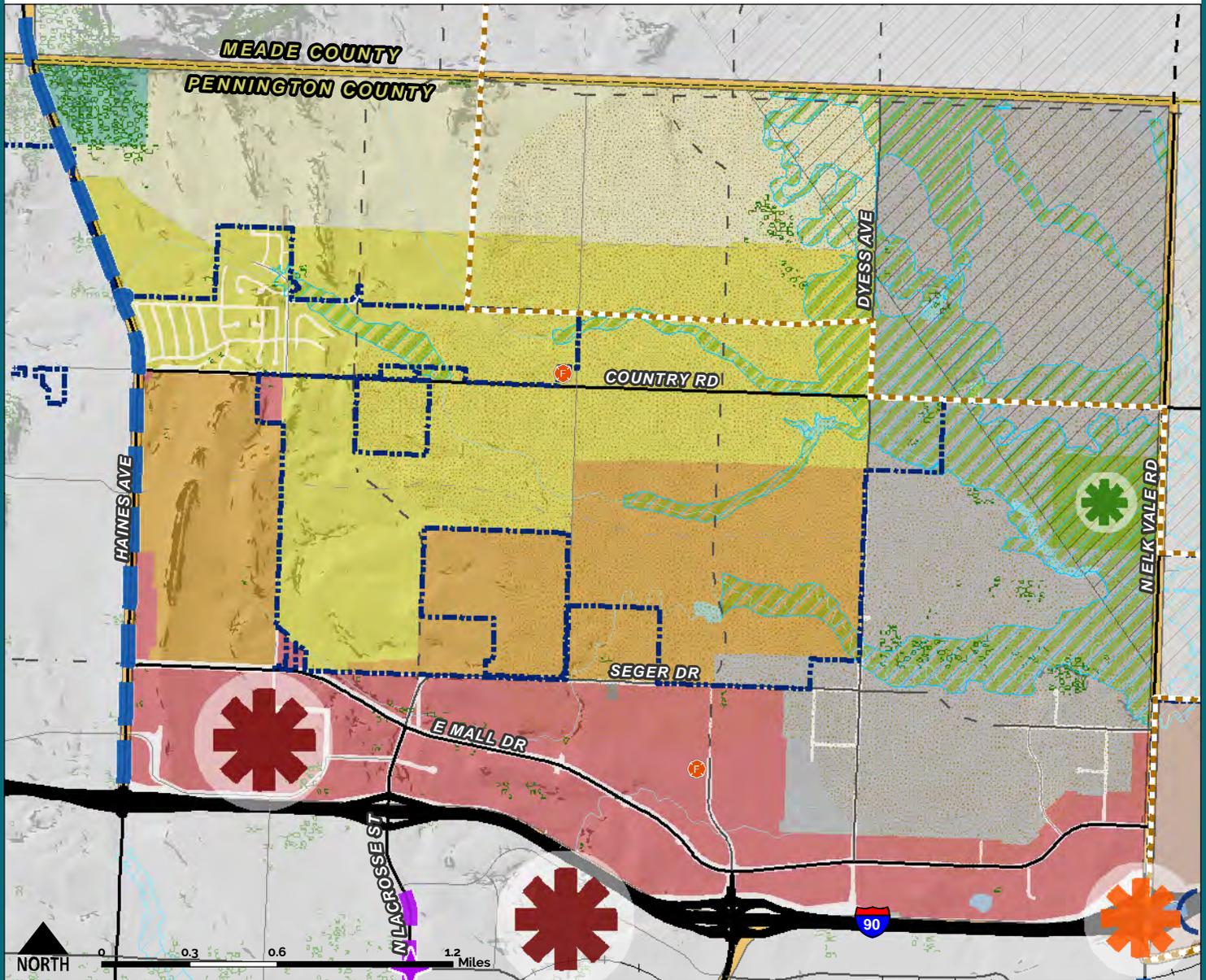
Allow the extension of City infrastructure within the Urban Services Boundary to serve new and existing development.

NE-NA1.1J: INTERJURISDICTIONAL COORDINATION

Coordinate planning and development review activities in this area with Pennington and Meade Counties.

Future Land Use Plan

Northeast Neighborhood Area



Legend	Future Land Use	Entrance Corridor	Overlays
Neighborhood Area	Rural Residential	Entrance Corridor	Forest
Rapid City Limits	Low Density Neighborhood	Revitalization Corridor	Flood Hazard Overlay
County Boundary	Urban Neighborhood	Gateway	Future Greenway Conservation
Urban Service Boundary	Mixed Use Commercial	Revitalization Node	Sensitive Geologic Area
Cemetery	Downtown	Regional Activity Center	Ellsworth 65 Ldn Noise Contours
Fire station	Employment	Community Activity Center	Circling traffic patterns
Hospital	Light Industrial	Regional Recreation Destination	Inner approach/departure
Police station	Heavy Industrial	Major Street Plan	Precision flight corridor
School	Mining/Extraction	Interstate Highway	Runway protection zone
Water Bodies	Parks and Greenway	Principal Arterial	
	Agriculture	Proposed Principal Arterial	
	Forest Conservation	Minor Arterial	
	National Forest	Proposed Minor Arterial	
	Buffer/Reserved	Collector	
	Public/Quasi-Public	Proposed Collector (exact alignment TBD)	

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Overview Map

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April 2014

PIEDMONT VALLEY NEIGHBORHOOD AREA (PV-NA)

DESCRIPTION

The Piedmont Valley Neighborhood Area is located in the southern portion of Meade County. It includes land in the incorporated communities of Piedmont and Summerset and unincorporated portions of Meade County. It is bounded by the county border to the south, the MPO Boundary/Elk Creek to the north, Township 3 North Range 6 East to the west, and North Haines Avenue to the east. Elk Creek passes through the area.

ISSUES AND OPPORTUNITIES

Portions of this Neighborhood Area are heavily forested with rugged topography and are vulnerable to wildland fires. About a third of this area is owned by the U.S. Forest Service and recreational opportunities are abundant.

Most development in the area is located along Interstate 90 and Sturgis Road, within or near the towns of Piedmont and Summerset. Additional large lot rural development can be found along Erickson Ranch Road, Elk Creek Road, and North Haines Avenue. Interstate 90, Sturgis Road, and North Haines Avenue are all prominent Entrance Corridors into the community.

Throughout the Neighborhood Area, large lot residential growth will likely continue to occur, but conservation of large tracts of forested and agricultural land are

also important considerations in this area.

GOALS AND POLICIES

Goal PV-NA1.1: Retain the natural and agricultural qualities of the Piedmont Valley Neighborhood Area and focus new development in existing communities.

PV-NA1.1A: FOREST CONSERVATION

Coordinate with the Forest Service and adjacent property owners and residents to support the preservation of natural features and minimize risks associated with development in the Wildland Urban Interface (WUI). Apply General Design Principles for Forest Conservation Areas to future development in the area. (See page 116.)

PV-NA1.1B: RESIDENTIAL GROWTH

Encourage the clustering of rural residential development to conserve natural features, limit impacts on the natural environment, and maximize infrastructure such as roads.

PV-NA1.1C: MIXED-USE DEVELOPMENT

Support intensification of existing mixed-use and nonresidential developments to increase the variety of uses and maximize infrastructure investments. Discourage new, isolated pockets of mixed-use or non-residential development.

PV-NA1.1D: ENTRANCE CORRIDORS

Recognize Interstate 90, Sturgis Road, and Haines Avenue as an important Entrance Corridor into the City, and encourage coordinated signage, landscaping, and development planning to retain their rural character and scenic qualities. Apply Design Principles for Gateways and Entrance Corridors in the review of future development along the corridor. (See page 110.)

PV-NA1.1E: INTERJURISDICTIONAL COORDINATION

Coordinate planning and development review activities with Piedmont, Summerset, the National Forest Service, and Meade County.

SHERIDAN LAKE ROAD NEIGHBORHOOD AREA (SLR-NA)

DESCRIPTION

The Sheridan Lake Road Neighborhood Area is located in the southwestern portion of the community and includes properties within Rapid City limits as well as unincorporated portions of Pennington County. The area is bounded by Spring Creek to the south, Jackson Boulevard to the north, the section line east of Hisega Road extending to Burgess Road to the west, and Skyline Drive to the east. Rapid Creek and Spring Creek are both within this area.

ISSUES AND OPPORTUNITIES

This Neighborhood Area is characterized by National Forest properties on the western side, and a mix of established and developing neighborhoods and mixed-use commercial areas on the eastern portion. A range of residential development will likely continue in this area, and will require the extension of infrastructure to support this growth. The introduction of some non-residential uses, including retail, service, and employment in Community Activity Centers will be important to continue to develop in this area, to serve the surrounding neighborhoods, including Chapel Valley.

In addition to the large forested areas, the area also includes two Regional Recreation Destinations: Canyon Lake Park and Dinosaur Park. Continued maintenance and conservation of these community

amenities will be important to retain the City's unique character. Moreover, continued conservation of the Highway 44 corridor, and potential enhancements of the City's Gateway at Canyon Lake Park are future opportunities in this Neighborhood Area.

GOALS AND POLICIES

Goal SLR-NA1.1: Continue neighborhood development near the City limits and retain the scenic and natural qualities of the Sheridan Lake Road Neighborhood Area.

SLR-NA1.1A: FOREST CONSERVATION

Coordinate with the Forest Service and adjacent property owners and residents to support the preservation of natural features and minimize risks associated with development in the Wildland Urban Interface (WUI). Apply General Design Principles for Forest Conservation Areas to future development in the area. (See page 116.)

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.

SLR-NA1.1C: COMMUNITY ACTIVITY CENTERS

Support the continued development and diversification of uses within the Community Activity Centers located along

Sheridan Lake Road at the intersections with Moon Meadows Drive and Catron Boulevard, to provide convenient shopping and service options to area neighborhoods.

SLR-NA1.1D: REGIONAL RECREATION

Conserve and promote Canyon Lake Park and Dinosaur Park as unique community amenities and Regional Recreation Destinations.

SLR-NA1.1E: ENTRANCE CORRIDOR

Recognize Highway 44 as an important Entrance Corridor into the City, and encourage resource conservation and coordinated signage, landscaping, and development planning to retain its natural character and scenic qualities. Apply Design Principles for Gateways and Entrance Corridors in the review of future development along the corridor. (See page 110.)

SLR-NA1.1F: GATEWAY

Explore opportunities to emphasize Highway 44 (Jackson Boulevard) near Canyon Lake Park as a unique Gateway into the community. Apply Design Principles for Gateways and Entrance Corridors to future public improvements in this location.

SLR-NA1.1G: URBAN SERVICES

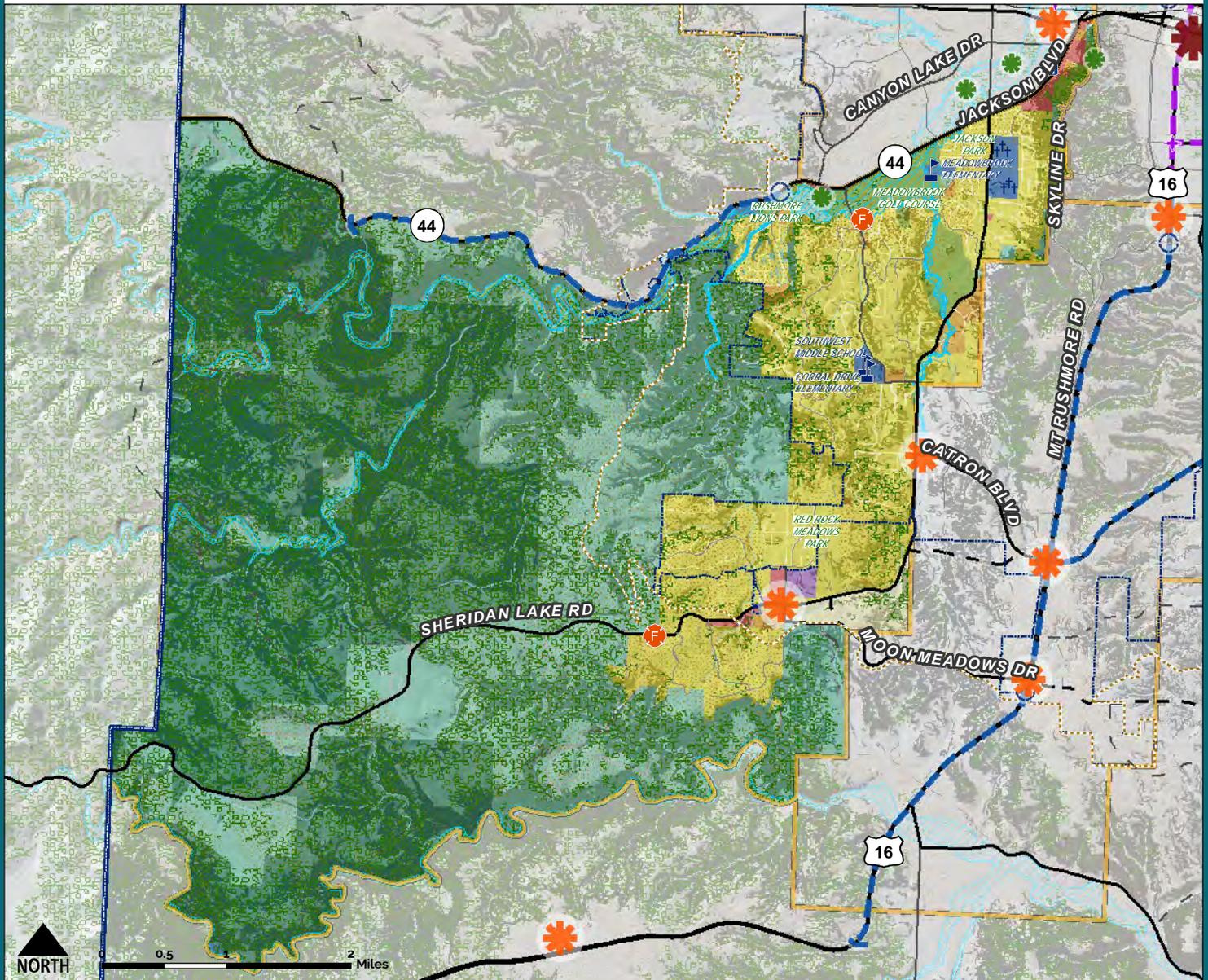
Allow the extension of City infrastructure within the Urban Services Boundary to serve new and existing development, provided development is consistent with General Design Principles for Forest Conservation Areas

**SLR-NA1.1H:
INTERJURISDICTIONAL
COORDINATION**

Coordinate planning and development review activities with the National Forest Service and Pennington County.

Future Land Use Plan

Sheridan Lake Road Neighborhood Area



Legend	Future Land Use	Entrance Corridor	Overlays
Neighborhood Area	Rural Residential	Entrance Corridor	Forest
Rapid City Limits	Low Density Neighborhood	Gateway	Flood Hazard Overlay
County Boundary	Urban Neighborhood	Revitalization Node	Future Greenway Conservation
Urban Service Boundary	Mixed Use Commercial	Regional Activity Center	Sensitive Geologic Area
Cemetery	Downtown	Community Activity Center	Ellsworth 65 Ldn Noise Contours
Fire station	Employment	Regional Recreation Destination	Circling traffic patterns
Hospital	Light Industrial		Inner approach/departure
Police station	Heavy Industrial		Precision flight corridor
School	Mining/Extraction		Runway protection zone
Railroad	Parks and Greenway		
Water Bodies	Agriculture		
	Forest Conservation		
	National Forest		
	Buffer/Reserved		
	Public/Quasi-Public		
		Major Street Plan	
		Interstate Highway	
		Principal Arterial	
		Proposed Principal Arterial	
		Minor Arterial	
		Proposed Minor Arterial	
		Collector	
		Proposed Collector (exact alignment TBD)	

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April 2014

SOUTH ROBBINSDALE NEIGHBORHOOD AREA (SR-NA)

DESCRIPTION

The South Robbinsdale Neighborhood Area is located in the south-central portion of the community and is predominantly located within the City limits. It is bounded by approximately Catron Boulevard to the south, approximately Fairmont Boulevard to the north, Highway 16 to the west, and Highway 79 to the east.

ISSUES AND OPPORTUNITIES

This Neighborhood Area is a diverse area characterized by a mix of established and developing residential neighborhoods, plus an assortment of nonresidential uses. The landfill, located in the southeastern quadrant of the area, is a necessary public facility, yet potential noise, visual, and odor impacts to the surrounding area are significant. Careful siting of residential development in this area is necessary to minimize future conflicts with the landfill activities.

To the west, a newer Community Activity Center is emerging with the recent development of a Super Wal-Mart and surrounding retailers. As the East Catron Boulevard corridor continues to develop, it will be important to consider landscaping, signage, and design along this emerging community Entrance Corridor.

GOALS AND POLICIES

Goal SR-NA1.1: Support continued residential and non-residential growth in the South Robbinsdale Neighborhood Area, while also maintaining adequate buffering and distance from the landfill to minimize future impacts or conflicts.

SR-NA1.1A: RESIDENTIAL GROWTH

Support expansion and development of new residential neighborhoods in the area, though not adjacent to the landfill property. Buffer residential development in potential odor impact area through use of landscaping, careful building placement, and addition of non-residential uses.

SR-NA1.1B: MIXED-USE DEVELOPMENT

Encourage mixed-use development, at major intersections including East Catron Boulevard at 5th Street and Highway 79 to build a critical mass of activities to support retailers and to avoid stripping out the entire East Catron Boulevard corridor.

SR-NA1.1C: EMPLOYMENT ACTIVITIES

Support the continuation and expansion of employment activities along the East Catron Boulevard Corridor and at the intersection of 5th Street and Minnesota Street. Encourage light industrial uses to locate directly west of the landfill and/or near existing light industry along

Highway 79 near East Fairmont Boulevard.

SR-NA1.1D: ENTRANCE CORRIDORS

Recognize East Catron Boulevard and Highway 79 as an important Entrance Corridors into the City, and encourage coordinated signage, landscaping, and development planning to project a positive image of the community and reflect each corridor's unique qualities. Apply Design Principles for Gateways and Entrance Corridors in the review of future development along these corridors. (See page 110.)

SR-NA1.1E: GATEWAY

Explore and pursue opportunities to enhance and highlight the interchange at Highway 79 and Elk Vale Road/East Catron Boulevard as a unique community gateway. Apply Design Principles for Gateways and Entrance Corridors to future public improvements in this location.

SR-NA1.1F: PARKS AND GREENWAYS

Promote the development of parks and conservation of greenways in this area to increase recreation opportunities for existing and future residents of this Neighborhood Area.

SR-NA1.1G: URBAN SERVICES

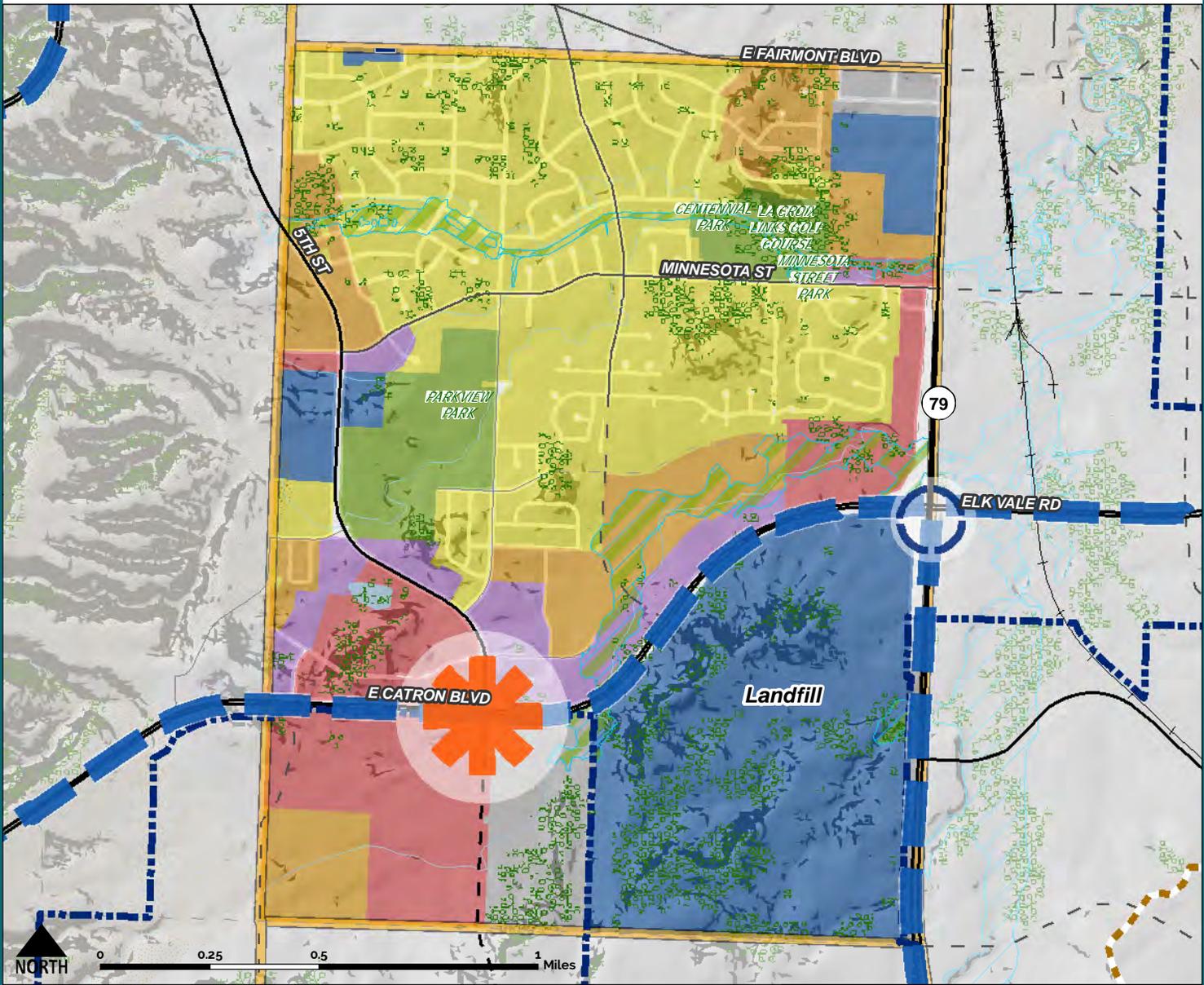
Allow the extension of City infrastructure within the Urban Services Boundary to serve new and existing development.

**SR-NA1.1H:
INTERJURISDICTIONAL
COORDINATION**

Coordinate planning and development review activities in this area with Pennington County.

Future Land Use Plan

South Robbinsdale Neighborhood Area



Legend	Future Land Use	Entrance Corridor	Overlays
Neighborhood Area	Rural Residential	Entrance Corridor	Forest
Rapid City Limits	Low Density Neighborhood	Gateway	Flood Hazard Overlay
County Boundary	Urban Neighborhood	Revitalization Node	Future Greenway Conservation
Urban Service Boundary	Mixed Use Commercial	Regional Activity Center	Sensitive Geologic Area
Cemetery	Downtown	Community Activity Center	Ellsworth 65 Ldn Noise Contours
Fire station	Employment	Regional Recreation Destination	Circling traffic patterns
Hospital	Light Industrial		Inner approach/departure
Police station	Heavy Industrial		Precision flight corridor
School	Mining/Extraction		Runway protection zone
Railroad	Parks and Greenway		
Water Bodies	Agriculture		
	Forest Conservation		
	National Forest		
	Buffer/Reserved		
	Public/Quasi-Public		
		Major Street Plan	
		Interstate Highway	
		Principal Arterial	
		Proposed Principal Arterial	
		Minor Arterial	
		Proposed Minor Arterial	
		Collector	
		Proposed Collector (exact alignment TBD)	

Plan Rapid City

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Overview Map

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April 2014

SOUTHEAST CONNECTOR NEIGHBORHOOD AREA (SEC-NA)

DESCRIPTION

The Southeast Connector Neighborhood Area is located in the southeastern portion of the community and includes property within Rapid City limits and unincorporated portions of Pennington County, including the area commonly referred to as Rapid Valley. The area is bounded by the Highway 44 to the north, the range line between Range 9 East and Range 10 East to the east, and Highway 79 to the west. The area's southern limit is the southern boundaries of Township 1 South, Range 9 East, Sections 13-18, Township 1 South, Range 8 East, Sections 13-16 and a portion of Section 17. Rapid Creek passes through the Neighborhood Area.

ISSUES AND OPPORTUNITIES

This Neighborhood Area is characterized by agricultural land and scattered rural residential development across the southern half. A range of industrial and employment activities are existing in the area north of Lamb Road, following the Old Folsom Road corridor and nearby railroad tracks, and it is envisioned that this area will continue to develop as one of the City's primary locations for industry and employment.

To the north, existing development includes a variety of uses, and Saint Patrick Street corridor presents opportunities for revitalization and reinvestment, especially near the

Family Thrift Center shopping center at Cambell Street. The nearby Star of the West Complex is a Regional Recreation Destination along Rapid Creek that attracts residents and visitors to this portion of the community.

The Rapid Creek floodplain follows along the south side of the Highway 44 corridor, presenting additional opportunities for future greenway conservation as residential growth continues in this area. Existing enclaves of unincorporated County residential developments in the Rapid Valley area present challenges to the provision of urban services to existing and new growth areas. Access to parks, recreation, and retail and commercial services are also needs of this area as development continues.

The Water Reclamation Facility, just south of Highway 44, is a necessary community utility, but presents challenges for compatible land uses in this area due to potential odors, noise, and visual impacts. Buffering this facility from incompatible development will help minimize future conflicts. Beyond the Water Reclamation Facility, conservation of agricultural uses in this area is important because the land is suitable for agriculture and development is limited by the floodplain.

This area includes significant entryways into the community along Highway 79, Highway 44, and Elk Vale Road, and opportunities exist to enhance the gateways at the major interchanges at Elk Vale Road.

GOALS AND POLICIES

Goal SEC-NA1.1: Support continued industry and employment along the Old Folsom Road corridor and expand neighborhoods and coordination in the Rapid Valley area.

SEC-NA1.1A: WATER RECLAMATION RESERVE

Maintain operations and reserve opportunities for the future expansion of the Water Reclamation Facility. Limit development that conflicts with current or future operations or expansion.

SEC-NA1.1B: EMPLOYMENT AREA

Encourage continued and additional employment and industrial activities in the Old Folsom Road area. Buffer heavy industry from nearby residential areas by encouraging lighter industrial or employment as a transition between uses.

SEC-NA1.1C: REINVESTMENT CORRIDOR

Emphasize reinvestment and redevelopment along the Saint Patrick Street corridor. Refer to Policy BPG-1.2C for additional discussion regarding Priority Revitalization Corridors.

SEC-NA1.1D: MIXED-USE DEVELOPMENT

Encourage mixed-use development, infill, and redevelopment near the Family Thrift Center shopping area at Cambell Street and Saint Patrick Street, along Elk Vale Road near South Valley Drive, and along

Highway 44 near Reservoir Road and Radar Hill Road.

SEC-NA1.1E: ENTRANCE CORRIDORS

Recognize Highway 44, Highway 79, and Elk Vale Roads as an important Entrance Corridors into the City, and encourage coordinated signage, landscaping, and development planning to enhance each corridor's unique characteristics and appearance. Apply Design Principles for Gateways and Entrance Corridors in the review of future development along these corridors. (See page 110.)

SEC-NA1.1F: GATEWAYS

Explore and pursue opportunities to enhance and highlight the interchanges along Elk Vale Road at Highway 44 and Highway 79 as unique community gateways. Apply Design Principles for Gateways and Entrance Corridors to future public improvements in these locations.

SEC-NA1.1G: RESIDENTIAL GROWTH

Support existing and additional residential development in the Rapid Valley area west of Reservoir Road.

SEC-NA1.1H: PARKS AND GREENWAYS

Promote the development of parks and conservation of greenways in this area to increase recreation opportunities for existing and future residents of this Neighborhood Area. Support the implementation of the proposed Rails-to-Trails project and East Greenway Master Plan.

SEC-NA1.1I: ANNEXATION

Require the annexation of contiguous properties when development occurs, and require an annexation agreement for noncontiguous properties (stating that they agree to be annexed into Rapid City when eligible).

SEC-NA1.1J: URBAN SERVICES

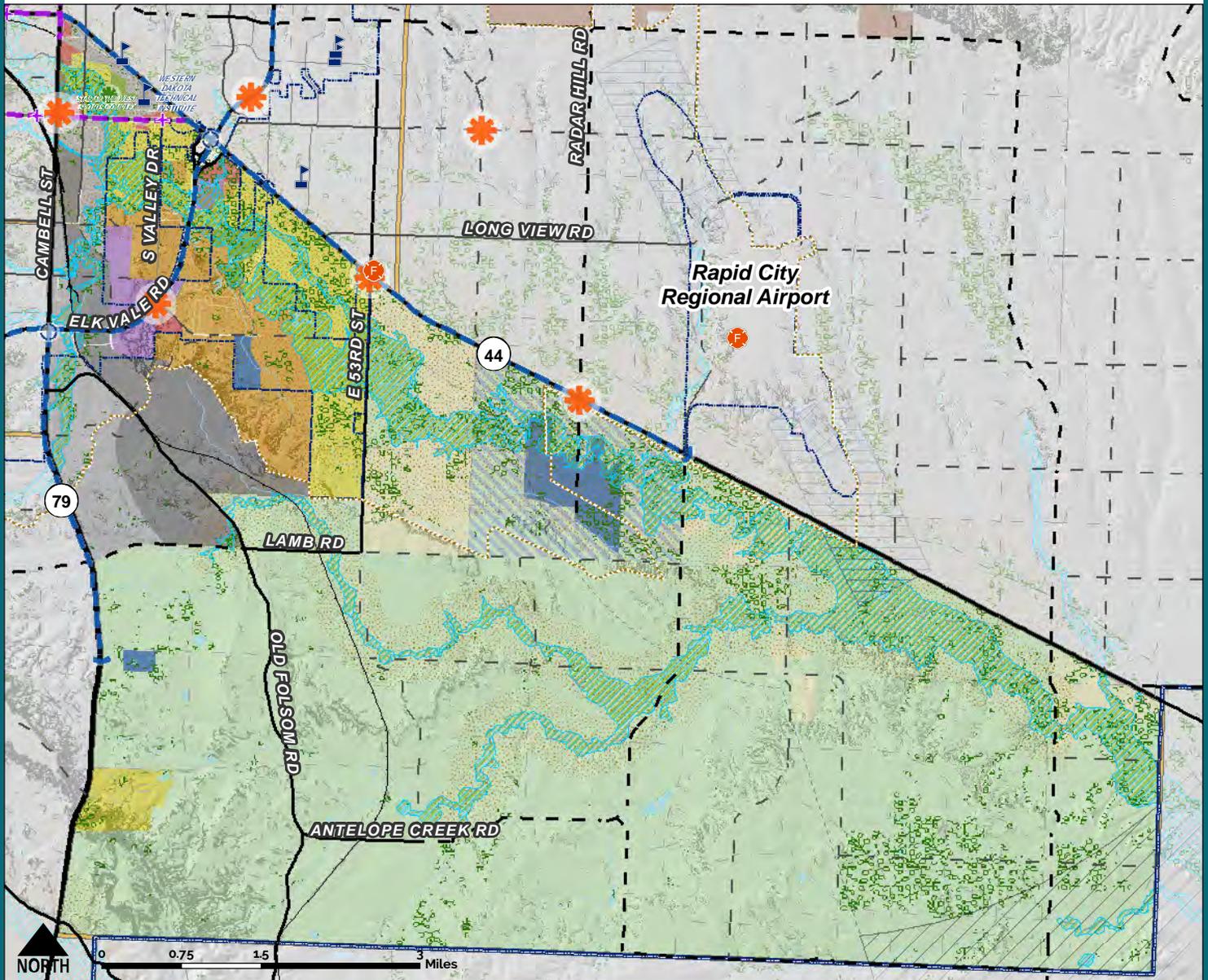
Allow the extension of City infrastructure within the Urban Services Boundary to serve new and existing development.

SEC-NA1.1K: INTERJURISDICTIONAL COORDINATION

Coordinate planning and development review activities with the City of Box Elder, Pennington County, and airport authorities.

Future Land Use Plan

Southeast Connector Neighborhood Area



Legend	Future Land Use	Entrance Corridor	Overlays
Neighborhood Area	Rural Residential	Entrance Corridor	Forest
Rapid City Limits	Low Density Neighborhood	Revitalization Corridor	Flood Hazard Overlay
County Boundary	Urban Neighborhood	Gateway	Future Greenway Conservation
Urban Service Boundary	Mixed Use Commercial	Revitalization Node	Sensitive Geologic Area
Cemetery	Downtown	Regional Activity Center	Ellsworth 65 Ldn Noise Contours
Fire station	Employment	Community Activity Center	Circling traffic patterns
Hospital	Light Industrial	Regional Recreation Destination	Inner approach/departure
Police station	Heavy Industrial	Major Street Plan	Precision flight corridor
School	Mining/Extraction	Interstate Highway	Runway protection zone
Railroad	Parks and Greenway	Principal Arterial	
Water Bodies	Agriculture	Proposed Principal Arterial	
	Forest Conservation	Minor Arterial	
	National Forest	Proposed Minor Arterial	
	Buffer/Reserved	Collector	
	Public/Quasi-Public	Proposed Collector (exact alignment TBD)	

Overview Map

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April 2014

SPRING CREEK NEIGHBORHOOD AREA (SC-NA)

DESCRIPTION

The Spring Creek Neighborhood Area is located southwest of the Rapid City limits. The area is bounded by the section line north of Knotty Pine Lane extending from Teepee Gulch Road to Highway 79 to the south, Spring Creek to the north, the section line west of Burgess Road extending south to Teepee Gulch Road, and Highway 79 to the east. Spring Creek passes through the area.

ISSUES AND OPPORTUNITIES

This Neighborhood Area is characterized by the US Highway 16 corridor, which serves as the primary route between the City and Mount Rushmore. Development along and near this corridor includes an array of visitor attractions, tourism-related services, and scattered residential uses. Continuation and limited expansion of this tourism-oriented Community Activity Center is expected to occur over time.

The Highway 79 corridor is another major influence in this Neighborhood Area. The landfill, located on the west side of the corridor, just south of the City limits, is a necessary community service, yet does present some impacts to neighboring properties, including odors and noise. Careful consideration and mitigation of these impacts are important when development occurs on properties near the

landfill. Moreover, balancing the demands for industrial development and visual quality along the corridor are important since it is a major community entryway.

Residential development has already occurred in some areas along Spring Creek and Spring Creek Road. However, the topography between the current City limits and the Spring Creek drainage will be a limiting factor future development in this area, and most urban development will most likely be located closer in near the landfill and existing urban services, or near the existing development in the Spring Creek drainage area.

The remainder of the Neighborhood Area is predominantly forested, with hilly topography and pockets of National Forest land. Protection of natural resources is a key objective in this part of the Neighborhood Area.

GOALS AND POLICIES

Goal SC-NA1.1: Support continued tourism development in key locations along the US 16 corridor and encourage residential development in strategic areas near existing development.

SC-NA1.1A: LANDFILL COMPATIBILITY

Continue operation of the landfill, and limit development that conflicts with current or future operations or expansion. Adjacent to the landfill property, support light industrial uses, which may

not be as impacted by the landfill operations as other uses.

SC-NA1.1B: COMMUNITY ACTIVITY CENTER

Support continued and additional mixed-use and tourism-related businesses and attractions in a clustered location along the US 16 corridor. Encourage coordination of access points, signage, and landscaping to create an attractive and functional destination for visitors.

SC-NA1.1C: ENTRANCE CORRIDORS

Recognize US Highway 16 and Highway 79 as important Entrance Corridors into the City, and encourage coordinated signage, landscaping, and development planning to enhance each corridor's unique characteristics and appearance. Apply Design Principles for Gateways and Entrance Corridors in the review of future development along these corridors. (See page 110.)

SC-NA1.1D: RESIDENTIAL GROWTH

Support new residential development in the area west of the landfill, provided it is adequately buffered and screened from landfill operations. Support limited, additional low density and rural residential development in the Spring Creek Road area, provided it is not located within the floodplain.

SC-NA1.1E: FOREST CONSERVATION

Coordinate with the Forest Service and adjacent property owners and residents to support the preservation of natural features and minimize risks associated with development in the Wildland Urban Interface (WUI). Apply General Design Principles for Forest Conservation Areas to future development in the area. (See page 116.)

SC-NA1.1F: PARKS AND GREENWAYS

Promote the development of parks and conservation of greenways in the northeast portion of this Neighborhood Area to increase recreation opportunities for existing and future residents.

SC-NA1.1G: ANNEXATION

Require the annexation of contiguous properties when development occurs, and require an annexation agreement for noncontiguous properties (stating that they agree to be annexed into Rapid City when eligible).

SC-NA1.1H: URBAN SERVICES

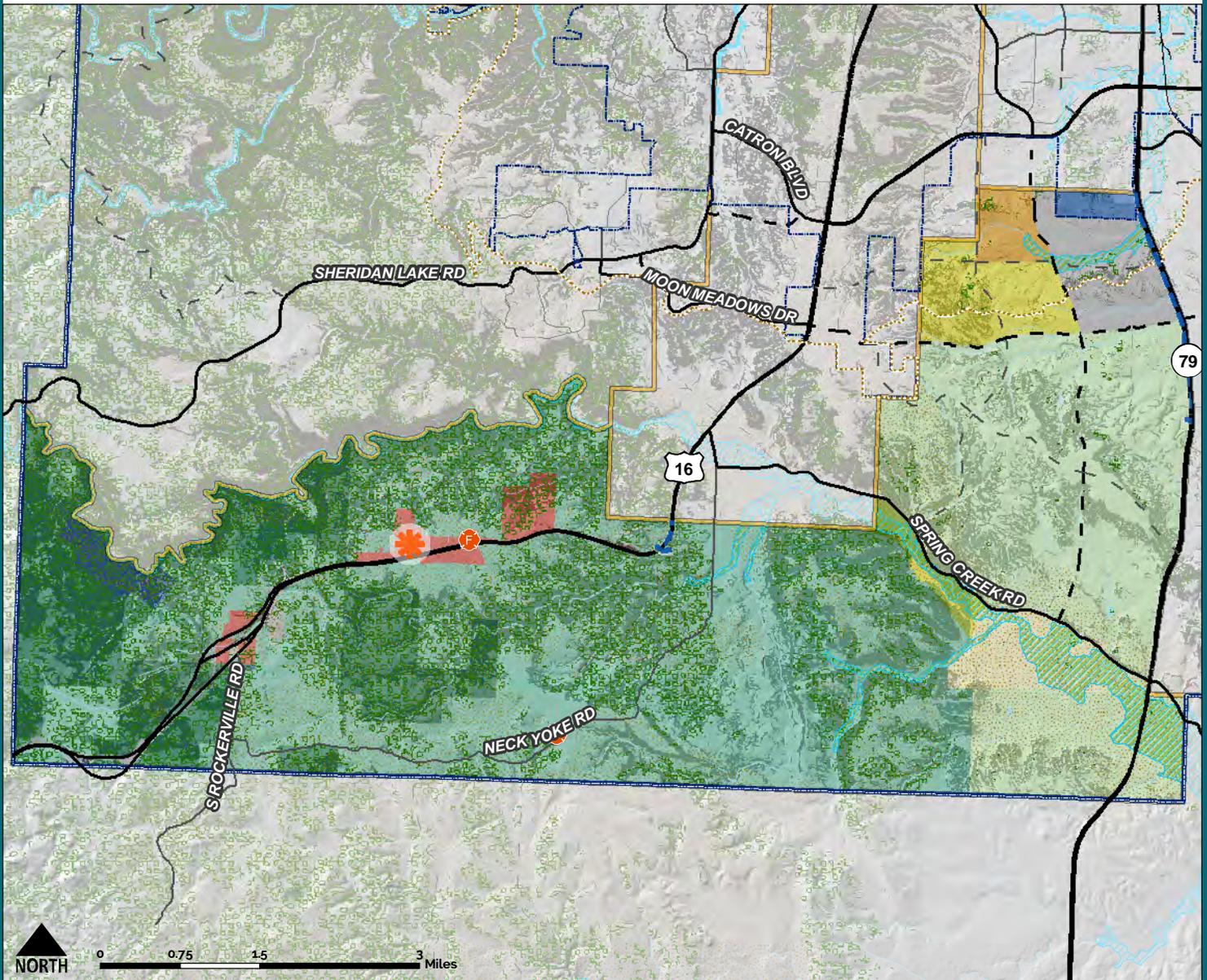
Allow the extension of City infrastructure within the Urban Services Boundary to serve new and existing development.

SC-NA1.1I: INTERJURISDICTIONAL COORDINATION

Coordinate planning and development review activities with the National Forest Service and Pennington County.

Future Land Use Plan

Spring Creek Neighborhood Area



Legend	Future Land Use	Major Street Plan	Overlays
Neighborhood Area	Rural Residential	Entrance Corridor	Forest
Rapid City Limits	Low Density Neighborhood	Revitalization Corridor	Flood Hazard Overlay
County Boundary	Urban Neighborhood	Gateway	Future Greenway Conservation
Urban Service Boundary	Mixed Use Commercial	Revitalization Node	Sensitive Geologic Area
Cemetery	Downtown	Regional Activity Center	Ellsworth 65 Ldn Noise Contours
Fire station	Employment	Community Activity Center	Circling traffic patterns
Hospital	Light Industrial	Regional Recreation Destination	Inner approach/departure
Police station	Heavy Industrial	Interstate Highway	Precision flight corridor
School	Mining/Extraction	Principal Arterial	Runway protection zone
Water Bodies	Parks and Greenway	Proposed Principal Arterial	
	Agriculture	Minor Arterial	
	Forest Conservation	Proposed Minor Arterial	
	National Forest	Collector	
	Buffer/Reserved	Proposed Collector (exact alignment TBD)	
	Public/Quasi-Public		

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Overview Map

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April 2014

US HIGHWAY 16 NEIGHBORHOOD AREA (US16-NA)

DESCRIPTION

The US Highway 16 Neighborhood Area is located in the southwestern portion of the community and includes properties within the City limits and incorporated areas in Pennington County. It is bounded by the Reptile Gardens/Neck Yoke Road intersection on the south and Cathedral Drive/Fairmont Boulevard to the north. Spring Creek passes through the area.

ISSUES AND OPPORTUNITIES

This Neighborhood Area is set along one of the community's major corridors, US Highway 16. This corridor serves as a primary route for visitors traveling between the City and Mount Rushmore, but also as an important local thoroughfare. The area includes a diverse mix of existing and emerging residential neighborhoods, commercial areas, and employment centers.

South of Moon Meadows Road, the Neighborhood Area features pockets of existing residential development along Spring Creek Road, and clusters of mixed-use commercial development along US Highway 16 could serve these neighborhood areas. Future residential development east and west of the Moon Meadows Road intersection with US Highway 16 will likely increase demand for more commercial uses and services, providing opportunity for a Community Commercial Activity Center in this area.

Further north, along US 16 north of Catron Boulevard, opportunities exist for additional mixed-use commercial, and employment development. This future mixed-use area is envisioned as a setting for high-quality office space, and is located to take advantage of the area's scenic views.

At the northern edge of the Neighborhood Area, the Regional Health area provides existing employment activities, and opportunities exist to further extend and intensify medical and supporting services in this area.

Throughout the Neighborhood Area, topography presents constraints to development, but the area is predominantly located within the Urban Services Boundary and urban development is likely to continue, especially within and adjacent to the existing City limits.

GOALS AND POLICIES

Goal US16-NA1.1: Encourage targeted residential and non-residential growth in the US 16 Neighborhood Area to increase options for housing and services, and to support economic development.

US16-NA1.1A: RESIDENTIAL GROWTH

Support expansion and development of new residential neighborhoods in areas within and adjacent to existing City limits. Discourage residential growth south of Moon Meadows Road.

US16-NA1.1B: MIXED-USE DEVELOPMENT

Encourage mixed-use development in clusters of activity along US 16 to serve nearby neighborhoods and build a critical mass of activities to support retailers and to avoid stripping out the entire US 16 corridor.

US16-NA1.1C: COMMUNITY ACTIVITY CENTERS

Support the development of Community Activity Centers along US 16 at Fairmont Boulevard, Catron Boulevard and near Moon Meadows Road to provide convenient shopping and service options to area neighborhoods. Discourage stripped-out commercial development along the entire corridor.

US16-NA1.1C: EMPLOYMENT AREAS

Support the continuation and expansion of mixed-use employment and supporting activities around the Regional Health Center. Encourage office parks and other supporting employment uses to locate along the US 16 corridor, north of Catron Boulevard.

US16-NA1.1D: ENTRANCE CORRIDORS

Recognize US 16 and Catron Boulevard as important Entrance Corridors into the City, and encourage coordinated signage, landscaping, and development planning to project a positive image of the community and reflect each corridor's unique qualities. Apply Design Principles for Gateways and Entrance Corridors in the review of future development along these corridors. (See page 110.)

US16-NA1.1E: GATEWAYS

Explore and pursue opportunities to enhance and highlight the US 16 intersections near Tower Road and Fort Hayes Drive as unique community gateways. Apply Design Principles for Gateways and Corridors to future public improvements in these locations.

US16-NA1.1F: PARKS AND GREENWAYS

Promote the development of parks and conservation of greenways in this area to increase recreation opportunities for existing and future residents of this Neighborhood Area.

US16-NA1.1G: FOREST CONSERVATION

Coordinate with the Forest Service and adjacent property owners and residents to support the preservation of natural features and minimize risks associated with development in the Wildland Urban Interface (WUI). Apply General Design Principles for Forest Conservation Areas to future development in the area. (See page 116.)

US16-NA1.1H: URBAN SERVICES

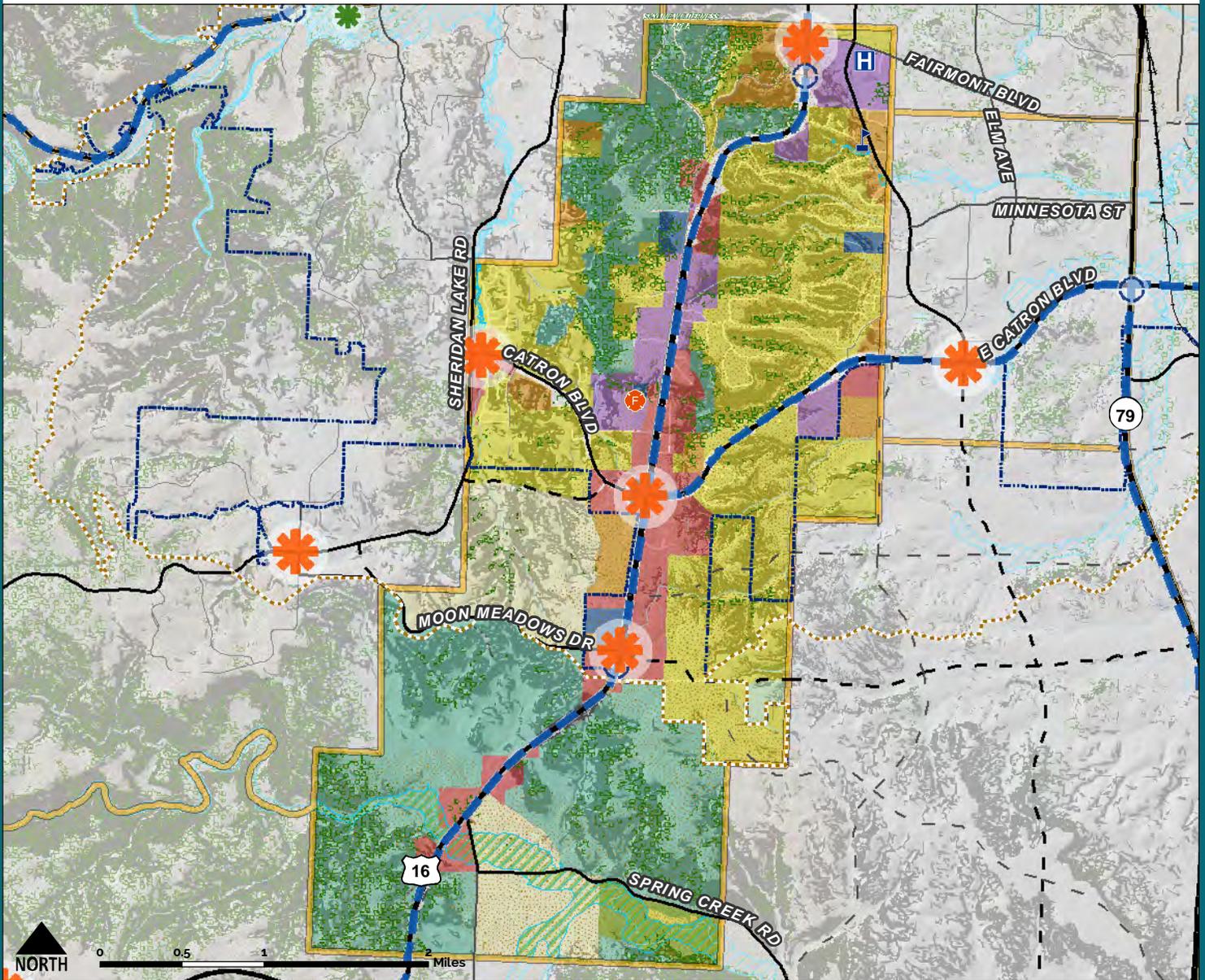
Allow the extension of City infrastructure within the Urban Services Boundary to serve new and existing development.

US16-NA1.1I: INTERJURISDICTIONAL COORDINATION

Coordinate planning and development review activities in this area with Pennington County.

Future Land Use Plan

US Highway 16 Neighborhood Area



Legend	Future Land Use	Major Street Plan	Overlays
Neighborhood Area	Rural Residential	Entrance Corridor	Forest
Rapid City Limits	Low Density Neighborhood	Revitalization Corridor	Flood Hazard Overlay
County Boundary	Urban Neighborhood	Gateway	Future Greenway Conservation
Urban Service Boundary	Mixed Use Commercial	Revitalization Node	Sensitive Geologic Area
Cemetery	Downtown	Regional Activity Center	Ellsworth 65 Ldn Noise Contours
Fire station	Employment	Community Activity Center	Circling traffic patterns
Hospital	Light Industrial	Regional Recreation Destination	Inner approach/departure
Police station	Heavy Industrial		Precision flight corridor
School	Mining/Extraction	Major Street Plan	Runway protection zone
Railroad	Parks and Greenway	Interstate Highway	
Water Bodies	Agriculture	Principal Arterial	
	Forest Conservation	Proposed Principal Arterial	
	National Forest	Minor Arterial	
	Buffer/Reserved	Proposed Minor Arterial	
	Public/Quasi-Public	Collector	
		Proposed Collector (exact alignment TBD)	

Overview Map

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April 2014

WEST RAPID NEIGHBORHOOD AREA (WR-NA)

DESCRIPTION

The West Rapid Neighborhood Area includes properties within the City limits in the northwestern portion of the community. It is bounded by West Chicago and Omaha Streets on the north, Jackson Boulevard on the south, the City limits to the west, and Sturgis Road to the northeast. Lime Creek and Rapid Creek pass through the area.

ISSUES AND OPPORTUNITIES

This Neighborhood Area is characterized by large tracts of public and quasi-public uses at the core, including the National Guard Training Camp, Sioux Park, ballfields, Camp Rapid, numerous medical facilities, and several schools. Some of the property in this core area is important historic tribal land and is therefore subject to restrictions on development and land uses.

Surrounding this core area are established neighborhoods that are predominantly single-family, including the Canyon Lake neighborhood. Supporting existing residential uses and ongoing floodplain management area are key issues in these neighborhoods.

North of South Canyon Road and west of Sturgis Road, significant opportunities exist for new residential development, and the entire area is located within the Urban Services Boundary. Forest conservation and wildfire mitigation will be important

considerations as growth extends to this area.

At the center of the Neighborhood Area, existing commercial development is conveniently located near neighborhoods along the Sturgis Road/ West Omaha Street corridor. However, this corridor and many of the strip commercial centers lining it are outdated and in need of reinvestment and revitalization.

Closer to the Downtown Core and at the eastern edge of the Neighborhood Area, the Baken Park Community Activity Center is another convenient commercial destination serving the West Rapid area. Like the Sturgis Road Corridor, this center is outdated and despite recent investment in pad sites within the center, future opportunities include reinvestment and revitalization, and the addition of some additional service, office and possibly residential uses.

GOALS AND POLICIES

Goal WR-NA1.1: Support existing neighborhoods, encourage revitalization of commercial centers and corridors, and expand housing options as new growth occurs throughout the West Rapid Neighborhood Area.

WR-NA1.1A: RESIDENTIAL GROWTH

Encourage reinvestment and promote targeted infill development redevelopment to add vitality to the area's established neighborhoods. Support the development of new

residential neighborhoods that increase the variety of housing options north of South Canyon Road and west of Sturgis Road.

WR-NA1.1B: REINVESTMENT CORRIDOR

Emphasize reinvestment and redevelopment along the Sturgis Road/West Omaha Street Corridor. Refer to Policy BPG-1.2C for additional discussion regarding Priority Revitalization Corridors.

WR-NA1.1C: NATIONAL GUARD TRAINING CAMP

Support the National Guard Training Camp as an important employment area and discourage development that could conflict with existing or planned Training Camp activities.

WR-NA1.1D: MIXED-USE DEVELOPMENT

Encourage diversification of uses, reinvestment, and targeted redevelopment of the Baken Park and FTC Express Community Activity Centers.

WR-NA1.1E: REGIONAL RECREATION

Conserve and promote Sioux Park and the area's ball fields as unique community amenities and Regional Recreation Destinations.

WR-NA1.1F: PARKS AND GREENWAYS

Continue to maintain existing parks and the conservation of greenways in this area. Promote the development of new parks as new residential development occurs, to increase recreation opportunities for existing and future residents of this Neighborhood Area.

**WR-NA1.1G: FOREST
CONSERVATION**

Coordinate with the Forest Service and adjacent property owners and residents to support the preservation of natural features and minimize risks associated with development in the Wildland Urban Interface (WUI). Apply General Design Principles for Forest Conservation Areas to future development in the area. (See page 116.)

**WR-NA1.1H: NATURAL
FEATURES**

Support and encourage the conservation of natural features in this area, including floodplains and hillsides.

**WR-NA1.1I: URBAN
SERVICES**

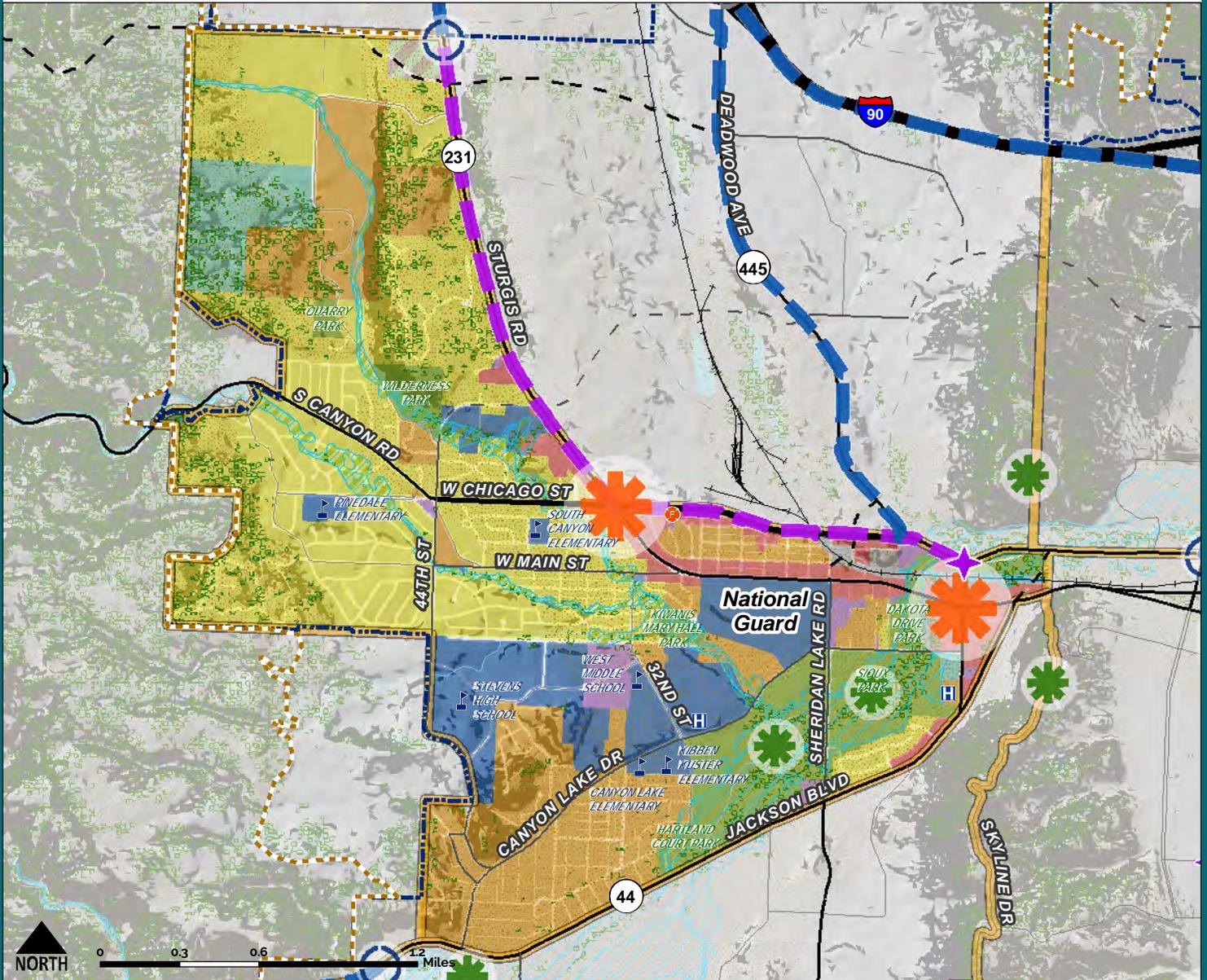
Allow the extension of City infrastructure within the Urban Services Boundary to serve new and existing development.

**WR-NA1.1J:
INTERJURISDICTIONAL
COORDINATION**

Coordinate planning and development review activities in this area with tribal representatives and Pennington County.

Future Land Use Plan

West Rapid Neighborhood Area



Legend		Future Land Use		Entrance Corridor		Overlays	
	Neighborhood Area		Rural Residential		Entrance Corridor		Forest
	Rapid City Limits		Low Density Neighborhood		Gateway		Flood Hazard Overlay
	County Boundary		Urban Neighborhood		Revitalization Node		Future Greenway Conservation
	Urban Service Boundary		Mixed Use Commercial		Regional Activity Center		Sensitive Geologic Area
	Cemetery		Downtown		Community Activity Center		Ellsworth 65 Ldn Noise Contours
	Fire station		Employment		Regional Recreation Destination		Circling traffic patterns
	Hospital		Light Industrial	Major Street Plan			
	Police station		Heavy Industrial		Interstate Highway		Inner approach/departure
	School		Mining/Extraction		Principal Arterial		Precision flight corridor
	Water Bodies		Parks and Greenway		Proposed Principal Arterial		Runway protection zone
			Agriculture		Minor Arterial		
			National Forest		Proposed Minor Arterial		
			Buffer/Reserved		Collector		
			Public/Quasi-Public		Proposed Collector (exact alignment TBD)		

Overview Map

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