

POSITION STATEMENT

This position statement specifically addresses Croell Inc's Mining (signed 9/4/2018) and Construction (signed 10/2/2018) Permit Applications for the Perli Quarry.

First and foremost, mining is an absolutely essential and vital part of our world. The raw materials produced from mining operations provide the building blocks of our society whether it is for the metals used in technology or the aggregate that pave our roads.

That stated, mining operations must be approached judiciously, conducted with utmost responsible best practices and take place in proper locations. Whether a company is mining for precious metals or for aggregate, the potential risks for water depletion/contamination, poor air quality, loss of home and property values, traffic safety and permanent scarring of the land are very real and if/when something goes wrong, the consequences can be very significant and most often cannot be undone.

Since Croell purchased the property in 2015, the resounding message is that the company only intends on "doing what has always been done." Mining activities at the Perli Pit have been going on for over 50 years with the first mining license issued in 1982 by the SD Department of Energy and Natural Resources (DENR). This fact cannot be disputed. Quite honestly, shame on the county, county residents and city for not paying attention to the fact that mining has been taking place in a location that should have been flagged long ago. Not only should this *not* be a location for mining operations but the fact that Croell's intention to double to quadruple (depending on baseline data) the operation in volume and size is of utmost concern.

Many argue that the local residents are taking the stance of "not in my backyard" and thus should be ignored. This myopic viewpoint misses the fact that Croell's intention to expand to a *large-scale industrial* mining operation for the next 25 years has detrimental and permanent consequences to the future growth plans for both Rapid City and Pennington County. In fact, Rapid City's Comprehensive Plan adopted in 2014 clearly identifies the consequences of having to work around the land-fill for future land use as "noise, visual, and odor impacts in the surrounding area are significant." (p 159). When one takes time to look at the comprehensive plans for both entities, this area along Highway 16 is clearly identified for growth that is conducive to residential neighborhoods and tourism. Both the county and city should ask the question if we want another "Sturgis Road" heavy industrial mining situation located on Highway 16.

In Croell's Applications, the intent to dramatically expand the footprint of the mining activities and significantly increase the volume of aggregate mined annually is indisputable. Depending on the baseline of comparison, their intention for the Perli Pit is to double, triple or quadruple in size (numbers to follow). To state that Croell is only going to do what has always been done is inaccurate. Furthermore, the documents/studies included in their application state that there will be no impact to traffic, water, housing values, etc are all based on a false premise. These studies are based on the baseline of current/past activity and do not take into account the significant growth of the pit.

It is without argument that Croell and the Planning Commission Staff have checked all of the boxes in order to push the Mining and Construction Permits through. Just because the boxes are checked does not make it right! To quote the age-old adage....*Just because you can, doesn't mean you should.*

Pennington County and Rapid City staff along with elected officials are tasked to use their respective Comprehensive Plans as a guide when making decisions. It is *strongly* and *urgently* advised that each group use these plans when determining if a heavy industrial mining operation of this size should be located at this location. Given the growth of Rapid City, Pennington County, the beauty of the Black Hills and our booming tourism industry, the responsible choice is to not allow a large scale mining operation take place at this location. As stewards of Pennington County and Rapid City, these individuals are making decisions today that will affect not only tomorrow but for decades to come.

It is time for county and city leadership to be bold, have vision and make the appropriate decision for generations to come. *Each must ask themselves what they want their legacy to be!*

TABLE OF CONTENTS

Summary of Position Statement.....	3
Mining Expansion.....	7
Transportation.....	11
Residential Property.....	19
Water Issues.....	20
Rapid City Area School Expansion Plan.....	21
Severance Tax.....	22
Reclamation.....	22
Conflict of Interest.....	23
Previous Lack of Support.....	25
Due Diligence.....	27
Pennington County Comprehensive Plan.....	28
Rapid City Comprehensive Plan.....	43

SUMMARY OF POSITION STATEMENT

Black Hills Concerned Citizens

Mining is an absolutely essential and vital part of our world. Mining operations, however, must be approached judiciously, conducted with utmost responsible best practices and take place in proper locations. The following summarizes facts that clearly iterate why development of a large scale, heavy industrial mining operation at the Perli Pit should not be allowed.

I. Mining Expansion (p. 4-7)

Croell argues that their operation should be allowed to be “grandfathered in” since aggregate has been removed from the Perli Pit over the past 35 years. The average tons/year over this time is 22,153, vastly less than the tonnage proposed by Croell.

Croell Inc.’s Mining (signed 9/4/2018) and Construction (signed 10/2/2018) Permits state that the intent of the company is to double to quadruple both the footprint and volume of their mining operation to 100,000 tons/year of crushed limestone product. The Mining Permit application states that up to 150,000 tons/year could be mined after three years of operation.

Photographs illustrate the proposed expansion of mining at this site (p. 7).

II. Transportation (p. 9-16)

Highway 16 is the main gateway to Mt. Rushmore and Crazy Horse Memorials, Custer State Park and Black Hills National Forest. More than 2,500 cars travel this road daily and this number grows to around 9,000 during the summer months when almost 4 million tourists visit our area. A traffic study completed in 2009 researched 249 road sections in Rapid City and the 3 mile platting jurisdiction zone. The segment from Reptile Gardens to Old McDonald’s Farm ranked #7 out of 249 for severe crashes.

Heavy industrial haul trucks entering, exiting and traveling on this route do not fit with either current or future transportation goals to provide safe travel for our residents and tourists. These trucks will block all four lanes of traffic when turning north on Highway 16, and will need to use both southbound lanes to enter the mining operation. Acceleration and deceleration of the trucks along the route will impact the flow of traffic in both directions as well. The speed limit is 65 miles/hour at the site, with long, steep gradients between the site and Rapid City.

There will also be damage to the highway surface and shoulders from these 32-ton haul trucks, as well as aggregate and debris discharging from trucks onto the highway.

Photographs of trucks turning north illustrate the potential traffic hazards that will occur (p. 13-16).

III. Residential Property (p. 17-18)

The “Gravel Quarry Influence on Residential Property” report conducted by the Pennington County Department of Equalization indicates that there is no effect on market value due to Croell’s quarry. This, once again, is based on the assumption that Croell’s operation will remove aggregate at previous rates. This report does not take into account the dramatic increase in the mining operation.

Evidence is clear that property values drop when a quarry is built. Based on communities where a quarry opened in the area, the property values decreased most within the immediate vicinity but can be felt several miles away. Homes within a quarter mile could likely drop by about 30%. A mile

away the value will decrease by about 13% and homes as far as 3 miles can expect a 6% drop in value.

A graphic of the percent loss in property value is on p. 17.

IV. Water Issues (p. 19)

On October 13, 2016, the South Dakota Water Management Board approved Croell's water permit application to draw a total of 19.6 acre feet of water per year. This amounts to almost 6.4 million gallons for the purposes of dust control and watering cattle (there are no cattle on the property).

There are over 100 wells within approximately 2 miles of the pit. An expert witness from the SDSM&T Department of Geology & Geological Engineering Department has calculated a possible drawdown of up to 60 feet at 1 mile from the Croell well. In addition to lowering the water table, the risk of contamination to groundwater and Spring Creek is high due to the industrial materials used in the mining operation.

V. Rapid City Area Schools Expansion Plan (p. 20)

Rapid City Area Schools recently released their Facility Master Planning Final Report which includes construction of a new elementary school southwest of Highway 16 and Catron Boulevard. A heavy industrial mining operation and the corresponding truck traffic is a serious safety concern for students, families, and staff.

A map of the proposed school and the attendance zone in the proximity of the mining operation is shown on p. 20.

VI. Severance Tax (p. 21)

Severance taxes are taxes on the extraction of natural resources. These taxes insure that costs associated with oil, gas and mineral extraction—road construction, maintenance, and environmental protection—are paid by the producers. The South Dakota Department Of Revenue Energy Minerals Severance Tax And Conservation Tax does not levy severance taxes for the extraction of aggregate, putting the burden on taxpayers for the costs associated with such mining operations.

VII. Reclamation (p. 21-22)

Surface mining, especially large-scale operations such as the Croell Quarry, cannot be truly be reclaimed and will leave the landscape changed forever. There is no remediation plan that can restore this land which is located on one of the most visible and traveled routes in the Black Hills.

Croell does not intend to reclaim the property to its current shape, and does not intend to bear the full responsibility of this process. Reclamation Plan 6-07-16 (p. 22 of Position Statement). The required bond for reclamation has been set at \$25,000.

VIII. Conflict of Interest (p. 23-24)

Commissioner Ron L. Rossknecht - Pennington County Commissioner-Elect - prepared a transportation plan that is included in the Croell permit application. Commissioner Rossknecht is a commercial and agricultural appraiser and not qualified to make a recommendation dealing with transportation safety. In addition, it is inappropriate for an elected official to officially and publicly support a project such as this. Mr. Rossknecht has fully compromised his position on the Pennington County Board of Commissions and should recuse himself from any comment or vote.

IX. Previous Lack of Support (p. 25-26)

Croell attempted to purchase the land adjacent to the Perli Pit in June of 2015. As noted in the Pennington County Planning Commissions Minutes dated June 8, 2015, the request was denied to rezone the land as it “does not appear to be compatible with current and future zoning...” Furthermore, remarks from Pete Lien clearly state that they chose not to purchase the land for continued mining use as expansion of the mining operations would have created “it would have created noise, dust, traffic, and so on” and results would have “created adversity.”

Croell claims to have had little or no complaints concerning their operations until 2015. This is a false claim - documentation related to violations from the Wyoming Department of Environmental Quality is readily available.

X. Due Diligence - Comprehensive Plans for Rapid City and Pennington County (p. 27)

Comprehensive Plans for Pennington County and Rapid City do not support an industrial mining operation for this location.

- Development should be conducive to residential and tourism growth and not heavy industrial operations.

Pennington County Comprehensive Plan (p. 28-42)

Land Use and Housing Element

- LUH-3.2 Minimize adverse effects from conflicting land users
- LUH-6.1 Non-residential development should have less impact on the natural environment
- LUH-6.4 Maintain scenic open space character of the Black Hills
- LUH-7 Coordinate with city Comprehensive Plans

Economic Development Element

- ED Leverage tourism assets - seasonal employees and visitors to the Black Hills
- ED-1 Sustain long-term prosperity for residents and businesses
- ED-3 Attract industries that are considerate of the natural environment

Transportation and Circulation Element

- TC-1 Maintain a safe and efficient transportation network for residents and visitors
- TC-5 Offer scenic views for travelers along county roads and highways
- TC5-1 Protect primary viewsheds from development

PSF Element (?)

- PSF-1 Protect water resources
- PSF-1.2 Buffer wells and water sources from high pollution sources, such as mining
- PSF-1.3 Consider impact to surface and groundwater when approving development

Recreation, Open Space, and Tourism Element

- ROST-1.1 Ensure roadways and accessways to public lands (Mount Rushmore) are safe and easy to traverse

Natural and Cultural Resources Element

- 10.1 Support a scenic, high-quality environment for residents and visitors
- NCR-6 Mining operations must reclaim excavations in a manner that does not detract from the natural environment
- NCR-6.3 Encourage development of mineral resources that is compatible with surrounding land uses

Rapid City Comprehensive Plan (p. 43-93)

2020 Strategic Plan

- Develop and implement a beautification program

Principles, Goals, and Policies

- BPG-1.1C Follow criteria and procedures for annexation within 3-mile limits
- BPG-2 Make efficient use of land available for urban growth

A Vibrant, Livable Community

- LC-1.3 Project a positive community image along entrance corridors
- LC-1.3B US Highway 16: Conserve views and natural features in coordination with tourism industry
- LC-6.2 Conserve natural resources and environment
- LC-6.2D Retain existing agricultural zoning

Efficient Transportation and Infrastructure Systems

- TI-2.7B Preserve routes through suburban growth areas
- TI-3.1 Preserve and enhance an efficient and compatible freight network
- TI-3.2C Improve regional mobility

Economic Stability and Growth

- EC-1.3C Balance new and existing businesses - no negative impact on existing businesses

Growth and Reinvestment Framework

- Principal Arterial Routes: carry significant traffic volumes at higher speeds for longer distances
- Entrance Corridors: protect scenic views and natural character (restrict intense development); includes Highway 16 south of Rapid City

Neighborhood Area Policies - Spring Creek and US Highway 16

- Continue limited expansion of the tourism-oriented Community Area
- Protection of natural resources is a key objective
- SC-NA1.1 Support continued tourism development along US 16 corridor
- SC-NA1.1C Development planning will enhance characteristics and appearance
- US16-NA1.1C Discourage stripped-out development along entire corridor

MINING EXPANSION

Volume Increase

As demonstrated from the following images from Croell Inc's Mining (signed 9/4/2018) and Construction (signed 10/2/2018) Permits, the intent of the company is to double to quadruple both the footprint and volume of their mining operation. According to the SD DENR, the definitions for small or large scale mine permits are differentiated by the size and volume of the operation.

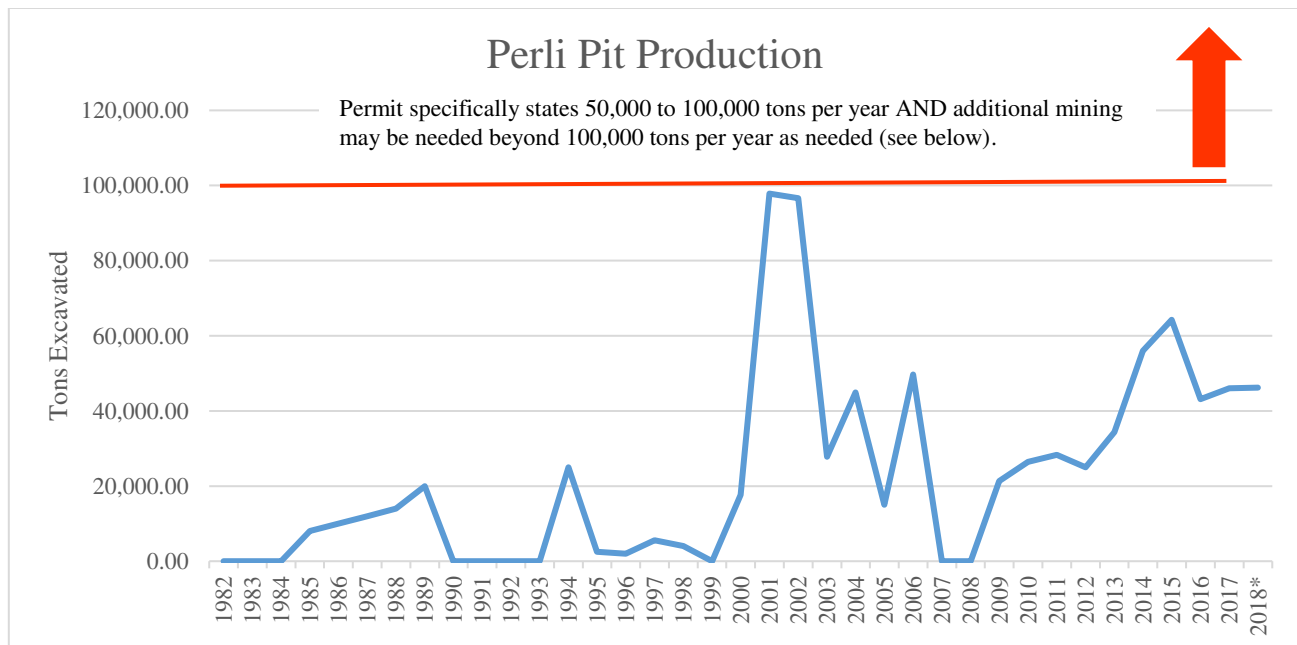
Small Scale Mine Permit: Operations that mine less than 10 acres disturbance and extract less than 25,000 tons annually)

Large Scale Mine Permit: Operations that mine more than 10 acres disturbance and extract more than 25,000 tons annually and any operation that use cyanide or other chemical or biological leaching agents

If one follows the premise that 25,000 tons/year is a large operation then let's be very clear – 100,000+ cubic yards/year is a large mining operation. There has never been a year that has reached the 100,000 tons/year and only 2 years (2001 and 2002) and even approached this level. As stated earlier, the arguments that nothing will change because Croell will be operating "business as usual" are based on speculation because this pit has never experienced this kind of volume. One only needs to look at the large scale industrial mining operations along Sturgis Road to capture the image and realize what the Perli Pit will become.

As evidenced from Croell's Permit Applications, the intent for dramatic growth is obvious stating the intent to mine upwards of 100,000 to 150,000 tons per year (see below). Based on the annual tonnage data the baseline for growth is significant. Depending on the chosen baseline, the growth ranges from doubling to quadrupling the mining activity.

Average Tons/Yr for last 35 years	22,153
Average Tons/Yr Excavated Only	30,674
Average Tons/Yr Last Five (5) Years	48,748
Maximum Excavated in One (1) year	97,849



*Year 2018: 46,198.00 (site number 604,010.00) is taken from SD DENR.

PERLI QUARRY							7/10/2018
records obtained by SD-DENR Reporting							
	Aggregate Construction	Pennington County	Pete Lien & Sons	Quinn Construction	Talley Construction	Croell Inc.	Total
1983							-
1984							-
1985		8,000					8,000
1986		10,000					10,000
1987		12,000					12,000
1988		14,000					14,000
1989		20,000					20,000
1990							-
1991							-
1992							-
1993							-
1994	25,000						25,000
1995	2,500						2,500
1996	2,000						2,000
1997	5,608						5,608
1998	4,000						4,000
1999	-						-
2000	-			17,698			17,698
2001				97,849			97,849
2002			47,501	49,102			96,603
2003			27,781				27,781
2004			44,949				44,949
2005			14,992				14,992
2006			49,705				49,705
2007			-				-
2008			-				-
2009					21,345		21,345
2010					26,449		26,449
2011					28,291		28,291
2012					25,010		25,010
2013					34,402		34,402
2014					55,896		55,896
2015					64,221		64,221
2016					43,132		43,132
2017						45,998	45,998
	39,108	64,000	184,928	164,649	298,746	45,998	797,429

Data submitted by Croell from the DENR Annual Reports							
YEAR	Aggregate Construction	Pennington County	Pete Lien	Quinn Construction	Talley Construction	Croell, Inc.	Annual Total
1982							-
1983							-
1984							-
1985		8,000					8,000
1986		10,000					10,000
1987		12,000					12,000
1988		14,000					14,000
1989		20,000					20,000
1990							-
1991							-
1992							-
1993							-
1994	25,000						25,000
1995	2,500						2,500
1996	2,000						2,000
1997	5,608						5,608
1998	4,000						4,000
1999							-
2000				17,698			17,698
2001				97,849			97,849
2002			47,501	49,102			96,603
2003			27,781				27,781
2004			44,949				44,949
2005			14,992				14,992
2006			49,705				49,705
2007							-
2008							-
2009					21,345		21,345
2010					26,449		26,449
2011					28,291		28,291
2012					25,010		25,010
2013					34,402		34,402
2014					55,896		55,896
2015					64,221		64,221
2016					43,132		43,132
2017						45,998	45,998
						Total Tons	797,519
Average Tons/Yr for last 35 years							22,153
Average Tons/Yr for Years Excavated Only							30,678
Average Tons/Yr for Last Five (5) Years							48,748
Maximum Excavated							97,849
Minimum Excavated							2,000
Data submitted by Croell in Mining Permit Application (see attached)							
Trucks / Hour	Croell Projected # of Trucks/Day	Tons per Truck	Tons per 9 Hour Day	Tons per 40 hour Week	Projected Tons per Year	Multiple Times Previous 25 Years (Excavated)	Multiple Times Previous 5 Years
0.78	7 (min)	32	224	1,120	58,240	1.90	1.19
1.78	16 (max)	32	512	2,560	133,120	2.73	1.36

Croell's Operation Plan – January 9, 2019

- c. Minnesota limestone will be surface mined at this site. The amount of material mined will be based on demand. Staff notes projected sales information and production records are exempt from disclosure pursuant to SDCL §§ 1-27-1.5(3) and 1-27-1.6. However, in an effort to be fully transparent, Croell, Inc. agreed to the release of projected sales information and anticipated tonnage of mined material. Previously redacted information concerning projected sales information and anticipated tonnage of mined material was disclosed and posted on the Planning Department website.
- i. Projected sales and anticipated tonnage of mined material is estimated to be between 50,000 - 100,000 tons per year.

Redacted per SDCL 1-27-1.5 from Attachment 3 Mining Permit Information 507B 9/11/18

2) Material to be Excavated

- a. Preliminary estimates used for the Perli Quarry are based upon 100,000 tons of sales per year. Depending on the product shipped, additional mining may be needed beyond 100,000 tons per year. The type of material shipped will be a crushed limestone product, such as riprap, base course gravel, concrete stone, 3/8" chipping stone and fines. Products shipped be used in road construction, asphalt, concrete, commercial and residential sales.

17) Amount of Material to be Extracted from the Mine

- a) Sales will depend on local construction projects and the general overall economy of the local and state area. During the first 2 years of mining activity, sales will estimate to be between 50,000 to 100,000 tons per year. Upon year 3 of mining activity, sales could be assumed to be greater than 100,000 tons per year, but not typically exceeding 150,000 tons per year.

Land Expansion

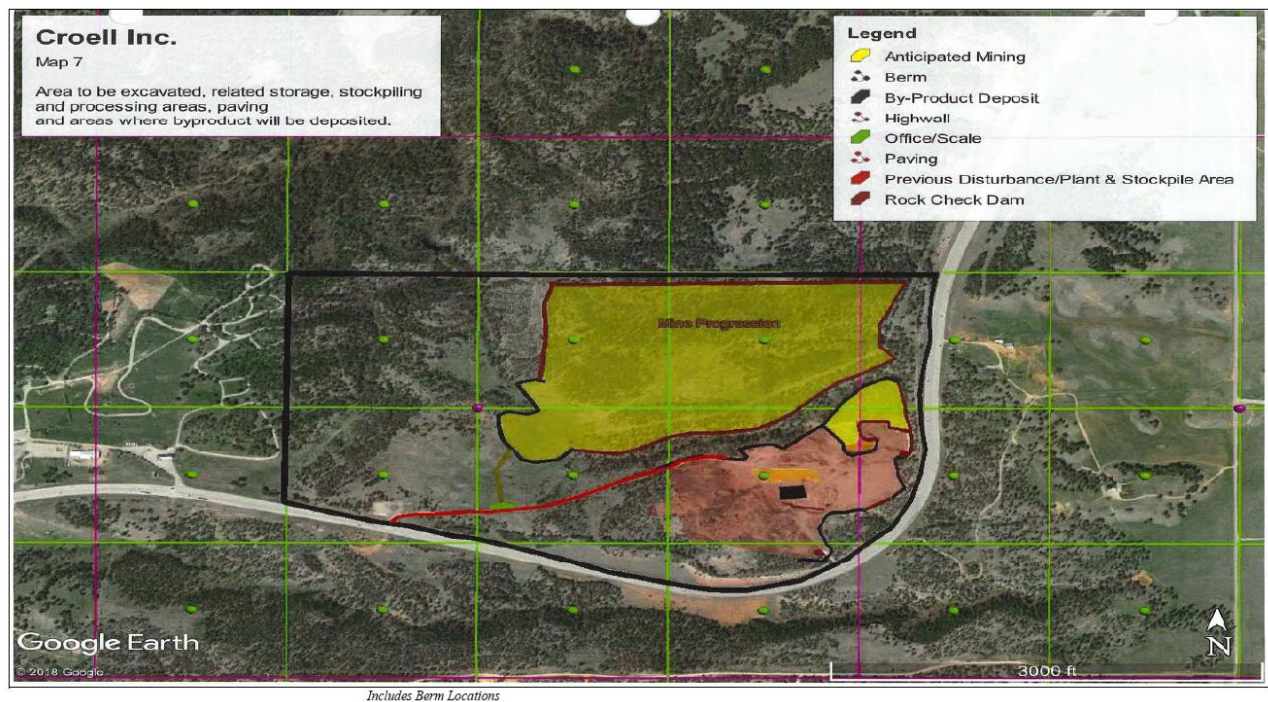
The following aerial photographs from 1998 to 2018 of the Perli Pit demonstrate growth in the footprint of the mining activities although this growth is small in comparison to the anticipated expansion outlined in the last photograph.



Perli Pit 1998



Perli Pit 2018



TRANSPORTATION

Highway 16 is the main gateway to Mt. Rushmore and Crazy Horse Memorials, Custer State Park and Black Hills National Forest. More than 2,500 cars travel this road daily and this number grows to around 9,000 during the summer months when almost 4 million tourists visit our area.

The past few years, the residential, corporate and tourism growth along Highway 16 has experienced exciting growth. In fact the route along Highway 16 is identified in both the City and County's Comprehensive Plans as a Principal Arterial and Entrance Corridor and is part of the city's Planning Boundaries and 3-mile jurisdiction for future development. Again, one only needs to look to look at the mining operations along Sturgis Road to understand the significant consequences of such activity. In addition to all the concerns stemming from mining operations, the truck traffic alone is a major concern. Not only will the quarry add congestion to an already highly traveled highway but the safety risks are enormous and consequences potentially fatal. A traffic study completed in 2009 researched 249 road sections in Rapid City and the 3 mile platting jurisdiction zone. *The segment from Reptile Gardens to Old McDonald's Farm ranked #7 out of 249 for severe crashes!!*

Whether the number of trucks leaving the pit is between 7 and 16 trucks per day (see below), the fact that it takes almost 1 minute for a truck to clear all lanes of traffic and several minutes to accelerate or decelerate, the risks are very real. These trucks will essentially turn Highway 16 into a one-lane highway as they travel. Furthermore, the safety factors of dust and loose gravel flying off the trucks and hitting cars must be taken into account. Again, one only needs to look other industrial mining operations to see the dust and rocks on the road.

It is obvious that heavy industrial haul trucks entering, exiting and traveling on this route does not fit with either current or future transportation goals to provide safe travel for our residents and tourists.

9/11/2018

Transportation Plan

- There are three typical entrances to the Perli Rock quarry from Hwy 16. Entrance 1 is the most northern of the entrances. It is a farm entrance and will not be used for due to the steep hillside immediately on the Croell property. Entrance 2 is the middle entrance. It has been used in the past for an entrance/exit. It will not be used by Croell Inc for truck traffic due to the limited site distance both north and south. This will be used as an emergency exit only for the employee's on site. The entrance is currently blocked for truck traffic. Entrance 3 is located to the south and will be used as the main entrance to the quarry. Entrance 3 is approximately 82 feet in width. See Map 2 Structures & Utilities.
- Typical truck traffic on entrance 3 will not cross or use any private, Township or Pennington County roadway. The car and truck traffic will cross from Croell Inc owned property onto South Dakota Department of Transportation Hwy 16.
- Croell Inc continues to work with the South Dakota Department of Transportation on the entrance to Hwy 16. At this point in time, no improvements have been made to the Hwy 16 entrance. Croell has authorized a Traffic Study that was completed by Interstate Engineering and Croell has submitted that Traffic Study to the South Dakota Department of Transportation in Pierre SD.

Estimated type and amount of materials to be extracted.

- Preliminary estimates used for the Perli Quarry are based upon 100,000 tons of sales per year. Depending on the product shipped, additional mining may be needed beyond 100,000 tons per year. The type of material shipped will be a crushed limestone product, such as riprap, base course gravel, concrete stone, 3/8" chipping stone and fines. Products shipped be used in road construction, asphalt, concrete, commercial and residential sales.

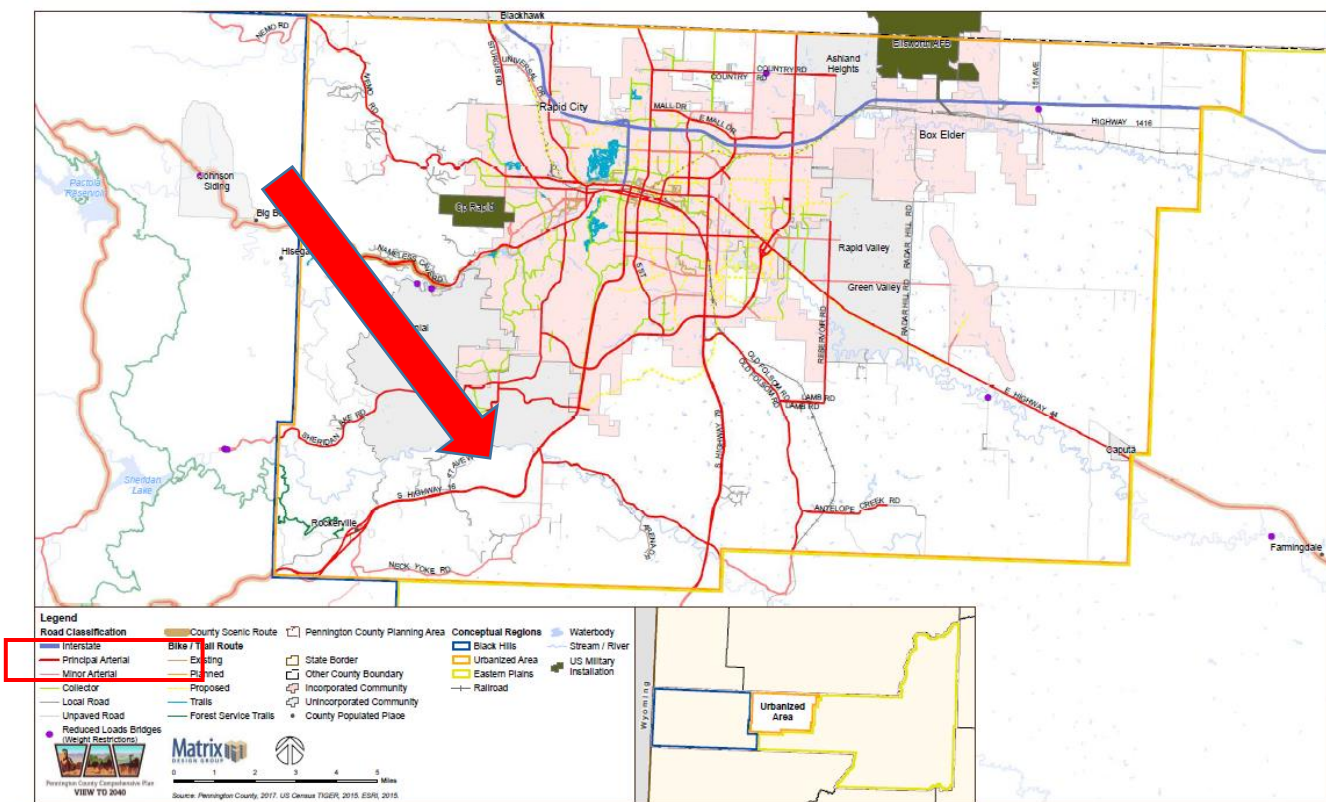
Estimated number of truckloads per day, and estimated weight of material per truckload.

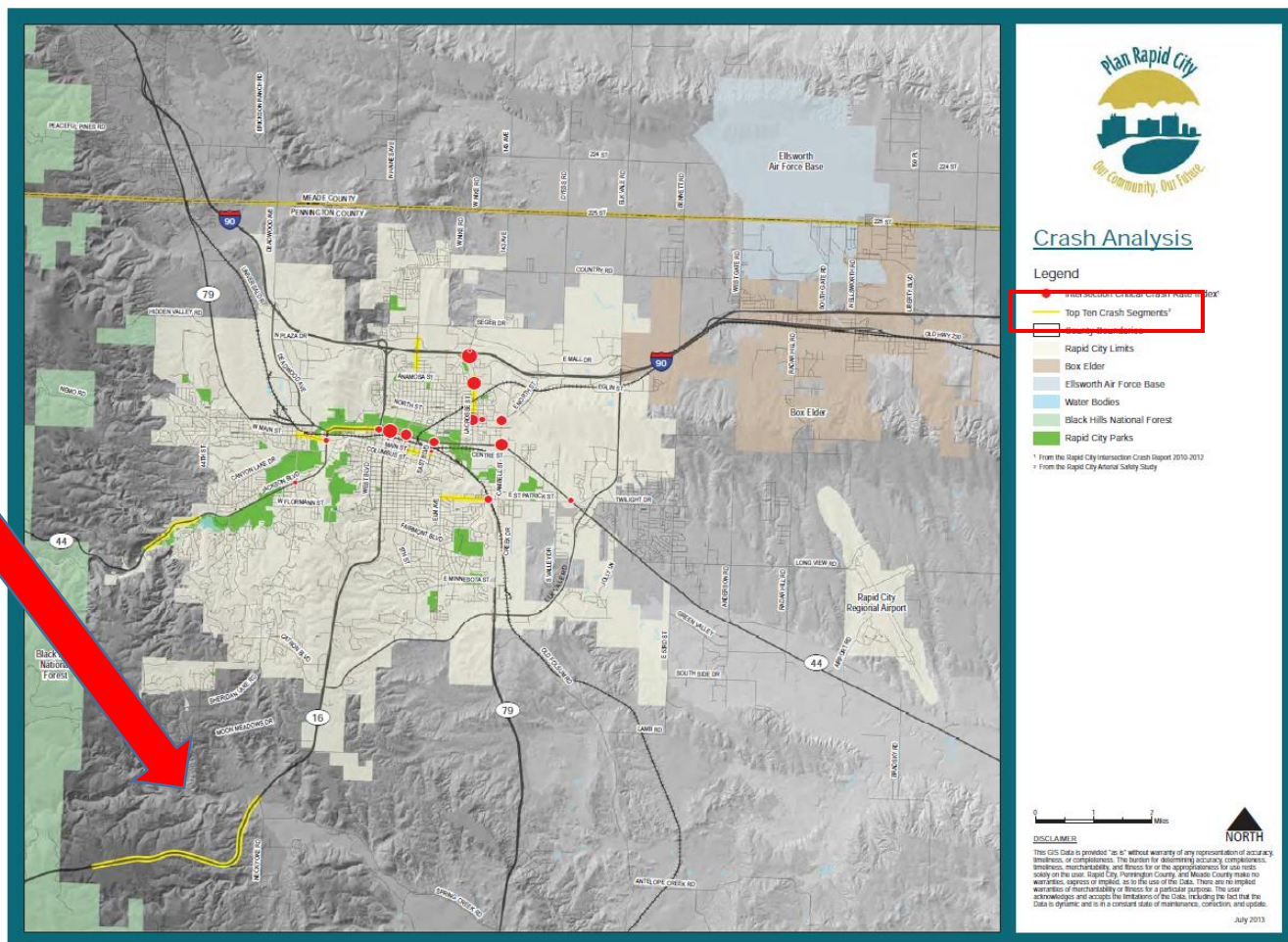
	Typical PERLI						
	100,000 Sales	Tons / Truck	Truckloads / Month	Working Days/Mo	Truck / Day	Hours of Operation	Truck/ Hour
Jan	6,000	32	188	20	9	9	1.0
Feb	5,000	32	156	21	7	9	0.8
Mar	9,000	32	281	22	13	9	1.4
Apr	10,000	32	313	21	15	9	1.7
May	10,000	32	313	22	14	9	1.6
Jun	11,000	32	344	22	16	9	1.7
Jul	11,000	32	344	21	16	9	1.8
Aug	11,000	32	344	23	15	9	1.7
Sep	9,000	32	281	22	13	9	1.4
Oct	8,000	32	250	21	12	9	1.3
Nov	5,000	32	156	21	7	9	0.8
Dec	5,000	32	156	21	7	9	0.8
	100,000			257			

5
DAY/WK

Average number of truck loads per day - estimated between 7 and 16 trucks per day
Average Ton per Truck = 32
Tons

Figure 6-2 Transportation - Central Pennington





Data submitted by Croell from the DENR Annual Reports

YEAR	Aggregate Construction	Pennington County	Pete Lien	Quinn Construction	Talley Construction	Croell, Inc.	Annual Total
1982							-
1983							-
1984							-
1985		8,000					8,000
1986		10,000					10,000
1987		12,000					12,000
1988		14,000					14,000
1989		20,000					20,000
1990							-
1991							-
1992							-
1993							-
1994	25,000						25,000
1995	2,500						2,500
1996	2,000						2,000
1997	5,608						5,608
1998	4,000						4,000
1999							-
2000				17,698			17,698
2001				97,849			97,849
2002			47,501	49,102			96,603
2003			27,781				27,781
2004			44,949				44,949
2005			14,992				14,992
2006			49,705				49,705
2007							-
2008							-
2009					21,345		21,345
2010					26,449		26,449
2011					28,291		28,291
2012					25,010		25,010
2013					34,402		34,402
2014					55,936		55,936
2015					64,221		64,221
2016					43,132		43,132
2017						45,998	45,998
						Total Tons	797,519
Average Tons/Yr for last 35 years							22,153
Average Tons/Yr for Years Excavated Only							30,674
Average Tons/Yr for Last Five (5) Years							48,748
Maximum Excavated							97,849
Minimum Excavated							2,000

Data submitted by Croell in Mining Permit Application (see attached)

Trucks / Hour	Croell Projected # of Trucks/Day	Tons per Truck	Tons per 9 Hour Day	Tons per 40 hour Week	Projected Tons per Year	Multiple Times Previous 35 Years (Excavated)	Multiple Times Previous 5 Years
0.78	7 (min)	32	224	1,120	58,240	1.90	1.19
1.78	16 (max)	32	512	2,560	133,120	2.73	1.36

h) Description of measures to minimize off site tracking.

- i) Traffic will typically leave the site through the west entrance / exit. This is an established roadway and entry onto Hwy 16. From the previously disturbed area, traffic will follow a gravel roadway for 500 feet, then onto an asphalt-paved roadway for 1,600 ft. Traffic will cross a cattle guard, will be used to reduce the amount of tracking by knocking off any sediment prior to leaving the property. The use of magwater as a control may be used on gravel haul roads and in and around the plant to reduce the amount of sediment leaving the site. Additional controls may include chemical stabilizers, paving of haul roads and parking areas, and track out controls such as paving and cattle guards.



Croell Pit - Truck Enter Highway, Blocking Highway and Impeding Traffic



Croell Pit - Truck Enter Highway, Blocking Highway and Impeding Traffic



Croell Pit - Truck Enter Highway, Blocking Highway and Impeding Traffic



Croell Pit - Truck Enter Highway, Blocking Highway and Impeding Traffic



Croell Pit - Truck Enter Highway, Blocking Highway and Impeding Traffic



Croell Pit - Truck Enter Highway, Blocking Highway and Impeding Traffic

RESIDENTIAL PROPERTY

The “Gravel Quarry Influence on Residential Property” report conducted by the Pennington County Department of Equalization indicates that there is no effect on market value due to Croell’s quarry. This, once again, is based on the assumption that Croell’s operation will be business as usual. This report does not take into account the dramatic increase in the mining operation. There is no way to predict what the influence will be although other communities that have experienced this situation do report significant losses in property values.

Conclusion

There is no effect to the market value of the properties surrounding the Croell Inc gravel quarry. If a negative influence were present, the mean and/or median sales ratio for a given area would be greater than 1.0, indicating an assessed value above the sales price. This is not the case in each of the three areas surrounding the quarry, as well as within each area when considering distance from the quarry. These three areas have a median level of assessment ranging from 0.878 to 0.956, all of which fall below the county wide median assessment ratio of 0.96 for the 2018 assessment year.

Within Pennington County there is an area with a documented influence that can likely be attributed to a gravel quarry and concrete plant. This area, Kingswood/Hidden Valley, is given as an example and will be reviewed for the 2019 assessment.

It is this appraisers (Scott Dressler) opinion that the sales is the Wilderness Canyon, Busted Five, and Neck Yoke areas do not see any negative affect in value from the Croell Inc gravel quarry for multiple reasons. This includes the location of these neighborhoods as they offer easy access to Rapid City but provide a more natural wilderness setting, both of which are often considered as desirable features. Another factor to note is the distance from the quarry both in linear miles and feet of elevation. Each of the areas examined have a significant gain in elevation with mountain peaks and valleys in between. This would likely limit the amount of both sound and potential debris travel emanating from the quarry.

As stated, this report is based on the quarry pit activity of the past and does not take into account the significant growth of this operation. Evidence is clear that ***property values drop when a quarry is built!*** Based on communities where a quarry opened in the area, the property values decreased most within the immediate vicinity but can be felt several miles away. Homes within a quarter mile could likely drop by about 30%. A mile away the value will decrease by about 13% and homes as far as 3 miles can expect a 6% drop in value.



WHAT IS YOUR HOME WORTH?			
Present home value	20% loss 0.5 mile radius	13% loss 1 mile radius	6% loss 3 mile radius
\$350,000	\$70,000.0	\$45,500.00	\$21,000.00
\$550,000	\$110,000.0	\$71,500.00	\$33,000.00
\$750,000	\$150,000.0	\$97,500.00	\$45,000.00
\$1,000,000	\$200,000.0	\$130,000.00	\$60,000.00
\$1,500,000	\$300,000.0	\$195,000.00	\$90,000.00

The question must be asked why the residents and businesses in this area should “bear the burden” of potentially seeing a drop in their properties just because one business wants to make money in an area that is not conducive nor compatible with the surrounding area.

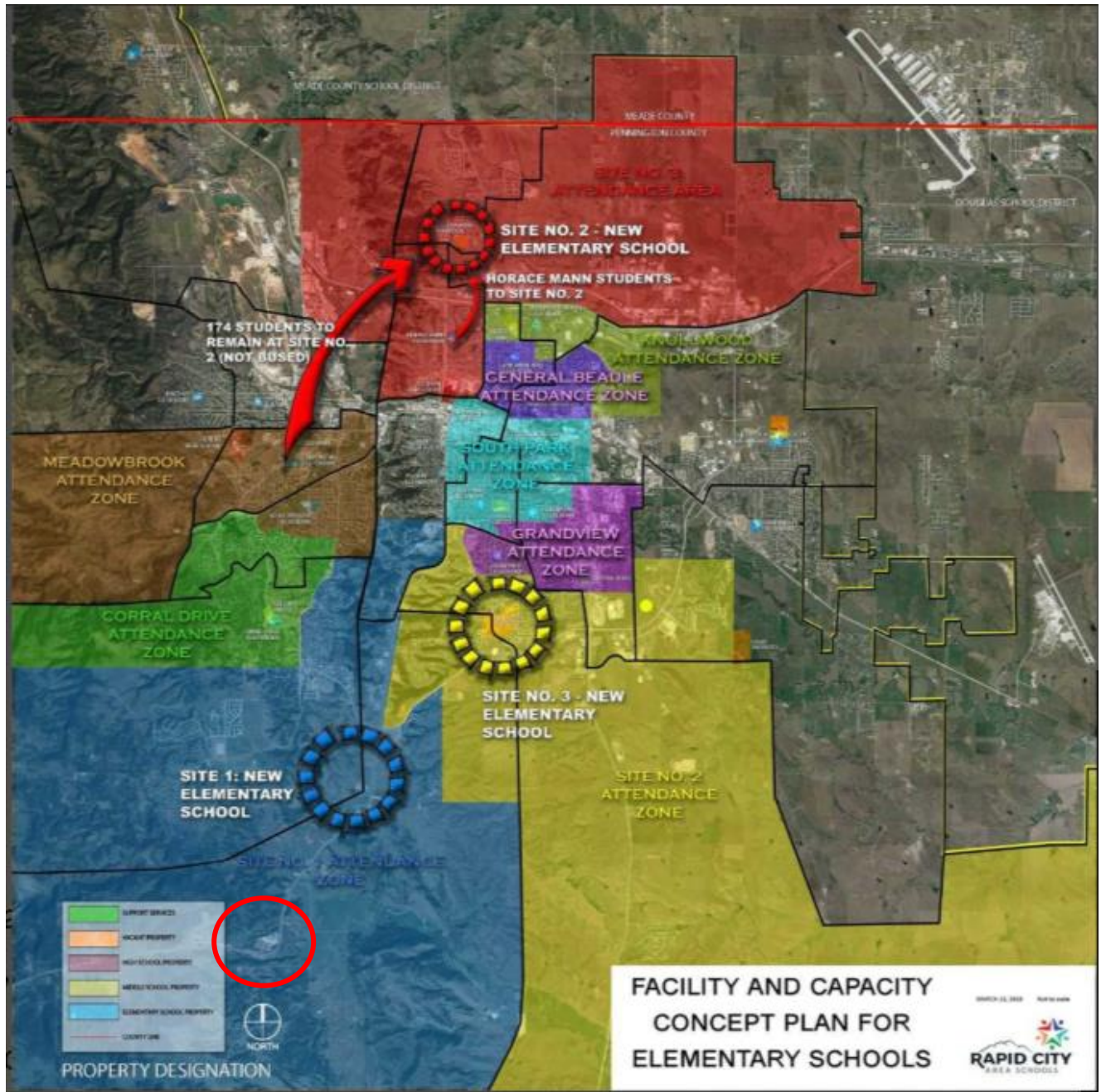
WATER ISSUES

On October 13, 2016, the South Dakota Water Management Board approved Croell's water permit application to draw a total of 19.6 acre feet of water per year. This amounts to almost **6.4 million gallons** for the purposes of dust control and watering cattle of which there are no cattle on the property.

There are over 100 wells within approximately 2 miles of the pit. An expert witness from the SDSM&T Department of Geology & Geological Engineering Department has calculated a possible ***drawdown of up to 60 feet at 1 mile from the Croell well***. In addition to lowering the water table, the risk of contamination is great with how the water is obtained, used and treated in mining operations! The expert witness in support of approving the well indicated that there was adequate supply. It will be fortunate if this is the case but if the School of Mines expert is correct then hundreds of homes will be at risk. Throughout the approval of the water permit, the term "reasonable probability" is used which is no guarantee. Our water is far too precious of a resource to risk!!

RAPID CITY AREA SCHOOLS EXPANSION PLAN

Rapid City Area Schools recently released their Facility Master Planning Final Report which includes construction of a new elementary school southwest of Highway 16 and Catron Boulevard for \$30 million. The potential of a new elementary along Hwy 16 further adds to the argument that a heavy industrial mining operation and the corresponding truck traffic is a serious safety concern with busses and hundreds of families dropping off and picking up their children. In addition to traffic concerns, air quality should be examined and the potential for dust and low air quality is a very real probability.



SEVERANCE TAX

Thirty-four states levy severance taxes, which are taxes on the extraction of natural resources (including oil and natural gas). South Dakota Department Of Revenue Energy Minerals Severance Tax And Conservation Tax currently levies taxes against coal, lignite, thorium, petroleum oil, gas and uranium. These taxes insure that costs associated with oil, gas and mineral extraction—road construction, maintenance, and environmental protection—are paid by the producers instead of putting the burden on taxpayers. With the increased heavy haul truck traffic, damage to the roads will be left to the tax payers. According to the SD DENR website for sand, gravel and construction aggregate mining there was 51,658,666 tons of aggregate mined across the state since the last annual report. This is a potential tax revenue source that should be examined.

RECLAMATION

Surface mining, especially large-scale operations such as the Croell Quarry, cannot be truly be reclaimed and will leave the landscape changed forever. There is no remediation plan that can restore this land which is located on one of the most visible and traveled routes in the Black Hills. In fact, in Croell's Mining and Construction Permit Applications, it clearly states that the land will be reclaimed to "commercial or single family residence similar to surrounding area." And this won't take place (best case scenario) for 25 years!!

8) Continued operations will not have an adverse effect on neighborhood.

- a. Croell will continue to work with all Pennington County agencies, South Dakota State Agencies and South Dakota Department of Transportation in order to keep this site as a safe and in compliance. The site has an extensive history of activity and has had little or no complaints until the recently neighborhood activity of 2015. Croell has been inspected while on-site in 2017 by both Pennington County and the South Dakota DENR Air Quality Division and neither departments found any concerns. The site is actively zoned General Agriculture and Commercial which is similar to zoning in the immediate vicinity. See Zoning Map.
- b. Once mining is completed, it is anticipated that the property will be developed into Commercial or Single Family Residence similar to the surrounding area.

Croell Redi-Mix
Perli Quarry Reclamation Plan
06/07/2016











The actual date for permanent reclamation will depend upon regional market sales, the rate of mining, and other reclamation responsibilities by current mine license holders (Talley Construction and Pete Lien & Sons Inc). See RP-4, Perli Quarry Current Mine License Disturbance and Attachment A. Croell does commit to initiating direct backfilling and completing reclamation as soon as possible. In 2016, Croell anticipates disturbance of 8.0 acres to enlarge the quarry footprint and create a stockpile area. In 2017, Croell anticipates an additional 3 acres being disturbed with 1 acre reclaimed of Croell disturbance. For the 5 year period of 2018 thru 2023, Croell anticipates reclaiming 1.0 acre for 1.0 acre disturbed. Each year from 2018 to 2023, disturbance and reclamation will not match concurrently. Each year mining and reclamation will vary depending on mine conditions, production, sales, and other operator's responsibilities. For every 5 year block of mining activity from 2023 through end of mine, Croell anticipates 1.0 acre of reclamation for every 1.0 acre mined.

At this time, Croell has not transferred liability for other operator's mining responsibility.

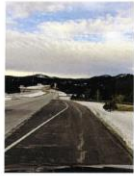
Additional reclamation during these years is dependent on other operator's responsibilities, along with reclaiming areas of the mine that are not being currently used. Mine progression will typically follow the sequence outlined in RP-2, Perli Quarry Anticipated Disturbance.

CONFLICT OF INTEREST

Under no circumstances is it appropriate for an elected official to officially and publically support a project such as this. Not only is this highly inappropriate but Commissioner Rossknecht is a commercial and agricultural appraiser and not qualified to make a recommendation dealing with transportation safety. Mr. Rossknecht has fully compromised his position on the Pennington County Board of Commissions and should recuse himself from any comment or vote. The images below are taken directly from Croell's application.

<p>Perli Pit Report</p> <p>Prepared by:</p> <p>Ron L. Rossknecht Pennington County Commissioner Elect For District #1</p>	<p>CURRENT PERLI PIT HIGHWAY 16 MEDIAN</p>	<p>Current Perli Pit Highway 16 Median</p>  <p>At present some haul trucks cross Highway 16 50' Median heading for Rapid City. According to a 2017 BDOT traffic count, the average daily bi-directional traffic count in this area is 4,408</p>  <p>On south side of Highway 16 viewing north toward Perli Pit approach and existing 50' Median</p>  <p>At 50' Median viewing easterly toward Rapid City</p>
<p>PERLI PIT HIGHWAY 16 MEDIAN</p>	<p>Perli Pit Exit Route to Rapid City</p>   <p>Based on my past experience when traveling on Highway 16 during the summer months it appears that in certain instances haul trucks exit the quarry and head southwest approximately three miles on Highway 16 toward a longer 150' (+/-) Median located near Baker Timber Products, then head northeast on the south lane of Highway 16 when traffic flow allows.</p>	<p>Perli Pit Exit Route to Rapid City</p>   <p>Based on my past experience when traveling on Highway 16 during the summer months it appears that in certain instances haul trucks exit the quarry and head southwest approximately three miles on Highway 16 toward a longer 150' (+/-) Median located near Baker Timber Products, then head northeast on the south lane of Highway 16 when traffic flow allows. The above map depicts the route.</p>
<p>CURRENT BAKER TIMBER PRODUCTS HIGHWAY 16 MEDIAN</p>	<p>Current Baker Timber Products Highway 16 Median</p>  <p>At present some Perli Pit haul trucks repeatedly traverse 3 miles SW to the 150' Median depicted above during situations of heavy bi-directional traffic. Median located at Baker Timber Products</p>  <p>On north side of Highway 16 viewing SE toward 150' Median located at Baker Timber Products</p>  <p>Exit Leaving Baker Timber Products Heading for 150' Median</p>	<p>NEW TURNING LANE ON HIGHWAY 16 LOCATED EAST OF BAKER TIMBER</p>

New Highway 16 Turning Lane for Jeffery Hoffman



PREVIOUS LACK OF SUPPORT

Croell attempted to purchase the land adjacent to the Perli Pit in June of 2015. As noted in the Pennington County Planning Commissions Minutes dated June 8, 2015, the request was denied to rezone the land as it “does not appear to be compatible with current and future zoning...” Furthermore, remarks from Pete Lien clearly state that they chose not to purchase the land for continued mining use as expansion of the mining operations would have created “it would have created noise, dust, traffic, and so on” and results would have “created adversity.”

MINUTES
PENNINGTON COUNTY PLANNING COMMISSION
June 8, 2015 @ 9:00 a.m.

County Commissioners' Meeting Room - Pennington County Administration Building

MEMBERS PRESENT: Sig Zvejnieks, Lori Litzen, Bill McCollam, Deb Hadcock, and George Ferebee.

STAFF PRESENT: PJ Conover, Brittney Molitor, Cassie Bolstad, Jeri Ervin, Kelsey Rausch, and Kinsley Groote (SAO).

END OF CONSENT CALENDAR

14. REZONE / RZ 15-07 AND COMPREHENSIVE PLAN AMENDMENT CA / 15-07:
Croell Redi-Mix, Inc.; Joe Croell – Agent. To rezone 145 acres from General Agriculture District and Highway Service District to Heavy Industrial District and to amend the Comprehensive Plan to change the Future Land Use from Limited Agriculture District, Low Density Residential District, and Highway Service District to Heavy Industrial District in accordance with Section 508 of the Pennington County Zoning Ordinance.

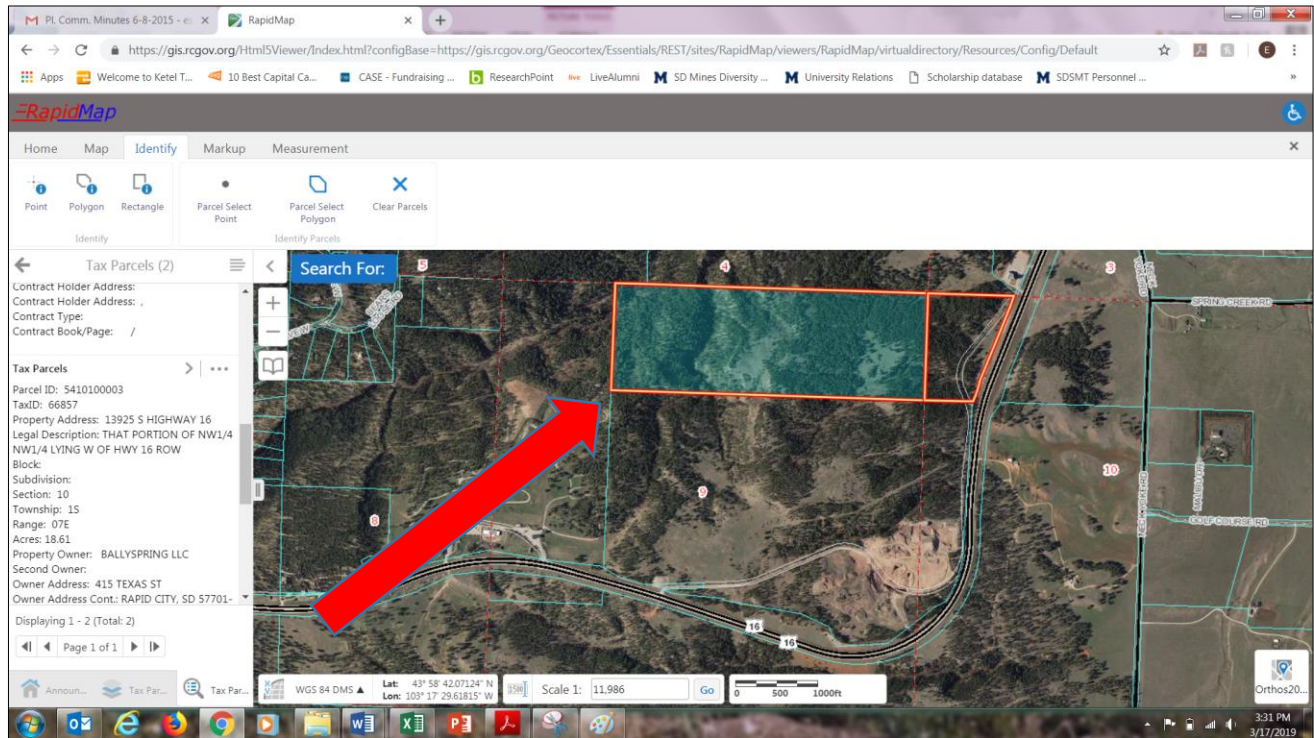
The N1/2NE1/4; NE1/4NW1/4 of Section 9 and the NW1/4NW1/4 west of S. Highway 16 Right-of-Way of Section 10, all located in T1S, R7E, BHM, Pennington County, South Dakota.

Conover reviewed the Staff Report indicating the applicant has applied for a Rezone and Comprehensive Plan Amendment to rezone 145 acres from General Agriculture District and Highway Service District to Heavy Industrial District and to amend the Comprehensive Plan to change the Future Land Use from Limited Agriculture District, Low Density Residential District, and Highway Service District to Heavy Industrial District.

Staff recommended to deny without prejudice Rezone / RZ 15-07 and Comprehensive Plan Amendment / CA 15-07, as the request does not appear to be compatible with current and future County Zoning and the applicant's request may be allowed, using current zoning (plus Permits) without changing the current and future zoning for the subject properties.

Discussion followed.

Location of the land that Croell requested to rezone this area to Heavy Industrial. This was denied by Pennington County staff as not “compatible with current and future County Zoning”.



Perli Pit – *Pete Lien*

Pete Lien – (605) 209-2673

Remarks

Pete informed me that they leased the Perli Pit for a number of years. One of the Perli family helped operate the quarry. They eventually were asked if they were interested in purchasing the property. To make the purchase financially feasible they assumed that they would have to move north into an undisturbed area of the property which would have created noise, dust, traffic, and so on. The results would have probably created adversity to neighbors which they did not want, so they chose not to purchase the property. Pete went on to say that had they purchased the property and continued to operate the quarry, they would have voluntarily developed acceleration and deceleration lanes just because it would have been the best thing to do taking into consideration safety issues and not impeding the traffic flow on Highway 16 which serves as the main corridor to Mount Rushmore and southern Black Hills region.

DUE DILIGENCE

The staff and elected officials for both Pennington County and Rapid City are responsible to make decisions based on each respective Comprehensive Plans. There is actually quite a bit of overlap between the two plans and often refer one another to work collaboratively in certain circumstances. The County's Comprehensive Plan (either the 2003 version or the draft 2018 version) outlines a general approach for the development of the County and examines a number of concerns that affect the quality of life, current development and future growth in Pennington County. As stated in the plan "The purpose of the Pennington County Comprehensive Plan is to guide government officials, residents, and developers in sound decision-making about current and future development of Pennington County. The Comprehensive Plan is an advisory document that provides a framework for land use decisions, public service expansions, economic development, resource management, and the general growth of the county. This plan serves as a guide that should be used to gauge short-term and current decisions against the long-range vision that has been developed." Similarly, Rapid City's Comprehensive Plan "Plan Rapid City" outlines future growth for the city including future land use plans along Highway 16.

The following images are taken from the county and city's comprehensive plans and point out how and why an industrial mining operation is not compatible for this location. Per Croell's Mining & Construction Permits, their request for mining operations to extract 50,000 to 100,000 tons/year OR MORE logically puts this site in the Heavy Industrial Designation. The images below are taken from the Pennington County Comprehensive Plan and Rapid City's "Plan Rapid City" Comprehensive Plan which point to this area should be targeting growth that is conducive to residential and tourism growth.



Pennington County Comprehensive Plan
VIEW TO 2040

Public Review Draft

Prepared for:



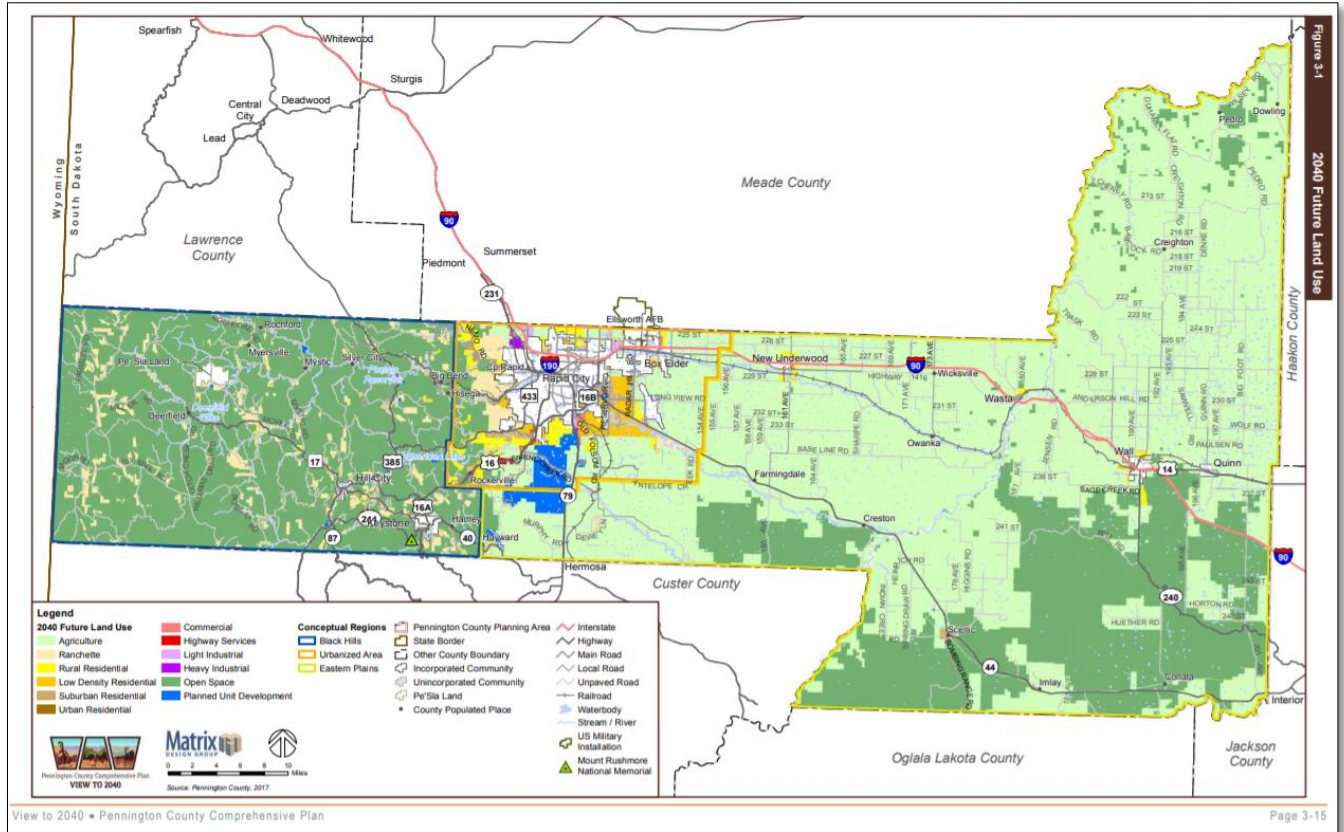
130 Kansas City St. Suite 200
Rapid City, SD 57701

Prepared by:

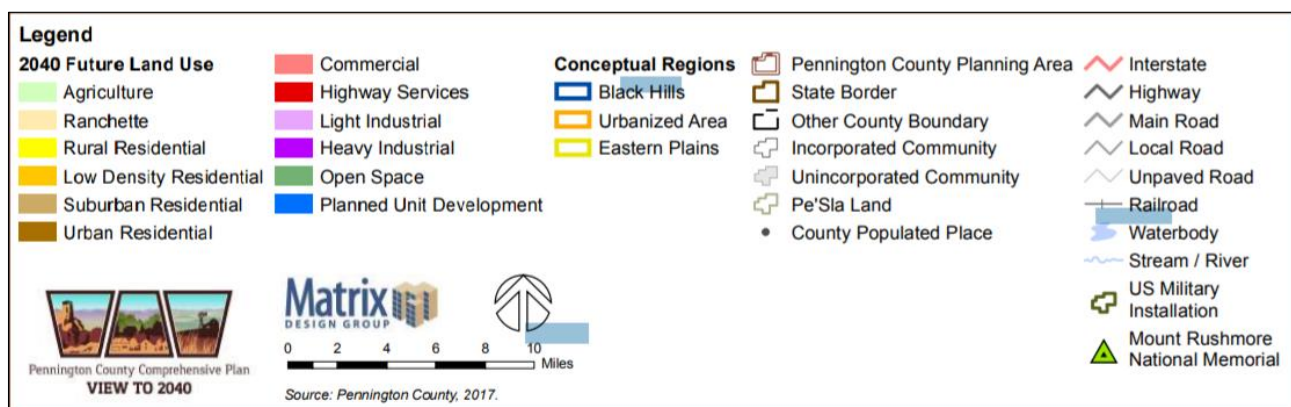
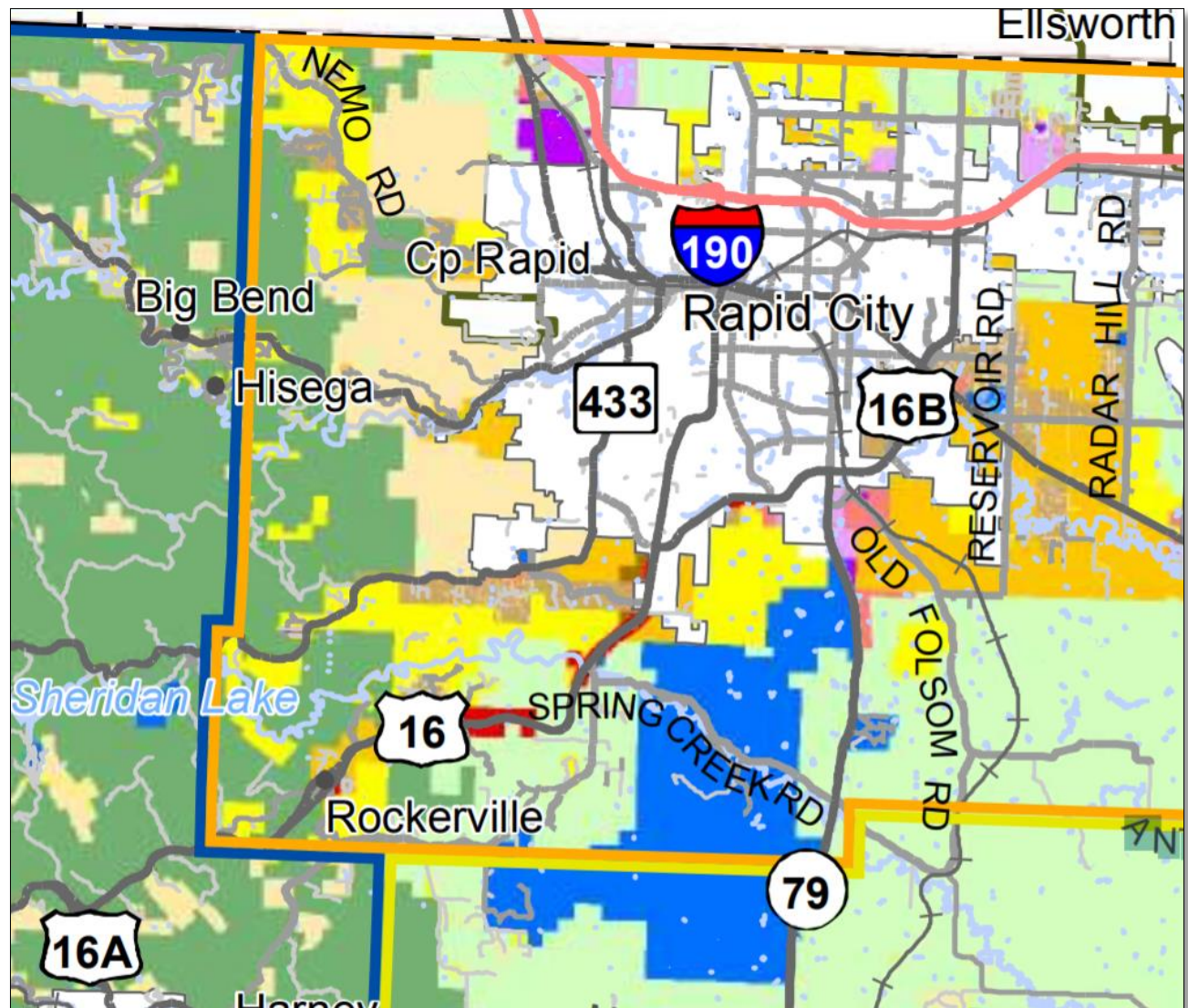


July 2018

Future Land Use Map



Close up image from Future Land Use Map



Goal LUH-3

The county has attractive, stable, and safe residential areas.



LUH-3.1 The County shall encourage residential infill development in cities and unincorporated communities in order to promote the existing infrastructure.



LUH-3.2 The County should provide for stable neighborhoods by minimizing adverse effects from conflicting land uses.



LUH-3.3 The County should enhance animal keeping regulations to ensure compability between adjacent residential uses (non-agricultural land use designations only).

Goal LUH-4

Land uses in Pennington County are compatible with Ellsworth AFB and Rapid City Regional Airport operations.



LUH-4.1 The County should define and maintain a Military Influence Area (MIA) overlay on the FLUM and Zoning map, which will be defined based on noise and safety guidance from the current Air Installation Compatible Use Zone (AICUZ) study and Ellsworth AFB Joint Land Use Study (JLUS).



LUH-4.2 The County should ensure that land use density / intensity within the MIA remains consistent with the land use guidance contained in the current AICUZ and JLUS.



LUH-4.3 The County should promote opportunities to attract industries that support military or aviation. This could be done through public-private partnerships, incubators, or other similar processes.



LUH-4.4 The County should work with the City of Rapid City to ensure development around the Rapid City Regional Airport is consistent with current and future air operations and does not impede the ability to extend the airport's main runway in the future.

Goal LUH-5

Buildings in Pennington County are designed, constructed, and maintained for safety.



LUH-5.1 The County should establish a comprehensive building code.



LUH-5.2 The County should require building inspections for all new residential, commercial, and industrial structures. Structures exempted from this policy are those which have agricultural use associated with property that qualifies for a property tax reduction.



LUH-5.3 The County will require that all mobile homes or modular homes placed in the county must meet International Residential Code requirements.



VIEW TO 2040

Goal LUH-6

New development in Pennington County is designed to enhance protection of the area's natural beauty.



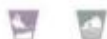
LUH-6.1 New, non-residential development should incorporate design components that are less impacting on the natural environment.



LUH-6.2 New, non-residential development should minimize light pollution off-site by incorporating dark sky protections, like shielded lights.



LUH-6.3 Uses with different densities, intensities and / or character should incorporate appropriate transitions to reduce potential negative impacts. Appropriate transitions may include but are not limited to, varied lot sizes, landscape buffers, setbacks, as well as roadway and building design.



LUH-6.4 New development requiring a County discretionary permit shall be planned and designed to maintain the scenic open space character of the Black Hills and rangelands, including view corridors of highways. New development shall utilize natural landforms and vegetation in the least visually disruptive way possible, and use design, construction and maintenance techniques that minimize the visibility of structures on hilltops, hillsides, ridgelines, steep slopes, and canyons. The County should consider the protections of scenic resources as part of project reviews.



LUH-6.5 The County will encourage proposed residential subdivisions to be clustered onto portions of the site that are more suitable to accommodating the development, and shall require access either directly onto a public road or via a privately-maintained road designed to meet County road standards.



LUH-6.6 The County shall ensure that commercial storage facilities, including "mini" storage, indoor and outdoor storage facilities, contractors materials storage areas, and industrial storage areas are screened from view through landscape buffers or other natural landscapes. This does not apply to AG designated areas.

Goal LUH-7

The County fosters cooperation with cities and other governmental agencies in Pennington County and adjacent jurisdictions.



LUH-7.1 The County should consider current and future development (per adopted comprehensive plans) when considering proposals for future development in unincorporated areas.



LUH-7.2 The County should promote coordination with municipalities for development within platting jurisdictional areas.



LUH-7.3 The County will support growth that is compatible with adopted municipal comprehensive plans.

Land Use & Housing Element

3



LUH-7.4 The County will encourage residential subdivisions to be located in cities or unincorporated communities where adequate services, such as water sanitary sewer and utilities are available.



LUH-7.5 The County should proactively communicate with other governmental organizations on planning issues of mutual concern.



LUH-7.6 The County should work with federal land management agencies to help ensure their planning processes account for private land concerns and public access to federal lands.

Goal LUH-8

The County encourages energy conservation in new and existing developments.



LUH-8.1 The County shall encourage the use of solar energy, solar hot water panels, and other energy conservation and efficiency features in new construction and renovation of existing structures in accordance with State law.



LUH-8.2 The County should coordinate with local utility providers to provide public education on energy conservation programs.



LUH-8.3 The County shall support efforts, when appropriately sited, for the development and use of alternative energy resources, including wind, solar, geothermal, bio-fuels and co-generation.



LUH-8.4 The County shall continue to integrate energy efficiency and conservation into all County functions.

Goal LUH-9

The County should provide on-going administration and implementation of the Pennington County Comprehensive Plan.



LUH-9.1 The County shall maintain the Comprehensive Plan as needed to ensure that it reflects the needs and desires of those who live, work, and vacation in Pennington County.



LUH-9.2 The County shall review and revise other County planning documents to ensure consistency with the Comprehensive Plan.

Tourism

The tourism economy is prominent in Pennington County, attracting businesses and employment opportunities that operate primarily from April to October to accommodate the tourist season. During this time, there is an influx of jobs and population throughout the County. It will be important for the County to leverage its tourism assets in the coming years to continue to grow the tourism industry within Pennington County. Tourist draws like the Mount Rushmore National Memorial, events like the Sturgis Motorcycle Rally, and the proximity of the Rapid City Regional Airport are all assets that can be leveraged to the County's advantage.

Value-Added Agriculture

Agriculture is the predominant land use present in the Eastern Plains Focus Area and has been so for the majority of Pennington County's history. This is due to the availability of large grassland ranges, fertile soils, and favorable land slope present in the region. Much of the agricultural land in the Eastern Plains are devoted to raising livestock (predominately cattle) and growing crops (predominately wheat and winter wheat).

The County can grow its agricultural economy through the enhancement of value-added agriculture. Value-added agriculture includes processes that change the physical state of an agricultural product into a form that enhances its value, such as milling wheat into flour. As a result of the change in physical state or the manner in which the agricultural commodity or product is produced and packaged, the customer base for the commodity or product is expanded and a greater portion of revenue derived from the processing and sales of the product remains in the county.

Rapid City Regional Airport

Another key economic driver in Pennington County is the Rapid City Regional Airport. The airport provides scheduled passenger, charter, and commercial freight flights. Opportunities to expand service at the airport can have a direct benefit to the tourism economy, particularly by expanded marketing to cities that offer direct flights to Rapid City Regional Airport. But beyond this, the airport can support types of uses / businesses that rely on or support an airport environment, including technology-oriented companies, warehousing, and limited manufacturing. Uses near the airport should complement and support the business functions of the airport and not infringe upon the long-term potential of the regional airport.

Ellsworth Air Force Base

Ellsworth AFB serves as a large economic driver for the county. In 2014, Ellsworth AFB had a regional economic impact of over \$300 million. This impact can be broken down among traditional categories that are used to measure economic impact. The categories are annual payroll, annual expenditures, and an estimated dollar value of jobs created from base operations and expenditures.

The County should support the continued mission of Ellsworth AFB through proper compatibility planning and the addition of industries that bolster base operations. Such industries include aerospace and incubator industries. Black Hills State University could also be integrated with Ellsworth AFB by offering an incubator program on their campus.



VIEW TO 2040

4.2 Goals and Policies

Goal ED-1

The County has a diverse and strong local economy that sustains long-term prosperity for residents and businesses.



ED-1.1 The County should ensure that water infrastructure is sufficient in urbanized areas to support the needs and growth of businesses and industry.



ED-1.2 The County should identify available and appropriate incentives to encourage business attraction.



ED-1.3 The County should encourage development of businesses and industries oriented toward differing segments of the marketplace.



ED-1.4 The County should consider developing a business retention program.



ED-1.5 The County should work cooperatively with cities, Meade County, and other local and regional economic development entities, such as South Dakota Ellsworth Development Authority (SDEDA), to expand and improve the economic base of Pennington County.

Goal ED-2

The County has a range of educational opportunities for workforce development.



ED-2.1 The County should work with local businesses to identify training program needs and options to fill those needs in the county.



ED-2.2 The County should work with Black Hills State University to share information on employment needs, internship opportunities, and further prepare graduates for the workplace.

Goal ED-3

Pennington County attracts diverse industries that are considerate of the natural environment.



ED-3.1 The County should work to attract industries that are compatible with the sensitive environment, such as business that have low water consumption.



ED-3.2 The County should provide incentives to attract clean, environmentally-friendly businesses.






Public Transportation

Pennington County does not provide any public transportation services or participate in any public transportation programs. As such, all public transportation found in the county is provided by incorporated municipalities or private businesses. Rapid City has three different public transit services: Rapid Ride, Dial-A-Ride, and City View Trolley that provide more than 400,000 annual passenger trips.

Rapid City Regional Airport

Another integral part of Pennington County's transportation infrastructure is the Rapid City Regional Airport, located seven miles east of Rapid City along SD 44. The Rapid City Regional Airport provides regularly scheduled passenger, charter, and commercial freight services. In 2016, the Rapid City Regional Airport had 272,537 total enplanements, which is over a 3% growth from 2015. A large portion of this travel is from tourists visiting the various natural and culture sites throughout Pennington County, including the Mount Rushmore National Memorial, Black Hills National Forest, and Badlands National Park.

6.2 Goals and Policies

Goal TC-1	Pennington County maintains a safe and efficient transportation network for its residents and visitors.
	TC-1.1 The County should continue to identify and pursue grants and other funding sources to supplement the County's available maintenance funding.
	TC-1.2 The County should pursue grants and other funding sources to enhance transportation diversity (pedestrian, bicycle, and public transportation facilities) and access to all portions of the county population.
	TC-1.3 The County should enhance bicycle safety as part of future roadway maintenance projects.
	TC-1.4 The County shall coordinate transportation plans and projects with the various federal, state, and local jurisdictions and agencies within the County, including, but not limited to, the US National Park Service, US Forest Service, Department of Defense, Bureau of Land Management, South Dakota Department of Transportation (SDDOT), and Rapid City.
	TC-1.5 The County should seek opportunities to incorporate new technologies into their transportation system.

Goal TC-5

The County offers scenic views for travelers along the county's roads and highways.



TC-5.1

The County shall protect views of natural and working landscapes along the county's highways and roads by maintaining a designated system of County Scenic Routes and State Scenic Byways. This will include the following.

- ▶ Require development along eligible State Scenic Byway corridors to adhere to land use and design standards and guidelines required by the State Scenic Byway Program;
- ▶ Support and encourage citizen initiatives working for formal designation of eligible segments of as State Scenic Highways.
- ▶ Formalize a system of County Scenic Routes throughout the county; and
- ▶ Require development located within County Scenic Route corridors to adhere to local design guidelines and standards designed to protect significant scenic resources by:
 - Maintaining the rural character of roadway rights-of-ways, highway signage, and related roadway and structure design;
 - Protecting primary viewsheds from development;
 - Prohibiting development of highway commercial projects that do not respond to their physical or cultural context; and
 - Featuring the community centers/main streets of the gateway communities of Hill City and Keystone.



TC-5.2

The County shall use the county's scenic roads and highways to connect cultural landscapes, historic landmarks and communities, and points of interest including:

- ▶ Historic travel routes and trails;
- ▶ Historic settlements;
- ▶ Historic places, events, sites, buildings and structures;
- ▶ Prehistoric and archeological features; and
- ▶ Majestic trees, vistas, streetscapes and parks.



TC-5.3

The County shall work with SDDOT and property owners to limit billboards and other forms of off-site advertising along State Scenic Byways and County Scenic Routes.



TC-5.4

The County shall seek to reduce the number of billboards along State Scenic Byways and County Scenic Routes.



VIEW TO 2040

7.4 Goals and Policies

Goal PSF-1

The County protects its water resources.



PSF-1.1 The County should coordinate with state, federal, and local resource management agencies to preserve and improve the quality of surface water and groundwater.



PSF-1.2 The County should require wells and water sources to be buffered from high pollution sources, such as mining and other heavy industrial activities.



PSF-1.3 The County should consider the impacts to surface water and groundwater quality in the consideration for approval of all development.



PSF-1.4 The County should educate the public about water quality, sources, scarcity, and conservation methods.

Goal PSF-2

Storm drainage facilities are of adequate size and location to serve the needs of the County and enhance public safety.



PSF-2.1 The County should encourage stormwater facility designs that minimize drainage concentrations, impervious coverage, and avoid floodplain areas, where feasible.



PSF-2.2 The County should require the provision of erosion control measures as part of new development to minimize sedimentation of streams and drainage channels.



PSF-2.3 The County should coordinate stormwater drainage and flood management with the Federal Emergency Management Agency (FEMA) and other appropriate South Dakota and local agencies.

Goal PSF-3

On-site wastewater treatment systems in the County are well-maintained and protect the County's water resources.



PSF-3.1 The County should encourage developments to connect into public wastewater treatment systems when available.



PSF-3.2 The County should not allow on-site wastewater treatment system to be installed on lots less than 1 acre in size or where soil and site conditions are not adequate to provide appropriate disposal.



PSF-3.3 The County should require on-site wastewater treatment systems to be inspected at least once every 3 years.



PSF-3.4 The County should provide on-site wastewater treatment system tank inspectors in-house, rather than requiring residents to find a local pumper.

Wall Drug Store

Wall Drug Store first opened in 1931 by husband and wife Ted and Dorothy Hustead. The store started as a single storefront but has since expanded to cover an entire city block. Within the drug store complex is a café, western art gallery, pharmacy museum, travelers' hotel, gift shop, and dozens of other specialty shops. The store has become a major tourist attraction for the City of Sturgis and Pennington County, attracting over a million visitors every year.

Sturgis Motorcycle Rally

Every year, the City of Sturgis (located 28 miles northwest of Rapid City) hosts the Sturgis Motorcycle Rally. The rally is a weeklong event, drawing hundreds of thousands of attendees. The rally had its highest attendance in 2015 with 739,000 attendees. The rally includes numerous concerts, a 5k run, motorcycle rally, more than 100 food vendors, tattoo contest, and the Mayor's pub crawl. While the City of Sturgis is outside of Pennington County, many of the attendees of the motorcycle rally stay in Pennington County, utilize shopping and dining options in the county, and visit the tourist sites located in the county.

8.2 Goals and Policies**Goal ROST-1**

The County supports, maintains, and enhances public lands.



ROST-1.1 The County should ensure roadways and accessways to public lands like Mount Rushmore National Memorial are safe and easy to traverse.



ROST-1.2 The County should work with SDDOT and local cities to develop and support a unified, county-wide wayfinding program.



ROST-1.3 The County should work with the National Forest Service and National Park Service to routinely coordinate on upcoming plans and program changes that could have benefits or challenges that the other entities should address.

Goal ROST-2

The County cooperates with federal and state agencies, tribal governments, cities, and private land managers regarding open space and the tourism economy.



ROST-2.1 The County should explore methods to fund an open space system that meets the needs of county residents and visitors.



ROST-2.2 The County should support private land managers, management agencies, and citizen groups in their maintenance efforts of recreational opportunities



Natural & Cultural Resources Element

10

10.1 Natural & Cultural Resources Overview

Pennington County is home to an abundance of iconic natural and cultural resources, including the Mount Rushmore National Memorial, Black Hills National Forest, Badlands National Park, Cheyenne River, and Pe' Sla along with many others. Conserving these vital natural and cultural resources is critical to support a scenic, high-quality environment for residents and visitors.

Pennington County contains over 772,000 acres, or approximately 43% of the county area, of federally protected lands. These lands provide open space and recreational resources as well as management and protection of a range of natural resources, including habitat for various animal and plant species, including two United States Fish and Wildlife Services federally listed endangered species—the Whooping Crane and Least Tern. Table 10-1 summarizes the various federally-managed lands in Pennington County.

Table 10-1. Federal Land in Pennington County

Federal Land	Agency	Acres
Badlands National Park	US National Park Service	95,931
Black Hills National Forest	US Forest Service	451,361
Buffalo Gap National Grassland	US Forest Service	207,233
Ellsworth Air Force Base	Department of Defense	1,458
Other	Bureau of Land Management	16,341

Source: U.S. Geological Survey, 2017; Pennington County, 2017.



VIEW TO 2040

Goal NCR-5

Pennington County's aquifers continue to provide clean drinking water to its current and future residents and visitors.



NCR-5.1 The County shall provide educational materials on best practices for developing within and near aquifer recharge areas.



NCR-5.2 In areas over aquifers, the County shall encourage the reduction of impervious surfaces approved with new developments and encourage the use of techniques to enhance infiltration and protect water quality, such as use of bio-swales.



NCR-5.3 The County shall carefully review development over the aquifers area to determine that soils are adequate for on-site wastewater disposal system.

Goal NCR-6

Mining operations throughout Pennington County are reclaimed following excavation in a manner that does not detract from the County's natural environment.



NCR-6.1 As part of permit review process, the County will work with applicants to minimize the adverse effects on environmental features such as water quality and quantity, air quality, flood plains, biological resources, archaeological and cultural resources, viewsheds and aesthetic factors.



NCR-6.2 As part of permit review process, the County will work with applicants to manage and minimize potential hazards and nuisances of mining activities to persons and properties in the area during extraction, processing, and reclamation operations.



NCR-6.3 The County will encourage the development of mineral deposits in a manner compatible with surrounding land uses.



NCR-6.4 All surface mines in the County, unless otherwise exempted, shall be subject to reclamation plans that meet SMARA requirements. Reclamation procedures shall restore the site for future beneficial use of the land consistent with the Pennington County Comprehensive Plan, subsequent to the completion of surface mining activities. Mine reclamation costs shall be borne by the mine operator, and guaranteed by financial assurances set aside for restoration procedures.



NCR-6.5 All mining operations in the County shall be required to take precautions to avoid contamination from wastes or incidents related to the storage and disposal of hazardous materials, or general operating activities at the site.



Comprehensive Plan

ADOPTED APRIL 2014



1

Introduction

1. Introduction

new ideas to encourage community involvement to shape a positive future for the community.

PREVIOUS AND RELATED EFFORTS

In addition to the 1949 City Plan, the 1964 update, and the 1981 update, the City has led and participated in many planning and other related efforts that address growth, development, and the long-term vision. A short description of some of these related efforts are provided in the following sections.

Rapid City Area 2008 Future Land Use Plan and Neighborhood Plans

The Future Land Use Plan was a compilation of 16 neighborhood plans that cover the City limits, the City's three mile platting jurisdiction, and the Metropolitan Planning Organization (MPO) area. A set of common goals unites the plan for all separate neighborhood areas. Many of the ideas and land use concepts established in these neighborhood areas are carried forward and reflected in this Comprehensive Plan.

County Comprehensive Plans

In addition to providing guidance for incorporated areas of Rapid City, this Comprehensive Plan draws on plans developed by Pennington and Meade Counties to help inform future land uses and policies in unincorporated portions of the City's planning area. Pennington County's Comprehensive Plan was adopted in 2003 and Meade County's

Comprehensive Plan was revised and adopted in 2010.

2020 Strategic Plan

The 2020 Strategic Plan establishes a vision for the City and helps guide City government in preparing for the future. The Plan includes five strategic goals, as follows:

By 2020 Rapid City will...

- *Be recognized as a leader in attracting, expanding, and retaining diverse businesses that offer higher skilled positions and higher total compensation employment opportunities.*
- *Develop and implement a beautification program beginning with the appearance of its entrances and expanding to the overall community that embodies a consistent theme which is welcoming, aesthetically pleasing, and pedestrian friendly.*
- *Be nationally recognized by industry trade measures as a premier regional hub for healthcare, education, entertainment, tourism, retirement, business, technology, agriculture, and transportation.*
- *Develop an interconnected parks, arts, and recreation system that provides diverse opportunities for enjoyment and adds to our family friendly quality of life.*
- *Have in place an accessible, affordable, convenient, and safe transportation system that addresses community needs.*

Initial work focused on implementing goals one and two. Next steps include creating strategies to implement the remaining goals. This Comprehensive Plan draws extensively on the goals and strategies established in this Strategic Plan, and helps provide more detail for implementation, linking them to the many growth-related opportunities and challenges facing Rapid City.

Budgeting for Performance

Rapid City's 2013 outcome-based budget represents a new process and framework for City budgeting that focuses on the value of services, encourages new ideas, innovations, cooperation, and improvement to achieve the best results to match community priorities.

The Rapid City 2013 Budget identified the following priorities:

- *Good Government: Rapid City will have a government that is fiscally responsible, accessible and responsive to its residents and businesses.*
- *Safety: Rapid City will provide a safe place to live, learn, work and play.*
- *Infrastructure and Transportation: Rapid City will have a well maintained city whose infrastructure keeps pace with growth and offers transportation systems that address community needs.*
- *Economic Stability and Growth: Rapid City will be recognized as a leader in attracting, expanding and retaining diverse businesses and services.*



3. A Balanced Pattern of Growth

outward expansion, although constraints such as steep slopes, flood hazards, and availability of water and sewer services do limit some of this overall development potential. (See Appendix A for a full discussion of projections and land capacity.)

Not all of the City's growth is likely to push outward; however. Due to natural and physical development constraints, extensive costs associated with extending new infrastructure, difficulties in providing services to new areas, and changing preferences, an increasing portion of the area's growth will likely occur through infill development, redevelopment, and intensification in certain portions of the community. For example, expansion of the Rushmore Plaza Civic Center facility and campus will likely spawn infill and redevelopment within walking distance of the facility, particularly to the north and east. Encouraging infill and redevelopment in targeted areas like this will require a comprehensive toolbox of incentives.

Proactive planning is necessary to ensure orderly and efficient growth and to retain the community's high quality of life as change occurs. In order to support the vision for a balanced pattern of growth, the principles, goals, and policies in this chapter emphasize:

- Encouraging a compact and efficient pattern of growth;
- Facilitating coordinated growth within the City and surrounding region; and
- Promoting a balanced mix of uses.

PRINCIPLES, GOALS, AND POLICIES (BPG)

Principle BPG-1: Encouraging a Compact and Efficient Pattern of Growth

The City will increase its efforts to stimulate infill development on undeveloped lands that are already within the City limits, as well as promote reinvestment in underutilized properties. Outward growth beyond the current City limits will be encouraged only in areas that could be reasonably served by City infrastructure and services.

Goal BPG-1.1: Use available land and resources efficiently.

BPG-1.1A: COMPACT GROWTH

Encourage compact growth and infill development within and adjacent to established city limits. Discourage outward leapfrog development and limit the extension of newly developed urban services beyond the City's Urban Services Boundary (see the *Future Land Use Plan*, page 89). Require development outside the Urban Services Boundary to pay its own way with respect to service extensions and oversizing.

BPG-1.1B: TARGETED INFRASTRUCTURE INVESTMENTS

Prioritize and invest in infrastructure maintenance and improvements within the established portions of the community before investing in

new infrastructure to serve outward growth areas.

BPG-1.1C: ANNEXATION CRITERIA

Coordinate with counties and adjacent jurisdictions to develop and follow criteria and procedures for the annexation of contiguous land within the 3-mile platting jurisdictions.

BPG-1.1D: SUSTAINABLE DEVELOPMENT

Permit and encourage the use of sustainable development practices (e.g., renewable energy systems, water-conserving fixtures and landscaping, and stormwater management techniques) in all public and private development projects.

Goal BPG-1.2: Target infill and redevelopment in key areas.

BPG-1.2A: PRIORITY INFILL AREAS

Prioritize and encourage infill development in close-in areas that have been skipped over due to property constraints, ownership patterns, or other reasons, as a means to maximize infrastructure investments and add vibrancy to existing areas. High priority areas for infill development include any vacant or undeveloped properties located within Regional and Community Activity Centers, or along Reinvestment Corridors, as shown on the Future Land Use Plan map (see page 89). Other highly desirable areas for infill development include Downtown, Mixed-use Commercial and Employment areas, and Urban Neighborhoods, as identified on the Future Land Use Plan map.



3. A Balanced Pattern of Growth

BPG-1.2C: PRIORITY REVITALIZATION CORRIDORS

Support reinvestment, infill development, and targeted redevelopment along Priority Revitalization Corridors, as identified on the Future Land Use Plan and listed as follows.

- **East Boulevard/East North Street:** this corridor extends from East Omaha Street to North Cambell Street and is predominantly characterized by strip commercial development.
- **East Omaha Street:** this corridor includes the segment from East Street to Cambell Street and includes a mix of strip commercial and light industrial development and greenway/floodplain area.
- **North La Crosse Street:** this corridor includes the segment from East Omaha Street to Eglin Street, and is mostly strip commercial development. **Cambell Street:** this corridor stretches north from Centre Street to East north Street and includes auto dealerships, light industrial, and strip commercial uses.
- **Main and Saint Joseph Streets:** these corridors provide one-way connections from 5th Street east to the South Dakota School of Mines and Technology (SDSMT). They feature a broad mix of uses and are instrumental in enhancing connections and synergy between Downtown and the SDSMT campus. **East Saint Patrick Street:** this corridor includes the segment between Mount Rushmore Road and Highway 44, and features

predominantly established, aging residential development on the western end and strip commercial development on the eastern end.

- **Mount Rushmore Road:** this corridor includes the portion from Fairmont Street to Omaha Street. The adopted Mount Rushmore Road Corridor Study provides details about the vision and future reinvestment strategies for this area.
- **Sturgis Road (Highway 79)/West Omaha Street/West Chicago Street:** this corridor extends from Deadwood Avenue on the east to the Rapid City limits on the west/north. It includes an array of strip commercial and industrial uses, as well as mining and extraction activities.

Encourage improvements such as access consolidation, circulation improvements, bicycle and pedestrian amenities, landscaping, coordinated signage, lighting, and adaptive reuse of historic structures along these corridors. Support a mix of uses including but not limited to high density housing, offices, and mixed-use development. Refer to the Growth and Reinvestment Framework Chapter for more design guidance and policies for all Revitalization Corridors.

BPG-1.2D: PUBLIC INFRASTRUCTURE COORDINATION

Target and coordinate public infrastructure improvements (e.g., roadway enhancements, bicycle/pedestrian connections, water/sewer repairs, electric line undergrounding, and construction of municipal facilities) with desired infill,

reinvestment and redevelopment areas to encourage and stimulate private development.

BPG-1.2E: PUBLIC-PRIVATE PARTNERSHIPS

Consider the use of public-private partnerships to expand infill, reinvestment, and redevelopment approaches and opportunities.

BPG-1.2F: INFILL AND REDEVELOPMENT INCENTIVES

Explore aligning existing and/or offering additional development incentives (e.g., Tax Increment Financing, priority application processing, fee reductions, design assistance) to reduce barriers and encourage infill and redevelopment in priority areas.

Principle BPG-2: Facilitating Coordinated Growth

Rapid City will have a development pattern that makes efficient use of the limited land area and resources it has available for urban growth, that fosters the provision of infrastructure and services in a cost-effective manner. The City will work closely with Pennington and Meade Counties, adjacent communities, and service providers to ensure that growth at the community's edges will occur in an orderly and efficient manner.



Goal LC-1.2: Maintain and enforce standards that address property upkeep and appearance.

LC-1.2A: CODE ENFORCEMENT

Administer, enforce, and periodically review and update City ordinances related to public health, safety, signage, and property maintenance issues.

LC-1.2B: REINVESTMENT PROGRAMS

Explore offering City-led programs and support other organizations' efforts and programs to encourage property maintenance and/or rehabilitation such as debris removal events, paint-a-thons, energy efficiency improvements, emergency repairs, and adopt-a-neighbor partnerships. Consider partnerships with the private sector and non-profits as a way to further support reinvestment.

Goal LC-1.3: Project a positive community image along Rapid City's entrance corridors and at City gateways.

LC-1.3A: GATEWAY AND ENTRANCE CORRIDOR STANDARDS

Establish standards to guide the design and appearance of the community's gateways and entrance corridors (as identified on the Future Land Use map). Standards may address topics such as landscaping, lighting, signage, and other streetscape or urban design elements. (See Design Principles for Gateways and Entrance Corridors, page 110.)

LC-1.3B: ENTRANCE CORRIDOR COORDINATION

Coordinate with South Dakota Department of Transportation (SDDOT), adjacent communities, and Pennington and Meade Counties, to develop coordinated visions, standards, and plans for improvements along major entryway corridors into Rapid City. Major entryways into the City are identified on the Future Land Use Map and include the following:

- **Elk Vale Road:** traversing the southeastern section of the community from Interstate 90 to the north to Mount Rushmore Road to the south. This corridor provides multiple points of entry into the community and is a primary route across the City as well. Access control, signage, and landscaping are all important considerations as growth and development occur along this corridor.
- **Haines Avenue:** stretching north from Interstate 90 to beyond the County line, this corridor is located in a high-growth area. Coordination with Meade and Pennington Counties will help ensure that this corridor remains an inviting entrance into the northern portion of Rapid City.
- **East SD Highway 44:** extending from the City's core near East Omaha Street east to the Rapid City Regional Airport. Coordination is needed to ensure that this entryway projects a positive image of the City as growth and development spread east of the community.
- **SD Highway 79:** extending south of Elk Vale, this corridor is envisioned as the community's industrial corridor, but considerations should be given to limit the visual impacts of heavy industry.
- **Interstate 190:** stretching from Interstate 90 to the north to Omaha Street to the south. This corridor is entirely within the City limits, and presents opportunities to enhance the sense of arrival into the community and serves as a key entry point to Downtown. With the pending redesign/ redevelopment of the I-190 interchange and the Rushmore Plaza Civic Center's close proximity to said interchange, it is imperative that coordination and discussion coincide to ensure visitors have an attractive and easy ingress and egress to and from the facility.
- **Interstate 90:** including the segments west of Interstate 190 and east of North Elk Vale Road. Coordination should involve adjacent communities (Box Elder, Summerset and Piedmont) and may include topics such as signage, conservation of views and natural features, and landscaping, screening and buffering.





4. A Vibrant Livable Community

- **Jackson Boulevard (SD Highway 44):** extending west of Canyon Lake, this area is a setting for conservation of scenic views and forested lands.
- **Sturgis Road:** stretching north of the Rapid City limits. Issues and opportunities include coordination with Summerset, Piedmont, and the mining/extraction industries, and conservation of open lands and views.
- **Deadwood Avenue:** extending from the County line south to West Chicago Street, this is a predominantly industrial corridor with opportunities for enhanced landscaping and sidewalks.
- **US Highway 16:** extending south from Cleveland Street to beyond the Rapid City limits. Issues and opportunities along this corridor include conserving views and natural features and coordination with the tourism industry.

LC-1.3C: GATEWAY IMPROVEMENTS

Integrate design improvements (e.g., lighting, landscaping, bridges, and signage) as development, redevelopment, and/or capital projects occur at key gateways to the City (as identified on the Future Land Use map). Key community gateways include interchanges and other noteworthy landmarks (such as crossing into the City limits) are identified on the Future Land Use map and include the following:

Interchanges

- East SD Highway 44 at North Elk Vale Road
- Interstate 90 at North Elk Vale Road
- Interstate 90 at North Deadwood Ave
- SD Highway 79 (Cambell Street) at Elk Vale Road
- Interstate 90 at Interstate 190
- Interstate 190 at Omaha Street
- Future Interstate 90 connection to Rapid City Regional Airport

Landmarks

- 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)

Principle LC-2: Building Diverse and Livable New Neighborhoods

Rapid City will encourage the development of new neighborhoods that contain a mix of land uses, including a range of housing types to meet the varying needs of its residents. The City will support the development of new neighborhoods that maximize investments in existing parks, trails, roadways, and utility services, and that enhance connections between neighborhoods and community destinations.

Goal LC-2.1: Establish new neighborhoods that meet the community's varied needs.

LC-2.1A: TARGETED RESIDENTIAL GROWTH AREAS

Support residential development within the Urban Services Boundary in areas that maximize available infrastructure and community amenities.

LC-2.1B: COMPREHENSIVE HOUSING STRATEGY

Establish a comprehensive housing strategy to ensure that quality and affordable housing options are accessible to all income levels and household types. Create definitions and targeted strategies for a variety of household types. Encourage the development of housing that aligns with the needs of each targeted group in terms of price, size, type, and location. Expand the City's purview and approach to housing beyond programs and housing groups currently in place using community development block grant funds.

LC-2.1C: VARIETY OF HOUSING TYPES

Encourage new neighborhoods that contain a mix of housing types, such as various sizes of single-family detached, attached, townhomes, apartments, lofts, and housing for special populations (e.g., elderly or disabled residents). Support a mix of lot sizes, densities, and housing prices and styles. Locate high-density and multi-family housing near collector and arterial streets, transit, shopping, and services, particularly when intended for



LC-6.1D: EDUCATION AND OUTREACH

Continue to support the efforts of the Historic Preservation Commission (HPC) and efforts to increase awareness in the community regarding the City's historic resources, and resources available to support property owners interested in preserving historic resources.

LC-6.1E: CULTURAL ASSETS

Retain and protect community traditions, historic landscapes, libraries, and other cultural assets to retain the City's authenticity and appeal. Such assets include, but are not limited to, the annual Black Hills Pow Wow, presidential sculptures Downtown, Storybook Island, Dinosaur Park, Founders Park, Memorial Park and Civic Center, Canyon Lake Park, and the Game Fish and Parks Outdoor Campus. Coordinate with members of area tribes and Indian reservations—Pine Ridge, Rosebud, and Cheyenne River Sioux—and other groups to support these efforts.

LC-6.1F: REINVESTMENT AND REHABILITATION

Support efforts to restore and rehabilitate historic properties, and support the development and adoption of City historic district design guidelines to tailor the Secretary of the Interior's standards to unique local conditions.

LC-6.1G: COMPATIBLE INFILL

Ensure new infill development and redevelopment is compatible with historic properties and districts through application of historic review processes and/or design guidelines.

Goal LC-6.2: Conserve and protect Rapid City's natural resources and environment.

LC-6.2A: AIR QUALITY

Protect air quality by encouraging the development of land use patterns that reduce vehicle trips, support transportation alternatives that decrease dependence on single-occupancy vehicles, establishing targets for and monitoring greenhouse gas emissions, and promoting energy efficiency in existing and new buildings.

LC-6.2B: WATER QUALITY

Protect water quality by limiting development in floodplain areas, investing in repairs and improvements to drainage and water treatment infrastructure, and monitoring and ensuring compliance with local, state, and federal water requirements.

LC-6.2C: NATURAL FEATURES

Protect the natural and scenic character of key areas such as the Skyline Drive Wilderness Area, greenway tracts, and Jackson Boulevard/Highway 44 corridor to the west by avoiding extensive development, signage, and lighting in these areas.

LC-6.2D: AGRICULTURAL CONSERVATION

Support existing agriculture operations and retain existing agricultural zoning outside of the Urban Services Boundary. Avoid rezoning agricultural land for speculative purposes, and encourage the submittal of development plans when agricultural land is proposed to be rezoned.

LC-6.2E: WILDLIFE CORRIDORS

Explore guidelines or standards to protect and limit new development in established wildlife corridors.

LC-6.2F: SUSTAINABLE DEVELOPMENT

Encourage the use of sustainable development practices in public facilities, private development, and the design of parks, landscaping, and stormwater management facilities to reduce water and energy consumption, protect water and air quality, and minimize impacts on natural features and wildlife habitat.

6

Efficient Transportation & Infrastructure Systems



6. Efficient Transportation & Infrastructure Systems

TI-2.7B: PRESERVE ROADWAY AND BELTWAY ROUTE OPPORTUNITIES

Identify and preserve opportunities for new regional connections and beltway routes through suburban growth areas.

Principle TI-3: Supporting an Integrated Intermodal Network

An integrated network of intermodal facilities including rail, air, and freight will support the movement of people, goods, and products, to, from, and within Rapid City and the Region. The City will balance the transportation needs of people and those of businesses and industry.

Goal TI-3.1: Preserve and enhance an efficient and compatible freight network.

TI-3.1A: TRUCK, AIR, AND RAIL CONNECTIVITY

Coordinate to identify needs and enhance connectivity between truck, rail, and air transport to support the efficient movement of goods in and through the region.

TI-3.1B: TRUCK ROUTING

Designate and maintain truck routes to expedite the movement of trucks through the community and region. Avoid designating truck routes in areas that pose compatibility conflicts with land uses, such as through residential neighborhoods.



TI-3.3C: FREIGHT FACILITIES

Designate and protect important freight facilities, such as railroads, truck routes, distribution and logistics areas, and the Rapid City Regional Airport, and support their continued operation.

TI-3.1D: AIRPORT EXPANSION

Preserve opportunities to expand the Rapid City Regional Airport to the east, and support the development of facilities near the airport, in accordance with the Rapid City Airport Master Plan, that take advantage of air service and help expand the intermodal freight network.

TI-3.1E: LAND USE COMPATIBILITY

Support development that is compatible with freight operations, and encourage employment and industrial land uses in areas with high freight activity.

TI-3.1F: GRADE-SEPARATED CROSSINGS

Explore opportunities to upgrade or add grade-separated crossings of highways and/or rail lines to promote the safe and efficient movement of people and goods.

TI-3.1G: IMPACT MITIGATION

Minimize freight-generated impacts, such as noise, odor, or traffic on nearby uses through means such as landscaping, screening, buffering, hours of operation, and other measures.

TI-3.1H: AIRPORT IMPROVEMENTS AND ACCESS

Use the Rapid City Regional Airport Master Plan to guide future capital and facility improvements and at and near the airport. Pursue a future connection between Interstate 90 and the airport, in connection with Box Elder. Enhance this future access corridor in a manner similar to other gateways, as designated on the Future Land Use Plan. Also, pursue the future relocation of Long View Road/Radio Tower Road to a



7. Economic Stability & Growth

EC-1.3C: BALANCE NEW AND EXISTING BUSINESSES

Ensure that efforts to attract new businesses do not negatively impact existing businesses. Ensure this by evaluating the impacts of a potential new business on existing businesses, before public funds or incentives are provided.

Principle EC-2: Strengthening Rapid City's Role as a Regional Economic Hub

Rapid City serves as the economic hub of a region serving portions of 5 states, with an economy based on tourism, agriculture, commercial services, education, medical services, and energy. The City will continue to strengthen its role as a regional center by focusing on the economic health of those sectors that serve a broader market beyond the City boundaries.

Goal EC-2.1: Attract additional retail and service commercial development and redevelopment to enhance the City's role as a regional commercial hub.

EC-2.1A: DOWNTOWN AREA RETAIL AND ENTERTAINMENT

Support the expansion of retail and entertainment uses in Downtown and the surrounding area by ensuring there are adequate retail space and development sites available,

marketing Downtown as a regional destination, offering incentives to overcome barriers for new or expanding businesses, and supporting efforts to enhance and improve connections between the Downtown Core, the Rushmore Plaza Civic Center, and SDSMT.

EC-2.1B: TARGETED REGIONAL RETAIL

Concentrate regional retail areas along Interstate 90 from Haines Avenue to Elk Vale Road to take advantage of the interstate frontage. Ensure that retail centers and areas are well-connected to each other to facilitate and maximize exposure of different retail areas, and encourage the clustering of retailers to encourage shoppers to visit multiple stores per trip.

EC-2.1C: REINVESTMENT INCENTIVES

Explore and offer incentives for reinvestment in existing retail areas and Regional and Community Activity Centers to allow these areas to adapt to attract new retailers and decrease the need for expanding infrastructure to support new outward growth and development.

EC-2.1D: SERVICE COMMERCIAL

Encourage the expansion of service commercial offerings that serve regional employment activities related to oil, gas, and agriculture by identifying the needs of the industry and workforce and developing a marketing and attraction strategy.

Goal EC-2.2: Enhance the quality of health care services in the City to ensure Rapid City is the regional destination for health care.

EC-2.2A: ADDITIONAL HEALTH CARE SERVICES AND PROVIDERS

Attract additional medical services and providers that are not currently present or are under-represented in Rapid City. Identify strategies to enhance and expand the medical services offered in Rapid City, support the expansion of existing health care services and facilities, and market the medical services available to the City.

EC-2.2B: ATTRACT MEDICAL WORKERS

Ensure Rapid City is an attractive community for medical workers to live in by ensuring access to attainable and high quality housing options, supporting vibrant neighborhoods and amenities, and ensuring high quality schools for medical workers' families. Market the quality of life in Rapid City to potential medical service providers and workers.

EC-2.2C: SKILLED MEDICAL WORKFORCE

Support medical workforce education and skill development by encouraging the continuation and expansion of educational programs that match the skills and needs of existing medical providers. Identify potential opportunities for the City to support educational institutions in providing programs that align with needed medical skills.



location outside of the airport's Runway Protection Zone.

Goal TI-3.2: Enhance regional freight connections.

TI-3.2A: RAIL NETWORK

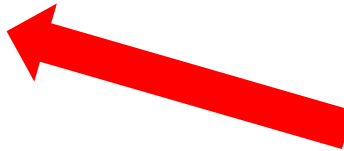
Coordinate with railroad providers, the Rapid City Regional Airport, and other regional stakeholders to enhance the regional rail network to improve rail access and effectiveness for the region and to minimize rail impacts, such as noise and delays, to the local community.

TI-3.2B: PORTS TO PLAINS

Support and participate in planning efforts to connect Rapid City to the Ports to Plains highway corridor.

TI-3.2C: REGIONAL CORRIDORS

Collaborate with regional entities including Pennington and Meade Counties and the Metropolitan Planning Organization to extend and prioritize major corridors to improve regional mobility.



TI-3.2D: SHIPPING COSTS

Coordinate with local businesses and economic development organizations to understand the reasons behind high shipping costs to the City and to explore opportunities to reduce shipping costs and barriers.

7

Economic Stability & Growth



7. Economic Stability & Growth

EC-1.3C: BALANCE NEW AND EXISTING BUSINESSES

Ensure that efforts to attract new businesses do not negatively impact existing businesses. Ensure this by evaluating the impacts of a potential new business on existing businesses, before public funds or incentives are provided.

Principle EC-2: Strengthening Rapid City's Role as a Regional Economic Hub

Rapid City serves as the economic hub of a region serving portions of 5 states, with an economy based on tourism, agriculture, commercial services, education, medical services, and energy. The City will continue to strengthen its role as a regional center by focusing on the economic health of those sectors that serve a broader market beyond the City boundaries.

Goal EC-2.1: Attract additional retail and service commercial development and redevelopment to enhance the City's role as a regional commercial hub.

EC-2.1A: DOWNTOWN AREA RETAIL AND ENTERTAINMENT

Support the expansion of retail and entertainment uses in Downtown and the surrounding area by ensuring there are adequate retail space and development sites available,

marketing Downtown as a regional destination, offering incentives to overcome barriers for new or expanding businesses, and supporting efforts to enhance and improve connections between the Downtown Core, the Rushmore Plaza Civic Center, and SDSMT.

EC-2.1B: TARGETED REGIONAL RETAIL

Concentrate regional retail areas along Interstate 90 from Haines Avenue to Elk Vale Road to take advantage of the interstate frontage. Ensure that retail centers and areas are well-connected to each other to facilitate and maximize exposure of different retail areas, and encourage the clustering of retailers to encourage shoppers to visit multiple stores per trip.

EC-2.1C: REINVESTMENT INCENTIVES

Explore and offer incentives for reinvestment in existing retail areas and Regional and Community Activity Centers to allow these areas to adapt to attract new retailers and decrease the need for expanding infrastructure to support new outward growth and development.

EC-2.1D: SERVICE COMMERCIAL

Encourage the expansion of service commercial offerings that serve regional employment activities related to oil, gas, and agriculture by identifying the needs of the industry and workforce and developing a marketing and attraction strategy.

Goal EC-2.2: Enhance the quality of health care services in the City to ensure Rapid City is the regional destination for health care.

EC-2.2A: ADDITIONAL HEALTH CARE SERVICES AND PROVIDERS

Attract additional medical services and providers that are not currently present or are under-represented in Rapid City. Identify strategies to enhance and expand the medical services offered in Rapid City, support the expansion of existing health care services and facilities, and market the medical services available to the City.

EC-2.2B: ATTRACT MEDICAL WORKERS

Ensure Rapid City is an attractive community for medical workers to live in by ensuring access to attainable and high quality housing options, supporting vibrant neighborhoods and amenities, and ensuring high quality schools for medical workers' families. Market the quality of life in Rapid City to potential medical service providers and workers.

EC-2.2C: SKILLED MEDICAL WORKFORCE

Support medical workforce education and skill development by encouraging the continuation and expansion of educational programs that match the skills and needs of existing medical providers. Identify potential opportunities for the City to support educational institutions in providing programs that align with needed medical skills.



7. Economic Stability & Growth

EC-1.3C: BALANCE NEW AND EXISTING BUSINESSES

Ensure that efforts to attract new businesses do not negatively impact existing businesses. Ensure this by evaluating the impacts of a potential new business on existing businesses, before public funds or incentives are provided.

Principle EC-2: Strengthening Rapid City's Role as a Regional Economic Hub

Rapid City serves as the economic hub of a region serving portions of 5 states, with an economy based on tourism, agriculture, commercial services, education, medical services, and energy. The City will continue to strengthen its role as a regional center by focusing on the economic health of those sectors that serve a broader market beyond the City boundaries.

Goal EC-2.1: Attract additional retail and service commercial development and redevelopment to enhance the City's role as a regional commercial hub.

EC-2.1A: DOWNTOWN AREA RETAIL AND ENTERTAINMENT

Support the expansion of retail and entertainment uses in Downtown and the surrounding area by ensuring there are adequate retail space and development sites available,

marketing Downtown as a regional destination, offering incentives to overcome barriers for new or expanding businesses, and supporting efforts to enhance and improve connections between the Downtown Core, the Rushmore Plaza Civic Center, and SDSMT.

EC-2.1B: TARGETED REGIONAL RETAIL

Concentrate regional retail areas along Interstate 90 from Haines Avenue to Elk Vale Road to take advantage of the interstate frontage. Ensure that retail centers and areas are well-connected to each other to facilitate and maximize exposure of different retail areas, and encourage the clustering of retailers to encourage shoppers to visit multiple stores per trip.

EC-2.1C: REINVESTMENT INCENTIVES

Explore and offer incentives for reinvestment in existing retail areas and Regional and Community Activity Centers to allow these areas to adapt to attract new retailers and decrease the need for expanding infrastructure to support new outward growth and development.

EC-2.1D: SERVICE COMMERCIAL

Encourage the expansion of service commercial offerings that serve regional employment activities related to oil, gas, and agriculture by identifying the needs of the industry and workforce and developing a marketing and attraction strategy.

Goal EC-2.2: Enhance the quality of health care services in the City to ensure Rapid City is the regional destination for health care.

EC-2.2A: ADDITIONAL HEALTH CARE SERVICES AND PROVIDERS

Attract additional medical services and providers that are not currently present or are under-represented in Rapid City. Identify strategies to enhance and expand the medical services offered in Rapid City, support the expansion of existing health care services and facilities, and market the medical services available to the City.

EC-2.2B: ATTRACT MEDICAL WORKERS

Ensure Rapid City is an attractive community for medical workers to live in by ensuring access to attainable and high quality housing options, supporting vibrant neighborhoods and amenities, and ensuring high quality schools for medical workers' families. Market the quality of life in Rapid City to potential medical service providers and workers.

EC-2.2C: SKILLED MEDICAL WORKFORCE

Support medical workforce education and skill development by encouraging the continuation and expansion of educational programs that match the skills and needs of existing medical providers. Identify potential opportunities for the City to support educational institutions in providing programs that align with needed medical skills.



7. Economic Stability & Growth

finance and insurance, metalwork manufacturing, and processed food manufacturing.

EC-3.1C: OTHER EMPLOYMENT AREAS

Encourage the development, redevelopment, and reinvestment in an array of retail, service, office, and other employment uses in all Regional and Community Activity Centers, Mixed-use Commercial, Employment, Light Industrial, and Heavy Industrial areas, as shown on the Future Land Use Plan. Support home occupations and limited, neighborhood-serving commercial and employment uses in Urban and Low Density Neighborhoods.

EC-3.1D: PRIORITY INFRASTRUCTURE IMPROVEMENTS

Identify infrastructure improvements needed to support target industry growth and development in employment areas and prioritize the completion of these improvements.

EC-3.1E: REGULATORY ALIGNMENT

Ensure land use regulations align with target industry needs in priority employment areas.

EC-3.1F: EMPLOYMENT AREA INCENTIVES

Explore and offer incentives only in priority employment areas. Develop a set of consistent criteria to consider for the use of incentives and public financing tools that reinforce the goals and policies of this Plan.

Goal E 3.2: Ensure an adequate supply of developable land for employment and housing growth.

EC-3.2A: PRIORITY AREA MASTER PLANS

Create master plans for priority employment areas where needed to illustrate desired uses, planned improvements, and distinctive characteristics. Use the master plans to market employment areas and to help identify and support the implementation of improvements needed.

EC-3.2B: EXPAND PUBLIC FINANCING TOOLS AND INCENTIVES

Explore options to expand the set of public financing tools and incentives that the City can use to support employment growth and development.

EC-3.2C: INFRASTRUCTURE IMPROVEMENT COORDINATION

Coordinate priority residential and employment growth areas with public infrastructure improvements to maximize investments and economic returns.

EC-3.2D: RESIDENTIAL DEVELOPMENT IN EXISTING INFRASTRUCTURE AND SERVICE AREAS

Support residential development in areas where infrastructure and services exist as a first priority, and allow expansion beyond the Urban Services Boundary when necessary infrastructure improvements are provided by the developer.

9

Responsive, Accessible & Effective Governance



GOV-1.2A: BUDGETING COLLABORATION

Maintain a collaborative budgeting process that reflects broad community feedback (including residents, City staff, elected and appointed officials) and focuses on continuous improvement and achieving results.

GOV-1.2B: BUDGET MONITORING

Monitor and share information regarding the status of the City's budget, including projected versus actual revenues and expenses, gaps, and current and future priorities.

Goal GOV-1.3:
Collaborate on means to explore efficiencies and promote cooperation.

GOV-1.3A: REGIONAL COLLABORATION

Foster relationships with regional stakeholders and organizations, including but not limited to County governments, area municipalities, tribal governments, state and federal agencies, service providers and organizations, and the public at-large, to address issues and opportunities collaboratively and efficiently.

GOV-1.3B: SERVICE PROVIDER COLLABORATION

Engage local service providers, such as utilities and health and safety services, to maximize benefits to Rapid City residents and identify opportunities to

collaborate with the City and maximize efficiency.

GOV-1.3C: PUBLIC/PRIVATE PARTNERSHIPS

Consider opportunities to partner with private organizations or developers to maximize benefits and leverage City resources.

GOV-1.4D: DEVELOPMENT REVIEW PROCESSES

Continue to improve and streamline Development Review Team (DRT) processes in accordance with recommendations outlined in the 2010-2013 Progress Report and Assessment proposed for Community Planning and Development Services.

GOV-1.3E: AIRPORT GOVERNANCE STRUCTURE

Consider establishing an Airport Authority, as authorized by South Dakota law, to govern the Rapid City Regional Airport as a means of providing:

- More focused governance;
- Enhanced flexibility with respect to economic development opportunities; and
- Increased efficiency.

GOV-1.3F: SUSTAINABILITY INITIATIVES

Integrate awareness and knowledge of sustainability concepts into City practices. Explore opportunities to expand current sustainability initiatives:

- Extend opportunities to share best practices and

ideas related to sustainability;

- Support the implementation of Sustainability Committee goals;
- Meet a base level LEED standard and/or adopt the current national energy standards for new Civic Structures;
- Consider adopting the STAR Community Rating System to measure progress in strengthening environmental, economic, and social systems; and
- Consider establishing a full-time sustainability coordinator position to advance the City's efforts over time.

Principle GOV-2: Ensuring Opportunities for Public Involvement in Government

Rapid City will use a range of public involvement methods to engage and involve citizens in all aspects of governance, in order to work collaboratively with citizens to address issues and resolve problems. The City will continue to forge partnerships with public, private, and non-profit organizations to leverage available resources and promote innovation.

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.

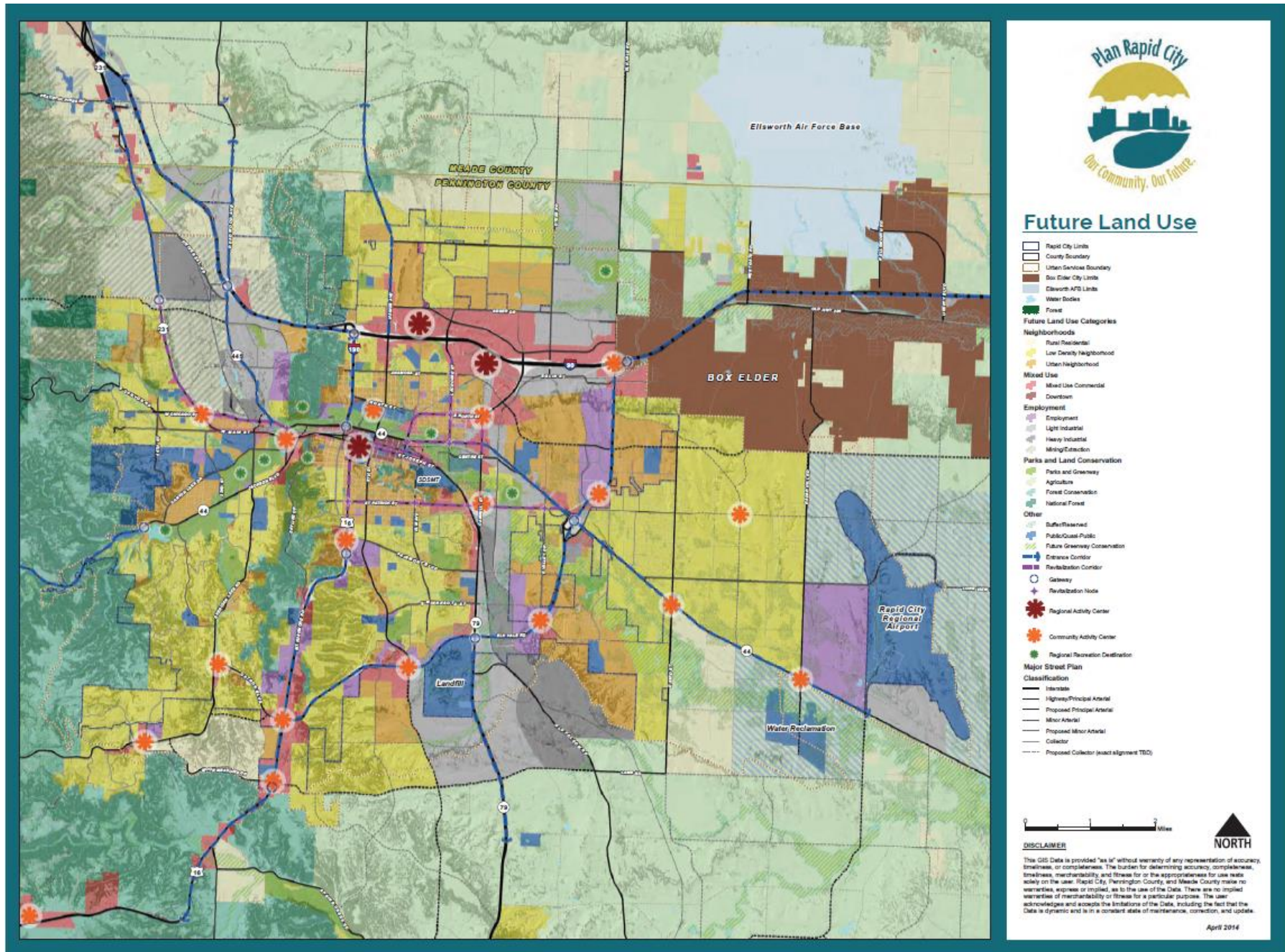
DESIGN PRINCIPLES

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



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.

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.



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.



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

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. 	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.)	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. 	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.	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 incorporate recesses and setbacks, 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



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.

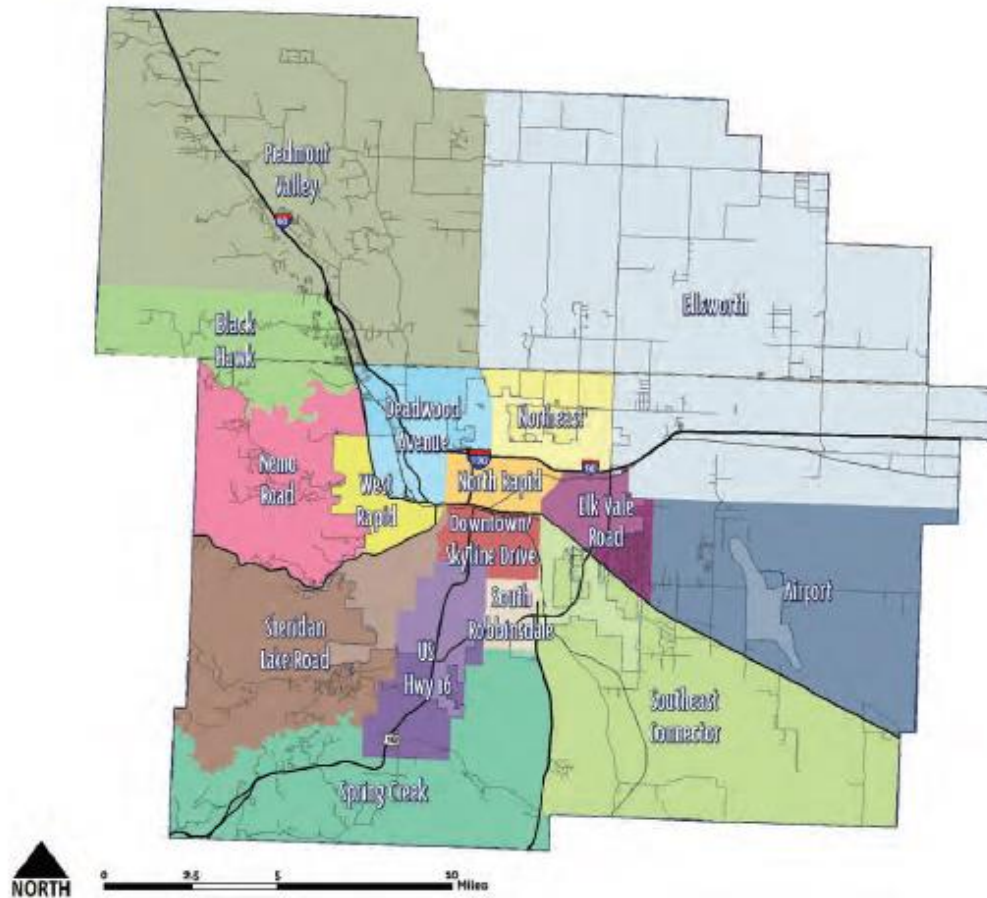
GDP-GEC8: INTERSECTIONS AND CROSSINGS

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

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.

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.

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.

11. Neighborhood Area Policies | Spring Creek Neighborhood Area (SC-NA)

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

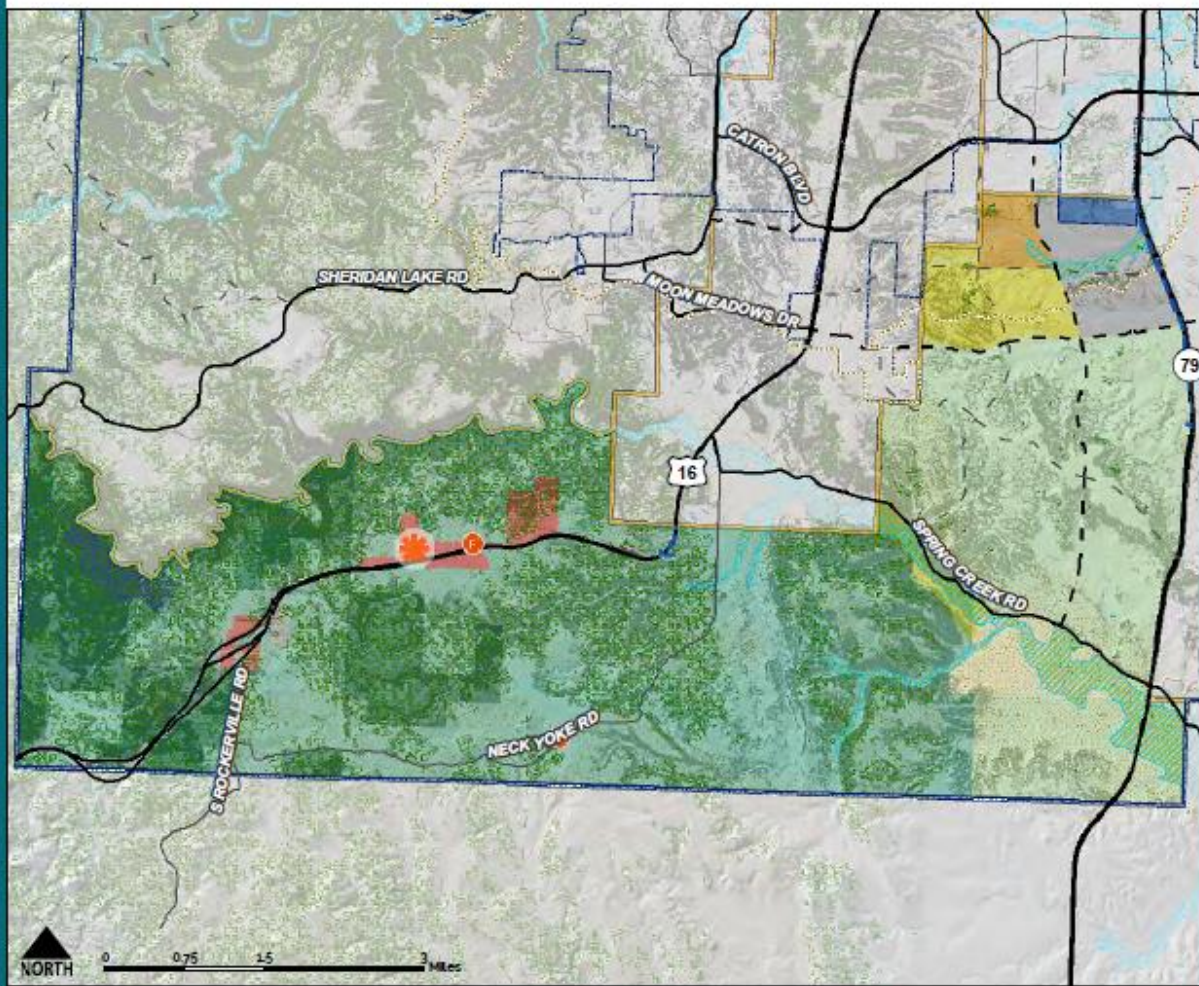
Allow the extension of City infrastructure within the Urban Services Boundary to serve new and existing development.

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
<ul style="list-style-type: none"> Neighborhood Area Rapid City Limits County Boundary Urban Service Boundary Gateway Fire station Hospital Police station School Railroad Water Bodies 	<ul style="list-style-type: none"> Rural Residential Low Density Neighborhood Urban Neighborhood Mixed Use Commercial Downtown Employment Light Industrial Heavy Industrial Mining/Extraction Parks and Greenway Agriculture Forest Conservation National Forest Buffer/Reserved Public/Quasi-Public 	<ul style="list-style-type: none"> Entrance Corridor Revitalization Corridor Gateway Revitalization Node Regional Activity Center Community Activity Center Regional Recreation Destination Interstate Highway Principal Arterial Proposed Principal Arterial Minor Arterial Proposed Minor Arterial Collector Proposed Collector (road alignment TBD) 	<ul style="list-style-type: none"> Forest Flood Hazard Overlay Future Greenway Conservation Sensitive Geologic Area Elboworth 65 Ldn Noise Contours Circling traffic patterns Inner approach/departure Precision flight corridor Runway protection zone

This GIS Data is provided "as is" without warranty of any representation of accuracy, timeliness, or completeness. The burden for determining accuracy, timeliness, completeness, 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

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.)

11. Neighborhood Area Policies | US Highway 16 Neighborhood Area (US16-NA)

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.



12 Implementation

to leave many needs unfunded and unimproved. This initiative supports the development of an expanded set of public financing tools and development incentives the City could use to address infrastructure needs and support development. A range of potential tools for consideration are identified in the Implementation Toolbox (see page 215).

RELEVANT ACTION PLAN STRATEGIES

Primary: EC-A2: Public Financing and Development Toolbox

Also supports: EC-A5: Modify Water and Sewer Infrastructure System Expansion Approach, EC-A6: Grow the Tax Base, BPG-A2: Infill and Redevelopment Incentives Program, LC-A5: Affordable and Workforce Housing Strategy, LC-A6: Activity Center Pilot Program, and LC-A8: Reinvestment Program.

URBANIZATION STRATEGY

A coordinated approach to development at Rapid City's edges will support the efficient use of land and infrastructure and increase predictability for property owners, developers, residents, and others regarding future development type, intensity, regulations, and jurisdiction. This priority initiative involves exploration of establishing intergovernmental agreements (IGAs) with Pennington and Meade Counties, and adjacent municipalities (to the extent possible) to formalize development review requirements (e.g., Joint Powers Agreement) and annexation policies within the 3-mile platting jurisdiction (e.g., no new enclaves

created, annexation agreements for development in noncontiguous areas).

RELEVANT ACTION PLAN STRATEGIES

Primary: BPG-A4: Urbanization Strategy and BPG-A5: Enclave Annexation Strategy

Secondary: BPG-A1: Planning Coordination.

PARKLAND DEDICATION

Recreational and cultural opportunities play an important role in the quality of life for residents, as well as in the City's ability to attract and retain visitors, employers, and future residents. While Rapid City is well-served today by the park system as a whole, some areas of the community are underserved, particularly with regards to neighborhood parks. Additional parks and recreation facilities will be necessary to address current gaps in the system as well as new demand in emerging growth areas. This priority initiative involves exploration and identification of a more predictable means of acquiring and maintaining the City's parks and recreation system. As a first step, the possibility of requiring the dedication of land (or cash-in-lieu) for parks and open space purposes for larger developments should be considered. As part of this effort, size thresholds for specific projects, types of development to which dedication would apply, and variations in requirements by location as applicable (e.g., infill vs. greenfield) should all be defined.

RELEVANT ACTION PLAN STRATEGIES

Primary: RC-A3: Parkland Dedication

ACTION PLAN

This section identifies a comprehensive list of recommended actions to support the implementation of the Plan and help advance the community vision over the next five years. Actions are organized in tables that correspond with the Plan's seven Core Values. Action Plan strategies should be reviewed annually and amended as needed. Components of the Action Plan are summarized below.

TYPES OF ACTION STRATEGIES

Policy Decisions

The Plan identifies many policies that will be achieved through day-to-day decision-making made by Rapid City planning and engineering staff, the Planning Commission, and the City Council. The City Council will make decisions regarding development proposals and Plan amendments and will use the Plan to guide policy-related decisions as they occur. Decision-making related to annexation policies and the provision of Urban Services is one example of this type of action strategy.

Programs

The Plan sets up a foundation for new programs necessary to support or achieve the goals and policies. For example, some policies emphasize incentivizing infill and redevelopment practices, which would be

STRATEGIES TO ACHIEVE A BALANCED PATTERN OF GROWTH



This Core Value addresses principles to ensure compact and efficient growth. It addresses major growth, development, and annexation issues, including regulatory changes and regional coordination. It also addresses targeted infill and redevelopment in the community. Strategies to promote a balanced pattern of growth include:

Action	Description	Action Type	Partners	Funding
IMMEDIATE ACTIONS				
<i>CONCURRENT AND ONGOING WITH THE ADOPTION OF THIS PLAN UPDATE</i>				
BPG-A1: Planning Coordination	Continue regional transportation planning coordination through the Metropolitan Planning Organization (MPO).	Regional coordination	Lead: Community Planning and Development Services, Public Works Involve: Box Elder, Summerset, Piedmont, Pennington County, Meade County, Rapid City Area School District, Meade County School District, Ellsworth Air Force Base, South Dakota Department of Transportation, and others	N/A
NEAR-TERM ACTIONS				
<i>FOLLOWING PLAN ADOPTION, OVER THE NEXT 2 YEARS</i>				
BPG-A2: Infill and Redevelopment Incentives Program	Develop a comprehensive toolbox of incentives to encourage infill development and redevelopment. Incentives might include financial assistance, fee reductions, assistance with capital improvements, density bonuses, streamlined review processes, and the easing of regulatory hurdles such as parking, fire, and building code requirements. In addition, other tools, such as tax abatement, tax increment financing zones, and sales tax sharing for retail development should be considered.	Program, Code revisions, Policy decision	Lead: Community Planning and Development Services, Public Works Involve: City Council, Planning Commission, Economic Development Organizations, City Attorney	N/A

12. Implementation

Action	Description	Action Type	Partners	Funding
BPG-A3: Unified Development Code	<p>Update the zoning ordinance in accordance with the goals and policies of this Plan, and integrate zoning, subdivision, and associated land development ordinances into a Unified Development Code. Major objectives to be considered as part of this process include:</p> <ul style="list-style-type: none"> ▪ Reorganization and clean-up of existing provisions to reduce inconsistencies, improve clarity, and increase user-friendliness; ▪ Consideration of new zone districts to encourage a more diverse mix of uses and housing types in targeted areas; ▪ Improved development standards; and ▪ Updates to zoning map to align with the Future Land Use Plan map and categories. <p>Refer to the Code Diagnosis provided in the Appendix for a more in-depth discussion of recommended updates.</p>	Regulatory revisions	<p>Lead: Community Planning and Development Services, Public Works, City Attorney</p> <p>Involve: City Council, Planning Commission</p>	N/A
BPG-A4: Urbanization Strategy	<p>Establish Intergovernmental Agreements (IGAs) with Pennington and Meade Counties, and adjacent municipalities (to the extent possible) to formalize development review requirements (e.g., Joint Powers Agreement) and annexation policies within the 3-mile platting jurisdiction (e.g., no new enclaves created, annexation agreements for development in noncontiguous areas, annexation criteria).</p>	Policy decision, Regional coordination	<p>Lead: Community Planning and Development Services, Public Works, City Attorney</p> <p>Involve: City Council, Planning Commission, Utility Providers, County Planning, County Commissioners</p>	N/A

Action	Description	Action Type	Partners	Funding
LONGER-TERM ACTIONS				
<i>2 TO 5 YEARS, FOLLOWING PLAN ADOPTION</i>				
BPG-A5: Enclave Annexation Strategy	Explore options for annexing all or portions of existing County enclaves within the City limits. Possible strategies might include a phased approach, tiered service costs, development regulation waivers, and/or coordinating public improvements with annexation timing.	Policy decision, Regional coordination	Lead: Community Planning and Development Services, Public Works, City Attorney Involve: City Council, Planning Commission, Utility Providers, County Planning, County Commissioners	N/A

Action	Description	Action Type	Partners	Funding
LC-A9: Residential Design Standards	Develop and consider adoption of design standards to encourage variety, visual interest, and durability in the design of new residential development. Standards should offer a menu of options for compliance, rather than a one-size-fits-all approach. Standards should address single and multi-family housing, and encourage a diverse mix of housing types and styles.	Regulatory revisions	Lead: Community Planning and Development Services, Public Works Involve: City Council, Planning Commission	Funding Needed (consultant assistance may be needed)
LC-A10: Mixed Income Housing Development	Expand TIF incentives for affordable housing to allow for use on workforce housing developments and in areas where a more diverse mix of housing types is desired (e.g., mixed-use activity centers).	Program, Regulatory revisions, Policy decision	Lead: Community Resources, Community Planning and Development Services Involve: City Planning, City Council, Planning Commission,	N/A
LONGER-TERM ACTIONS 2 TO 5 YEARS, FOLLOWING PLAN ADOPTION				
LC-A11: Entryway Improvements Plan	Coordinate with South Dakota Department of Transportation, adjacent communities, Pennington and Meade Counties, and private property owners to define visions for the various City gateways and entry corridors. Identify priority projects and establish guidelines to guide future development in these areas.	Program, Improvement project	Lead: Community Planning and Development Services, Public Works Involve: Box Elder, Summerset, Piedmont, Pennington County, Meade County, National Forest Service, South Dakota Department of Transportation, and private property owners, and others	Funding Needed (consultant assistance may be needed)



Important Issues

Coordination at the Edges

New, outward growth and development continues to occur at the community's edges.

Coordination between the City and adjacent Counties, municipalities, and utility and service providers is currently occurring, but on a somewhat limited basis.

Coordination and planning within the City and 3-mile platting jurisdiction area could help encourage the more efficient use of City and County resources, and add predictability for area residents.

Available Land for Development

Rapid City has a significant amount of developable land both at the community's perimeter and in-town. Outward growth of the City to the west is becoming constrained due to steep hillsides and federal land ownership, yet there are vacant lands located to the north, east and south that can be developed if utilities and urban services are extended. Factors such as higher costs, natural drainageways, hillsides, facility conflicts around the landfill and airport, and availability of services, has resulted in a "leapfrog" pattern of development on many closer-in parcels. Over time, development interest in infill development on those unused tracts will likely begin to increase as outward growth opportunities become more limited, because of their closer-in locations and proximity to existing infrastructure and services.

Land and Development

Land Use

CITY LIMITS

- Rapid City's city limits cover approximately 55 square miles in Pennington County (see the *Planning Boundaries Map*).
- Within the City Limits, about half of the land is used for public purposes (50%), which include uses like the Rapid City Regional Airport, the greenway system, City facilities, and schools. Developed City parks comprise approximately 3% of the City's land area. Other major land uses include residential (18%), commercial (4%) and industrial (4%) (see the *2013 Land Use Map*).
- Approximately 21% of properties within City limits are currently undeveloped or used for agricultural purposes (see the *Development Strategy Map*).

PLANNING AREA

- The Rapid City 3-Mile Plat Area encompasses the City limits plus the areas near the City where Rapid City has jurisdiction on subdivision and platting matters. This 3-Mile Platting area covers approximately 193 square miles and includes properties within Pennington and Meade Counties (see the *Planning Boundaries Map*).
- Within the 3-Mile Plat Area, the predominant current land use is agriculture or other undeveloped property (77%), followed by public uses (12%) such as National Forest land and residential (8%) (see the *2013 Land Use Map*).

Current Land Use 2013	Rapid City Acres	Rapid City %	3-mile Plat Area Acres*	3-mile Plat Area %
Agriculture/Undeveloped	12,182	21%	82,222	77%
Public	29,121	50%	12,787	12%
Residential	10,681	18%	8,837	8%
Commercial	2,487	4%	1,284	1%
Industrial	2,067	4%	1,565	1%
Park	1,598	3%	300	0%
Railroad	160	0.3%	133	0.1%
TOTAL	58,295	100%	107,128	100%

Sources: City of Rapid City, Pennington County, and Meade County GIS data, 2013.

Growth and Development

DEVELOPMENT CONSTRAINTS

- There are more than 82,000 acres of land within the 3-Mile Platting area that could accommodate new future development. However, much of this land is constrained due to factors such as the following (see the *Environmental Features and Services and Infrastructure Maps*):
 - Location on a steep slope
 - Within a sensitive geologic area
 - Within the National Forest
 - Within a Flood Hazard Area
 - Within an airport impact zone
 - Proximity to existing sanitary sewer
- After accounting for these constraints, approximately 65,000 acres are potentially suitable for future development to some degree.

RESIDENTIAL CAPACITY

- The 3-Mile Platting area has capacity for approximately 73,000 additional residential units, as based on current zoning and future land use designations, and as summarized below (see the *Zoning Map*).
- The density, location, and type of future residential development will impact the overall residential capacity, but based on this estimate, these dwelling units could accommodate roughly 73,000 additional people in the Rapid City area.

Residential Zoning/Future Land Use	Residential Developable Acres	Additional Dwelling Units
Agriculture	38,370	317
Low Density Residential	20,091	68,309
Medium Density Residential	631	4,292
High Density Residential	5	47
Central Business District	6	61
TOTAL	59,102	73,026

Sources: Clarion Associates, City of Rapid City, Pennington County, and Meade County GIS data, 2013.

NON-RESIDENTIAL CAPACITY

- The 3-Mile Platting area has capacity for more than 31 million square feet of non-residential space, as based on current zoning and future land use designations, and as summarized in the following table.
- The amount of future non-residential space will depend on the type, location, and intensity of development; however, these estimates appear to more than satisfy any future market demand.



Important Issues

Focusing Reinvestment and Redevelopment

As land availability for outward growth decreases, more reinvestment in and redevelopment of underutilized properties may be needed to make more efficient use of closer-in land and infrastructure. The plan should clearly identify redevelopment opportunities in and around the downtown core, at the City's two original shopping centers, Baken Park and Rushmore Mall, and at key locations along major corridors. In addition, the plan should address appropriate transitions between redevelopment areas and existing uses and coordination between land use and transportation.

Elevating Community Appearance and Development Quality

Site design, landscaping, building materials, and architecture all play important roles in the overall appearance and character of the community. The plan needs to strike a balance between maintaining high standards for quality development and the desire for protecting private property rights and personal preferences as development occurs.

