

Harrisburg Comprehensive Plan

2005 – 2025

*Prepared by the South Eastern Council of Governments at the direction of
the Planning Commission and City Council of Harrisburg, South Dakota*

ACKNOWLEDGMENTS

This Comprehensive Plan is a compilation of effort by many people, organizations and government entities. This document expresses the great civic pride that exists in the City of Harrisburg. Through the preparation and adoption of this document, the governing officials of Harrisburg have expressed their desire for orderly and efficient growth and development in the community and surrounding area.

City Council

Mayor: James Aalbers

Council Members: Steven Becker, Marshall Drexler, James Herbert, Reed Ramstad

Finance Officer: Mary McClung

Planning Commissioners: Bruce Bicknas, Verlon Enger, Jon Klemme, Gary Lane, John Loos, Judy Omer

RESOLUTION NO. 2005-2

A RESOLUTION ADOPTING A COMPREHENSIVE PLAN FOR THE CITY OF HARRISBURG, AS PROVIDED FOR IN SDCL 11-6-16

Whereas, Chapter 11-6-14 of South Dakota Codified Law has empowered the Planning Commission and City Council of Harrisburg to prepare a Comprehensive Plan for the development of the City and the surrounding area; and

Whereas, the Harrisburg Planning Commission has developed a Comprehensive Plan for the years 2004-2025, has held the required Public Hearing, and has made a recommendation for adoption of the Plan to the City Council; and

Whereas, the Harrisburg City Council has received the recommendation of the Planning Commission and has held the required Public Hearing; and


Whereas, the adoption of the Comprehensive Plan would enhance the responsible development of Harrisburg and the surrounding area.

Now therefore, be it resolved by Harrisburg City Council, that the Comprehensive Plan for the City of Harrisburg for the years 2004 through 2025 be hereby adopted and effective upon 20 days after publication of this resolution.

ADOPTED THIS 7 DAY OF February, 2005.

Publication Date: February 16, 2005

Effective Date: March 9, 2005


SIGNED: Mayor
City of Harrisburg


ATTEST: Finance Officer
City of Harrisburg



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I. INTRODUCTION

A. PURPOSE, AUTHORIZATION AND ADOPTION

1. PURPOSE OF THE COMPREHENSIVE PLAN

There are three primary purposes of this document:

- (1) To address the planning requirements of state law while also providing a sound and logical basis for city growth management strategies; and
- (2) To provide some predictability about the potential land uses and timing of development so that both public and private sectors can make informed decisions in the area of real estate and capital investments; and
- (3) To provide the Planning Commission and City Council with policies for future planning decisions and the methods and justification to control land use through the zoning and subdivision ordinance, the capital improvements program, and other enforcement controls.

2. AUTHORIZATION UNDER STATE LAW

Under 11-6-14 of South Dakota Codified Laws, the planning commission of a municipality is directed to *"propose a plan for the physical development of the municipality... [to] include the general location, character, layout and extent of community centers and neighborhood units..."*

3. DEVELOPMENT AND ADOPTION

The Harrisburg City Council has adopted this document in accordance with state law. In developing this Comprehensive Plan, the Harrisburg Planning Commission has used background research, detailed inventories and assessments, and discussion sessions at Planning Commission and City Council meetings and public hearings. It is intended to guide the City in its implementation of zoning regulations, subdivision regulations, capital improvements plans and other related policies.

4. AREA OF PLANNING JURISDICTION

The City of Harrisburg shall, under South Dakota statutes, have the authority to control development within the corporate limits of Harrisburg.

B. INTERGOVERNMENTAL CONSIDERATIONS

A comprehensive plan affects not only those living in the study area, but also (to some extent) those living and working throughout the Harrisburg area. As a result, the City Council has requested input from the Lincoln County Planning Commission, the Harrisburg School District and the Harrisburg Economic Development Corporation.

C. APPROPRIATE USE OF THE COMPREHENSIVE PLAN

South Dakota laws require that zoning districts must be in accordance with the Comprehensive Plan. It is the intent of this document to show the most appropriate use of land within the study area, based on the potential for growth and development of the community.

D. COMMUNITY SURVEY RESULTS

Early in 2001, a community survey was distributed to residents of Harrisburg. The intent of the survey was to better involve citizens in the planning process. What follows is a summary of responses, broken down into strengths, weaknesses and needs for the City of Harrisburg.

Strengths

- The size of Harrisburg is a major contributing factor for residents who choose to live in Harrisburg
- The growth rate of Harrisburg is acceptable to the majority of survey respondents
- Law enforcement, fire protection, ambulance service, snow removal and street maintenance received a favorable rating from responding citizens

Weaknesses

- A significant number of respondents felt that the library was poor in quality
- Location of the wastewater lagoons is a concern
- Maintenance of City parks needs to be enhanced
- The issue of poorly maintained streets needs to be addressed

Needs

- Commercial and industrial growth is a major need for the Harrisburg community
- Better facilities for a library and community center would benefit the City of Harrisburg
- Recreational opportunities such as a swimming pool, tennis courts and a bike/walk trail should be explored
- More single family, multi family and elderly/assisted living are needed in Harrisburg

II. DEMOGRAPHIC CONDITIONS

A. GENERAL DEMOGRAPHY

Table 1. Population History (Source: United States Census)

<u>YEAR</u>	<u>POPULATION</u>	<u>% INCREASE</u>
1960	313	NA
1970	338	7.99%
1980	558	65.09%
1990	727	30.29%
2000	958	31.77%

Table 2. Current Demographic Statistics (Source: State Data Center)

	Harrisburg	Lincoln Co.	S.D.
1990 Population	727	15,427	696,004
2000 Population	958	24,131	754,844
% Change	31.77%	56.42%	8.45%
Median Age	27.9	33.2	32.5
Median Family Income (1990)	NA	NA	\$27,602

Table 3. Population by Age (Source: State Data Center)

	Under 18	18-44	45-64	65 & Over	Total
1980	211	238	67	42	558
1990	275	336	79	37	727
2000	319	443	154	42	958

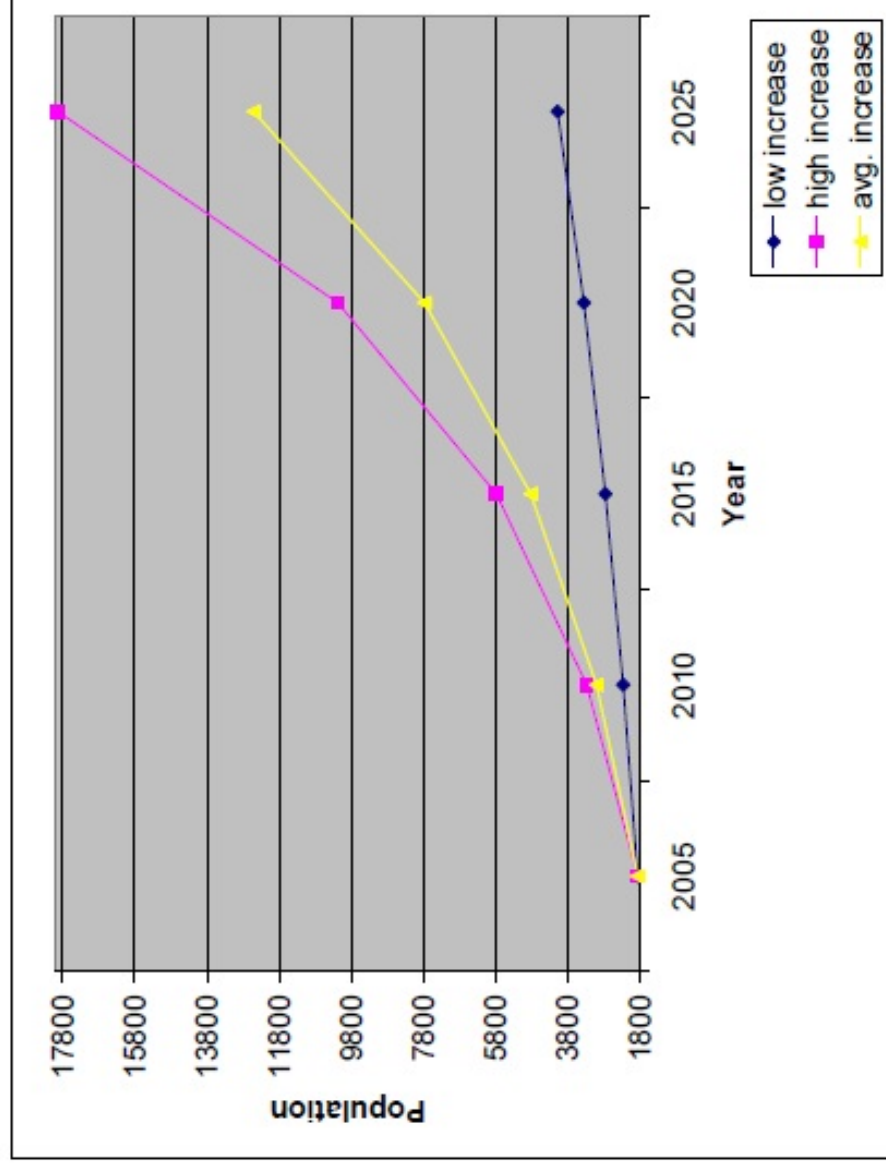
B. POPULATION PROJECTIONS

Based upon current trends, a population projection through the study period indicates that the City of Harrisburg will have a population high of 17,900 and a low of 4,000 with an expected population of around 12,500 by the year 2025. The graph on the following page illustrates the Harrisburg population projection that was attained from building permit data along with information of the growth of surrounding communities to ensure adequate land is reserved and planned for future development.

HARRISBURG: Population Projections, 2005 - 2025:

20-YEAR TREND

CALCULATION OF PROJECTIONS	Statistics
1960 Census Population	313
1970 Census Population	338
% Change 1960 - 1970	7.99%
1970 Census Population	338
1980 Census Population	558
% Change 1970 - 1980	65.09%
1980 Census Population	558
1990 Census Population	727
% Change 1980 - 1990	30.29%
1990 Census Population	727
2000 Census Population	958
% Change 1990 - 2000	31.77%
2000 Census Population	958
2005 Projected Population	1,859
% Change 2000 - 2005	94.05%
2005 Projected Population	1,859
2010 Projected Population	2,994
% Change 2005 - 2010	61.05%
2010 Projected Population	2,994
2015 Projected Population	4,822
% Change 2010 - 2015	61.05%
2015 Projected Population	4,822
2020 Projected Population	7,766
% Change 2015 - 2020	61.05%
2020 Projected Population	7,766
2025 Projected Population	12,506
% Change 2020 - 2025	61.05%



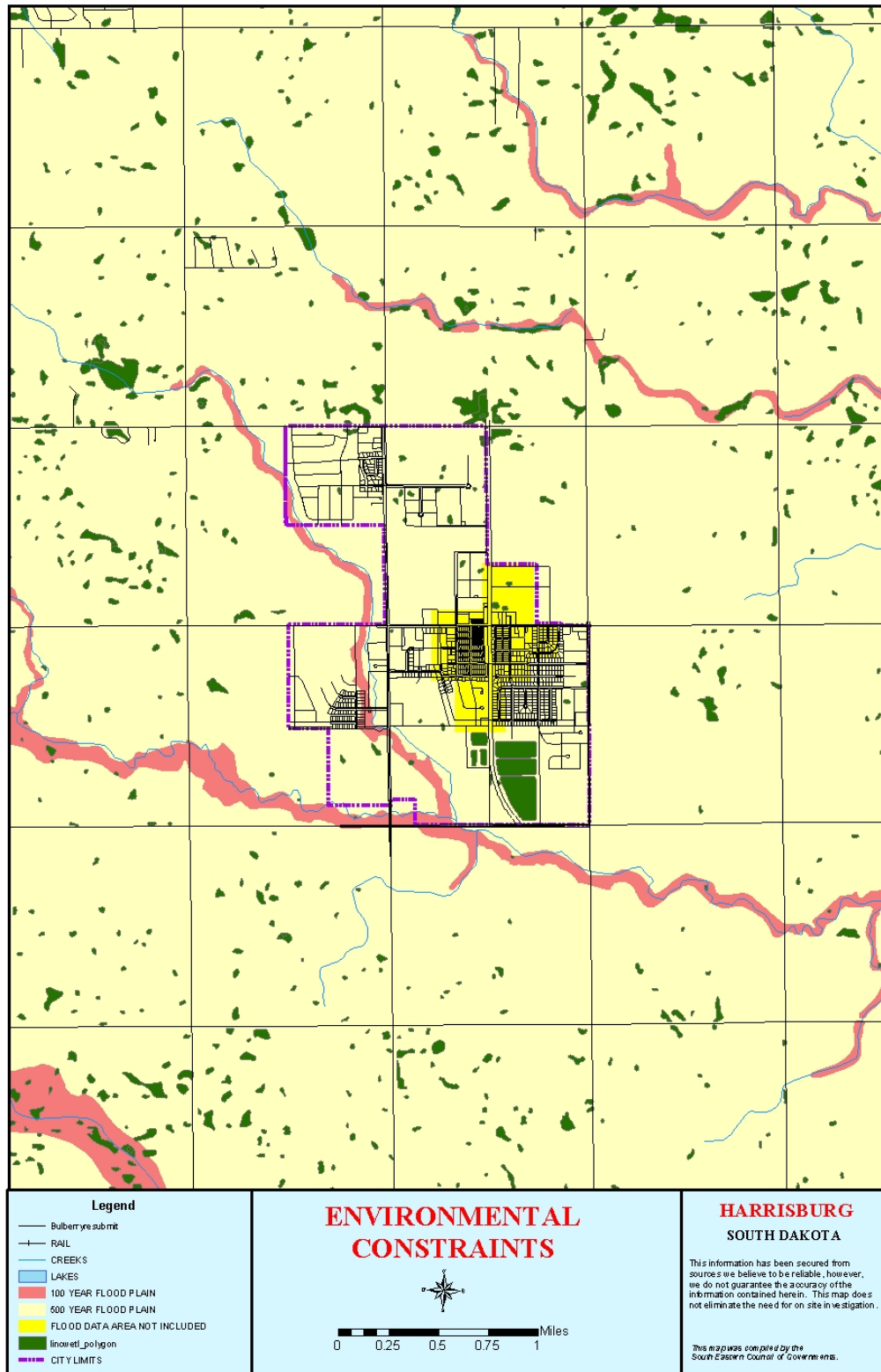
III. ENVIRONMENTAL CONSTRAINTS

A. PHYSICAL GEOGRAPHY

Harrisburg is located in the southeastern portion of South Dakota. The City is roughly three miles west of Lake Alvin. Harrisburg is approximately 4 and ½ miles east of Interstate 29 via Lincoln County Hwy 110. The landscape is primarily flat, with an elevation varying from a low of 1408 feet to a high of 1451 feet.

B. DRAINAGE AND WETLANDS

Some small wetlands and potholes are found in the city's growth areas. Wetlands and water bodies are designated from base maps developed through the National Wetlands Inventory and other data sources. These natural resources provide a number of functions that are important to the health and welfare of the community. They provide storage for storm water, help to control flooding, provide wildlife habitat, improve water quality, and they provide recreational opportunities. The wetlands of the Harrisburg area are shown on **Map 1**.



IV. INFRASTRUCTURE ASSESSMENT

(Amended: Resolution No. 2011-05, 04-04-11)

Harrisburg's infrastructure has seen significant changes in the past few years, with more improvements needed to allow for continued development. Recently completed and top priority projects for each infrastructure area are described below. The City's greatest challenge during the next comprehensive planning period will be to fund the necessary improvements.

A. TRANSPORTATION

Street and highway improvements are a critical planning consideration because of the interactive relationship between transportation and land use. Location choices for many land uses are frequently made on the basis of access to major streets and highways. Without consideration for adequate capacity or maintenance, the transportation system cannot adequately accommodate development.

The City is currently in the process of completing a Transportation Master Plan. The plan will provide the City with a 25-year planning guide for its transportation needs. The objective of the study is to document and prioritize the transportation improvements needed to serve the current and anticipated (2035) users, including pedestrians and bicyclists. The City intends to use the information for capital improvement planning purposes and to seek funding assistance for select projects, since funding for the projects from the City's general fund is limited. Assessments, loans, grants, and/or earmarks are considered funding options.

The study evaluated several street corridors and key intersections, and determined the top two priority projects. Existing arterials within the City are rural, two-lane highways. Cliff Avenue from 272nd Street to Willow Street is the top priority project, and Willow Street from Minnesota Avenue to Cliff Avenue is the second priority project. Both roadways need to be converted to two-lane urban sections with a center median. The medians will provide access control. Additional turning lanes are needed at several intersections along the corridors.

The Transportation Master Plan also provided the City with an updated Major Street Plan (**see Major Street Plan Map**) that categorizes existing and future streets as arterial, collector, or local. The definitions for each street category can be found in Harrisburg's Engineering Design Standards, which were adopted in April 2010.

B. WATER FACILITIES

Since the last comprehensive plan was prepared, the City of Harrisburg has completed several key improvements to the water system to serve current and anticipated development. Those projects are as follows:

- 1) A 16" emergency connection to the Lewis and Clark Rural Water System to meet current and anticipated water needs. The connection is being fed with water from the City of Sioux Falls, via Lincoln County Rural Water lines, until Lewis and Clark's water treatment plant comes on-line; and
- 2) The construction of a 750,000 gallon elevated storage tank north of the Harrisburg High School; and
- 3) The construction of a 12" water main from the new elevated storage tank to the southwest corner of the Harrisburg Homesites Addition. The connection improved water quality in the distribution system and provided a redundant connection for the Harrisburg Homesites Addition; and

- 4) The replacement of aging 4" water main with new 6" water main in the older portions of the city. The City plans to continue to replace and upsize existing, older 4" water main for the next several years; and
- 5) The upsizing of several new water mains from 8" to 12" to begin to create a trunk water main system for the City. This includes water main in the Greyhawk Addition, the Green Meadows Addition, and the Legendary Estates Addition. The Legendary Estates Addition also includes 12" connections to water main in Willow Street and just north of Liberty Elementary.

During the comprehensive planning period, key projects for the City's water system would be to seek a long-term water supply for the community. The City of Harrisburg is a member of the Lewis and Clark Rural Water System, and their contract limits the amount of water they can purchase. Harrisburg will need to find other sources to meet long-term water needs.

C. WASTEWATER FACILITIES

The City of Harrisburg recently constructed a large lift station and 7 miles of 16" force main to convey the City's wastewater to Sioux Falls for treatment. As part of the project, the existing evaporation ponds now serve as pretreatment and retention facilities. The design, which includes intermediate pumping upgrades, will allow for significant development and is projected to serve a 2029 population of over 20,000.

It is often said that the availability of sanitary sewer drives development. The construction of sanitary sewer interceptors are needed in the City's sewer basins to serve future development. These projects are discussed in more detail in the Growth Area Analysis portion of this Comprehensive Plan Amendment.

D. STORM WATER FACILITIES

In 2007, the City completed a Master Drainage Plan to address the flooding issues currently occurring with the City and to identify the infrastructure needed to manage storm water runoff. The plan identified several areas that need improvements. From this list the City has identified the top priority project as the flooding that occurs east of Liberty Elementary School and the undersized storm water piping that conveys runoff from this area to the Ninemile Creek tributary, south of the Harvest Acres Addition. The City is currently working to obtain funding for this project, and hopes to begin construction in the next few years.

V. SCHOOL PLANS AND PROJECTIONS

A. HARRISBURG PUBLIC SCHOOLS

- In May of 2000, a municipal bond was issued for 7.59 million dollars.
- A new high school (grades 9-12) has been constructed in the southwestern portion of Harrisburg.
 - The new high school includes more than 30 classrooms, a library, computer and science labs, a gym with seating for 1,000, locker rooms, offices, a kitchen and a tiered cafeteria-community room with a stage.
- The date of opening for classes was Fall 2002.
- The former K-12 school has become the district's K-8 facility.
- Harrisburg Public Schools recently approved the construction of an elementary school within Sioux Falls City limits.

VI. PARKS AND OPEN SPACE

A. CURRENT AND FUTURE PARK NEEDS

Neighborhood Parks provide a service area of approximately ¼ mile in radius and are around 0.1-5 acres in size. The amenities in these parks may be specialized to the neighborhood or may be repetitious so that residents do not have to cross town to get a specific recreation opportunity. Specialized amenities include skate parks, ice skating rinks, perennial gardens, community gardens, butterfly gardens, amphitheaters, dog parks, or Frisbee golf.

Community parks are generally between five and twenty acres in size. The effective service area of neighborhood parks is one mile, depending on location, facilities, and accessibility. School/park sites also serve as neighborhood parks and include playground equipment in addition to play fields, parking lots, and multi-use paved areas for court games.

Regional parks, because of their larger size, provide a much wider range of activities and facilities than neighborhood parks. The land area requirements generally range from 21 to 40 acres, and can provide services to an area of approximately 1—2 square miles. Specialized facilities such as swimming pools, picnic areas, and athletic complexes can be accommodated in community parks. Community parks that should be provided include areas for passive uses, nature conservation, pools and aquatic centers, and athletic fields. Each of these four types of uses might include other uses such as neighborhood playground space, but generally larger parks will focus on one major type of activity.

Conservation and nature areas are specialized locations that preserve wildlife habitat, woodlands, and wetlands through open space development. Most commonly developed along the stream corridors and natural drainage ways are linear parks or greenways which provide a variety of recreational opportunities to adjacent neighborhoods. These activities easily accommodate the development of a bike trail system.

The parks and open spaces on the Current and Future Land Use Maps identify existing park facilities and proposed new facilities within the projected growth areas. The specific improvements provided within the park facility should be tailored to meet the needs of the nearby population that it will primarily serve. In addition, potential combinations of detention pond sites and neighborhood parks should be reviewed wherever feasible to allow more efficient land utilization and consolidation of maintenance costs.

If new parks are to be provided at reasonable cost and in proper locations, it is essential that parkland acquisition take place prior to residential development. Integration of park and school sites will likewise be feasible only if land acquisition occurs well ahead of residential development.

The city has prepared a Master Park Plan. This plan may be used as a reference for park improvements.

VII. NEIGHBORHOOD CONSERVATION

Blighted neighborhoods tend to grow into adjacent areas and invite additional deterioration. Visual deterioration gives the impression that nobody cares, creating an atmosphere which may foster crime, antisocial activities and further blight. Declining neighborhoods demand additional health, social and public safety services, weaken the tax base, and make activities to promote new economic development in the city more difficult.

Strategies to strengthen and preserve the older residential neighborhoods will maintain the supply of safe, decent, affordable homes and limit the need for costly increases in public services and avoid the need for dramatic revitalization programs. The goals of affordability, variety, safety, and preservation are emphasized.

A. LAND USE

Zoning changes to allow multifamily or commercial land uses into older neighborhoods should be carefully analyzed. Conservation of single-family homes is encouraged. Commercial uses are ideally limited to businesses which service the neighborhood needs and that have minimal impact on adjacent properties.

B. INFRASTRUCTURE

Streets, utilities, and public facilities should be maintained and improved on an ongoing basis. Schools and parks contribute to neighborhood stability, and should set an example for residential areas in terms of maintenance and appearance.

C. PROPERTY MAINTENANCE

Inspections and enforcement of building and zoning codes, and effective nuisance abatement activities help prevent neighborhood decline. Legal assistance through the City Attorney's office is a key component for the effectiveness of these activities.

VIII. LAND USE PLAN *(Amended: Resolution No. 2011-05, 04-04-11)*

A. EVALUATION OF URBAN LAND USE IN HARRISBURG

To simplify preparation of this plan, land uses have been grouped into six categories for the City of Harrisburg:

- (1) Industrial: Includes light manufacturing, warehouses and other similar uses.
- (2) Commercial: Includes retail businesses, offices, etc.
- (3) Residential: Includes single-family, two-family, multiple-family and manufactured housing.
- (4) Institutional: Includes schools, libraries, churches, government offices and similar uses.
- (5) Parks, Recreation and Open Space: Includes parks and athletic fields. Also included are areas that should be protected from development to facilitate movement of flood water and runoff. Some types of development may be appropriate for such areas, as long as the development does not dramatically increase the incidence or severity of flood or drainage problems.
- (6) Vacant: Includes land not yet developed for one of the other five uses. Also included are areas that provide farming and agriculturally related uses.

A physical land use inventory was prepared by SECOG in January of 2011. Maps for the current and future land uses in Harrisburg and the planning area are included. Future land uses were determined by the Harrisburg Planning Commission and SECOG, based on topographic features, compatibility with current land uses and existing infrastructure.

B. CURRENT LAND USE CONSUMPTION

<u>Land Use</u>	<u>Acres Consumed</u>
Residential	342
Commercial	47
Institutional	266
Industrial	111
Parks, Recreation & Open Space	57
Vacant	563

C. FUTURE LAND USE ESTIMATES

Households and a projected demand of certain land use categories are listed in the tables below.

City of Harrisburg			
Household Projections			
	Population	Persons per Household (assuming number remains constant)	Households
1980	558	NA	NA
1990	727	NA	NA
2000	958	3.04	318 (actual)
2020	7,766	3.04	2,555 (projected)
2025	12,506	3.04	4,114 (projected)
Households Added 2000-2025			
Total New Households 3,796			

Land Use Consumption Needs – Housing

Residential – Urban Density	3 units per acre (low density) x 3.04 pph = 9.12 ppa *	9.12 ppa x 2,307 acres = 21,040 additional people
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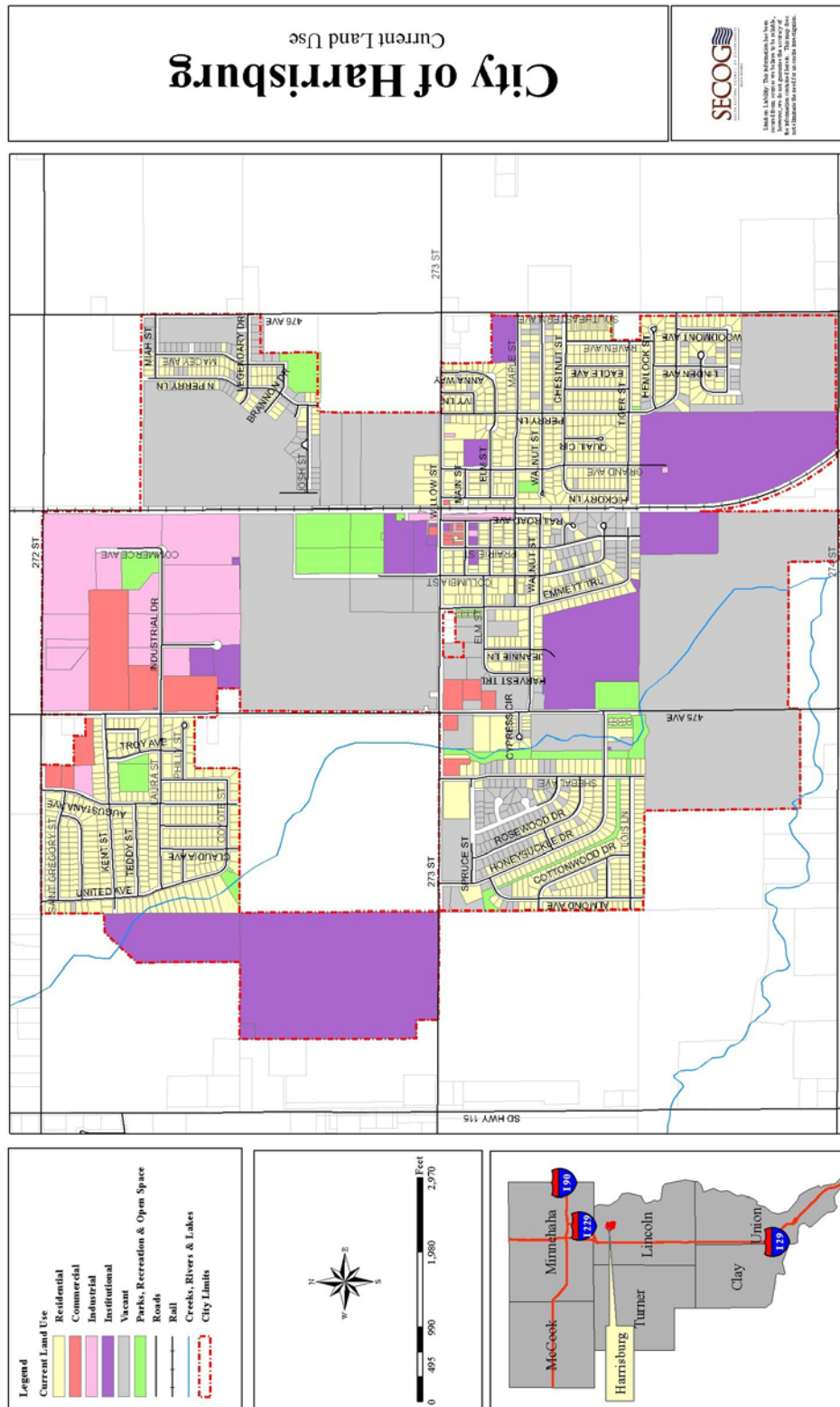
Based upon the above referenced analysis, the City of Harrisburg will be able to provide adequate housing through the year 2025.

* Projections based upon low density residential development

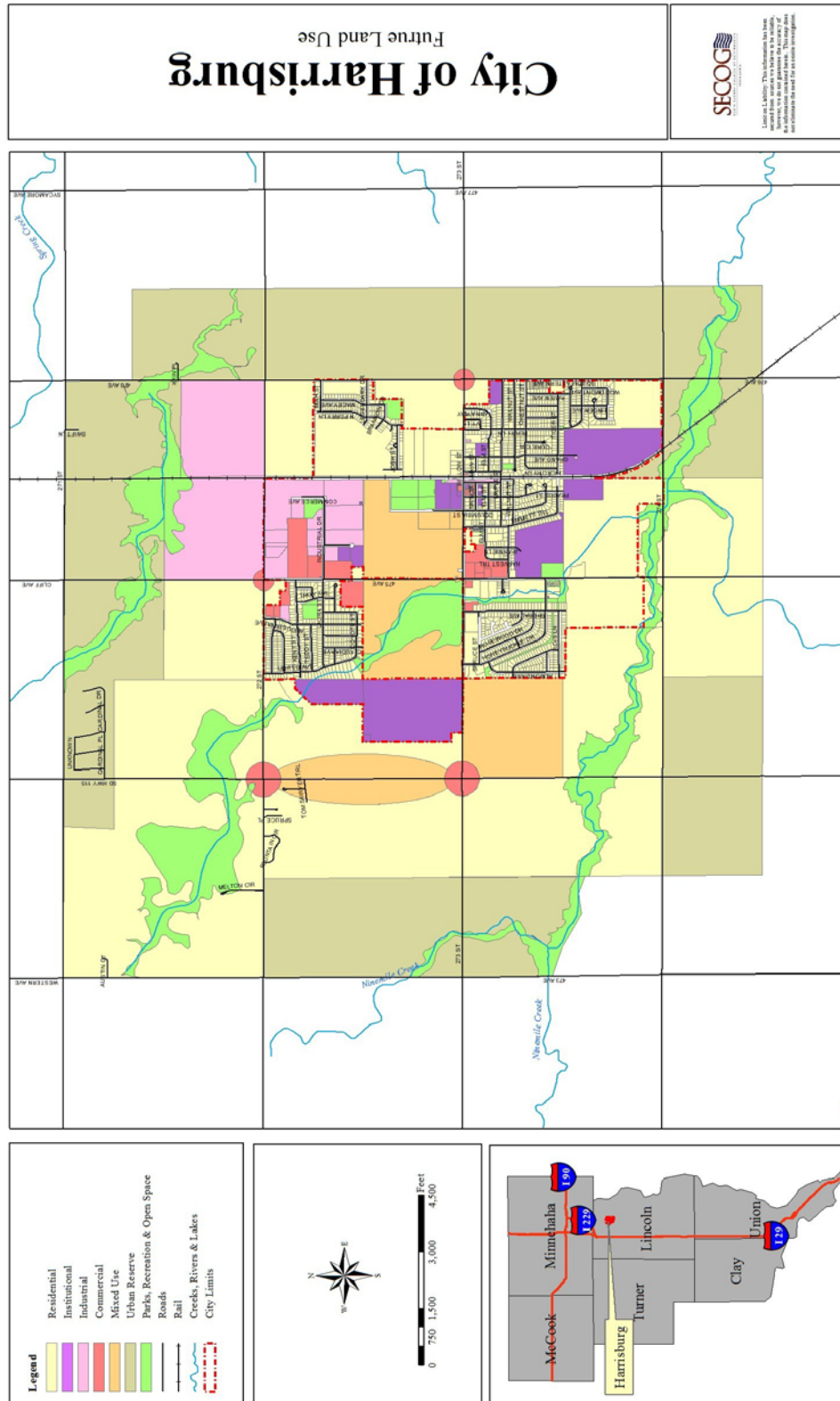
Future Land Use Available

<u>Land Use</u>	<u>Available Acres</u>
Residential	2,307
Commercial	66
Industrial	276
Mixed Use (Commercial and Residential)	489
Urban Reserve	2,288
Parks, Recreation & Open Space	691

A review of the population projections and land use consumption needs should be reviewed every five (5) years to ensure enough land is available for future land use needs.



(Amended: Resolution No. 2011-05, 04-04-11)



(Amended: Resolution No. 2011-05, 04-04-11)

IX. DEVELOPMENT AREA ANALYSIS

(Amended: Resolution No. 2011-05, 04-04-11)

Because of the high cost of sanitary sewer infrastructure, the areas that can most economically be provided with sanitary sewer service are anticipated to develop the fastest. For this reason, Harrisburg is expected to expand mostly to the north and west during the 20-year planning period. The need, size, and location of future sanitary sewer interceptors within Harrisburg were first identified in the Water and Wastewater Infrastructure Report prepared in September 2005. The key interceptors to serve the development areas identified in this Plan are discussed in more detail later in this section.

Trunk water main will also need to be extended as the City develops. Currently, the City's Subdivision Regulations, effective May 2010, state that 16" water main should be installed in a one-mile grid pattern and 12" water main should be installed in a one-half mile grid pattern.

The costs of extending water and sewer services are the primary considerations in designating future development. However, other factors must also be considered, including the capacity of the transportation system, environmental suitability, and compatible land uses. The following analysis is intended to provide the City of Harrisburg and Lincoln County with a guide to land use decisions and direct implementation through subdivision and zoning regulations. The Growth Areas Map illustrates all development areas by the number indicated.

The City will need to use creative financing methods because of State mandated debt limits to facilitate the infrastructure improvements needed for development. The City will seek outside funding sources and developers may see an increase in fees. In addition, cost recovery may be used to fund sanitary sewer interceptors. To reduce debt for the City, developers may be required to install the sanitary sewer interceptors as part of a subdivision or other development project, and be reimbursed for the oversize through the cost recovery process.

It is appropriate to note that rezoning requests (and other development approvals) for land uses not consistent with the Future Land Use Map, except for previously established and approved land uses, should not be considered until the Comprehensive Plan has been amended, as necessary, to provide for such land uses. In those cases where development requests are not consistent with the plan, but represent a benefit to the community, the City should process such requests and plan amendments concurrently and in a timely fashion. In addition, **the Future Land Use Map is not the community's official zoning map.** It is a guide for future land use patterns. The Future Land Use element and all other aspects of the Comprehensive Plan are implemented primarily through development regulations (e.g., zoning and subdivision regulations). Text of the zoning regulations and its corresponding map determine which specific development requirements apply to a particular property.

The City has identified three development areas within the 25-year planning period. Development in these areas is anticipated to occur from the southeast areas to the northwest over the indicated time period. An additional urban reserve area has been set aside for development during subsequent years (2035+). The following improvements will be needed for development to occur within the development areas:

2012 - 2020 Development Area

- **Sanitary Sewer** - An interceptor is needed from the intersection of Tiger Street and Columbia Street to north of the Industrial Park. This work is tentatively scheduled for 2012. Land to the east of the Burlington Northern Railroad tracks is served by an existing lift station in the Legendary Estates Addition.
- **Water Service** - The City's development plans will require 12" water main to be installed within developments in a half-mile grid pattern. In addition, 12" to 16" water main will be required in:
 - Willow Street from one-half mile east of the railroad tracks to Cliff Avenue
 - Cliff Avenue from Willow Street to one-half mile north of 272nd Street

- 272nd Street from the Southeastern Avenue to one-half mile west of Cliff Avenue
- **Streets** - The following streets need to be reconstructed as urban sections with turning lanes:
 - Cliff Avenue from Willow Street to one-half mile north of 272nd Street
 - Willow Street from one-half mile east of the railroad tracks to Cliff Avenue
 - 272nd Street from Southeastern Avenue to one-half mile west of Cliff Avenue
- **Storm Sewer** - A regional detention basin is needed north of Willow Street on the west side of Liberty Elementary School. Storm water piping will need to be extended south from the basin to the Ninemile Creek tributary. Piping to handle storm drainage will be part of the street improvements. On-site drainage and retention will also be addressed for each area as it develops.

2015 - 2030 Development Area

- **Sanitary Sewer** - Sewer interceptors will need to be extended from outside the growth area, from the lift station at the wastewater treatment ponds and along the Ninemile Creek tributary, through the Green Meadows Addition, toward Willow Street. From this point, the interceptor will split. One interceptor is needed along and north of Willow Street, extending west past Minnesota Avenue. A second interceptor will be needed along the Ninemile Creek tributary from Willow Street to the northwest, past 272nd Street and Minnesota Avenue.
- **Water Service** - The City's development plans will require 12" water main to be installed within developments in a half-mile grid pattern. In addition, 12" to 16" water main will be required in:
 - Willow Street from Cliff Avenue to Minnesota Avenue
 - 272nd Street from one-half mile east of Minnesota Avenue to Western Avenue
 - Cliff Avenue from the South Cliff Falls Apartments to 274th Street
 - 274th Street from one-half mile east of Cliff Avenue to one-quarter mile west of Cliff Avenue
 - County Road 106 from Western Avenue to three-quarters of a mile east
 - Minnesota Avenue from one-quarter mile south of County Road 106 to Willow Street
- **Streets** - The following streets will need to be reconstructed as urban sections with turning lanes:
 - Willow Street from Cliff Avenue to Minnesota Avenue
 - 272nd Street from one-half mile east of Minnesota Avenue to Western Avenue
 - Cliff Avenue from the South Cliff Falls Apartments to 274th Street
 - 274th Street from one-half mile east of Cliff Avenue to one-quarter mile west of Cliff Avenue
 - County Road 106 will be expanded as part of a County project from Western Avenue to three-quarters of a mile east
 - Minnesota Avenue will be expanded to four lanes with a center median as part of a future State DOT project
- **Storm Sewer** - A regional detention basin will be constructed on property to the east of the high school. Piping to handle storm drainage will be part of the street improvements. This will include the planned culvert replacement in Cliff Avenue. On-site drainage and retention will also be addressed for each area as it develops.

2025 - 2035 Development Area

- **Sanitary Sewer** - Sewer interceptors will need to be extended from the lift station at the wastewater treatment ponds and along Ninemile Creek, with several smaller interceptors extending into areas as they develop.
- **Water Service** - The City's development plans will require 12" water main to be installed within developments in a half-mile grid pattern. In addition, 12" to 16" water main will be required in:
 - Cliff Avenue from 274th Street to 275th Street
 - 274th Street from one-quarter mile west of Cliff Avenue to one-half mile west of Minnesota Avenue
 - 275th Street from one-half mile east of Cliff Avenue to one-half mile west of Cliff Avenue
 - Willow Street from Minnesota Avenue to one-half mile west of Minnesota Avenue
 - Minnesota Avenue from 274th Street to Willow Street
- **Streets** - The following streets need to be reconstructed as urban sections with turning lanes:

- Cliff Avenue from 274th Street to 275th Street
- 274th Street from one-quarter mile west of Cliff Avenue to one-half mile west of Minnesota Avenue
- 275th Street from one-half mile east of Cliff Avenue to one-half mile west of Cliff Avenue
- Willow Street from Minnesota Avenue to one-half mile west of Minnesota Avenue
- Minnesota Avenue will be expanded to four lanes with a center median as part of a future State DOT project
- **Storm Sewer** - The Master Drainage Plan will need to be updated to include this area. Regional detention basins will likely be required along Ninemile Creek and its tributaries. Channel reconstruction to create a meandering low flow channel with high flow floodplain areas and offline wetland pools may also be needed along Ninemile Creek and its tributaries. Piping to handle storm drainage will be part of the street improvements. On-site drainage and retention will also be addressed for each area as it develops.

2035+ Urban Reserve Development Area

- **Sanitary Sewer** - Two large lift stations will be required to serve this area. The first will be located just north of Willow Street, approximately one-half mile east of Southeastern Avenue. Sewer interceptors will be extended north and then to the west, ending near the intersection of County Road 106 and Minnesota Avenue. Flow from the lift station will be pumped to a gravity interceptor south of Willow Street that will convey the sewage to another lift station near Ninemile Creek and Sycamore Avenue. This lift station will also collect flow from an interceptor located along Ninemile Creek from the railroad track to Sycamore Avenue. The lift station will pump to the City's main lift station at the wastewater treatment ponds. Sewer service for the development area southwest of Harrisburg will require a sanitary sewer interceptor extension and possible lift station.
- **Water Service** - The City's development plans will require 12" water main to be installed within developments in a half-mile grid pattern. In addition, 12" to 16" water main will be required in:
 - Southeastern Avenue from one-quarter mile south of County Road 106 to 275th Street
 - Sycamore Avenue from one-half mile south of County Road 106 to 275th Street
 - Cliff Avenue from County Road 106 to one-half mile south
 - Minnesota Avenue from one-quarter mile south of County Road 106 to one-quarter mile north of County Road 106, and from 274th Street to 275th Street
 - 274th Street from one-half mile west of Southeastern Avenue to Sycamore Avenue
 - 275th Street from one-half mile east of Minnesota Avenue to one-half mile west of Minnesota Avenue, and from one-half mile west of Southeastern Avenue to Sycamore Avenue
 - Willow Street from Southeastern Avenue to Sycamore Avenue
 - 272nd Street from Southeastern Avenue to Sycamore Avenue
 - County Road 106 from Southeastern Avenue to one-quarter mile west of Minnesota Avenue
- **Streets** - The following streets need to be reconstructed as urban sections with turning lanes:
 - Southeastern Avenue from one-quarter mile south of County Road 106 to 275th Street
 - Sycamore Avenue from one-half mile south of County Road 106 to 275th Street
 - Cliff Avenue from County Road 106 to one-half mile south
 - 274th Street from one-half mile west of Southeastern Avenue to Sycamore Avenue
 - 275th Street from one-half mile east of Minnesota Avenue to one-half mile west of Minnesota Avenue, and from one-half mile west of Southeastern Avenue to Sycamore Avenue
 - Willow Street from Southeastern Avenue to Sycamore Avenue
 - 272nd Street from Southeastern Avenue to Sycamore Avenue
 - County Road 106 will be expanded as part of a County project from Southeastern Avenue to one-quarter mile west of Minnesota Avenue
 - Minnesota Avenue will be expanded to four lanes with a center median as part of a future State DOT project from one-quarter mile south of County Road 106 to one-quarter mile north of County Road 106, and from 274th Street to 275th Street

- **Storm Sewer** - The Master Drainage Plan will need to be updated to include this area. Regional detention basins will likely be required along Ninemile Creek and its tributaries. Channel reconstruction to create a meandering low flow channel with high flow floodplain areas and offline wetland pools may also be needed along Ninemile Creek and its tributaries. Piping to handle storm drainage will be part of the street improvements. On-site drainage and retention will also be addressed for each area as it develops.

X. PLANNING POLICY FRAMEWORK

Harrisburg has adopted this Comprehensive Plan to provide a framework for specific future land use and growth management policies and recommendations. It is designed to be a dynamic and flexible process to accommodate the changing needs of a growing population, yet steady enough to allow for reasonable long-term investment strategies by both public and private sectors. To the greatest extent possible, future planning for the City of Harrisburg ought to involve the public, other city agencies and elected officials throughout the planning and implementation phases.

A. GROWTH MANAGEMENT STRATEGY

The following goals and policies are a detailed expression of the community's aspirations for the future and can be considered the heart of the Comprehensive Plan. The goals and policies provide direction for future planning and city activities for the City of Harrisburg and the contiguous planning area.

Goal 1. Focus New Development within Existing City Limits Area

Objective 1 - Allow development within existing sanitary sewer and drainage basins as detailed by the Future Land Use map and prescribed in Chapter IX (Development Area Analysis)

Policy 1 - Determine growth areas most accessible to sewer hookups

Policy 2 - Discourage growth in areas not suitable for hookups

Objective 2 - Allow compact and contiguous urban growth within city limits

Policy 1 - Maintain the growth area boundary as the division between urban and rural densities and services, and encourage growth and development that will promote an efficient use of present and future public investments in roads, utilities, and other services

Policy 2 - Avoid scattered or strip commercial and industrial development outside the urban service area and direct such uses into existing developed locations where adequate services are available including major street access and proper water/sewer systems

Policy 3 - Require that properties served by public utilities be located within the City

Policy 4 - Establish and maintain an addressing system to create consistency for safety and convenience of businesses, visitors, and local citizens

Policy 5 - Establish an area-wide approach to cooperatively manage future growth including city and county governments, school districts, townships and other public utility providers

Objective 3 - Enhance the character, identity, and historic preservation of the community

Policy 1 - Guide new development with urban design amenities that enhance community aesthetics and local identity

Policy 2 - Protect historic dwellings and other architecturally significant buildings from incompatible development, and encourage rehabilitation and reuse for the redevelopment of historic buildings

Policy 3 - In existing and developing centers, buildings should be set close to each other and to pedestrian ways and main streets to encourage walking and shared parking

Goal 2. Direct New Growth into Designated Future Growth Areas

Objective 1 - Establish development patterns/requirements for each of the described Growth Areas

Policy 1 - Review and revise specific development patterns established under Chapter IX. - Development Area Analysis

Goal 3. Construct and Upgrade the Major Street System to Handle New Growth

Objective 1 - Enhance the current road system to provide optimum traffic mobility

Policy 1 - Because road reconstructions, resurfacings and other related projects are funded by a limited budget, it is incumbent upon the City Council to evaluate the need for various improvements and appropriate annual funds accordingly

Objective 2 - Minimize ingress and egress onto major roadways

Policy 1 - Utilize driveway access points off of local roads rather than arterials whenever feasible so as to alleviate congestion from heavily traveled roads

Objective 3 - Complete projects to enhance the safety of the transportation system

Policy 1 - Develop sidewalks in all areas of town to create safe neighborhoods by requiring developers to construct or assessing landowners at the directive of the City

Goal 4. Improve Community Services for all Residents of Harrisburg

Objective 1 - Improve Public Services and Buildings

Policy 1 - Community development projects shall be envisioned by the City Council, with assistance from the Planning Commission and public, on an annual basis

Objective 2 - Improve Park and Recreation Opportunities for Citizens

Policy 1 - Consider developing an athletic complex to coincide with the Harrisburg Community

Policy 2 - Develop a linear greenway along Nine Mile Creek to provide future recreational opportunities for all residents

Goal 5. Preserve the Function and Character of the Rural Area

Objective 1 - Encourage agriculture to remain the dominant land use activity

Policy 1 - Only agricultural uses will be allowed in the city's agricultural zones

Objective 2 - Discourage scattered residential, commercial, or industrial development

Policy 1 - Work with Lincoln County to ensure all proposed development within Harrisburg's growth areas are annexed and serviced with municipal utilities

B. CAPITAL IMPROVEMENTS PLANNING

The purpose of capital improvements planning is to provide local government officials with a guide for budgeting major improvements that will benefit the community. Before future development can be

considered, the City must review current infrastructure and identify any deficiencies that need to be corrected prior to the development. It is the intention of the City to upgrade a portion of existing utilities and transportation routes on an ongoing basis. Information within the Comprehensive Plan can be utilized in constructing the Harrisburg capital improvement plan.

C. LAND USE PLANNING STRATEGY

The City of Harrisburg has committed to shape the future of the community to enhance economic development and maintain a high quality of life for all citizens of the community. The following goals, objectives, and policies will guide the City Council and are the basis for regulations contained within the City of Harrisburg's zoning and subdivision ordinances.

Goal 1. Ensure the Health and Safety of Citizens

Objective 1 - Separate structures for health and safety

Policy 1 - Sideyard setbacks will comply with fire code separation for residential, commercial and industrial structures

Policy 2 - Ensure buildings and structures do not encroach on residential building air space

Objective 2 - Design lots and blocks to emphasize cost efficiency and community values

Policy 1 - Review the lot and block designs based upon subdivision design standards

Policy 2 - Utilize the zoning and subdivision regulations to protect residential neighborhoods from encroachment of incompatible activities or land uses which may have a negative impact upon a residential living environment

Policy 3 - In reviewing development proposals, the City should consider issues of community character, compatibility of land use, residents' security and safety, and efficient service provision, particularly since these are all important qualities of the community

Objective 3 - Provide adequate visibility at intersections and driveways for all streets

Policy 1 - Ensure that structures and fences do not obstruct the view of intersecting traffic

Objective 4 - Design major streets to emphasize mobility and safety

Policy 1 - Preserve adequate right-of-way for future arterial traffic routes and collectors

Policy 2 - Maintain a policy of safe speed limits for all collectors and arterial roads; limit the number of stop signs or stop lights to maintain an even traffic flow

Policy 3 - Ensure single-family developments and other low intensity uses have driveway access off local or collector streets and not off major streets; arterial streets should have limited access

Policy 4 - Require development of a consistent collector street system as indicated by the Major Street Plan

Goal 2. Protect Natural Resources

Objective 1 - Retain runoff with open natural drainage systems

Policy 1 - Any development should be platted to incorporate as much natural drainage as possible

Policy 2 - Utilize open space such as parks or backyards to help naturally drain new developments

Objective 2 - Create greenways and linear open spaces within floodplain areas

Policy 1 - Do not allow residential, commercial or industrial development within floodplain areas

Objective 3 - Design around significant wetlands

Policy 1 - Encourage development to utilize and maintain wetlands as a part of the natural drainage basin

Objective 4 - Limit development in areas with poor soils and high water table

Policy 1 - Require further investigation for new development to occur in areas with soil limitations as identified by the Natural Resource Conservation Service (NRCS)

Goal 3. Enhance the Visual Quality of the City

Objective 1 - Separate industrial and residential uses

Policy 1 - Do not allow industrial development near residential developments

Policy 2 - Encourage siting of industrial uses in incorporated areas

Policy 3 - Require design review requirements in the Harrisburg Industrial Park

Objective 2 - Soften the look of all uses to enhance the community's image as an attractive place

Policy 1 - Front and rear setbacks will provide reasonable separation for residential living

Policy 2 - Encourage development to comply with land use location and design criteria located in Appendix 1

Policy 3 - Use landscaping to establish visual and physical boundaries between parking lots and roads

Objective 3 - Encourage the appropriate siting and concentration of uses and structures that can clutter the landscape

Policy 1 - Allow manufactured homes to be placed in residential areas that are consistent with site-built homes

Policy 2 - Allow manufactured homes to be placed only in parks that are single sections or do not resemble a site-built home

Policy 3 - Home occupations will be allowed as long as there is no substantial change in the residential nature of the home

Objective 4 - Create a transition from commercial to residential areas

Policy 1 - Require the use of berms, fences and additional setbacks as measures to create an appropriate transition to single-family use

XI. PLAN IMPLEMENTATION

Planning is a continuous process. Completion of the Comprehensive Plan is by no means an end in itself. A comprehensive plan must be constantly scrutinized to ensure that its goals, objectives and policies continue to reflect changing community needs and attitudes. The purpose of this implementation element is to provide direction and recommendations for implementing the Comprehensive Plan and for continuing planning. ***Above all, the Plan must be used.***

A. THE CONTINUOUS PLANNING PROCESS

Circumstances will continue to change in the future, and the Harrisburg Comprehensive Plan will require modifications and refinements to be kept *up-to-date and current*. Some of its proposals will be found unworkable and other solutions will continue to emerge. Changes that are needed should be carefully noted and thoroughly considered as part of **Annual Plan Updates** and **5-Year Major Plan Revisions**. As change occurs, however, Harrisburg's vision should remain the central theme and provide a unifying element. ***This plan's importance lies in the commitment of citizens to agree on Harrisburg's purpose for the future, and to apply that consensus in continuing efforts that focus on betterment of the community.***

**** Review by the Planning Commission ****

The Planning Commission should review the status of efforts to implement this Comprehensive Plan on an annual basis. Significant actions and accomplishments during the past year should be recognized as well as recommendations for needed actions and programs to be developed in the coming new year.

**** Annual Plan Amendment Process ****

Annual plan amendments, when necessary, will provide opportunity for relatively minor plan updates and revisions such as: changes in future land use designations; implementation actions for identified goals, objectives and policies; and review of plan consistency with ordinances and regulations. A plan amendment should be prepared and distributed in the form of an addendum to the adopted Comprehensive Plan. Identifying potential plan amendments should be an *ongoing process* by the Planning Commission and City Council throughout the year; input from the general public should be solicited for any and all plan amendments. Proposed plan amendments should be reviewed and approved by the Planning Commission with final approval from the City Council, mirroring the initial adoption of this Comprehensive Plan; plan amendments shall be in the form of a resolution.

**** Major Updates of the Comprehensive Plan ****

Major updating of the Comprehensive Plan should occur *every five years*. These updates will ensure renewal and continued utility of the Comprehensive Plan for use by the City Planning Commission and City Council. Annual plan amendments from the previous four years should be incorporated into the next major plan update. Plan updates will be a significant undertaking involving City officials, the Planning Commission, a steering committee and citizens. The result of major plan updates will be a "new" comprehensive plan for the City, including new identification of up-to-date goals, objectives, policies and implementation actions.

B. CITIZEN PARTICIPATION IN CONTINUING PLANNING

All community members of Harrisburg have a vested interest in maintaining a high quality of life within the city. It is only fair that those members be entitled to an opportunity of shaping the community's vibrant future. Citizens should continue to be involved in implementing and maintaining the Comprehensive Plan. The Planning Commission, town meetings, public forums, newsletters and public notices should be

utilized to inform and involve citizens in continuing planning. Methods and activities for public participation should be carefully chosen and designed to achieve meaningful and effective involvement.

C. IMPLEMENTATION PROCESS

The Comprehensive Plan is the City's guide for government officials and citizens when making decisions about land use and development. The Comprehensive Plan is *comprehensive* in that it identifies the multitude of factors related to future community growth. The Plan analyzes relationships among these factors, proposes what needs to be done about them, and recommends goals and objectives and actions for using the City's resources in the most efficient and effective ways.

Plan implementation includes using the Future Land Use map as a general guide for decision-making in zoning cases and subdivision plat review. This practice is to ensure that development and redevelopment are consistent with the policies of the City's Comprehensive Plan. Review and revision of City ordinances for updating, strengthening and streamlining the Zoning Ordinance and Subdivision Regulations will be a plan implementation activity. Studies for drainage basins are critical to protection of existing and future development. Water and sewer needs and improvements must be addressed on a yearly basis. Parks development and community facilities improvements will be needed as well.

Perhaps the most important method of implementing Harrisburg's Comprehensive Plan comes through a day-to-day **commitment** by elected and appointed officials, City staff members and citizens of the community. The Comprehensive Plan must be perceived as a useful and capable tool in directing the City's future. The Future Land Use map and other key elements of the Comprehensive Plan should be displayed and available for ready reference by public officials and citizens. The Comprehensive Plan should continually be referenced in rezoning public hearings, site plan proposals, variance and conditional use hearings as well as informal discussion situations.

An aggressive, yet realistic program for implementing the Comprehensive Plan should be established by the Mayor, City Council, and the Planning Commission, and then used by the entire community. Implementation tools include the Zoning Ordinance, Subdivision Regulations and annual budget. These tools should be reviewed and updated periodically so that the goals, objectives, and policies of the Comprehensive Plan are put into action. ***In addition, the identified goals, objectives and policies on pages 22-26 of this Plan should be reviewed and implemented continually to ensure maximum effectiveness of the Plan. It is recommended that an Implementation Task Force be established by the City Council to address the identified goals, objectives and policies of this Comprehensive Plan; the Planning Commission should provide oversight and act in a supervisory capacity.***

APPENDIX 1

Land Use Location and Design Criteria

Residential

Low density (3 to 6 units/acre)

- *Access to local street system-avoid direct access to arterial streets
- *Convenient to neighborhood school, park, and commercial services
- *Avoid environmentally sensitive areas such as wetlands and drainage ways

Medium density (6 to 16 units/acre)

- *Access to major street system
- *Well designed transition to adjacent land uses
- *Provision of usable open space based on project size
- *Transition between low-density neighborhood and major streets
- *Adjacent to neighborhood commercial center

High density (16 to 40 units/acre)

- *Adjacent to principal arterials near major commercial, institutional, or employment centers
- *Well designed transition to adjacent land use
- *Provision of usable open space based on project size

Commercial

Highway oriented and regional centers

- *Adjacent to major streets and regional highways
- *Controlled access to arterial streets
- *Quality architecture and well designed transition to adjacent uses

Community centers

- *Intersection of arterial streets and along transit routes
- *Mixed-use development including office, institutional, or multifamily residences
- *Well designed transition to adjacent uses

Neighborhood retail, office, and convenience services

- *Convenient vehicular and pedestrian access to residential areas
- *Adjacent to major street intersections
- *Design compatible with surrounding uses
- *Well designed transition to adjacent uses
- *Located within residential, employment, or institutional centers

Downtown area

- *Pedestrian orientation
- *Quality urban design standards
- *Mixed uses including office, retail, institutional, cultural, and entertainment
- *Orientation to greenway where feasible
- *Consolidate off-street parking areas
- *Residential uses within walking distance of CBD

Industrial

General light industrial

- *Regional highway access located close to major arterial streets
- *Rail access for industrial uses requiring it
- *Buffered from residential and other adjacent land uses
- *Industrial park setting with building design and landscape amenities
- *Include office, warehousing, and limited retail uses

Limited heavy industrial

- *Access to major streets
- *Well designed buffer to adjacent land uses
- *Minimize environmental impacts on surrounding properties

Mixed Use

Institutional, office, and other mixed use development

- *Convenient to intended market area
- *Vehicular access to major streets
- *Minimization of traffic impact on adjacent uses
- *Orderly expansion of institutional uses near residential areas
- *Design compatibility with adjacent uses
- *Include retail, multi-family, and business-technology land uses

