



HARRISBURG

South Dakota

COMPREHENSIVE PLAN

A plan to manage City growth
from 2019 to 2044.

Effective May 15, 2019

HARRISBURG

South Dakota

RESOLUTION 2019-05

A RESOLUTION TO ADOPT AN UPDATE TO THE CITY'S COMPREHENSIVE PLAN

WHEREAS, Chapter 11-6-14 of South Dakota Codified Law has empowered the Planning Commission and City Council of Harrisburg to amend the City's adopted Comprehensive Plan for the development of the City and the surrounding area; and

WHEREAS, the City Planning Commission has prepared an amendment for the adopted Comprehensive Plan for the years 2019 to 2044, has held the required Public Hearing, and has made a recommendation for adoption of the amended Plan to the City Council; and

WHEREAS, the City Council has received the recommendation of the Planning Commission, has reviewed the proposed amended Plan, and has held the required Public Hearing; and

WHEREAS, the adoption of the amended Comprehensive Plan will assist the City in managing responsible growth and the development of the Harrisburg community.

NOW, THEREFORE, BE IT RESOLVED by the Harrisburg City Council, that the amended Comprehensive Plan for the City of Harrisburg for the years 2019-2044 be hereby adopted and shall become effective according to law.

Adopted this 15th day of April, 2019.

HARRISBURG CITY COUNCIL

Mayor



Seal:

Mary McClung

Finance Officer

HARRISBURG

South Dakota

TABLE OF CONTENTS

I	INTRODUCTION	1
A	PURPOSE, AUTHORIZATION, AND ADOPTION.	1
B	INTERGOVERNMENTAL CONSULTATIONS.	1
C	APPROPRIATE USE OF THIS COMPREHENSIVE PLAN.	2
II	COMMUNITY DEMOGRAPHICS	3
A	DEMOGRAPHIC HISTORY.	3
B	POPULATION PROJECTIONS.	4
III	CURRENT CONDITIONS	7
A	CURRENT LAND USE WITHIN CITY LIMITS.	7
B	CURRENT LAND USE IN THE FUTURE GROWTH PLANNING AREA.	10
C	SCHOOL DISTRICT BOUNDARIES AND ENROLLMENT.	15
D	DRAINAGE BASINS.	17
IV	A VISION OF THE FUTURE HARRISBURG	19
A	VISION COMMITTEE RESULTS.	20
V	VISION IMPLEMENTATION CONSIDERATIONS	35
A	FUTURE LAND USE ESTIMATE.	35
B	CONSTRAINTS TO GROWTH.	35
C	PREMATURE DEVELOPMENT.	41
D	MAJOR STREET PLAN.	41
VI	GROWTH MANAGEMENT	43
A	THE NEED FOR GROWTH MANAGEMENT POLICIES.	43
B	MINIMUM DEVELOPMENT STANDARDS.	45
C	GROWTH MANAGEMENT POLICIES.	45
D	FURTHER GROWTH MANAGEMENT CONSIDERATIONS.	49
E	SUMMARY OF PLAN IMPLEMENTATION ACTIONS.	52

I. INTRODUCTION

A. PURPOSE, AUTHORIZATION, AND ADOPTION.

1. PURPOSE OF THE COMPREHENSIVE PLAN

There are three purposes for this document:

- (1) To fulfill the duty of the Planning Commission to propose a plan for the physical development of the City within its jurisdiction; and
- (2) To provide a vision of the future form and character of the City and the strategy to implement this vision; and
- (3) To provide the Planning Commission and City Council with policies and guidance for future decisions about managing growth and the impacts of development to achieve the coordinated and harmonious development of our City.

2. AUTHORIZATION UNDER STATE LAW

Chapter 11-6-14 of South Dakota Codified Laws allows the Planning Commission to propose amendments, extensions, or additions to the City's Comprehensive Plan.

3. ADOPTION

The Harrisburg City Council has adopted this amended Comprehensive Plan in accordance with state law after holding a Public Hearing and receiving a recommendation from the Planning Commission.

B. INTERGOVERNMENTAL CONSULTATIONS.

During the development of this amended Comprehensive Plan, the City has consulted with Lincoln County, the City of Tea, the City of Sioux Falls, Springdale Township, and the Harrisburg School District.

C. APPROPRIATE USE OF THIS COMPREHENSIVE PLAN.

This amended Comprehensive Plan is intended for frequent use and guidance by the Planning Commission and City Council. Community residents are urged to review and become familiar with Plan contents so they will be able to make informed comments during public review of development proposals and growth management policy preparation. Developers are urged to review and become familiar with Plan contents so they will be able to more efficiently prepare harmonious development proposals.

It is recommended that the Planning Commission review the Plan annually to ensure that the policies it contains are working as intended. The Commission should also review and update the demographic data and projections at least every three years. The Commission should also review the implementing tools of this Plan (Zoning, Subdivision, and Building Code Regulations) annually to ensure that the tools implementing the Plan's policies are working efficiently and as intended.

II. COMMUNITY DEMOGRAPHICS

A. DEMOGRAPHIC HISTORY.

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

<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%
2010	4,089	326.83%
2016 (Special Census)	5,698	39.35%

Table 2. Current Demographic Statistics (Source: State Data Center, US Census Bureau)

	Harrisburg	Lincoln Co.	South Dakota
1990 Population	727	15,427	696,004
2000 Population	958	24,131	754,844
% Change	31.77%	56.42%	8.45%
2010 Population	4,089	44,823	
% Change	326.83%	85.75%	7.86%
2016 Population	5,698	54,469	865,454
% Change	39.35%	21.52%	6.30%

Table 3. Population by Age (Source: State Data Center, US Census Bureau)

	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
2010	1,392	2,082	534	81	4,089

B. POPULATION PROJECTIONS.

There have been several different projections of the City's future population made over the last few years with widely differing projections. These projections, as shown below in Table 4, have been made for the current 2005-2025 Comprehensive Plan, the 2014 Housing Study, and the 2015 Wastewater Facility Plan Update.

Table 4. Population Projections by Source

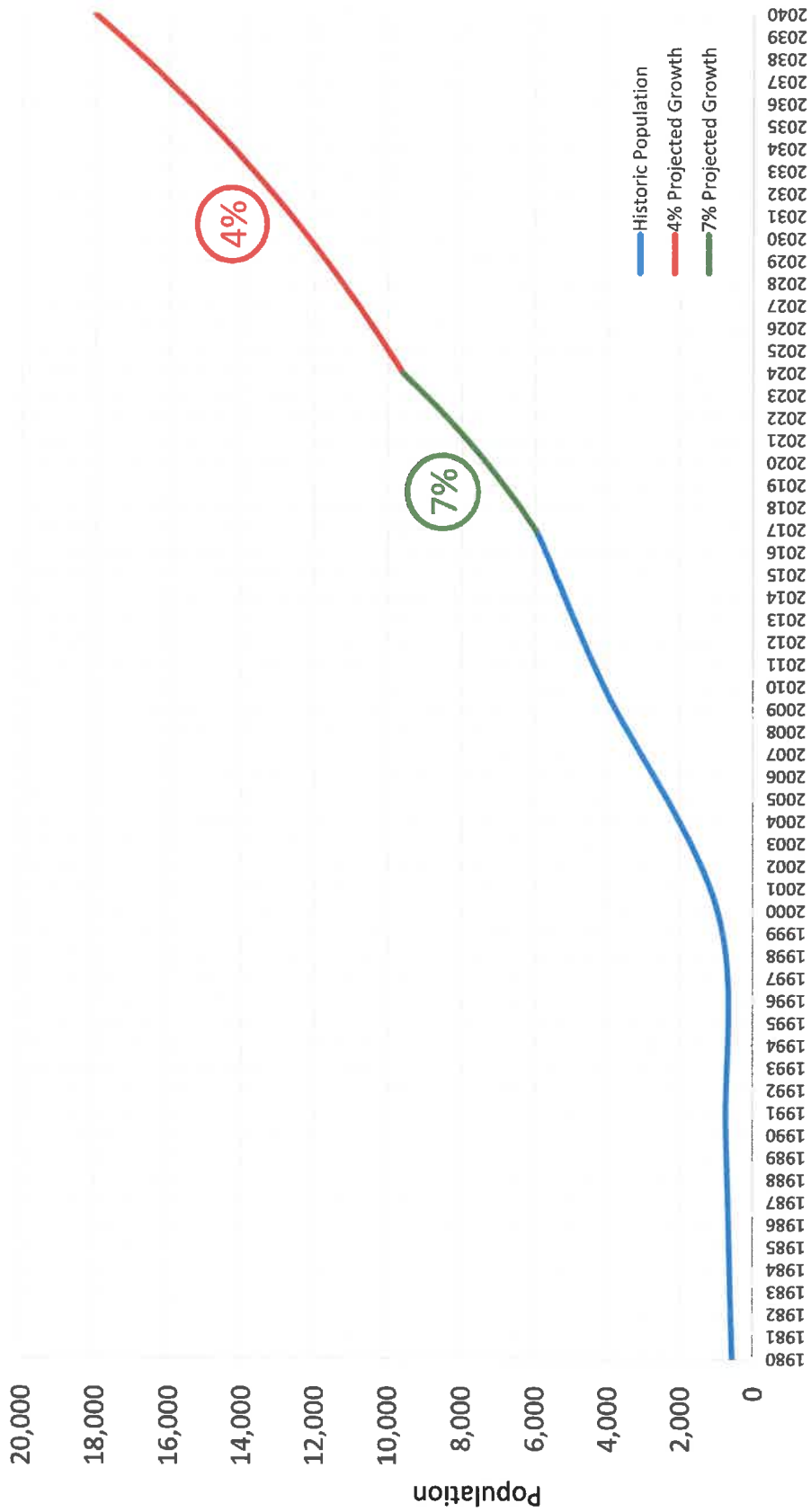
Year	Comp Plan	Housing Study	W/W Facility Plan
2015	5,800		
2020	10,500	5,784	8,054
2025	17,900	7,446	10,982
2030		8,831	14,150
2035		10,216	17,199

Given the 2016 Special Census population result of 5,698, it would appear that both the current Comprehensive Plan and Housing Study projections are too low, at least on the front end of the projections. Since the City is currently experiencing development activity by a number of different developers, there is little reason to believe that the City's growth will slow or stop in the foreseeable future.

A review of the City's population growth in this decade, which has included a severe recession that brought construction of new homes to a near standstill, yields a growth in population of nearly forty percent. This equates to an annual average population growth rate of 6.5%. Given the explosive population growth rate of the previous decade (326.8%) and the number of developers actively working on new subdivisions, the rate of 6.5% is probably too conservative. The growth projection shown on the next two pages has been adopted by staff as a basis for planning future water use and wastewater treatment needs and is incorporated into this Plan as the City's adopted population projection. Census population estimates should be recorded yearly and the growth projection re-evaluated every three to four years.

Table 5. Population Projection

YEAR	CB Pop. Est.	Growth Rate (%)	Pop. Est.
2010	4,089		
2011	4,475	9	
2012	4,652	4	
2013	4,861	4	
2014	5,186	7	
2015	5,498	6	
2016	5,734	4	
2017	6,012	5	
2018		7	6,433
2019		7	6,883
2020		7	7,365
2021		7	7,881
2022		7	8,432
2023		7	9,022
2024		7	9,654
2025		4	10,040
2026		4	10,442
2027		4	10,859
2028		4	11,294
2029		4	11,746
2030		4	12,215
2031		4	12,704
2032		4	13,212
2033		4	13,741
2034		4	14,290
2035		4	14,862
2036		4	15,456
2037		4	16,075
2038		4	16,718
2039		4	17,386
2040		4	18,082
2041		4	18,805
2042		4	19,557
2043		4	20,339
2044		4	21,153



7% yearly growth rate starting 2018 through 2024 with a 4% yearly thereafter.
Population Estimate Starting 2018 is 6,402.
Population Estimate Starting 2037 is 15,997.

III. CURRENT CONDITIONS

A. CURRENT LAND USE WITHIN CITY LIMITS.

The City's current (as of mid-2017) area within the municipal limits is approximately 2,037 acres (3.2 square miles). The subdivisions of the area within current City limits are:

Section	Quarter	Acres	Total Acres	Development
6-99-49	SW	1.35	1.35	Sproul Addition
1-99-50	NE	148.08		Lincoln Meadows, Sunrise, E. Harrisburg
	SE	148.15		Greyhawk Addition
	SW	130.05		Southcliff Falls Addition, Harr farm
	NW	157.30	583.38	Harvest Acres Addition, Cemetery
2-99-50	NE	160.00		Green Meadows Addition
	SE	64.52		Harr Addition
	SW	0		
	NW	0	224.52	
25-100-50	SW	120.00	120.00	Dynamic Development Addition
34-100-50	SE	31.71	31.71	Country Corner Orchard Addition
35-100-50	NE	142.95		Harrisburg Homesites Addition
	SE	160.00		Creek Side Place Addition
	SW	138.28		Slack Addition, Slack High School Addition
	NW	138.29	579.52	Mills Creek Addition
36-100-50	NE	83.26		Legendary Estates Addition
	SE	95.11		Legendary Estates Addition, Niemi Add.
	SW	160.00		Devitt Farm Addition, Central Park Addition,
	NW	158.26	496.64	Industrial Park Addition
Total:			2,037.12	

The land areas of the City used for current land uses are shown below:










LAND USE	ACRES
Agricultural	265.41
Natural Resource	223.23
Single Family Detached Residential	657.16
Low Density Residential	238.36
Multi-Family Residential	102.32
High Density Residential	0
Central Business	3.08
General Business	157.55
Light Industrial	68.81
Heavy Industrial	101.82
Public Rights-of-way	219.38

The map on the next page shows these current land uses.



Current Land Use

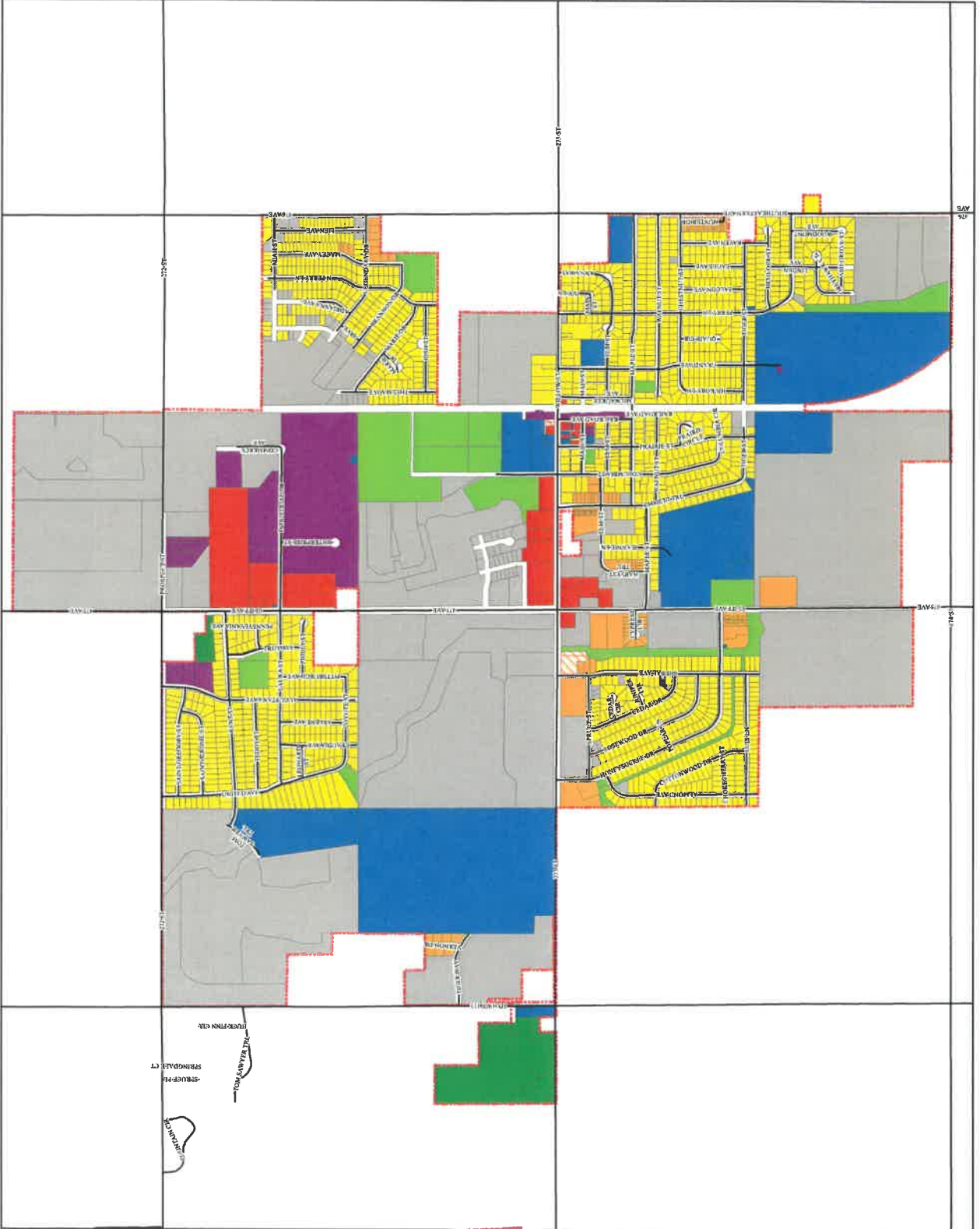
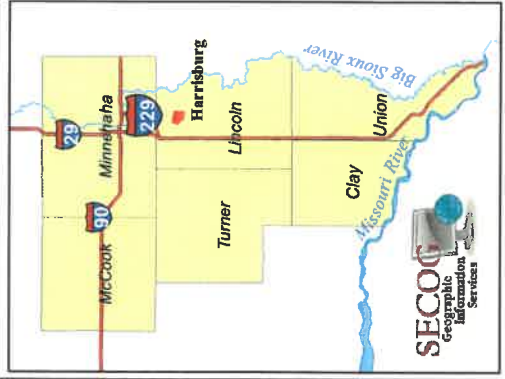
Harrisburg Comprehensive Plan

Current Land Use

-  Mixed
-  Multi-Family
-  Commercial
-  Industrial
-  Park
-  Single Family
-  Vacant
-  Institutional
-  Agriculture

Other Features

-  Roads
-  City Limits (2018)

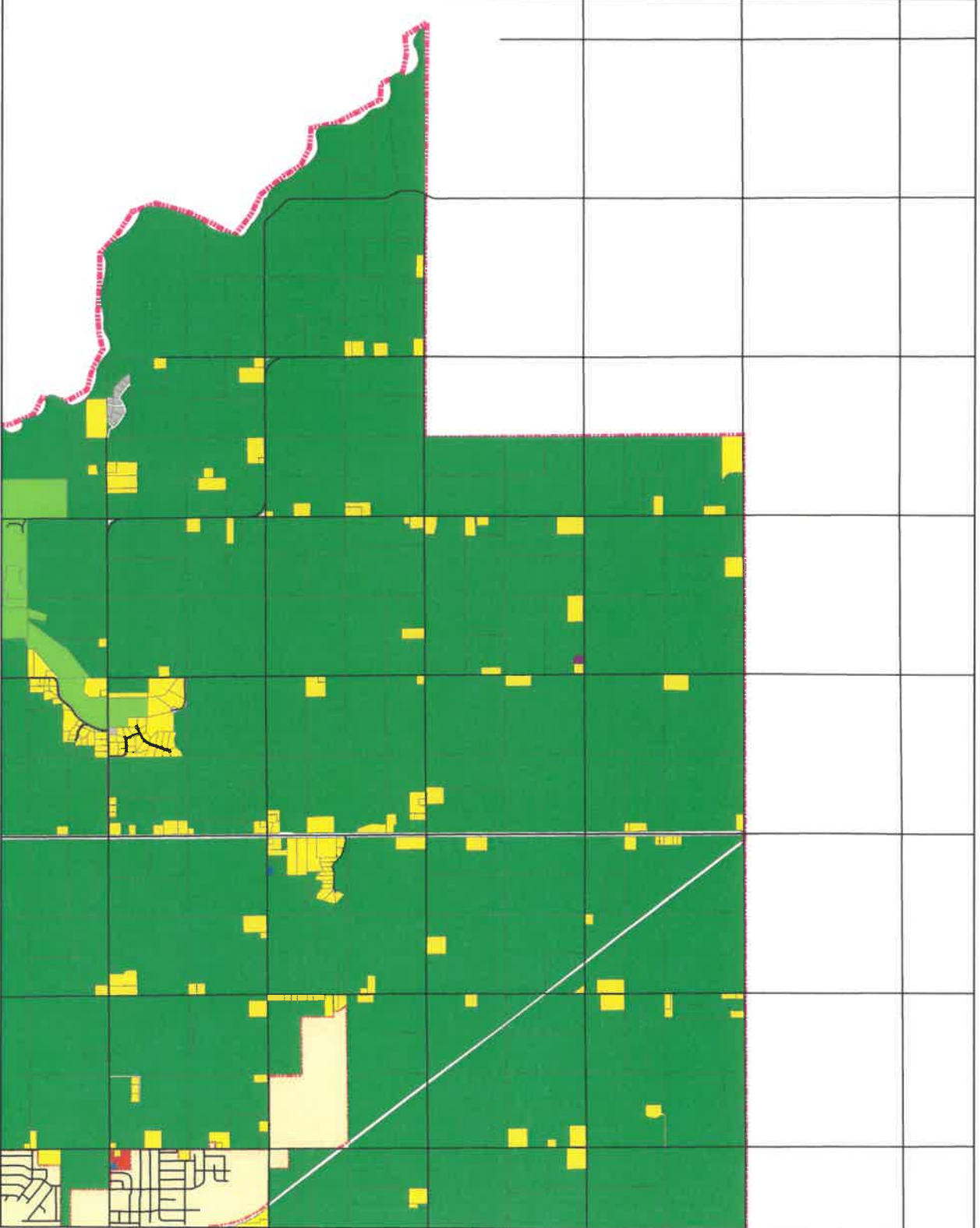
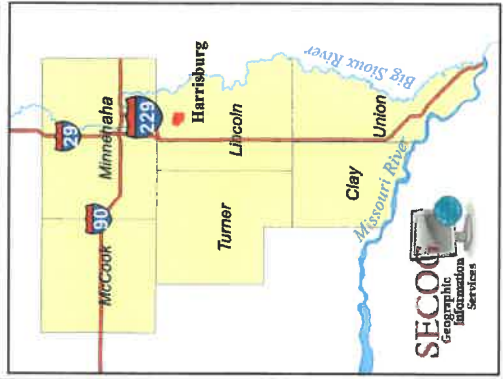


**B. CURRENT LAND USE IN THE FUTURE GROWTH
PLANNING AREA.**

The maps on the following four pages show the current land use in the Future Growth Planning Area.

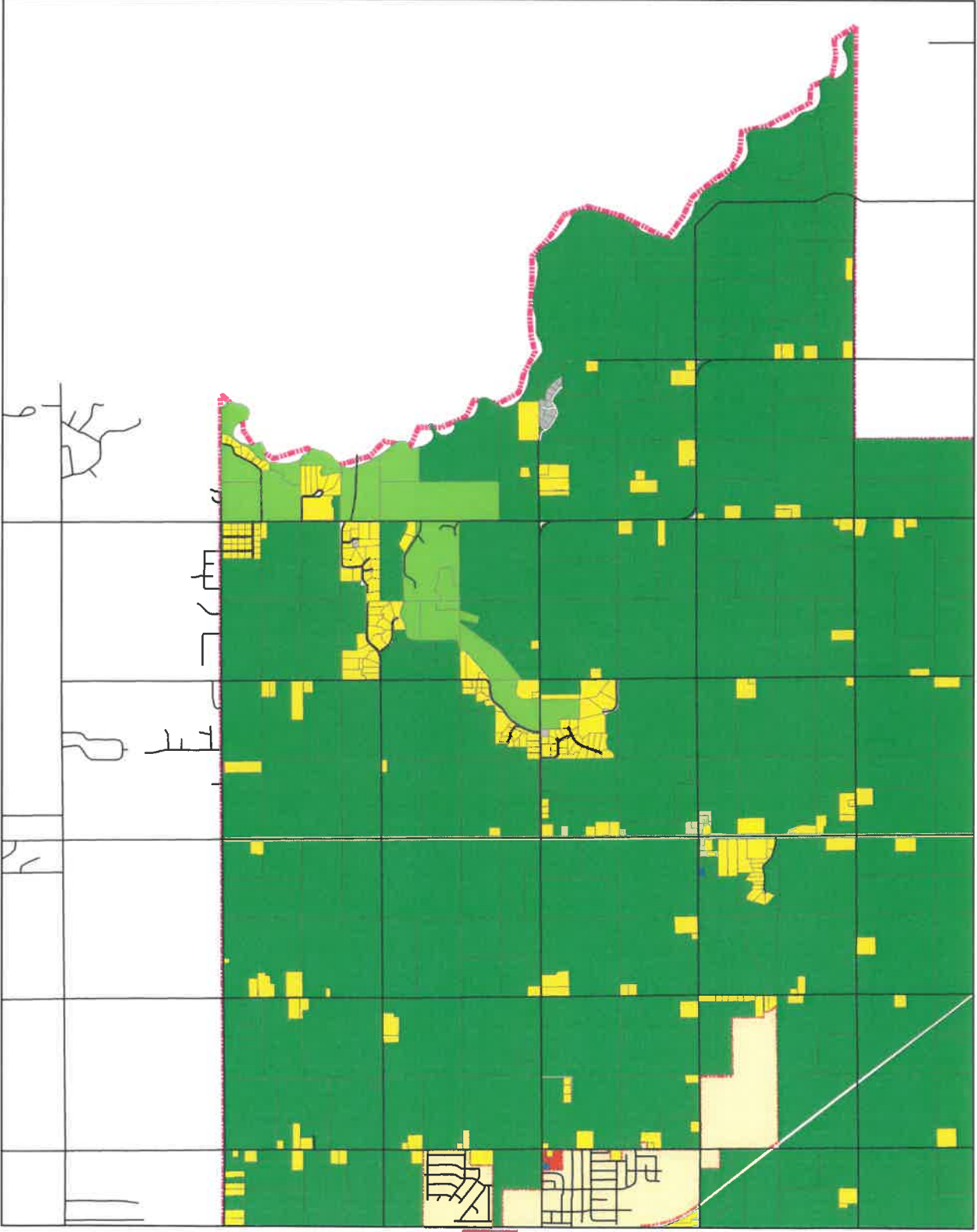
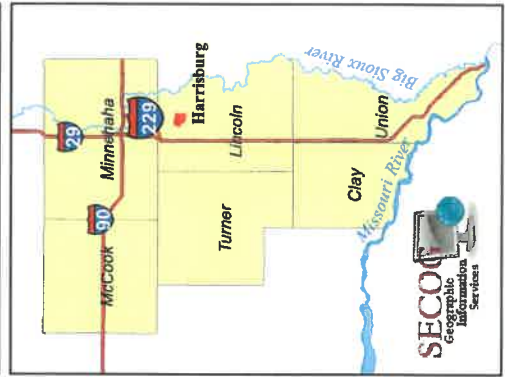
Current Land Use SouthEast Quadrant Harrisburg Comprehensive Plan

- Land Use Plan**
- Commercial
 - Industrial
 - Park
 - Single Family
 - Vacant
 - Institutional
 - Agriculture



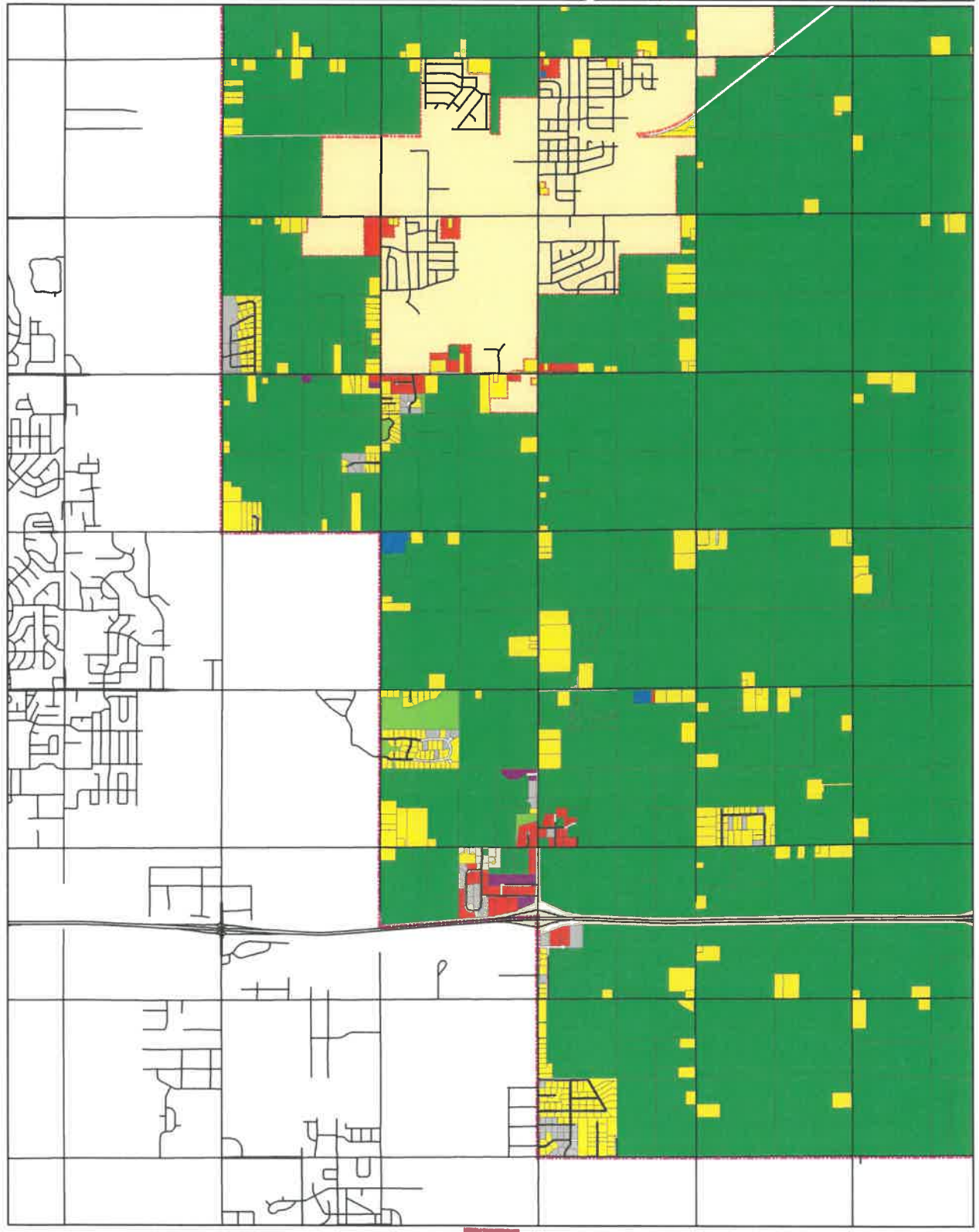
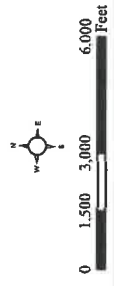
Current Land Use NorthEast Quadrant Harrisburg Comprehensive Plan

- Land Use Plan**
- Commercial
 - Industrial
 - Park
 - Single Family
 - Vacant
 - Institutional
 - Agriculture



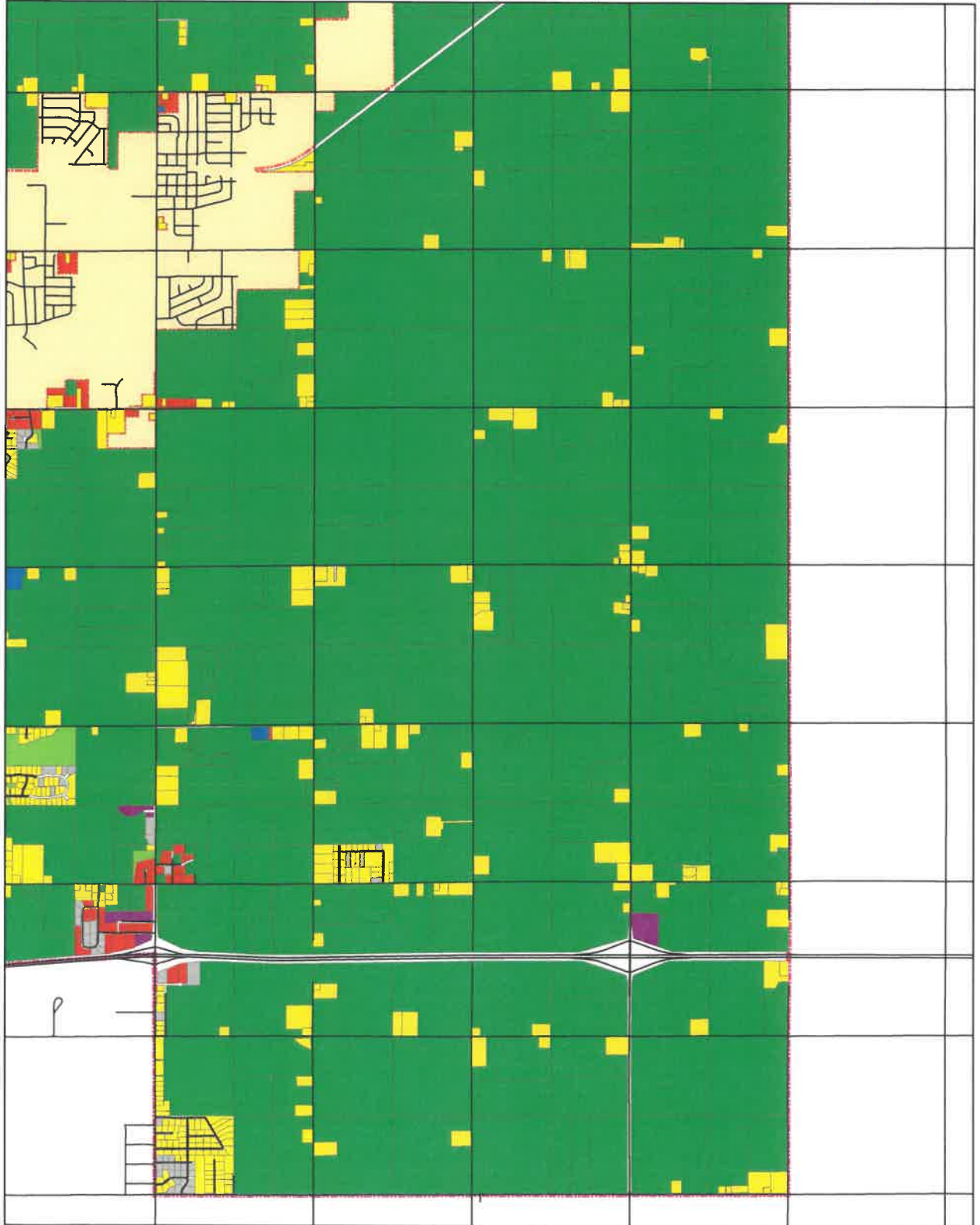
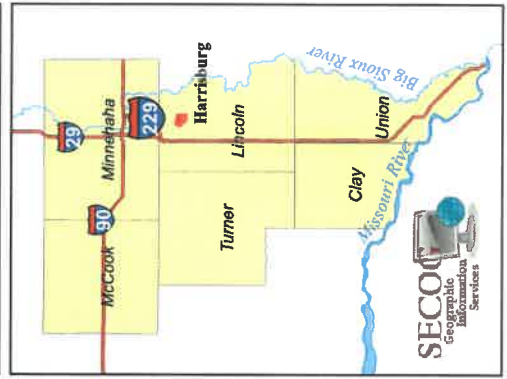
Current Land Use
North West Quadrant
 Harrisburg Comprehensive Plan

- Land Use Plan**
- Commercial
 - Industrial
 - Park
 - Single Family
 - Vacant
 - Institutional
 - Agriculture



Current Land Use South West Quadrant Harrisburg Comprehensive Plan

- Land Use Plan**
- Commercial
 - Industrial
 - Park
 - Single Family
 - Vacant
 - Institutional
 - Agriculture



C. SCHOOL DISTRICT BOUNDARIES AND ENROLLMENT.

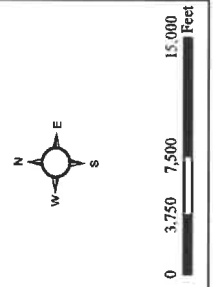
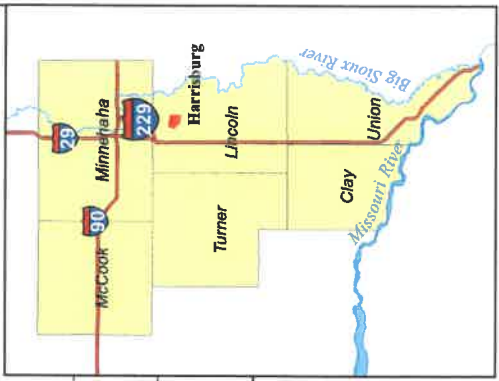
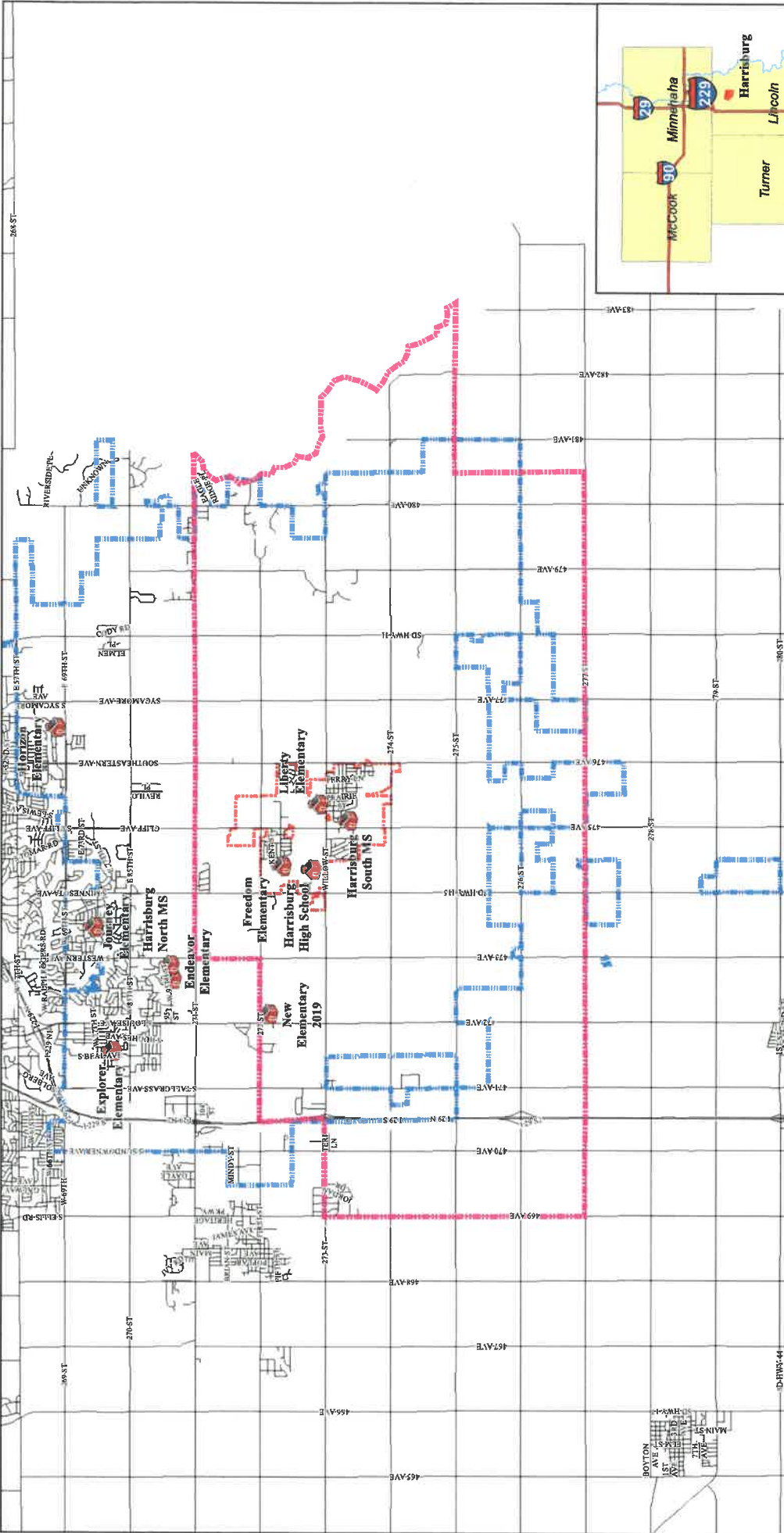
District and Enrollment

The Harrisburg School District covers approximately 71 square miles in Lincoln County. As of Fall 2017, the Harrisburg School District had a K-12 enrollment of 4,520 students. The Harrisburg School District includes one High School housing grades 9 through 12, two Middle Schools housing grades 6, 7, and 8, and six elementary schools. According to fall enrollment data from the South Dakota Department of Education total K-12 enrollment in the District has increased by 2,640 students in the past 10 years. The average annual percent increase in student population was nearly 10 percent during this period.

Table 7. School District Enrollment 2008-2017

Year	Enrollment	Percent Increase	Number Increase
2008	1,880		
2009	2,165	15.16%	285
2010	2,377	9.79%	212
2011	2,684	12.92%	307
2012	2,986	11.25%	302
2013	3,251	8.87%	265
2014	3,557	9.41%	306
2015	3,840	7.96%	283
2016	4,129	7.53%	289
2017	4,520	9.47%	391

The map on the following page shows the Harrisburg School District boundaries.



School District

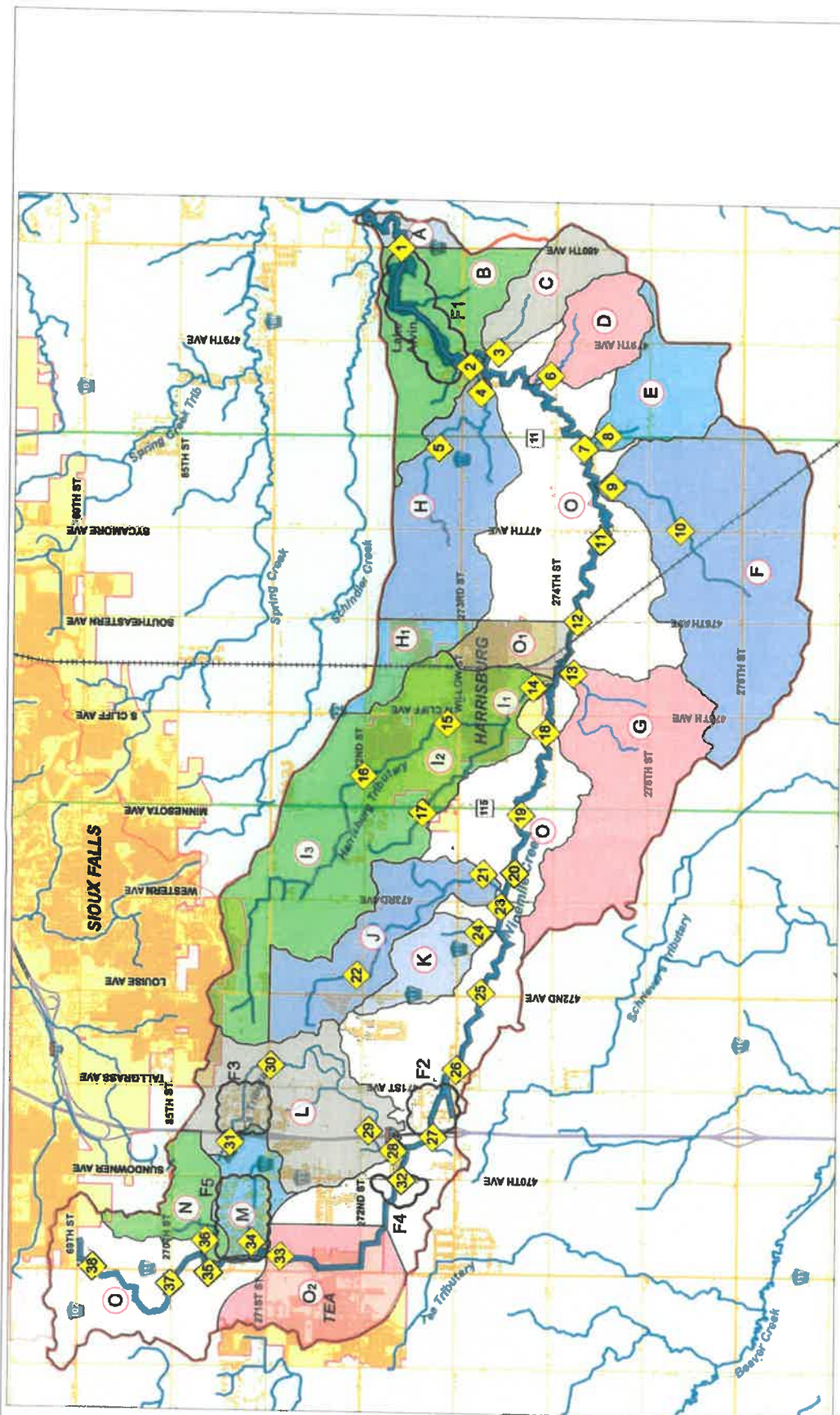
Harrisburg Comprehensive Plan

Legend

- Schools
- School District Study Area
- City Limits (2018)
- Roads

D. DRAINAGE BASINS.

The following map shows drainage basin boundaries.



Lincoln County - Ninemile Creek Watershed Area
 Ninemile Creek Watershed Boundary
 Watershed Boundary
 Town
 Building Density
 Key Flow Rates (Hydrology)
 Special Focus Areas (F1-F5)
 Sub-Watersheds
 Hydraulic Analysis



PROJ. NO.	217011	SHEET	1
DRAWN BY	JS		
CHECKED BY	ADG		
DATE	09/22/2017		

CLARK ENGINEERING
 2301 8th Avenue
 Suite 125
 Aberdeen, SD 57401
 Phone: (605) 225-3764
 Fax: (605) 225-3433
 clark@clark-engineering.com

Lincoln County GIS Basemap Date: 9/20/2017
 9 MILE CREEK
 OVERVIEW

IV. A VISION OF THE FUTURE HARRISBURG.

A. VISION COMMITTEE RESULTS.

The complete report of the Planning Commission's Vision Committee is provided on the next eleven pages. Following this are four pages of Future Land Use maps, based on the Vision Committee report, which depict the desired land uses in the City's future growth planning area.



**CITY OF HARRISBURG, SD
INITIAL DISCUSSIONS
TOWARD A
COMPREHENSIVE PLAN**

4/09/2018



City of Harrisburg Visioning Session #1



Introductions including what point of view you represent (all community)

Introduction of the current process

1. Issue identification and prioritization
 - Focus on future and distant future
 - Include scope of long-term growth
2. Goals for the community that address issues
 - Basis of community Vision
 - Testing of the community Vision and its potential impact
3. Initial Masterplan concept development
 - Developmental alternatives discussed and prioritized
 - Next steps discussion

History of Comprehensive Development Plan

- 1926 ruling of Zoning Regulations
- 1949-1950 statutes and first comprehensive plan adopted in Sioux Falls
- Comprehensive plan in Sioux Falls updated 1969, 1979, 1996, 2009, 2016
- Comprehensive plan defines a strategy for land and community development and lays out methodology of policies and justification for predictable growth.
- They allow a city to plan for the future including ordinances, budgets, and master plans.
- Usually looking out 25 years is all that is reasonable, unless it is the first one.

Discussion of scope of the future of the City (graphic materials)

Issues discussion (baseline assumptions)

- Consider what already makes Harrisburg special
- Consider what should make Harrisburg unique
- Entrances (Distinctive Street Corridor), Arrival, livability, interaction, movement, etc.
- Signage, parking, foundation neighborhoods, Parks, schools, containing traffic, etc.
- Lasting impression of Harrisburg to residents and visitors
- Emerging issues & distant issues

Acceptance or Challenge baseline assumptions (eliminate any? – By Consensus)

Prioritization of issues

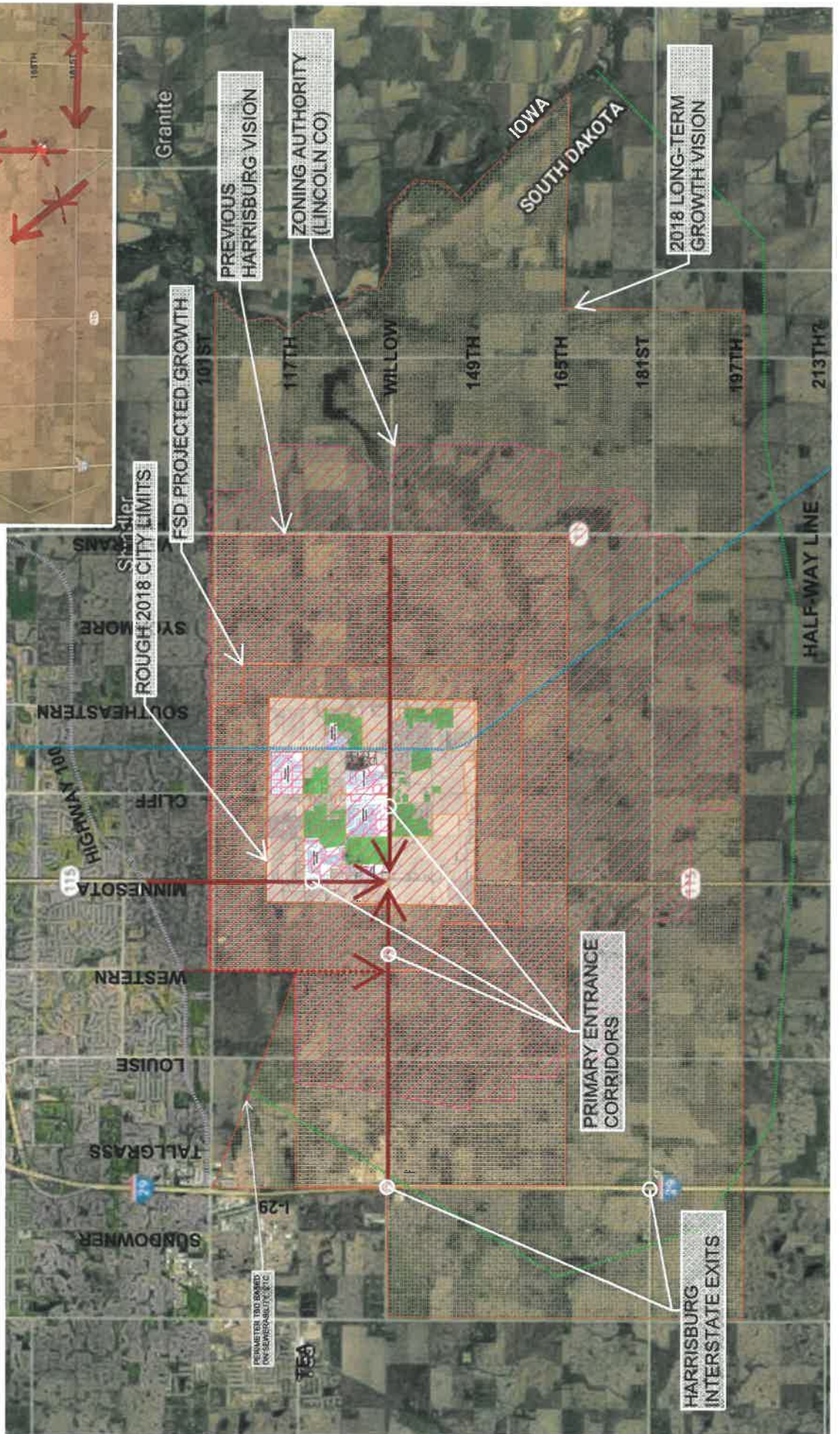
- Discuss top 3 (is there a consensus?)
- Selection of 6-12 for “top” issues in Matrix (voting)

Summary and deliverables (updated map with issues and Matrix showing prioritized issues.

COMMUNITY ISSUES - HARRISBURG MASTER LIST		3/9/2018
Rank		= New Items 3/8
	Top Priorities -	
1	Business Park offering not currently available	
2	Quality of Life: Need improved/more amenities (Arts, Library, Bandshell)	
3	Quality of Life: Need additional trails/parks planned	
	Quality of Life: Town Square	
	Quality of Life: Golf Course	
3	Entrance corridors to city from all directions need to be planned	
3	Servant Leadership / Coordination of efforts needs to be maintained (City Process)	
	Mid-range Priorities -	
6	Bike Path with multiple accesses lacking (kid friendly)	
6	Highway 100 access needs strong connection	
6	Traffic is congested in certain areas (need turning lanes and lights)	
6	School District is growing larger and drawing homes closer to Harrisburg	
6	No Billboards to protect small town feel	
	Small Town Feel - Limit Access along arterials, Minimize frontage roads	
6	Railroad crossing - public safety concern for emergency response	
	Small Town Feel - No Parking on arterials, Parking in back in downtown	
	Airport access - Lincoln Co. airport is landlocked	
	Additional Priorities -	
12	City "Brand" needs refinement	
12	Connection to Iowa is non-existent	
12	Embracing the River is not addressed now	
12	Connection to Canton could improve flow-through for Harrisburg	
12	Old Foundation/Neighborhoods need to be brought along	
12	Standards may need to be loosened to promote the Harrisburg feel	
18	Volunteer Fire Department may not address the future of Harrisburg long-term	
19	Police Department Needs to grown with the City	
	Senior Social amenity absent	
	Issues to be addressed -	
	Sewer Infrastructure plan needs to be nailed down	
	Storm Drainage must be addressed correctly	
	Standards for building do not currently address appearance considerations	
	Harrisburg Exit on I29 (Technical) needs to be safer	
	Appearance of the Exit (Visual) needs to be welcoming	
	Harrisburg 5 miles from I-29 now- is that too far to draw people?	
	I-29 is potential barrier - shall we plan to cross it?	
	City Reputation should continue to be inviting	
	Avoid Annex Bullying	
	Small town feel needs to be maintained	
	Buffer Yards needed to assist transitions	
	Rename Willow/other streets to add clarity in wayfinding	
	Keep City (council and staff) approachable	
	Developers/Land checkered growth	
	Capitalize on the youth of our citizens (educated & disposable income)	
	Autonomous Vehicles/Mass transit may decrease the need for roads, parking, etc and we should anticipate	
	Passenger rail possible?	
	Gov't Municipal Park (w/County?) as part of alternative business park	
	Use of Pedestrian Streets in key areas to be considered	
	Slow traffic with Tactile walking options - consider requirements	
	Kid Friendly and family friendly throughout	
	State legislators not currently Harrisburg Citizen - Need impact.	
	Need Hotels in the City	
	Good industry locations lacking	
	Technical School / University locations needed	
	Should consider a prison location	



EARLY DISCUSSION ABOUT POTENTIAL ENTRANCE CORRIDORS AND CONSENSUS PRIORITIES



MAP OF GROWTH VISION AND LAYOUT-RELATED ISSUES (NORTH IS TO THE LEFT)

City of Harrisburg Visioning Session #2



Introductions including what point of view you represent (all community)

Review of the current process

1. Issue identification and prioritization
 - Matrix and graphic
2. Goals for the community that address issues
 - Basis of community Vision
 - Testing of the community Vision and its potential impact
3. Initial Masterplan concept development
 - Developmental alternatives discussed and prioritized
 - Next steps discussion

Challenge Issues Matrix and expand or eliminate (By Consensus)

- Parking location (front, offstreet), Buffers & Transitions, Access & frontage roads, etc.

Reevaluate scope of the future of the City (graphic materials)

Goals for Comprehensive Plan discussion (baseline Vision)

- Consider what already makes Harrisburg special
- Consider what should make Harrisburg unique
- Lasting impression of Harrisburg to residents and visitors
- Goals should address an issue or a series of issues. (Add the issue to be addressed?)

Prioritization of Goals

- Discuss top 3 (is there a consensus?)
- Selection of 6-12 for "top" issues in Matrix (voting)

Summary and deliverables (Planning Goals Prioritized list and Graphic Map tests of Goals and Vision).

COMMUNITY ISSUES - HARRISBURG MASTER LIST

3/10/2018

Rank	(Ranked by dot voting and revised by consensus)
	<p>Top Priorities -</p> <ul style="list-style-type: none"> 1 Business Park offering not currently available 2 Quality of Life: Need improved/more amenities (Arts, Library, Bandshell) 3 Quality of Life: Need additional trails/parks planned 3 Entrance corridors to city from all directions need to be planned 3 Servant Leadership / Coordination of efforts needs to be maintained (City Process) 3 Quality of Life: Town Square 3 Quality of Life: Golf Course
	<p>Mid-range Priorities -</p> <ul style="list-style-type: none"> 8 Bike Path with multiple accesses lacking (kid friendly) 8 Highway 100 access needs strong connection 8 Traffic is congested in certain areas (need turning lanes and lights) 8 School District is growing larger and drawing homes closer to Harrisburg 8 No Billboards to protect small town feel 8 Small Town Feel - Limit Access along arterials, Minimize frontage roads 8 Railroad crossing - public safety concern for emergency response 15 Small Town Feel - No Parking on arterials, Parking in back in downtown 16 Airport access - Lincoln Co. airport is landlocked
	<p>Additional Priorities -</p> <ul style="list-style-type: none"> 17 City "Brand" needs refinement 17 Connection to Iowa is non-existent 17 Embracing the River is not addressed now 17 Connection to Canton could improve flow-through for Harrisburg 17 Old Foundation/Neighborhoods need to be brought along 17 Standards may need to be loosened to promote the Harrisburg feel 23 Volunteer Fire Department may not address the future of Harrisburg long-term 24 Police Department Needs to grown with the City 25 Senior Social amenity absent
	<p>Issues to be addressed -</p> <ul style="list-style-type: none"> Sewer Infrastructure plan needs to be nailed down Storm Drainage must be addressed correctly Standards for building do not currently address appearance considerations Harrisburg Exit on I29 (Technical) needs to be safer Appearance of the Exit (Visual) needs to be welcoming Harrisburg 5 miles from I-29 now- is that too far to draw people? I-29 is potential barrier - shall we plan to cross it? City Reputation should continue to be inviting Avoid Annex Bullying Small town feel needs to be maintained Buffer Yards needed to assist transitions Rename Willow/other streets to add clarity in wayfinding Keep City (council and staff) approachable Developers/Land checkered growth Capitalize on the youth of our citizens (educated & disposable income) Autonomous Vehicles/Mass transit may decrease the need for roads, parking, etc and we should anticipate Passenger rail possible? Gov't Municipal Park (w/County?) as part of alternative business park Use of Pedestrian Streets in key areas to be considered Slow traffic with Tactile walking options - consider requirements Kid Friendly and family friendly throughout State legislators not currently Harrisburg Citizen - Need impact. Need Hotels in the City Good industry locations lacking Technical School / University locations needed Should consider a prison location

Ranking by team member															3/9/2018		
(7.5 value assigned to all middle ranking and non-responses)																	
COMMUNITY GOALS - HARRISBURG MASTER LIST (in order developed)																	
-- Smart, Specific, Measurable, Attainable, Realistic, Time-bound																	
(In last column are the number of 25 priority issues that are addressed with the Goal)																	
JB	JBV	SB	RB	MG	LH	CK	LL	AM	MM	MMG	AP	JS	DT	AW	Rank	Year	Issues
7.5	7.5	2	1	7.5	11	7.5	2	7.5	1	7.5	7.5	7	1	7	5.6	2020	25
7.5	7.5	3	3	7.5	3	7.5	3	2	11	7.5	7.5	2	2	4	5.2	2020	4
7.5	7.5	4	9	7.5	14	7.5	4	1	5	7.5	7.5	1	3	13	6.5	?	25
7.5	7.5	13	10	7.5	4	7.5	7.5	9	7.5	7.5	7.5	9	5	12	8.1	2019	3
7.5	7.5	8	5	7.5	5	7.5	7.5	7.5	8	7.5	7.5	11	5	2	6.9	2019	6
7.5	7.5	12	12	7.5	7.5	7.5	15	15	15	7.5	7.5	14	14	15	11.0	?	2
7.5	7.5	9	2	7.5	7.5	7.5	5	3	7	7.5	7.5	3	7.5	1	6.0	?	3
7.5	7.5	7	14	7.5	12	7.5	13	12	4	7.5	7.5	8	13	13	9.4	2019	2
7.5	7.5	10	6	7.5	2	7.5	1	4	10	7.5	7.5	5	4	10	6.5	2018	25
7.5	7.5	11	11	7.5	7.5	7.5	14	7.5	14	7.5	7.5	6	7.5	9	8.8	2020	3
7.5	7.5	6	4	7.5	7.5	7.5	7.5	5	3	7.5	7.5	4	7.5	3	6.2	2018	4
7.5	7.5	5	7	7.5	1	7.5	7.5	7.5	2	7.5	7.5	10	12	8	7.0	2018	3
7.5	7.5	1	15	7.5	13	7.5	7.5	14	6	7.5	7.5	15	7.5	14	9.2	2018	3
7.5	7.5	14	8	7.5	7.5	7.5	12	11	13	7.5	7.5	12	11	6	9.3	2018	2
7.5	7.5	15	13	7.5	15	7.5	11	13	12	7.5	7.5	13	15	5	10.5	2019	2

COMMUNITY GOALS - HARRISBURG FOCUS LIST (in priority order)		3/9/2018	
-- Smart, Specific, Measurable, Attainable, Realistic, Time-bound			
(In last column are the number of 25 priority issues that are addressed with the Goal)			
Rank	Year	Issues	
5.2	2020	4	Draw Businesses into community
5.6	2020	25	Define City Brand
6.0	?	3	Plan three (3) Entrance Corridors
6.2	2018	4	Develop Comprehensive Street Plan (w/ Design Standards)
6.5	?	25	Draw Retail into community
6.5	2018	25	Refine Development Process - Teamwork
6.9	2019	6	Plan Parks and Amenities (Comprehensive Plan)
7.0	2018	3	Pull School District into loop - Continual conversation
8.1	2019	3	Plan Bike / Walk Trail
8.8	2020	3	Plan for Highway 100 connections (Minnesota/Western)
9.2	2018	3	Draft Ordinance severely limiting Billboards (non-premise signage)
9.4	2019	2	Plan City Hall location

City of Harrisburg Visioning Session #3



Review of the Goals priority voting since last time

Discussion of top priorities and if lower priorities may be dropped to help focus

Community Vision for Long-Range Comprehensive Planning (Statement using top goals)

Initial Master-Plan firing range (push, pull and pick it apart)

- Consider distance to one another
- How well does the plan reinforce goals and impressions of Harrisburg?
- Consider alignment with other elements of the City
- Consider relative size of elements

Discuss other elements we have not touched upon

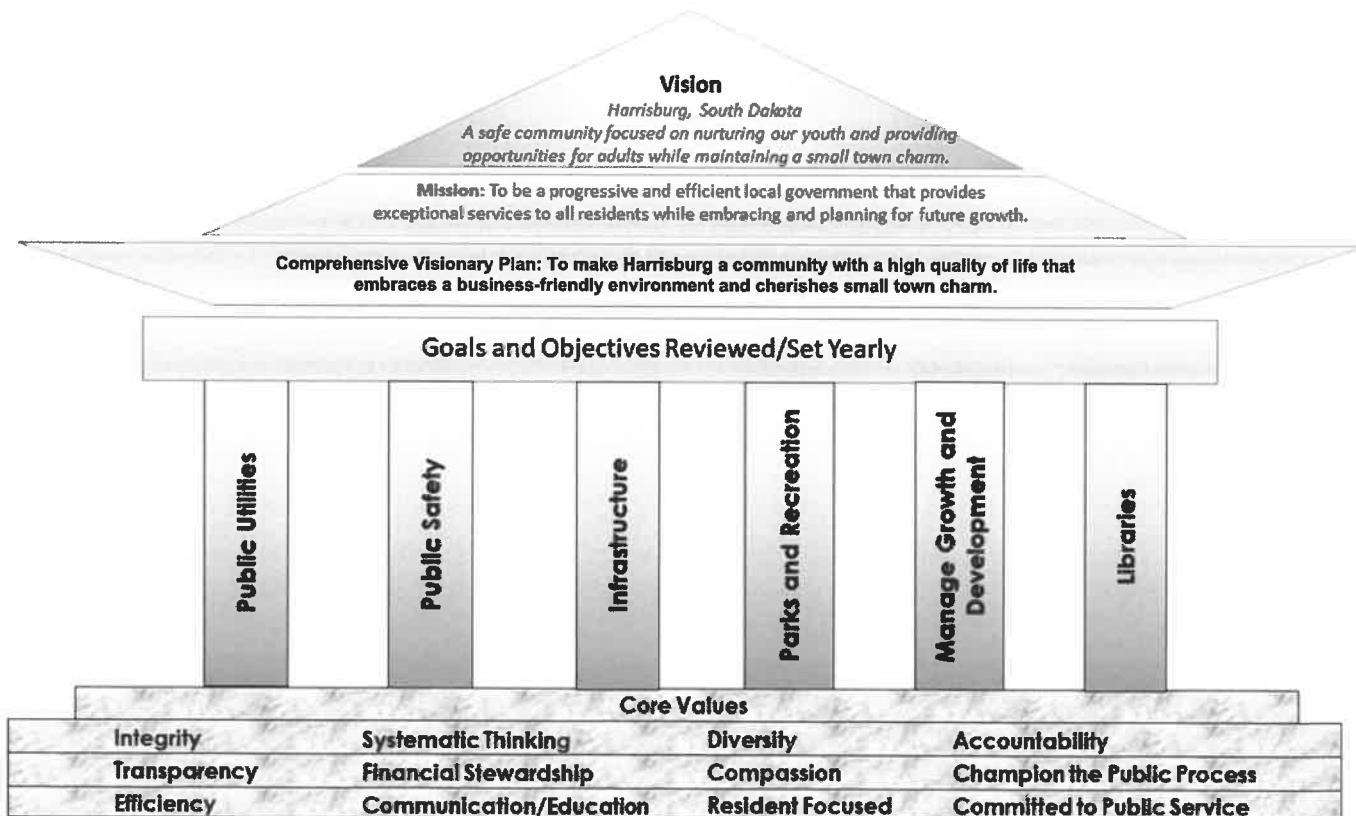
- Street naming (east-west streets as Sioux Falls numbers, county numbers, or something else?)

Next Steps discussion

- These ideas need to be overlaid the existing utilities and other limitations now known
- Challenge all assumptions – a Long-Range Comprehensive plan will outlive all uses and help the community to grow in healthy directions
- Adjust the Masterplan as more of the Comprehensive plan is developed
- Plans always have to have some flexibility built into them. Know where the negotiables are and where non-negotiables must be to protect the integrity of the community

Comprehensive Visionary Plan:

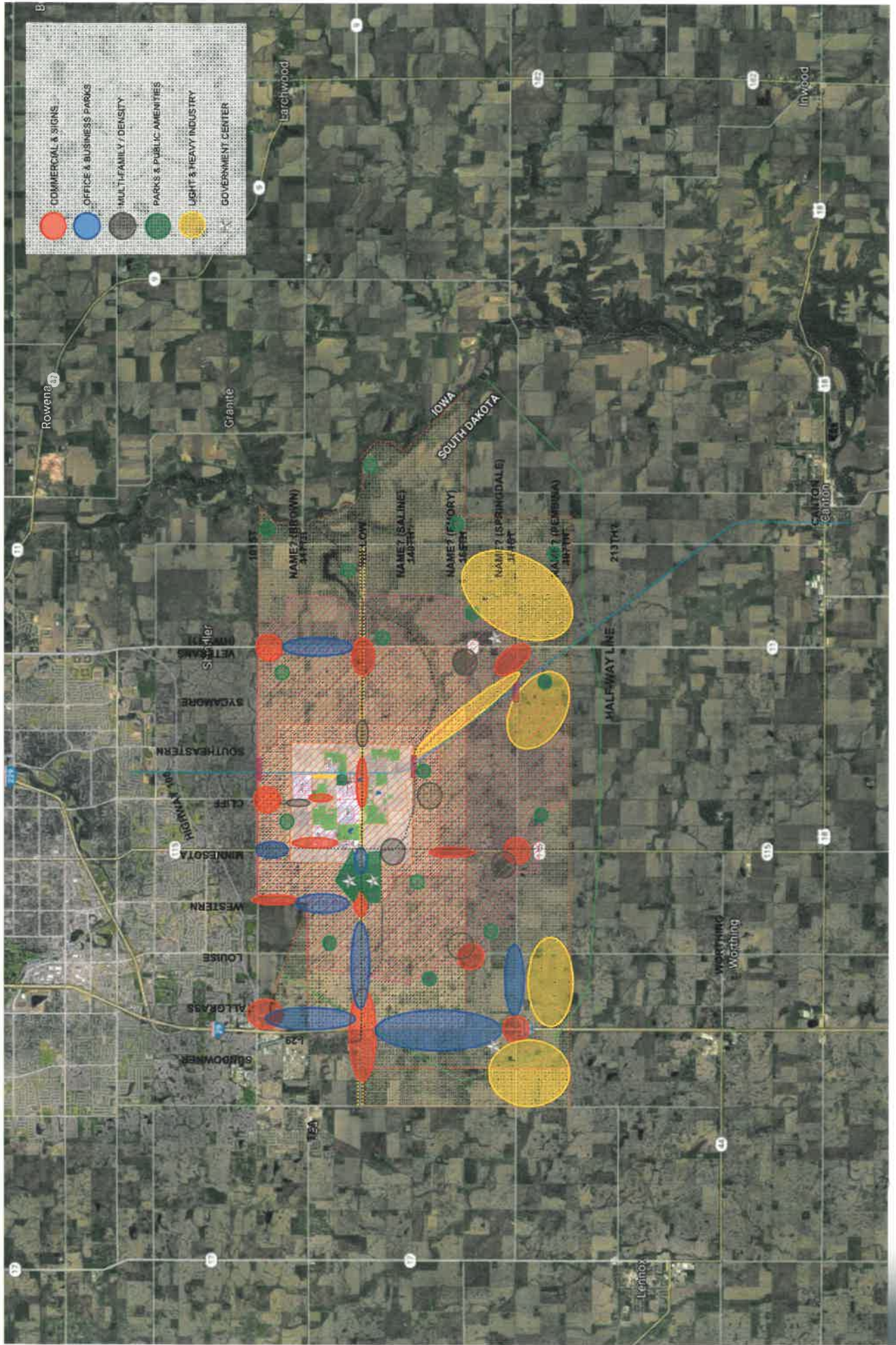
To make Harrisburg a community with a high quality of life that embraces a business-friendly environment and cherishes small town charm.



Usually, when the phrase **small-town charm** is used, there is an implication that the charm comes from the *relaxed, genuine or unpretentious* characteristic of small towns, as well as the fact that small towns can be *cute* or *quirky* in a way that big cities can't.

...the standouts tend to share a handful of qualities: an embrace of local traditions; a commitment to maintaining long-standing structures and landmarks; and a genuine affection for local characters. It's these charms, along with a slower pace, a welcoming air, and an abiding sense of familiarity that draw visitors to the storied small towns...

There's that word, charming. It implies friendly, quaint, engaging and delightful, and what small town doesn't want to be known for that?

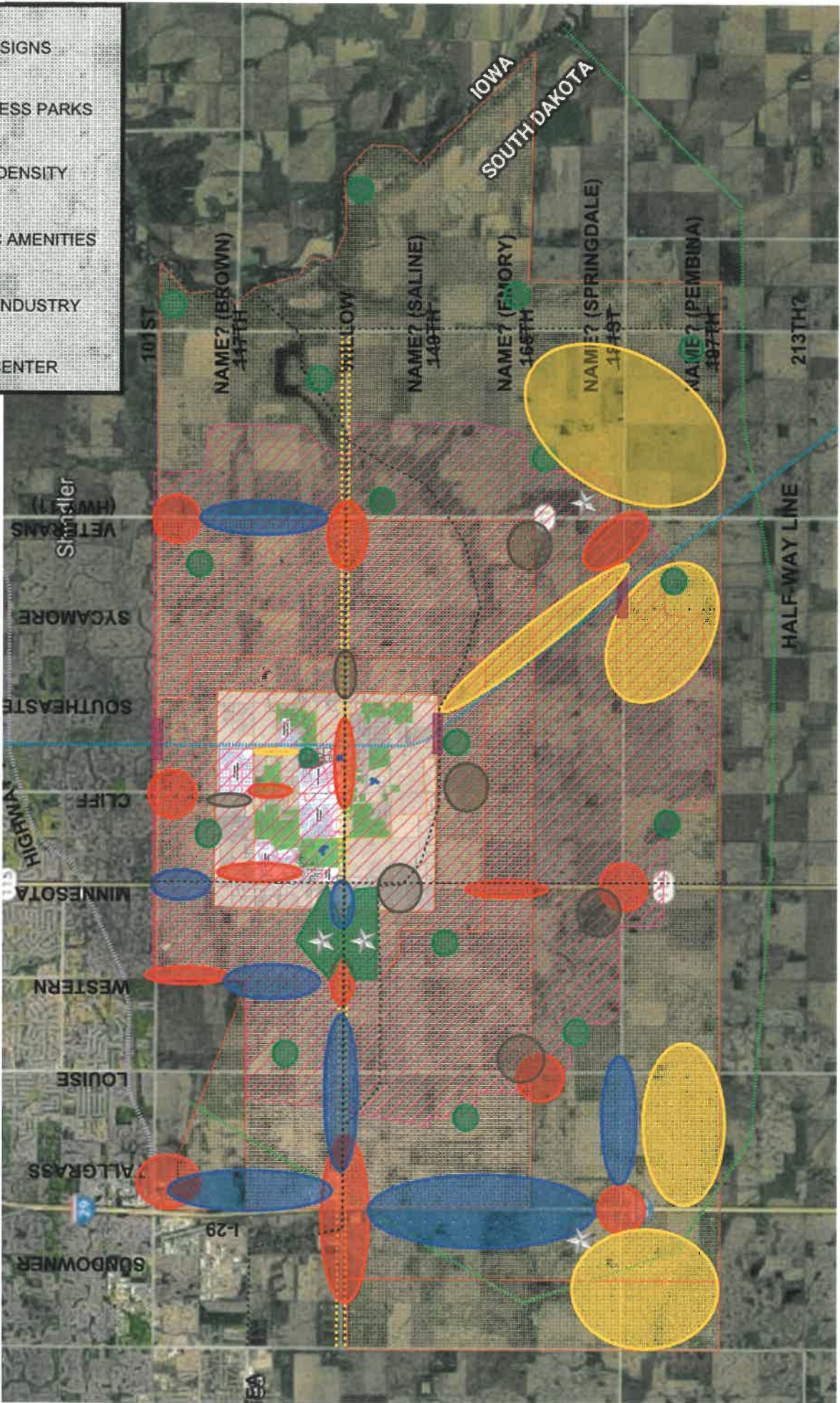


HARRISBURG VISION 2060

-  COMMERCIAL & SIGNS
-  OFFICE & BUSINESS PARKS
-  MULTI-FAMILY / DENSITY
-  PARKS & PUBLIC AMENITIES
-  LIGHT & HEAVY INDUSTRY
-  GOVERNMENT CENTER

LEGEND

(NORTH IS TO THE LEFT)



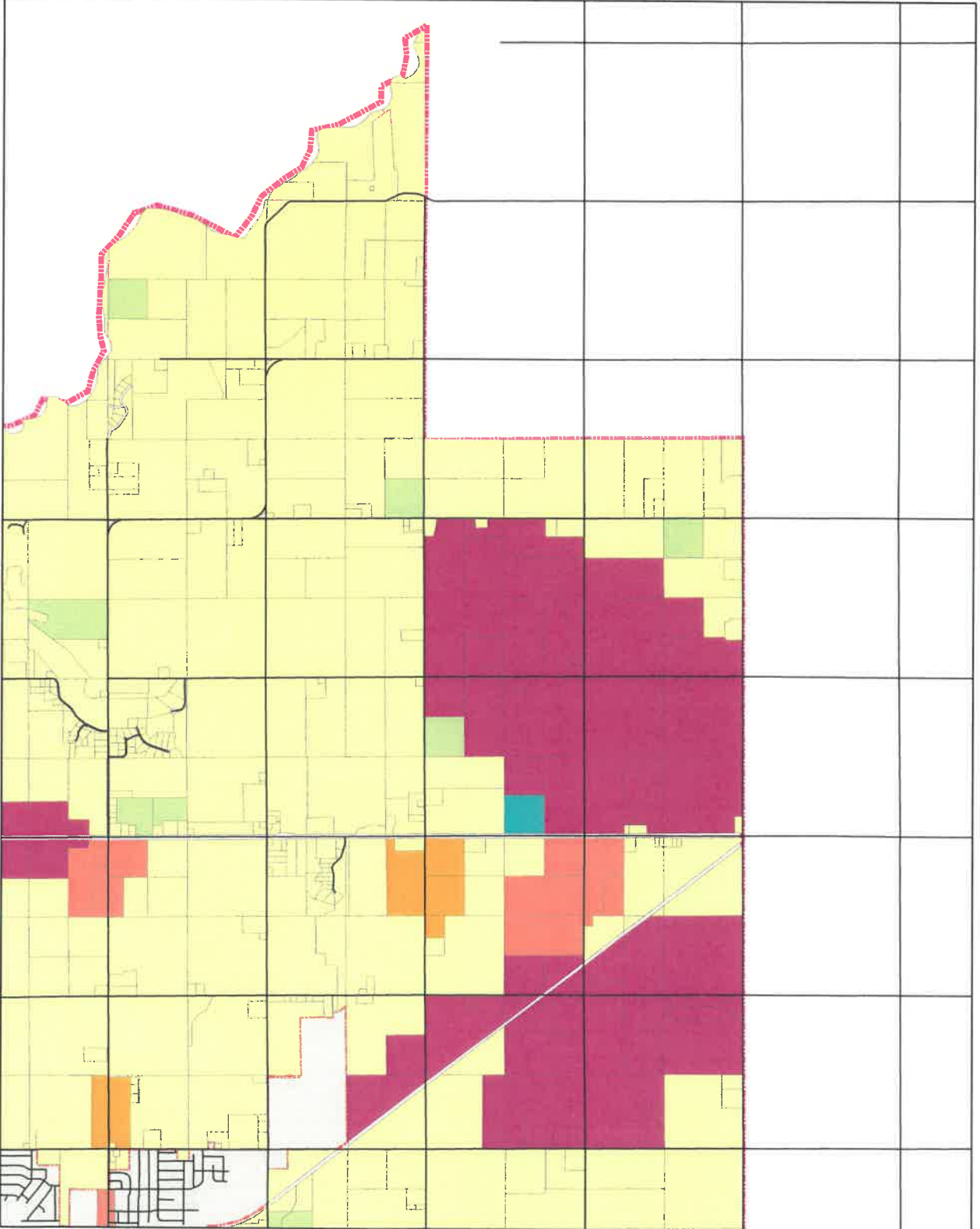
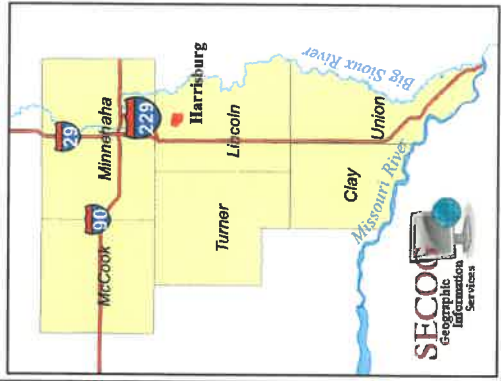
Future Land Use SouthEast Quadrant Harrisburg Comprehensive Plan

Land Use Plan

-  Parks and Open Space
-  Low Density Residential
-  High Density Residential
-  Government Center
-  Commercial
-  Office or Business Park
-  Industrial



0 1,500 3,000 6,000 Feet



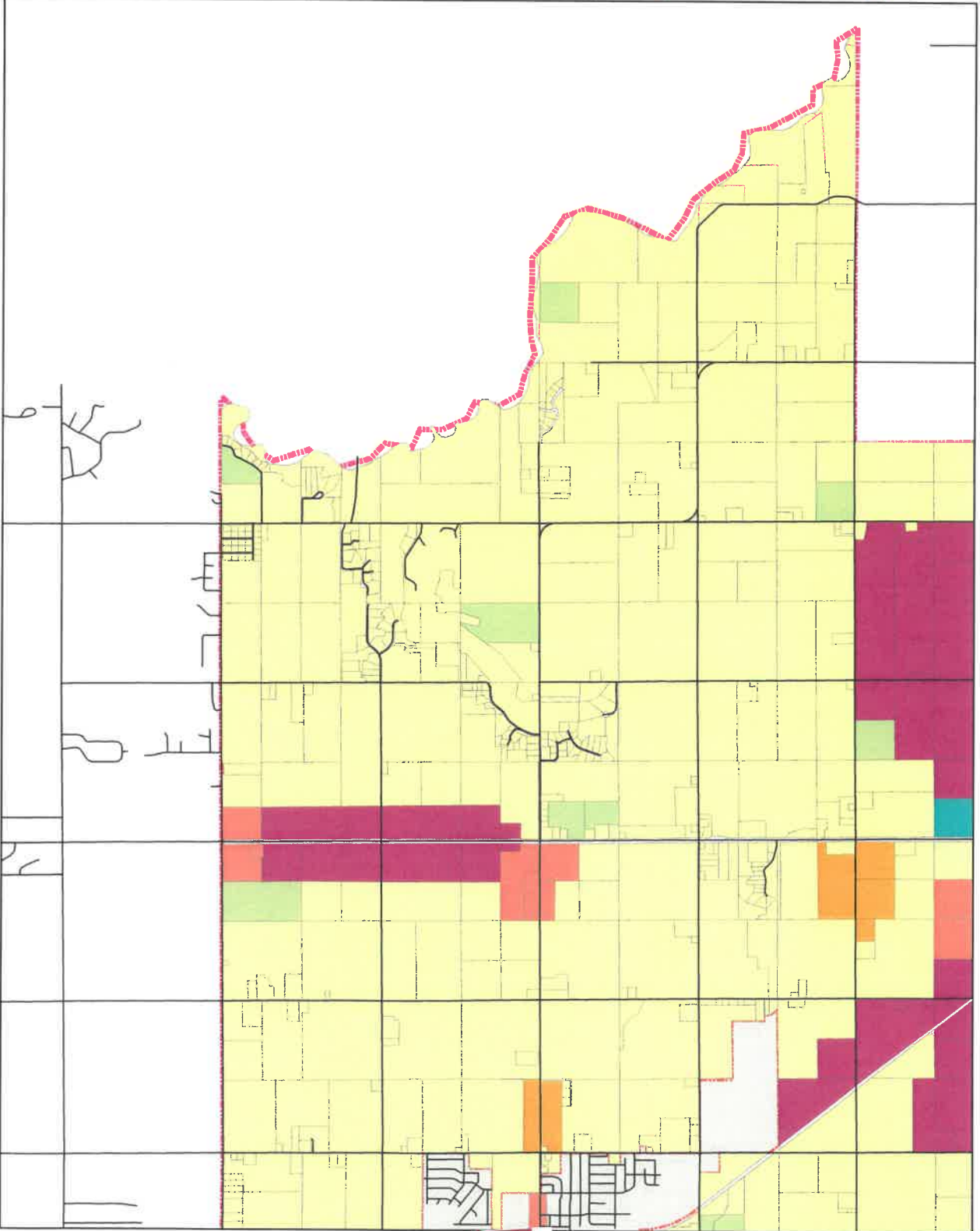
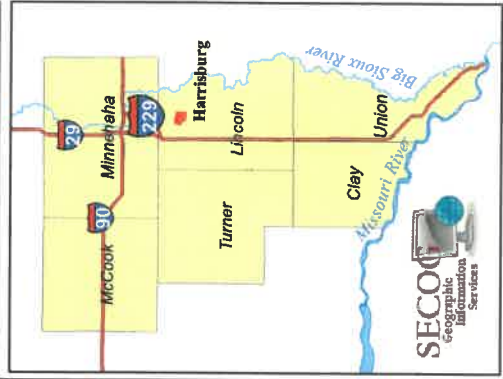
**Future Land Use
NorthEast Quadrant
Harrisburg Comprehensive Plan**

Land Use Plan

-  Parks and Open Space
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-  Office or Business Park
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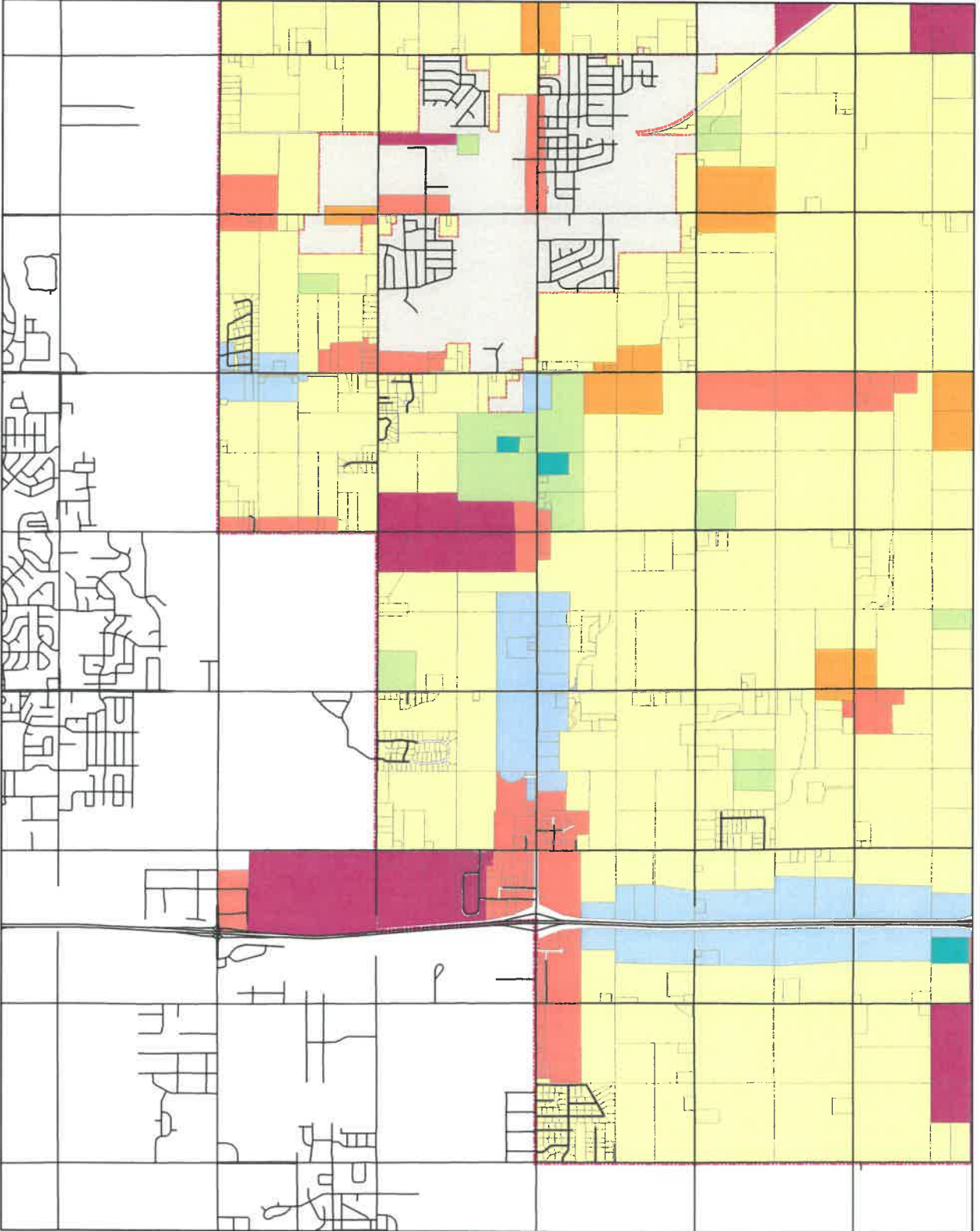
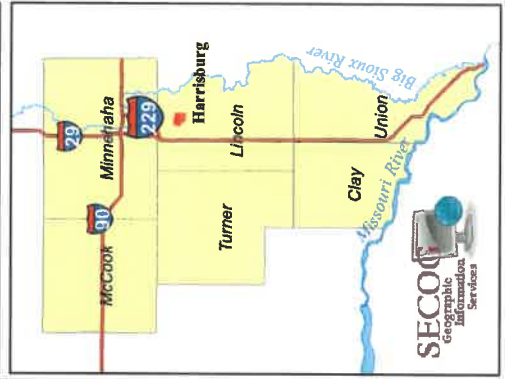
0 1,500 3,000 6,000 Feet



Future Land Use North West Quadrant Harrisburg Comprehensive Plan

Land Use Plan

- Parks and Open Space
- Low Density Residential
- High Density Residential
- Government Center
- Commercial
- Office or Business Park
- Industrial



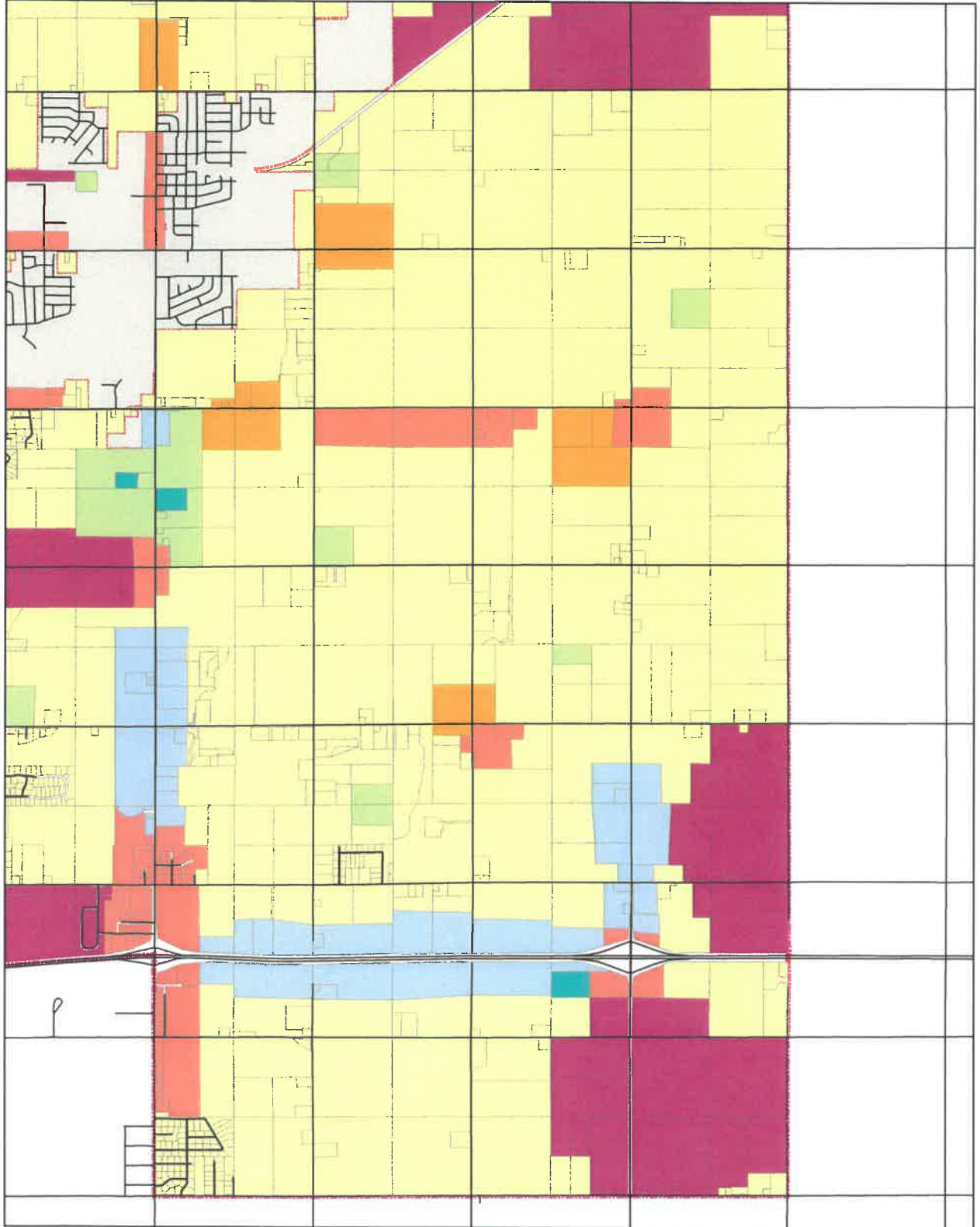
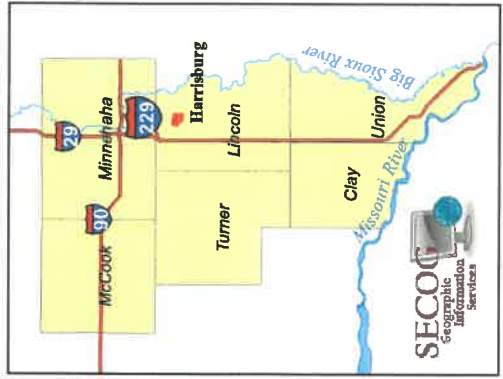
Future Land Use South West Quadrant Harrisburg Comprehensive Plan

Land Use Plan

- Parks and Open Space
- Low Density Residential
- High Density Residential
- Government Center
- Commercial
- Office or Bussiness Park
- Industrial



0 1,500 3,000 6,000
Feet



V. VISION IMPLEMENTATION CONSIDERATIONS.

A. FUTURE LAND USE ESTIMATE.

The land use information provided in Chapter 3 shows the City’s current area to be roughly 2,040 acres. Of this area, 1,040 acres is used for business, industrial, agricultural, or natural resource purposes without residential use. Of the remaining 1,000 acres, approximately 370 acres are vacant and under development, also without residential use. This leaves roughly 630 acres to support the current population’s residential uses. Dividing the City’s current population by the net area yields a population of 10 people per acre, which can be used to project the amount of land needed to accommodate the City’s expected growth in population.

Year	Projected Population	Acres Needed
2020	7,365	740
2025	10,040	1,000
2030	12,215	1,220
2035	14,862	1,500
2040	18,082	1,800
2043	20,339	2,040
Total Increase in Residential Area:		1,410

Assuming that the future City growth of non-residential areas will be half that of the residential areas and allowing for the consumption of the areas currently under development within current City limits means that the area of the City should grow by nearly three square miles over the twenty-five year projection period, roughly doubling the City’s current land area. Unfortunately, there is no reliable way to predict where this land area growth will occur.

B. CONSTRAINTS TO GROWTH.

ENVIRONMENTAL CONSTRAINTS:

This Chapter examines the presence of environmental constraints to provide background reference information for City leaders which they may consult when making decisions regarding future development. It should be noted that environmental constraints identified in this Chapter including but not limited to wetlands identified on the National Wetland Inventory and flood plains identified by the Federal Emergency Management Agency (FEMA) will present constraints to future development. Some significant natural features/areas exist in the proposed growth area of the City.

PHYSICAL GEOGRAPHY

Harrisburg is located in the southeastern portion of South Dakota. The City is roughly three miles west of Lake Alvin. Nine Mile Creek runs along the southern border of the City. Harrisburg is approximately four and a half miles east of Interstate 29 via Lincoln County Hwy 110. The landscape is primarily flat with surrounding areas being used primarily for agriculture, with an elevation varying from a low of 1408 feet to a high of 1451 feet.

DRAINAGE AND WETLANDS

Wetlands and water bodies are designated from base maps developed through the National Wetlands Inventory and other data sources. These natural resources provide several 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. There are numerous small wetlands that dot the Future Growth Planning Area around Harrisburg. While each individual wetland is generally small there are many areas where there are several wetlands congregated in certain compact areas. This could lead to serious drainage issues should these areas be developed without proper engineering to ensure the capacity exists to hold runoff.

It is important to note that there are areas within the Future Growth Planning Area of Harrisburg that are classified as mitigation areas or “wetland banks”. Wetland mitigation banking is the restoration, creation, or enhancement of wetlands for compensating for unavoidable impacts to wetlands at a different location. This process is commonly used to compensate for wetland impacts from urban type development.

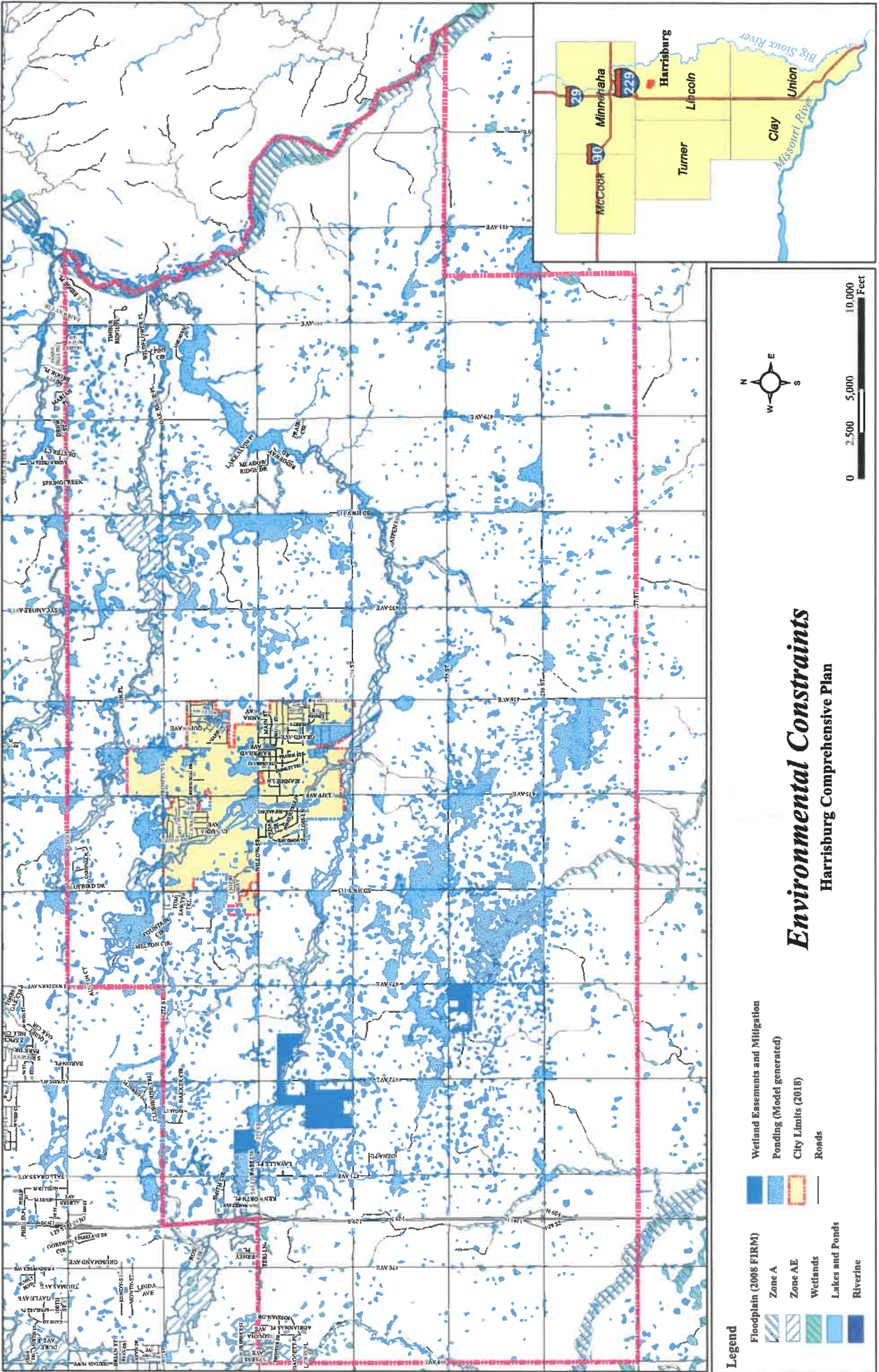
The wetlands and wetland mitigation areas of the Harrisburg area are shown on the map on the following page.

FLOODPLAINS AND PONDING

Floodplains are areas adjacent to creeks, rivers and lakes that are subject to periodic inundation. FEMA has identified areas of special flood hazard along Nine Mile Creek to the south, along Harrisburg Tributary running through the center of the City, and along Schindler Creek to the north.

The environmental constraints map also represents areas of ponding for the watersheds potentially affecting and impacted by Harrisburg growth. This is a representation of static ponding in depressions, prairie pot holes and upstream areas at roads or driveways. It requires some interpretation regarding volumes for flooding or significance when it is only a small depression.

The floodplains and ponding areas of the Harrisburg future growth area are also shown on the map on the following page.



Legend

	Floodplain (2008 FIRM)		Wetland Easements and Mitigation
	Zone A		Ponding (Model generated)
	Zone AE		City Limits (2018)
	Wetlands		Roads
	Lakes and Ponds		
	Riverine		

Environmental Constraints

Harrisburg Comprehensive Plan

MAN-MADE CONSTRAINTS.

In addition to the natural environment creating constraints that effect development there are also a number of constraints presented by the built environment. This section will outline some of the man-made constraints that exist in the Harrisburg future growth area.

INTERSTATE 29

The Interstate Highway System is a network of controlled-access highways that forms part of the National Highway System in the United States. Interstate 29 lies approximately four miles west of the current limits of the City of Harrisburg. While it is a boon for a city to be situated with good access to an Interstate Highway, this can also present a development constraint. If control of the highway connection to the Interstate does not lie in local hands then the community's development may be constrained.

RAILROAD

A north-south rail line bisects the City of Harrisburg. The issues that arise with development near a rail line are much the same as those that come with an Interstate Highway. The line and right-of-way are controlled by a federal authority and the development of new railroad crossings are very difficult to get approved. Railroads also cause an impact to development in the form of noise pollution. Land near rail lines is generally less desirable due to the noise of the train whistle and sound of the engine.

PIPELINES

There are several major petroleum and natural gas transmission lines that run through or near the City of Harrisburg. These transmission lines lie within restrictive easements that require careful attention by any future development.

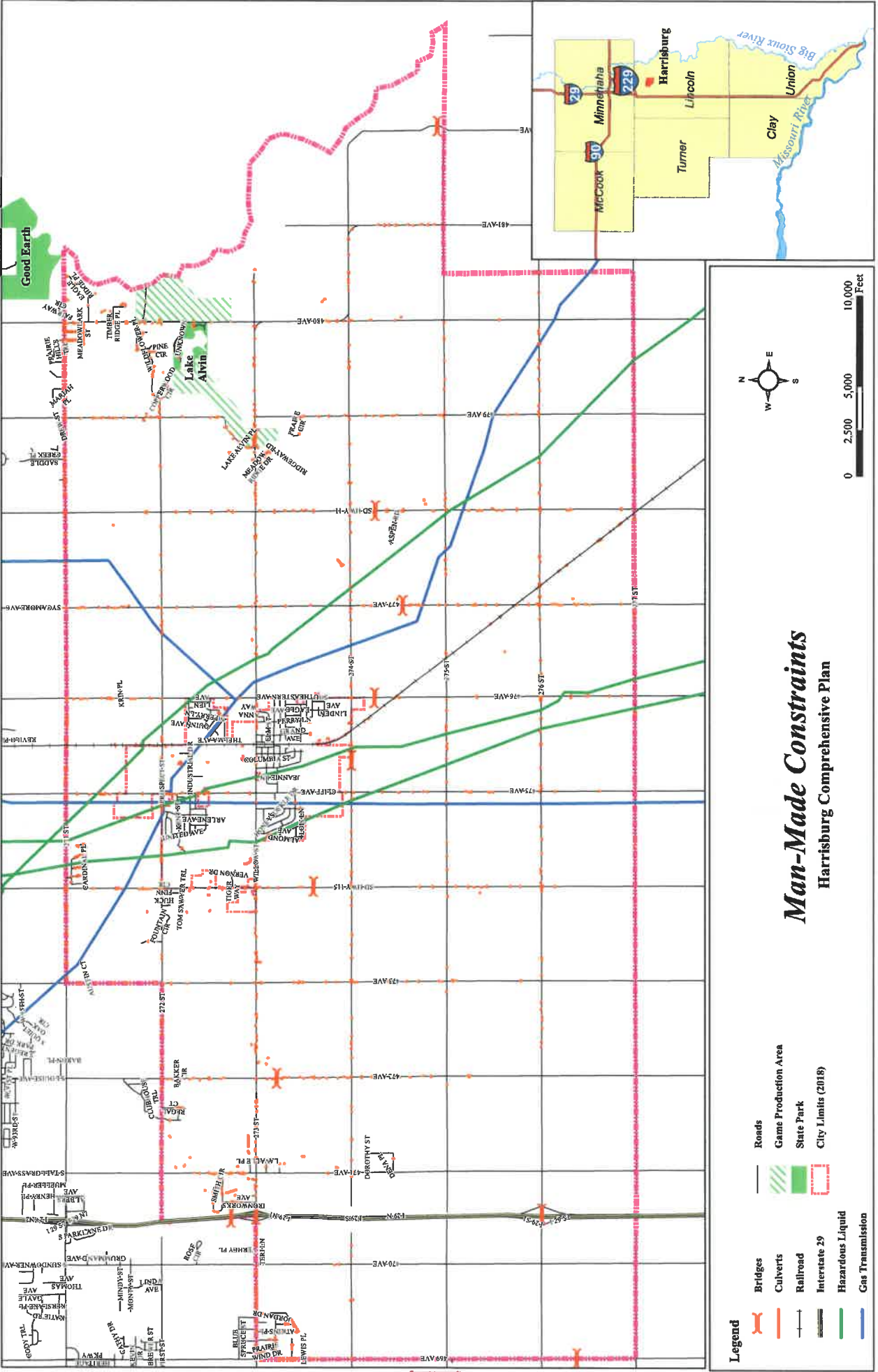
BRIDGES AND CULVERTS

Bridges and culverts become a development concern as they start to be annexed into city limits. As areas served by culverts come into the City these rural drainage systems will need to be replaced with stormwater systems that can handle additional runoff. Careful attention needs to be paid to bridges to ensure that they can handle urban traffic counts and that the City is prepared for the expenses involved with maintaining or replacing aging structures.

PUBLIC LANDS

The existence of publicly held lands should be considered in a land use plan. Publicly held lands are likely to remain under the control of a public entity in perpetuity and thereby are areas that are unlikely to be developed to an urban use. There are two types of publicly held lands in the Harrisburg study area. The first is State Parks (Lake Alvin State

Park and Good Earth State Park are within the bounds of the Future Growth Planning Area) while the second is the two Game Production Areas that surround Lake Alvin. The man-made development constrains for the City of Harrisburg are shown on the map on the following page.



Man-Made Constraints
Harrisburg Comprehensive Plan

Legend

- Bridges
- Culverts
- Railroad
- Interstate 29
- Hazardous Liquid
- Gas Transmission

- Roads
- Game Production Area
- State Park
- City Limits (2018)

C. PREMATURE DEVELOPMENT.

Both Lincoln County's and the City's current Comprehensive Plans discourage premature development without providing a definition of premature development. The City hereby adopts the following definition of premature development for use in the Future Growth Planning Area:

Premature development is defined as proposed development of land (either by subdivision, rezoning, or creation of a Planned Development) for commercial or industrial use, or for residential use that has a density greater than four dwelling units per 160 acres, without City utility services, without paved access to a County or State Highway, and without an approved basin-wide drainage study that includes the area proposed for development.

D. MAJOR STREET PLAN.

The City adopted an updated Major Street Plan by Resolution 2017-03, effective in March, 2017. This Major Street Plan is hereby incorporated into this Comprehensive Plan and is shown on the following page.

Major Street Plan

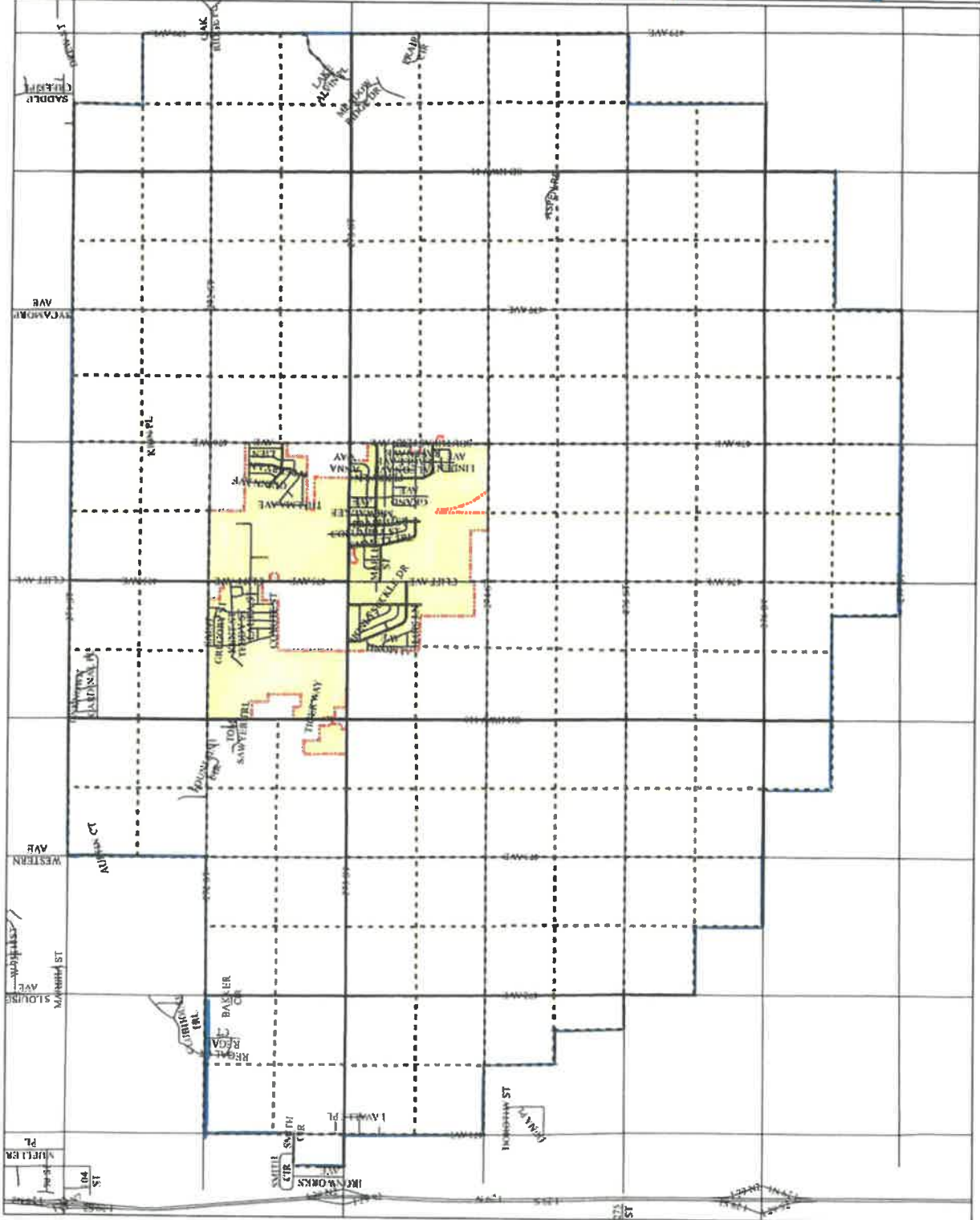
Harrisburg Comprehensive Plan

Major Street Plan

- SD Highway
- Arterial
- Future Arterial
- Collector
- Future Collector
- Local Roads

Other Features

- City Limits 2016



VI. GROWTH MANAGEMENT

A. THE NEED FOR GROWTH MANAGEMENT POLICIES.

The City of Harrisburg began its life as a whistle-stop village created by a railroad development company during South Dakota's teenage years. The small farming community grew very slowly until the 1970's when the first of several small residential subdivisions were approved and the change to a bedroom community began. This modest rate of growth, of a dozen or so homes and maybe one new street per year, continued for nearly 30 years. Thus there was little pressure on the City to prepare policies and strategies to deal with growth challenges.

Then the housing boom of the 2000's occurred, with the City's population soaring from less than 1,000 to more than 4,000 residents in less than ten years. As so often happens to bedroom communities, this change happened nearly overnight and the community could do little but try to react to submitted development proposals. This created a great deal of stress for Council and Planning Commission members as well as for the development community and for community residents. The City is still trying to cope with this stress and the impacts to the sanitary sewer system, the water system, the stormwater management system, the park system, and the street system.

2017 saw the beginnings of the City's next population boom, with developers starting work on more new large subdivisions than were active during the boom of the 2000's. In addition to this activity, the Harrisburg School District approved funding in 2018 to extend City sanitary sewer service nearly two miles west of the current City limits to provide service to a new elementary school. This will potentially open an extensive new area within the City's current platting jurisdiction to new development.

Officials for the City of Sioux Falls have repeatedly stated that their City's support for new development will continue to be concentrated on the east and north sides of Sioux Falls. As development efforts in these areas mature and adequate public infrastructure is built to support this development, their support efforts are expected to then move to the west side of town. Their development support efforts are not expected to begin to focus on the growth of the south edge of Sioux Falls for at least thirty years. This means that active growth management in the area west and north of Harrisburg will become the City of Harrisburg's responsibility.

The City's projected increase in population will present many ongoing challenges for City administrators and residents. Harrisburg's growth has been attributed to being a small town with fast and direct access to Sioux Falls employment centers. It is expected that these positive aspects will continue to attract new residents to Harrisburg over the next twenty years.

Harrisburg's population growth pressure began in the 1970's. Since that time the City's population has grown steadily at more than 3% per year and, at times, explosively at more than 30% per year. The explosive growth has been due to the presence of six active developers who have each built an extensive residential subdivision within newly-expanded City limits. As this Plan update is being prepared, these new residential subdivisions are reaching full development, with fewer than fifty platted residential lots available for new construction. Fortunately for the City, four developers are starting work on a new round of residential subdivision development which will infill most of the undeveloped areas within the current City limits. Additionally, these developers also intend to grow the City's commercial use areas, which will provide long-awaited retail opportunities for City residents.

How and where will the City grow after 2019? It is highly unlikely that infill development will push up to the City's current boundaries and then stop. Indeed, there has been growing pressure to develop new residential subdivisions well outside of the City's current boundaries over the last several years. The City has actively discouraged these proposed developments because the City has not had the wherewithal to extend its water and sanitary sewer systems to the proposed development sites. At the same time, Lincoln County has allowed subdivision and development for housing eligibilities as well as several small residential subdivisions in areas around the City. City staff noticed a disturbing trend due to these small developments: more and more of them were being allowed in locations that should be preserved for future arterial and collector streets. As a result of this observation, the City adopted a new Major Street Plan that expanded the City's platting jurisdiction to its legal maximum area. This was done as an interim measure that is meant to be examined as part of this Comprehensive Plan update.

It is unrealistic to expect that the City's boundaries will grow outward in a uniform or omnidirectional manner. The boundary expansion will occur because landowners want their land to be within the City, whether or not they desire to immediately develop their property. It is expected that the great majority of this future development will be for single-family, detached residential use. As noted in Section IV.D., the amount of land needed to provide for the City's expected population growth may be as much as three square miles over the next twenty-five years. Where is this boundary expansion likely to occur?

The largest impact to the future growth of Harrisburg will be the future growth of Sioux Falls. The leading edge of the southward component of this growth is occurring between Western and Louise Avenues. It also appears from announced development plans that a significant amount of the future retail and medical employment growth in Sioux Falls will be occurring around a new interchange onto I-29 at 85th Street. This direction for growth will likely have an impact on the preferred location for future residential growth in Harrisburg as new housing grows outward from this new growth center. Thus this factor suggests that Harrisburg will grow to the northwest.

Another significant impact on Harrisburg's future growth is the City's transportation network. Most of Harrisburg's residents currently use one of four major transportation corridors to commute to and from work and to commute to entertainment or shopping

venues in Sioux Falls. The four corridors are Cliff Avenue (Lincoln County Highway 123), South Dakota Highway 115 (Minnesota Avenue), Lincoln County Highway 110 (Willow Street), and Louise Avenue (Lincoln County Highway 117). A logical expectation is that these transportation corridors will attract development activity before land served by gravel township section line roads due to their high traffic counts. However, recent experience has been that land served by unimproved township roads has been more subject to development pressure due to lower land costs. Thus, despite the mixed messages as to specific locations, this factor suggests that Harrisburg will grow north and west, with more “pull” to the west.

B. MINIMUM DEVELOPMENT STANDARDS.

To ensure the harmonious development of the City of Harrisburg, the City hereby adopts the following minimum development standards for all new or expanding developments within the City’s jurisdiction. Before a new development is approved for any grading or construction, the developer must prove to the City that the development will provide:

- a water supply system that is adequate to provide sufficient quantity and pressure for domestic use as well as fire protection flows throughout the development;
- a sanitary sewer system that meets City standards and is connected to the existing City sanitary sewer collection and treatment system;
- a system of paved streets that will provide local access to all parts of the development as well as collector street connectivity to the City’s or County’s existing street system;
- a stormwater management system that contains and conveys stormwater and snowmelt runoff within and through the development while providing at least two feet of freeboard in a 1% storm event for all occupied structures and a path of travel on development streets that is not inundated;
- a park/trail/greenspace system that meets City standards; and
- a design that will maintain the vitality and sustainability of the City.

C. GROWTH MANAGEMENT POLICIES.

According to SDCL 11-6-15, the purpose of the City’s Comprehensive Plan is guiding and accomplishing a coordinated, adjusted, and harmonious development of the municipality, which will, in accordance with existing and future needs, best promote health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development. The City’s Planning Commission has a duty, according to SDCL 11-6-14, to propose a plan for the physical development of the municipality, including any areas outside the boundary and within its planning jurisdiction which, in the commission’s judgment bear relation to the planning of the municipality. The Plan is to be designed to lessen congestion in the streets; to secure safety from fire, panic, and other dangers; to promote health and the general concentration of population; and to

facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements.

Recent development inquiries have shown City staff and Planning Commission members that the current Comprehensive Plan growth management and land use planning goals and policies do not provide sufficient focus and direction to apply to development proposals. The current Plan also relies heavily upon the Lincoln County Comprehensive Plan, which puts the City's planning efforts at risk if there should be changes to the Lincoln County Plan or if the County fails to enforce the provisions of its plan. The revision of this section, both in title and content, is intended to provide an improved basis to guide the City's growth management efforts.

1. ENSURE THE HEALTH AND SAFETY OF CITIZENS.

- City Administration must ensure that building codes are updated in a timely manner and that the adopted codes are followed and enforced.
- Structures should be separated by ensuring that setback compliance is observed.
- Fire protection flows must be provided for all occupied structures by the City's water distribution system. City Administration must ensure that the City's water distribution system will provide adequate fire protection flows.
- The plumbing system of all occupied structures must be connected to the City's sanitary sewer collection and treatment system.
- All occupied structures must be protected from damage by stormwater runoff. Before any new development/subdivision is allowed, the City Council must have approved a drainage study of the entire drainage basin where the development is located to ensure that critical infrastructure and future occupied structures will not be located in flood-prone locations.
- Streets, whether new or existing, that serve new occupied structures must meet or exceed City design standards.
- All subdivisions must have at least one street connection to a collector or arterial street that meets or exceeds City design standards. Subdivisions that generate more than 500 trips per day shall have at least two street connections to collector or arterial streets.
- Each neighborhood must have access to a local "pocket" park.
- Every residential and commercial lot must have direct access to a sidewalk system for pedestrian use.

- City Administration must periodically evaluate the capacity of its water, sanitary sewer, street, stormwater management, and park systems to ensure that sufficient capacity exists to accommodate the anticipated growth of the City.

2. PROTECT NATURAL RESOURCES.

- Manage stormwater runoff with open, natural drainage systems.
- All new development must show that the post-development runoff volume does not exceed the pre-development runoff volume for the development before the development occurs.
- All new development must be designed to incorporate and preserve as much natural stormwater conveyance and storage as possible. Residential yards and parks should not be used for stormwater conveyance or storage.
- FEMA-designated Flood Hazard Areas should be used for greenways and linear open space. Residential, commercial, or industrial uses should not be allowed in such areas.
- Delineated wetlands should be preserved.

3. PRESERVE THE RURAL FUNCTION AND CHARACTER OF THE COMMUNITY.

- Premature development is discouraged and should not be allowed. The sole exception to this policy should be to allow Minor Plats to provide individual parcels for the four housing eligibilities per quarter section allowed by Lincoln County. Premature subdivision of land unnecessarily puts people at risk due to: the lack of a water system that can provide adequate water volume and pressure for firefighters; use of a road system that was not designed or maintained to accommodate the increased volume of traffic due to the subdivision and; inundation from unstudied and unmanaged stormwater runoff. Additionally, the premature subdivision of land causes inefficient delivery and higher costs of delivery of basic government services.
- Growth and development that promotes an efficient use of present and future public investments in streets, utilities, stormwater management facilities, parks, and other services should be encouraged.
- Continued use of land for agricultural purposes within City limits is encouraged. Although this policy conflicts with the policy to encourage development to occur in a manner that provides for the economical and efficient delivery of public services, the open space provided for raising crops and grazing livestock is a critical facet of the small town, rural character of our City. Therefore, “hopscotch” development is to be expected but the burden of the additional cost to deliver public services must be borne by the developer of such hopscotch development.

- The visual quality of the community should be protected by requiring new development to comply with the City's architectural and landscaping requirements.
- Buffering with less intensive uses should be used to separate single-family or low-density residential areas from industrial uses.
- In reviewing development proposals, the City should consider issues of community character, compatibility of land use, residents' security and safety, and efficient service provision, which are all important qualities of the community.
- The minimum improvements needed for subdivision approval, including the design standards and the construction requirements for those improvements, for subdivisions located outside of the City's municipal boundary shall be the same as those for subdivisions located inside of the City's municipal boundary.
- Subdividers must submit a Petition for Voluntary Annexation into the City if any portion of his subdivision is contiguous to the City's municipal boundary.

4. PROVIDE PUBLIC SERVICES IN AN EFFICIENT AND ECONIMICAL MANNER.

- The City should continue to utilize its Capital Improvements Planning process to list and prioritize major infrastructure improvement projects.
- The developer of any subdivision within the City's jurisdiction but outside of and not contiguous to the municipal limits of the City must agree to a pre-annexation agreement with the City before his subdivision will be approved by the City.
- The City should plan, protect, and strive to improve the City's Major Street System.
- Access onto collector and arterial streets should be limited to local streets with access by driveways discouraged to preserve the function of these street classes.
- City staff and boards must strive to coordinate growth management planning efforts with other governmental entities.

5. PROMOTE A HEALTHY & ACTIVE LIFE STYLE FOR COMMUNITY RESIDENTS.

- All residential and commercial lots should abut a sidewalk.
- Each neighborhood within the community should have its sidewalk system tied into a community-wide pedestrian/bicycle trail system.
- Development of neighborhood/pocket parks is encouraged to provide a minimum level of amenities for nearby residents.

- Development of community parks that will provide sports, recreation, and entertainment venues for community residents should be planned and encouraged.
- Efforts with other government entities to create a regional trail system should be supported and encouraged.

D. FURTHER GROWTH MANAGEMENT CONSIDERATIONS.

Annexation policy:

The City shall pursue an aggressive annexation policy within its growth planning area with the goals of reaching Lincoln County Highway 106 and Interstate 29 as quickly as possible. As part of this policy, a pre-annexation agreement shall be required for all parcels being subdivided within the City's extra-territorial platting jurisdiction.

Arterial Street Plan and updating the Major Street Plan:

State law (SDCL 31-33) requires first class cities to designate an arterial street system. Before doing so, the city must coordinate the planning of this system with county and state officials. This process has not yet been completed since Harrisburg was found to be a first class city in 2016. The City is fortunate that Lincoln County is in the midst of creating a Comprehensive Transportation Plan, which is scheduled to be completed in the summer of 2019. City staff has participated in Lincoln County's transportation planning process and has held discussions with South Dakota Department of Transportation staff concerning the creation of an Arterial Street Plan. This Plan should be completed by the end of 2019 and used to update the current Major Street Plan, which was last updated by Resolution 2017-03 effective in March, 2017.

Capital Improvements Program:

The Planning Commission should take a more active role in reviewing and updating the City's Capital Improvements Program. The Commission should undertake an annual review of the adopted CIP (recommended for the January or February regular meeting) to examine the projects started in the previous year, the projects scheduled to begin in the current year, and the projects scheduled to begin in the following year support the Commission's efforts to maintain the vitality and sustainability of the City. This is a very difficult task since there are always many more improvement projects than there are budget dollars available to fund projects. The City's current CIP process does not appear to provide sufficient opportunity for public input and involvement that the Commission can provide by holding one or more public hearings before making a recommendation to the City Council. Additionally, the Commission can greatly assist the CIP review process by developing a list of prioritized projects for a CIP future projects list. Each project on this

list would have a short project description and a brief summary of its prioritization and any prerequisite work that would be needed before the project could be done. Development and maintenance of this pending projects list would aid discussions about project priorities and improve public transparency.

Critical corridor identification and preservation:

The Planning Commission has identified the following critical transportation corridors:

- Lincoln County Highway 110 (Willow Street W) from I-29 to SD Highway 115
- Willow Street from SD Highway 115 to Southeastern Avenue
- Lincoln County Highway 110 (Willow Street E) from Southeastern Avenue to SD11
- Louise Avenue from LCH116 to LCH106
- Western Avenue from LCH110 to LCH106
- Minnesota Avenue (SD115) from LCH116 to LCH106
- Cliff Avenue from Willow Street to LCH106
- Southeastern Avenue from LCH116 to LCH106
- SD Highway 11 from LCH116 to LCH106

The right-of-way for each corridor needs to be preserved at 100' width, except for Willow Street on either side of the City which should be preserved at 120'. A standard street section for both widths should be added to the City's Engineering Design Standards. These sections should provide for 2 lanes of pavement with a center turning lane, safety shoulders, open swales, 6' sidewalks, and planting strips for trees. The wider r-o-w should provide a wide center median with a bike path and tree planting strips.

Joint jurisdiction goals:

The City desires to expand the area subject to its platting authority to encompass the entire future growth management area that was outlined by the Vision Committee. In addition, the City would like to have control of land use decisions within this future growth management area. The City feels this control should include not only the type and location of zoning districts, but also extend through site plan review, building permit issuance, and floodplain management for this area. The City believes this level of control will help ensure the highest level of efficiency, economy, and consistency in the development process and is the best way to promote the health, safety, order, convenience, prosperity, and general welfare of current and future residents of this area.

Low Impact Design Standards:

The Planning Commission will work with the City Engineer to examine and adopt Low Impact Design Standards to guide development and City street and park projects. These standards should be created and adopted by December, 2020. The guiding principles for

these new standards should be defined and incorporated into the City's Comprehensive Plan as part of this creation process.

Park and Trails Master Plan update:

The City worked with the Sioux Falls Metropolitan Planning Organization to create a Master Park and Trail Plan in 2007. This Plan needs to be updated to provide for future trail locations throughout the planning area defined by the Vision Committee. The development of this Plan should be coordinated with Lincoln County and Sioux Falls to create a regional trail system. The Plan should also designate locations for future regional parks, nature areas, and sports complexes. Development of pocket parks in new neighborhoods should be the responsibility of developers.

Park/Green Space/Trail Dedications:

The City's Park/Green Space/Trail Dedications policies have changed several times over the last twenty years and appears in need of another change. The City's PGT policies need to have two areas of focus: one set of policies should address new developments and neighborhoods and the other should address the PGT needs of the City as a whole. The needs for the City as a whole should fall under the purview of the Park and Recreation Advisory Board. The Commission is clearly responsible, through its zoning and subdivision regulations, for creating and maintaining the policies and standards for new developments and neighborhoods. The Board and the Commission should meet at least once annually to discuss PGT standards, needs, and priorities.

The Planning Commission should, over the next few months, review and update its PGT policies and regulations and prepare a new PGT policy document for discussion with the Park Board at a joint meeting to be held in November, 2019 with adoption and updates to the necessary regulations to follow shortly thereafter.

Stormwater Runoff Management:

The City Engineer is currently working on a basin model for the third basin within the City's jurisdiction. It shall be City policy that the City Engineer develop runoff models to City Design Standards for all drainage basins within the City's jurisdiction as funding and time allow. The intent of this policy is to develop an understanding of the volume and timing of stormwater flows through each basin for both pre-development and fully-developed conditions. Each new development must ensure that stormwater runoff flows from their fully-developed subdivision do not exceed pre-development levels. Existing wetland areas should be preserved and streets (and their ditches) should not be used as primary runoff conveyances or as de facto detention facilities. It is City policy to not pursue the creation of regional detention facilities.

Street and intersection design guidelines:

A menu of local street designs should be created to incorporate Low Impact Development principles and traffic calming principles. Features such as bump-outs, clustered on-street parking, cluster mailboxes, chicanes, raised crosswalks, and tree planting strips should be incorporated to give each local street a unique feel.

Roundabouts and traffic circles should be incorporated into the design of most intersections. Signalized intersections should be discouraged.

Water Service expansion:

The most important growth management issue facing the City is the future of its water supply. The City's current primary water supplier is the Lewis and Clark Regional Water System with agreements in place for additional water purchases from North Lincoln County Rural Water System and from the City of Sioux Falls. The City's monthly allocation from L&C is adequate to accommodate anticipated increased usage due to growth for several more years but is not adequate to address the City's long term needs.

City staff has been in discussions with NLRWS for some time about a long-term water purchasing agreement. These discussions need to continue and will hopefully result in a long-term agreement that will benefit both entities. The Planning Commission needs to closely monitor the City's rate of growth and growth forecasts to ensure that its water supply is adequate to meet present and future needs.

E. SUMMARY OF PLAN IMPLEMENTATION ACTIONS.

- Create draft Park/Green Space/Trail policy document for joint PC/PB meeting Nov, 2019.
- Create and adopt an Arterial Street Plan by December, 2019.
- Update the Major Street Plan by February, 2020.
- Develop CIP future projects list for a PC public hearing in February, 2020.
- Water purchase agreement with North Lincoln Rural Water System by March, 2020.
- First annual Comprehensive Plan review in March, 2020.
- Create and adopt a Joint Jurisdiction Agreement with Lincoln County by July, 2020.
- Update Park & Trail Master Plan by November, 2020.
- Create and adopt Low Impact Design Standards by December, 2020.