

City of Watertown – 2020 Comprehensive Land Use Plan
Adopted – April 6, 2020
Table of Contents

INTRODUCTION	1
ESTABLISHMENT AND PLANNING HISTORY	2
Early History	2
Municipal Planning History	4
Citizen Planning Groups	5
PLANNING PROCESS	5
DEMOGRAPHIC TRENDS	6
General Population Trends	6
Racial Characteristics	11
Age Distribution	12
Household and Family Characteristics	14
Socio-Economic Conditions	14
Educational Characteristics	14
Income	16
Family Household Median Income	16
Total Household Median Income	17
Employment	17
Housing	21
PROJECTIONS	24
LAND USE PLANNING POLICIES	26
Definitions	26
General Community Goals	28
Residential Use Goal:	29
Objectives:	29
Commercial Use Goal:	29
Objectives:	29
Industrial Use Goal:	30
Objectives:	30
Public Utilities Goal	30
Water System Goal:	31
Objectives:	31
Strategies:	31

Sanitary Sewer System Goal:	32
Objectives:	32
Strategies:	32
Specific Actions or Projects Required.....	33
Electricity and Natural Gas Utility Goal:	33
Objectives:	33
Strategies.....	33
Storm Water Management and Flood Control Goal:	34
Objectives:	34
Strategies:	34
Solid Waste Goal:.....	35
Objectives:	35
Future Urbanized/Rural Area Utility Goal:.....	35
Objectives:	35
Specific Actions or Projects Required.....	36
Transportation Goal:.....	36
Objectives:	36
Strategies.....	37
Specific Actions or Projects Required.....	39
Environmental Protection Goal:	39
Objectives	39
Strategies.....	40
Growth Management Areas Goal	40
Urbanized Area Objectives:.....	40
Future Urbanized Area Objectives:.....	41
Rural Area Objectives	42
DEVELOPMENT ELEMENTS.....	42
Water.....	43
Current System	43
Future Improvements	43
Development Requirements	44
Sanitary Sewer System	44
Current System	44
Future Improvements	44
Development Requirements	45

Electricity	45
Natural Gas	45
Storm Water Drainage	45
Interim Studies/Projects	46
Floodplain	46
Storm Water Phase II	47
Transportation	47
Street Classification	48
Roadway Design Standards and Policy Guidelines	50
City Street System	52
Commuting	54
Pedestrian Systems	57
Planning Process	59
ENVIRONMENTAL CONSTRAINTS	59
Drainage and Wetlands	59
Soils	60
Flood Plain	60
Aquifer	61
EXISTING LAND USE	62
Categorical Review:	62
Public and Quasi-Public Land Uses	63
Parks And Recreation	63
Schools	72
Health Facilities	73
Public Safety	74
Residential	74
Commercial	75
Industrial	76
Airport Industrial Park	78
Endres Industrial Park	78
Stromseth Industrial Park	79
Hanten Industrial Park	79
Pheasant Ridge Industrial Park	79
Watertown Elevator Cooperative and surrounding area	79
CHS/Foley Road area	79

Central Business District and other initial railroad oriented development.....	80
Area South of US HWY 212, East of US HWY 81, and West of 17th Street SE.....	80
Area near the former North Sale Barn	80
West (US) US HWY 212.....	81
Other Industrial Areas	81
SPATIAL REVIEW:.....	81
Jefferson Redevelopment Area	82
Existing Land Uses.....	82
Commercial	84
Industrial	84
Public/Quasi Public/Infrastructure.....	84
Residential	85
Lincoln Redevelopment Area.....	87
Existing Land Uses.....	87
Commercial	88
Industrial	88
Public/Quasi Public/Infrastructure.....	89
Residential	90
Unique Land Use Issues:	93
McKinley Redevelopment Area	93
Existing Land Uses.....	93
Commercial	94
Industrial	95
Public/Quasi Public/Infrastructure.....	95
Residential	96
Unique Land Use Issues:	100
Mellette Redevelopment Area	100
Existing Land Uses.....	100
Commercial	100
Industrial	101
Public/Quasi Public/Infrastructure.....	101
Residential	102
Unique Land Use Issues:	105
Roosevelt Redevelopment Area	106
Existing Land Uses.....	106
Commercial	106

Industrial	107
Public/Quasi Public/Infrastructure.....	107
Residential	108
Unique Land Use Issues:	112
Lake Kampeska Redevelopment Area.....	113
Existing Land Uses.....	113
Commercial	114
Industrial	114
Public/Quasi Public/Infrastructure.....	114
Residential	115
Unique Land Use Issues:	117
Commercial Redevelopment Areas	118
“Central 81”	118
General Development Pattern of Area:	119
Existing Transportation Network:.....	119
Pedestrian Oriented Transportation:.....	119
Parking Area and Landscaping:.....	119
Signs	120
Building Materials and Loading Areas	120
“Magic Mile”	120
General Development Pattern of Area:	121
Existing Transportation Network:.....	121
Pedestrian Oriented Transportation:.....	121
Parking Area and Landscaping:.....	122
Signs.....	122
Building Materials and Loading Areas	122
“Downtown”	123
General Development Pattern of Area:	123
Existing Transportation Network:.....	123
Pedestrian Oriented Transportation:.....	124
Parking Area and Landscaping:.....	124
Signs	124
Building Materials and Loading Areas	125
“West 212”	125
General Development Pattern of Area:	125
Existing Transportation Network:.....	126

Pedestrian Oriented Transportation:.....	126
Parking Area and Landscaping:.....	126
Signs	127
Building Materials and Loading Areas	127
“Willow Creek/East Watertown”	127
General Development Pattern of Area:.....	128
Existing Transportation Network:.....	128
Pedestrian Oriented Transportation:.....	129
Parking Area and Landscaping:.....	129
Signs	129
Building Materials and Loading Areas	130
“SD HWY 20”	130
General Development Pattern of Area:.....	131
Existing Transportation Network:.....	131
Pedestrian Oriented Transportation:.....	132
Parking Area and Landscaping:.....	132
Signs	132
Building Materials and Loading Areas	132
“North 81”	133
General Development Pattern of Area:.....	134
Existing Transportation Network:.....	134
Pedestrian Oriented Transportation:.....	134
Parking Area and Landscaping:.....	134
Signs	135
Building Materials and Loading Areas	135
FUTURE LAND USE.....	135
Residential	135
Single-Family	136
Multiple-Family	136
Manufactured Housing	136
Commercial	136
Mixed-Use	137
Industrial.....	137
Public/Quasi-Public/Institutional.....	138
Open Space	138

Agricultural	139
REDEVELOPMENT PLAN.....	139
Planning Issues and Development Considerations Common to All Redevelopment Areas..	141
Lake Kampeska Redevelopment Area.....	142
Development Considerations for the entire Lake Kampeska Redevelopment Area	142
McKinley Redevelopment Area	143
Development Considerations for the entire McKinley Redevelopment Area	144
Development Considerations for the “SD HWY 20” Redevelopment Area	144
Jefferson Redevelopment Area	146
Development Considerations for the entire Jefferson Redevelopment Area	146
Development Considerations for the “North 81” Redevelopment Area.....	146
Mellette Redevelopment Area	148
Development Considerations for the entire Mellette Redevelopment Area	148
Lincoln Redevelopment Area.....	148
Development Considerations for the entire Lincoln Redevelopment Area	149
Development Considerations for the entire Willow Creek Redevelopment Area	149
East Interstate 29 Redevelopment Area	151
Development Considerations for the entire East Interstate 29 Redevelopment Area	152
South 212 Redevelopment Area.....	152
Development Considerations for the entire South 212 Redevelopment Area.....	152
Development Considerations for the “Magic Mile” Redevelopment Area	153
Lake Pelican Redevelopment Area.....	155
Development Considerations for the entire Lake Pelican Redevelopment Area	155
Development Considerations for the “West 212” Redevelopment Area	156
Roosevelt Redevelopment Area	158
Development Considerations for the entire Roosevelt Redevelopment Area	158
Development Considerations for the “Downtown” Commercial Redevelopment Area.....	159
Development Considerations for the “Central 81” Commercial Redevelopment Area	160
Redevelopment Maps.....	161
LAND USE CONSUMPTION AND PROJECTIONS	166
FUTURE LAND USE – RURAL AREAS.....	167
Area Plans.....	170
Planning Issues Common to All Growth Areas	170
Development Considerations Common to All Growth Areas	170
IMPLEMENTATION	173

Zoning Ordinance.....	173
Joint Jurisdictional (Extraterritorial Zoning)	178
Subdivision Ordinance.....	178
Building Code	178
Site Development Review.....	178
Capital Improvements Plan (CIP)	179
GIS (Geographic Information Systems)	179
Annexation	179
Phasing	180
Immediate Development Areas (Blue areas)	180
Near-Term Development Areas (Orange).....	181
Mid-Term Development Areas (Yellow)	181
Long-Term Development Areas (Red).....	181
Plan Review and Amendments.....	181
APPENDIX	184
West Kampeska Growth Area	185
Development Considerations for Future Urbanized Area.....	185
Planning Issues	185
Development Considerations	186
West Growth Area	194
Development Considerations for Future Urbanized Area.....	194
West Growth Area Future Urbanized Area	194
West Growth Area Rural Area	195
Existing and Future Land Use	196
North Growth Area.....	206
Development Considerations for Future Urbanized Area.....	206
North Growth Area Future Urbanized Area.....	206
North Growth Area Rural Area.....	208
Existing and Future Land Use	208
Northeast Growth Area.....	214
Development Considerations for Future Urbanized Area.....	214
Northeast Growth Area Future Urbanized Area	214
Northeast Growth Area Rural Area.....	215
Existing and Future Land Use	215
East Growth Area	222

Development Considerations for Future Urbanized Area.....	222
East Growth Area Future Urbanized Area	222
East Growth Area Rural Area	223
Existing and Future Land Use	223
Southeast Growth Area	230
Development Considerations for Future Urbanized Area.....	230
Southeast Growth Area Future Urbanized Area	230
Southeast Growth Area Rural Area	231
Existing and Future Land Use	231
South Growth Area	241
Development Considerations for Future Urbanized Area.....	241
South Growth Area Future Urbanized Area	241
South Growth Area Rural Area	242
Existing and Future Land Use	242
Pelican Lake Growth Area	253
Development Considerations for Future Urbanized Area.....	253
Pelican Lake Growth Area Future Urbanized Area	253
Pelican Lake Growth Area Rural Area	254

List of Maps

Map 1 – Total Population by Census Group	7
Map 2 – Population Density	8
Map 3 – Population Change by Census Group (2000 – 2010)	9
Map 4 – Residential Construction – By Year (2010 – 2014)	22
Map 5 – Residential Construction – By Units (2010 – 2016).....	23
Map 6 – Major Street Plan	49
Map 7 – Employees Commuting to Watertown.....	56
Map 8 – Watertown Proposed Trail System	58
Map 9 – Environmental Constraints	61
Map 10 – Neighborhood/Community Parks.....	65
Map 11 – Park Service Area	67
Map 12 – Industrial Development Area	78
Map 13 – Existing Land Use: Commercial Redevelopment Areas.....	82
Map 14 – Existing Land Use: Jefferson Redevelopment Area.....	83
Map 15 – Public/Quasi-Public Uses Map: Jefferson Redevelopment Area.....	84
Map 16 – Residential Land Use Map: Jefferson Redevelopment Area.....	85
Map 17 – Population Density Map: Jefferson Redevelopment Area.....	86
Map 18 – Residential Lot Area: Jefferson Redevelopment Area	87
Map 19 – Existing Land Use: Lincoln Redevelopment Area	88
Map 20 – Public/Quasi-Public Uses Map: Lincoln Redevelopment Area	89
Map 21 – Owner/Tenant Occupancy: Lincoln Redevelopment Area.....	90
Map 22 – Residential Land Use Map: Lincoln Redevelopment Area	91
Map 23– Population Density Map: Lincoln Redevelopment Area	92
Map 24 – Residential Lot Area: Lincoln Redevelopment Area.....	93
Map 25 – Existing Land Use: McKinley Redevelopment Area	94
Map 26 – Public/Quasi-Public Uses Map: McKinley Redevelopment Area	96
Map 27 – Owner/Tenant Occupancy: McKinley Redevelopment Area	97
Map 28 – Residential Land Use Map: McKinley Redevelopment Area	98
Map 29 – Population Density Map: McKinley Redevelopment Area	99
Map 30 – Residential Lot Area: McKinley Redevelopment Area.....	99
Map 31 – Existing Land Use: Mellette Redevelopment Area.....	101
Map 32 – Public/Quasi-Public Uses Map: Mellette Redevelopment Area.....	102
Map 33 – Owner/Tenant Occupancy: Mellette Redevelopment Area	103

Map 34 – Residential Land Use Map: Mellette Redevelopment Area	103
Map 35 – Population Density Map: Mellette Redevelopment Area	104
Map 36 – Residential Lot Area: Mellette Redevelopment Area.....	105
Map 37 – Existing Land Use: Roosevelt Redevelopment Area.....	107
Map 38 – Public/Quasi-Public Uses Map: Roosevelt Redevelopment Area.....	108
Map 39 – Owner/Tenant Occupancy: Roosevelt Redevelopment Area	109
Map 40 – Residential Land Use Map: Roosevelt Redevelopment Area.....	110
Map 41 – Population Density Map: Roosevelt Redevelopment Area.....	111
Map 42 – Residential Lot Area: Roosevelt Redevelopment Area	112
Map 43 – Existing Land Use: Lake Kampeska Redevelopment Area	113
Map 44 – Public/Quasi-Public Uses Map: Lake Kampeska Redevelopment Area	115
Map 45 – Owner/Tenant Occupancy: Lake Kampeska Redevelopment Area	116
Map 46 – Residential Land Use Map: Lake Kampeska Redevelopment Area	116
Map 47 – Residential Lot Area: Lake Kampeska Redevelopment Area.....	117
Map 48 – Central 81 Orientation Map	118
Map 49 – Magic Mile Orientation Map.....	120
Map 50 – Downtown Orientation Map	123
Map 51 – West 212 Orientation Map.....	125
Map 52 – Willow Creek/East Watertown Orientation Map	127
Map 53 – Highway 20 Orientation Map	130
Map 54 – North 81 Orientation Map	133
Map 55 – Future Land Use Redevelopment Areas Orientation Map.....	140
Map 56 – Future Land Use of Developed Area by General Type	163
Map 57 – Future Land Use of Developed Area by Specific Type	164
Map 58 – Future Land Use Map – Mixed Use Areas.....	165
Map 59 – Growth Area Map by Degree of Urbanization	168
Map 60 – Future Land Use by General Development Type.....	169
Map 61 – Future Land Use Growth Areas.....	172
Map 62 – Future Land Use – by Staging Area	183

List of Charts

Chart 1 – Population Trends for the City of Watertown (1960 – 2010).....	7
Chart 2 – City of Watertown and Codington County Population Trends (1960 – 2010)..	10
Chart 3 – Population of the City of Watertown by Age Cohort (2000 – 2010)	13

Chart 4 – Percentage of Residents over the Age of Twenty-Five Who are High School and/or College Graduates	15
Chart 5 – Years of School Completed Persons 25 Years Old and Over (2000 and 2014).....	15
Chart 6 – City of Watertown Median Family Income (2000 & 2014)	16
Chart 7 – City of Watertown Median Household Income (2000 & 2014).....	17
Chart 8 – Comparison of Employment by Industrial Sector (2000 & 2014).....	20
Chart 9 – Total Dwelling Units Permitted by Year (2010 – 2016).....	21
Chart 10 – Single Family Residential Structures permitted (2010 – 2016).....	23
Chart 11 – Multiple Family Residential Structures by Number of Units (2010 – 2016)...	24
Chart 12 – Population Projections: City of Watertown (2010 – 2035)	25

List of Tables

TABLE 2 - PERCENT CHANGE IN POPULATION: 1960 – 2010.....	10
TABLE 3 - CODINGTON COUNTY POPULATION ANALYSIS - WATERTOWN, RURAL COMMUNITIES AND RURAL AREA PROPORTIONS	11
TABLE 4 - POPULATION OF WATERTOWN BY RACE 1990 AND 2000.....	11
TABLE 5 - POPULATION OF WATERTOWN HISPANIC/NON-HISPANIC 2000 AND 2010.....	12
TABLE 6 - WATERTOWN LABOR FORCE - 2000 & 2014	18
TABLE 7 - INDUSTRIAL SECTOR EMPLOYMENT	19
TABLE 8 - COMPARISON OF EMPLOYMENT INDUSTRIAL SECTOR, 2000 & 2014.....	19
TABLE 9 - CITY OF WATERTOWN PROJECTED HOUSING DEMAND	26
TABLE 10 - EMPLOYEE INFLOW/OUTFLOW - CITY OF WATERTOWN, SOUTH DAKOTA.....	55
TABLE 11 - LAND USE INVENTORY BY GENERAL LAND USE TYPE.....	62
TABLE 12 - TOTAL PUBLIC AREA – BY CLASSIFICATION	63
TABLE 13 - PARKS INVENTORY	64
TABLE 14 – RESIDENTS SERVED BY PARKS	66
TABLE 15 – SPECIAL USE PARKS – OUTDOOR INVENTORY	69
TABLE 16 – SPECIAL USE PARKS – INDOOR INVENTORY	70
TABLE 17 – GREENWAYS INVENTORY	71
TABLE 18 – LAND USE INVENTORY BY RESIDENTIAL LAND USE TYPE.....	75

TABLE 19 – LAND USE INVENTORY BY COMMERCIAL LAND USE TYPE	76
TABLE 20 – LAND USE INVENTORY BY INDUSTRIAL PARK/AREA	77
TABLE 21 – JEFFERSON REDEVELOPMENT AREA LAND USE SUMMARY	83
TABLE 22 – LINCOLN REDEVELOPMENT AREA LAND USE SUMMARY	87
TABLE 23 – MCKINLEY REDEVELOPMENT AREA LAND USE SUMMARY	94
TABLE 24 – MELLETTE REDEVELOPMENT AREA LAND USE SUMMARY	100
TABLE 25 – ROOSEVELT REDEVELOPMENT AREA LAND USE SUMMARY	106
TABLE 26 – LAKE KAMPESKA REDEVELOPMENT AREA LAND USE SUMMARY .	113
TABLE 27 – LAND CONSUMPTION PROJECTIONS.....	166
TABLE 28 – FUTURE DEVELOPMENT LAND PROJECTED SUPPLY AND DEMAND (IN ACRES)	166
TABLE 29 – LAND USE LOCATION, DESIGN, AND REGULATORY MODELS	174

List of Figures

Figure 1 - Proposed Permanent Capitol Grounds (Watertown)	3
Figure 2 - Original Survey: Township 117 North, Range 52 West (Elmira Township)	3
Figure 3 - Recommended Arterial Street Section	50
Figure 4 - Recommended Collector Street Section (with center turn lane)	51
Figure 5 - Recommended Collector Street Section (with shoulders).....	51
Figure 6 - Recommended Local Street Section	52
Figure 7 - Commuting to/Commuting from City of Watertown.....	56
Figure 8 - Proportion by Distance Commuting to Watertown	56
Figure 9 – C-L Boundary Map for Lake Kampeska.....	143
Figure 10 - C-L Boundary Map for Lake Pelican.....	156

INTRODUCTION

Change is a constant which will affect every individual throughout his or her life. Individuals need to make plans which will accommodate the changes they will encounter in the future. A plan can provide valuable insight into the possible solutions to the problems which typically accompany change. Planning for change is not limited to individuals. Rather, it also applies to communities. The development of a quality community does not occur haphazardly or without insight to a plan for expansion. For without a well-prescribed plan for future expansion, community leaders will be left unguided to make decisions which could impact the community's ability to progressively develop.

This comprehensive land use plan is comprised of common characteristics. The first characteristic is that it is long-term in nature. Hopefully, this plan will assist in the shaping of Watertown's future by providing the means necessary to attain a prescribed future. Second, this plan is comprehensive. It will be directed towards the entire community with an emphasis on the functions and services provided by the City. Third, it is a guide to the physical development of the community. It addresses the why, how, where, and when to develop various areas of the community. Finally, this plan is a statement of policy which will guide the decisions made by the City Planning Commission, Board of Adjustment, City Council and various other City officials. This document offers a prescription which will assist in answering future questions concerning budgeting, capital improvements, land use, zoning and subdivision regulations.

One concern of comprehensive land use planning is determining how land is used within the corporate and planning boundaries of a municipality. There are numerous land uses which when combined create the character of a community. There are also competing demands for land use such as residential, commercial, office, industrial, open space, and public institutions such as schools, hospitals and religious uses. How these various land uses are balanced and the intensity to which each land use is developed will determine the future character of a community. The guiding principle or objective behind the comprehensive land use plan is creating a balanced community where current and future residents have a wide range of housing choices, employment opportunities, consumer opportunities, and a full range of government and quasi-public services.

This comprehensive land use plan depicts a pattern of land uses reflective of the City's historical endeavor to achieve a balance of uses that provide for the needs of the community. The City has been successful in the past, through its application of the Zoning Ordinance, Subdivision Ordinance and other regulations; to ensure land uses on the ground are consistent with those shown on the City's Comprehensive Plans. While the comprehensive land use plan is not a prescription for specific development uses and forms, the City will continue to control the location and density of general categories of land use through its continued adherence to the policies and land use maps contained herein unless there are demonstrable and overriding reasons for not doing so.

The City of Watertown's 2020 Comprehensive Land Use Plan (hereafter referred to as the Plan) is intended to replace the existing land use plan. The Plan is the official policy document of the Watertown City Council, Watertown Planning Commission, and Watertown Board of Adjustment. The Plan provides a consistent statement of the City's plans and policies for future development within the City and in future growth areas, and is meant to be a dynamic document which can evolve and respond to changing conditions. The Plan strives to integrate and balance

the various plans and policies so as to promote the most beneficial physical development and community welfare possible in the next 15 to 20 years.

The most beneficial future portrait of the City requires that the Plan incorporate the vital input of two major civic forces: (1) governmental agencies which administer critical phases of building development, such as infrastructure provision and important public resources such as parks and schools; and (2) private sector investment and enterprise which provide the capital and energy necessary to construct homes, businesses, services, and industry. The Plan seeks to incorporate the best visions and ideals of the citizens along with realistic needs and aspirations of private development in order to capitalize upon the City's ongoing productivity and potential.

Furthermore, the Plan promotes managed growth that is cost-effective and logical. The City hopes to prevent leapfrog development or urban sprawl, as well as minimize conflict between incompatible uses that locate next to each other. In addition, the Plan establishes a circular process of implementation, review, and amendment for itself.

Finally, the Plan is designed to meet the statutory requirements of the State of South Dakota. The ability of the City to plan and regulate land use within its borders is granted through South Dakota Codified Law Chapters 11-3, 11-4 and 11-6. Also, this Plan is intended to meet planning requirements for its implementation tools, chief among those being the community's zoning and subdivision ordinances.

ESTABLISHMENT AND PLANNING HISTORY

Early History

In 1871 the Winona and St. Peter railroad expanded its line to Lake Kampeska. The first known permanent settlement within the present-day municipal boundaries of Watertown was established in 1872 on the eastern shores of Lake Kampeska, near the terminus of the railroad. Despite its completion, rail service did not commence until 1878. Shortly thereafter trains stopped regularly within the current "Downtown" area of Watertown, bringing materials to establish a city. By the time South Dakota became a state in 1889, the City of Watertown, established in 1880, was rapidly growing. As the state was searching for a permanent capitol city, Watertown submitted a development plan to site it here, approximately one mile southeast of Lake Kampeska near present day Derby Downs (See Figure 1.)

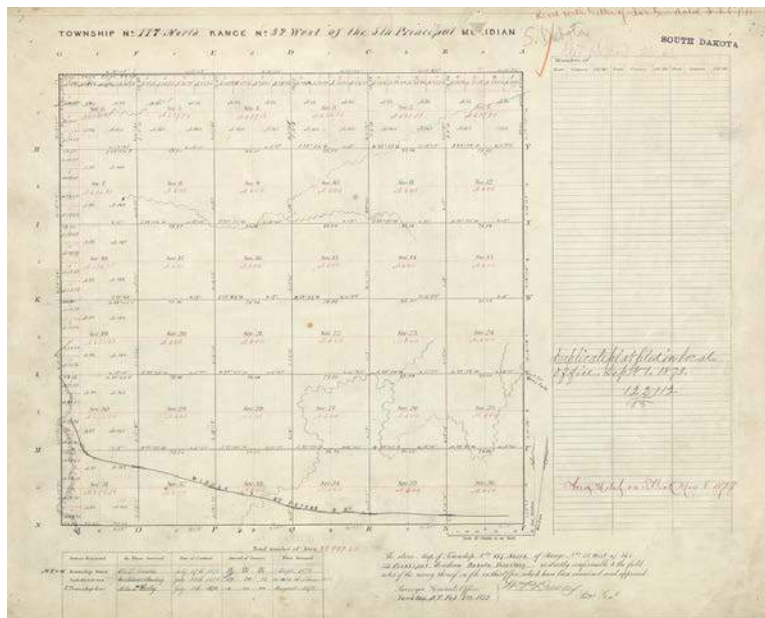
The City of Watertown established itself as a railroad hub by 1907 with service from four railroad systems and nine railroad outlets, expanding commercial and industrial enterprises, as well as a growing population. In its first four decades of development most of the city's development occurred in lower areas near the Big Sioux River, with some residential growth expanding north and east in slightly higher elevations. Development also continued along the shores of Lake Kampeska. Initially as locations for recreation and cabins, land use subdivided and used for both permanent and temporary dwellings as the population of Watertown continued to expand. In addition to hauling freight, the established railroads with regular passenger trains traveling throughout the region, often carried passengers to and from both Watertown and Kampeska. As modes of transportation shifted from horses and railroad to automobiles and (eventually) air, roads were reserved and eventually constructed in the rights-of-way reserved via the initial United States Public Land Survey of the area in 1873 (see Figure 2.)

Figure 1
Proposed Permanent Capitol Grounds (Watertown)



Source: Watertown Regional Library

Figure 2
Original Survey: Township 117 North, Range 52 West (Elmira Township)



Source: United States Department of the Interior, Bureau of Land Management. General Land Office Records. Available on the worldwide web at: <https://glorecords.blm.gov/search/default.aspx#searchByTypeIndex=1&searchTabIndex=0>

These roads eventually connected pockets of development in the area, including the residences and recreational sites along the shores of Lake Kampeska with the City of Watertown. In addition, larger highways would later be constructed to connect the City with other cities in the region. In 1928 efforts began to land property for an airfield in Watertown. Within a year an airfield was established at the current location of the Watertown Regional Airport.

Municipal Planning History

Municipalities are allowed by South Dakota Codified Laws to prepare and adopt comprehensive land use plans, with zoning and subdivision regulations as adjuncts. The City of Watertown began its modern land use planning efforts in 1957 when the city began utilizing a report to the City Council entitled “Comprehensive City Plan: Watertown, South Dakota,” prepared by a North Dakota State University Student. Remnants of that plan still exist in the city’s zoning map, and development patterns today. The plan identified large areas adjacent to the railroad (present day 1st Avenue North), and on the southern, eastern, and northwestern boundaries of the city as industrial. In addition, all area west of the Big Sioux River between present day United States US HWY 212 (US HWY 212) and 4th Avenue South was also planned for Industrial Development. Infill residential development was expected to occur south and east of the present day “Downtown” area, at varying densities; and a second tier of residential development to extend north of 5th Avenue North and west of 12th Street West. Commercial development was expected to remain confined to the “Downtown” area.

In October of 1968 the firm of Aslesen and Herrmann presented the Watertown Comprehensive Development Plan to the Watertown City Council. The 1968 plan included detailed development plans for redevelopment of the “Downtown” area by vacating certain streets and creating an indoor mall. The plan also set course for a future north by-pass to connect Interstate 29 with US HWY 212 at its intersection with 21st Street SW. It also included the extension of 1st Avenue NE to intersect with US HWY 212. The plan changed anticipated uses adjacent to US HWY 212 from industrial to commercial and added some commercial development in strategic locations adjacent to the future roads mentioned, but otherwise expanded upon areas planned for each land use for the 1957 plan.

In March of 1977, First District Association of Local Governments completed the Lake Kampeska Area Comprehensive Land Use Plan. The city sought to complete a plan for development in anticipation of extending sanitary sewer services to properties surrounding Lake Kampeska. This was the first land use plan completed solely for the purpose of identifying specific contemporary and future development at Lake Kampeska on an urban scale.

In 1979, the Watertown City Council adopted a comprehensive plan prepared by Brauer and Associates, Inc. That document functioned as the City’s Comprehensive Plan until 1995 when the First District Association of Local Governments assisted the City with an update. The update to the 1979 Plan established a comprehensive set of goals, objectives, and policies that reflected the desires of the community with regard to development. The 1995 Plan was recognized as the official policy statement of the Planning Commission and City Council and was continuously utilized by the City to carry out the goals and objectives of the community.

Again in 2005 the City of Watertown relied on assistance from First District Association of Local Governments to review changes in land use and demographics of the community and assist in updating development goals and policies. That plan, like the plans in 1979 and 1995 largely focused on future development outside of the existing developed area of the City. It brought renewed focus on the north by-pass for the City and the extension of 1st Avenue NE to US HWY 212. Further, after experiencing two major flooding events in 1997 and 2001, the plan's policies reflected the community's intent to plan for avoiding future flooding losses in new development areas and planning for resiliency in long developed portions of town. The 2005 plan was updated in 2007 and 2010 with assistance from First District Association of Local Governments. The 2007 update incorporated proposals from the Watertown Area Transportation Plan completed earlier that year. The primary focus of that plan was to prepare for anticipated changes of land use near the newly (as of the completion of the transportation plan) planned south by-pass planned to be constructed in phases, south of City Limits from Interstate 29 to the intersection of South Dakota SD HWY 20 (SD HWY 20) and US HWY 212. The 2010 update was completed to account for the projected changes in land use and the Major Street Plan Map as a result of the completion of the 1st Avenue NE Extension from 19th street NE to US HWY 212.

Citizen Planning Groups

Since the use of modern land use plans in Watertown, several “grassroots” planning groups have formed to serve specific purposes. In 1963, the Watertown Community Development Action group compiled empirical data to assist in planning for future growth. In 1977, the Citizen's Action Committee formed to address numerous items within City Government, including planning and zoning related matters. That group's input was partly reflected in the 1979 Land Use Plan. Although other similar groups have been formed between 1977 and present, the Watertown Vision and Implementation Plan completed by Market Street Services in coordination in conjunction with a citizen's group known as H20-2020 is the most prescient. The Plan outlined numerous community goals and objectives which have been carried out and expanded upon by other groups of organized citizens. One such group, in December of 2015 completed an “Downtown Charrette” with MSH Architects, Inc., to explore methods of Downtown revitalization.

PLANNING PROCESS

In 2013, the Watertown City Council initiated the development of a new comprehensive land use plan for the City. The task was for the Planning Commission to produce a plan focusing on a review future growth areas outside of the City's corporate boundaries, and plan for the redevelopment of property within the City's corporate boundaries. The First District Association of Local Governments was contracted by the City to facilitate the development of the Plan.

The planning process was conducted in multiple phases. Initial tasks included a review of existing plans and policies, a review of demographic and economic considerations, an analysis of existing land use conditions, and a review of environmental features and development influences.

A review and re-confirmation of community goals and objectives was required in order to establish the basis on which future land development would take place. By integrating the community's growth objectives with the available land resources, a preferred direction and pattern for future land development was determined, and thus, became the basis for the updated land use plan as presented in this report.

First District Association of Local Governments worked with the Planning Commission, City Staff and other civic leaders in gathering information, evaluating alternatives and determining recommendations needed for the completion of this document. After synthesizing research of existing conditions and establishing basic recommendations at public meetings was completed; recommendations were further refined through additional public meetings. Thus, after many hours of meetings and the compilation and analysis of data, the Planning Commission completed this comprehensive land use plan in 2020.

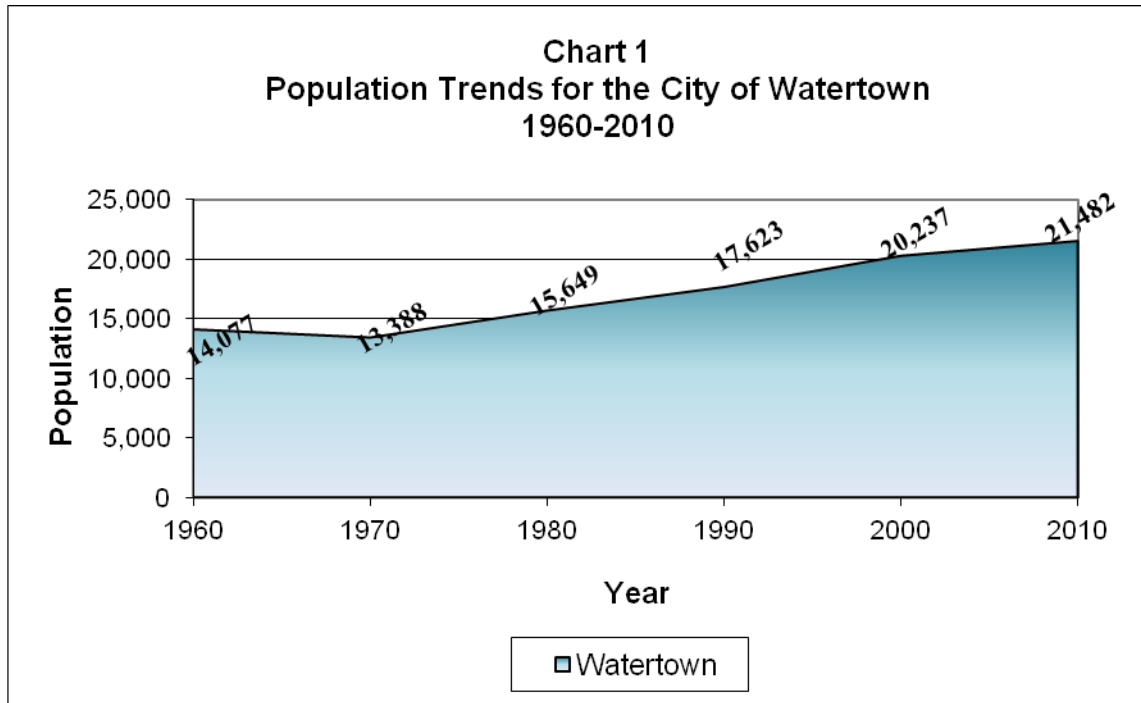
DEMOGRAPHIC TRENDS

General Population Trends

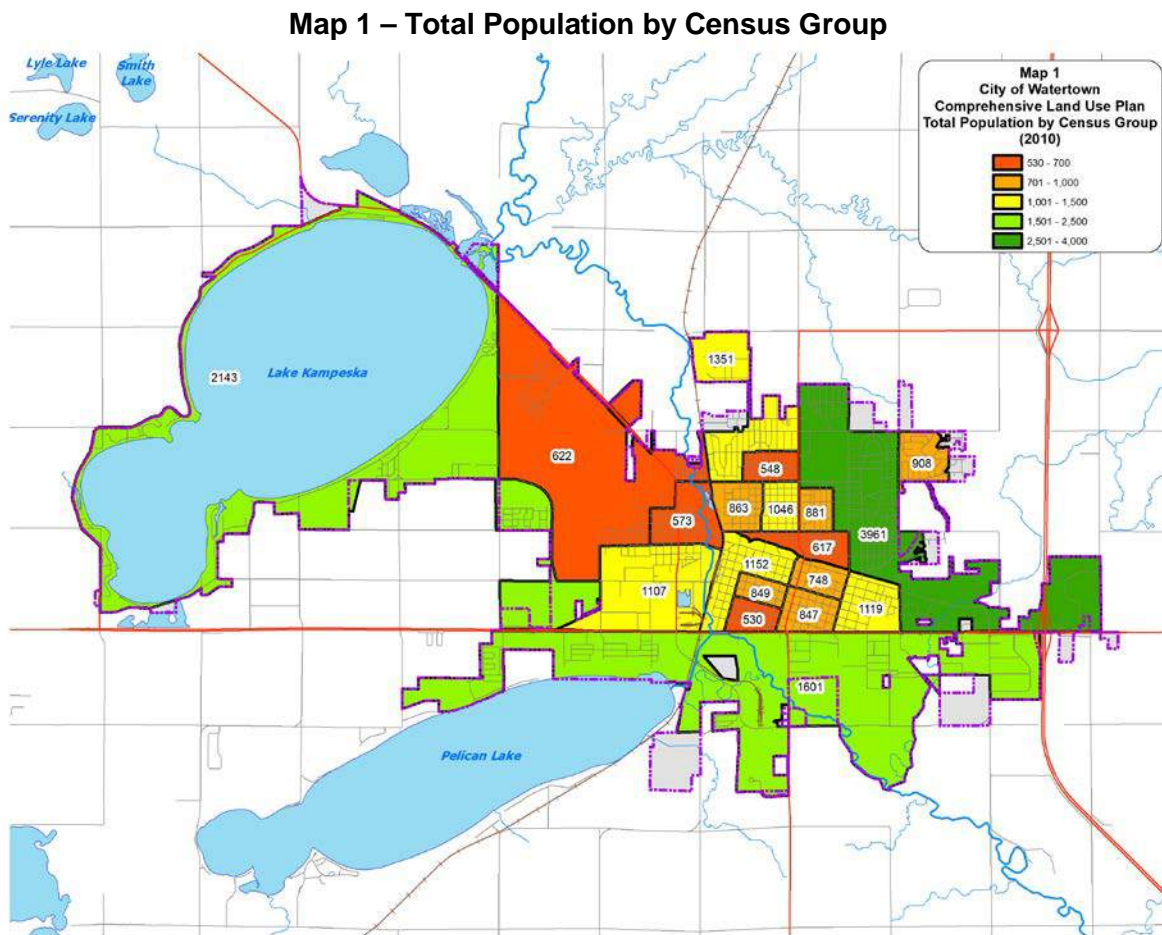
The study of a City's population is one of the essential components in the development of a comprehensive plan. By understanding the make-up of its population, a community is then better prepared to plan for the future needs of its citizenry. The first section examines the population of Watertown with respect to such factors as population growth, migration trends, and age structure. The analysis of these trends and patterns will make possible a realistic projection for future growth of Watertown's population.

The population of the City of Watertown grew steadily from 2,672 in 1890 to 21,482 in 2010 and an estimated 22,153 in 2018, according the United States Census. (It should be noted, unless otherwise stated, the following analysis is based on the decennial census results due to historical basis of data and the potential margin for error in some demographic categories based upon estimates.) During the past several decades the population growth has continued at a steady rate, averaging a one percent annual increase over the past fifty years. Chart 1 provides information on the population trends of Watertown from 1960 to 2010.

Growth in the City of Watertown has averaged 1.7% per year over the last three (3) decades. The City grew by seventeen percent (17%) between 1970 and 1980, by 12.4% between 1980 and 1990, by fifteen (15) percent between 1990 and 2000 (2,645 individuals), and by a more moderate six (6) percent between 2000 and 2010 (1,245 individuals). Map 1 shows the distribution of population in 2010 based upon census blocks of the US Census.

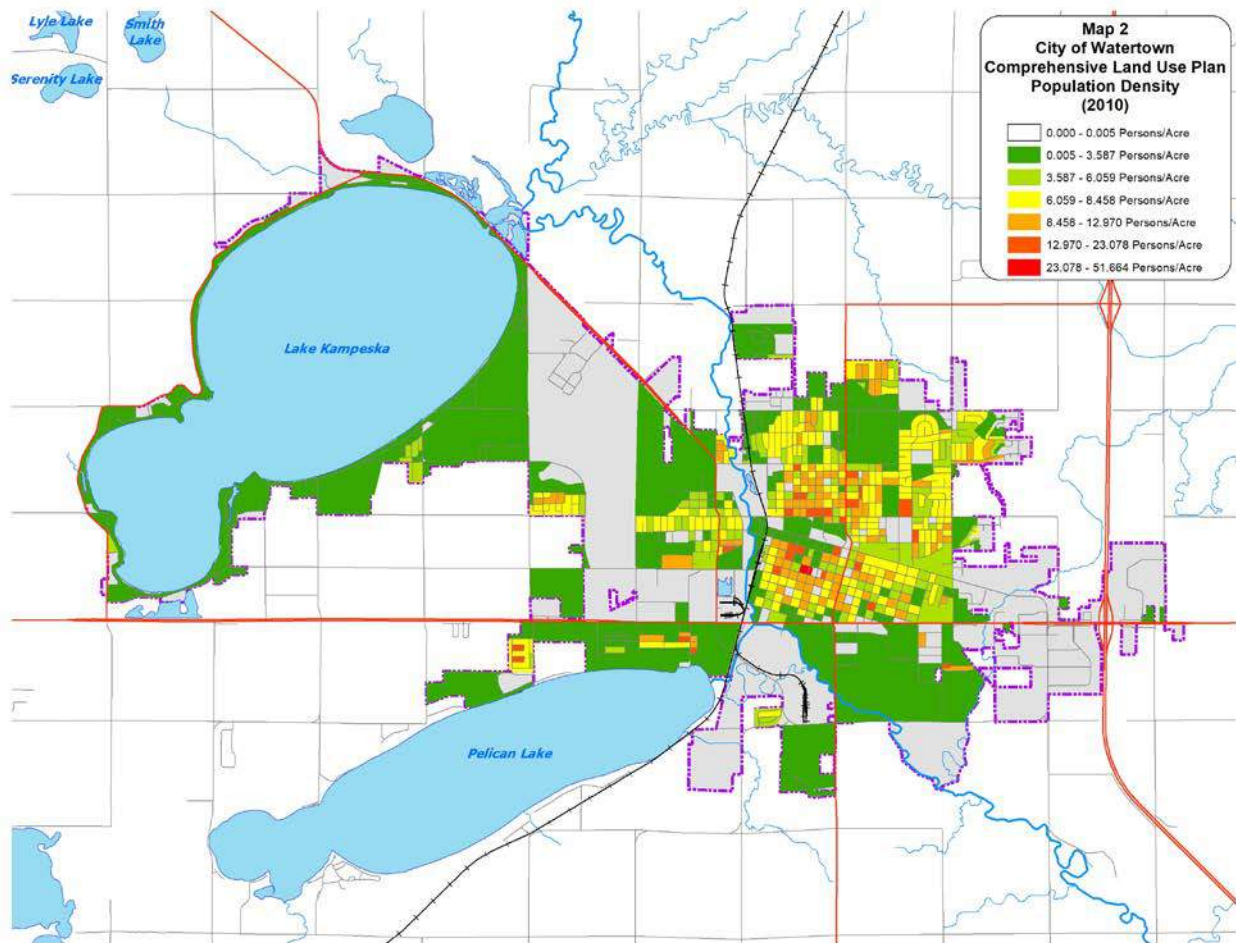


Sources: US Bureau of the Census, Census of Population 1960, 1970, 1980, 1990, 2000, 2010.



For the purpose of comparing population from 2000, to 2010, census block data from 2010 was organized spatially into the same groups as were utilized in the 2000 census. Map 2 illustrates the distribution of population according to those census groups. The majority of the city's population lives east of the Big Sioux River and north of Kemp Avenue. By detailing the population density of the city on a block-by-block basis, Map 2 provides a more detailed picture of where the residents of Watertown live. It should be noted that the density of development adjacent to Lake Kampeska is askew by the amount of open space included in the census block(s) in that area. More in-depth discussion of population distribution is included in later discussion about each redevelopment area.

Map 2 – Population Density

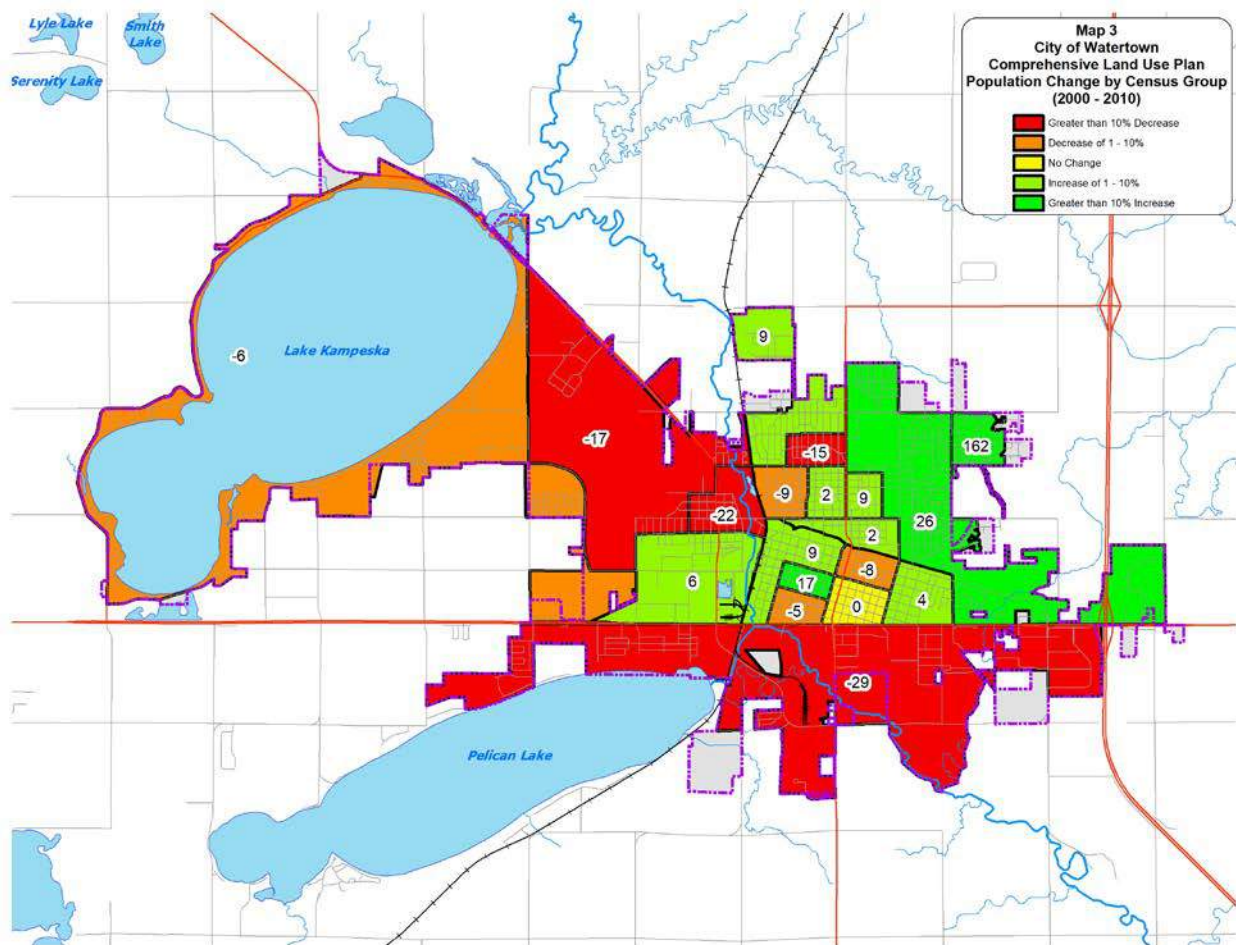


Map 3 displays the population change (by percentage) in the City between 2000 and 2010. The area south of US HWY 212/9th Avenue South experienced the largest percentage decrease of 29% by decreasing from 2,247 residents to 1,601 residents. The next largest decrease in population of 157 residents occurred in a small area between the Big Sioux River and the Airport in the northern portion of the community. The largest increases in population occurred in the eastern portion of Watertown. An area east of 19th Street NE increased by 126% by jumping from 346 residents in 2000 to 908 residents in 2010. The largest increase in total population occurred in the census area which spans from the northern boundary of the community (east of US HWY 81/5th Street North) to the eastern boundary of the City (north of US HWY 212/9th

Avenue South). Increasing by a total of 818 residents, this area includes many of the most recently opened residential developments (over the past 30 years) and includes some several recently constructed multiple family dwellings. Most of the areas experiencing decreases in population likely did so for one or some of the following reasons:

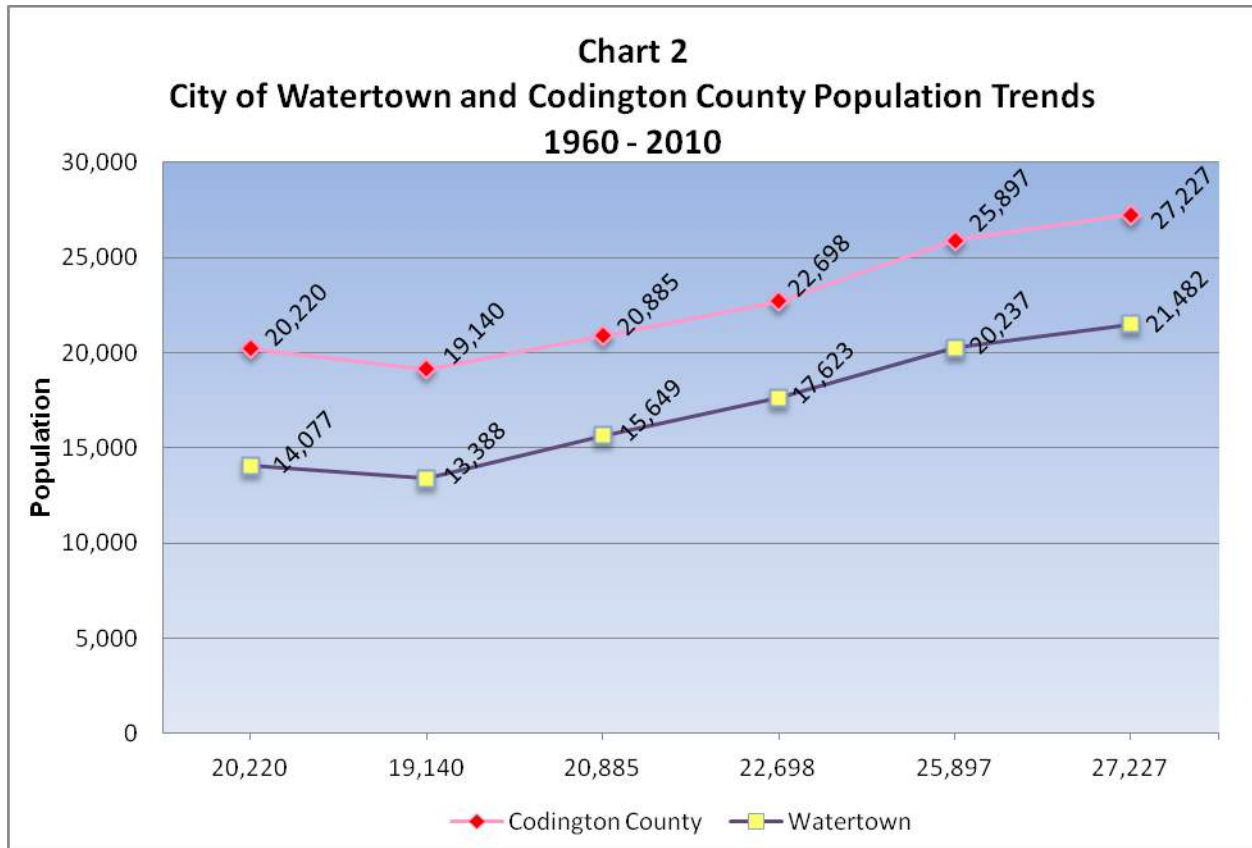
- The older, established areas of community also have smaller household sizes with older populations which are continuing to age at an accelerated pace.
- Improved earnings of the citizenry and reduced interest rates are allowing more individuals the opportunity to move into newer lower density residential developments.
- Flooding in the late 1990's and 2000's encouraged residents to relocate within the community.

Map 3 – Population Change by Census Group (2000 – 2010)



The above factors competed with each other in the area surrounding Lake Kapeska where some residential development is becoming less dense due to increasing land value and recent flood events. While new residences are being constructed, they are being done so at lower densities. In other portions of the community experiencing the above factors, redevelopment of older core single and multi-family developments are overcoming the decreases shown in population for these areas from 1990 to 2000. As earlier mentioned, the largest gains in population occurred in newer developments in the north and east portions of the community. These areas are developed to a lower density of development and certainly experience gains as residents seek permanent residences in these portions of Watertown.

Chart 2 and Table 2 show Watertown's relationship to the population of Codington County and the other communities within Codington County. Chart 2 indicates that population growth in Codington County has primarily been driven by increases in the number of residents in the City of Watertown. From 2000 to 2010, Watertown's population increase of 6.1% barely outpaced the County's population increase of 5.1%.



Sources: US Bureau of the Census, Census of Population 1960, 1970, 1980, 1990, 2000, and 2010.

TABLE 2		
Percent Change in Population:		
1960 - 2010		
	<u>Average Annual</u>	<u>Overall</u>
Watertown	1.05%	+52.60%
Codington County	0.69%	+34.65%

Table 3 further shows that between 2000 and 2010 Watertown was one of only two municipalities that experienced increases in population. Watertown increased its proportion of the county's population from 78.1% to 78.9%. It should be noted that since Watertown is the County Seat and population center of Codington County, the vitality of the community greatly affects the population base of the County. Watertown's population growth was responsible for more than 94% of the County's population expansion.

Based on past population trends, it is likely that Watertown, Codington County and its other incorporated communities will continue to grow in the foreseeable future. This data continues to support the historical migration patterns which shift the rural/urban mix of this county.

TABLE 3
CODINGTON COUNTY POPULATION ANALYSIS - WATERTOWN, RURAL COMMUNITIES
AND RURAL AREA PROPORTIONS

	Population 2000	Proportion of Codington County 2000	Population 2010	Proportion of Codington County 2010	Change in Proportion
Florence	299	1.2%	374	1.4%	0.2%
Henry	268	1.0%	267	1.0%	-0.1%
Kranzburg	185	0.7%	172	0.6%	-0.1%
South Shore	270	1.0%	225	0.8%	-0.2%
Wallace	86	0.3%	85	0.3%	0.0%
Watertown	20,237	78.1%	21,482	78.9%	0.8%
Rural	4,552	17.6%	4,622	17.0%	-0.6%
Codington	25,897		27,227		

Sources: US Bureau of the Census, Census of Population 2000 and 2010.

Racial Characteristics

The population of the City of Watertown is becoming more ethnically diverse, as can be seen in Table 4. Although the population is predominately white, the minority population has increased as a proportion of the total population and has increased at a faster rate. Watertown's total minority population increased by three hundred sixty-three (363) persons or forty-eight percent (48%) during the 2000s to comprise 5.2% of the City's total population in 2010. The largest increase in minority population occurred in the classification of "some other race and two or more races" with a growth of 148% (252 persons). It should also be noted that the City's Hispanic population is growing. In 2010, Hispanics represented three hundred forty-five (345) individuals or 1.6 percent of the City's population.

TABLE 4
POPULATION OF WATERTOWN BY RACE 1990 AND 2000

	2000		2010	
	Count	%	Count	%
White	19,479	96.3	20,361	94.8
Black or African American	58	0.3	81	0.4
American Indian or Native Alaskan	433	2.1	510	2.4
Asian	97	0.5	108	0.5
Some other race / Two or more races	170	0.8	422	2.0

Sources: US Bureau of the Census, Census of Population 1990 and 2000.

**TABLE 5
POPULATION OF WATERTOWN HISPANIC/NON-HISPANIC 2000 AND 2010**

	2000		2010	
	Count	%	Count	%
Hispanic	259	1.3	345	1.6
Non-Hispanic	19,978	98.7	21,139	98.4

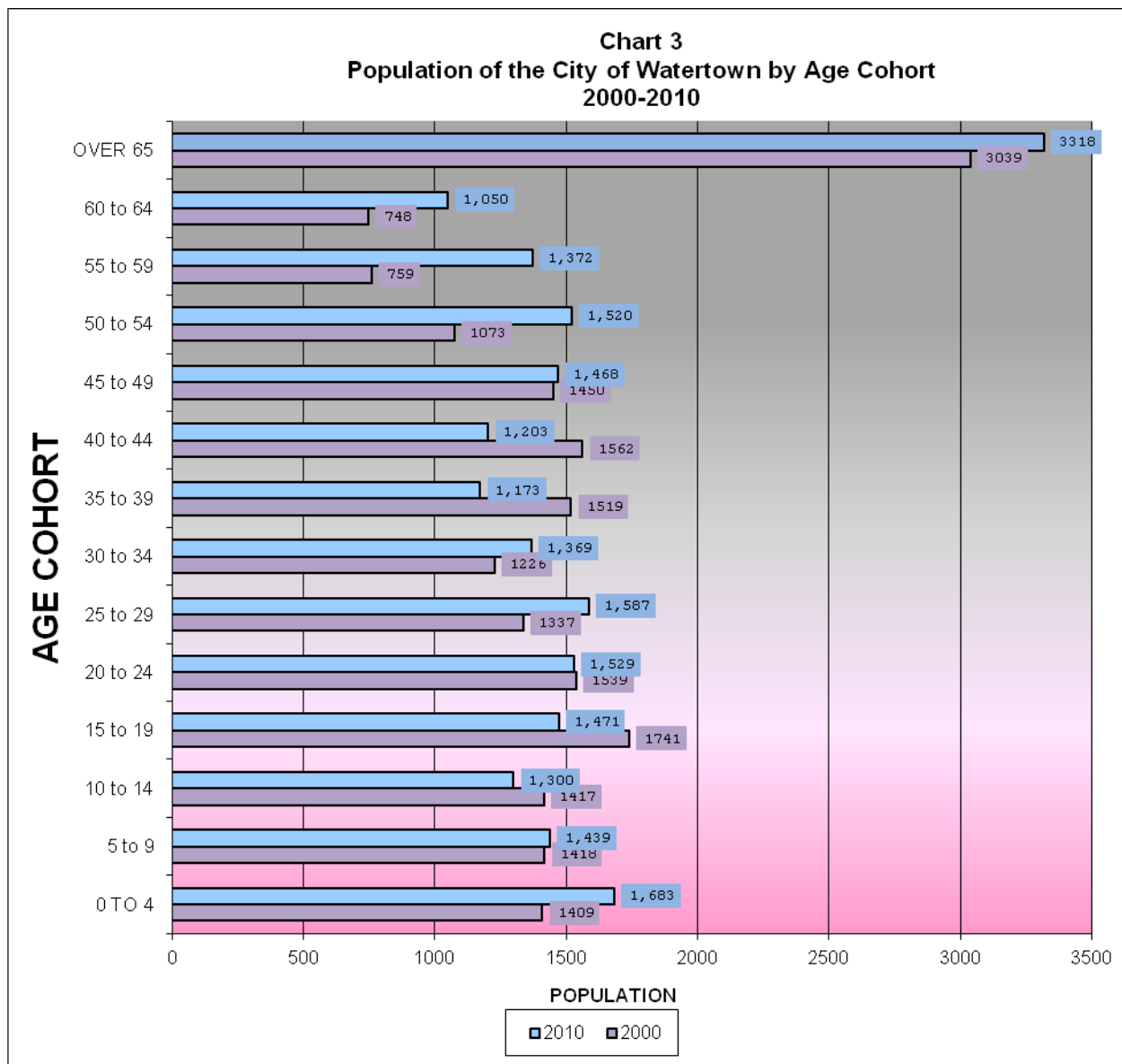
Age Distribution

The aging of the population is evidenced by an increase in the median age. While the State's median age tends to be higher than the national average, Watertown's is slightly lower than both the State and national averages. Watertown's 2010 median age of 36.6 is an increase of 4.3% from its 2000 median age of 35.1.

Examination of the City's population by age cohort (Chart 3) reveals several trends. The most notable trend is the aging of the population of the City. The percentage of residents over the age of 40 increased by 6.4%; while those under 40 remained statistically unchanged (decrease of 55 people). The population over the age of 40 now represents forty six percent (46%) of the population as opposed to forty-three (43%) in 2000. Other trends include the increase in the fertility ratio, out-migration of selected age cohorts, and growth of the baby-boomers.

Despite an increase in Watertown's children younger than 10 years old of 10.4% (295 individuals), between 2000 and 2010, overall the number of residents under the age of 20 decreased by 1.5% (92 individuals). Watertown's near-zero gain may be attributed to several reasons. Such a substantial increase in children under the age of 10 years old implies that the number of 10 to 20 year olds decreased significantly. The decrease of 387 individuals between 10 and 20 years old was partly predictable with the decrease in fertility ratio from 1990 to 2000 (from 3.5 births per 10 women in their childbearing years, ages 15 to 44 to 3.2 births per 10 women.) It also follows regional trends of out-migration of college-age children to communities with four-year post secondary institutions. The loss of residents below 20 years old would have been significantly higher if it were not for the 29.3% increase in fertility rate with 4.15 births per 10 women of childbearing age in 2010. The increase in fertility rate is representative of the increase of individuals at the height of their childbearing years (ages 25 to 34), while all other female cohorts decreased in population from 2000 to 2010.

The second observable trend is the increase in residents between the ages of 20 and 34 of 9.3% (383 individuals). That increase runs in opposition of population trends for communities without colleges or universities. This may be explained by two factors. First, the most populous cohort in 2000 was that of the 15 to 19 year olds. Those residents would be 25 to 29 years old in 2010. It is possible that a high percentage of those individuals stayed in Watertown after graduation. However, the second factor that likely increased the population of 20 to 34 year olds is the increased enrollment of Lake Area Technical Institute (LATI), a post secondary technical school, in Watertown. It is not uncommon for graduates from a post-secondary institution to remain in the area after graduation. It is likely that this increase in population includes graduates and students of LATI.



Sources: US Bureau of the Census, Census of Population 2000, and 2010.

The third trend is the 46% increase in the number of individuals in the 50 to 70 age cohort groups. This cohort corresponds with the portion of the population between the ages of 40 and 60 years old in 2000. When following these age groups between 2000 and 2010 the number of residents born between 1940 and 1960 remains relatively unchanged (decrease of 105 individuals) as they age.

The final noticeable trend is the 9.2% increase in the number of Watertown residents over the age of 65. This "Graying of Watertown" is not a secluded incident. It is a very common occurrence throughout the state. Between 2000 and 2010 the State's population of individuals 65 years of age and older increased by 7.8%. This increase can be attributed to extended life spans, lower birth rates, and a migration of elderly individuals from rural areas.

Household and Family Characteristics

The total number of households in Watertown increased by 9.32% between 2000 and 2010. During the same time period, both average household and average family sizes remained nearly unchanged. Average family size remained at 2.98 individuals per family and average household size increased from 2.37 to 2.41.

Within the City of Watertown, the number of households increased by nearly 9.32% during the 2000s, more than the rate of increase of the total population. There are several reasons for the increase in the number of households and the decrease in household size. The steady decline in household size is attributed to the growing number of elderly households, an increase in the divorce rate, and trends toward smaller families and delayed marriage. It should be noted, however, that despite this increase in housing units the number of percentage of occupied units increased from 91.2% to 92.3% occupied.

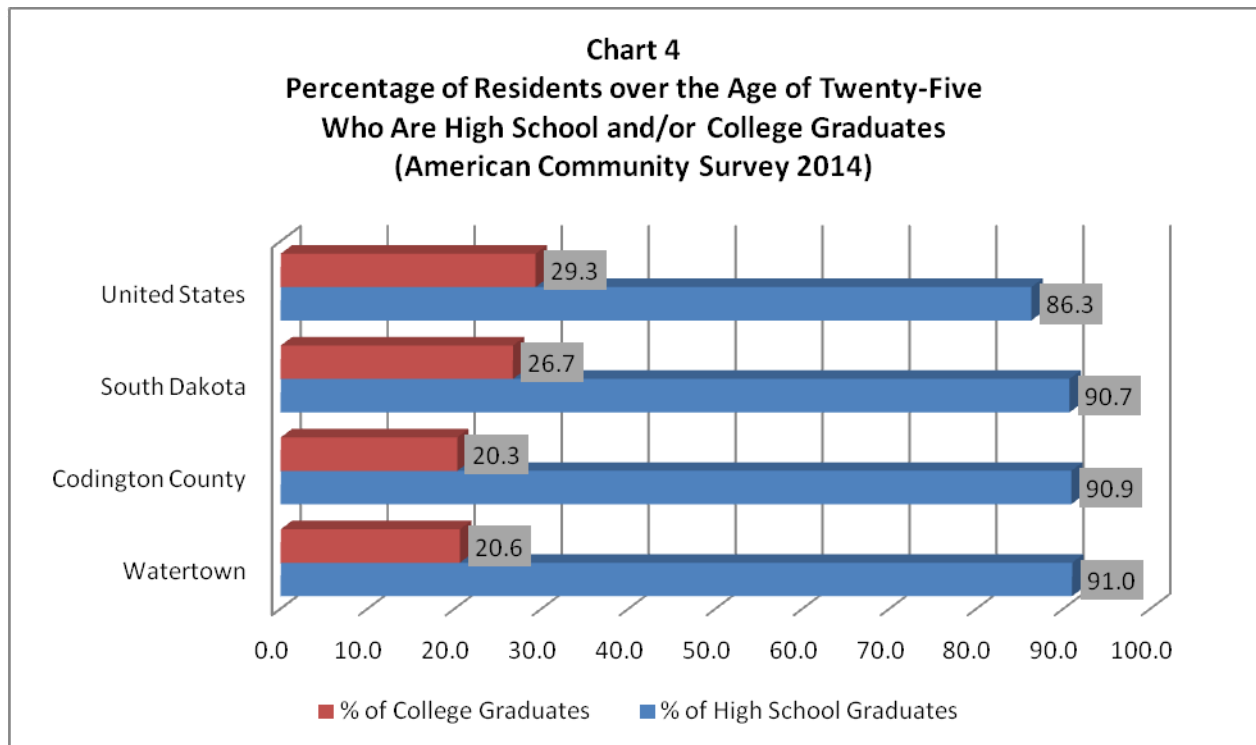
Socio-Economic Conditions

Educational Characteristics

The educational attainment of the citizens in Watertown is an asset which cannot be overemphasized in regard to economic development. Further, high educational attainment levels are the result of sound educational systems. Information provided in Charts 4 and 5 show the educational attainment of individuals over the age of 25 in Watertown.

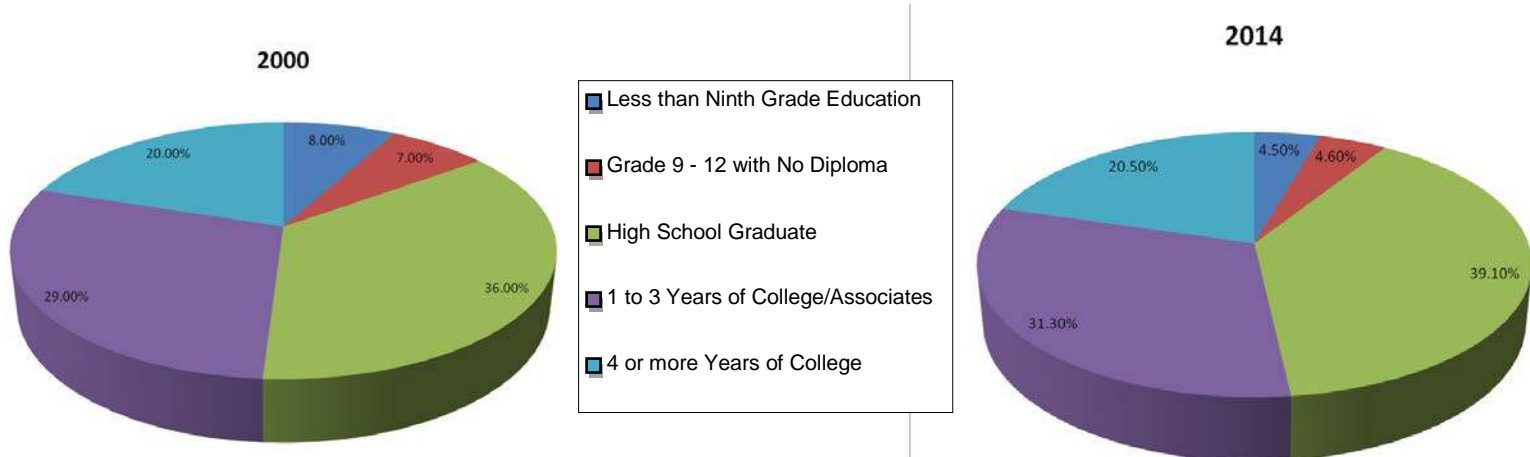
Chart 4 compares the percentages of Watertown residents over the age of twenty-five (25) who are high school or college graduates with college with county, state and national levels. The percentage of Watertown's residents who have graduated from high school is comparable to state and county levels and is higher than national levels. Regarding collegiate graduation rates, Watertown's level of 20.6% lags behind state and national levels of 26.7% and 29.3% respectively.

Chart 5 shows that between 2000 and 2015 the percentage of individuals over the age of 25 with high school diplomas increased by over three (3) percentage points and individuals with less than twelve (12) years of formal education decreased by four (4) percentage points. Further, the number of Individuals who attended one to three-year and four-year post-secondary educational institutions increased. Inference from this data would suggest that the overall educational background of the citizenry of Watertown has improved since 2000.



Sources for Charts 4 and 5: US Bureau of the Census, Census of Population 2000, and the American Community Survey 2014.

CHART 5
YEARS OF SCHOOL COMPLETED
PERSONS 25 YEARS OLD AND OVER
2000 AND 2014

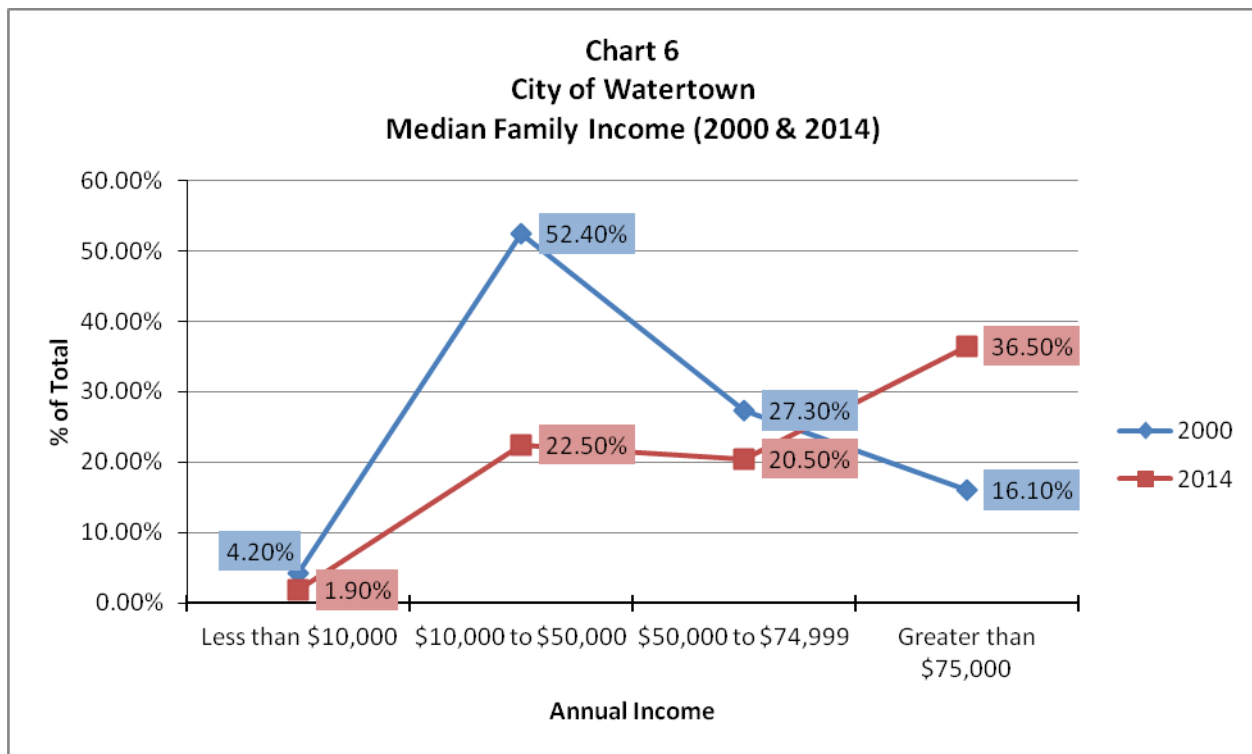


Income

In 2014 the median income (both household and family) in the City of Watertown was lower than the State averages. Further, the City ranked sixth among the eight (8) South Dakota communities with the largest populations in both household and family incomes.

Charts 6 and 7 illustrate Watertown's distribution of median family household and median total household income levels. Family household income is the combined total income of all family members fifteen (15) years of age and older residing in the household. Total household income is a combination of family and non-family households. Total household income is usually less than that of family household income because many non-family households consist of a single person.

Chart 6 depicts Watertown's distribution of family household income levels. In 2014 Watertown increased its median family household income level from 2000 by over 35% to \$60,781. This improvement can be seen in the distribution shifts of family income levels above \$75,000. Compared to 2000, there were 20.4% fewer family households with a combined income of less than \$75,000 than in 2014.



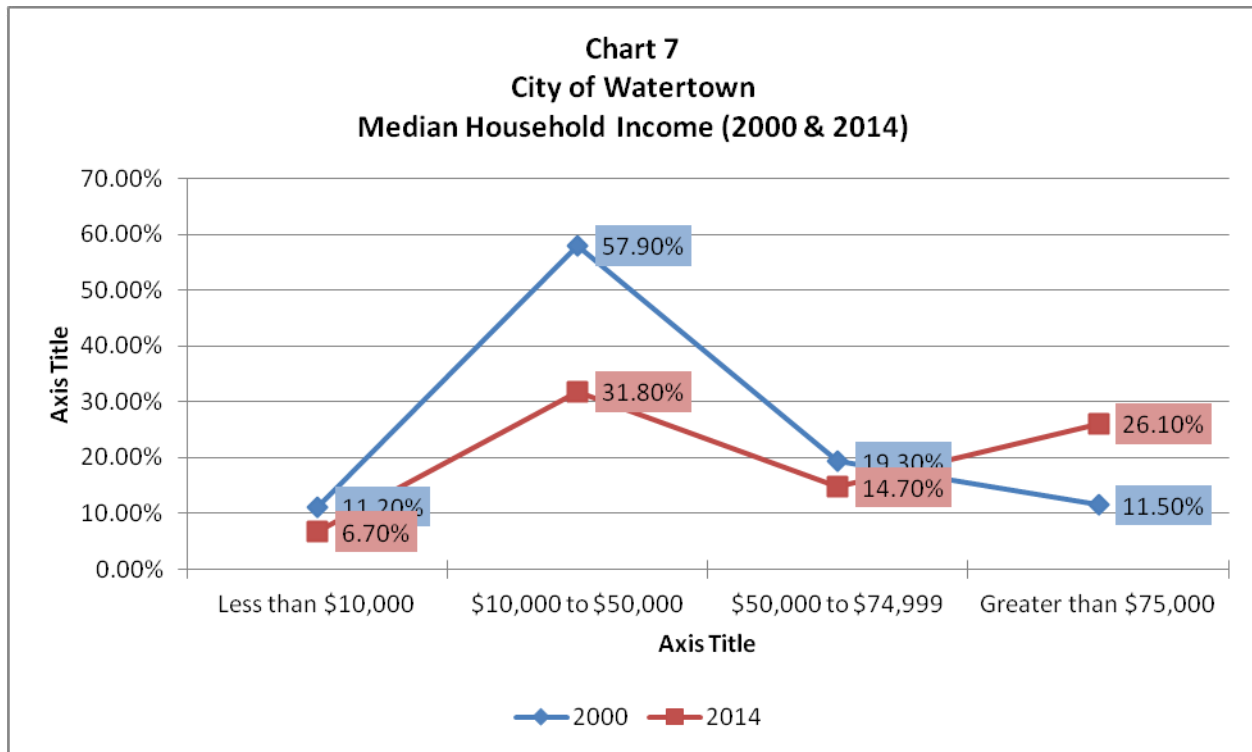
Sources for Charts 6 and 7: US Bureau of the Census, Census of Population 2000, and American Community Survey 2014.

Family Household Median Income

	2000	2014	% CHANGE 2000-2014
WATERTOWN	\$44,944	\$60,781	+ 35.2
CODINGTON COUNTY	\$45,153	\$63,788	+ 41.3
SOUTH DAKOTA	\$43,237	\$64,636	+ 49.5

Sources: US Bureau of the Census, Census of Population 2000, and American Community Survey 2014.

As stated before, total household income is usually less than that of family household income due to the incidence of households comprising a single individual. This is true for Watertown. Chart 7 shows Watertown's distribution of total household income levels. In 2010 Watertown increased its median total household income level from 2000 by 31.6% to \$45,185. This improvement can be seen in the distribution shifts of income levels above \$75,000 (Chart 7). Compared to 2000, the percentage of total households with a combined income of greater than \$75,000 increased from 11.5% to 26.1%.



Sources for Charts 6 and 7: US Bureau of the Census, Census of Population 2000, and American Community Survey 2014.

Total Household Median Income

			% CHANGE
	2000	2014	2000-2014
WATERTOWN	\$34,348	\$45,185	+ 31.6
CODINGTON COUNTY	\$36,257	\$47,891	+ 32.1
SOUTH DAKOTA	\$35,282	\$50,338	+ 42.7

Sources: US Bureau of the Census, Census of Population 2000, and American Community Survey 2014

Employment

Labor Force

A decrease in the unemployment rate combined with the growth in the existing labor force and the participation therein, and increases in total household and family household incomes are positive economic indicators that show Watertown's solid economic base.

A basic element of any economy is its existing labor force. According to estimates by the 2014 American Community Survey, Watertown had a potential labor force of 17,115 individuals and an actual labor force of 12,656 persons (Table 6). Between 2000 and 2014, the number of employed individuals in the actual labor force increased by 11.9%. This gain was not as significant as the 19.6% gain between 1990 and 2000, but is predictable with the number of residents becoming “retirement age” between 2000 and 2014. While the actual labor force increased, the number of unemployed Watertown residents in 2014 decreased from a level of 3.9% in 2000 to 3.4% in 2014. Watertown's participation rate combined with the growth of the labor force and decreased unemployment rate are positive signs that can be attributed to Watertown's continuing efforts in various areas of economic development.

TABLE 6
WATERTOWN LABOR FORCE - 2000 & 2014

	2000			2014		
	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL
POPULATION 16 & OVER	7,647	8,095	15,742	8,353	8,762	17,115
IN LABOR FORCE	5,915	5,397	11,312	6,440	6,216	12,656
EMPLOYED	5,677	5,194	10,871	6,105	6,116	12,221
NOT EMPLOYED	238	203	441	335	100	435
NOT IN LABOR FORCE	1,732	2,698	4,430	1,893	2,566	4,459
PERCENT UNEMPLOYED	4.0%	3.8%	3.9%	5.2%	1.6%	3.4%

Percentage Changes (2000 - 2014)

# of Persons 16 & Over	+ 8.7%
In Labor Force	+ 11.9%
Employed	+ 12.4%
Not in Labor Force	+ 0.6%

Sources: US Bureau of the Census, Census of Population 2000 and American Community Survey 2014.

Employment by Industrial Sector

The twelve (12) industrial sectors of the City's economy are shown in Table 7. The largest to smallest in terms of employment are as follows:

**TABLE 7
INDUSTRIAL SECTOR EMPLOYMENT**

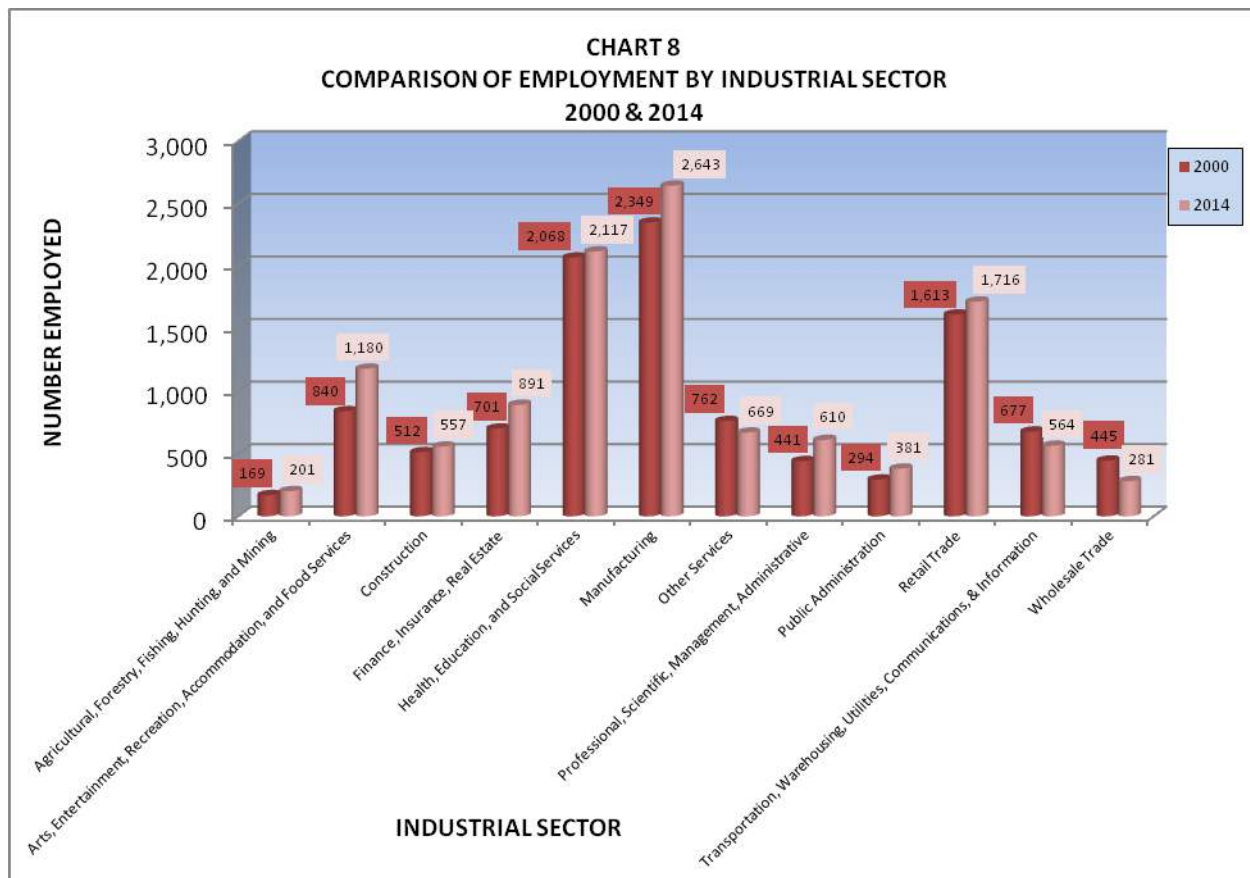
- | | |
|----------------------------------------------------------------------|----------------------------------------------------------------------------|
| 1. Manufacturing | 7. Professional, Scientific, Management, and Administrative |
| 2. Health, Education, and Social Services | 8. Transportation, Warehousing, Utilities, Communications, and Information |
| 3. Retail Trade | 9. Construction |
| 4. Arts, Entertainment, Recreation, Accommodation, and Food Services | 10. Public Administration |
| 5. Finance, Insurance, Real Estate | 11. Wholesale Trade |
| 6. Other services | 12. Public Administration |

Watertown has been fortunate to evolve a highly diversified industrial base that has exhibited unusual stability in employment. Watertown's employment in the manufacturing sector has provided steady growth. Table 6 and Chart 8 display information regarding employment in the manufacturing and other industrial sectors.

**TABLE 8
COMPARISON OF EMPLOYMENT INDUSTRIAL SECTOR, 2000 & 2014**

	2000	% of Total Employed 2000	2014	% of Total Employed 2014	Percentage Change in the Number Employed
Retail Trade	1,613	14.8	1,716	14.5	6.4
Agricultural, Forestry, Fishing, Hunting, and Mining	169	1.6	201	1.7	18.9
Wholesale Trade	445	4.1	281	2.4	-36.9
Manufacturing	2,349	21.6	2,643	22.4	12.5
Construction	512	4.7	557	4.7	8.8
Transportation, Warehousing, Utilities, Communications, & Information	677	6.2	564	4.8	-16.7
Health, Education, and Social Services	2,068	19.0	2,117	17.9	2.4
Other Services	762	7.0	669	5.7	-12.2
Public Administration	294	2.7	381	3.2	29.6
Finance, Insurance, Real Estate	701	6.4	891	7.5	27.1
Arts, Entertainment, Recreation, Accommodation, and Food Services	840	7.7	1,180	9.1	40.5
Professional, Scientific, Management, Administrative	441	4.1	610	5.2	38.3

Sources: US Bureau of the Census, Census of Population 2000 and American Community Survey 2014.



Sources: US Bureau of the Census, Census of Population 2000 and American Community Survey 2014.

In 2014 the Manufacturing Sector remained the industrial sector with the highest employment numbers (2,643 or 22.4%). This was an increase in the total number employed by over twelve (12.5) percent. The increases in this sector may be attributed to the creation of new industries and the expansion of existing industries in Watertown during the 2000's.

Employment in Educational, Health and Social Services represents nearly eighteen percent (17.9%) of total employment in various industrial sectors. Between 2000 and 2014 this field, however remained steady in the number of jobs, increasing by approximately two (2.4) percent. The stable employment in this sector is due to the fact that Watertown serves as a regional center for educational, medical, and other professional services.

The largest gain in total number of employees by sector came in the Arts, Entertainment, Recreation, Accommodation, and Food Services category. Efforts to increase entertainment, social and artistic opportunities in Downtown and commercial areas led to an increase of 340 jobs in this field.

Significant gains in employment occurred also in the fields of Professional, Scientific, Management, and Administrative (38.3%); Public Administration (29.3%); Finance, Insurance, and Real Estate (27.1%); and Agricultural, Forestry, Fishing, Hunting, and Mining (18.9%). While it was not the largest increase in the number of industrial sector employees, the Finance, Insurance, and Real Estate sector and the Arts, Entertainment, Recreation, Accommodation, and Food Services sectors experienced the largest percentage increases in the number employed since 1990 (96% and 113% respectively). In all, those sectors gained 478 employees

with Professional, Scientific, Management, and Administrative gaining 190 employees and Finance, Insurance, and Real Estate gaining 169 employees.

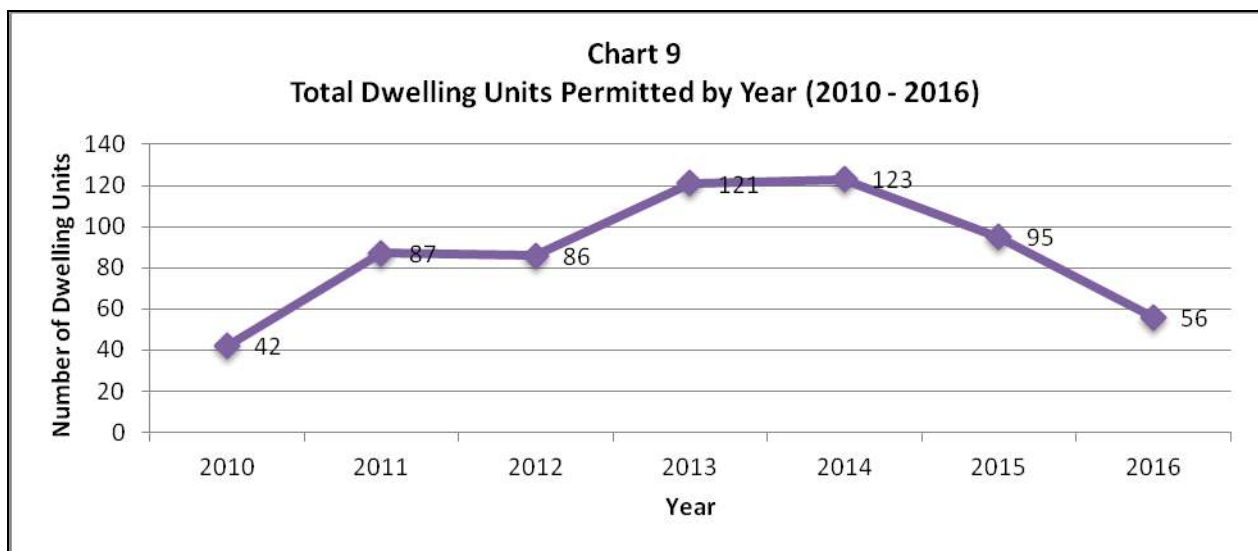
The largest decrease in total number of employees occurred in the Wholesale Trade sector. Decreasing by 164 employees, Wholesale trade now accounts for slightly more than two (2.4) percent of employment. The other primary decrease in employment occurred in the fields of Transportation, Warehousing, Utilities, Communications, & Information Sectors. Although they still account for nearly five (4.8) percent of employment in Watertown, the number of employees in this field decreased by over sixteen (16.6) percent.

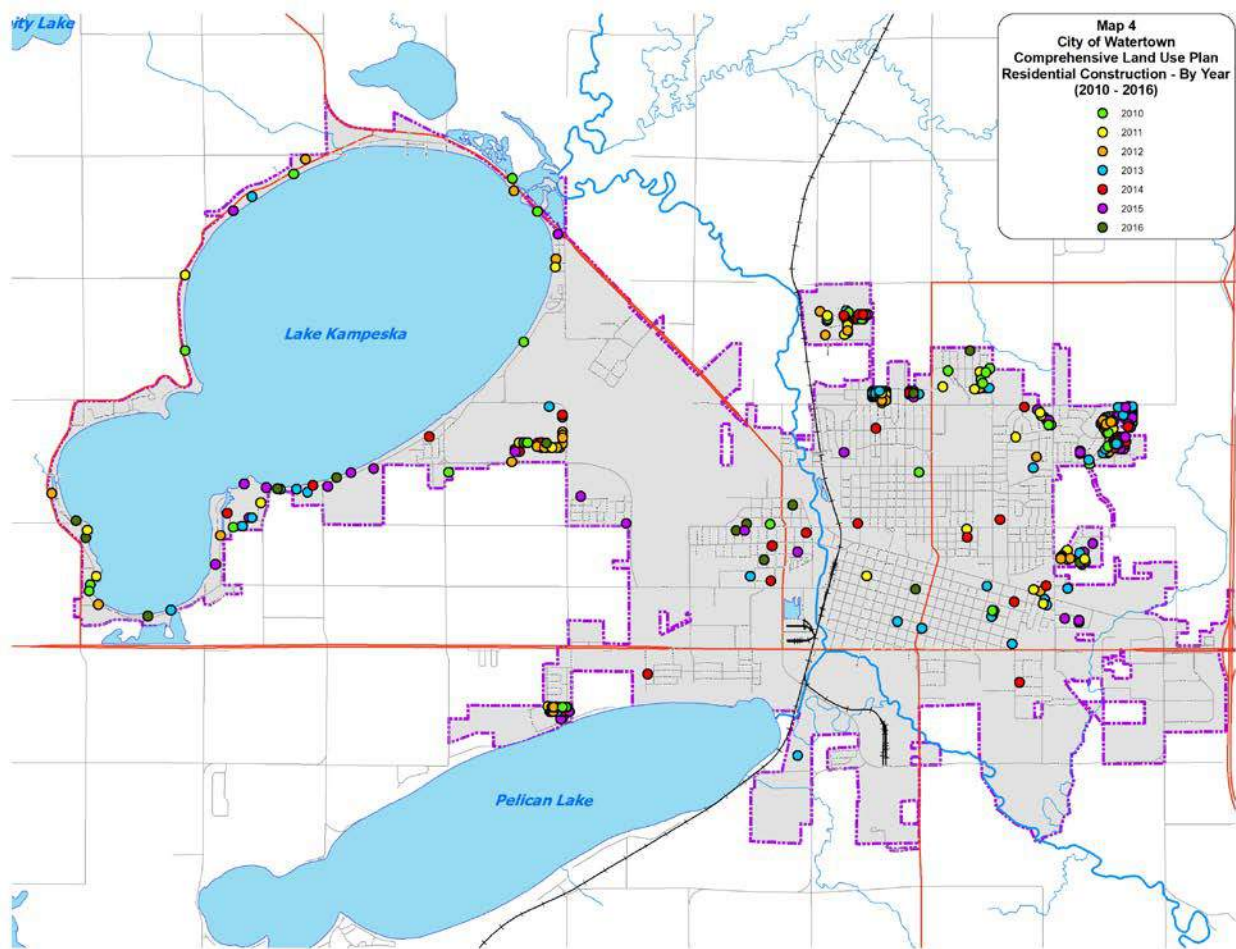
Housing

In September of 2014 Community Partner's Research completed the *City of Watertown Housing Study: An analysis of the overall housing needs of the City of Watertown*. Detailed demographic and housing information generated by the US Census and other estimates are available for the City of Watertown within that document which is hereby incorporated by reference.

Construction

The number of building permits reflects the health of the economy as well as the demand for land. When the economy is prospering, the number of building permits will generally increase. Data on building permits provides information regarding the trends of the past, and helps monitor the market demand through the planning period. Chart 9 displays the number of dwelling units permitted between 2010 and September of 2016. Since 2010, Watertown has newly constructed an average of eighty-nine (89) dwelling units per year. This average is bolstered by a recent trend of constructing multiple family dwellings, in addition to moderate annual increases in the number of single family dwellings. As shown in Map 4 residential construction is primarily stretching north and east, with scattered infill development throughout the City.



Map 4 – Residential Construction – By Year (2010 – 2014)

As seen in Map 4, new single family residential construction is primarily occurring on the north and east edges of the city, with other significant construction near both Lake Kameska and Lake Pelican. The number of single-family building permits issued from 2010 through September of 2016 is depicted in Chart 10. Since 2010, an average of fifty-three (53) single family residences have been built annually. This average represents a decrease in single family home construction of thirty-two (32) percent when compared to the seven (7) years prior to the last major Comprehensive Land Use Plan (1997 – 2003). Market factors that led to massive financing reforms nationwide occurred in the late 2000's led to decreases in new home construction across the country around 2010. Since bottoming out during that period, single family residential construction has established an increasing trend line.

Map 5 – Residential Construction – By Units (2010 – 2016)

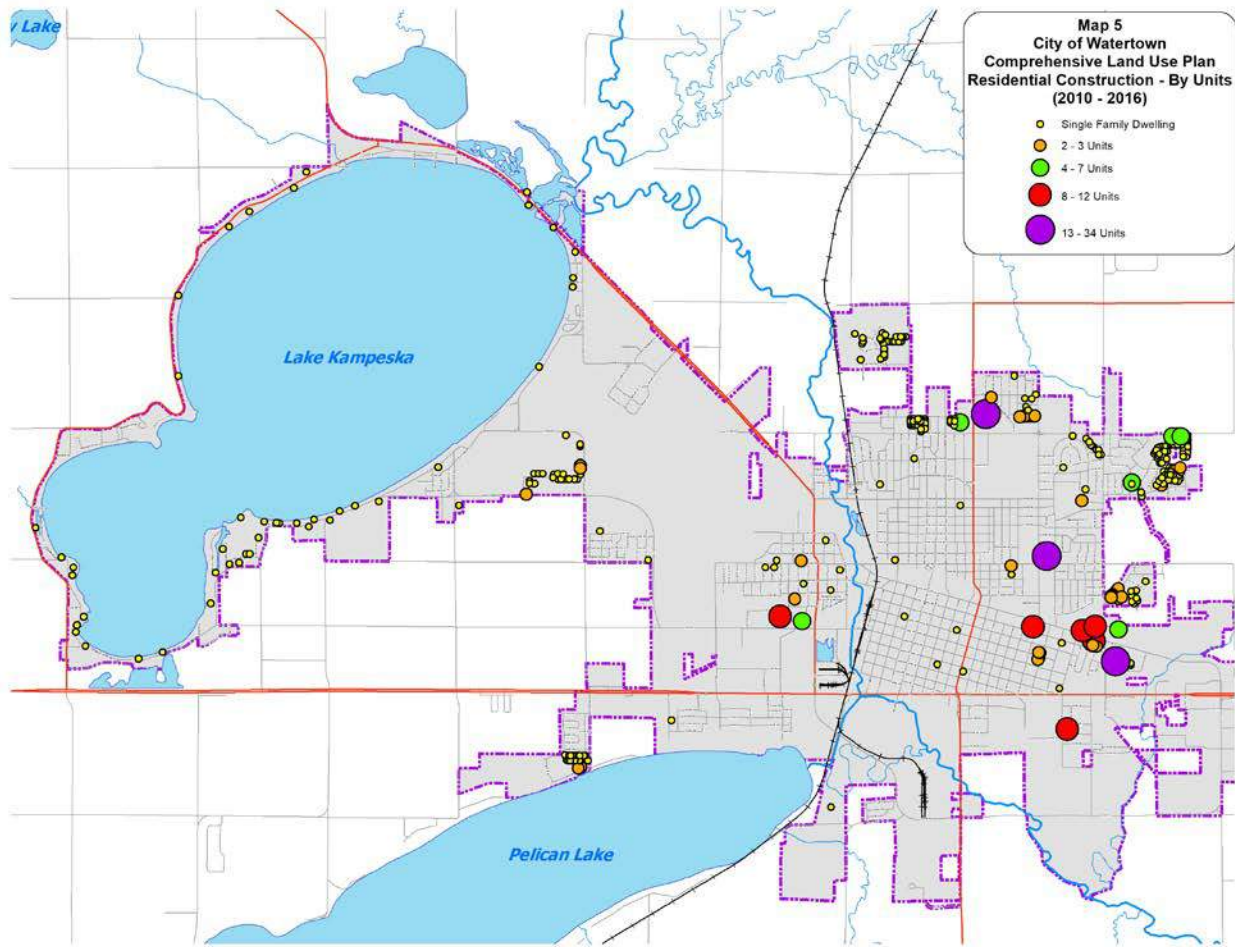
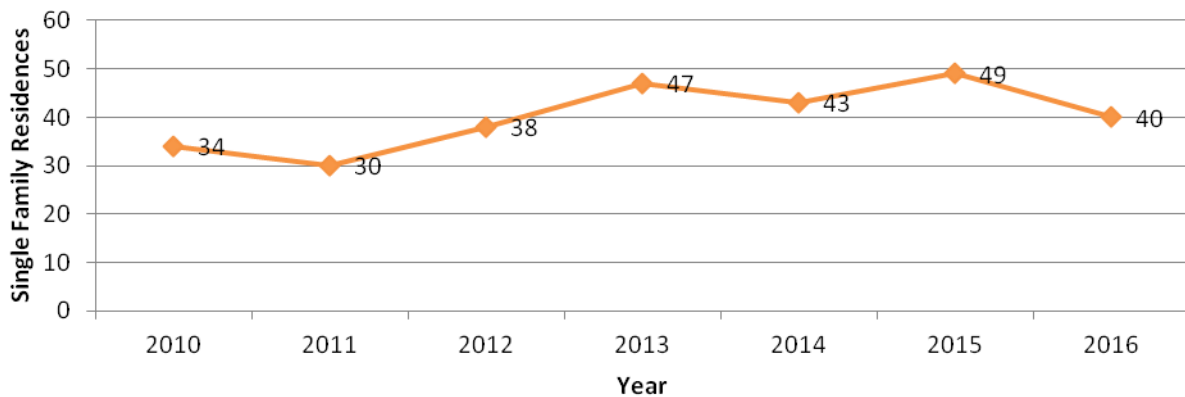
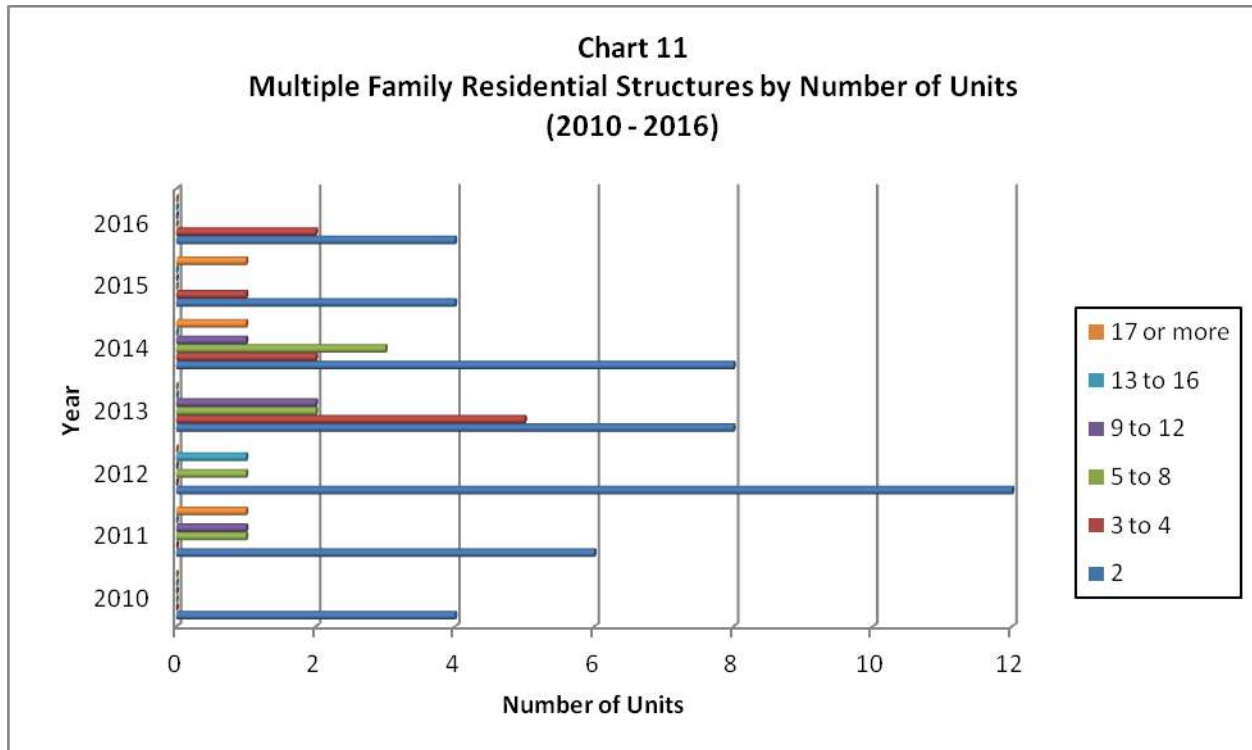


Chart 10
Single Family Residential Structures Permitted (2010 - 2016)



While single family development was more apt to occur on the fringes of the city, Map 5 indicates new multiple family development occurred more frequently within previously developed areas of Watertown. Some of the multiple family construction can be attributed to the steady increase in enrollment at Lake Area Technical Institute, as higher density residential structures were constructed nearer to the campus. It was more common to see two to six unit structures in the fringes of the city (northeast and near Lake Pelican.) Although multiple family residential units accounted for fifty-four (54) percent of the newly constructed dwelling units between 2010 and 2016, they accounted for only twenty (20) percent of residential construction over the same seven (7) years. Chart 11 categorizes multiple family structures constructed in each of the last seven years by the number of units within the structure.



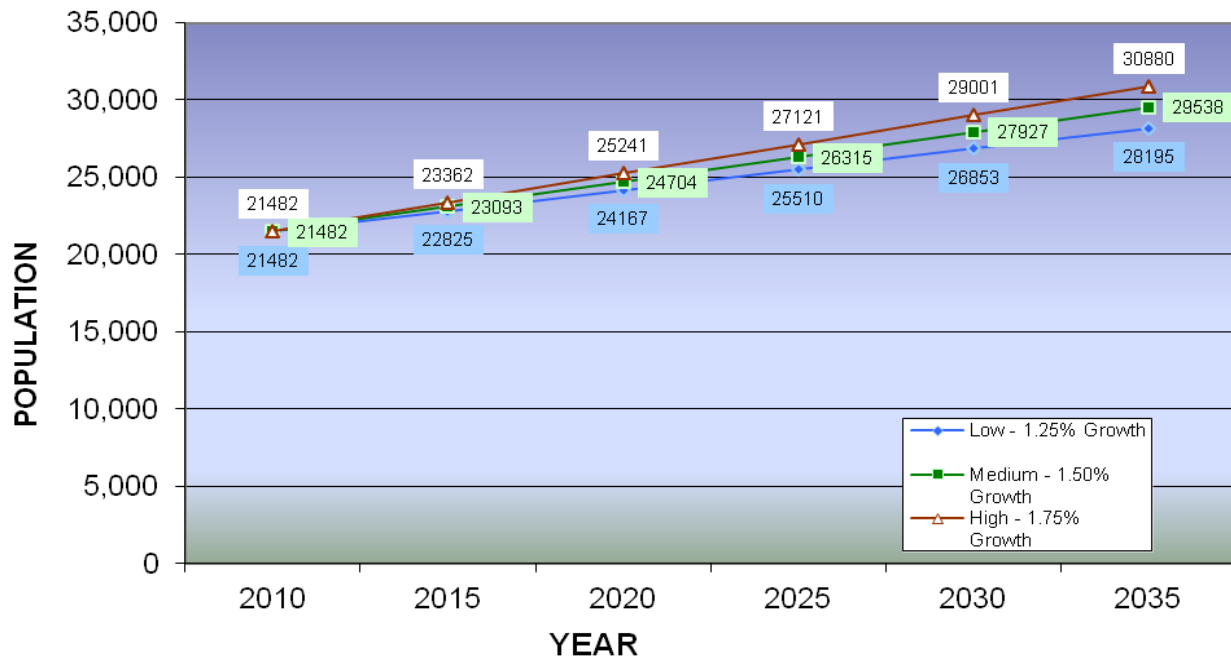
PROJECTIONS

Presently it could be assumed that the trends of growth in the number of the elderly, people living longer, individuals marrying and starting their families at a later age, and having fewer children per family, more females entering the workforce, the increasing number of families headed by a single parent, and the possible equilibrium in the in/out-migration pattern of individuals 20 to 34 years old will continue to have an impact on Watertown's potential for future growth and thus should be noted. Although the face of Watertown's population may have a different look in 2030 than in 2010, Watertown should still continue to experience population growth.

Through the 2000s, the City of Watertown has continued its trend of steady of population and housing growth. A similar pattern should continue throughout the timeframe presented within this document.

The previously addressed demographic and socio-economic statistics combined with the above trends provide insight into what has happened in the past. This information is utilized in projection trends for the City. Watertown's low, medium, and high growth calculations were based upon projections of annual expansion levels of 1.25%, 1.50% and 1.75% respectively. Using the medium projection of 15% per decade Watertown could experience a population increase of approximately three hundred twenty-two (322) individuals per year. This projection is consistent with housing and economic development trends of recent years.

Chart 12
Population Projections
City of Watertown
2010-2035



The housing demand exerted by the population will continue to be strong if employment projections, continued in-migration, and housing affordability remain constant. Under the assumption of a 1.50% annual population growth, there will need to be approximately two thousand six hundred sixty eight (2,268) additional housing units constructed during the planning period. This projection took into account vacancy rates of owner occupied and rental housing units of approximately 1% and 2% (from 2014 Housing Study), respectively during the planning period thru 2035.

**TABLE 9
CITY OF WATERTOWN PROJECTED HOUSING DEMAND**

	2010 CENSUS	2015*	2020*	2025*	2030*
TOTAL POPULATION	21,482	23,093	24,704	26,315	27,927
HOUSEHOLD SIZE (PERSONS PER UNIT)	2.41	2.40	2.38	2.37	2.36
SINGLE-FAMILY	6,579	6,312	6,809	7,284	7,763
MULTIPLE-FAMILY	1,841	2,574	2,777	2,971	3,166
MANUFACTURED HOME	858	736	794	849	905
TOTAL HOUSING UNITS	9,278	9,622	10,380	11,103	11,833

**Based upon projected population from Chart 12 above estimated household size of 2.40 and using percentage estimates from the 2015 American Community Survey of dwelling units of single-family, multiple-family, and manufactured home types.*

LAND USE PLANNING POLICIES

The purpose of this Plan is to outline what is to be produced or accomplished in the City relative to the physical environment. The Plan shall consist of land use planning policies and a future land use map(s). The land use planning policies contain numerous goals and objectives. These policies and maps should all be used collectively as they set a comprehensive framework for a review and evaluation process upon which plans, developments, and programs can be formulated and instituted.

The development of land use planning policies was required to establish the basis on which future development would take place. By integrating the City's vision and growth objectives with the available resources, a preferred direction and pattern for future development was determined, and thus, became the basis for the recommendations and future land use plan as presented in this report.

The following are the goals, objectives, policies, and strategies which have an application to the development of the Plan.

Definitions

This section contains the development "vision" for the City of Watertown. It is expressed through goals and policies. A definition for each term is presented below.

Goal: A general statement that reflects ideals, ambitions or hopes.

Objective: A more specific component of a goal, which is usually quantifiable. An objective generally measures progress toward a goal.

Policy: A statement concerning a specific, measurable target or purpose or an action or position that will be taken to achieve the goal.

Strategy: A general or specific action intended to complete an objective or goal.

The following goals, objectives, policies and strategies spell out various roles and responsibilities for the City. To better understand the City's role for each goal, objective, policy and strategy, a number of the key terms are defined below.

- Create:** Bring about the desired goal, usually with City staff and Planning Commission involved in all levels from planning to implementation.
- Continue:** Follow past and present procedures to maintain desired goal, usually from City staff and Planning Commission involved in all levels from planning to implementation.
- Encourage:** Foster the desired goal through City policies.
- Endorse:** Subscribe to the desired goal by supportive City policies.
- Enhance:** Improve current goal to a desired state through the use of policies and City staff and Planning Commission at all levels of planning.
- Identify:** Catalog and confirm resource or desired item(s) through the use of City staff and actions.
- Maintain:** Keep in good condition the desired state of affairs through the use of City policies, staff and Planning Commission.
- Recognize:** Acknowledge the identified state of affairs and take actions or implement policies to preserve or change them.
- Prevent:** Stop described event through the use of appropriate City policies, staff or Planning Commission action.
- Promote:** Advance the desired state through the use of City policies and staff/Planning Commission activity at all levels of planning.
- Protect:** Guard against a deterioration of the desired state through the use of City policies, staff and Planning Commission.
- Provide:** Take the lead role in supplying the needed financial and staff support to achieve the desired goal.
- Strengthen:** Improve and reinforce the desired goal through the use of City policies, staff and financial assistance, if needed.
- Support:** Supply the needed staff support, policies, etc. at all levels to achieve the desired goal.
- Sustain:** Uphold the desired state through City policies and staff/Planning Commission action to achieve desired goal.
- Work:** Cooperate and act in a manner through the use of City staff/Planning Commission actions, policies, etc. to create the desired goal.

The goals, objectives, policies and strategies spell out various roles and responsibilities for the City of Watertown. The following statements will direct the implementation of the Plan. They are being presented under the following seven (7) headings:

1. General Community Goals
2. Residential Goal
3. Commercial Use Goal
4. Industrial Use Goal
5. Public Utilities Goal
6. Environmental Protection Goal
7. Growth Management Areas

General Community Goals

The general community goals of the City, as listed below are intended to result in the type of future living and working conditions desired by the majority of the citizens in the City of Watertown and the immediate surrounding area:

- To promote and protect the health, safety, and welfare of area residents and to promote the economy, convenience, and general appearance of the City by guiding physical developments through the comprehensive planning process, thus using the limited tax dollars to the maximum.
- To provide for the orderly arrangement and growth of the City and surrounding area enabling each different land use to perform its function economically and with minimum conflict to other uses.
- To promote the economic growth and social development of the City and the surrounding area as a partner in cooperation with the private sector.
- Continue partnership with Codington County in administering the joint jurisdictional zoning ordinance which shares the responsibility for planning and development which enhances the City of Watertown.
- To promote cooperation and coordination between Watertown and Codington County in the development of land and utilities in the extraterritorial jurisdictional area outside the City limits.
- To provide ample opportunities for public participation at all stages of the planning and implementation process, including annual reviews of the plan and public awareness campaigns.
- To retain flexibility within the planning and zoning process so as to readily cope with changing social and economic conditions.
- To encourage redevelopment efforts, specifically in areas which currently are or have the potential to be unsightly or blighted.

- To ensure environmentally safe use and development of the City and surrounding area through appropriate planning and zoning.

Residential Use Goal:

To encourage the planning and construction of a wide range of housing unit types that provide comfortable and creative living and permits both privacy and sociability for all socio-economic levels living in the area.

Objectives:

- Preserve and maintain the community's existing and useable housing stock.
- Apply the appropriate building codes, uniformly, to the new construction and substantial rehabilitation of housing throughout the community.
- Preserve, protect, and promote the character and unique features of urban neighborhoods, including their historical and architectural elements.
- Promote the planning, design and construction of a wide range of housing types for all income levels and age groups that integrate different socio-economic levels in a neighborhood setting.
- Encourage the maintenance of existing sound housing units and the replacement of substandard housing units.
- Encourage innovative developments which provide residential development at varying densities.
- Identify areas of opportunity for mixed residential/commercial development.
- Ensure adequate park and recreation facilities exist to meet the needs of all segments of the population and developed areas.

Commercial Use Goal:

To locate areas of commercial development within the context of the overall plan so that it is economically feasible to operate a business and provide goods and services in a clean, attractive, safe and convenient manner. Such locations for commercial activity will best suit the public interest, serve residents of the area, and protect the general welfare of the community.

Objectives:

- Encourage the retention and strengthening of the Downtown central business district as a commercial center and encourage future retail growth in the Downtown area.
- Encourage the planning and construction of well-designed clusters.

- Discourage strip development and encourage more compact and higher quality development.
- Provide and support employment areas at sites which are convenient to existing and proposed residential areas and accessible from the existing or proposed transportation system.
- Require that neighborhood and convenience commercial uses be clustered at accessible locations that do not create land use conflicts or traffic problems.
- Discourage commercial development in the rural area unless the uses are consistent with the adopted Land Use Plans of the City of Watertown and Codington County.
- Provide for sufficient buffering or transition areas around commercial areas.

Industrial Use Goal:

To promote and encourage industrial, warehousing, and wholesaling development at appropriate locations within the area to provide a stable economic base, and to provide adequate land for the expansion of present area industries and the attraction of new industrial activities.

Objectives:

- Encourage the establishment of industrial parks, designed with adequate facilities, service roads, and other necessary supporting facilities and maintain a reserve of available and serviced industrial land to produce a flexible and competitive market for a variety of industrial sites.
- Encourage the diversification of area industries to promote economic stability.
- Encourage industrial development to occur in the designated industrial parks.
- Discourage industrial development in the rural area unless the uses are consistent with the adopted Land Use Plans of the City of Watertown and Codington County.
- Provide for sufficient buffering or transition areas around industrial use properties.

Public Utilities Goals:

Maintain and enhance existing infrastructure and increase the life cycle of future infrastructure development in order to meet current and projected needs consistent with sound municipal development standards.

Water System Goal:

Protect the quantity and quality of ground and surface water.

Objectives:

- Provide proper water supply, treatment and distribution facilities.
- Utilize water main extensions from existing systems to structure growth and development in an orderly fashion.
- Employ an area-wide approach in planning water utility systems.

Strategies:

- Maintain the policy of not providing water service beyond the City limits of Watertown.
- Continue to provide public funding for projects that provide community-wide benefits, programming these expenditures through the capital improvement process.
- Continue to implement the long-range water improvement plans developed by the Municipal Utilities.
- Continue to monitor development with respect to system capacities, and schedule improvements accordingly.
- Continue to encourage water conservation practices.
- To provide the most economic delivery of water, it is recommended that all development should occur contiguously to existing City limits.
- It is recommended that when sections of City streets are planned for reconstruction, the City should also address any necessary water improvements and incorporate those costs into the project.
- The City needs to address the economics of acquiring existing rural water distribution systems prior to the annexation of those customers presently served with rural water.
- It is recommended that development in the higher elevation areas south of 20th Avenue South be discouraged due to the elevation of the area and the difficulty in providing adequate water pressure.
- Due to existing capacity of water facilities around Lake Kampeska It is recommended that an aggregate development of fifty (50) or more dwelling units north and west of Lake Kampeska be discouraged due to the inability to provide adequate service significantly beyond the existing density of development.

- In the event a major industry, which has a high water usage requirement, was to locate in the City of Watertown some adjustment of the estimated needs and production facilities may be necessary. Industrial parks that are presently established or that are in the early planning stages can probably be served without major adjustments in the projected needs.

Sanitary Sewer System Goal:

Develop, implement, and monitor an aggressive program for the treatment of sewage.

Objectives:

- Maintain and enhance existing infrastructure and increase life cycle of future infrastructure development.
- Provide proper sanitary sewer collection and treatment facilities.
- Utilize sewer main extensions from existing systems to structure growth and development in an orderly fashion.
- Employ an area-wide approach in planning sanitary sewer utility systems.

Strategies:

- Maintain the policy of not providing sanitary sewer service beyond the City limits of Watertown.
- Continue the policy of private financing the cost of local sanitary sewer service development.
- Continue to provide public funding for projects that provide community-wide benefits, programming these expenditures through the capital improvement process.
- Complete, implement, and monitor a detailed system analysis and long-range wastewater plan.
- Continue to monitor development with respect to system capacities, and schedule improvements accordingly.
- Maintain and expand programs to recycle and reuse wastewater and sludge where appropriate.
- In order to provide the most economic collection and treatment of sanitary sewage, all future development should occur contiguously to existing City limits.
- Regarding the future development of areas outside the current City limits, it is recommended that prior to annexation and development of property, a master sewer collection plan/capacity impact study be completed.
- Continue the policy of not allowing private septic tanks to be used within the City.

- Continue the internal monitoring of the City's sanitary sewer system to identify areas within the community with problems with respect to system capacities, and schedule improvements accordingly.
- Maintain and expand programs to recycle and reuse wastewater and sludge where appropriate.
- Encourage construction of major interceptor lines prior to development so that lift station construction to reach existing lines can be avoided.
- Support the installation of sanitary sewer facilities which may exceed the short-term needs of a proposed development but will be necessary for future development outside the proposed development, with the developer responsible for only the cost necessary to serve the proposed development.

Specific Actions or Projects Required

- Development should be discouraged to the north and west of Lake Kampeska because the existing collection facilities do not have the capacity to accommodate those areas.
- Continue the annual video inspection of collection lines.
- Continue to upgrade or rehabilitate sewer mains every other year or as sufficient defects are identified to merit rehabilitation or replacement.
- Develop an inspection program for private septic tanks which are allowed to be constructed in the joint jurisdiction area.

Electricity and Natural Gas Utility Goal:

Assure that as Watertown grows, electric and natural gas utility services are adequately provided.

Objectives:

- Maintain and enhance existing infrastructure and increase life cycle of future infrastructure development.
- Utilize electric transmission and natural gas extensions from existing systems to structure growth and development in an orderly fashion.
- Employ an area-wide approach in planning electric and natural gas utility systems.

Strategies

- Continue to monitor development with respect to system capacities, and schedule improvements accordingly.

- Continue to implement the long-range electric and natural gas utility improvement plans developed by the Municipal Utilities Department.
- The City needs to address the economics of assuming existing electric distribution systems prior to the annexation of customers presently served with rural electricity.

Storm Water Management and Flood Control Goal:

Minimize off-site and on-site flooding and soil erosion from growth and development.

Objectives:

- Continue to enhance and strengthen regulations regarding development in floodplains and floodways;
- Maintain a regional approach to Federal storm water mandates, involving, City, County, and South Dakota Department of Environment and Natural Resources.
- Develop an area-wide project approach which views storm water as an asset, utilizing natural drainage patterns, retention and detention facilities, wetlands, and drainage corridors as natural ways to manage run-off.
- Minimize soil erosion and downstream sedimentation through appropriate design.

Strategies:

- In order to assist in the identification of drainage constraints upon future development, watersheds should be identified, prioritized and scheduled for complete engineering drainage studies for specific growth areas.
- Regarding the future development of areas outside the current City limits, it is recommended that prior to annexation and development of property, a master storm water drainage plan/ impact study be completed.
- Implement recommendations from previous and future storm water drainage system plans including cost recovery options.
- It is recommended that the City examine alternatives and develop a funding source for the operation and maintenance and proposed improvements to the storm water drainage system such as a stormwater utility fee.
- On-site management of storm water for positive use such as retention and detention for landscaping or recreational use, and the multiple-use of storm water drainageways for open space amenities should be incorporated with land use regulations and project design.
- In order to protect surface water quality unique natural areas such as lakes, streams, wetlands, riparian areas, and storm water conveyance and storage areas should be identified and protected from any ill effects of development.

- Support the installation of stormwater facilities which may exceed the short-term needs of a proposed development but will be necessary for future development outside the proposed development, with the developer responsible for only the cost necessary to serve the proposed development.

Solid Waste Goal:

Create, implement, and monitor an integrated, efficient, environmentally safe and conservation-oriented recycling and waste management system.

Objectives:

- Establish an anticipatory approach to the community's long-term need for replacement landfill.
- Promote community-wide recycling programs, including the location of sites for material collection, and handling/processing at strategic locations.
- Continue to study and implement, where feasible, alternatives to landfills for disposal of solid waste.
- Provide for the prohibition and removal of abandoned vehicles and other types of junk.

Future Urbanized/Rural Area Utility Goal:

Ensure the proper utilization of future public utilities in areas presently not within the City limits of Watertown.

Objectives:

- Plan with existing utility providers, for adequate public services and facilities outside the City limits that will meet future utility needs.
- Encourage the county-approved developments within the extraterritorial jurisdictional area and beyond to require utilities compatible with City requirements.
- Develop policies in conjunction with Municipal Utilities which address future annexation of properties into the City which may be serviced by rural electric and water utility cooperatives.
- Maintain future utility corridors where necessary to prevent rural developments from obstructing the orderly extension of utility services.
- Extend City water and sewer services outside the City only subject to annexation and appropriate zoning procedures.

Specific Actions or Projects Required

- Maintain spatial dataset of current systems in the City GIS for incorporating the community's continuing planning program.
- Require statement of rural utility provider addressing their ability to service the proposed development.
- Require payment of fee for annexing of land within territory of Sioux Rural Water as agreed upon with Sioux Rural Water.

Transportation Goal:

To provide an efficient, safe and economical system of transportation for vehicle, pedestrian, bicycle and other public or recreational purposes within Watertown and its extraterritorial jurisdictional area.

Objectives:

- Use the existing transportation system to its best advantage.
- Promote connection of new development to the existing transportation and strengthen the existing transportation system.
- Develop a balanced transportation system that meets the mobility needs of the community and supports the City of Watertown's land use projections.
- Design a street and road improvement program that is both physically attractive and sensitive to the environs of urban neighborhoods.
- Maintain a transportation system of major streets throughout the City to relieve central area traffic, while allowing the use of cul-de-sacs and innovative designs, which best utilize existing topography for drainage, reducing development costs, and creating neighborhood settings.
- Limit access (driveway/curbcut) on arterial and major/minor collector streets.
- Discourage through traffic on local streets within established neighborhoods.
- Require continuity of collector streets between adjacent subdivisions.
- Develop sufficient off-street parking to meet existing and future demands.
- Provide convenient access to residential areas with a minimum of traffic hazards.
- Secure sufficient rights-of-way to accommodate Watertown's future arterial/collector street system and pedestrian access to walking and trail systems.

- Encourage the use of alternate means of transportation, including public transportation and bicycle and pedestrian movement, by improving and expanding facilities and services and encouraging compact “walkable” land use patterns and project designs.
- Continue Watertown’s sidewalk and trails network into developing areas.
- Provide safe, direct pedestrian and bicycle access from residential neighborhoods to schools, commercial centers and recreation areas through the use of sidewalks and/or bicycle trails.
- Maximize the safe and efficient movement of railroad traffic, while minimizing street conflicts and reducing the creation of barriers created by rail corridors.
- Enhance and protect aviation facilities, while minimizing their effects on surrounding land uses.

Strategies

- Develop and adhere to Engineering Design Standards for the City of Watertown
- US HWY 212 is the most traveled thoroughfare within the community. The traffic volumes combined with the incidence of accidents and the future planned development of the Endres Industrial Park, Mallard Point Business Park and the Terry Redlin Art Museum will continue to make this thoroughfare a corridor of concern. The following three recommendations may alleviate problems and facilitate traffic flow along US HWY 212.
 - As US HWY 212 develops both to the east and the west, it is recommended that access be limited to South Dakota Department of Transportation standards.
 - Identify redundant street intersections along US HWY 212, where short streets may be vacated to limit potential conflict points.
 - Complete a northern connector from SD HWY 20 to Interstate 29 to provide alternative routes for cross-town traffic. The corridor would extend from the north interchange on Interstate 29 (exit 180) west to SD HWY 20. Though other routes may be considered, the Big Sioux River and the railroad will lead to a location at or near Sioux Conifer Road’s intersection with SD HWY 20. This connector route would aid in the reduction of truck traffic on 14th Avenue North and US HWY 212. Right-of-way has been acquired along the proposed route identified in the Major Street Plan from Interstate 29 (north interchange) to the intersection of 26th Avenue NW and 7th Street NW. Though originally intended to cross both the Big Sioux River and Burlington Northern and Santa Fe Railroad near the intersection of 26th Avenue NW and 7th Street NW, cost may dictate the route travel north one mile along 7th Street NW to 38th Avenue where a railroad crossing already exists.
 - Connection of north/south collectors at US HWY 212 will relieve traffic conflicts. Three projects may enhance north/south traffic across US HWY 212 and are identified in the Major Street Plan:

- Extend 11th Street SE to Jensen Avenue. 11th Street SE could be extended from its present intersection across private property to Jensen Avenue. Utilizing this existing signaled intersection to attract local commercial traffic off of US HWY 212 in this location will alleviate traffic east of this location.
 - Move traffic signal from 13th Street SE to 14th Street SE. Moving this signal would decrease traffic on privately owned property owned by the Watertown Mall but destined for other commercial properties, thus ensuring proper maintenance of roadways serving properties. 14th Street north of US HWY 212 will likely need to be re-aligned to better intersect with the street south of US HWY 212.
 - Connect 19th Street SE with 17th Street SE. These two collectors should be connected south of US HWY 212 to decrease traffic at the unsignalized intersection of 17th Street SE and US HWY 212. 19th Street could be extended to a potential street which would travel the northern edge of the Anza Soccer Complex area over to 17th Street SE; a street could be extended across private property near the present intersection of 10th Avenue SE and 17th Street SE to 19th Street SE, and potentially east of 19th Street to connect the retail parking lot to 19th Street SE at the same intersection. The second alternative, if extended to the retail parking lot (presently Target), would also eliminate the need for the present service road (immediately south of US HWY 212) to intersect with 19th Street.
- Local streets perform a basic and vital function of providing access to private properties. Generally, these local streets will be dedicated as part of residential subdivisions in new areas. Existing local streets may be revised, as needed, to accommodate through traffic and reduce traffic hazards in residential areas.
 - Parking lanes should be prohibited, where possible, on defined arterial and collector thoroughfares. Where on-street parking is to be permitted, parking lanes, ten (10) feet in width should be provided. Near intersections, on-street parking should be prohibited for ease of turning and greater safety.
 - Boulevard strips are located between curb and sidewalk or right-of-way line. These strips should be wide enough to provide adequate pedestrian safety and space for snow storage and landscape plantings. To minimize the undesirable impact of traffic on abutting properties, the width of the boulevard plantings strip should be increased in relation to speed of traffic.
 - View all street projects as elements of community design and the public environment, and incorporate this perspective into project design.
 - Sidewalks and recreational trails are absolutely necessary in areas where pedestrians congregate -- i.e., The Central Business District, schools, churches, and other public use areas. The City is currently utilizing the Master Trail Plan of 2012 as a guide in developing policy regarding the rehabilitation of existing and construction of new sidewalk and trails in critical areas of the community. The Plan recommends incorporation of the elements of this plan into the new and existing developments of the City.

- It is recommended that as the City continues to grow, the City should plan for and develop minor and major collector streets. The extension of existing north-south and east-west collectors combined with the development of collectors on section and half-section lines will aid in transporting traffic from local streets to arterial and major collectors unless otherwise provided for within a development proposal.
- Support the construction of streets at a level of service which may exceed the short-term needs of a proposed development but will be necessary for future development outside the proposed development, with the developer responsible for only the cost necessary to serve the proposed development.

Specific Actions or Projects Required

- Update the City of Watertown Transportation Study which was completed in 2005.
- Adopt access management policies for arterial and collector streets.
- Review, develop, and implement policies and/or standards which recognize differences between existing urban developed, developing fringe, and rural developed roads.
- Develop policies regarding implementation of the Master Sidewalk Plan.
- Investigate diagonal parking policies in various areas of the community and develop new policies if necessary.
- Investigate and potentially develop new policy regarding street naming.
- Investigate existing situations and develop policy regarding parking on major and minor collector streets.
- Continue to monitor the need for railroad crossing signalization, especially on South 3rd Avenue North.
- Plan for Collector Street to connect Willow Creek Drive to existing future residential development east of 19th Street East in the 25th Street East Corridor.

Environmental Protection Goal:

It is the goal of the City of Watertown to avoid development in areas that:

1. Are environmentally fragile or unique.
2. Present health and safety hazards to city residents.
3. Could degrade or otherwise negatively impact neighboring property.

Objectives

- Soil characteristics, depth to aquifer, topography and other construction limitations should be carefully considered in project site planning.

- Development shall be limited within areas that are known to experience regular and/or severe flooding.
- Drainage, air quality, noise, and other environmental factors will be considered for their impacts on neighboring property.

Strategies

- The City shall be provided assurances of environmental protection measures, prior to the approval of any required permit or legal document, in areas having obvious or documented development limitations.
- The development of stream corridors, the aquifer, natural floodplains and drainageways and other significant natural areas that are unsuitable for construction shall be precluded.
- The City shall strive to protect surface water and groundwater, especially in those areas what are designated wellhead and shallow aquifer protection areas.
- Soil erosion and downstream sedimentation shall be minimized through appropriate design.
- Citizens seeking City permission for development within a known flood hazard area shall provide documentation that their project will not present a risk to public health and safety.
- Proposed developments in flood hazard areas shall comply with the National Flood Insurance Program and the City of Watertown Ordinances.

Growth Management Areas Goal

Growth management is a comprehensive program to determine the types, locations, and phasing of land uses. Growth management also provides for economical provision of City services by coordinating public facility improvements with private development.

For purposes of the Plan, the growth management strategies address the following development areas.

- Urbanized Area (existing development)
- Future Urbanized Area (agricultural land along the urban fringe where development may be expected)
- Rural Area (Agricultural land beyond the future urban growth area where the existing rural character is to be maintained)

Urbanized Area Objectives:

- Preserve, protect and promote the character and unique features of urbanized area neighborhoods, including historical and architectural elements.

- Enhance urbanized area neighborhoods through the preservation of their natural environment.
- Provide and maintain parks, streets, and other public facilities at a uniformly high standard in all neighborhoods of the City.
- Zone stable neighborhoods to prevent encroachment by incompatible industrial and commercial uses and excessively high-density residential development.
- Encourage higher density housing development convenient to the Downtown and other major activity centers.
- Maintain the Big Sioux and Willow Creek river corridors for public use and protect it from encroachment by incompatible uses.
- Maintain suitable transition zones between low-density residential areas and more intensive non-residential uses.
- Preserve the character of urban neighborhoods through maintenance of existing housing stock and encouragement of compatible design in new housing.
- Provide for the separation of residential areas from more intensive and incompatible uses through natural (open space) and manmade buffers.
- Allow conveniently located neighborhood commercial centers in locations that will not create land use conflicts or traffic problems.
- Encourage apartment, office, and institutional uses as alternatives to commercial strip development along major streets.

Future Urbanized Area Objectives:

- Maintain an adequate supply of development land within the City.
- Allow only compact, contiguous growth along the City's fringe.
- Encourage only the subdivision of land, adjacent to the City limits, which would enhance future City development.
- Require annexation of the land adjacent to the City limits prior to development.
- Discourage leapfrog development on land that cannot be economically provided with public services and facilities.
- Discourage scattered residential developments.
- Require that new development be compatible with existing adjacent development.
- Preclude the development of stream corridors, the aquifer, natural floodplains and drainageways and other significant natural areas that are unsuitable for construction.

- Require clustering of neighborhood and convenience commercial uses in accessible locations.
- Provide for sufficient multi-family housing around commercial and industrial areas.
- Allow high-density housing only in close proximity to major streets and activity centers.
- Allow flexibility in density and land use subject to detailed project review by the City.
- Secure suitable park, school, and other public site ahead of development within growth areas.
- Integrate park and open space areas into residential neighborhoods wherever feasible.
- Provide direct pedestrian and bicycle access from residential neighborhoods to schools, commercial and recreation areas.
- Secure sufficient rights-of-way with development to accommodate the City's major street system.
- Require adequate provision of City services before development is approved in future growth areas.

Rural Area Objectives

- Beyond the future urban growth area, encourage agriculture to remain the dominant land use activity and minimize the cost of providing future public services and facilities by maintaining a rural population density and preserving agricultural lands.
- Limit the subdivision of land for non-farm related residential development outside the urban service area to low-density projects that will not conflict with agricultural operations or create negative economic impacts on local governments for provision of public services and facilities.
- Avoid scattered or strip commercial and industrial development outside the urban growth area and direct such uses into existing developed locations where adequate services are available including major street access, and proper water and sewer systems.
- Discourage driveway entrances onto highways and other major roads where locations may result in traffic hazards or impede traffic flow, and provide adequate right-of-way for future arterial traffic routes in accordance with the adopted major street plan.

DEVELOPMENT ELEMENTS

Development elements are those base requirements necessary for sustainable development to occur. For the purpose of this Plan, development elements include basic infrastructure requirements such as water, sanitary sewer, storm water sewer, electricity, natural gas, and transportation systems.

Water

Current System

Watertown obtains its water supply from surface and groundwater sources. Forty (40) percent of the City's water supply comes from Lake Kampeska. The maximum pumping capacity of the lake plant is one thousand two hundred (1,200) gallons per minute. Ground water is supplied by eighteen (18) wells. Fourteen (14) of these wells are located in the Game Production Area northeast of Lake Kampeska. The remaining four (4) wells are located west of South Dakota SD HWY 20 near the 6th Avenue treatment facility.

The surface water supply is treated at the Lake Kampeska treatment plant. The plant has a capacity to treat approximately two (2) million gallons of water per day. However, plant production is restricted to the one and one half (1.5) million gallons per day water right diversion. Treated water is pumped through a twelve (12) inch transmission line to the City's distribution system.

Raw water from the ground source wells is treated at the eight (8) million gallons per day treatment plant located in the western part of the City. Treated water may be pumped directly into the distribution system, or stored in a three (3) million-gallon ground storage reservoir. The stored water is then introduced into the City's distribution system as needed by a booster pumping station.

The present water supply system serving the City of Watertown can produce approximately 8.5 million gallons per day of treated water on a continuous operation basis now, and will be able to produce approximately 9.5 million gallons per day of treated water on a continuous operation basis after the planned addition of four (4) more wells in 2006. Average demand is approximately three (3) million gallons per day. Current peak demand, including lawn watering, is approximately eight (8) million gallons per day.

Treated water storage facilities consist of both elevated and ground level storage reservoirs. The combined storage capacity of the system's seven (7) water storage facilities is approximately 6.3 million gallons.

The distribution system is divided into three (3) service areas or pressure zones. The low level system provides water to the portion of the City generally located south of 3rd Avenue North. The high level system serves the portion of the City north of the railroad tracks and east of 19th Street East. Service to Lake Kampeska and areas west of the airport makes up the third system.

There are several noteworthy details regarding the distribution system. First, the City has a differential of water pumped to water sold in excess of approximately fifteen (15) percent. This is a generally acceptable amount of loss for a water distribution system. Second, the Municipal Utilities states that there are no significant pressure problems throughout the system. The distribution system averages twelve (12) broken water main events each year.

Development Requirements

The Watertown Municipal Utilities Department will not provide water service beyond the corporate limits of the City. This policy provides for contiguous growth, and will further allow for efficient short and long range planning and management of the system. The policy will further limit the incidences of inefficient and problematic dead-ends within the system.

In new development, the Municipal Utilities Department installs all water mains. Depending upon the amount of lot frontage the Department may require the developer to pay for one-half of all hookup charges up front. Otherwise the Department will collect its hookup charge at the time of connection to the main.

Sanitary Sewer System

Current System

The principle mission of the wastewater system is to collect and treat wastewater from residential, commercial, and industrial customers within the corporate limits of the City. The collection system utilizes an assortment of clay and PVC lines with a variety of diameters to transport wastewater by gravity flow and force main.

The collection lines of the sewer system transport sewage to the wastewater treatment facility. The facility is located in the southeast corner of the City and has a design average treatment capacity of four (4) million gallons of wastewater per day. Presently the facility treats two and one-half to three (2.5 to 3) million gallons per day. The newly renovated mechanical treatment process for the facility includes pretreatment, primary clarifiers, four trickling filters and two sets of aeration basins. Effluent from the aeration basins is directed to three (3) secondary clarifiers where the activated sludge is removed and sent to the sludge handling facility where it is either wasted for thickening and then digested or returned to the aeration basins. Following final clarification, the wastewater is sent to ultraviolet disinfection channels for pathogen removal, and into two aeration channels prior to flow measurement and final discharge directly into the Big Sioux River. In an emergency, trickling filter effluent or final effluent may also be directed to the infiltration-percolation system. The infiltration-percolation system is composed of fourteen (14) cells covering ninety-four (94) acres.

In 1996, the City purchased video equipment to televise the condition of all sanitary sewer mains. Presently the entire system has been televised and the City further maintains an annual inspection program. Information from the inspection program is used to assist in prioritizing a repair schedule of existing lines.

Future Improvements

The City has preliminarily identified several limitation issues regarding sanitary sewer service in the developing areas of the community north of 14th Avenue North. Due to elevation of the lines and the natural topography of the area, at some point future development will require a lift station and trunk line to the existing plant. Major wastewater collection and treatment improvements necessary to assist in the implementation of the Watertown Comprehensive Land Use Plan are included in the 2003 Five-year Capital Improvement Plan.

Development Requirements

The City does not provide sanitary sewer service beyond the City limits. This policy promotes contiguous growth, allowing better control of treatment capacity and long-term development of the system.

In new development, the developer is responsible for contracting with a certified engineer to design and install all sanitary sewer facilities (collection lines, manholes, lift stations, etc.) The City does participate in the “over sizing” of lines to accommodate future development.

In Watertown, the existing sanitary sewer collection and treatment system will continue to be prominent locational factor in regard to future development. With the implementation of the city's sanitary sewer ordinances and adequate maintenance and replacement of lines which experience infiltration problems, and any future treatment facility improvements the City should be able to accommodate the wastewater collection and treatment need of its citizenry and industry for the near, intermediate and long-term future.

Electricity

Western Area Power Administration supplies electricity to Watertown through its dispatching center east of the City, and by the Missouri Basin Municipal Power Agency, who has one of its power plants located in Watertown. The Municipal Utilities Department indicates that it has the capacity to meet the future needs of the planning period. Scheduled transmission improvements include increasing service capacity in the area north of the City to the SD HWY 20 Connector Route and in the area east of Menards east past Interstate 29. The Municipal Utilities Department is also presently exploring alternative energy sources in the form of wind power generation.

As the City of Watertown grows, the City boundary may approach and/or overlap the service areas of other public power companies. It should be noted that the City of Watertown might be mandated by state law to reimburse other utilities for customers gained in an annexation. This obligation should be kept in mind whenever an annexation is contemplated. Presently, the Municipal Utilities Department has a good working relationship with other electric utility providers in the region.

Natural Gas

Several producers through either the Northern Natural Gas Company pipeline or the Northern Border Pipeline supply natural gas to the Watertown Municipal Utilities Department. The Department also operates a propane/air peak shaving plant for peak use and standby purposes. The Municipal Utilities Department indicates that it has the capacity to meet the future needs of the planning period.

Storm Water Drainage

Storm water drainage is an important concern to the City of Watertown as the community continues to expand. This is because with urbanization comes an increase in the amount of impervious surfaces that have a direct impact upon the amount and intensity of storm water

runoff. Lake Kampeska, Roby Creek, Willow Creek, and the Big Sioux River and its tributaries historically have been areas of concern regarding flooding problems for the City. Storm water poses a serious threat to the public health, safety, and welfare. Although this threat cannot be eliminated entirely, the City has the ability to develop drainage plans which provide a level of flood protection for life and/or property and further protects and enhances the surface and underground water.

When planning for improvements and extensions to the existing storm water drainage system, design criteria that would maintain the maximum amount of storm water runoff without overloading the system should be taken under consideration. The primary criteria to consider are standard rainfall, street, curb, and pipe design, and protective zoning. The establishment of standard rainfall criteria assists in the planning of a system that insures that all portions of the system are compatible with each other. Since 100 and 500-year rainfalls are often difficult and expensive to plan for, the criteria for most street, curb and storm pipe design are based upon five-year reoccurrence intervals. Further, it should be noted that as the City expands, storm water drainage needs change. Storm water drainage may be impacted by the size of the existing lines that tend to become inadequate as the City continues to grow. Finally, in order to maximize the effectiveness and efficiency of natural floodplains and drainageways, protective-zoning ordinances should be developed, continuously reviewed, and updated. Establishment, maintenance and enforcement of these criteria are necessary for efficient storm water drainage control.

Interim Studies/Projects

At the time of the previous land use plan the City had undertaken or recently completed several significant studies and further implemented many of the proposed recommendations. Since 2004, numerous subsequent studies and policies have been adopted by the community.

Floodplain

In January of 2009 the City adopted an updated floodplain map and updated floodplain management regulations. The floodplain map, updated as part of a national initiative by the Federal Emergency Management Agency (FEMA) to update flood hazard boundaries for the National Flood Insurance Rate Map, added some areas of Watertown to the floodplain which were not previously included in the floodplain and included portions of the City in the Big Sioux River and Roby Creek “Floodways.” New construction in a floodway is restricted to only construction which can demonstrate the activities will generate a “no-rise” or zero change to the floodplain in a 100 – year flood event.

Letters of Map Amendment (LOMA) or Letter’s of Map Revision (LOMR) are required to remove properties from the 100 – year floodplain. In order to do so an applicant must provide satisfactory engineering evidence to FEMA that the specific land or structure is sufficiently elevated above the Base Flood Elevation.

In 2015 the City successfully revised the portion of the National Flood Insurance Rate Map in reference to Roby Creek. The City was able to identify improvements to water management within the Roby Creek drainage area which were not accounted for in the 2009 map. As a result numerous structures were removed from the Roby Creek floodplain and floodway.

In 2016 FEMA has begun the process of updating the National Flood Insurance Rate Map. This update will include detailed elevation data collected for the community utilizing Light Detection and Ranging (LIDAR). Further, the update will take into consideration changes and/or mitigation activities employed within drainage areas. It is anticipated flood hazard boundaries will shift within the City again based upon the updated and more precise elevation data that is currently available.

Storm Water Phase II

In 2003, the City adopted its Storm Water Phase II Program in response to federal mandates of 1999. The plan details aspects of identifying, controlling, and mitigating problems regarding the discharge of pollutants from the storm water system. The program addresses six (6) minimum control measures – Public education and outreach; Public participation/involvement; Illicit discharge detection and elimination; Construction site storm water runoff control; Post-construction storm water management; and Pollution prevention/good housekeeping for municipal operations. Further, in 2008 the City also adopted regulations aimed at curbing pollution during and after construction activities.

As the City of Watertown continues to expand and become more urban, the importance of storm water drainage comes to the forefront in the planning process. With the implementation of the policies contained herein and adequate maintenance and replacement of existing storm water management facilities and creation of new facilities, the City should be able to adequately address storm water issues through the planning period.

Transportation

Watertown has a diverse transportation system to serve its residents and others traveling through the community. This section of the Plan guides decisions that will support the plan's overall objectives. In addition to railroads, trails, sidewalks, and airport facilities, the transportation system includes an established grid network of north-south and east-west arterial roadways which integrates the initial road system laid into a grid system following railroads through the originally established portions of the city; and newer developments with curvilinear streets and a few cul de sacs. In addition to the City's street network, Watertown has a transit system that serves a significant portion of the City of Watertown.

Street and highway improvements are a critical planning consideration because of the interactive relationship between transportation and land use. The growth patterns for a community can be directly related to the accessibility between commercial, industrial, and residential areas and the resulting movement of people and materials. It is necessary for the economic viability of a City to have convenient and efficient accessibility to major national travel routes that link the City to nearby metropolitan centers and transportation terminals of national importance. This livelihood is further dependent upon the efficient circulation of people and goods within the City and county.

With proper consideration to the development of this transportation plan, unwanted impact to existing and future land use patterns may be avoided. Adherence to the plan will hopefully allow the City to avoid the pitfalls of leapfrog development and reactionary planning which may result in gridlock, safety hazards, and higher economic costs.

Street Classification

City streets support diverse volumes of traffic. Commercial and industrial uses generally locate along higher-speed multi-lane roadways which carry a substantial amount of traffic. Conversely, lower density residential uses are normally found on two-lane suburban streets which carry mainly local neighborhood traffic. Before a transportation plan can be implemented, the determination and development of the City's existing street system according to classification must be undertaken. The development of these classifications is specifically related to the expected performance function of a particular street. Developmental expectations are dependent upon the varying amount and type of street traffic.

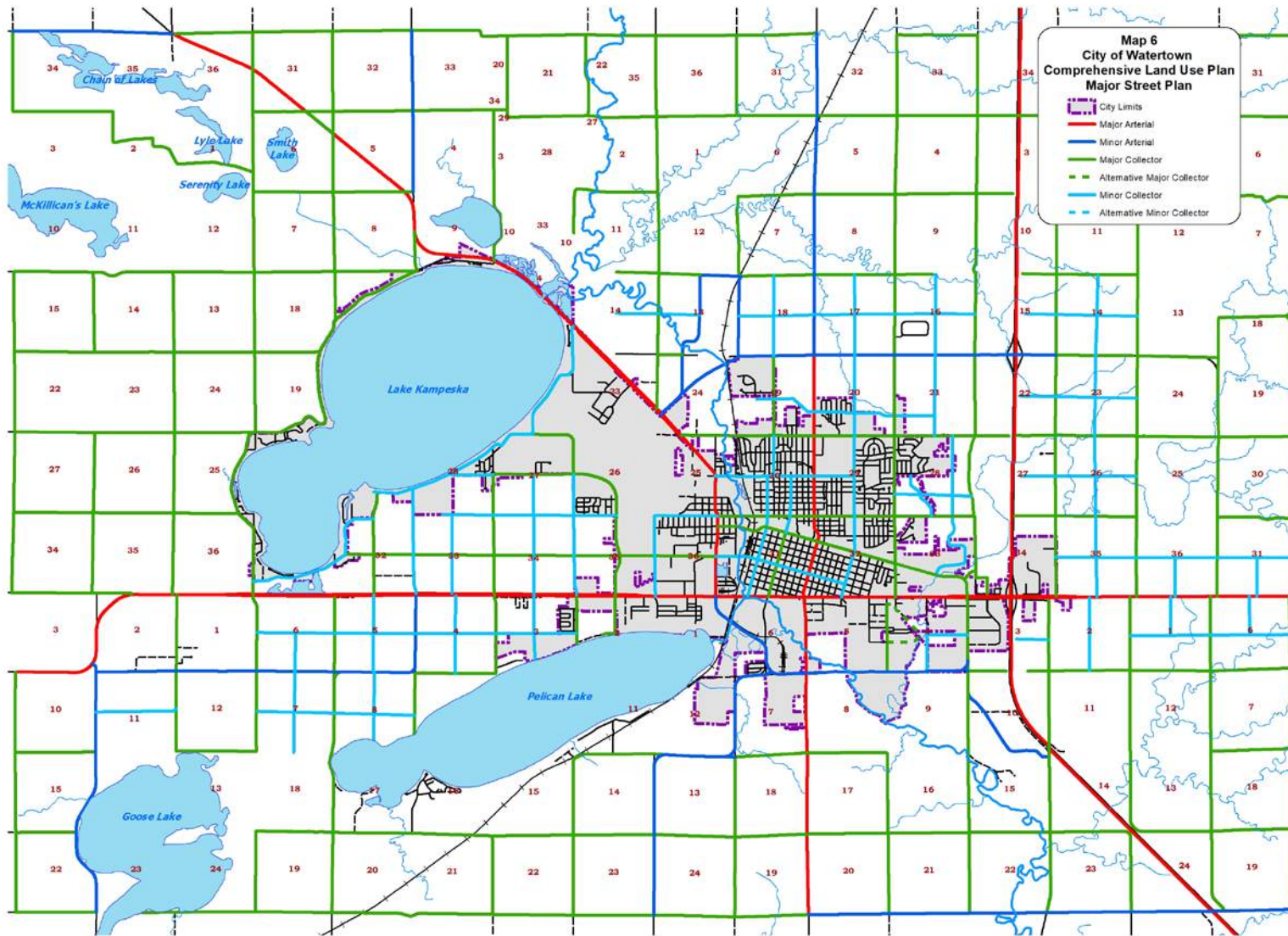
The following generally recognized hierarchy of street classifications are used to assist in the development of long-range transportation needs.

Arterial Streets serve as primary circulation routes. These streets generally carry the majority of traffic volume within the City. Their basic function is to facilitate movement of medium and long distance, high-speed traffic between regions outside of, and sub-areas within the City with a minimum of impediments. Since arterials serve for traffic movement between regions and sub-areas, parking and all direct access to abutting property should be restricted. Further, parallel frontage or service roads may be required, where appropriate, to maintain traffic carrying capabilities of the thoroughfare. Minor Arterial streets connect important locations with the City of Watertown to access points on the State and County Highway systems.

Collector Streets form an intermediate category between arterial and local streets. Collectors serve as a link between arterial and local streets by "collecting" traffic from local streets and transferring it to arterial streets. Establishing and properly maintaining collector routes may avoid unwanted and unnecessary traffic on residential streets. Collector streets may further be classified into major and minor collector categories. Major Collector and minor collector streets are normally spaced one mile and one-half mile, respectively, apart and include two lanes of traffic with turn lanes at major intersections; limited on-street parking and may be adjacent to either residential or commercial uses. Minor collectors are not required at each quarter section line if a minor collector is provided elsewhere in conjunction with a proposed development.

Local Streets primarily provide access to low-density residential developments to collector and arterial streets. They are not designed to carry large amounts of through traffic and are primarily characterized by short trip length and low traffic flows and speeds.

The Major Street Plan includes current and future hierarchy of street classifications for use in identifying and prioritizing the transportation needs of the Watertown urban area. Included are the interstate system and the local system of streets and roads. The four main roadway classes depicted on Map 6 "Major Street Plan Map" include Interstate Highways, Arterials, Collectors, and Local Streets.



Roadway Design Standards and Policy Guidelines

Streets and roads are the most efficient when their design and construction coincide with the intended function they are to fulfill. Street systems are affected by hazardous road conditions and traffic volume capacity when standards are not developed and maintained. City streets are to be designed based upon engineering concepts from the Association of Highways and Streets (AASHTO) and engineering standards adopted by the City. The importance of safely accommodating multiple modes of transportation cannot be over emphasized. The City, however, recognizes that different roadway designs may accomplish the transportation goals of the City. Although other roadway designs may be considered if it has been satisfactorily demonstrated all intended goals for the street are met, the City has established the following design standards for Watertown's street system.

Figure 3
Recommended Arterial Street Section

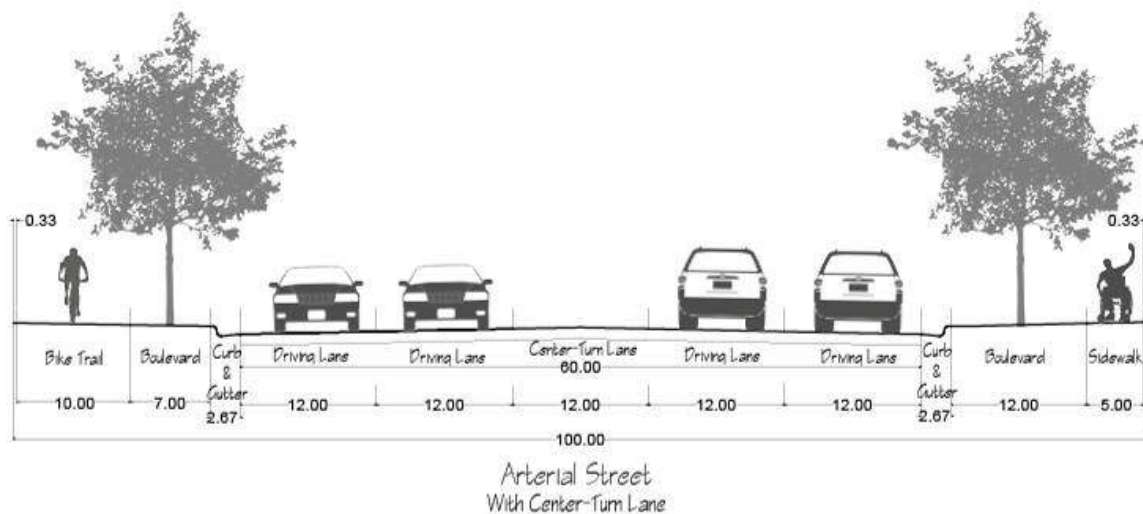


Figure 4
Recommended Collector Street Section (with center turn lane)

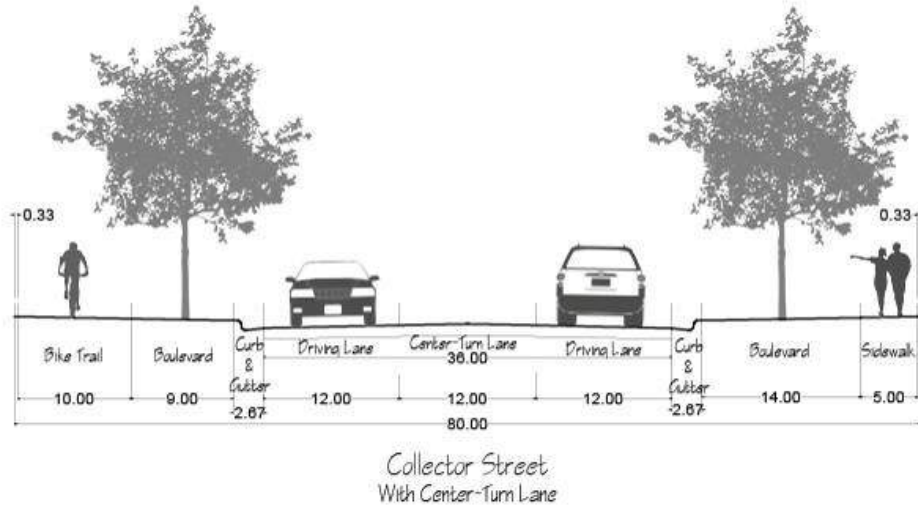


Figure 5
Recommended Collector Street Section (with shoulders)

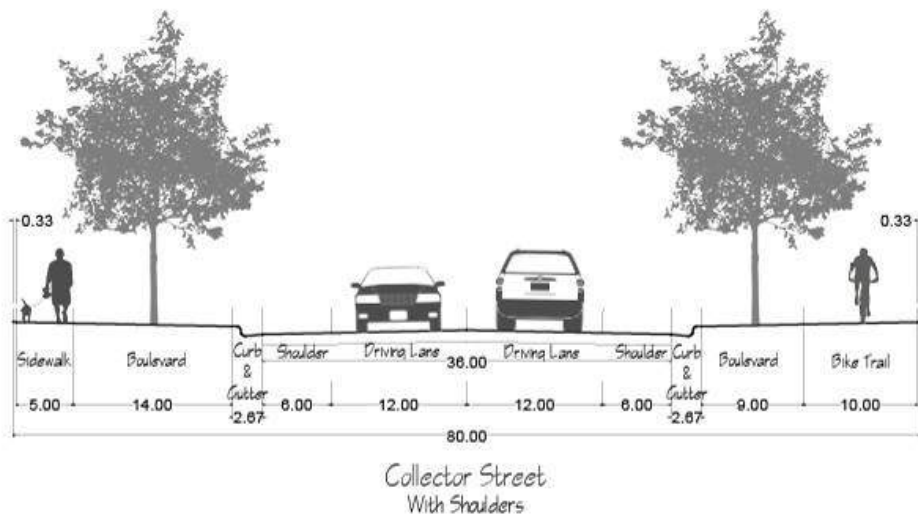
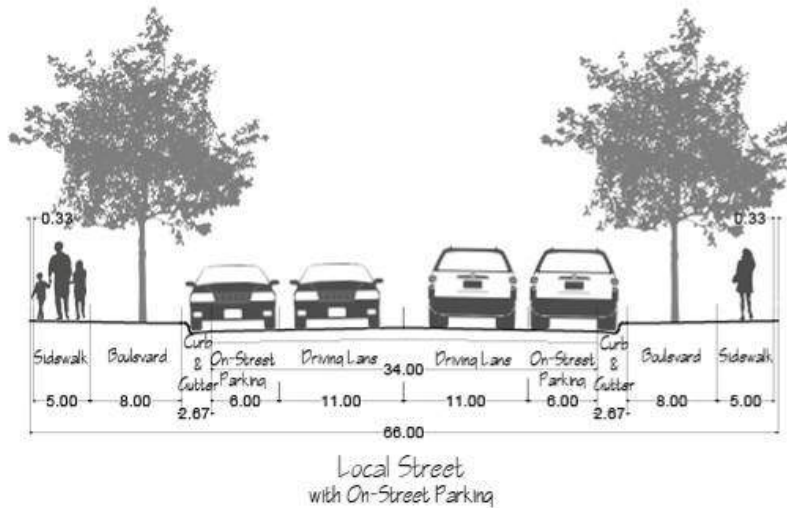


Figure 6
Recommended Local Street Section



City Street System

The Watertown City street system consists of approximately one hundred ninety-seven (197) miles of streets (as of June 2015) maintained primarily by the City of Watertown. Watertown is generally laid in a rectilinear grid system of approximately 350 feet. However, the northeastern and northwestern portions of the community along with the area south of US HWY 212 do not necessarily conform to the grid pattern.

Both U.S. and State Highways serve the City of Watertown. These highways serve as arterial corridors throughout the community. Interstate 29, South Dakota Highways 20 (SD HWY 20) and United States US HWY 81 (US HWY 81 provide principal north/south access. Primary east/west travel occurs on US HWY 212, with secondary east/west travel via 14th Avenue North and the recently completed south by-pass (20th Avenue South).

Traffic along the arterial corridors consists of both local and through traffic. However, after analysis of traffic counts it appears that much of the traffic is local in nature. The highest traffic volume within the City may be found at the intersection of Interstate 29 and US HWY 212. Additionally, the most heavily traveled routes in Watertown are South Dakota SD HWY 20 and U.S. Highways 81 and 212, 19th Street East, 14th Avenue North and in the Central Business District - (Downtown).

SD HWY 20 carries traffic from US HWY 212 to the northwest. Traffic volume on SD HWY 20 has significantly decreased since the last update to the comprehensive plan. Data provided by the South Dakota Department of Transportation shows that in 2015 traffic flows ranged from approximately 3,100 to 11,973 vehicles per day. This represents a decrease of approximately

twenty-one (21) percent since 2001, to a traffic level similar to that experienced in the early 1990's on SD HWY 20.

The highest concentration of traffic along US HWY 81 occurs north of US HWY 212 to 3rd Avenue North (the northern edge of Central Business District corridor). Traffic volumes along this portion of the corridor range from 11,510 to 11,962 vehicles per day. Again, when making comparison to 2001 traffic volumes, the 2015 volumes represent a decrease of twenty-five (25) at the upper end of the continuum.

The decreases in traffic along US HWY 81 and, to a lesser extent, SD HWY 20 may be attributed to the completion of Willow Creek Drive, which connects 1st Avenue North to US HWY 212 at its intersection with 29th Street East. Since its completion, traffic along Willow Creek Drive has decreased the need for local traffic to travel US HWY 81 to get to the Central Business District and to the community's healthcare facilities on the north end of the City. The only official traffic count taken on Willow Creek Drive was recorded in 2013 which estimated 4,883 vehicles per day. That number is nearly equal to the decrease in vehicles per day traveling US HWY 81 between US HWY 212 and 3rd Avenue North.

US HWY 212 provides the City of Watertown with its only thru east-west arterial corridor. This corridor maintains the City's highest traffic volumes. These volumes range from a low of approximately 3,138 vehicles per day east of the Interstate 29 overpass to a high of 17,979 vehicles per day at the intersection of Highways 212 and 81. This statistic reveals another twenty-six (26) percent decrease from 2001 traffic levels which is also attributable to the completion of Willow Creek Drive but also to the completion of the "South By-pass" (20th Street South).

The "South By-pass" was completed in 2013 and connects traffic from the intersection of SD HWY 20 to US HWY 212 via 20th Avenue South and 29th Street East. Shortly after its completion in 2013, traffic counts varied from 2,261 to 4,750 vehicles per day. As travelers become accustomed to this route and with the closure of Broadway from US HWY 212 to the 20th Avenue South in 2016, it is expected traffic utilizing this route will significantly increase.

Collector streets make up the second classification of streets within the community. Streets serving as north-south collectors are 19th Street East, 17th Street East, 11th Street East, Broadway Street from US HWY 212 to 10th Avenue North, 3rd Street West from US HWY 212 to 10th Avenue North, 2nd Street West from 10th Avenue North to 20th Avenue North, 21st Street West from US HWY 212 to 3rd Avenue North, and 31st Street West from US HWY 212 to Lake Pelican. The highest traveled stretches of north/south include 19th Street East near its intersection with Willow Creek Drive, and 11th Street East near Lake Area Technical Institute and Watertown High School with 8,974 and 5,024 vehicles per day respectively.

Watertown's street system includes five (5) primarily east-west collectors. 14th Avenue North carries traffic from the eastern edge of the City to SD HWY 20. At its busiest point, near its intersection with 7th Street NW, it is traveled by 8,147 vehicles per day. 10th Avenue North, from SD HWY 20 to 11th Street East, carries 5,245 vehicles per day at its busiest location. 3rd Avenue North stretches from 21st Street West to the east edge of the City. Traffic ranges from 2,303 vehicles per day near the 3rd Avenue NE intersection with 19th Street NE to 7,283 vehicles per day near the intersection of 1st and 3rd Avenues North. 1st Avenue/Willow Creek Drive is one

of two collectors which run diagonally from northwest to southeast based upon the original orientation of the street grid of Watertown in relation to the railroad system. 1st Avenue North runs from 1st Avenue NW to 19th Street NE, carrying 7,450 at its busiest point. At 19th Street NE, 1st Avenue NW becomes Willow Creek Drive which connects 19th Street East to US HWY 212 at traffic volumes discussed earlier. 4th Avenue South stretches from Golf Course Road to 11th Street East. One of three routes for residents living west of the Watertown Regional Airport to get to the rest of the City, 4th Avenue carries 4,006 vehicles per day south of the airport. The busiest point on 4th Avenue South is at its intersection with SD HWY 20 where 5,992 vehicles pass daily.

Three other collector streets serve existing development in Watertown. Golf Course Drive provides connection between South Lake Drive and 4th Avenue South carrying 2,813 vehicles per day at its busiest point. Though traffic patterns vary depending upon the season, North and South Lake Drives carry primarily local traffic around the Lake Kampeska. North and South Lake Drive are separated where they intersect at SD HWY 20 near the northeast corner of Lake Kampeska to northwest corner of the lake. Traffic counts estimate the highest traffic volume on North Lake Drive to be 1,097 vehicles per day, while the highest estimate for South Lake Drive is 1,569 vehicles per day.

The Central Business District is also an area of high traffic volume. Kemp Avenue (the City's "main street") experiences traffic flows ranging from 2,557 to 2,912 vehicles per day. Though the maximum count for 2015 is less than traffic volume from 2001, traffic from each end of Kemp Avenue is more consistent than in the past.

Between 2011 and 2015 Watertown experienced 2,094 vehicular accidents (Department of Public Safety) within its City limits which is an increase of eighteen (18) percent over 1997 to 2001. During the past five (5) years twenty-nine (29) percent of accidents (605 total accidents) resulted in personal injury. (The above information is based upon accident maps for 2011 – 2015 as prepared by the South Dakota Department of Public Safety.)

Commuting

Commuting patterns assist in determining the traffic demands placed on current roadways and future roadways. If commercial and industrial growth occur at rates similar to current proportions assumptions can be made about the potential impact of adding dwellings to certain portions of the community. Generalized data collected from the American Community Survey in 2014 is available from the US Census for estimating commuting patterns of residents entering and leaving Watertown for employment. Most industrial and commercial activity near the City of Watertown is operated within city limits, therefore the data provided was compiled for employees working within the City of Watertown and not for surrounding areas.

Table 10
Employee Inflow/Outflow
City of Watertown, South Dakota

Employee Inflow/Outflow		
2014		
	Count	Share
Employed in the City of Watertown	14,369	100.0%
Employed in Watertown, but Living Outside	6,314	43.9%
Employed and Living in Watertown	8,055	56.1%
Living in the Watertown	11,785	100.0%
Living in the Watertown but Employed Outside	3,730	31.7%
Living and Employed in Watertown	8,055	68.3%

Table 10, Figure 7, and Figure 8 were generated by the United States Census-American Community Survey: 2013 and is available on the world wide web at: www.census.gov

According to the US Census, in 2014, 11,785 residents of Watertown were employed. Table 10 indicates that nearly thirty-two percent (3,730 individuals) of Watertown's employed work outside of the City of Watertown. Estimates indicate that Sioux Falls is the most common destination for commuters leaving Watertown with 3.3% of Watertown's workers traveling there. Aberdeen, Brookings and Huron see 1.6, 1.2, and 1.1 of Watertown's workers respectively. It should also be noted that this data estimates commuters by place, not necessarily by zip code. It is expected that many residents from Watertown are also employed on farms and other rural businesses in the area.

Table 3 also estimates that in 2014 Watertown businesses employed 14,369 individuals. Employed in Watertown were approximately sixty-eight percent (8,055 individuals) of all workers living in Watertown. Those workers filled over fifty-six percent (56.1%) of available employment options in the community. While Figure 7 proportionally displays the breakdown of those employed within and outside the City of Watertown based upon their commuting pattern, Figure 8 illustrates, proportionately, where those commuting to Watertown for work come from. Map 7 utilizes the information from Figure 8 to create a map indicating where workers are most likely to originate. Analysis indicates most of the commuters come from the immediate surrounding area. Interestingly, more commuters report traveling greater than fifty (50) miles to work than those reportedly living between ten (10) and fifty (50) miles from Watertown. Those traveling less than fifty (50) miles appear most likely to be traveling from communities like Henry, Florence, Clark and other communities west of the City. Data indicates a large number of workers commuting from larger cities in the state greater than fifty (50) miles from Watertown. While some commuters do travel to the City from Sioux Falls, Mitchell, Aberdeen, and Huron; it is likely that many have at least semi-permanent residency in the City.

Figure 7
Commuting to/Commuting from
City of Watertown

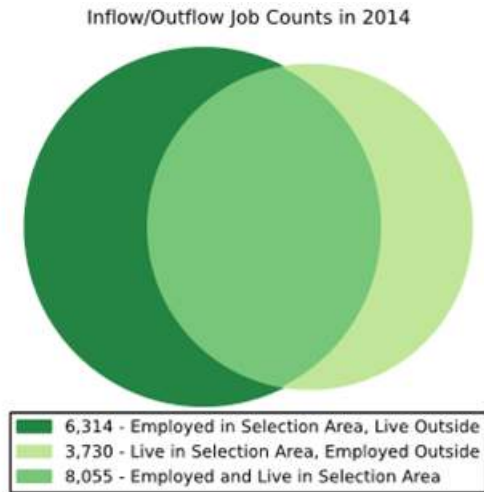
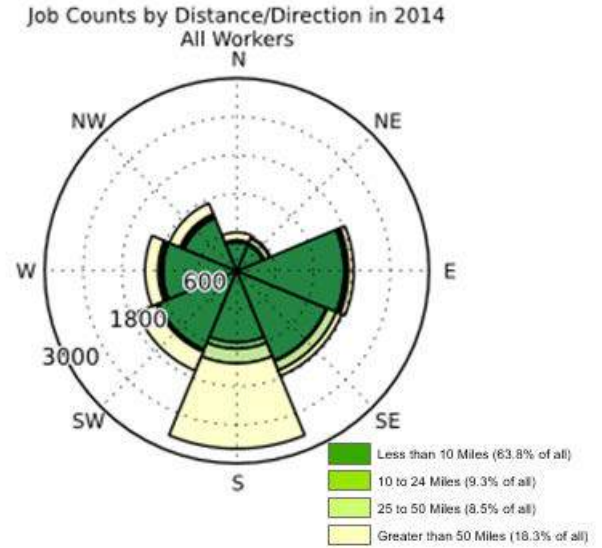
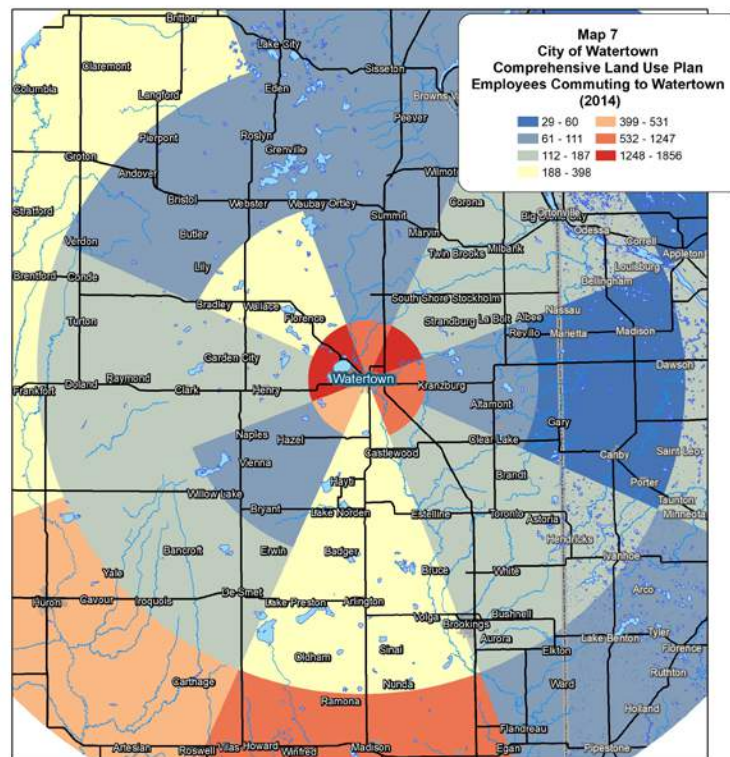


Figure 8
Proportion by Distance Commuting to
Watertown



Map 7 – Employees Commuting to Watertown



Pedestrian Systems

Bicycle and pedestrian use has seen a considerable increase in Watertown over the past several years. As redevelopment of Downtown Watertown and established neighborhoods continues, the importance of maintaining and expanding the existing sidewalk system will be important. For other modes of pedestrian transportation, the City has an extensive shared use path network connecting the community's core to development and other recreational sites on the fringes of the City.

The last comprehensive Sidewalk Plan for the City of Watertown was completed in 2002 and has since been used as a guidance policy for development of regulations and property. Steps have been taken to upgrade existing and require new sidewalks to comply with Americans with Disabilities Act (ADA) requirements, such as the addition of “roll strips” at street crossings and requirement of wider sidewalks, particularly in new commercial developments. In many instances, however, the sidewalk system lacks continuity due to gaps in sidewalk installation from block to block and in some cases from lot to lot. The 2002 sidewalk plan identified nearly twelve miles (62,551 feet) of sidewalk which needed installation within the elementary school districts. While some of those sidewalks have been installed, thanks to the prioritization established by that plan, the amount of sidewalk needing upgrading or installation have changed in the past fifteen (15) years.

The City of Watertown Master Trail Plan was adopted by the City in 2012. The goals, objectives and priorities of that plan are hereby incorporated by reference. That plan provides a blue print for trail development through 2022. It provided an inventory of existing trail and its condition throughout the community, identified future trail locations, and prioritized trail extensions/connections. Map 8 displays location of existing and proposed trails as of the date of that plan. Since that plan public and other recreational facilities have been constructed or will be completed prior to 2022. The development of the new Middle School and Community Recreation Center northeast of the intersection of 14th Avenue NE and 11th Street NE as well as the construction of a new softball complex and ice arena near the existing Anza Soccer fields on 17th Street SE will present new destinations for pedestrian traffic to be considered in trail development.

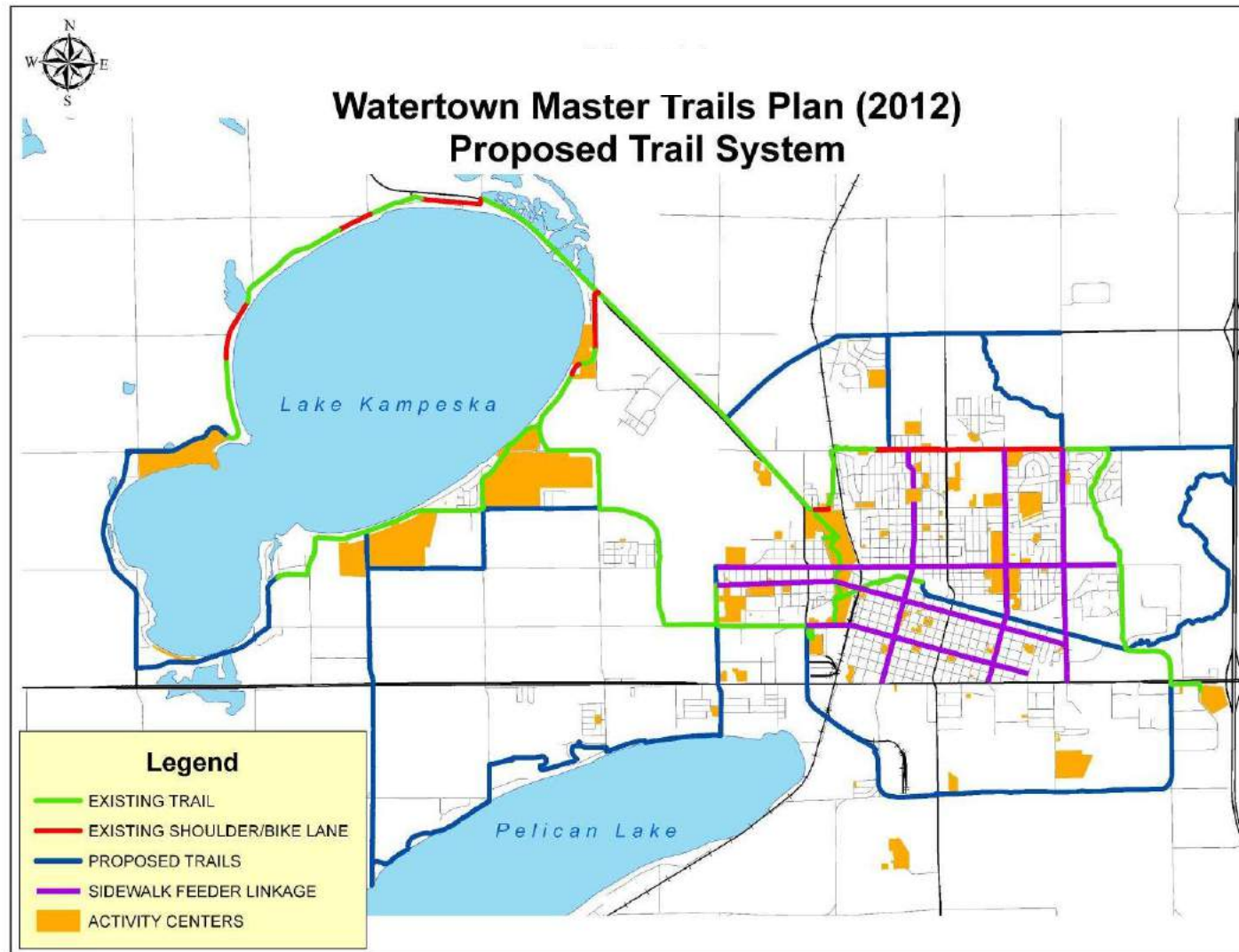
Goals: Provide guidance policy for sidewalk upgrading, installation, and compliance with state and federal requirements

Strategy: Update the 2002 Sidewalk Plan and adopt it as a guiding policy for sidewalk improvements.

Goals: Enhance existing trail system by connecting existing trails to new public/recreational uses.

Strategy: Reserve space for and/or installation of sidewalks and trails in proposed development for connection to existing sidewalks and trails with pedestrian “trip generators” such as schools, recreational facilities, and sports complexes.

Map 8
Watertown Proposed Trail System
(from Map 14 – Watertown Master Trails Plan (2012))



Planning Process

The transportation planning process includes the goals, objectives, and strategies contained within this plan. For street and road improvements, the process should include four separate yet dependent steps or phases.

- Step 1: Identify future Street/Road improvement projects
 - Projects may include traffic and/or corridor access studies or actual construction.
- Step 2: Prioritize Projects
 - The prioritization process should consider the following in comparing various street segments:

Volume/capacity ratios	Accident rates
Pavement condition	Bridge condition
Socio-economic and environmental factors	Projected cost
- Step 3: Incorporate prioritized projects into City Capital Improvements Plan (CIP)
 - Inclusion in the CIP presumes that detailed project development and design will begin. It is during this phase that a specific and detailed evaluation of the overall social, economic, energy, and environmental effects of the project, including consideration of the effects and impacts of the project on the human, natural and man-made environment such as housing, employment and community development will be undertaken.
- Step 4: The final step in the transportation planning process is the development of the detailed construction plans and specifications for a specific project. This step is the result of funding provided in a budget of the City, state, or federal government.

This four-step transportation planning process does not apply to parking removals, special assessment districts not involving widening of the right-of-way or addition of through lanes, resurfacing, changes in lane markings, placement of signage, and the addition of turn lanes if no additional right-of-way is required

ENVIRONMENTAL CONSTRAINTS

An evaluation of environmental factors and the physical characteristics of the growth areas was made to ensure that future development of Watertown and the outlying areas will be environmentally compatible.

Drainage and Wetlands

The City's major drainage ways include the Big Sioux River and Willow Creek and their tributaries. There are two large bodies of water, Lake Kampeska and Pelican Lake which are located within the City and projected growth areas.

Wetlands are prevalent throughout the Plan's study area with the highest concentration found near Lake Kampeska, Pelican Lake and within the surface drainage areas of the Big Sioux River and Willow Creek. Wetlands and water bodies are designated from base maps developed through the National Wetlands Inventory and other data sources. The importance of wetland habitats cannot be underestimated. Wetlands perform a variety of functions, serving as natural water purifiers by filtering out pollutants, thereby enhancing surface and groundwater quality, increasing wildlife and fish habitat and providing recreational opportunities. Wetlands also reduce siltation and control flooding by slowing runoff during rapid snow melt and heavy rainfall, releasing water gradually so erosion and downstream flooding are minimized.

Soils

The soils in the community are typically productive and able to support development. However several soil types found in areas north and east of the City have moderate to severe limitations for various aspect of development including roads and streets, and dwellings with basements. These limitations are largely due to unfavorable shrink-swell characteristics, poor bearing capacity when wet, susceptibility to frost action, and/or a seasonally high water table. While these limitations do not rule out development, they do require compensating construction techniques and soil modification.

Flood Plain

Floodplains are lowlands adjacent to the channels of rivers, streams, and other watercourses where inundation periodically occurs due to extreme natural events.

The Flood plain has two constituents – a floodway and a flood fringe. Together they comprise the flood hazard area generally referred to as the 100-year flood plain identified by the Federal Emergency Management Agency (FEMA), where the chance of experiencing a flood of such magnitude is one (1) percent every year.

Effective as of May 2017, The City of Watertown also participates in the Community Rating System (CRS) which is a national program developed by the Federal Emergency Management Agency (FEMA) that recognizes and encourages community floodplain management activities that exceed the minimum NFIP requirements. As a result, flood insurance premium rates are discounted to reflect the reduced flood risk resulting from the community actions including: reduce flood damage to insurable property, strengthen and support the insurance aspects of the NFIP, and encourage a comprehensive approach to floodplain management. The City utilizes the adopted Codington County Pre-Disaster Mitigation Plan 2017-2021 to implement activities to improve floodplain management within the community.

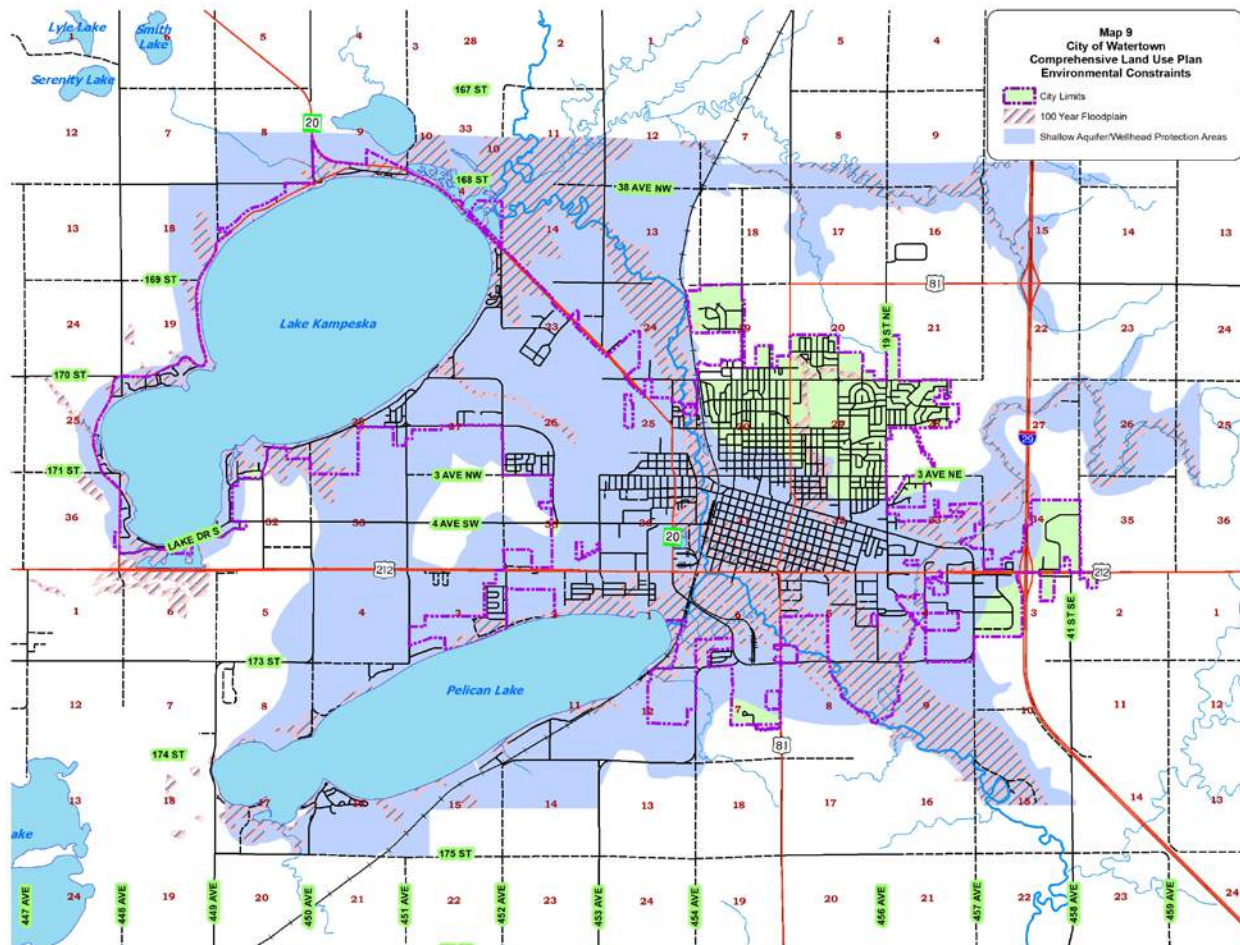
Floodplain areas are mapped and land use regulations which restrict development in the areas of Roby Creek, Willow Creek and the Big Sioux River have been adopted. The City's present ordinance requires that residential structures be flood-proofed. This is done by requiring the lowest floor of residential structures within the 100-year flood plain to be constructed to a standard of one foot above the base flood elevation. Residential structures are prohibited from being constructed in flood ways while encroachments, including fill and new construction, are prohibited unless engineering certification demonstrates that the activity will not result in an increase in flood levels.

Aquifer

The groundwater resources originate in the glacial drift formations and deposits of outwash in the form of sand and gravel. These major surficial outwash deposits and associated subsurface drainage follows the Big Sioux River, Willow Creek, Lake Kampeska and Pelican Lake. The aquifer flows north to south at an estimated two (2) million gallons per day with the water table fluctuating between three (3) and thirty-three (33) feet below the earth's surface. In 2004, the City adopted its aquifer protection overlay zoning district regulations which require additional safeguards and contain restrictions for new developments within the zones which may present a contamination risk for the municipal water supply and aquifer in general.

The environmental constraints of the City of Watertown are shown on Map 9.

Map 9 – Environmental Constraints



EXISTING LAND USE

Where and how a community will develop is influenced by the usage of the community's existing land resources. In order for a future land use plan to properly develop, an understanding of the existing types of land use within the community is necessary. This plan reviews, in depth, current land use both categorically and spatially to provide recommendations for redevelopment within the City in a land use plan since 1979.

Categorical Review:

The most recent land use survey, prepared by First District Association of Local Governments for the City of Watertown in 2009, was used as the basis for land use inventory within the study area. This data was collected near the time of the latest decennial census (2010) and will provide adequate background for compiling estimates of future development demand for the City based upon current density. Existing land development within City Limits was categorized into one (1) of five (5) general land use classifications. They include residential commercial, industrial, public/quasi-public, and agricultural/vacant. Table 11 displays the land area in 2009 developed and being used within each classification. Comparing the number of acres presently developed, but excluding agricultural/vacant land, (approximately 6,181) with the estimated urban population (21,489) indicates that approximately twenty-eight (28) acres of land are required to support every one hundred (100) persons within the study area. This ratio is similar to that found in other cities in South Dakota and the surrounding states comparable in size and character to the City of Watertown.

**TABLE 11
LAND USE INVENTORY
BY GENERAL LAND USE TYPE**

Land Use	Number of Acres	Percent of Developed Area
Residential	2,083	25.03
Commercial	609	7.32
Industrial	734	8.83
Public/Quasi-public	2,483	29.84
Agricultural/Vacant	2,412	28.98
Total	8,323	

Public and Quasi-Public Land Uses

Quality community facilities and services benefit the overall community and affect the quality of life in the City. This section includes information regarding community facilities such as: parks and recreation, schools, public safety, health services, and other public buildings and facilities. Quasi-public facilities, such as churches, private schools, and other governmental services are described within this section and/or the section relating to each site's location. Other community facilities such, as health care facilities, are described in this section and in reference to the geographical areas in which they are located.

Parks And Recreation

Recreational activities offer individuals the opportunity to relax from their day-to-day routines. In addition residents may choose to enjoy other open spaces and trails free for the public to use or from the many recreational activities in which to participate. Table 12 displays the total number of acres utilized for specific recreational activities in the city's open spaces. In addition to municipal public areas, some of the public areas are owned and operated by school boards, the State of South Dakota, Codington County, or private schools. It should be noted that some parks or public areas have been split to identify the approximate acres dedicated to each activity. For example Highland Park was split between "greenway" for the Roby Creek drainage way, "park" for the playground area, and "special use – outdoor recreation" for the ball fields and tennis courts. The residents of Watertown are fortunate to have nearly one thousand five hundred (1,499.48) acres of parks, recreation (indoor and outdoor), schools and open space for public use. While some of those indoor and outdoor recreation areas require fees to enjoy, one hundred thirty (130) acres of neighborhood and community parks are free and open to the public for a variety of purposes (see Table 12). Schools include public and private schools in the City of Watertown, as well as its secondary education. Parks refer to both neighborhood and community parks within city limits. Special Use – Outdoor Recreation refers to areas for coordinated outdoor recreation activities which may or may not require a fee to use. Special Use – Outdoor Recreation refers to areas for coordinated outdoor recreation activities which may or may not require a fee to use.

**TABLE 12
TOTAL PUBLIC AREA – BY CLASSIFICATION**

<i>Classification</i>	<i>Area (In Acres)</i>
Greenway	336.62
Park	109.77
Special Use - Outdoor	828.35
Public/Private Education	166.68
Special use - Indoor	58.06
Total Area (in acres)	1,499.48

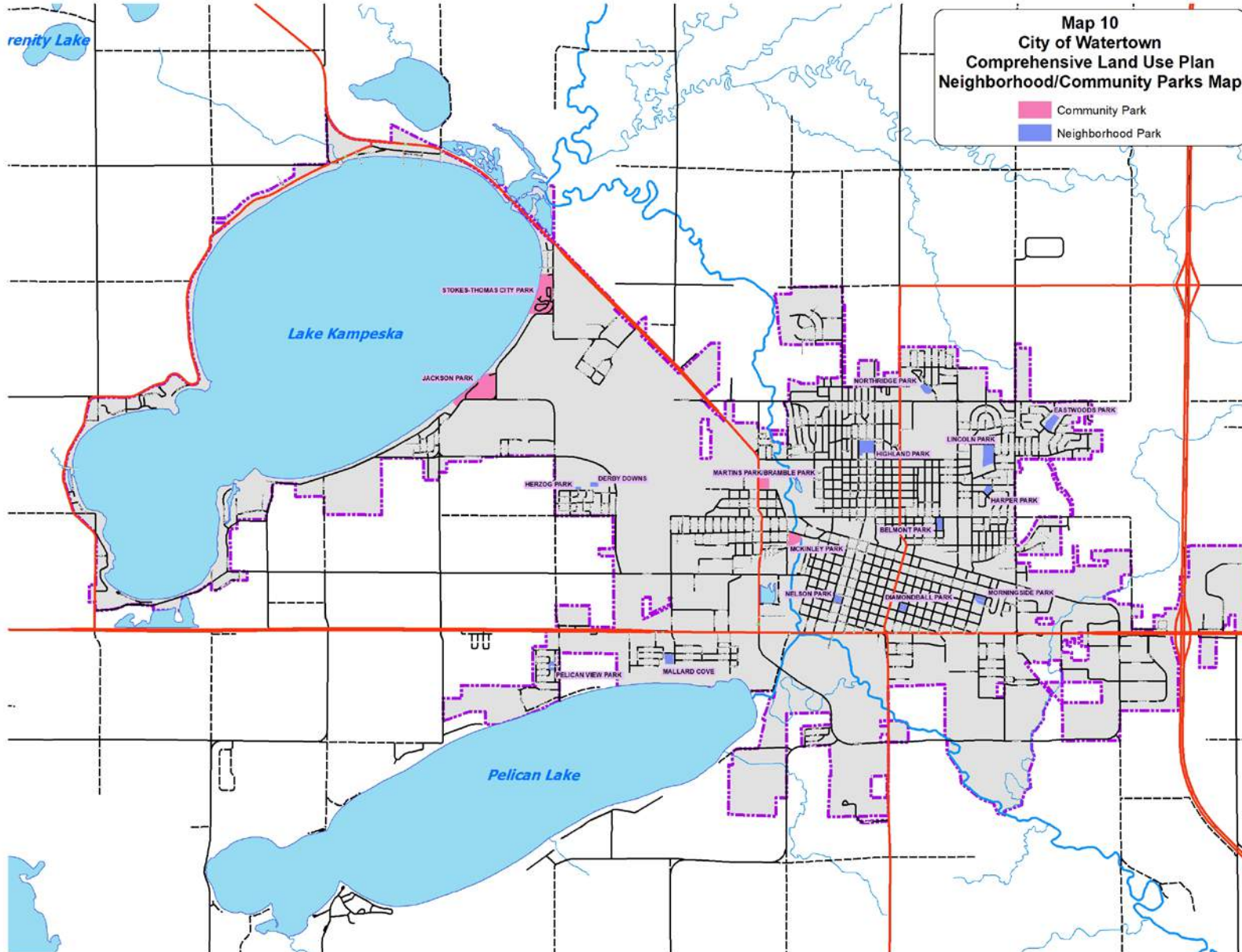
Development of new parks for the City is guided by the land dedication requirement for annexed and/or master planned areas of the City. When any residential land is annexed or master planned into the City limits, the person requesting such annexation or master planning shall dedicate an area equal to five (5) percent of the land so annexed or master planned to be set aside for parks or playgrounds. The Park Board shall determine the location of the park and playground land.

Parks

The City of Watertown's parks are grouped into two (2) classifications. Neighborhood parks serve one (1) or more neighborhoods in a variety of active and passive recreation functions. Individuals expect to travel to travel from home to these parks on foot, therefore these parks should be situated in locations where dangerous street and railroad crossings or the traversing of industrial and commercial districts is not necessary. Community parks have a much larger service area than neighborhood parks. The community park often provides diversified and/or unique recreational facilities. The community park should be located adjacent to a major thoroughfare so that good vehicular access and adequate off-street parking are provided. In Watertown both community and neighborhood parks include playground equipment, playfields (baseball/softball field, open field), and may include specialized sports such as horseshoe pits, basketball and tennis courts, disc golf, and/or ice skating. The city's parks, classification, area are listed in Table 13. Municipal parks may be found on Map 10.

**TABLE 13
PARKS INVENTORY**

Park Name	Park Type	Park Area (Acres)
Belmont Park	Neighborhood Park	3.52
Diamondball Park	Community Park	2.38
Eastwoods Park	Neighborhood Park	6.38
Harper Park	Neighborhood Park	2.62
Herzog Park/Derby Downs	Neighborhood Park	2.42
Highland Park	Community Park	9.81
Jackson Park	Community Park	31.22
Lincoln Park	Neighborhood Park	10.45
Mallard Cove Park	Neighborhood Park	4.33
Martins Park/Bramble Park	Neighborhood Park	5.41
Morningside Park	Community Park	3.43
Nelson Park	Community Park	2.81
Northridge park	Neighborhood Park	3.74
Pelican View Park	Neighborhood Park	2.51
Riverside Park	Community Park	7.15
Stokes-Thomas City Park	Community Park	31.79
Total Area		130.00



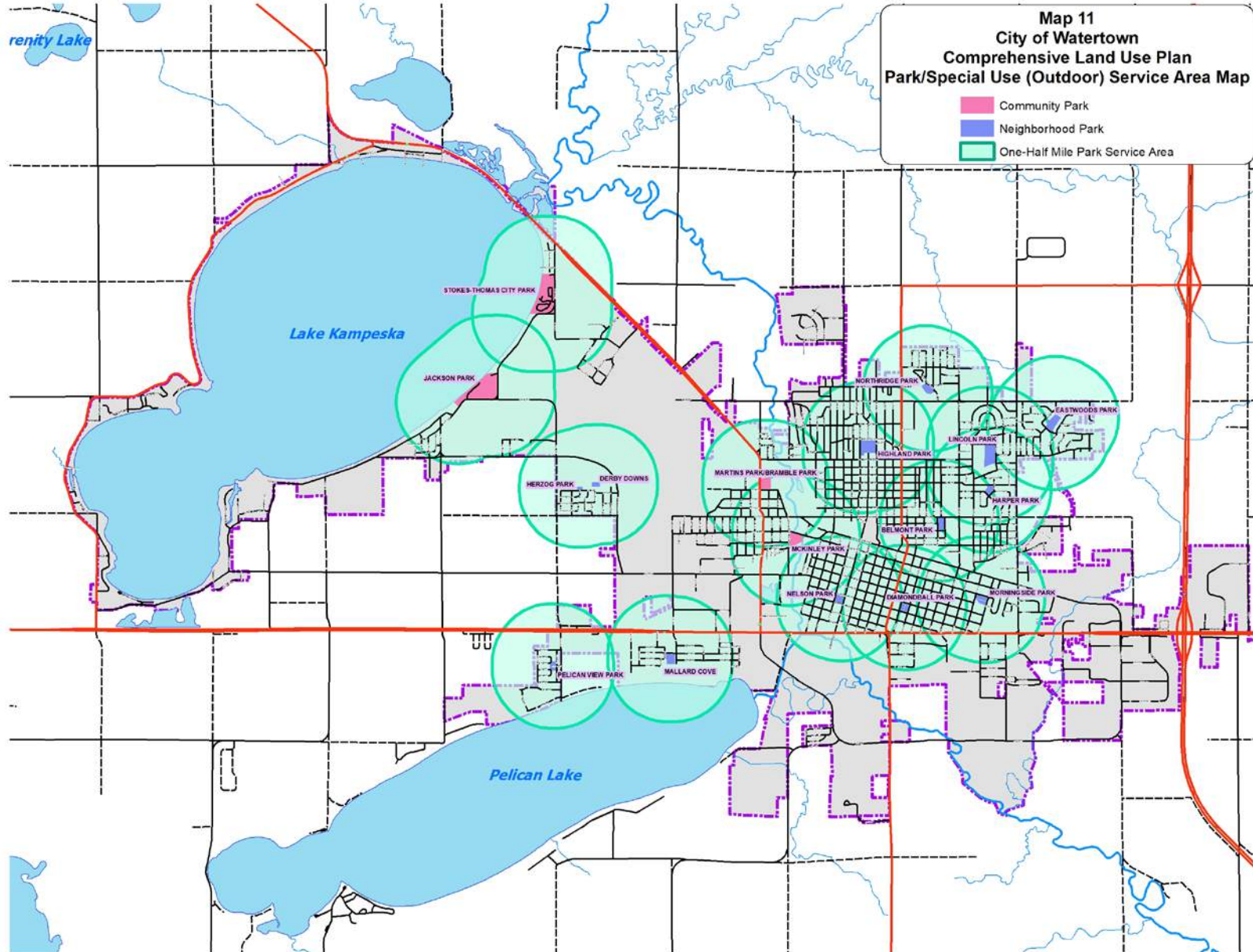
Community parks provide opportunities for recreation that may not be provided in other portions of the city, however the playground of these parks, like that of the neighborhood parks, serves residents within a half mile radius. Map 11 applies the one-half mile service area to the parks listed in Table 13 above. Based upon 2010 US Census Data, nearly ninety-four percent (93.8%) of all residents in the City of Watertown live within one-half mile of a park (See Table 14 below. Areas not served by municipal parks include: Riveridge Development, in the north end of the City; an area north of Prairie Lakes Hospital, primarily bounded by 12th Avenue NW, 14th Avenue NW, and Skyline Drive; and the area west of 17th Street West, between 3rd Avenue NW and 4th Avenue SW. Unfortunately precise information regarding the population served by parks around Lake Kampeska is not available. The US Census divides most of the area surrounding Lake Kampeska into only two “blocks.” Because of the gap in data, all residents adjacent to South Lake Drive are considered served by municipal parks, all residents adjacent to North Lake Drive are not considered served by municipal parks.

**TABLE 14
RESIDENTS SERVED BY PARKS**

Residents Greater than 1/2 Mile from Parks					
Children (Under 18 Years Old)		Adults (18 Years Old or Over)		All Residents	
Individuals	Percent of All Children	Individuals	Percent of All Adults	Individuals	Percent of All Residents
285	5.47%	1,049	6.43%	1,334	6.20%

Residents Less than 1/2 Mile from Parks					
Children (Under 18 Years Old)		Adults (18 Years Old or Over)		All Residents	
Individuals	Percent of All Children	Individuals	Percent of All Adults	Individuals	Percent of All Residents
4,923	94.53%	15,266	93.57%	20,189	93.80%

Based upon 2010 US Census Data, Table 14 above indicates the number of total residents and the number of children (below eighteen (18) years old) served by each park, and the percentage of those residents and children served by more than one park. As described above, parks should be located in areas which minimize or eliminate crossing of collector or arterial streets. Although not entirely necessary to ensure service of the entire community with parks, Map 11 illustrates that past park planning and placement strove for service of the community's residents with more than one park within one-half mile of each residence. Areas of Watertown served by one or fewer parks include areas north of 14th Avenue North, west of SD HWY 20/10th Street West, south of US HWY 212/9th Avenue South, and along an eastern boundary that follows (from south to north) 13th Street East from US HWY 212/9th Avenue SE to Bogue Avenue; then east to 19th Street NE; next, north to 3rd Avenue NE; then east to 22nd Street NE, where the imaginary boundary continues straight north to 14th Avenue NE.



As land develops north and east the community should plan for park areas to serve existing and projected population growth. Future residential development to the north (of US HWY 212/9th Avenue South) and east (of SD HWY 20/10th Street West) will develop with a consistent street pattern and thus may necessitate a similar level of park service as has been achieved in past development. Residents along the western service boundary of the City of Watertown's parks have other recreational alternatives and, in many cases, pedestrian trail connectivity with few street crossings to minimize traffic conflicts over long distances that may justify a wider service area between parks. Any residential development south of US HWY 212/9th Avenue South will require careful consideration of future parks, as no public park is located east of the Big Sioux River and south of US HWY 212/9th Avenue South. To serve existing playground/park demand in this area it is recommended that playground facilities be planned in conjunction with the construction of the softball complex and ice arena adjacent to 17th Street SE and south of 14th Avenue Southeast.

Special Use

Several of Watertown's park and recreation facilities are known as special use areas. These areas serve specialized purposes. Examples of special use parks include public or quasi-publicly owned indoor or outdoor amenities such as libraries, museums, public gardens, community centers, golf courses, tennis centers, fitness facilities, sports stadiums or arenas, softball complexes, etc. Special use parks often require fees or memberships to enjoy the facilities. For the purposes of this plan special use parks are split into two categories: outdoor recreation and indoor recreation.

Outdoor recreation

Special use parks utilized for outdoor recreation include a wide range of public areas with varying public or private expenditures to establish or maintain them. St. Ann's Hill, for example, is used for impromptu sledding following snow accumulations. At the same time, at the base of the hill equipment is set-up and utilized for a disc golf course. Examples of other leisure time activities include dog parks and community gardens. These and other special uses are open to the public and free to the public. Other sites, such as Koch Complex and Foundation Fields are open to the public for use, when not occupied for organized activities. More restricted sites are only open for organized activities, such as the Watertown Stadium and the rodeo grounds at Derby Downs. In all, special use parks intended for outdoor recreation include 22 sites with 828 acres of recreational opportunity. See Table 15 for a list of the Special use parks – outdoor.

**TABLE 15
SPECIAL USE PARKS- OUTDOOR INVENTORY**

<u>Name</u>	<u>Area</u>
Highland Park Area	4.49
Morningside Park	2.26
Diamondball Park	1.19
Belmont Park	2.75
Derby Downs	62.82
Jackson Park	10.89
City Park	17.82
Cattail Crossing (Golf Course)	223.25
Memorial Park	88.35
Sandy Shores	6.52
Foundation Fields	20.18
Watertown Stadium	19.59
Koch Complex	25.08
Watertown Outdoor Aquatic Center	5.23
4th Avenue Diamond	3.54
Bramble Park/Lyons Park	73.24
Downtown Parking Lot Carnival	0.76
Allen Mitchell Field	12.75
Mount Hope Cemetery	58.19
Dog Park/Public Garden	21.60
Anza Soccer Field	92.53
Premier Softball Complex	75.30
Total Area (in acres)*	828.35

Indoor recreation

The category of indoor recreation for special use parks includes buildings utilized primarily for organized or semi-organized activities. In addition to recreational facilities such as the Watertown Community Recreational Center and the City Auditorium, this category also includes museums, libraries and other similar public or quasi-public institutions. Because more public expenditure is required for the construction, maintenance and operation of these structures, typically fee and/or appointments are required to utilize the facilities. This plan identifies 10 sites with 58 acres as indoor special recreation parks. See Table 16 for a list of the Special use parks – indoor.

The community has identified the need to add new indoor recreational facilities. Currently two substantial recreational facilities are in different phases of construction. Watertown Community Recreational Center will be completed at the intersection of 14th Avenue NE and 15th Street NE prior to the spring of 2017, and a new ice arena is scheduled for completion later in 2017 north of the previously mentioned softball complex which is also under construction near 17th Street SE.

TABLE 16
SPECIAL USE PARKS- INDOOR INVENTORY

<u>Name</u>	<u>Area</u>
14th Avenue Ice Arena	3.08
Thunder Road	4.77
Fieldhouse/21st Street Ice Arena	11.09
Senior Citizen's Center	0.77
City Auditorium	0.38
Kampeska Heritage Museum	0.13
Mellette House	0.41
Watertown Regional Library	1.75
Watertown Community Rec Center/Boys and Girls Club	9.74
Watertown Community Rec Center (14th Avenue)	25.94
Total Area (in acres)*	58.06

Greenways and Trails

Greenways include open space which may from time to time be inundated with water or lacustrine vegetation but is not intended to be so year round. Greenways identified in Table 17 are public areas which could be enjoyed by residents. While trails may be located in greenways, the total area of all trails in the City is not included in the total greenway space in Table 17. This plan identifies three hundred thirty-seven (336.62) acres of greenways in the City. Two notable examples include McGlaughlin Park at the intersection of SD HWY 20 and 4th Avenue SW; and the Big Sioux River Greenway which stretches from US HWY 212 to beyond 10th Avenue NW adjacent to the Big Sioux River. This portion of Big Sioux River Greenway includes over sixty-five acres of floodplain which remains open between several parks and special use facilities.

**TABLE 17
GREENWAYS INVENTORY**

<u>Name</u>	<u>Area</u>
Willow Creek Tributary	23.49
Bogue Ave Berm	6.59
Endres Industrial	9.69
Big Sioux (S. of 20th Ave SE)	121.67
Fish Road	15.33
Big Sioux (N. of US HWY 212)	65.55
Airport Area	17.40
Roby Creek	32.35
Highland Park Area	1.01
Lincoln School	1.66
Sandy Shores	23.67
Herzog Greenspace	0.55
McGlaughlin Park	17.68
Total Area (in acres)*	336.62

As previously mentioned the City of Watertown has an extensive trail system for use by its residents. Further the City has adopted a trail plan to manage and plan for the interconnection and future expansion of the trail system for the City. The trail plan establishes that in 2012 nearly twenty-five miles of multi-purpose trail existed in the City of Watertown. The trail includes portions which are in the boulevard of streets, on the shoulders of streets, or follow topography within greenways. As displayed in Map 8, existing trail extended around nearly half of Lake Kampeska in 2012. The lake was connected to the rest of the City via a trail running adjacent to SD HWY 20 before ultimately connecting with a loop of the trail along the Big Sioux River at the 10th Avenue NW bridge. The trail has been expanded around the north edge of Lake Kampeska in areas identified “proposed trail” all the way through Memorial Park on the northwest corner of the lake. Map 8 also identifies where the 170,235 lineal feet of future trail was planned as part of the 2012 trail plan.

Recommendations

- Detailed recommendations for capital improvements to the City's parks may be found in the Watertown Capital Improvements Plan.
- Regarding the development of new parks or recreation facilities, it is recommended that when feasible, the City integrate the park site with proposed school sites. This will allow joint use of the facility, thereby reducing duplicity and ensuring better land utilization.
- If the expansion of new parks and recreation facilities is to occur in proper locations and at an economical cost, parkland acquisitions need to be made prior to residential development.

This will encourage development in areas of the community in which the City has made preparations for the provision of services.

- The existing park dedication requirements for new developments should be continued into the future.
- Future parks should be located in each United States Public Land Survey Quarter Section to maintain present level of park service unless other accommodations have been agreed upon.

Schools

Elementary and Secondary Schools

The Watertown School District, the largest provider of elementary and secondary education in the City, serves the educational needs of school age children in the City of Watertown and the surrounding two hundred ninety-five (295) square miles. The public school system in Watertown is comprised of six (6) elementary schools (Jefferson, Lincoln, Mellette, McKinley, and Roosevelt), one (1) intermediate school (grades 5-6), one (1) middle school (grades 7-8) and one senior high school (grades 9-12), one alternative high school (Nova).

Private parochial elementary and secondary school settings are provided by Immaculate Conception School (elementary), Watertown Christian School (elementary), Lutheran Brethren Christian School (elementary), Trinity Lutheran School (elementary), St. Martin's Lutheran School (elementary), and Great Plains Lutheran High School (secondary).

Lake Area Technical Institute

Lake Area Technical Institute (LATI) is one of the fastest growing technical colleges in the country. This public institution was established in 1965. It provides career opportunities in twenty-eight (28) programs of study in the areas of health, business, agriculture, manufacturing, and technology. LATI currently serves more than two thousand (2,000) full-time, part-time, and online students. Thirteen (13) consecutive years of enrollment increases have led to a substantial campus expansion, which was initiated in 2008 and completed ahead of schedule. Another phase of expansion is in the early stages of planning at the present time for the forty (40) acre campus.

Mount Marty College

Mount Marty College is a fully accredited branch campus of Mount Marty College, Yankton, South Dakota. The Watertown Campus is located on the campus of the Lake Area Technical Institute. Mount Marty offers four-year B.A. degrees in Business Administration, Liberal Arts, Accounting, Elementary Education, and Nursing.

Recommendations

- Presently, there are no immediate plans by any school system to expand existing school sites or acquire land for future school sites. It is recommended that the City work with the respective primary/secondary and vocational and collegiate officials in planning for future expansions of educational facilities that are consistent with Watertown's future land use plan.
- It is recommended that lands adjacent to the south of the Lake Area Technical Institute be considered as possible future locations for expansion of the LATI campus.
- Along with housing issues, LATI, the Watertown Public Schools and the City will need to work together in addressing possible future shortcomings concerning parking and traffic congestion around the LATI and public school grounds.
- Future schools should be located away from arterial and major collector streets but adjacent to minor collectors streets.

Health Facilities

The residents of Watertown are fortunate to have quality health care professionals and facilities located within their community. Prairie Lakes Healthcare System serves, not only the residents of Watertown, but an area including ten counties in northeast South Dakota and western Minnesota with a total population of 87,214. Residents are provided access to medical, surgical, rehabilitation and post-acute care, as well as specialty services not typically found in a rural service area. In addition to the eighty-one (81) bed hospital, Prairie Lakes Healthcare System provides specialized services such as interventional cardiology, various cancer treatments, and advanced surgical procedures. Community-based physician specialties include cardiology, pulmonology, urology, obstetrics/gynecology, pediatrics, general surgery among others in a list of services set to expand by the summer of 2020. Prairie Lakes started a \$40 million expansion and renovation project in 2015 which will account for 75,000 square feet of new construction for a Medical Office Building to serve existing and expanding services.

Brown Clinic provides community based physician services at its two locations in Watertown. These two locations also provide care outside of regular office hours to meet the needs of their patients. Besides the Prairie Lakes Hospital, various medical services are also provided by several medical, chiropractic, optometric, dental and mental health clinics/facilities.

The health care industry is very important to the economy and well being of the City and will be expanding during the planning period. The expansion of health services in the community will lead to the need plan for the mitigation of impacts that expansion will have on neighboring properties as well as supporting land uses which provide services to patrons of healthcare facilities. This may be accomplished by establishing long range institutional plans and by coordinating long-range institutional plans with this Plan and capital improvement plans of the City. Neighbors and the community should be notified of anticipated land uses, structures, open spaces, landscaping, buffering, etc in order to properly plan for short and long range impacts of this dynamic and necessary industry.

Public Safety

Police

Watertown's police department is now located northeast of the intersection of Maple Street and 1st Avenue North. The police department consists of a thirty-six (36) sworn officers and nineteen (19) support personnel (records, dispatch, and animal control). Since moving into its new police station in 2011, the operational needs of law enforcement for the City are met.

Fire Department

The fire department force consists of a chief and thirty-six (36) firefighters who answer an average of four hundred fifty (450) fire calls and two thousand three hundred fifty (2,350) ambulance calls per year. Presently the City operates two fire stations. Fire station Number One (1) is located at 129 1st Avenue Northwest. Fire Station Number Two (2) was completed in 2011, and is located at 500 Golf Course Road in the southwest portion of the Watertown Municipal Airport in order to provide service to the airport and remainder of the service area. The location of fire stations is important for providing adequate response times to all areas of the community. Presently, the department's fire suppression rating for anyone within five (5) miles of a fire station and less than one thousand (1,000) feet from a fire hydrant is "3" of "5" is considered an average grade for communities the size of Watertown. The effective service area of a fire station is assumed to be the area accessible in three (3) to five (5) minutes after an alarm. With the present locations of the fire stations compared to the physical size of the community, fire response times to the western and eastern edges of the community may be as high as ten (10) minutes.

Residential

The residential land use category is subdivided into three subcategories (single-family, multiple-family, and manufactured home). Residential development is the largest category of existing land use within the City representing twenty-five (25) percent of all development (approximately 2,083 acres). The residential land use area consists primarily of single-family homes organized into neighborhoods. Table 18 displays the amount of area utilized for each category of residential land use at the time of the 2009 land use inventory. Public/quasi-public and institutional facilities such as parks, schools and churches, described later in this section, may be found within these neighborhoods. Residential land usage is further characterized by the minimal amount of the traffic circulation within the neighborhood. In addition to single-family homes, there are multiple-family residences dotting the community. Also, there are ten (10) areas within the community that have a concentration of manufactured homes. More detail regarding the distribution of residential land uses is primarily found in the existing land use spatial review found on pages 81 – 118 which identifies land uses by elementary school district.

**TABLE 18
LAND USE INVENTORY
BY RESIDENTIAL LAND USE TYPE**

Land Use	Number of Acres	Percent of Residential Area	Percent of Total Developed Area
Single Family Residential	1,768	84.89	21.25
Multiple Family Residential	141	6.78	1.69
Manufactured Home Residential	174	8.33	2.09
Total Residential	2,083		25.03

Commercial

There are approximately six hundred and nine (609) commercially developed acres within the Watertown City limits. The 2009 Land Use Inventory divided commercial land use into eight (8) different categories:

- Agricultural, Forestry, Fishing, and Hunting
- Arts, Entertainment, and Recreation
- Construction-Related Business
- Education, Public Administration, Health care, and other Institutional Services
- General Sales or Services
- Manufacturing and Wholesale Trade
- Residence or Accommodation Functions
- Transportation, Communication, Information, and Utilities

General sales and service comprise of a wide variety of goods and services being marketed to the public and comprises the largest portion of the commercial area. Arts, Entertainment, and Recreation include uses that require large areas to operate each specific venture and consist of the next highest proportion of commercial business. The spatial review provides more detail of land uses in the primary commercial corridors of the community on pages 118 - 135.

**TABLE 19
LAND USE INVENTORY
BY COMMERCIAL LAND USE TYPE**

Land Use	Number of Acres	Percent of Commercial Area	Percent of Total Developed Area
Agricultural, Forestry, Fishing, and Hunting	5	0.82	0.06
Arts, Entertainment, and Recreation	38	6.24	0.46
Construction-Related Business	10	1.64	0.12
Education, Public Administration, Health care, and other Institutional Services	34	5.58	0.41
General Sales or Services	473	77.67	5.68
Manufacturing and Wholesale Trade	7	1.15	0.08
Residence or Accommodation Functions	24	3.94	0.29
Transportation, Communication, Information, and Utilities	18	2.96	0.22
Total Commercial	609		7.32

Industrial

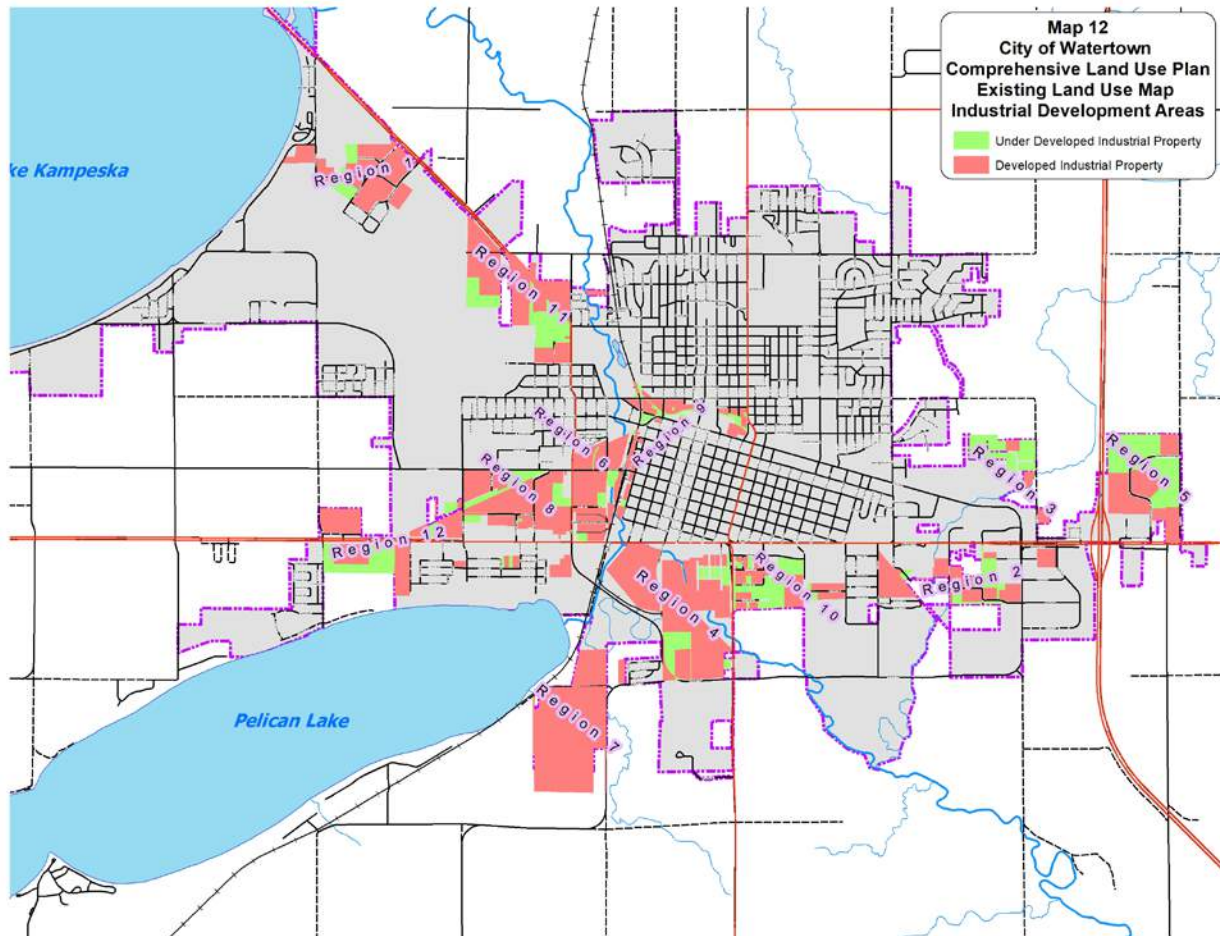
The industrial categories include a variety of land uses including businesses such as light or heavy industrial manufacturing, assembly operations, and commercial or private warehousing. Table 20 shows that there were approximately seven hundred thirty-four (734) acres of industrial uses as in 2009. Industrial uses may have a high volume of truck traffic. Therefore, an important consideration in locating industrial type businesses is the convenience of access to major transportation routes. Generally, the industrial sites are located in large consolidated areas to accommodate large modern industrial practices. In addition, these areas are located so as to minimize their impact on residential areas. Table 20 identifies thirteen (13) industrially zoned areas and/or industrial parks located throughout the community, and the amount of area still available for development within those industrial areas. Map 12 identifies developed versus non-developed industrially zoned lands used to create Table 20 below. In addition to traditional industrial uses developed area includes parking lots, rail yards, property which may not be developable due to topography, drainage or other public uses.

**TABLE 20
LAND USE CONSUMPTION
BY INDUSTRIAL PARK/AREA**

Industrial Region	Industrial Region Name	Occupied Area*	Area Available for Development*	Total Area*	Percent Occupied	Percent Available
1	Airport Industrial Park	115	18	133	86.51%	13.49%
2	Endres Industrial Park	87	29	116	75.20%	24.80%
3	Stromseth Industrial Park	15	45	60	24.27%	75.73%
4	Hanten Industrial Park	227	24	251	90.24%	9.76%
5	Pheasant Ridge Industrial Park	89	91	180	49.43%	50.57%
6	Watertown Cooperative Elevator/ Municipal Utilities	98	7	105	93.56%	6.44%
7	CHS/Foley Road	258	0	258	100.00%	0.00%
8	Area West of HWY 20, East of 21st St SW, South of 4th Ave SW	148	33	181	81.59%	18.41%
9	Initial RR and Central Business District	54	20	74	73.59%	26.41%
10	Area South of US HWY 212, East of US HWY 81, West of 17th Street SE	105	58	163	64.24%	35.76%
11	Area near Former (North) Sale Barn	153	62	215	71.35%	28.65%
12	West HWY 212	100	50	150	66.66%	33.34%
13	Other	10	2	12	79.28%	20.72%

*In acres

Map 12 – Industrial Development Area



Airport Industrial Park

The Airport Industrial Park consists of one hundred thirty-three (133) acres adjacent to and north of the Watertown Municipal Airport. For the purposes of this review, the commercially used Casino Speedway is included in this area due to its current zoning designation of Heavy Industrial. Most of the industrial uses in this park consist of heavy manufacturing carried out indoors with minimal outdoor storage. In addition to manufacturing, property is utilized for product distribution and warehousing as well as storage associated with the airport. This industrial park is nearly fully developed with remaining property either controlled by existing owners in the industrial park or used for public purposes by the City.

Endres Industrial Park

Endres Industrial Park is located in the southeast portion of the community and is over seventy-five (75) percent developed. Despite not being a portion of the industrial park, industrially zoned property east of 17th Street SE (south of US HWY 212), and industrially zoned property operated by Enercept east of 29th Street SE are included for this review. Uses within the industrial park include a wide variety of contractor services, primarily operated indoors. These businesses cater to the regional needs for landscaping, specialty repair/service, other general

contracting offices and shops. The remaining undeveloped property in this industrial area is located surrounding Walmart.

Stromseth Industrial Park

Stromseth Industrial Park is located north of Willow Creek and bordered on the east by 31st Street NE. This area includes up to forty-five (45) remaining developable acres. Since this area is north of Willow Creek, substantial investment in street and sanitary sewer improvements is required to extend existing infrastructure to serve this development. Currently, the area identified with Stromseth Industrial Park in this plan includes a truck terminals, warehousing and small engine repair.

Hanten Industrial Park

Hanten Industrial Park is located west of the Big Sioux River and south of US HWY 212. The industrial park and additional area to the north included in this plan's review include a total of two hundred fifty-one (251) acres, of which twenty-four (24) remain undeveloped. Glacial Lakes Energy (ethanol plant) operates much of this area and is poised for expansion. Since the vacation of Broadway south of the Big Sioux River, a rail loop project expanded the area used by the ethanol plant. In addition, Mack Steel Warehouse and Rising Star Hydraulics operate manufacturing and fabrication businesses in the remainder of the developed area. One large undeveloped lot remains within the industrial park.

Pheasant Ridge Industrial Park

Pheasant Ridge Industrial Park, located east of Interstate 29, is the easternmost industrial area in the City. With approximately fifty (50) percent of its one hundred eighty (180) acres (including surrounding area) undeveloped; this industrial park is expected to fill within the planning period for this land use plan. This industrial park currently is occupied by a variety of light and heavy industrial uses primarily engaged in manufacturing. In addition to manufacturing, a feed mill is located on the northeast corner of the industrial park; a small, monopole wind energy tower is situated in the southwest corner of this industrial park. Outside Pheasant Ridge but included for the purposes of this review is Lew's Fireworks, a wholesale and retail manufacturer, distributor, and seller of fireworks is located in the southeast corner of this industrial area.

Watertown Elevator Cooperative and surrounding area

Watertown Elevator Cooperative occupies a large area between SD HWY 20 and the Big Sioux River (north of US HWY 212). Though not all operated by the elevator, this industrial area includes property also used for storage, screen printing, lumberyard, parks, and the Watertown Municipal Utilities offices and storage yard. A small portion of the existing elevator property still remains undeveloped but would likely be used for future expansion of the elevator. The rest of the undeveloped seven (7) acres lies in the floodplain near the Big Sioux River.

CHS/Foley Road area

Since the last land use plan was completed development has occurred south of what was then referred to as "Oak Valley Farms." Cenex-Harvest States has extended a rail spur to serve the fertilizer plant located in this area. In addition the Watertown Elevator Cooperative occupies a portion of the property for extra commodity receiving, storage, and rail loading. Though this area

is indicated as completely developed, additional opportunity does exist to co-located industries requiring rail service in this location.

Area West of SD HWY 20, East of 21st Street West, and South of 4th Avenue

This area was first identified for industrial growth in the 1957 Comprehensive City Plan and is nearly fully developed with a wide variety of industrial uses. Industries range between conventional large-scale manufacturing, construction of specialty vehicles, sign manufacture/contracting, construction of pre-fabricated homes, livestock sale barn, auto repair, and other light manufacturing activities. Remaining undeveloped area is primarily owned by existing industries in the area but is currently used for storage of finished product prior to shipping. These storage areas adjacent to Fourth Avenue SW may redevelop but are expected to continue to be used by existing business in the area.

Central Business District and other initial railroad oriented development

This area consists of property along the Burlington Northern Santa Fe Railroad from its crossing with the Sioux River near US HWY 212 up to 3rd Avenue North, then back east to include the industrially zoned property on the northern fringe of the original central business district of the City of Watertown. Twenty-six (26) percent of this area remains “developable.” While portions are privately owned and available for redevelopment, others are either owned by the City or other quasi-governmental units, and/or would require considerable costs for reclamation and redevelopment. Since this development region covers a broad area and many properties, industrial uses range from private storage to specialized contracting and manufacturing in addition to bulk fuel storage, and scrap metal recycling.

Area South of US HWY 212, East of US HWY 81, and West of 17th Street SE

This industrial area includes a tier of industrial development south of the commercial strip which developed south of US HWY 212 and east of US US HWY 81. While this area contains several commercial and office uses, numerous compatible industrial uses are found here as well. Auto and small engine repair, contractor services, commercial and private warehouses, as well as the community’s wastewater treatment plant are mixed with fringe commercial uses as well as some high density residential development. Fifty-eight (58) acres of development are available in this area, with much of the area near the Watertown Mall and wastewater treatment plant. It is likely that this property will be used for a mix of commercial and industrial uses upon its development.

Area near the former North Sale Barn

The north livestock sale barn operated at the intersection of 10th Street NW and SD HWY 20 for decades. Multiple compatible industrial uses, such as truck terminals, veterinary clinics, implement dealerships, and a café developed in close proximity. This area includes more than the agriculturally oriented industrial uses, with the manufacture and sale of pre-fabricated homes, heavy and light manufacturing; mixed with near rural density residential development and religious institutions. Portions of this development area are included in the “Mellette Redevelopment Area” described later. Since a fire at the north sale barn in 2015, it is expected that the former sale barn site and some surrounding property will redevelop with a mix of commercial and residential land use due to its proximity to the hospital and parks.

West (US) US HWY 212

Industrial development adjacent to US HWY 212 and west of 21st Street West consists of approximately one hundred (100) acres of light industrial development. Although some property consists of outdoor storage of machinery and finished manufactured products, this area also includes several contractor shops and personal or commercial storage warehouses. This area includes two businesses which construct manufactured or pre-fabricated homes near 21st Street West. The longest standing business in this development area is Arrowhead Seeds which buys and sells small grain seed, similar to an elevator. The remaining fifty acres within this industrial area will likely develop with mix of commercial uses with pressure for similar contractor shops and warehouses.

Other Industrial Areas

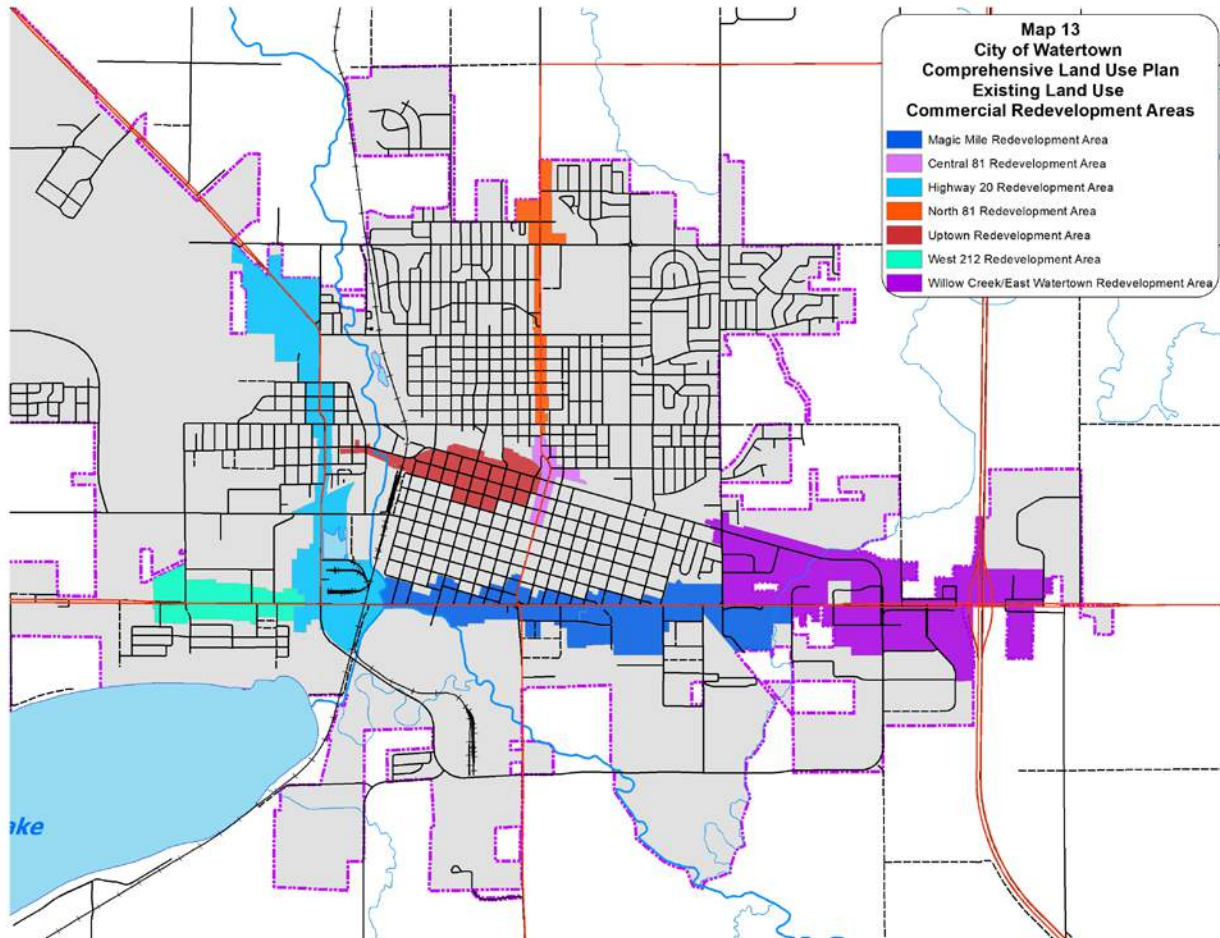
The “Other industrial areas” include three areas scattered near high density residential areas. South of US HWY 212 but east of 21st Street West are several parcels primarily used for storage and contractor shops. Some adjacent lots are available for development and may develop similarly. One other property adjacent to 7th Street West has been annexed since the last Land Use Plan. This property, similar to surrounding property is used for commercial and private storage. It is expected that neighboring property will be annexed within the development period of this plan and be used for storage facilities and contractor shops. It should be noted that this area does include the Big Sioux River floodway. Though much of these properties are located outside of the floodway, use of this property should minimize impact upon the floodplain and be prohibited from occurring within said floodway.

SPATIAL REVIEW:

As previously described, a detailed review and recommendation for future development within the existing developed area of the entire City of Watertown has not been conducted since 1968. A categorical review of land uses identified the amount of land used for each general respective land use type. The following spatial review was compiled based upon best available data from the US Census, Codington County Director of Equalization, and best available land use data. Industrial development was described in the above section with reference to both total area used for industrial use and the location of industrially zoned property. The following sections refer to residential and commercial redevelopment areas which will include a variety of different land uses of all general land use types (commercial, industrial, residential, public/quasi-public.)

The residential redevelopment areas are divided by the five (5) elementary school districts plus a separate portion for development at Lake Kampeska and Lake Pelican into seven (7) redevelopment areas. The seven (7) commercial redevelopment areas are displayed in Map 13 below and are categorized by similar land uses and development type with reference to location.

Map 13 – Existing Land Use: Commercial Redevelopment Areas



Jefferson Redevelopment Area

Existing Land Uses

As of the commencement of this update, the Jefferson Redevelopment Area included over one thousand parcels of property which have been developed for residential, commercial, or public/quasi-public uses. See Table 21 and Map 14

TABLE 21
JEFFERSON REDEVELOPMENT AREA
LAND USE SUMMARY

	Number of Parcels	Percent of Parcels	Total Area	Percent of Total Area
Residential	1,089	95.36%	306.85	51.58%
Commercial	24	2.10%	18.08	3.04%
Industrial	0	0.00%	0.00	0.00%
Public/Quasi-Public	29	2.54%	270.02	45.39%
Total Developed Area	1,142		594.94	1.00

Map 14 – Existing Land Use: Jefferson Redevelopment Area



Commercial

The Jefferson Redevelopment Area includes twenty-four (24) parcels which are used for commercial purposes. While one gas station and one car wash are located in this area, most commercial uses include offices with clinics, financial institutions, funeral homes and other similar uses. This commercial corridor is included in the Central US HWY 81 (Commercial) Redevelopment area and is further described on page 118.

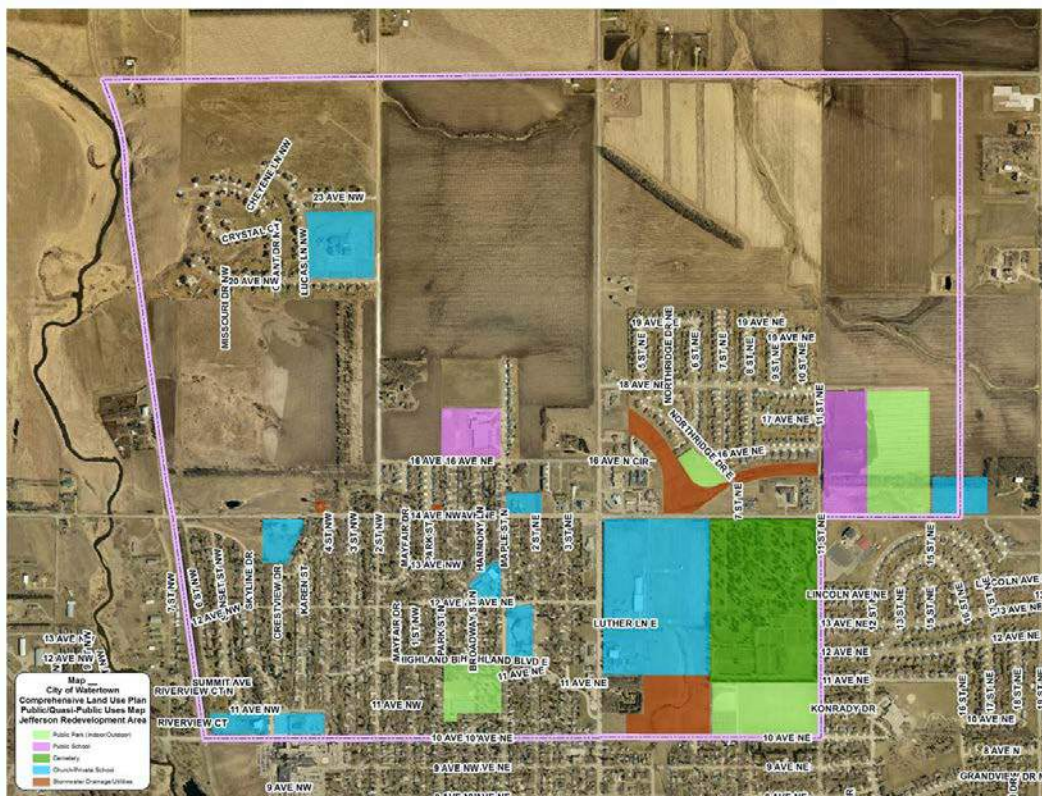
Industrial

No industrial uses are currently located in the Jefferson Redevelopment Area.

Public/Quasi Public/Infrastructure

The Jefferson Redevelopment area includes approximately two hundred seventy (270) acres of land which is used for public or quasi-public land uses. Currently eight (8) churches are located in this area. Also, three private schools are affiliated with those seven churches in addition to Great Plains Lutheran School, which is also located in this redevelopment area and includes dormitory housing for students. Two public schools (Jefferson and Watertown Middle School) are located in this redevelopment area. Three locations are utilized by residents for outdoor recreation in this area. Highland Park includes tennis courts and softball fields. A neighborhood park is located along Northridge Drive, north of 14th Avenue NE. A public area south of Mount Hope Cemetery, also in the Jefferson School District, is used as a public garden, dog park, and as an extra set of fields for outdoor sports. One water tower is located at the intersection of 14th Avenue NW and 4th Street NW. Three other locations are utilized exclusively for stormwater detention/retention. Map 15 displays the locations of these public uses.

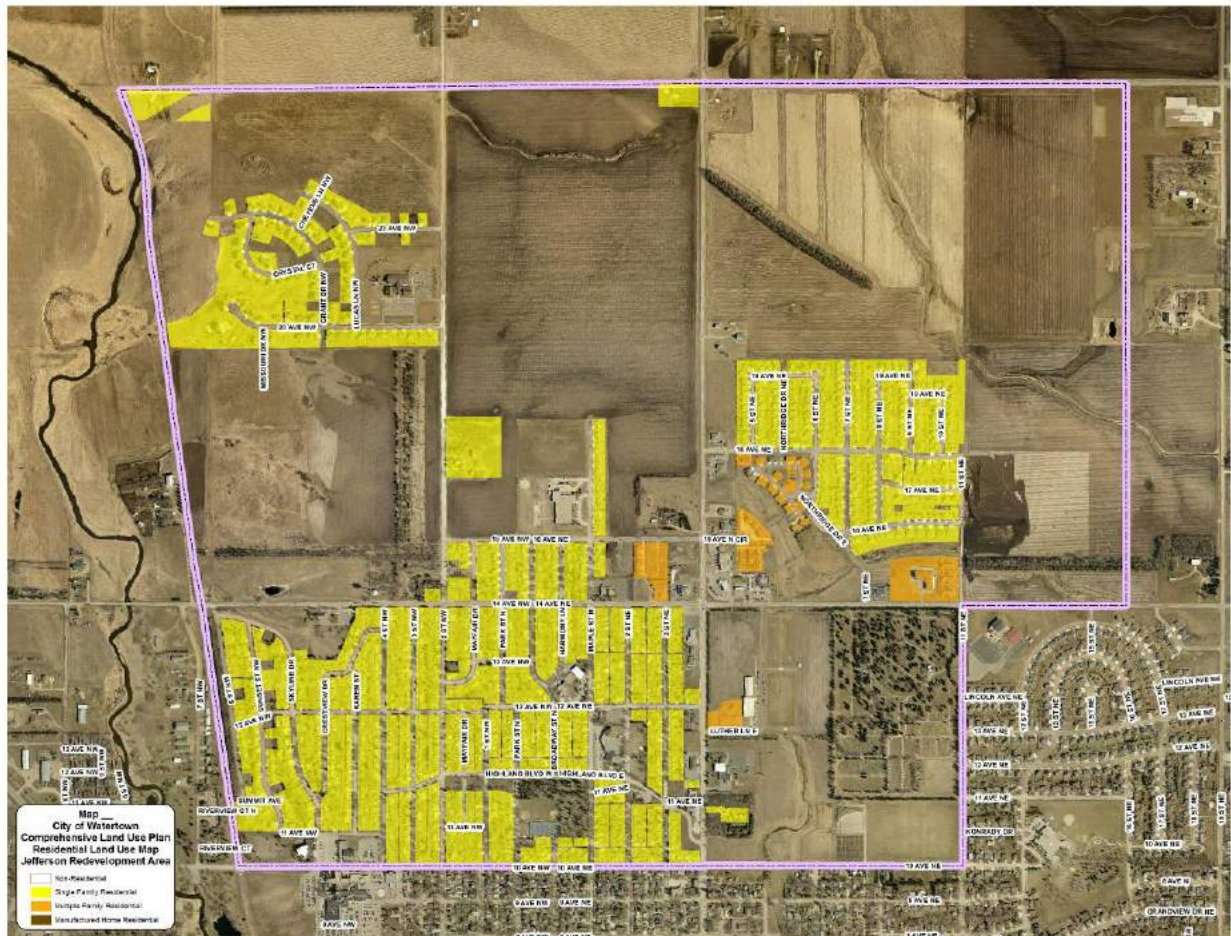
Map 15 – Public/Quasi-Public Uses Map: Jefferson Redevelopment Area



Residential

As indicated in Table 21 above, residential land use occupies the most area and, by far the majority of parcels (95.36%). Of the 1,089 residentially used parcels, slightly more than three percent (3.24%) are used for multiple family residential units. Those multiple family units primarily consist of apartments and assisted living units adjacent to 14th Avenue NE near Mt. Hope Cemetery; some attached residences within Northridge Subdivision; dormitories associated with Great Plains Lutheran School, and other townhouses adjacent to 16th Avenue NE between Jefferson elementary school and US HWY 81 (HWY) 81. Map 16 illustrates the distribution of single family and multiple family residential uses in the Jefferson Redevelopment Area.

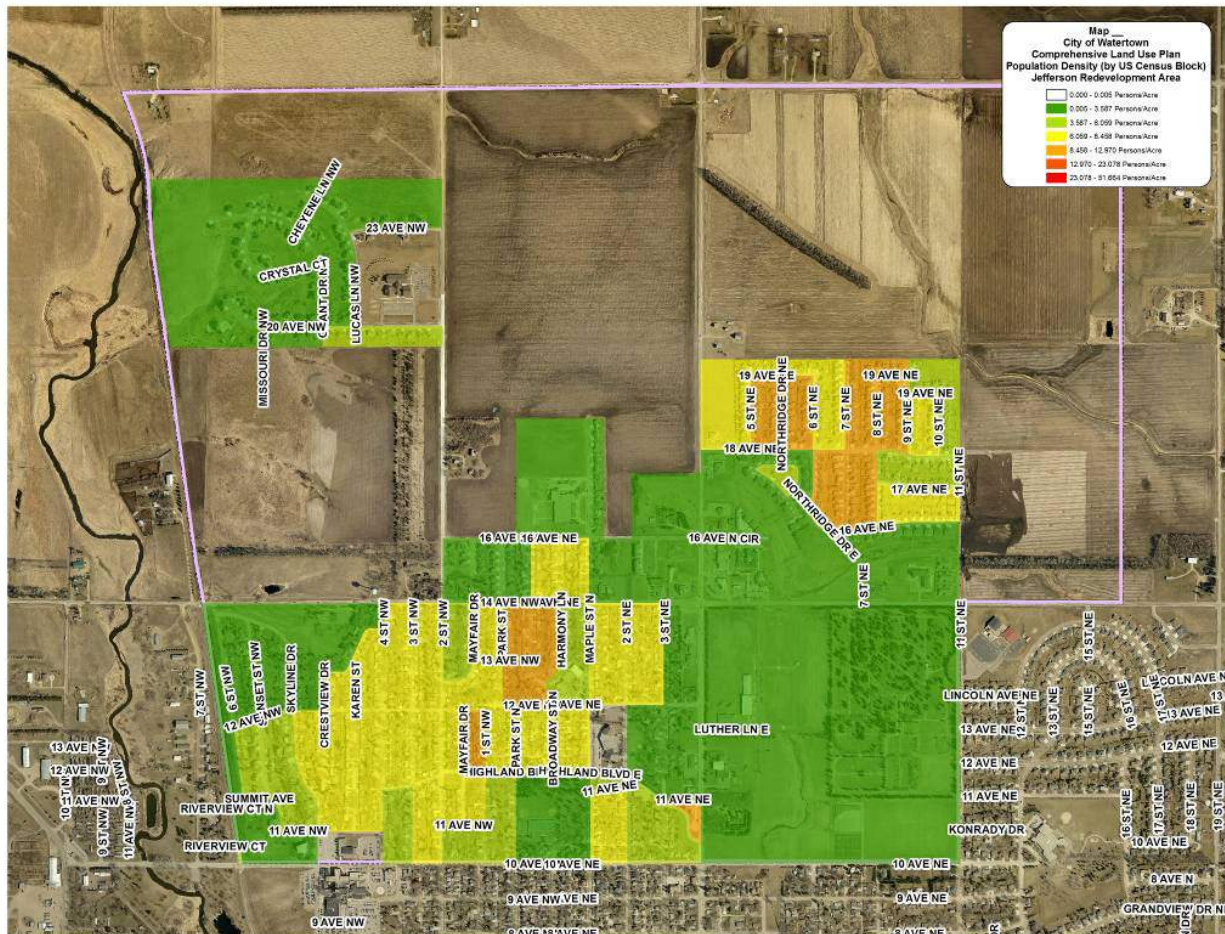
Map 16 – Residential Land Use Map: Jefferson Redevelopment Area

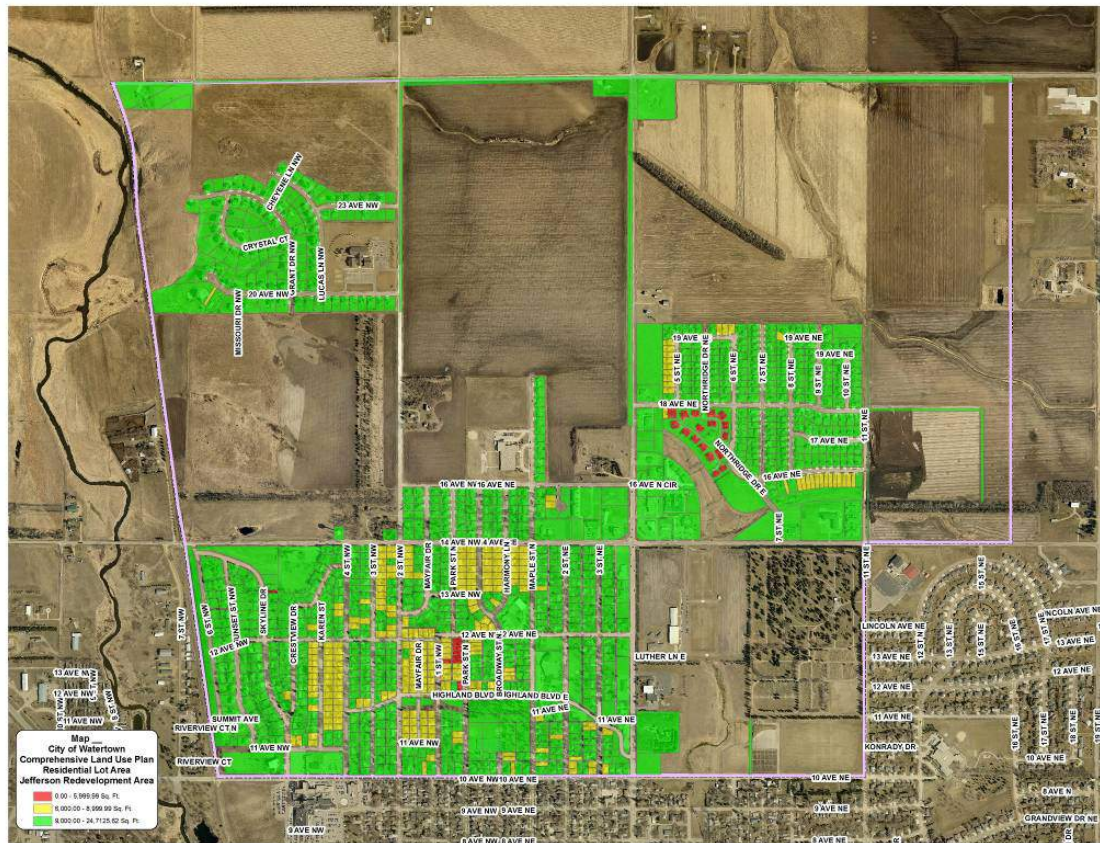


Map 16 illustrates the population density of each block as identified by the US Census Bureau in 2010. A density of 8.458 persons per acre corresponds with a 9,000 square foot minimum lot requirement for residential development and accounts for right-of-way dedication using the city's average household size of 2.33 persons per household. In some cases, such as portions of Northridge Subdivision (north of 14th Avenue NE and East of US HWY 81) which is home to many families with school-age children, the higher population density is caused by the number of persons living in the household. In other instances densities increase due to lot sizes being less than currently accepted minimum lot areas for single family development.

The Jefferson Redevelopment Area includes portions of Watertown which have primarily developed since the inception of zoning in Watertown. The area between 10th Avenue North and 14th Avenue North (west of US HWY 81) was primarily planned under zoning regulations which allowed smaller lots and higher densities of single family development. This explains why the Jefferson Redevelopment Area contains the lowest percentage of lots less than 6,000 square feet of any of the redevelopment areas despite including large areas which do not comply with current lot minimums. Most of the development north of 14th Avenue North has occurred under present zoning requirements. As a result twenty-seven percent (27.03%) of residentially used lots in the entire redevelopment area consist of less than 9,000 square feet (the current minimum lot area in most of the residentially zoned property in the city.) Map 16 indicates that, with the exception of some modern duplexes and triplexes, most of the lots with less than 9,000 square feet are located between Maple Street and Crestview Drive on the east and west and 14th Avenue North and 10th Avenue North on the north and south. Development on lots which do not conform to minimum lot area is more apt to require variances to minimum setbacks. In this area, the Board of Adjustment has a history of granting side yard and rear yard setback variances in certain unique circumstances; though less common, front yard variances have also been granted particularly on corner lots.

Map 17 – Population Density Map: Jefferson Redevelopment Area



Map 18 – Residential Lot Area: Jefferson Redevelopment Area

Lincoln Redevelopment Area

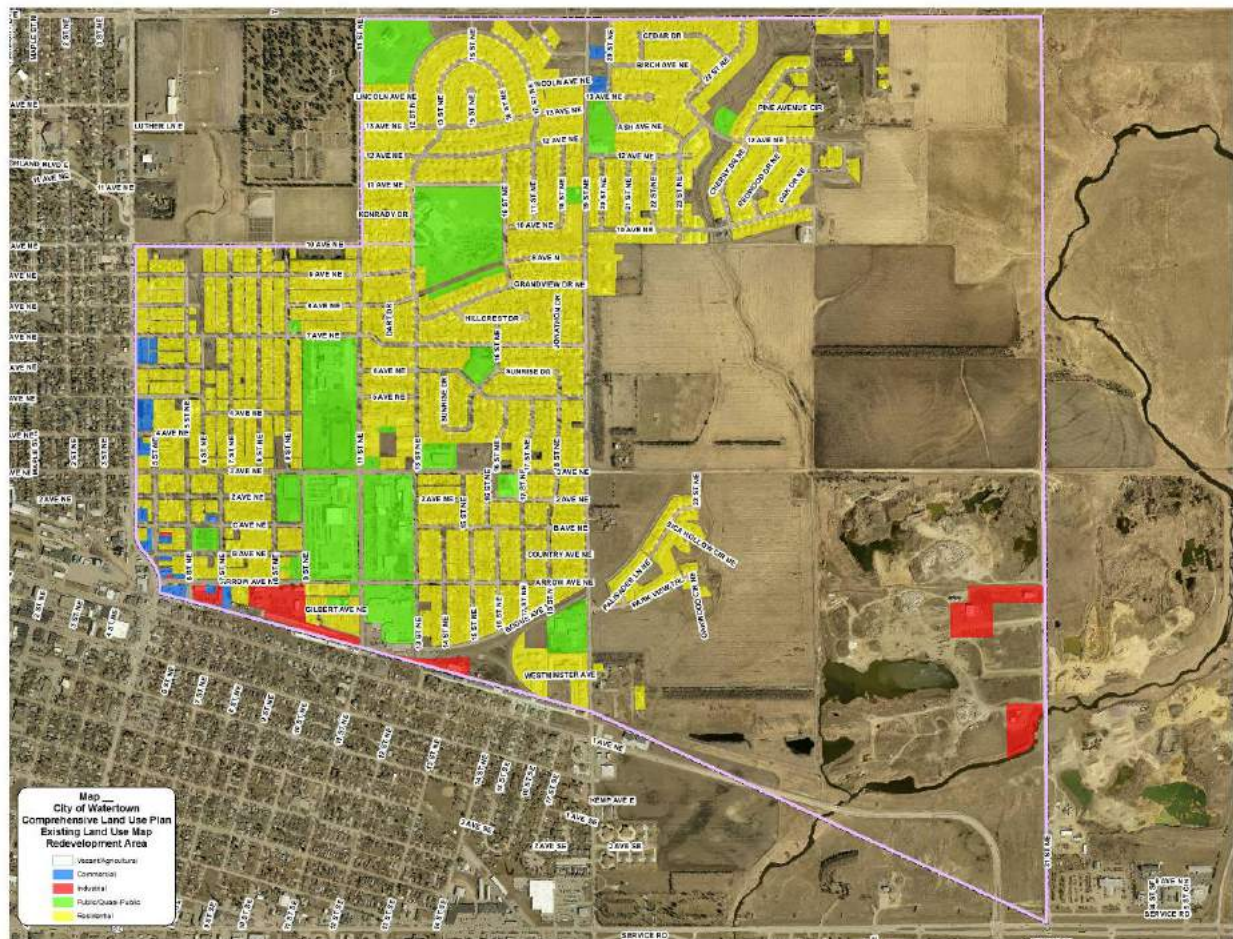
Existing Land Uses

The Lincoln Redevelopment Area includes over one thousand parcels of property which have been developed for residential, commercial, or public/quasi-public uses. See Table 22 and Map 19

TABLE 22
LINCOLN REDEVELOPMENT AREA
LAND USE SUMMARY

	Number of Parcels	Percent of Parcels	Total Area	Percent of Total Area
Residential	1,673	94.04%	460.86	61.02%
Commercial	26	1.46%	10.00	1.32%
Industrial	8	0.45%	29.28	3.88%
Public/Quasi-Public	72	4.05%	255.12	33.78%
Total Developed Area	1,779		755.26	

Map 19 – Existing Land Use: Lincoln Redevelopment Area



Commercial

The Lincoln Redevelopment Area includes twenty-six (26) parcels which are used for commercial purposes. This redevelopment area includes some retail establishments however most commercial uses include offices, clinics, financial institutions, and other similar uses. Most of the commercial uses are included in the Central US HWY 81 (Commercial) Redevelopment Area and is further described on page 117. The only other area of commercial development in this redevelopment area is near the intersection of 19th Street NE and 14th Avenue NE, which also includes offices and clinics.

Industrial

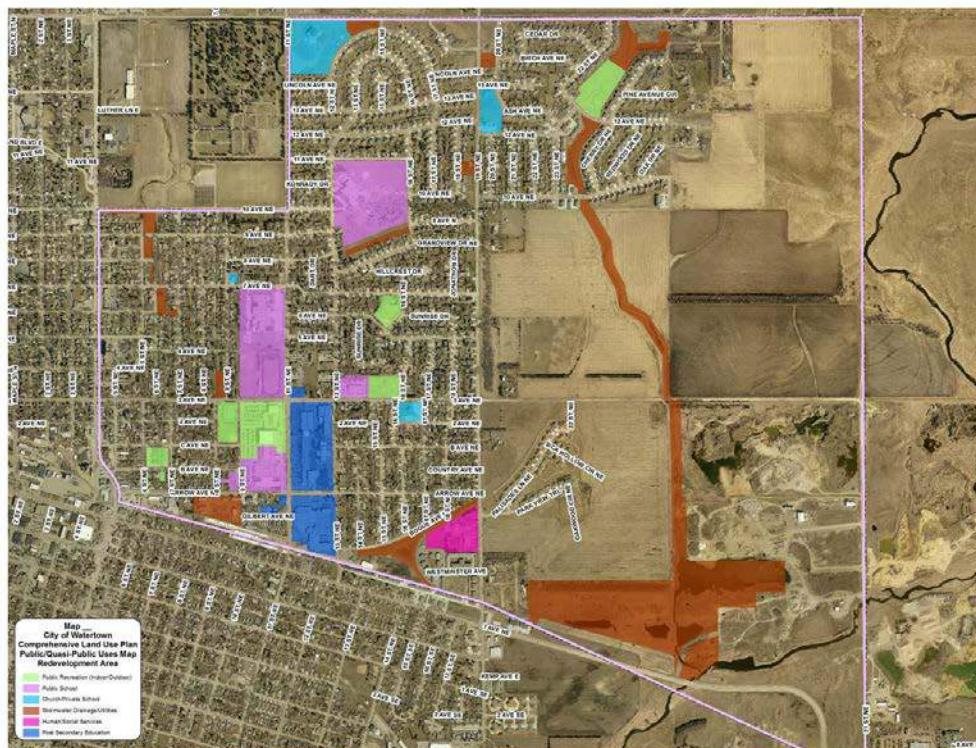
Eight (8) parcels in the Lincoln Redevelopment are used for industrial purposes. Industrial uses are primarily located on and adjacent to former railroad right-of-way, currently between Arrow Avenue and 1st Avenue NE. Those industrial uses consist primarily of storage and repair businesses. Additionally a small engine repair business, truck terminal, and manufacturing business developed before being annexed into city limits near 31st Street in an area which has been used for mining gravel for over forty years.

Public/Quasi Public/Infrastructure

The Lincoln Redevelopment area includes approximately two hundred fifty-five (255) acres of land which is used for public or quasi-public land uses. Currently four churches are located in this area. Watertown High School, Lincoln Elementary School, and one of two Watertown Middle Schools are located in this development area. In addition, the rapidly expanding Lake Area Technical Institute (LATI) is located east of 11th Street NE and north of 1st Avenue NE. Additionally, Mount Marty College has utilized property near LATI for administrative offices and classrooms. Adjacent to 19th Street NE, near its intersection with Arrow Avenue, the Human Service Agency provides housing, care, and other services for individuals with varying needs for assistance and counseling.

Multiple sites are located in this redevelopment area for both indoor and outdoor recreation. The community library and community recreation center/Boys and Girls Club are located adjacent to or within walking distance of the high school. A track, tennis courts, and outdoor skating rink are also located near the high school in this area. In addition to Harper Park and a park adjacent to 12th Avenue NE in Eastwoods Development, playground equipment is also located at or near each of the schools in this redevelopment area. One water tower is located north of 10th Avenue NE, adjacent to 19th Street Northeast. The city's street department is headquartered adjacent to Arrow Avenue near the high school, but primarily located in a 100-year floodplain. Multiple properties are owned and maintained by the city for the purposes of water retention and conveyance. Regional detention ponds are located near Willow Creek's intersection with 1st Avenue NE, in addition to smaller water retention and conveyance areas designed to retain stormwater originating from specific developments not served by the Willow Creek retention ponds and for over/underground conveyance of creeks. Map 20 displays the locations of these public uses.

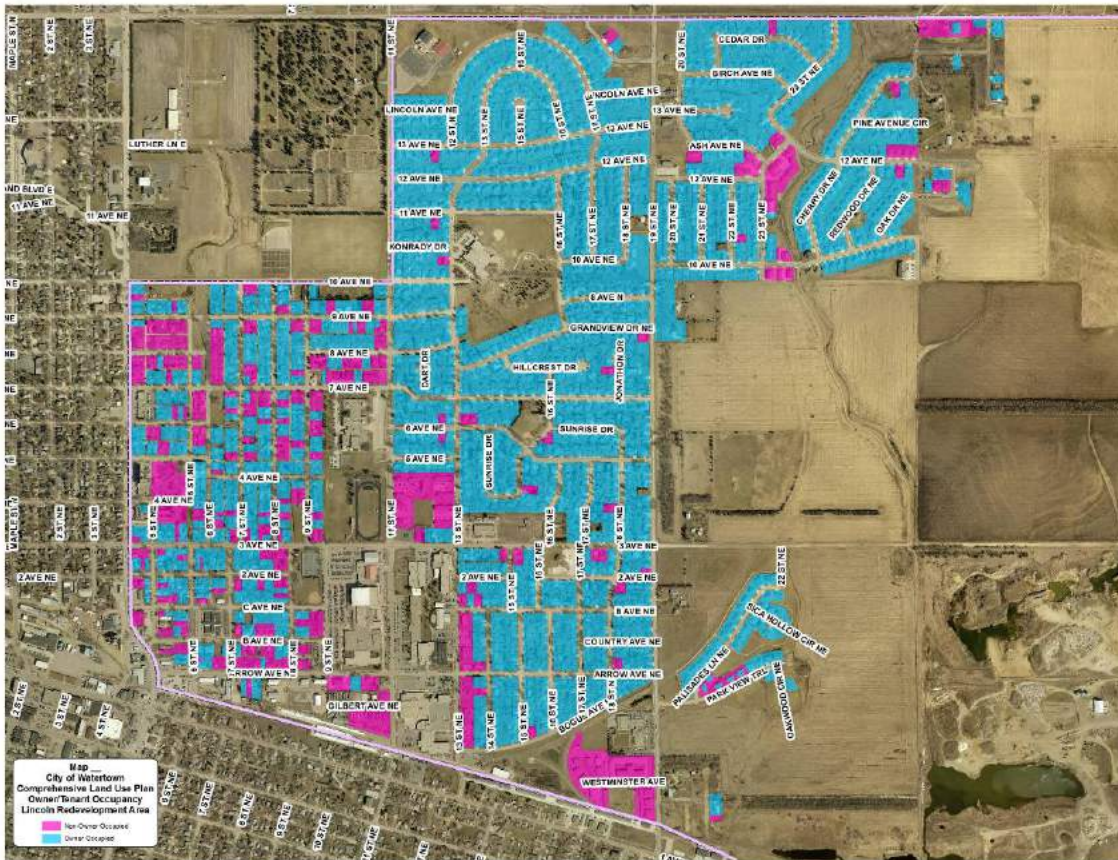
Map 20 – Public/Quasi-Public Uses Map: Lincoln Redevelopment Area

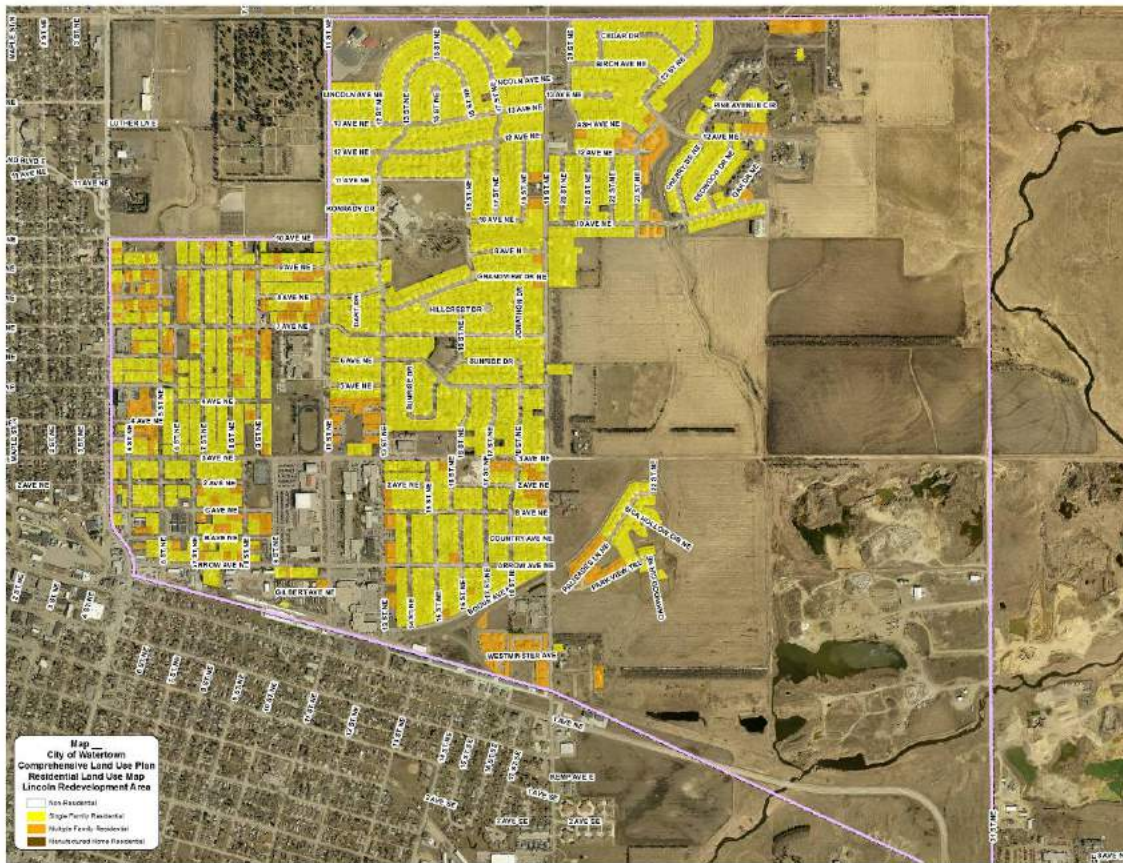


Residential

As indicated in Table 22 above, residential land use occupies the most area and, by far the majority of parcels (94.04%). Of the 1,673 residentially used parcels, slightly more than eleven percent (11.07%) are used for multiple family residential units. Apartment complexes of varying sizes are located in clusters at the intersection of Westminster Avenue and 1st Avenue NE, adjacent to 23rd Street NE, adjacent to 14th Avenue NE near 25th Street NE, near LATI, and within two blocks of 7th Ave NE between 11th Street NE and US HWY 81. An assisted living center is located adjacent to 4th Avenue NE between 4th and 5th St NE. Some other scattered apartment complexes are located throughout this area and increasing numbers of single family residences are being converted to multiple family residential units. The differentiation between owner and tenant occupied properties identified in Map 21 indicates where single family residences are being rented and are more apt to be converted to multiple units. Map 22 illustrates the distribution of single family and multiple family residential uses.

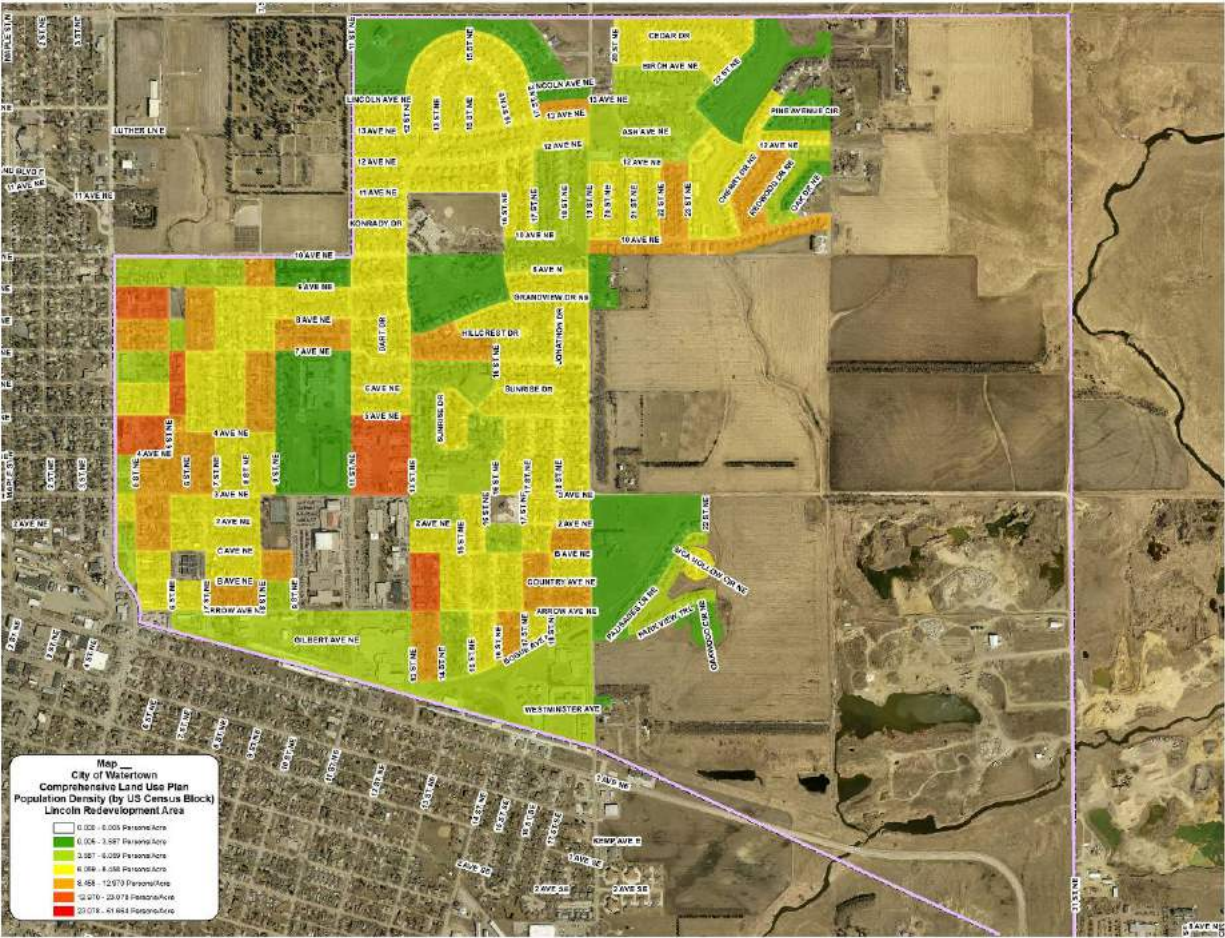
Map 21 – Owner/Tenant Occupancy: Lincoln Redevelopment Area



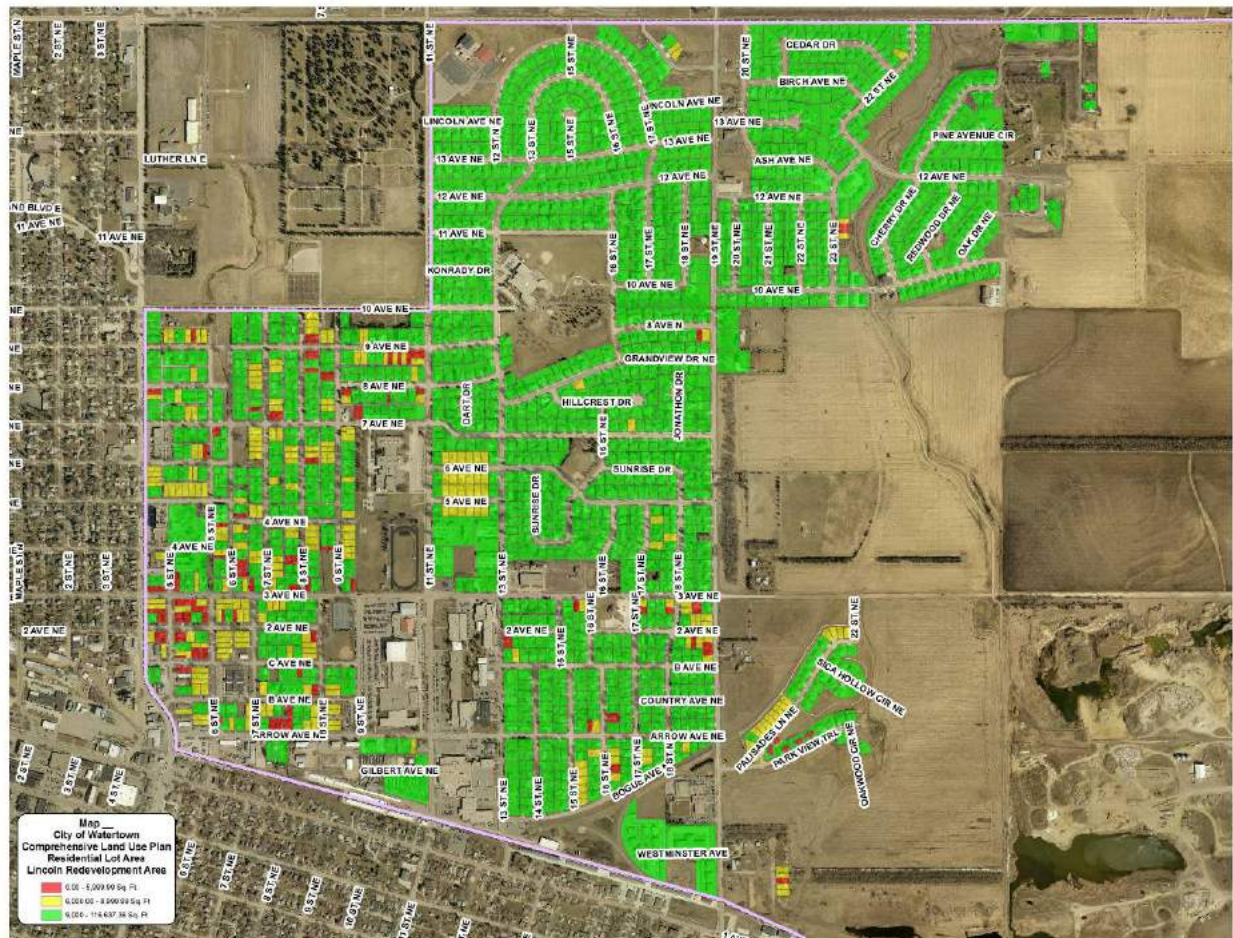
Map 22 – Residential Land Use Map: Lincoln Redevelopment Area

Map 23 illustrates the population density of each block as identified by the US Census Bureau in 2010. A density of 8.458 persons per acre corresponds with a 9,000 square foot minimum lot requirement for residential development and accounts for right-of-way dedication using the city's average household size of 2.33 persons per household. Areas which developed prior to the construction of Lincoln Elementary School (primarily south of 3rd Avenue NE and west of 11th Street NE) consist of higher concentrations of people. That can be attributed to the concentration of multiple family structures in this area and the difference or lack of minimum lot requirements when these areas developed.

Map 23– Population Density Map: Lincoln Redevelopment Area



Prior to the construction of Lincoln Elementary School, the property between and adjacent to 4th Street and 7th Street NE were included in Grant School District (no longer used.) Of the two hundred seventy-one (271) residentially used parcels in this redevelopment area and formerly within the Grant School District, forty-eight percent (177 parcels) consist of between 6,000 and 9,000 square feet. Further, over twenty-one percent (58 parcels) consist of less than 6,000 square feet. Obviously these lots developed under zoning regulations which differ from today and have resulted in a history of granting side yard, rear yard, and front yard variances to accommodate redevelopment of these lots. Outside of the former Grant School District very few lots of less than 9,000 square feet area used for single family residences. Those that do remain are primarily located west of 11th Street NE.

Map 24 – Residential Lot Area: Lincoln Redevelopment Area**Unique Land Use Issues:**

Campuses: While the expansion of Lake Area Technical Institution offers unique opportunity to the City of Watertown, planning for its expansion and necessary land uses to accommodate its expansion presents a challenge inadequately addressed by present zoning practices.

Small lots: Portions of this redevelopment area include concentrations of lots which do not meet present single family area requirements, which consequently are not able to meet the current setback requirements.

McKinley Redevelopment Area**Existing Land Uses**

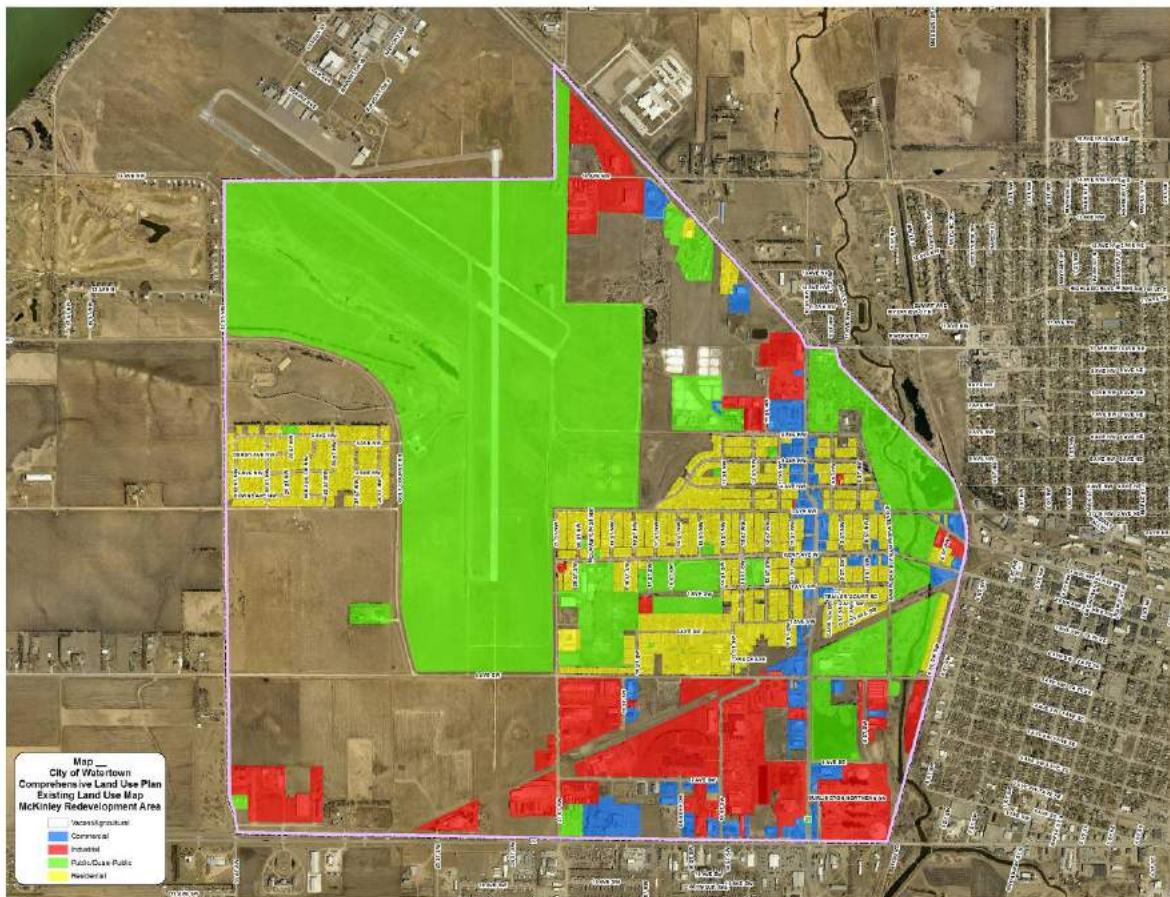
The McKinley Redevelopment Area includes over one thousand (1,099) parcels of property which have been developed for residential, commercial, or public/quasi-public uses. See Table 23 and Map 25

TABLE 23
MCKINLEY REDEVELOPMENT AREA
LAND USE SUMMARY

	Number of Parcels	Percent of Parcels	Total Area	Percent of Total Area
Residential	844	76.80%	248.84	12.16%
Commercial	91	8.28%	86.54	4.23%
Industrial	103	9.37%	274.06	13.40%
Public/Quasi-Public	61	5.55%	1,436.36*	70.21%
Total Developed Area	1,099		2,045.80	

*Watertown Regional Airport accounts for 1,161.46 acres in this redevelopment area.

Map 25 – Existing Land Use: McKinley Redevelopment Area



Commercial

The McKinley Redevelopment Area includes ninety-one (91) parcels which are used for commercial purposes. This redevelopment area includes three distinctly different clusters of commercial development. Both the West US HWY 212 and SD HWY 20 (Commercial) Redevelopment Areas are located within the McKinley Redevelopment Area and are described

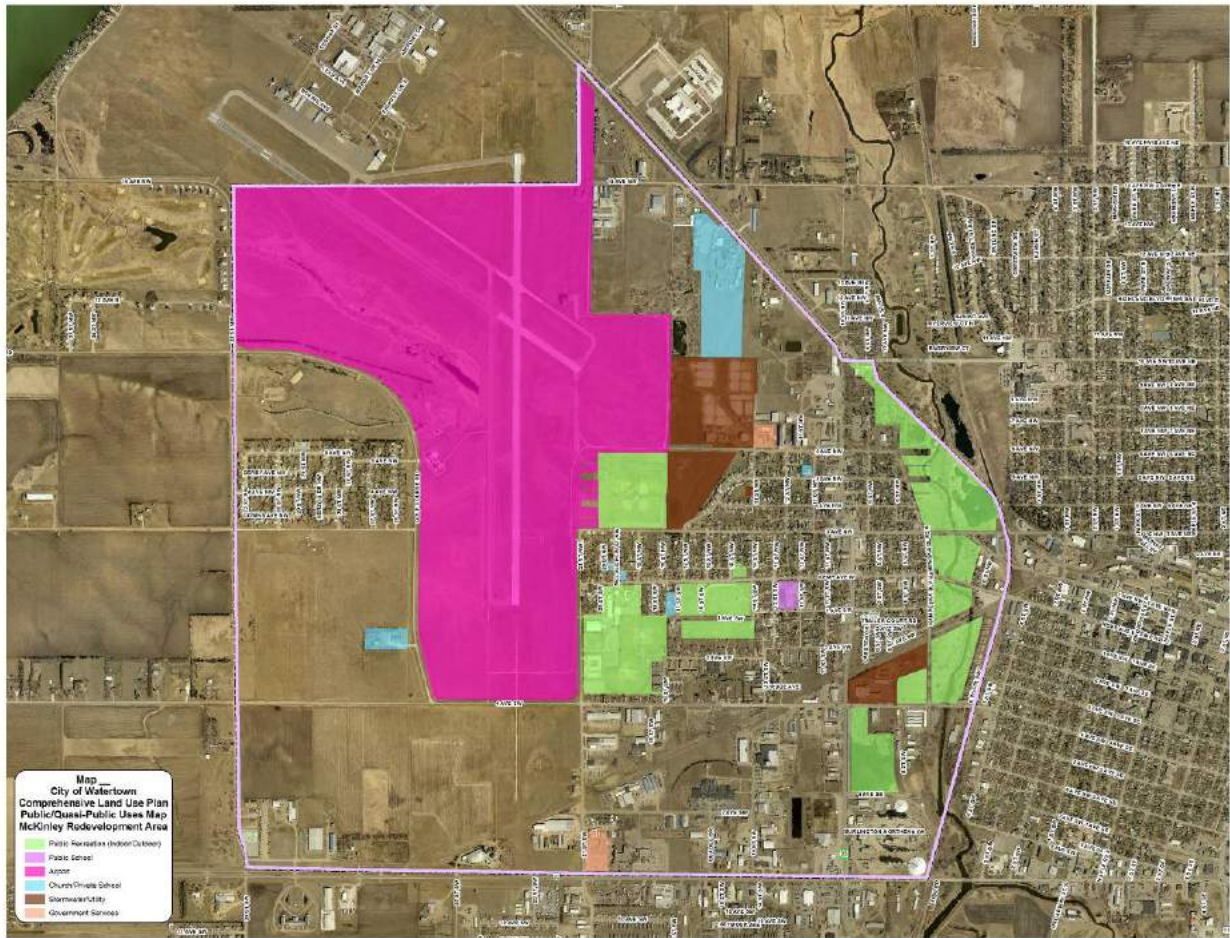
in depth starting on page 139. In addition, adjacent to Kemp Avenue a small portion of the Downtown Redevelopment area also extends into this redevelopment area. Outside of the commercial redevelopment areas, commercial uses are limited to sales which are associated with industrial uses located in the area or sales operated out of storage structures such as those located adjacent to 4th Avenue SW.

Industrial

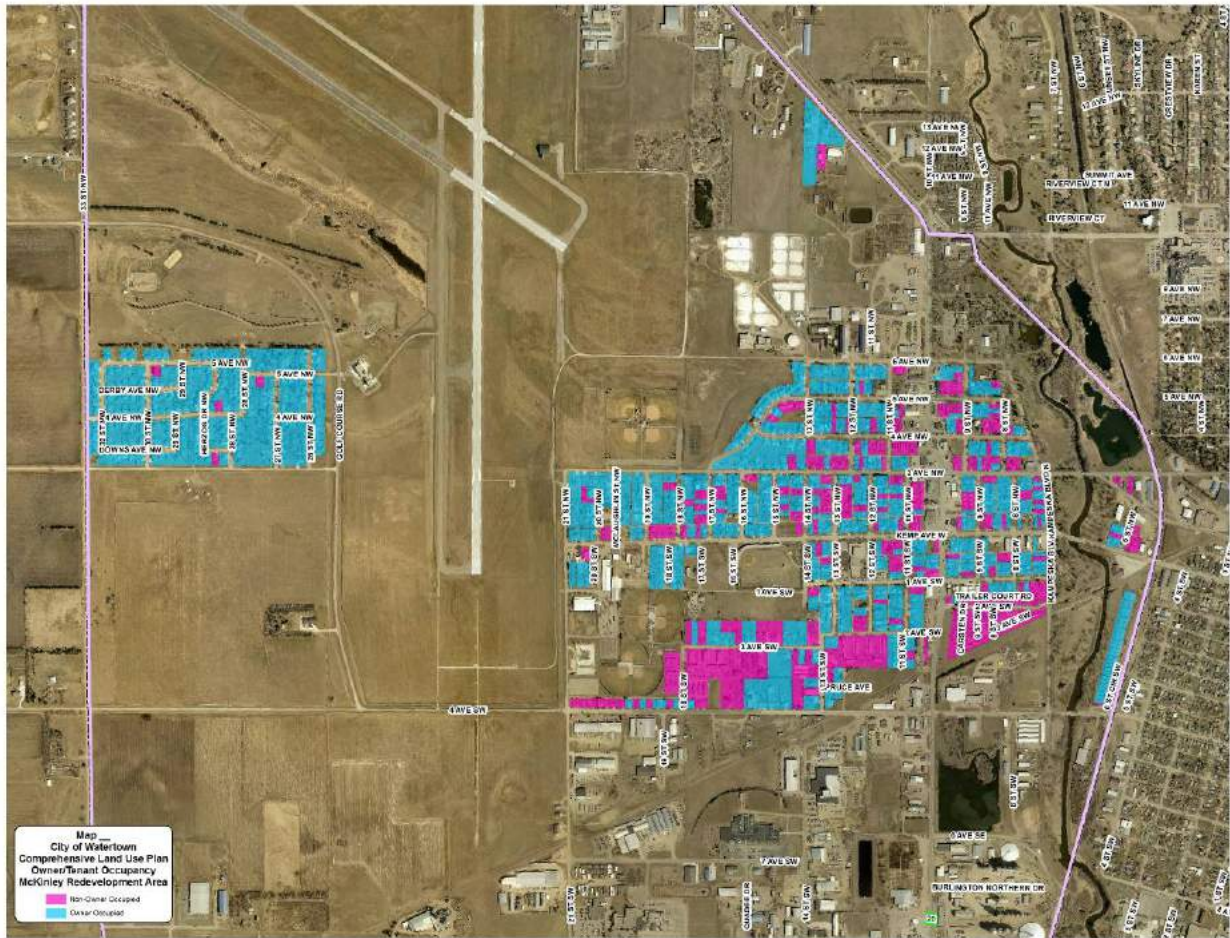
The McKinley Redevelopment Area includes a portion of Watertown identified in land use plans dating back to 1957 as industrial. The area west of South Dakota SD HWY 20 (SD HWY 20) between 4th Avenue SW and US HWY 212 has developed accordingly with multiple manufacturers operating long established businesses. One hundred three (103) parcels host industrial uses upon them.

Public/Quasi Public/Infrastructure

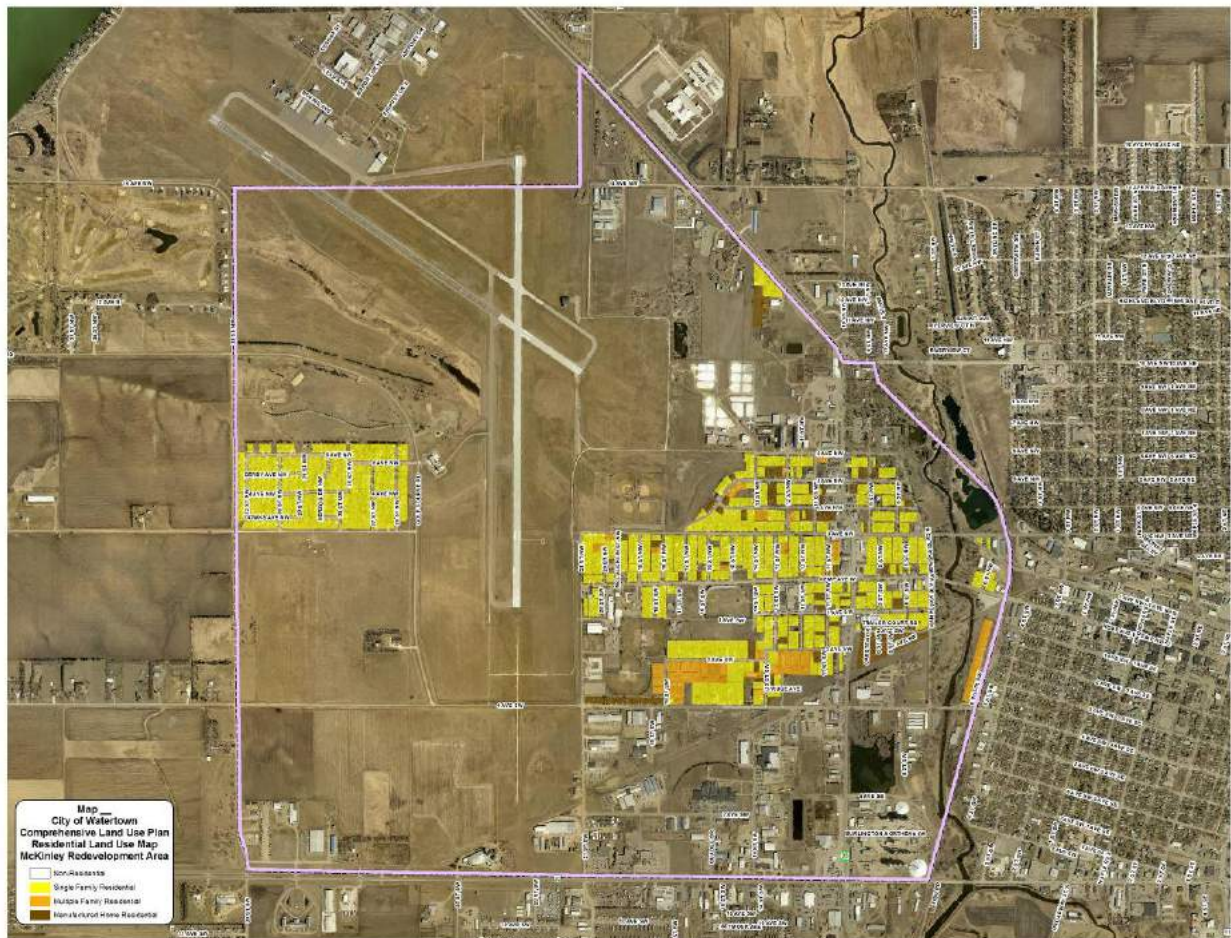
The McKinley Redevelopment Area includes over one thousand acres (1,436) of area used for public or quasi-public land uses. Within this redevelopment area Watertown Regional Airport accounts for 1,161.46 acres or eighty-one percent of the total public/quasi-public area. The remaining two hundred seventy-five (274.9) acres consist of indoor and outdoor athletic/recreation facilities, parks and green area adjacent to the Big Sioux River, a water treatment plant, McKinley School, six churches, a group home, and administrative offices for state services, municipal utilities and the humane society. Map 26 displays the locations of these public uses.

Map 26 – Public/Quasi-Public Uses Map: McKinley Redevelopment Area**Residential**

As indicated in Table 23 above, residential land use occupies the majority of parcels (76.8%). Of the 844 residentially used parcels, six percent (6.01%) are used for multiple family residential units. Most multiple family units are located in apartment complexes between 3rd and 4th Avenues SW. In addition, townhouses are located between the Burlington Northern Railroad and the Big Sioux River (between 4th Avenue SW and Kemp Avenue NW.) Smaller multi-family structures are scattered throughout the development area but primarily west of South Dakota SD HWY 20 (10th Avenue West). The differentiation between owner and tenant occupied properties identified in Map 27 indicates where single family residences are being rented and are more apt to be converted to multiple units. Map 28 illustrates the distribution of single family and multiple family residential uses.

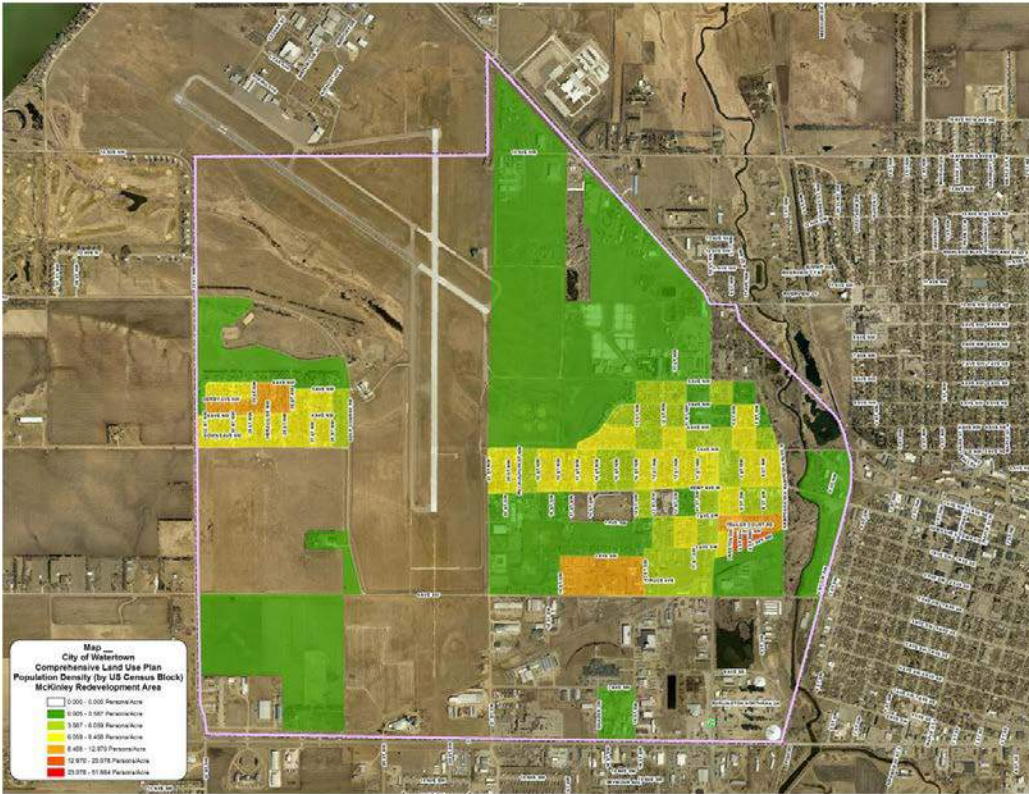
Map 27 – Owner/Tenant Occupancy: McKinley Redevelopment Area

Two manufactured home courts are located within this redevelopment area in addition to numerous scattered manufactured homes. This accounts for nearly seven percent (6.92%) of all residentially used parcels. One manufactured home park is located adjacent to 4th Avenue SW, the other is adjacent to South Dakota SD HWY 20 (10th Avenue West), near 1st Avenue SW. Despite manufactured homes being scattered throughout the development area most located outside of manufactured home parks are clustered between 3rd and 6th Avenues NW.

Map 28 – Residential Land Use Map: McKinley Redevelopment Area

Map 29 illustrates the population density of each block as identified by the US Census Bureau in 2010. A density of 8.458 persons per acre corresponds with a 9,000 square foot minimum lot requirement for residential development and accounts for right-of-way dedication using the city's average household size of 2.33 persons per household. Much of the residentially used property in the McKinley Redevelopment Area was originally prior to the adoption of zoning regulations in the City of Watertown or shortly thereafter. As indicated in Map 29 below much of the residentially developed portion of the McKinley Redevelopment Area has developed to a density indicating the current lot area/density regulations are being adhered to. As can be expected areas used for multiple family residences and manufactured home parks exceed 8.458 persons per acre. The only area developed for single family residence (not multiple family or manufactured homes according to Map 28) which exceeds the expected density of 8.458 persons per acre is located in a portion of "Derby Downs" which is located west of the airport, between 33rd Avenue West and Golf Course Road. It should be noted that lots in the "Derby Downs" area largely conform to minimum lot requirements, and thus may exceed the expected density due to the presence of multiple child families in this area. In addition, it should not be assumed based on Map 30 below that all single family lots east of the airport in this redevelopment area contain greater than 9,000 square feet. Some residences are home to one or two person households and many lots do consist of less than 9,000 square feet.

Map 29– Population Density Map: McKinley Redevelopment Area



Map 30 – Residential Lot Area: McKinley Redevelopment Area



In 2006, the City of Watertown added a new single family residential zoning district which allowed a minimum lot area of 6,000 square feet to address lot sizes which were less than 9,000 feet. While five hundred forty-three (543) or sixty-four percent (64.18%) of residentially used lots contain over 9,000 square feet, that leaves over three hundred (303) lots which contain less than 9,000 square feet. Those lots of less than 9,000 square feet are primarily located east of South Dakota SD HWY 20 (10th Avenue West) or between Kemp Avenue and 1st Avenue NW. Further, many of the lots west of 10th Avenue West consisting of less than 9,000 square feet are occupied by manufactured homes. While the new zoning district helped to decrease requests for variance to yard requirements, the Board still hears requests to build nearer to alleys and side lot lines than is allowed for in the updated ordinance. Variance requests are less frequent in this redevelopment area as a result of other restrictions (primarily floodplain) on development in addition to the number of residences occupied by renters versus being owner-occupied on lots with less than 9,000 square feet.

Unique Land Use Issues:

Airport: Watertown Regional Airport covers a large portion of the development area and consists of numerous ancillary uses of land. In addition the airport and its approach zones affect immediately neighboring land uses as well as the use of land extending for miles beyond the airport's runways.

Mellette Redevelopment Area

Existing Land Uses

The Mellette Redevelopment Area includes over one thousand parcels of property which have been developed for residential, commercial, or public/quasi-public uses. See Table 24 and Map 31

**TABLE 24
MELLETTRE REDEVELOPMENT AREA
LAND USE SUMMARY**

	Number of Parcels	Percent of Parcels	Total Area	Percent of Total Area
Residential	767	91.75%	143.34	71.38%
Commercial	29	3.47%	31.19	15.53%
Industrial	27	3.23%	15.63	7.78%
Public/Quasi- Public	13	1.56%	10.66	5.31%
Total Developed Area	836		200.82	

Commercial

The Mellette Redevelopment Area includes twenty-nine (29) parcels which are used for commercial purposes. This redevelopment area includes three distinctly different clusters of commercial development. Both the Downtown and Central US HWY 81 (Commercial)

Map 31 – Public/Quasi-Public Uses Map: Mellette Redevelopment Area



The Mellette Redevelopment Area includes much of the Downtown Area which initially developed with uses served by the numerous railroads which intersected in Watertown. As a result twenty-seven (27) parcels host industrial uses upon them. Industrial uses in this area (exclusively adjacent to and south of 3rd Avenue North) consist primarily of contractor shops, warehouses and repair businesses.

The Mellette Redevelopment Area includes less than eleven (10.66) acres of land used for public or quasi-public land uses. Grant School which is no longer used as an elementary school and Mellette School are located in this redevelopment area. Also, two churches are located in

the northeast portion of the redevelopment area. The other two public/quasi-public uses include a museum and substation. Map 32 displays the locations of these public uses.

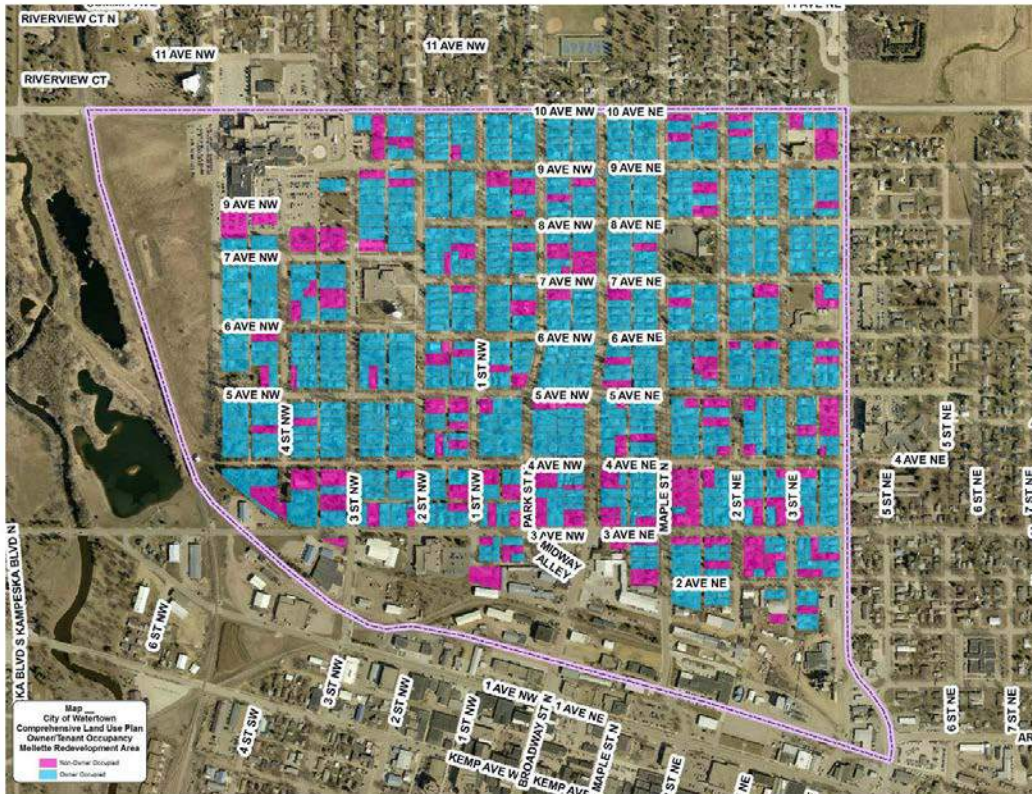
Map 32 – Public/Quasi-Public Uses Map: Mellette Redevelopment Area



Residential

As indicated in Table 24 above, residential land use occupies by far, the most area and majority of parcels (91.75%). Of the 767 residentially used parcels, over seven percent (7.54%) are used for multiple family residential units. Multiple family units in this redevelopment area with few exceptions consist of small apartment units and single family structures which have been converted to multiple family residences. Traditional apartment units are primarily located near and south of 4th Avenue North. It is expected single family residences will continue to be converted into multiple family structures in this area in the future. The differentiation between owner and tenant occupied properties identified in Map 33 indicates where single family residences are being rented and are more apt to be converted to multiple units. Map 34 illustrates the distribution of single family and multiple family residential use.

Map 33 – Owner/Tenant Occupancy: Mellette Redevelopment



Map 34 – Residential Land Use Map: Mellette Redevelopment Area



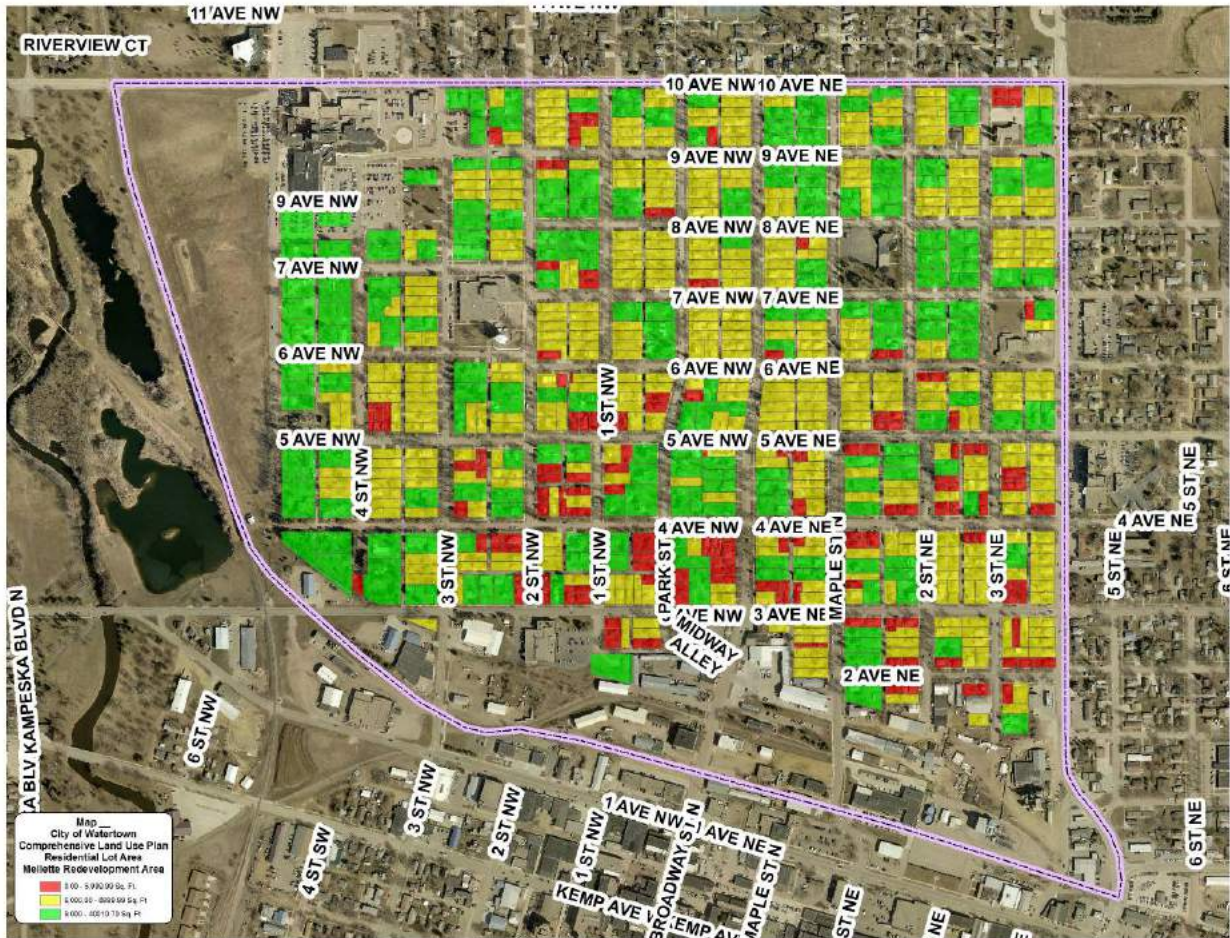
Map 35 illustrates the population density of each block as identified by the US Census Bureau in 2010. A density of 8.458 persons per acre corresponds with a 9,000 square foot minimum lot requirement for residential development and accounts for right-of-way dedication using the city's average household size of 2.33 persons per household. A large portion of the Mellette Redevelopment Area was originally subdivided in the early 20th Century. As indicated in Map 35 below most of the blocks have developed at a density which exceeds the assumed residential density for single family development. While many residential lots consist of less than the standard minimum lot area for single family residences, it should be noted that this area is home to many families with children as well. Those two factors influence the high densities displayed between 3rd Street NW and 4th Street NE.

Map 35 – Population Density Map: Mellette Redevelopment Area



In 2006, the City of Watertown added a new single family residential zoning district which allowed a minimum lot area of 6,000 square feet to address lot sizes which were less than 9,000 feet. Many of those lots were located in the Mellette Redevelopment Area. While the new zoning district helped to decrease requests for variance to yard requirements, the Board still commonly hears requests to build nearer to alleys and side lot lines than is allowed for in the updated ordinance. This is a result of many residences being established long before it was commonplace for each person to own an automobile, much less the inception of zoning. The new zoning district still was not able to relieve the 169 parcels (21.89% of all residential lots in the Mellette Redevelopment Area) which consist of less than 6,000 square feet.

Map 36 – Residential Lot Area: Mellette Redevelopment Area



Unique Land Use Issues:

Hospital Campus: Prairie Lakes Hospital has expanded its total area and expands its services. As services expand, additional ancillary services will be necessary in affiliation with the hospital and to serve its patients and employees.

Small lots: The redevelopment area includes just as many lots which are less than 6,500 square feet in area as it does lots consisting of more than 9,000 square feet in area. Consequently they are not able to meet the current setback requirements.

Topography: Many lots which consist of greater than 9,000 square feet contain steep slopes and still may require variances for the placement of accessory structures or home additions.

Conversion of single family residences to multiple family units: Numerous large, original homes built within the city are located here and continue to be converted into multiple family residences.

Roosevelt Redevelopment Area

Existing Land Uses

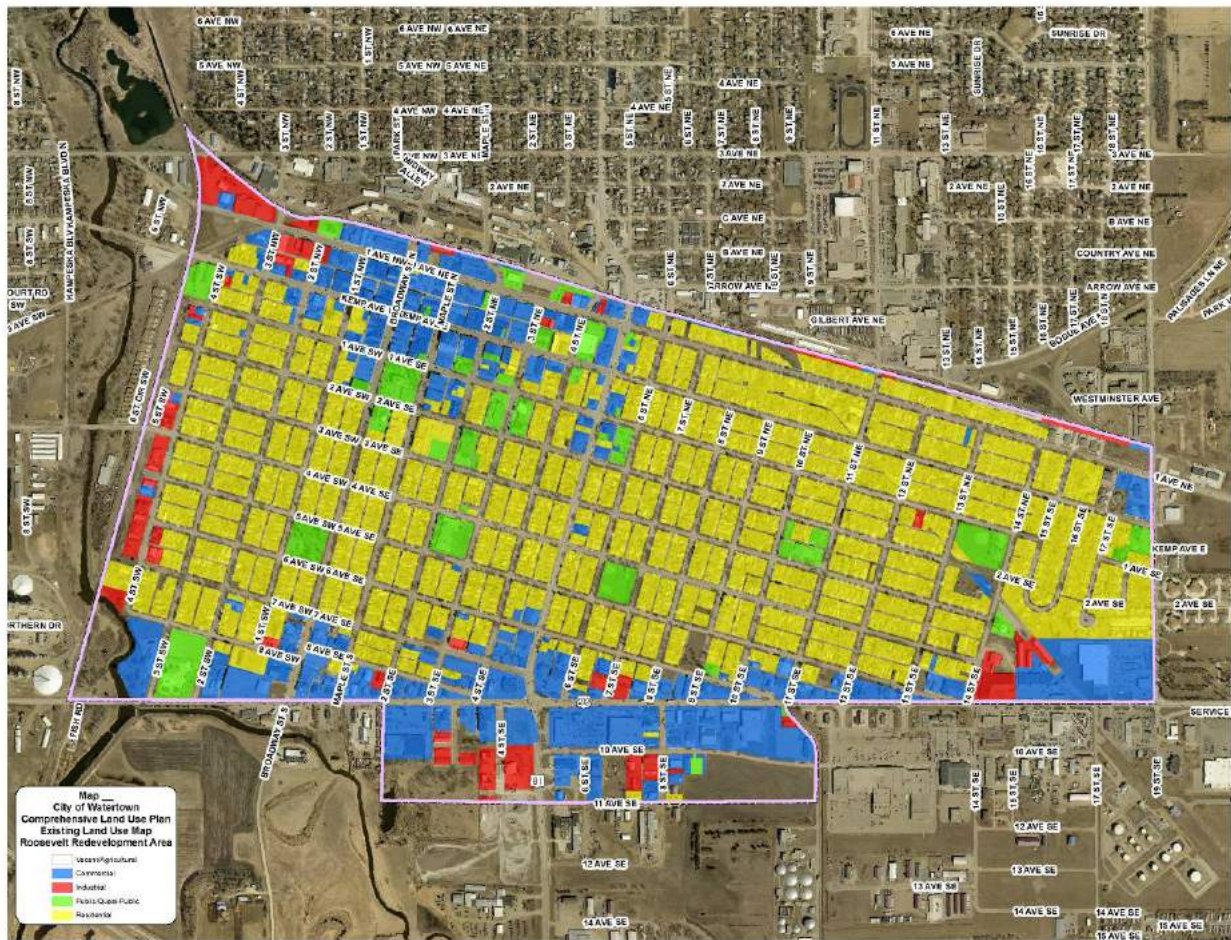
The Roosevelt Redevelopment Area includes over two thousand parcels of property which have been developed for residential, commercial, or public/quasi-public uses. See Table 25 and Map 37

**TABLE 25
ROOSEVELT REDEVELOPMENT AREA
LAND USE SUMMARY**

	Number of Parcels	Percent of Parcels	Total Area	Percent of Total Area
Residential	1,726	78.67%	341.91	58.93%
Commercial	352	16.04%	157.62	27.17%
Industrial	64	2.92%	33.69	5.81%
Public/Quasi- Public	52	2.37%	46.93	8.09%
Total Developed Area	2,194		580.15	

Commercial

The Roosevelt Redevelopment Area includes three hundred fifty-two (352) parcels which are used for commercial purposes, accounting for over sixteen percent (16.04%) of the developed area. This redevelopment area includes two distinctly different clusters of commercial development. Both the Downtown and Magic Mile (Commercial) Redevelopment Areas are located within the Roosevelt Redevelopment Area and are described in depth starting on page 117. Near the intersection of 19th Street NE and 1st Avenue NE a small node of commercial development includes financial institutions and other similar businesses. On the western edge of the redevelopment area some property is used for commercial purposes within one block of the Burlington Northern Railroad tracks. These commercial uses are similar in nature to other industrial uses located in the same area (west of 4th Street SW.)

Map 37 – Existing Land Use: Roosevelt Redevelopment Area

Industrial

In addition to including a significant portion of the commercial land uses in the Downtown Area, the Roosevelt Redevelopment Area also includes numerous industrial uses which occupy property initially developed adjacent to the railroad (west of 4th Street SW) with industrial or warehousing uses. The area still consists primarily of commercial warehouses, repair businesses, and contractor shops; however a large portion of this area is occupied by a metal recycling business. These uses have encouraged the creep of similar forms of industrial uses east of 4th Street SW and into otherwise residential neighborhoods as stand-alone businesses or businesses operated out of existing accessory buildings.

Public/Quasi Public/Infrastructure

The Roosevelt Redevelopment Area includes nearly forty-seven (46.93) acres of land used for public or quasi-public land uses. Garfield School, which is no longer used as primary elementary school, and Roosevelt School are located in this redevelopment area. Various state, city, and county administrative offices, the County Courthouse, and detention center are all located in this redevelopment area. Outdoor recreational opportunities in this redevelopment area include Nelson Park, Morningside Park, Diamond Ball Park, and the Watertown Area Aquatic Center. Of the eight churches in the Roosevelt Redevelopment Area, all but one area within a short walk

of the Downtown Redevelopment Area. Other public/quasi-public uses include the Codington County Heritage Museum, various civic organizations, a water tower, and a portion of an electrical substation. Map 38 displays the locations of these public uses.

Map 38 – Public/Quasi-Public Uses Map: Roosevelt Redevelopment Area

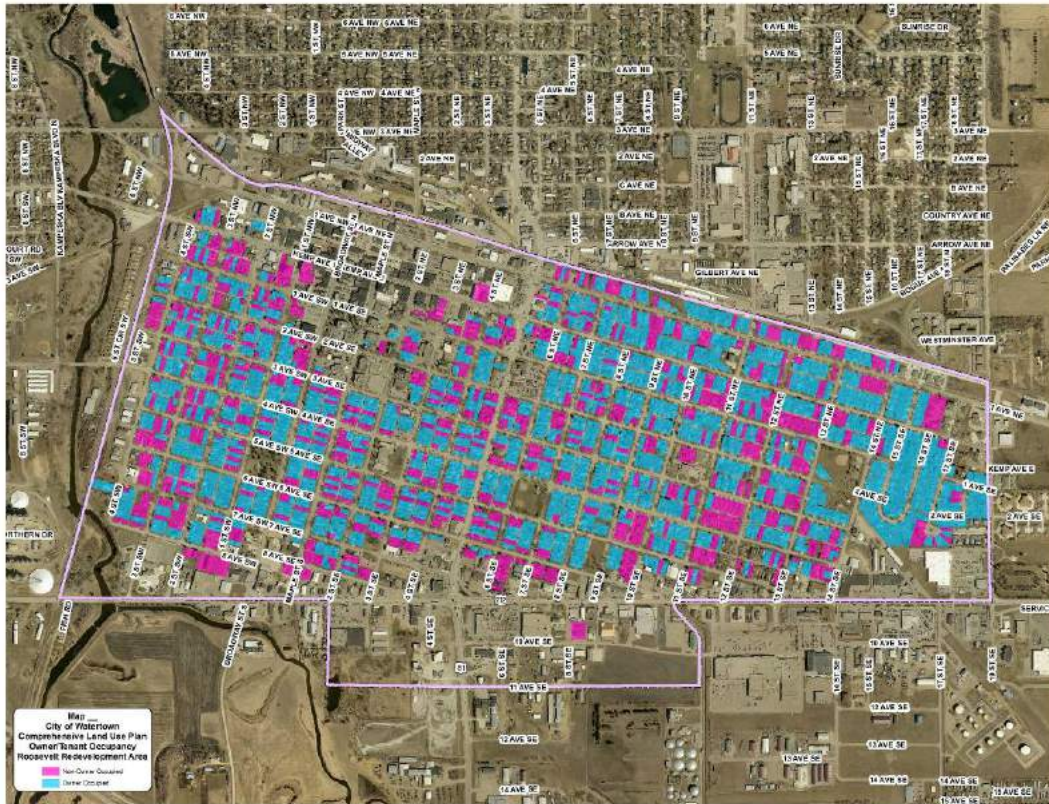


Residential

As indicated in Table 25 above, residential land use occupies more parcels and property than any other land use in the redevelopment area. Of the 1,726 residentially used parcels, near ten percent (10.07%) are used for multiple family residential units. Multiple family units in this redevelopment area consist of a mix of large apartment complexes (in the Downtown Area, Near the Magic Mile Redevelopment Area on both the west and east ends,) assisted living centers, and small apartment complexes or converted single family residences scattered throughout the redevelopment area. At the time the Watertown Mall (located just southeast of this redevelopment area) developed the standard development model was to allow manufactured homes adjacent to commercial uses, then to transition to multiple family residences before yielding to low density single family residential development. As a result, numerous manufactured home clusters are located within two to three blocks of US HWY 212/9th Avenue SW. Approximately five percent (5.37%) of the entire development area is dedicated to manufactured home residences. The differentiation between owner and tenant occupied properties identified in Map 39 indicates where single family residences are being

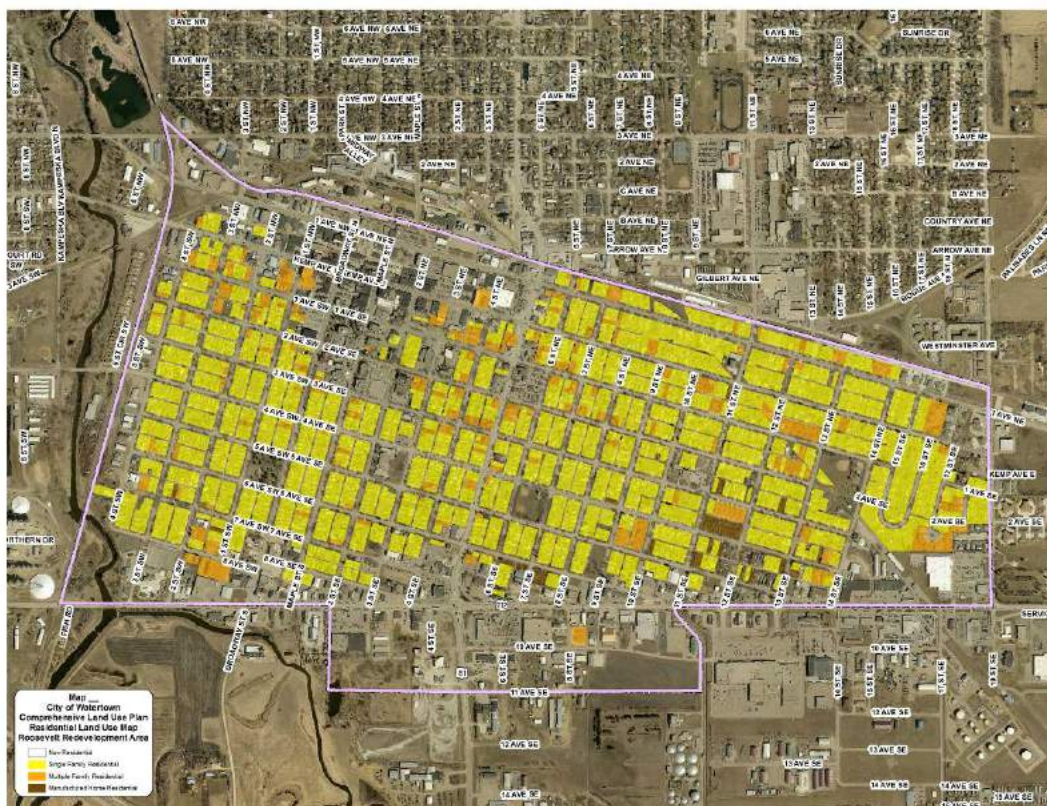
rented and are more apt to be converted to multiple units. Map 40 illustrates the distribution of single family and multiple family residential uses.

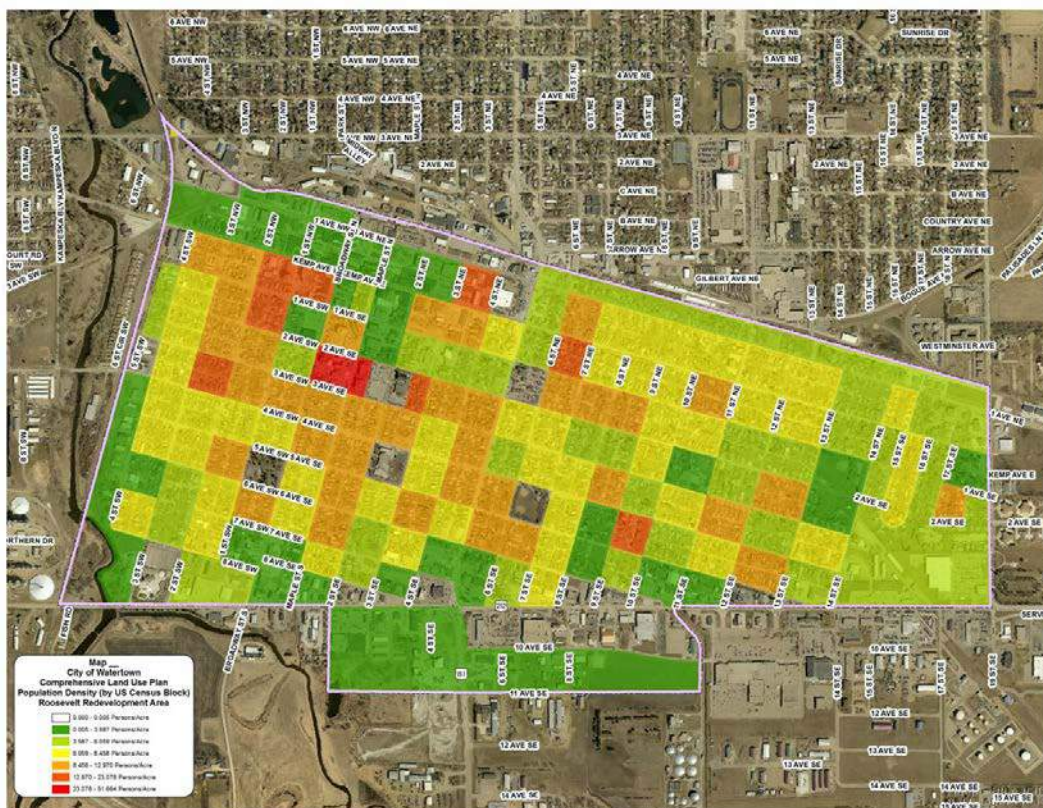
Map 39 – Owner/Tenant Occupancy: Roosevelt Redevelopment Area



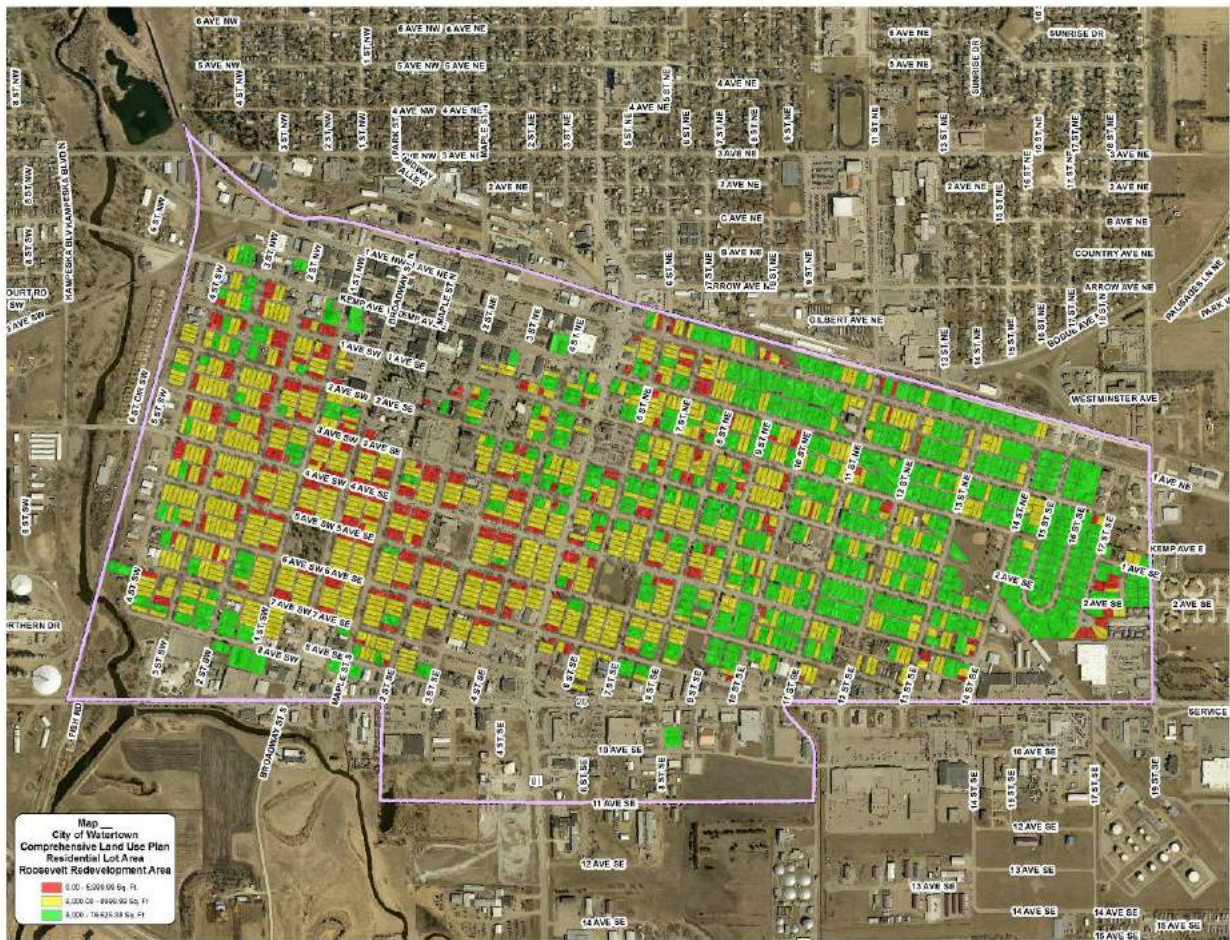
Map 41 illustrates the population density of each block as identified by the US Census Bureau in 2010. A density of 8.458 persons per acre corresponds with a 9,000 square foot minimum lot requirement for residential development and accounts for right-of-way dedication using the city's average household size of 2.33 persons per household. It is evident that the most densely populated areas are located between the Big Sioux River and US HWY 81 in the Roosevelt Redevelopment Area. Most of that portion was originally subdivided in the early 20th Century. As indicated in Map 41 below many blocks have developed at a density which exceeds the assumed residential density for single family development. While many residential lots consist of less than the standard minimum lot area for single family residences, it should be noted that this area is home to many families with children as well. It should also be kept in mind that the most densely populated areas include large apartment complexes.

Map 40 – Residential Land Use Map: Roosevelt Redevelopment Area



Map 41 – Population Density Map: Roosevelt Redevelopment Area

In 2006, the City of Watertown added a new single family residential zoning district which allowed a minimum lot area of 6,000 square feet to address lot sizes which were less than 9,000 feet. Many of those lots were located in the Roosevelt Redevelopment Area, particularly west of 10th Street SE. While the new zoning district helped to decrease requests for variance to yard requirements, the Board still commonly hears requests to build nearer to alleys and side lot lines than is allowed for in the updated ordinance. This is a result of many residences being established long before it was commonplace for each person to own an automobile, much less the inception of zoning. The new zoning district still was not able to relieve the 379 parcels (21.96% of all residential lots in the Roosevelt Redevelopment Area) which consist of less than 6,000 square feet.

Map 42 – Residential Lot Area: Roosevelt Redevelopment Area**Unique Land Use Issues:**

Floodplain: While floodplains cover much development within the City of Watertown, the floodplain covers nearly two-thirds (the most densely developed portion) of the Roosevelt Redevelopment Area.

Small lots: The redevelopment area includes just as many lots which are less than 6,500 square feet in area as it does lots consisting of more than 9,000 square feet in area. Consequently they are not able to meet the current setback requirements.

Mix of Residential Development Types: The redevelopment area includes a wide range of development density including multiple family residential structures of varying sizes, single family residences converted to multiple family structures, manufactured homes, medium density single family development, and low density single family development.

Transition from Commercial/Industrial Uses to Residential Uses: The redevelopment area is bordered by multiple tiers of commercial and industrial development which developed at various densities and intensities over the first century of the city's existence.

Lake Kampeska Redevelopment Area

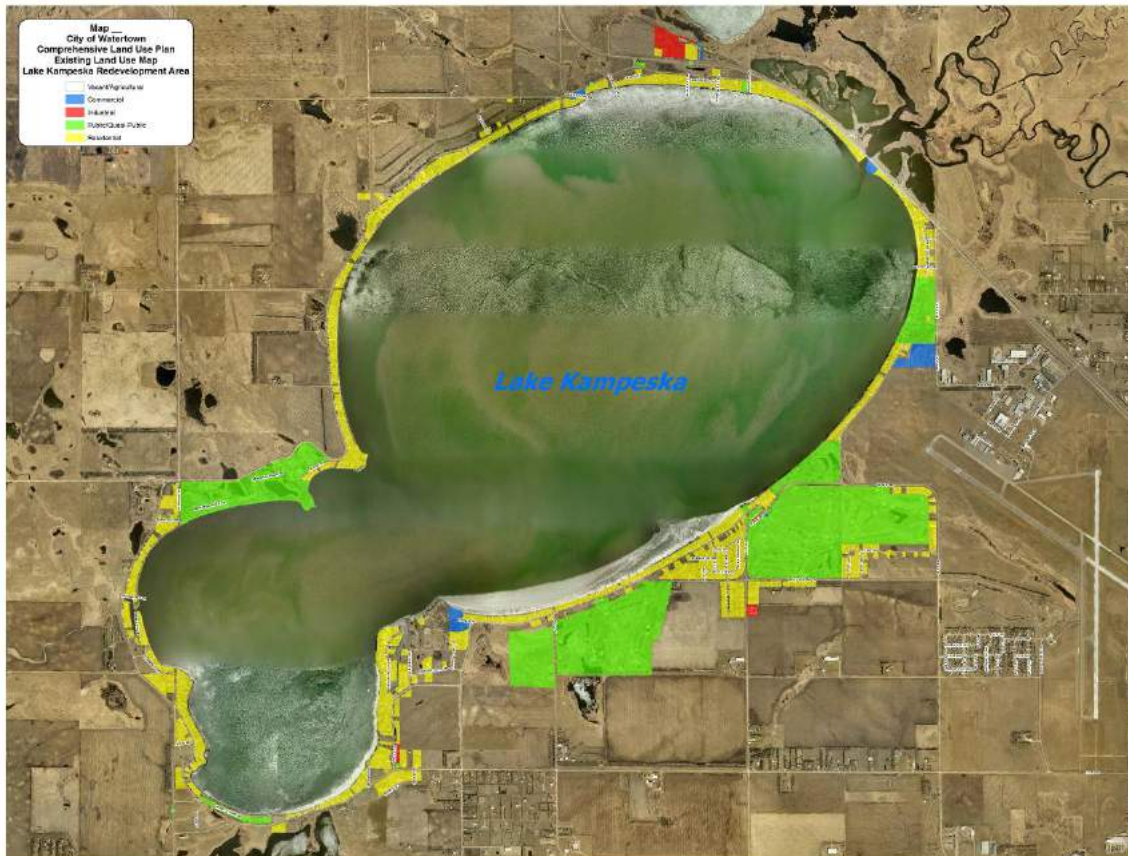
Existing Land Uses

The Lake Kampeska Redevelopment Area includes over nine hundred parcels of property which have been developed for residential, commercial, or public/quasi-public uses. See Table 26 and Map 43

**TABLE 26
LAKE KAMPESKA REDEVELOPMENT AREA
LAND USE SUMMARY**

	Number of Parcels	Percent of Parcels	Total Area	Percent of Total Area
Residential	899	95.84%	403.04	39.79%
Commercial	7	0.75%	24.68	2.44%
Industrial	13	1.39%	17.80	1.76%
Public/Quasi-Public	19	2.03%	567.32	56.01%
Total Developed Area	938		1,012.84	

Map 43 – Existing Land Use: Lake Kampeska Redevelopment Area



Commercial

The Lake Kampeska Redevelopment Area includes only seven (7) parcels primarily used for commercial purposes. Those commercial properties include two restaurants, a race track/speedway, general retail, and recreational supply store. Not included in that total are the two golf courses which each include clubhouses that sell food, drinks, and golf accessories.

Industrial

The Lake Kampeska Redevelopment area includes thirteen (13) parcels used for industrial purposes. Those thirteen parcels include storage of recreational equipment in three separate locations and one contractor yard directly north of the lake.

Public/Quasi Public/Infrastructure

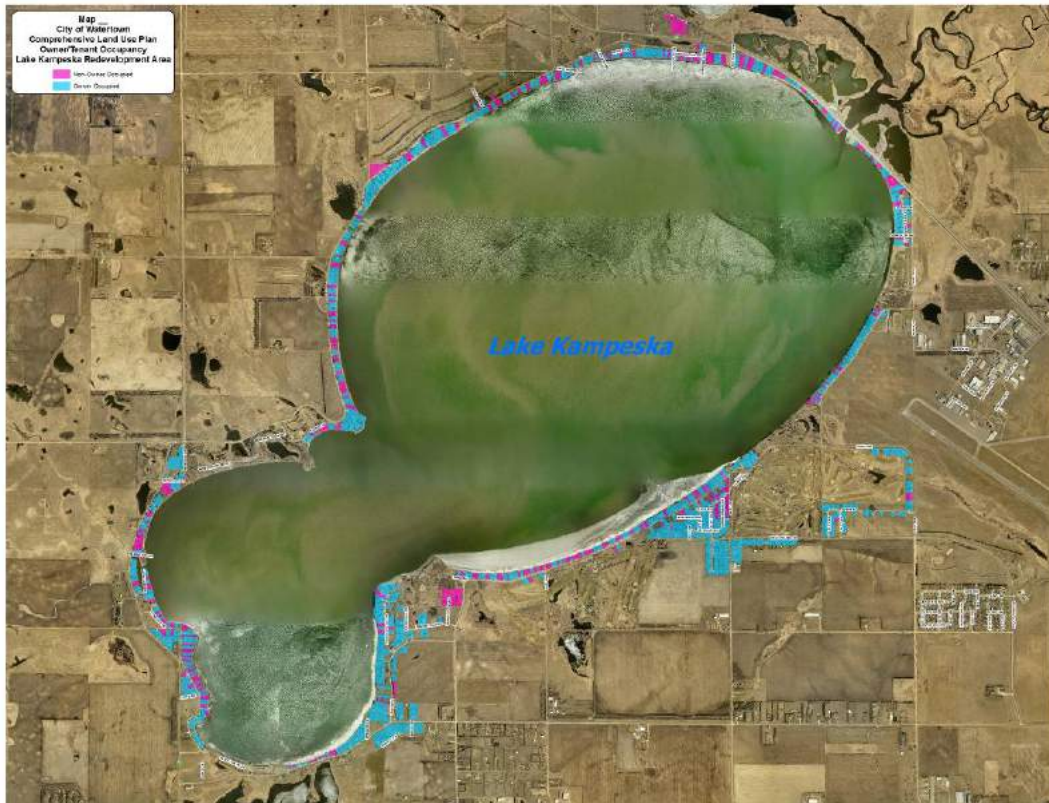
The Lake Kampeska Redevelopment Area includes five hundred sixty-seven (567.32) acres of land used for public or quasi-public land uses. Most of the publicly used area includes the two golf courses south of Lake Kampeska. The redevelopment area includes four widely used parks and/or campgrounds including: Sandy Shores (State Park), Memorial Park (operated by Codington County), City Park (operated by the City of Watertown), and Jackson Park (operated by the City of Watertown). In addition to “the Sailboat Landing” located on the north portion of Lake Kampeska and the parks already listed, several less developed boat access points are located on Lake Kampeska. The only other public use on the lake is the former water treatment facility for municipal utilities which is currently used as a base to remove phosphorous from the water in Lake Kampeska. Map 44 displays the locations of these public uses.

Map 44 – Public/Quasi-Public Uses Map: Lake Kampeska Redevelopment Area**Residential**

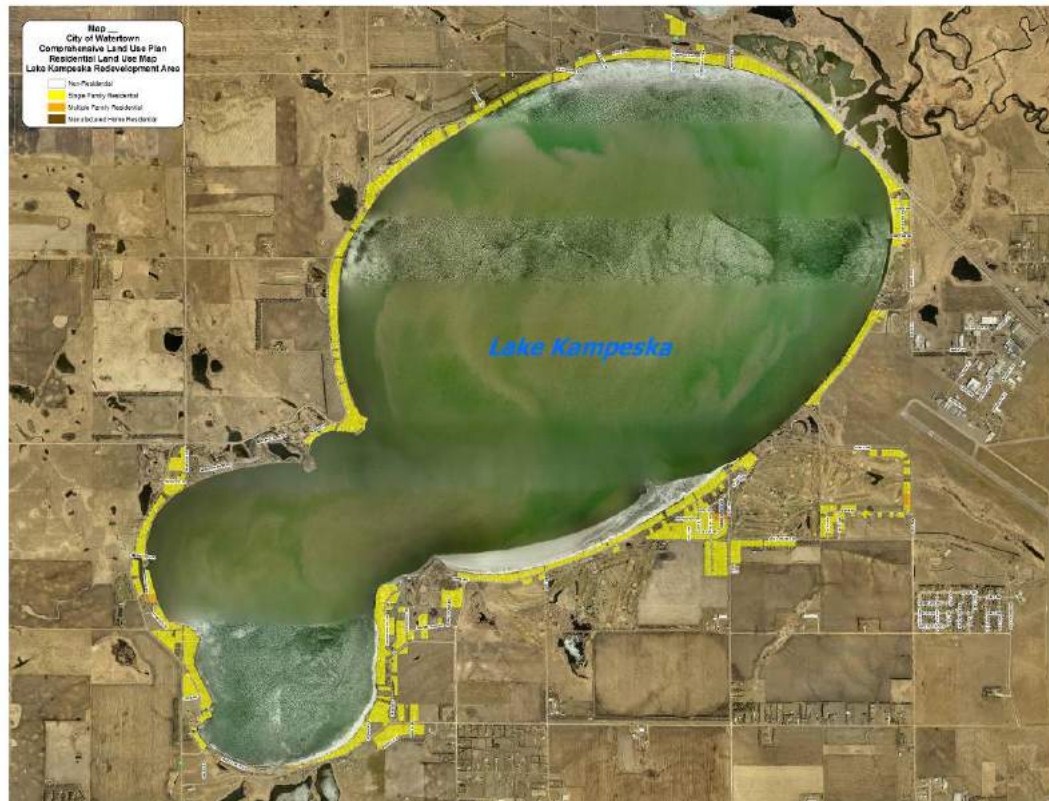
As indicated in Table 26 above, residential land use occupies the vast majority of parcels in the redevelopment area. Only six (6.33) of the over four hundred (403.04) residentially used acres in this development area are used for multiple family units. Most of those units are located in Summerwood which is located between 42nd and 43rd Streets NW near Cattail Crossing Golf Course. Map 45 illustrates the distribution of single family and multiple family residential uses.

Single family residences in this redevelopment area are used in two distinctly different ways. Nearly thirty percent (29.55%) of residential properties are classified as “non-owner occupied.” Those properties are often occupied by different tenants based upon the season, and sometimes vary from week to week. Further, during summer months even owner occupied residences typically see significant increases in the number of visitors which can lead to various land use conflicts. As illustrated in Map 45, the highest percentage of non-owner occupied residences are located adjacent to South Lake Drive between Stony Point/the Prop and 42nd Street SW and on the west side of Lake Kampeska with decreasing frequency from southwest to northeast.

Map 45 – Owner/Tenant Occupancy: Lake Kampeska Redevelopment Area

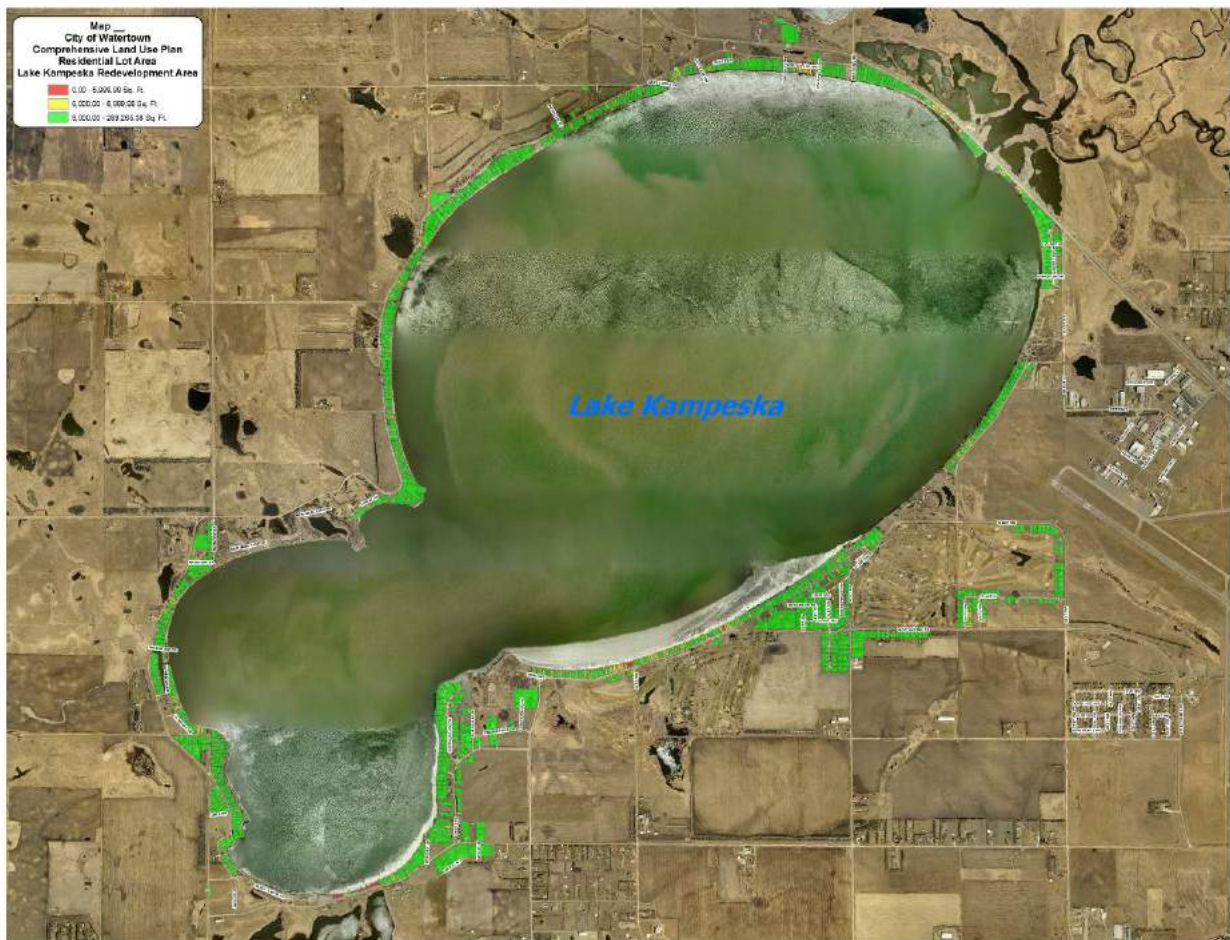


Map 46 – Residential Land Use Map: Lake Kampeska Redevelopment Area



Though most portions of the Lake Kampeska Redevelopment Area include parcels with areas greater than the required 9,000 square feet, many of those parcels include multiple lots which were initially developed with significantly less lot area. Further due to topography, floodplain, and the existing road network it is difficult for many lots to meet minimum setback requirements, particularly adjacent to roads or side property lines. Most residents and part-time occupants of the lake are willing and able to substantially comply with minimum setback requirements for the Lake to preserve views and decrease likelihood of flooding personal property. Currently over twenty-three percent (23.78%) of all residentially used lots consist of less than 9,000 square feet. In 2006, the City of Watertown reviewed information regarding these nonconforming lots and determined that it would be necessary to create a new zoning district to account for the several unique land development/redevelopment issues at Lake Kampeska, including differences in lot area. Such a zoning district has not yet been adopted, but is still needed.

Map 47 – Residential Lot Area: Lake Kampeska Redevelopment Area



Unique Land Use Issues:

Accessory uses without primary structures: The City fields repeated requests to utilize certain lots solely for the purpose of constructing a shed or garage to store recreational equipment on properties with no other structures (residences) on them.

Nonconforming structures: Many accessory structures, particularly on the south side of the lake are located closer to or even within the right-of-way. In addition many structures are located closer to side lot lines than are allowed by current regulations. Many of these are so situated due to the unique width or depth of many lots adjacent to the lake.

Commercial uses in the Agricultural District: Both golf courses and much of the Watertown Regional Airport is located within the Agricultural Zoning District despite commercial activities being carried out on both properties. The commercial aspects of these uses are seen as accessory to the primary use of the properties.

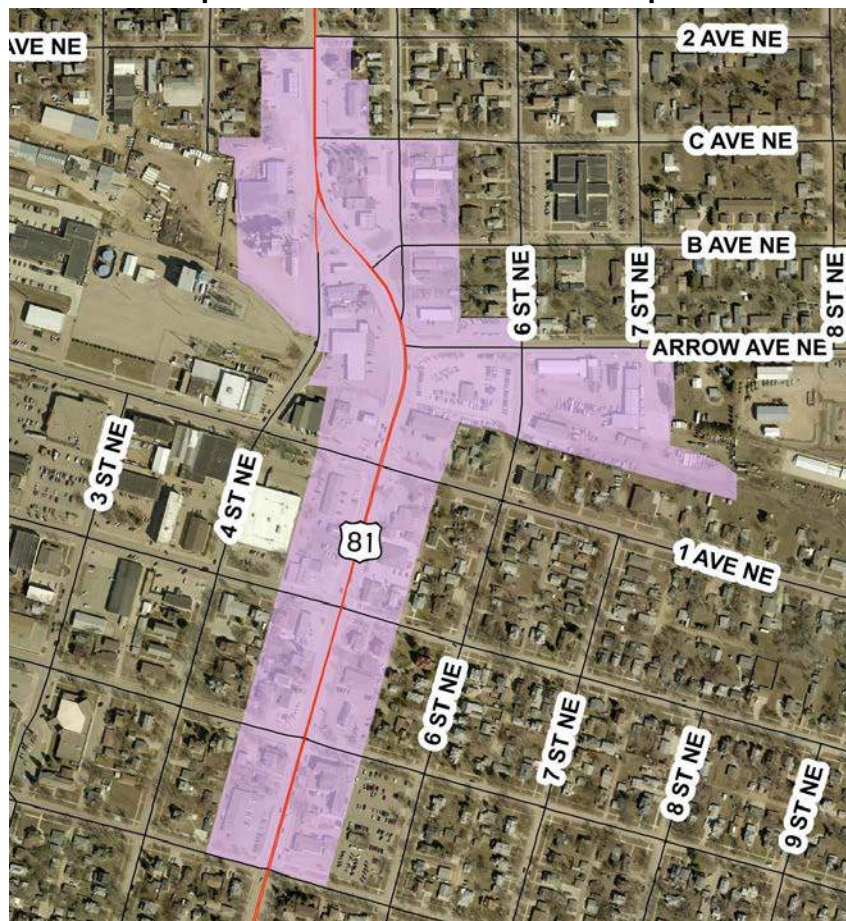
Utility capacity: Areas near Lake Kampeska, particularly west of the lake, are located at the end of the service area for water, sewer, and electricity. Significant cost would be associated with upgrading the utilities to accommodate development exceeding the equivalent of approximately fifty (50) dwelling units, depending upon exactly where development is proposed.

Commercial Redevelopment Areas

“Central 81”

Area: This area is located on the eastern edge of the “Downtown” commercial area. The “Central 81” redevelopment area primarily includes an area one block east and west of US HWY 81 between 2nd Avenue NE and 2nd Avenue SE.

Map 48 – Central 81 Orientation Map



General Development Pattern of Area:

This area developed as a commercial transition area between the original “Downtown” business area and traditional strip commercial zoning adjacent to highways. Most commercially used property has been redeveloped since its original development previous to the time when US HWY 212 used to follow what is now 1st Avenue NW. Many highway oriented businesses are located on lots originally developed for smaller buildings. This area also includes several neighborhood and regional commercial land uses as well as one feedmill/grain elevator.

Existing Transportation Network:

US HWY 81 (US HWY 81) is an Arterial Street with 2 lanes running each direction and a center turn lane running the full expanse of this section of the Central 81 redevelopment area. Streets primarily intersect US HWY 81 with traditional block spacing despite this being the area where the city’s rectilinear grid rotates from being a diagonal pattern based upon original railroad development and a more standard grid system based upon the US Land Survey System. US HWY 81 follows 4th Street NE north of C Avenue in this area then curves to become 5th Street East, south of C Avenue. This portion of US HWY 81 includes traffic signals at three (3) intersections. Signals are installed at the intersections with 1st Avenue NE. All signaled intersections include left turn arrows.

US HWY 81 intersects one major collector street which is 1st Avenue NE. 1st Avenue NE consists of one eastbound lane, one westbound lane and a center lane for left turns. Right turns can be made from the east and westbound lanes.

Pedestrian Oriented Transportation:

This area does not contain any portion recreational trail; however future trail plans suggest the Recreational Trail will cross at 1st Avenue NE and US HWY 81. No streets contain designated bike lanes, however future expansion of the recreational/bike trail, may require the use of bike lanes adjacent to 1st Avenue NE at its crossing with US HWY 81. Sidewalks are located adjacent to US HWY 81 throughout this redevelopment area. Adjacent to US HWY 81, sidewalks are primarily located curbside with the exception of one side of one block (in the boulevard.) Six of eight cross streets in this area are served by sidewalks, primarily located in the boulevard. Only Bruhn and C Avenues do not have sidewalks.

Parking Area and Landscaping:

Landscaping in this area is consistent with “strip commercial development” found throughout the region. Most of the area for each lot which is used as building space is dedicated to parking. With two used car dealerships and three gas stations (all with paved parking lots) in this redevelopment area, if any landscaping is found on a lot, it is typically limited to the boulevard space. Very few other landscaped features such as plantings, islands, trees, etc can be found adjacent to US HWY 81 in this portion of the City. It should be noted that more green space is found on commercially used lots in the southern portion of this redevelopment area.

Parking lots are primarily surfaced with asphalt or concrete; in some instances, however, gravel is used. With the exception of some strip malls and restaurants at peak business hours, adequate parking is available.

Signs

With this area serving as a transition area between the “Downtown” area and residential land uses, more restrained forms of signage are used here versus other highway corridors in the City. A few parcels in this redevelopment area utilize pole signs, and one off-premise sign is located in this area. Primarily, however, signage in this area is accomplished by wall and/or monument signs. Historically, less temporary signs have been placed on properties in this area.

Building Materials and Loading Areas

With three exceptions, loading areas, are not visible from US HWY 81. Siding materials for businesses consist of multiple types. Many businesses use colored or non-colored brick surfaces, particularly those constructed or renovated within the last ten years. Some use a combination of glass, stucco, or other siding commonly used for residential uses. Some steel sided buildings are used for commercial uses, in addition to Hubbard feed mill which consists primarily of galvanized steel sided industrial buildings.

“Magic Mile”

Area: Named after an area of commercial development contained within it, the “Magic Mile” redevelopment area includes the area one to two blocks north and south of US HWY 212, between the Big Sioux River and 19th Street SE or Willow Creek on the north and south sides of US HWY 212 respectively.

Map 49 – Magic Mile Orientation Map



General Development Pattern of Area:

This area developed as the primary retail corridor for the City from the 1950's until the 1990's. Large retail stores developed in that time on lots originally developed for smaller buildings. As a result many of the lots are deficient in lot area, and as a result require variances to various setback requirements. Most often those variances are for front yard setbacks based upon the orientation of the diagonal street grid north of US HWY 212.

Existing Transportation Network:

US HWY 212/9th Avenue South is an Arterial Street with 2 lanes running each direction and a center turn lane running the full expanse of this section of Watertown. Irregular access and street spacing is a result of US HWY 212 located within section line right of way but intersecting with both streets and avenues which, north the highway, developed according to the initial development of the City in a rectilinear grid running diagonal in orientation to the section line. This portion of US HWY 212 includes traffic signals at five (5) intersections. Signals are installed at intersections with Broadway Street, US HWY 81/5th Street SE, 11th Street SE, 13th Street SE, and 19th Street SE. All intersections include left turn arrows. Only the intersection with US HWY 81/5th Street SE includes right turn lanes.

US HWY 212 intersects one arterial street, US HWY 81/5th Street SE. At the intersection US HWY 81/5th Street SE consists of 2 lanes traveling north and south, one right turning lane in both directions. Both north and south bound lanes are constructed to accommodate two left-turn lanes, however currently only one left turn lane is utilized for north bound/west turning traffic. The intersection is signalized with left turn arrows.

US HWY 212 intersects three major collector streets; Broadway Street, 17th Street SE (south of US HWY 212), and 19th Street SE (north of US HWY 212). Broadway Street and 19th Street each intersect US HWY 212 at signalized intersections with one lane for north/south traffic and a center turn lane, but no left turn arrows. 19th Street SE becomes a local street south of US HWY 212, but Broadway remains a collector street in both directions of US HWY 212. 17th Street SE intersects US HWY 212 in a "T" intersection, which is controlled by a stop sign. 17th Street SE consists of two lanes of traffic with an expanded area to accommodate east and west turning traffic from the north bound lane; currently, however the turning lanes are not marked.

US HWY 212 intersects two minor collector streets; 3rd Street SW and 11th Street SE. 11th Street SE intersects US HWY 212 at a signalized, "T" intersection with right and left turn signals. 11th Street consists of one northbound lane and one south bound lane which splits into right and left turn lanes at the intersection. 3rd Street SW consists of two lanes of traffic with an expanded area to accommodate east and west turning traffic from the south bound lane; currently, however the turning lanes are not marked.

Pedestrian Oriented Transportation:

This area does not contain any portion recreational trail. No streets contain designated bike lanes. Curbside sidewalks of varying widths are located sparsely and intermittently adjacent to US HWY 212. Further, sidewalks are located adjacent to very few local/collector streets in this area. Sidewalks are adjacent to 8th Street SE, a portion of 7th Street SE, 7th Avenue SE, US HWY 81/5th Street SE, 4th Street SE, 2nd Street SW, and 3rd Street SW.

Parking Area and Landscaping:

Landscaping in this area is consistent with “strip commercial development” found throughout the region. Most of the area for each lot which is used as building space is dedicated to parking. With few exceptions, if any landscaping is found on a lot, it is found in the boulevard space. Very few other landscaped features such as plantings, islands, trees, etc can be found adjacent to US HWY 212 in this portion of the City.

Parking lots are primarily surfaced with asphalt or concrete; in some instances, however, gravel is used. With the exception of some strip malls and restaurants at peak business hours, adequate parking is available. In some instances (not exclusive to vehicle sales) parking area is used for display of items for sale and long term storage of merchandise and vehicles used in the operation of the business.

Signs

A wide variety of signage is visible while traveling US HWY 212. Single pole and multiple pole off-premise signs are used. Temporary signs of varying types (trailers, banners, flags, inflatables, realtor signs, sandwich boards, etc) are located on numerous properties. Permanent illuminated and non-illuminated wall signs, pole signs, monument signs, digital message boards, and even a tower used to identify weather conditions are used along this stretch of US HWY 212.

Building Materials and Loading Areas

With few exceptions, loading areas, although often visible in this section do not face US HWY 212. Siding materials for businesses consist of multiple types. Many businesses use colored or non-colored brick surfaces. Some use a combination of glass, stucco, or other siding commonly used for residential uses. In addition, numerous steel sided buildings are used for commercial uses.

“Downtown”

Area: This area primarily includes the initial area of commercial development for the City of Watertown. The “Downtown” redevelopment area consists of a one to two block area north and south of Kemp Avenue from 4th Street NE to the Burlington Northern and Santa Fe Railroad line (BNSF). This area also includes a portion of land adjacent to Kemp Avenue extending west from the BNSF to 9th Street SW.

Map 50 – Downtown Orientation Map



General Development Pattern of Area:

This development area includes a combination of commercial development patterns. Primarily this is the location of the initial central business district of the City of Watertown. In addition, multiple industrially used lots surround the area on the north and along the railroad west of the central business district. As such, zero-lot line development in addition to mixed commercial, residential, warehouse uses dominate the business core. Conversion of single family residences to commercial and multiple family residences has occurred on the fringe of the initial central business district. Also, this area includes some traditional “strip” commercial development which began establishment of 9th Avenue South as the route for US HWY 212, at which time Kemp Avenue and 1st Avenue North were the primary east/west routes through Watertown.

Existing Transportation Network:

The Downtown Redevelopment Area (Downtown) is the only commercial redevelopment area without an arterial street within it. Two (2) major collector streets and one (1) minor collector street pass through Downtown. Major collectors include 1st Avenue North and Broadway Street. Starting at US HWY 212 and traveling north to 10th Avenue North, 3rd Street West passes through Downtown as the only minor collector. It should be noted that north of 1st Avenue North, Broadway is considered a minor collector. In addition, the City of Watertown agreed to close the

1st Avenue NW no longer crosses the railroad and now connects to Kemp Avenue serving as a minor collector to SD HWY 20.

The Downtown street grid is a rectilinear street grid set diagonally due to its orientation to railroads which existed in early development of the city. That diagonal orientation is confined to an area north of US HWY 212; south of 1st Avenue North; east of the Big Sioux River; and west of 19th Street East.

Broadway Street is a principal north/south connection of Downtown to US HWY 212. It includes two wide, unmarked lanes for north/south traffic as well as on-street parallel parking. Traffic lights control three (3) Broadway intersections in Downtown. With one lane of traffic traveling each direction and diagonal parking along Broadway, 1st Avenue South, Kemp Avenue, and 1st Avenue North none of the three stoplights have marked turn lanes.

The principle east/west thoroughfare traversing through Downtown, 1st Avenue North includes stoplights at two intersections. In addition, parallel parking is for west bound traffic, and a mix of parallel and diagonal boulevard parking is allowed for east bound traffic. At each of its intersections with Broadway and Maple Street NE, 1st Avenue North includes one lane of traffic traveling each direction and left turn lanes. At its intersection with Maple Street, 1st Avenue also includes a right turn lane.

3rd Street West is controlled by stop signs at Kemp Avenue and 1st Avenue NW through Downtown. One lane of traffic travels each direction, and on-street, parallel parking is allowed for each direction.

Pedestrian Oriented Transportation:

Currently sidewalks are installed adjacent most streets Downtown. Although no streets contain designated bike lanes, recreational trail is currently installed parallel to the Big Sioux River and travels east from the river to its current Downtown termination at its intersection with Maple Street. Likely the next extension of the recreational trail from Maple Street to the east will include some combination of a bike lane and boulevard recreational trail or an oversized sidewalk.

Parking Area and Landscaping:

Since most of the Downtown Redevelopment Area initially developed prior to any zoning requirements within the City many properties developed without landscaping or parking areas. Even areas of development adjacent to 1st Avenue North which developed in a fashion more typical of a highway strip with highway oriented businesses include limited landscaping and off-street parking areas. Recently redeveloped Downtown properties have renovated and improved parking lots with asphalt or concrete. In some cases the City has allowed the installation of diagonal boulevard parking in lieu of providing on-site parking spaces. It should be noted that current regulations exempt much of this area from requiring off-street parking spaces in conjunction with land uses.

Signs

Signs in this redevelopment area primarily include wall signs, some of which project over the right-of-way. In some instances pole signs are used. Despite several properties with enough

area from more than one pole sign, lots with more than one freestanding sign typically use the extra sign(s) as directional signs and for other instruction to patrons. Some properties utilize digital message boards but very few temporary signs are utilized in this redevelopment area. Currently off-premise signs are not allowed in commercially zoned property Downtown.

Building Materials and Loading Areas

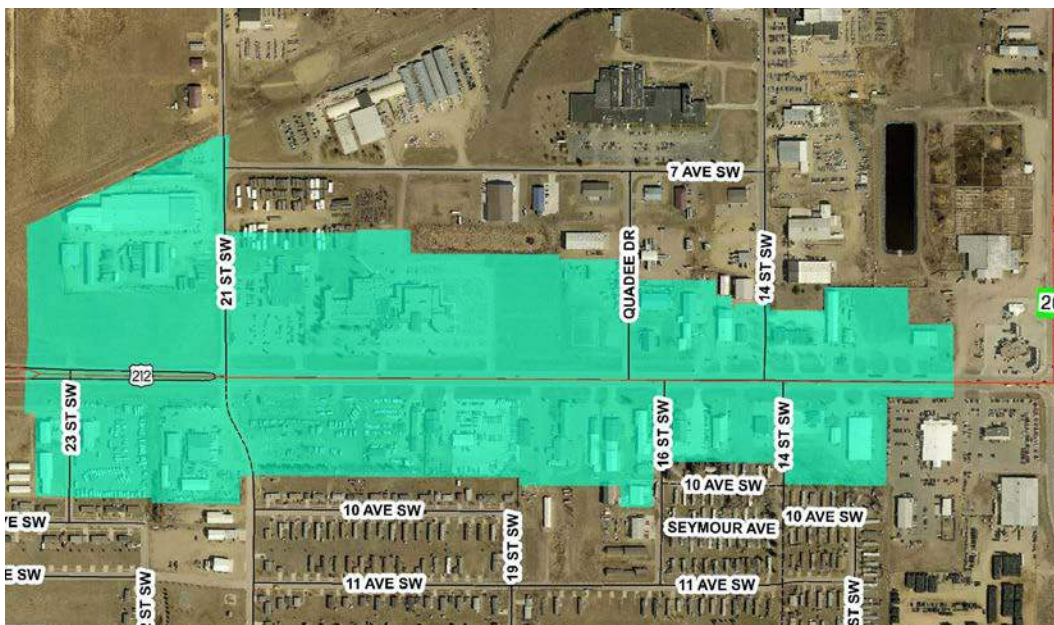
Many loading areas in this redevelopment area face alleys; however many do not. In those instances vehicles delivering bulk supplies stop traffic to either back into position to unload vehicles or to unload from the street. While some on-street unloading may be avoided with better utilization of alleys, some streets will continue to periodically be blocked due to loading and unloading at certain property until existing structures are removed or land uses significantly change.

Building materials primarily consist of brick, glass, stucco, similar materials or some combination thereof. Very few buildings utilize steel siding except for in warehouse or other industrial areas north of 1st Avenue North and some buildings west of 3rd Street West.

“West 212”

Area: This area includes nearly one mile of existing commercial development. The “West 212 Redevelopment Area” includes areas of commercial development adjacent to US HWY 212 with a west boundary of 23rd Street SW and bounded on the east by lots fronting SD HWY 20.

Map 51 – West 212 Orientation Map



General Development Pattern of Area:

This area developed as a classic “Highway Commercial” strip. Numerous large lot, single access, highway oriented commercial uses have developed.

Existing Transportation Network:

US HWY 212/9th Avenue South is an Arterial Street with 2 lanes running each direction with a center turn lane. US HWY 212 occupies a section line that is also a “correction line” for the US Land Survey System. As a result, section line right-of-way for the purposes of connecting collector streets are offset by approximately 600 feet, making it difficult to plan for north/south connection across US HWY 212.

US HWY 212 intersects one major collector street which is 21st Street SW. This intersection, at one time was identified as the location where the north by-pass for the City of Watertown would connect to US HWY 212. Airport expansion and other development since 1957 cut 21st Street West off from any future connection with a north by-pass, but 21st Street is still used as an important street for workers in industrial portions of Watertown located north of US HWY 212, as well as residents south and east of Lake Kampeska. North of US HWY 212, 21st Street SW includes one lane traveling in both directions with no turn lane and ditches to control storm water. South of US HWY 212, 21st Street SW consists of a thirty-six foot wide gravel surface to serve commercial businesses on both sides of 21st Street and residents of multiple manufactured home courts south of US HWY 212. (It should be noted that 21st Street SW is paved approximately 450 feet south of US HWY 212.) Traffic is managed on 21st Street SW at US HWY 212 with stop signs.

With the exception of 21st Street SW, no streets connect traffic across US HWY 212, despite the presence of 15 access or street locations south of US HWY 212, and 14 access or street locations north of US HWY 212 in this mile. Future redevelopment needs to encourage the sharing of access or development of frontage or rear access streets to decrease the amount of direct access on to this stretch of US HWY 212. Minimum space standards should be adhered to for arterial, collector and local streets.

Pedestrian Oriented Transportation:

US HWY 212 in this stretch is constructed as a rural section with ditches throughout most of the redevelopment area. Due to the design of the US HWY 212, with ditches, five lanes of traffic and no traffic stops, there are no parallel sidewalks, or pedestrian crossings intersecting the highway. Further, no side streets include sidewalks which would otherwise connect pedestrians from either of the two motels located in this development area.

The City of Watertown Trail Plan (2012) proposes the construction of a recreational trail extending from 4th Avenue SW, south to Lake Pelican adjacent to 21st Street. This trail is proposed for later phases, but the crossing of US HWY 212 corresponds with the location of a potential future traffic signal as identified in the City of Watertown 2005 Transportation Plan.

Parking Area and Landscaping:

Landscaping in this area typically complies with current requirements, and often exceeds minimum requirements for grass and trees. Most properties in this redevelopment area significantly exceed the minimum required lot area. As a result ample area for landscaping and parking exist.

This developed portion of US HWY 212 includes more gravel parking lots than any other portion of passing through city limits. It should be noted that over half of all parking lots in this area are

surfaced with asphalt or concrete. Further, parking areas sufficiently handle parking for present businesses. Also, in some instances parking area is used for display of items for sale and long term storage of merchandise and vehicles used in the operation of the business.

Signs

Existing signs in this redevelopment area include pole or monument signs used in conjunction with wall signs. Some properties utilize digital message boards but very few temporary signs are utilized in this redevelopment area. Currently off-premise signs are located north of US HWY 212. Under current regulations, numerous other locations adjacent to US HWY 212 in this stretch could be utilized for off-premise signs.

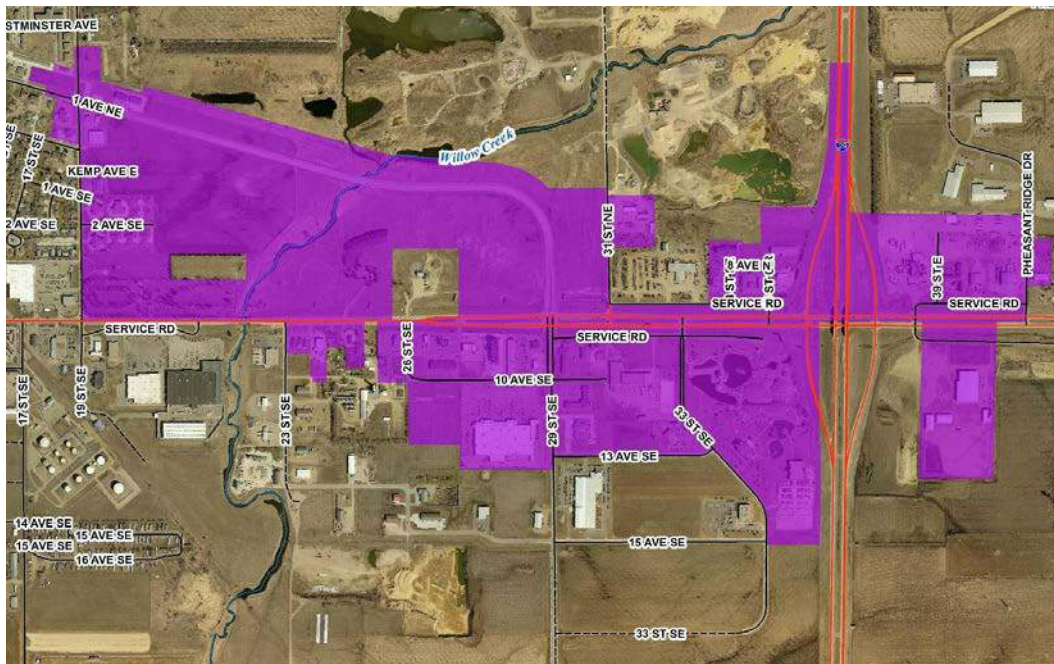
Building Materials and Loading Areas

It is not uncommon for loading areas in this redevelopment to face US HWY 212 or other streets. Siding materials for businesses consist of multiple types. Most buildings in this redevelopment area consist of brick or vertical steel siding. Recently redeveloped properties have combined brick and steel siding for exterior materials.

“Willow Creek/East Watertown”

Area: This area includes nearly two miles of existing and future commercial development. The “Willow Creek/East Watertown” redevelopment area is bounded on the north by Willow Creek Drive/1st Avenue NE and approximately at 13th Avenue SE on its south, stretching from the east end of City Limits to 19th Street SE or Willow Creek on the north and south sides of US HWY 212 respectively.

Map 52 – Willow Creek/East Watertown Orientation Map



General Development Pattern of Area:

This area includes three distinctive development areas.

- 1) North of US HWY 212 and served by Willow Creek Drive.
The future development of this area will be primarily supported by Willow Creek Drive which was constructed with public funds. Very little development presently exists in this area.
- 2) Area south of US HWY 212 between 23rd Street SE and Interstate 29.
Most of the development in this area has occurred since 2000. A mix of retail and office uses continues to develop here, bordered on the south by light industrial uses.
- 3) Area north of US HWY 212 and east of 31st Street NE.
The development pattern of this area was established while portions of this area were outside of City Limits, shortly after Interstate 29 was constructed. Infill and expansion commercial development has taken place since the mid 1990s.

Existing Transportation Network:

US HWY 212/9th Avenue South is an Arterial Street with 2 lanes running each direction and divided by a center median. US HWY 212 occupies a section line that is also a “correction line” for the US Land Survey System. As a result, section line right-of-way for the purposes of connecting collector streets are offset by approximately 600 feet, making it difficult to plan for north/south connection across US HWY 212. Due to inadequate spacing it is expected that the US HWY 212 intersection with 31st Street SE will be limited or even closed in the future.

Currently US HWY 212 includes traffic signals at two (2) intersections. Signals are installed at intersections with Willow Creek Drive and Interstate 29 at its exit for north bound traffic. Both intersections include left turn arrows and right turn lanes. In addition, the intersections of US HWY 212 with 23rd Street SE and 33rd Street SE meet minimum spacing requirements of the South Dakota Department of Transportation for the future installation of traffic signals. Traffic studies are planned regarding the need for a traffic signal at 23rd Street, with no such plans at the present time for the 33rd Street intersection.

In order to limit direct access to US HWY 212, internal streets are used. West of Willow Creek Drive/29th Street SE rear access roads are utilized or planned for future development. East of Willow Creek Drive/29th Street SE frontage roads are used to gather traffic from local streets or individual parcels.

One of two exits for the City of Watertown, the only exit within City Limits, from Interstate 29 is located in this Redevelopment Area. Exit and entrance ramps for the interstate include standard diamond shaped ingress egress. As earlier noted, northbound traffic is controlled with traffic signals, while southbound traffic is controlled using signs.

As mentioned above, US HWY 212 intersects Willow Creek Drive/29th Street SE which is classified as a major collector street. Willow Creek intersects US HWY 212 at a signalized intersection with two lanes for north/south traffic, divided by a center median, a left turn lane (with left turn arrows), and also uses right turn lanes. (The intersection of US HWY 212 and 19th Street SE is discussed in reference to the “Magic Mile” Redevelopment Area.)

One intersection of major collector streets is located in this redevelopment area. The intersection of Willow Creek Drive/First Avenue NE and 19th Street SE is located on the western edge of the Willow Creek/East Watertown Redevelopment Area. West of 19th Street, on 1st

Avenue NE, one lane travels east and west with a center turn lane. South turning traffic (right-turn) utilizes the eastbound lane. East of 19th Street, Willow Creek Drive includes two lanes of traffic for eastbound traffic while westbound traffic includes separate lanes for turning left, traveling straight, or turning right.

Future streets are encouraged to utilize and conform to the existing street network in this redevelopment area. Minimum space standards should be adhered to for arterial, collector and local streets.

Pedestrian Oriented Transportation:

Although no streets contain designated bike lanes, recreational trail is currently installed adjacent to Willow Creek Drive, connecting with a recreational trail which travels north into residentially developed property. Future development proposes the construction of an additional trail to be connected to Willow Creek Drive along the south side and following Willow Creek. Though not a part of the municipal recreational trail, the Redlin Art Center, also located in this redevelopment area has an extensive pedestrian trail system located upon the property. Further, future residential development west of Willow Creek is expected to install pedestrian walking paths throughout the development.

Currently sidewalks are installed adjacent to 29th Street SE and several internal streets south of US HWY 212 and east of 29th Street SE. Despite the predominant use of the property being commercial no other sidewalks serve this area. Further, none of the four motels located in this redevelopment area have sidewalks serving the property.

Parking Area and Landscaping:

Much of the area in the Willow Creek/East Watertown Development Area has developed or redeveloped since the establishment of minimum landscaping requirements for the city. Most developed properties meet or exceed minimum landscaping requirements. In 2010, a concerted effort to establish area near Willow Creek Drive (formerly known as 1st Avenue NE) as a future area of commercial development that would entice retail business and future shoppers to utilize the newly opened “gateway” to commercial development led to the establishment of the Gateway Overlay District. This district requires more landscaped area and tree plantings among other aesthetic requirements and includes much of the area visible from Willow Creek Drive. Outside of the Willow Creek Drive area, landscaping includes boulevard landscaping, interior landscaping, and trees spread throughout properties in accordance with existing standards.

All parking lots are surfaced with asphalt or concrete; in some instances. Parking lots provide a greater than necessary number of parking spaces in all but a few instances. During peak hours for restaurants additional parking may be necessary; however with the symbiotic nature of businesses in the area, shared parking often fulfills the need for additional parking stalls.

Signs

Existing signs in this redevelopment area include pole or monument signs used in conjunction with wall signs. Some properties utilize digital message boards but very few temporary signs are utilized in this redevelopment area. Currently off-premise signs are located north of US HWY 212 and adjacent to Interstate 29 in this redevelopment area. It is expected that many of the off-premise signs adjacent to US HWY 212 will be removed as property develops in this area. The City has adopted specific sign regulations for properties north of US HWY 212 and west of 31st

Street SE requiring a combination of monument and wall signs for primary signage and restricting temporary signage.

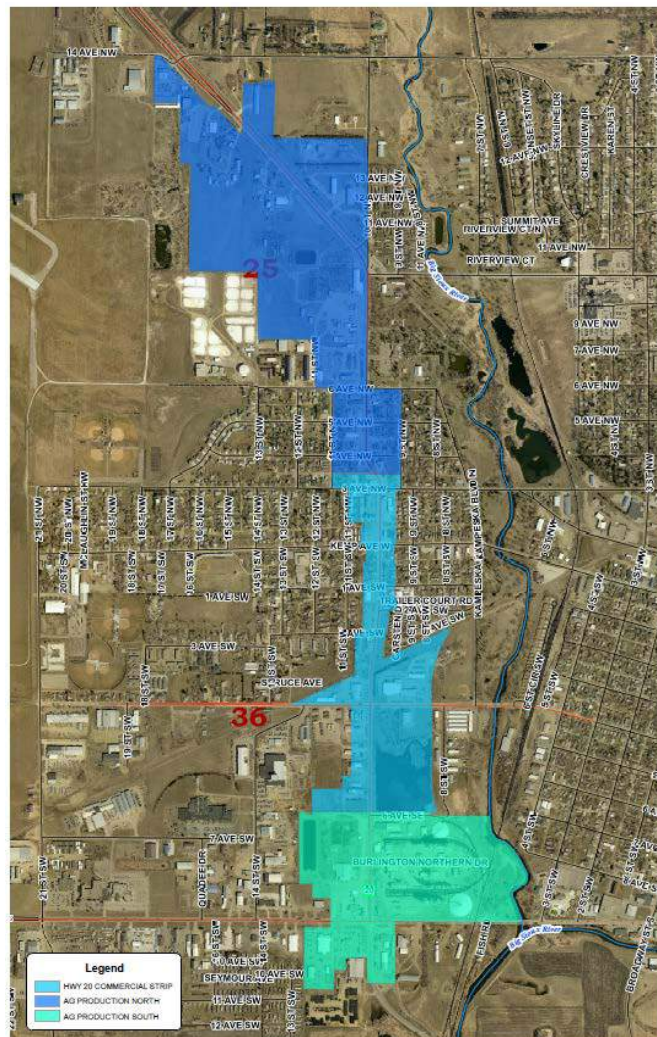
Building Materials and Loading Areas

Loading areas in this redevelopment area do not face US HWY 212 or Willow Creek Drive; and rarely face any other streets. Siding materials for businesses consist of multiple types. Many businesses, particularly those west of Interstate 29, use colored or non-colored brick surfaces, a combination of glass, stucco, or other siding commonly used for residential uses. Present development east of Interstate 29 includes buildings with different materials than west of the interstate. Many businesses east of Interstate 29 utilize steel panel for siding materials.

“SD HWY 20”

Area: This area includes nearly two miles of existing development. The “SD HWY 20” redevelopment area consists of strip commercial and industrial development adjacent to SD HWY 20 from its intersection with 14th Avenue NW on its north to its intersection with US HWY 212 on its south.

Map 53 – SD HWY 20 Orientation Map



General Development Pattern of Area:

This area includes three distinctive development areas.

1) Ag Production North - North of 3rd Avenue NW.

In the past the development pattern of this area was dictated by the livestock sale barn located at the intersection of SD HWY 20 and 10th Avenue NW. While some directly agriculturally related businesses remain, it is expected most of the redevelopment will occur at and surrounding the former sale barn site.

2) SD HWY 20 Commercial Strip - Area between 3rd Avenue NW and 7th Avenue SW

A mix of commercial uses supportive of both the residents of this portion of town as well as the needs of the surrounding agricultural community has developed in this area. Restaurants, gas stations, livestock supply, auto care, and other industrial or agricultural oriented commercial uses are located in this area in addition to the Municipal Utilities headquarters and a park.

3) Ag Production South – Area south of 7th Avenue to properties adjacent to the intersection of SD HWY 20 and US HWY 212.

This area includes the Watertown Coop Elevator, Glacial Lakes Livestock (sale barn), a drainage tile manufacturing facility, contractor equipment rental in addition to commercial uses such as financial institutions, a gas station, and auto sales.

Existing Transportation Network:

SD HWY 20/10th Street West is an Arterial Street with 2 lanes running each direction and divided by a center median. SD HWY 20 travels diagonally into the City until approximately following a section line from 10th Avenue North to its intersection with US HWY 212.

Currently SD HWY 20 includes traffic signals at four (4) intersections. Signals are installed at intersections with 3rd Avenue NW, Kemp Avenue, 4th Avenue SW, and US HWY 212. The intersections at 3rd Avenue NW and US HWY 212 include left turn arrows.

SD HWY 20 intersects one arterial street, US HWY 212/9th Avenue SW. At the intersection US HWY 212/9th Avenue SW consists of 2 lanes traveling north and south, with left and right turning lane in both directions. The intersection is signalized with left turn arrows. In addition, at that intersection SD HWY 20 connects with the South by-pass which connects with 20th Avenue SW through that intersection. At the intersection this portion of 10th Avenue SW includes two lanes of traffic traveling each direction as well as right and left turn lanes. South of the intersection this street narrows to two lanes.

SD HWY 20 intersects three collector streets; 10th Avenue NW, 3rd Avenue NW and 4th Avenue SW. 3rd Avenue NW and 4th Avenue SW each intersect SD HWY 20 at signalized intersections with one lane for north/south traffic and a center turn lane, but no left turn arrows. 10th Avenue NW intersects SD HWY 20 in a “T” intersection, which is controlled by a stop sign. 10th Avenue NW consists of two lanes of traffic.

Pedestrian Oriented Transportation:

This area does not contain any portion recreational trail. No streets contain designated bike lanes. Curbside and boulevard sidewalks of varying widths are located sparsely and intermittently adjacent to SD HWY 20.

Parking Area and Landscaping:

Landscaping in this area is consistent with “strip commercial development” found throughout the region. Most of the area for each lot which is used as building space is dedicated to parking. With few exceptions, if any landscaping is found on a lot, it is found in the boulevard space. Very few other landscaped features such as plantings, islands, trees, etc. can be found adjacent to SD HWY 20 in this portion of the City.

Parking lots are primarily surfaced with asphalt or concrete; in some instances, however, gravel is used. Adequate parking is available. In some instances (not exclusive to vehicle sales) parking area is used for display of items for sale and long term storage of merchandise and vehicles used in the operation of the business.

Signs

Existing signs in this redevelopment area include primarily pole signs used in conjunction with wall signs. Numerous off-premise signs are located in this redevelopment area. The City has adopted specific sign regulations for properties north of US HWY 212 and west of 31st Street SE requiring a combination of monument and wall signs for primary signage and restricting temporary signage.

Building Materials and Loading Areas

Typically loading areas in this redevelopment to face SD HWY 20 or other streets. Siding materials for businesses consist of multiple types. Most buildings in this redevelopment area consist of brick or vertical steel siding. Recently redeveloped properties have combined brick and steel siding for exterior materials.

“North 81”

Area: This area includes one and a half (1.5) miles of existing development. The “North 81” redevelopment area consists of a mix of office and residential development adjacent to US HWY 81 from 3rd Avenue NE to 14th Avenue NE, and includes a “node” of commercial development stretching north from 14th Avenue NE.

Map 54 – North 81 Orientation Map



General Development Pattern of Area:

This area includes two development areas

- 1) Commercial Redevelopment in Residential Area – Between 3rd Avenue NE and 14th Avenue NE. This area includes numerous offices and residences. Numerous zoning designations are used to allow for the current mix of uses in these properties which have been converted from medical and residential uses to other clinical and service offices.
- 2) US HWY 81/14th Avenue NE Commercial Node - Area of commercial development north of the intersection of 14th Avenue

Commercial uses are located at the corner of 14th Avenue and US HWY 81, with professional services extending north and east from that intersection for several blocks.

Existing Transportation Network:

US HWY 81/4th Street East is an Arterial Street with 2 lanes running each direction and divided by a center left-turn lane. US HWY 81 is centered upon a section line from the US Land Survey throughout this development area. The street was recently expanded to include wider lanes throughout this development area.

Currently US HWY 81 includes traffic signals at three (3) intersections. Signals are installed at intersections with 3rd Avenue NE, 10th Avenue NE, and 14th Avenue NE. The intersections at 3rd Avenue NW and US HWY 212 include left turn arrows.

US HWY 81 intersects two major collector streets: 3rd Avenue NE and 14th Avenue NE. The two streets each intersect US HWY 81 at signalized intersections with one lane for east/west traffic and a center turn lane, but no left turn arrows.

US HWY 81 intersects one minor collector streets, 10th Avenue NE at a signalized intersection. At the intersection 10th Avenue includes one lane for left-turning traffic and one lane for straight or right-turning traffic; however turning lanes are not marked

Pedestrian Oriented Transportation:

The recreational trail is located on the shoulder of 14th Avenue NE at the crossing of US HWY 81. No streets contain designated bike lanes. Curbside and boulevard sidewalks of varying widths are located adjacent to US HWY 81. In addition a cross-walk signal is located north of the intersection of Highland Boulevard and US HWY 81.

Parking Area and Landscaping:

Commercial and residential uses include wide landscaped areas with grass, trees and other plantings in the boulevard and on private property. Parking lots are all surfaced with asphalt or concrete. Adequate parking is available.

Signs

Existing signs in this redevelopment area include primarily ground/monument signs except at the intersection of US HWY 81 and 14th Avenue where pole signs are used. This area is devoid of any off-premise advertising. Most land uses north of 10th Avenue NE are restricted either by zoning district or by land use in terms of sign height, area, and type.

Building Materials and Loading Areas

Typically loading areas in this redevelopment area face the rear of the lot. Steel siding is not used on commercial/office uses in this area. All buildings are constructed with residential siting and/or brick or similar material.

FUTURE LAND USE

The future land use section of this plan addresses redevelopment of established areas of the City as new development on the fringe of the City. The review of existing development within the City revealed issues with potential for conflict as infill and redevelopment efforts continue. Expansion of intensive special uses such as healthcare facilities, Lake Area Technical Institute, and the proliferation of commercial storage and contractor shops in addition to development differences within the established portion of the community present opportunity to allow for the continuation and expansion of these potential points of conflict in an orderly manner. Recommendations for developed portions of the city pragmatically approach redevelopment of the areas identified in the existing land use section above.

Land consumption projections provide an estimate of land necessary to support the population growth projected for the City. Whether accommodated through the redevelopment of long established areas of town, infill development, or expansion of city boundaries into previously undeveloped areas the City needs to plan for how much developable area is necessary. While still pragmatic in nature, recommendations for the fringe of the City address future land use with an orderly development pattern based upon compatibility of future development and the ability to efficiently extend infrastructure to serve the future uses. It is not expected that all areas identified for development will develop within the specified period. Instead this plan identifies where certain development may be accommodated and when.

Residential

Factors the City considers when determining an area's residential land use are availability of utilities, the development's impact on the local and regional traffic system, vehicle accessibility, and proximity to and impact upon community facilities such as schools, parks, and open space. Vehicular, bicycle, and transit routes should be accessible, yet residential areas should be protected from heavy traffic. Most residential areas should be within convenient proximity to neighborhood retail centers. Public and other institutional uses such as churches and schools are generally allowed within residential districts. Assisted care residential facilities (elderly care, nursing homes, etc.) will generally be allowed in single-family, multi-family, or planned development land use categories. These will be reviewed on a case-by-case basis, taking into consideration surrounding uses, intensity of development, and traffic impacts.

Single-Family

The single-family land use classification is designated for conventional single-family dwellings. Lot sizes may vary according to the characteristics of each area. Portions of new developments and redevelopment of existing single family neighborhoods may reach densities of up to five (5) units per acre. However housing densities in most of the newer residential subdivisions will generally range from 2.5 to three (3) units per acres.

Multiple-Family

The multiple-family use classification provides areas within the community for medium to high-density neighborhoods (six to forty units per acre). Housing types in the multiple-family use classification would include duplexes, town houses, condominiums and apartments. Duplexes and similar multiple-family units may be placed in most neighborhoods with single-family residences as long as the overall appearance and density of the neighborhood is neither affected nor exceeded. In most cases medium to higher density residential development (apartment, town houses and condominiums) is a compatible use in areas adjacent to major traffic corridors or near major centers of employment or education.

Besides the locational factors pertaining to single-family developments, multiple-family land use developments will need adequate sized lots to provide necessary space for on-site parking which may vary depending upon the request.

Manufactured Housing

Manufactured housing developments should have requirements similar to other single-family neighborhoods. The principle distinction is that the density of the manufactured home development is usually greater than typical single-family neighborhoods. The City will continue to utilize minimum standards for manufactured homes intended to ensure the quality housing stock does not exclude manufactured homes.

Commercial

Retail commercial areas in the City tend to serve either neighborhood or regional retail needs and can be comprised of a variety of uses. The design of retail areas should provide for convenient access, efficient pedestrian and vehicular circulation, and a comfortable pedestrian environment. The design of retail commercial areas must contribute to the aesthetic character of the area.

Commercially developed areas should be compact and well defined so that their impact on adjacent neighborhoods is minimal. Major streets or natural barriers should be used as district boundaries to discourage encroachment of commercial uses into residential neighborhoods. Multiple-family housing or office uses are the most appropriate transition between commercial areas and single-family areas.

It is anticipated that additional neighborhood and community commercial centers will be integrated into residential growth areas as development in those areas occurs. Future siting of these commercial developments should be based on access to major streets generally at one-mile intervals, and corresponding to the boundaries of two or more residential neighborhoods.

Prior to construction, each commercial development project should be subject to a specific site design, review and approval process. This should ensure that the development would have an attractive and uniform architectural design. The arrangement of the on-site buildings should provide for efficient and viable long-term usage. Further, disruption to on-site circulation or adjacent land use should be discouraged by appropriately locating and designing the development's service areas.

Vehicular access to these highway commercial areas should be sufficiently set back from intersecting streets with appropriate sight distance maintained at all entry points. Also, in order to enhance vehicular traffic flow on adjacent streets, strict controls affecting the number and location of accesses to the highway commercial areas should be established.

Mixed-Use

Mixed-use areas will provide space for retail uses in addition to office parks and industrial development, public and quasi-public uses, and some multiple-family uses in appropriate locations. These areas provide for the location of employment centers at sites which are convenient to residential development and accessible from existing or proposed transportation facilities. They should discourage strip development and encourage more compact and higher quality development.

Industrial

A well conceived land use policy should consider the development of land use areas designated for various types of industrial usage. Today's industries need areas which will afford opportunities for expansion and the provision of quality municipal services.

When designating sites for industrial usage, the future land use plan needs to consider the various types of industrial activities that may be involved. The plan will provide areas within and adjacent to the City for the development of planned industrial parks as well as smaller sites for limited industrial uses.

When selecting these areas, the Planning Commission considered the following:

- Compatible adjacent land use;
- Traffic issues such as the proximity to arterial transportation routes and/or railroad access, and the site's probability of conflicting with residential or commercial traffic;
- Economic feasibility in providing services to these areas; and
- Type of industry and room for expansion.

Public/Quasi-Public/Institutional

Public and quasi-public areas are intended to contain uses related to general community services, such as parks, fire stations, elementary/secondary and post secondary schools, community centers, hospitals, municipal centers, police stations, water and sewage treatment facilities, and municipal maintenance yards. Various factors outside of demographics of the City of Watertown influence needs for these uses since Watertown serves as a civic and healthcare hub for the region. Currently expansions are being planned for post-secondary education facilities, the public school system, court services, and the detention center. It is also expected that the need for a third fire station may arise during the planning period if development continues in the northeast part of the community. As the number of residents reaching retirement age increases, it is expected that the need for institutional living or a combination of multiple family and institutional living will also increase. Future public and quasi-public uses such as schools, churches, and parks and recreational facilities, although not shown specifically on the future land use maps, are generally allowed in residential areas subject to City review and approval.

Open Space

Open space is a desired amenity of the urban environment. Circumstances and conditions under which open space areas should be set aside relate largely to a community's commitment for improving the visual appearance of the City.

- At a minimum, wetlands, floodway and land areas with twenty (20) percent grade or greater should be protected from extensive urban development;
- Areas within and around the community that have a scenic value that enhances the quality of life should be identified and protected whenever possible;
- Roadway and utility improvements, as well as buildings and signage should be controlled so that they are sensitive to adjacent scenic areas.
- With appropriate planning, and coordination of adjacent development projects, a system of interconnected belts of permanent open space (greenway) can be created to provide a pleasant contrast the urban scene.
- Promote orderly growth of the community by establishing a restricted use zoning district for lands not yet adequately served for future development, rather than utilizing an agricultural zoning designation.
- Promote conversion of properties with history of flood damage to open space if funding is available.

Agricultural

Land areas not expected to be developed within the planning period have been designated as agricultural in the future land use plan. No attempt has been made to project which, if any, of these areas should be permanently maintained for agricultural purposes. Contrary to a rural development plan, an “agricultural” designation does not imply the intention is for the property to remain agricultural indefinitely; rather that urban development is not yet appropriate for that designated area.

- Protect uses which require open space and/or are of an agricultural nature by establishing a restricted use zoning district for lands not yet adequately served for future development, rather than utilizing an agricultural zoning designation.

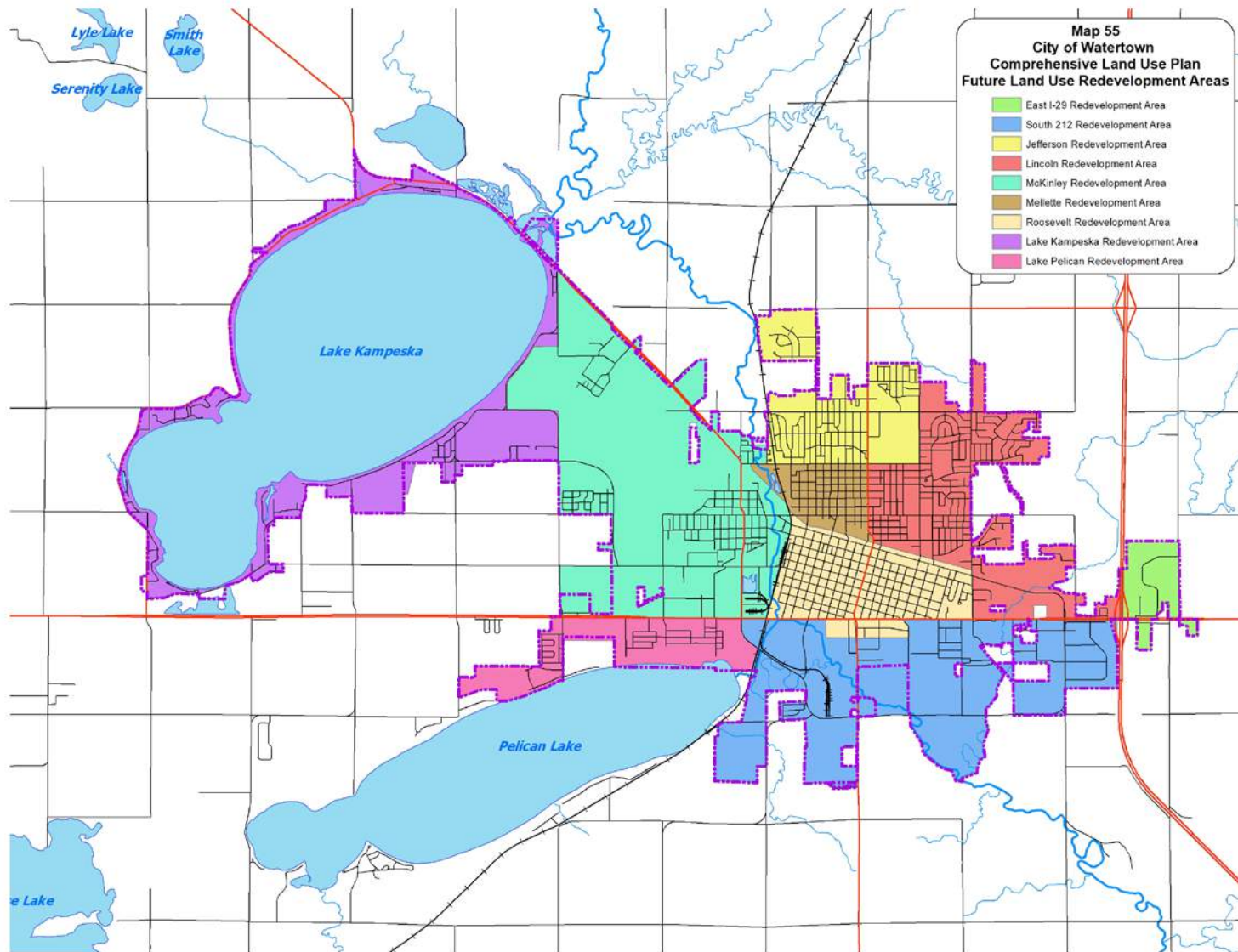
Table 29 contains land use location and design criteria for the above land use types. These criteria are the basis for growth and land use regulation for the City of Watertown.

REDEVELOPMENT PLAN

Redevelopment efforts that improve upon the existing land uses in the older, established areas of the City are encouraged. These efforts may come in the form of rehabilitating existing structures through modernization or from the demolition, removal and replacement of obsolete structures. It should be stressed that all redevelopment efforts within established areas of the community must comply with existing adjacent land uses and/or recommendations of the Planning Commission.

Previous sections address current land uses and development considerations within these redevelopment areas or for certain types of land uses. This section addresses recommendations to provide guidance for decisions in the redevelopment of the existing urban area of the City and for the infill of incorporated areas not yet developed. The recommendations are based upon anticipated redevelopment needs of the City as well as past policy in implementing rules in place. The Redevelopment Plan contains recommendations intended to account for various land development issues by splitting the City into nine (9) geographic areas (see Map 55). Those areas include the five (5) elementary school districts, the Lake Kampeska Redevelopment Area, the Lake Pelican Redevelopment area, the South US HWY 212 Redevelopment Area, and the East Interstate 29 Redevelopment Area. Recommendations for commercial redevelopment areas identified in the existing land use section are found within the redevelopment area containing the majority of the commercial area. The following are planning issues and development considerations common to all of the growth areas:

Map 55 – Future Land Use Redevelopment Areas Orientation Map



Planning Issues and Development Considerations Common to All Redevelopment Areas

- Regulatory tools should be developed to allow for the continuation of land uses and densities not supported by current regulations but are consistent with sound planning practices and the overall development of the community.
- Existing undeveloped but subdivided areas require infrastructure improvements prior to re-plat or issuance of building permit. If deemed appropriate by the City, developers may provide assurance that extension of streets, water, sanitary sewer, storm sewer, etc shall be extended under specified circumstances to occur in the future.
- On a case by case basis the City shall determine whether street system may be improved by expanding service capacity of existing streets, decreasing size of streets where right-of-way is deemed excessive, or elimination of streets or alleys where such streets or alleys are no longer considered necessary for the transportation system of the city while making accommodations to retain easements or rights-of-way for services.
- Encourage infill of vacant subdivision lots and the development of lots of record before allowing development of agricultural land.
- Secure through acquisition and/or dedication proper right-of-way for extension and reconstruction of major street construction along collector and arterial streets in the planning of street projects and redevelopment projects.
- Incorporate pedestrian/sidewalk trail design in reconstruction/street projects.
- Implement recommendations of Master Trail and Master Sidewalk plans in the development of new pedestrian sidewalk/trails.
- Redevelopment which cannot meet flood design standards in the flood plain is not allowed.
- A specific “Civic Use” zoning district should be created to accommodate public or civic uses may include multiple accessory uses that may not be otherwise compatible in its existing zoning districts.
- A specific “Campus” zoning district should be created to allow for multiple mixed uses provided a plan has been approved indicating possible uses upon the property, building materials, minimum setbacks between structures on the property and from property lines in addition to other specific information deemed necessary.
- A specific “Office” zoning district should be created to allow for limited commercial uses such as clinical and other professional services, as well as mixed use structures which may allow for residential units within the same structure as the listed commercial uses.
- Adoption of standard policy for conversion of private streets and utilities to public streets and utilities including but not limited to upgrading of infrastructure to meet city standards, dedication of right-of-way/easements, compliance with boulevard requirements [where applicable], and financial responsibility of all requirements.

- Aesthetic and access controls should be placed on developments along major arterials and collector routes. This can be accomplished by limiting access points and promoting aesthetics by implementing landscaping, buffering, outside storage screening, and sign measures, and other design standards through appropriate site-design and review.

Lake Kampeska Redevelopment Area

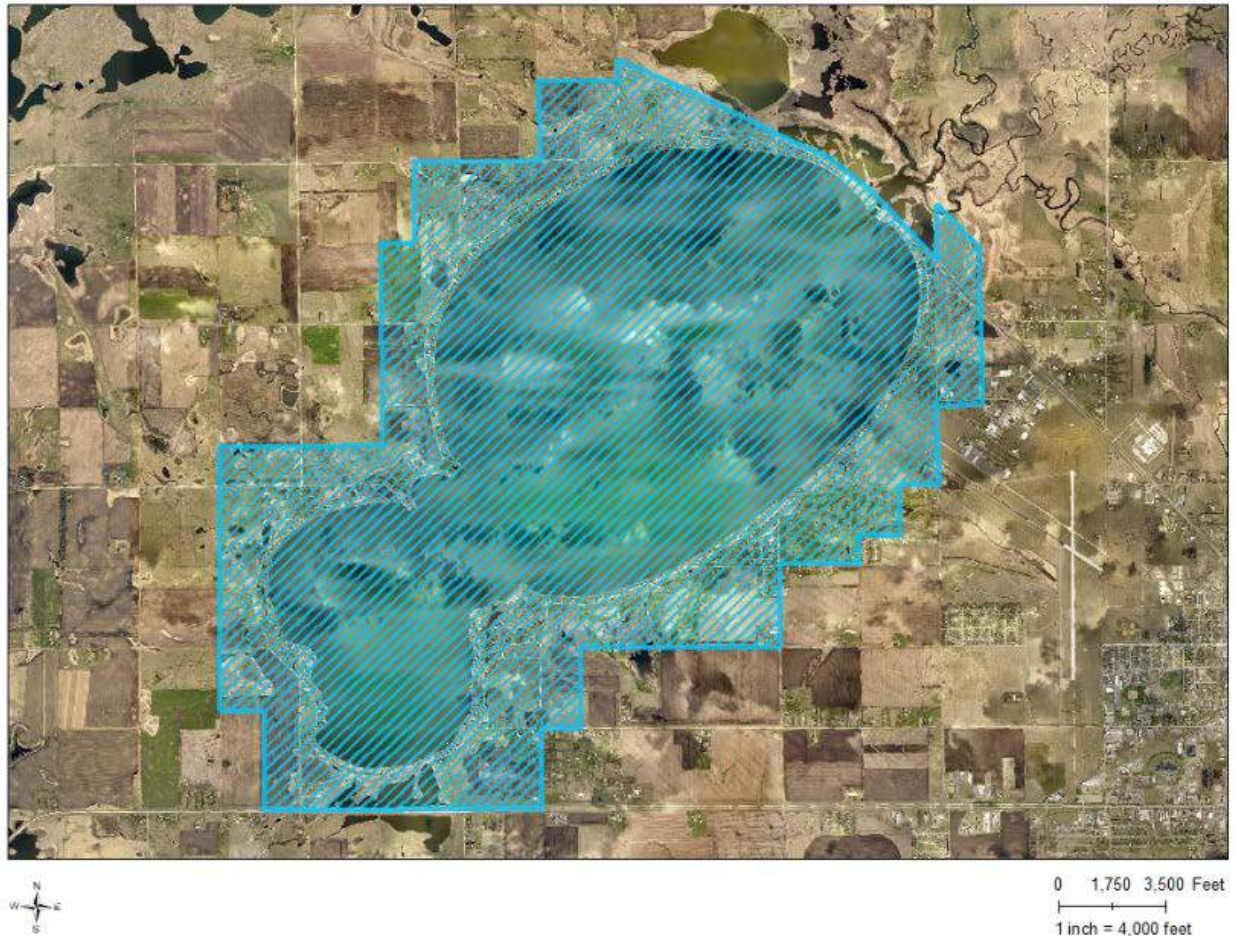
The Lake Kampeska Redevelopment Area is primarily limited to land within city limits on either side of North and South Lake Drive(s). This redevelopment area also includes any other land located west of 31st Street west and north of US HWY 212. Though other land use documents have been prepared for this area and may be reviewed in consideration of the implementation of this plan; this plan shall supersede those documents (unless otherwise stated in this plan) in serving as the basis for land use decisions.

Development Considerations for the entire Lake Kampeska Redevelopment Area

- In order to accommodate existing nonconforming or irregularly shaped lots as well as unique drainage, storage, parking, accessory uses, and principal uses, it is recommended that additional zoning districts should be created for portions of the undeveloped area and much of the currently R-1 Single Family Residential District in the area identified in Figure 9 C-L Boundary Map for Lake Kampeska. In addition to other standards, specifically it is expected the special zoning district will be created to address:
 - Certain recreational and commercial land uses which may differ from other residential zoning districts
 - Appropriate building materials
 - Parking and outdoor storage
 - Variability in setbacks based upon:
 - Lot coverage
 - floor area ratio
 - Lake-side vs road-side
- Encourage coordinated community activities and amenities at existing golf courses and parks within this redevelopment area by assigning a zoning designation which would accommodate the commercial activities associated with the existing land use. These uses may be allowed under a newly created zoning district for public or civic uses.
- New residential, commercial or industrial development should be discouraged west of 449th Avenue and Pompeska Drive until upgrades have been made to the sanitary sewer, water, and electrical system to support such uses.

- New residential or commercial development may only be allowed east of 449th Avenue and Pompeska Drive upon determination that such development can be accommodated without upgrading sanitary sewer, water, and electrical services to areas outside of the area to be developed.

Figure 9
C-L Boundary Map for Lake Kampeska



McKinley Redevelopment Area

The primary boundaries of the McKinley Redevelopment Area are located at the Burlington Northern Railroad (on its east), US HWY 212 on its south, and 31st Street West (on its west). The McKinley Redevelopment Area includes all of Watertown Airport, in addition to the “SD HWY 20 Redevelopment Area” and the “West 212 Redevelopment Area.” Also four (4) of the City’s thirteen (13) industrial areas are located in this redevelopment area. Over eighty percent (80%) of the industrial areas in this redevelopment area are already developed. Over half of the undeveloped land includes the former north sale barn and surrounding area.

Development Considerations for the entire McKinley Redevelopment Area

- Encourage coordinated community activities and amenities at specific use parks within this redevelopment area such as: Codington County Extension and Expo/Koch Complex, Foundation Fields, Watertown Stadium, Bramble Park Zoo, Derby Downs, in addition to other parks and public/quasi-public facilities should be assigned a zoning designation which would accommodate the commercial activities associated with the existing land use. These uses may be allowed under a newly created zoning district for public or civic uses.
- Protect Watertown Regional Airport from encroaching land uses by the creation and adoption of runway protection overlay districts to prohibit incompatible structures and uses, and coordinate land uses development within approach zones with airport management.
- Provide opportunity through performance standards or by creating an overlay zoning district to allow decreased lot area, width or setback requirements in clusters of lots established before current zoning requirements. Though other areas may qualify, in this redevelopment area the decreased requirement could be confined to the areas east of 13th Street NW and north of 1st Avenue SW in addition to the area between 3rd Avenue NW and Kemp Avenue.
- Protect existing industrial uses from encroachment of incompatible uses.
- Encourage and enhance perimeter landscaping and screening where industrial uses border residential zoning districts and/or arterial or collector streets.

Development Considerations for the “SD HWY 20” Redevelopment Area

The following policies are recommended policies for redeveloping properties in the area identified as the SD HWY 20 redevelopment area. These policies should be considered when planning new projects within this area as well as redevelopment projects. Zoning ordinance amendments and Board of Adjustment actions should consider the following recommendations, if applicable to requests in this area.

Boulevard space:

- Access to SD HWY 20 shall be regulated in accordance with the requirements of SDDOT.
- Accesses for other streets shall be reviewed on a case by case bases and limited in accordance with the adopted/accepted policies regarding access for the City of Watertown.
- Minimum boulevard landscaping requirements shall be met. This includes established minimums for trees and other landscaping requirements.
- The required location for sidewalks adjacent to streets and meeting ADA requirements, is in the landscaped boulevard space.
- Sufficient right-of-way should be reserved for future trail expansion/connection in this area.

Parking Areas:

- On street parking on arterials and collectors is prohibited.
- On street parking on other streets should be discouraged, and prohibited at intersections, and on certain streets.
- Minimum off-street parking requirements should be established for applicable uses and met.
- Properties not meeting minimum landscaping requirements for parking lots should meet minimum landscaping requirements as redevelopment occurs. This includes established minimums for trees and other landscaping requirements.
- All areas used for parking, display, and loading shall be surfaced with concrete or asphalt.

Signs:

- Temporary or portable signs should be allowed only if attached to the primary structure and the duration of use is limited.
- A wide variety of sign types (pole, monument, wall, electronic message center, etc) are encouraged provided established area and spacing requirements are met.

Buildings/Structures:

- Loading doors facing SD HWY 20 shall be appropriately screened and may be required to be setback farther than established minimum setbacks for primary structures.
- Brick, stucco, or other similar materials used for residential siding are the recommended building siding materials for exterior facing a street (facing a “front yard”).
- Vertical steel siding may be allowed on walls facing a street (facing a “front yard”) if used in combination with brick, stucco, or other similar materials used for residential siding.

General Considerations:

- Multiple frontage or reverse frontage roads are encouraged to limit direct access to arterial and collector streets in this area.
- Areas contained within the “Ag Production North” SD HWY 20 Redevelopment Area may experience a change in use from industrial and agriculturally oriented commercial uses to retail and high density residential land use. Commercial and high density residential zoning designations are encouraged for this portion of the redevelopment area.
- Areas contained within the “Commercial Strip” SD HWY 20 Redevelopment Area are largely developed with some opportunity for infill development or redevelopment of existing residential uses into commercial uses. A commercial designation supportive of retail and rental of farm and industrial equipment or services as well as highway oriented retail should be retained for this area.

- Areas contained within the “Ag Production South” SD HWY 20 Redevelopment Area are expected to remain in a mix of heavy industrial and commercial uses. While a mix of industrial and commercial designations should be applied to this area, industrial uses may be required to incorporate perimeter landscaping and to pave or vegetate open areas.

Jefferson Redevelopment Area

The Jefferson Redevelopment Area includes all property in the City north of 10th Avenue North which is east of 7th Street NW and west of 11th Street NE. This redevelopment area includes more of the “North 81” Redevelopment Area than any other redevelopment area.

Development Considerations for the entire Jefferson Redevelopment Area

- Encourage coordinated community activities and amenities at specific use parks within this redevelopment area such as: Highland Park, the Prairie Lakes Wellness Center, and the Middle School (at the intersection of 14th Avenue NE and 11th Street NE), in addition to other parks and public/quasi-public facilities should be assigned a zoning designation which would accommodate the commercial activities associated with the existing land use. These uses may be allowed under a newly created zoning district for public or civic uses.
- Encourage the retention and expansion of private education opportunities by allowing a mix of uses on campus of Great Plains Lutheran and other private schools provided certain building, screening, and other standards are met. These uses may be better managed in a newly created form of a planned development zoning district for uses which require large areas to provide all customary services for the use.
- Reserve areas for future expansion or location of public parks and schools in the redevelopment area.
- Provide opportunity through performance standards or by creating an overlay zoning district to allow decreased lot area, width or setback requirements in clusters of lots established before current zoning requirements. Though other areas may qualify, in this redevelopment area the decreased requirement could be confined to areas south of 14th Avenue North, between Karen Street and Maple Street.

Development Considerations for the “North 81” Redevelopment Area

The following policies are recommended policies for redeveloping properties in the area identified as the North 81 redevelopment area. These policies should be considered when planning new projects within this area as well as redevelopment projects. Zoning ordinance amendments and Board of Adjustment actions should consider the following recommendations, if applicable to requests in this area.

Boulevard space:

- Access to US HWY 81 shall be regulated in accordance with the requirements of SDDOT.
- Accesses for other streets shall be reviewed on a case by case bases and limited in accordance with the adopted/accepted policies regarding access for the City of Watertown.
- Minimum boulevard landscaping requirements shall be met or exceeded. This includes established minimums for trees and other landscaping requirements.
- The required location for sidewalks adjacent to streets and meeting ADA requirements, is in the landscaped boulevard space.
- Sufficient right-of-way should be reserved for future trail expansion/connection in this area.

Parking Areas:

- On street parking on arterials and collectors is prohibited.
- On street parking on other streets should be discouraged, and prohibited at intersections, and on certain streets.
- Minimum off-street parking requirements should be established for applicable uses and met.
- All areas used for parking, display, and loading shall be surfaced with concrete or asphalt.

Signs:

- Temporary or portable signs should be allowed only if attached to the primary structure and the duration of use is limited.
- Monument signs are preferred in this development area, however pole and wall signs may be allowed.
- Limitations on height and illumination of signs may be implemented in areas adjacent to residentially used property.

Buildings/Structures:

- Loading doors are required to face the rear of the property and may be required to be screened.
- Brick, stucco, or other similar materials used for residential siding are the required building siding materials.

General Considerations:

- Creation and implementation of an “Office” Zoning District to be modeled after existing regulations for “Specific Use Office Buildings” should be applied to the commercial redevelopment in the residential areas and allowed to expand where determined appropriate.

Mellette Redevelopment Area

The primary boundaries of the Mellette Redevelopment Area are the Big Sioux River (west); 10th Avenue North (north); 1st Avenue North (south); US HWY 81 (east). This redevelopment area includes the city’s initial railroad industrial area. Three-fourths of this development area is already developed, however could see redevelopment over the planning period for industrial uses or a mix of other high density uses.

Development Considerations for the entire Mellette Redevelopment Area

- Allow for growth of the healthcare campus at Prairie Lakes Hospital by allowing a mix of uses on its campus provided certain building, screening, and other standards are met. These uses may be better managed in a newly created form of a planned development zoning district for uses which require large areas to provide all customary services for the use.
- Create a method of tracking, reviewing, and performing safety inspections on single family residences converted to multiple family structures as a “by-right” use subject to certain safety and parking requirements.
- Provide opportunity through performance standards or by creating an overlay zoning district to allow decreased lot area, width or setback requirements throughout the entire development area.
- Reserve areas for public parking near clusters of multiple family units in areas originally designed for single family residences.
- Allow the continuation of certain industrial uses subject to certain performance standards but to allow setback requirements which take into account the irregular size and shape of lots in this area through specific standards or by creating a separate zoning district to allow decreased lot area, width or setback requirements throughout the entire development area.
- Identify sites that are currently or may be classified in the future as brownfields, and discourage incompatible development over them.

Lincoln Redevelopment Area

The Lincoln Redevelopment Area extends to the eastern edge of city limits and/or Interstate 29 from its western boundary on 19th Street SE (from US HWY 212 – the southernmost boundary)

to 1st Avenue NE, then west to US HWY 81 where the boundary travels north and then back east at 10th Avenue NE to 11th Street NE which is the western boundary at the north end of this redevelopment area. The Willow Creek Redevelopment Area is located within this area. In addition, the Stromseth Industrial Park is located in this redevelopment area as well. As referenced on page 77 of the plan, three-fourths of this development area remains to be developed, however improvements need to be made to streets, water, and sewer facilities to develop this area.

Development Considerations for the entire Lincoln Redevelopment Area

- Allow for growth of the Mount Marty and Lake Area Technical Institute campus by allowing a mix of uses provided certain building, screening, and other standards are met. These uses may be better managed in a newly created form of a planned development zoning district for uses which require large areas to provide all customary services for the use.
- Provide opportunity through performance standards or by creating an overlay zoning district to allow decreased lot area, width or setback requirements primarily in the area west of 7th Street NE, but also in other areas where high densities of single family residential development existed prior to current zoning regulations.
- Identify the density of industrial development which may be allowed in Stromseth Industrial Park before water, sewer, and 31st Street are improved to serve the area.
- A mix of land uses compatible with those uses south of Willow Creek should be encouraged adjacent to and north of Willow Creek.
- Planned Residential development west of Stromseth Industrial Park protected from encroachment of industrial uses by means of screening, landscaping and transition of land uses from east to west to uses more compatible with single family residential development.

Development Considerations for the entire Willow Creek Redevelopment Area

The following policies are recommended policies for redeveloping properties in the area identified as the Willow Creek redevelopment area. These policies should be considered when planning new projects within this area as well as redevelopment projects. Zoning ordinance amendments and Board of Adjustment actions should consider the following recommendations, if applicable to requests in this area.

Boulevard space:

- Access to US HWY 212 shall be regulated in accordance with the requirements of SDDOT.
- Access to Willow Creek Drive shall be limited to a minimum spacing of 400'.
- Accesses for other streets shall be reviewed on a case by case bases and limited in accordance with the adopted/accepted policies regarding access for the City of Watertown.
- Except for Willow Creek Drive, access to collector and local streets is limited to 2 driveways per standard block.

- Minimum boulevard landscaping requirements shall be met, and may be required to be exceeded in certain areas as property develops or redevelops. This includes established minimums for trees and other landscaping requirements.
- The required location for sidewalks adjacent to streets and meeting ADA requirements, is in the landscaped boulevard space.
- In dense commercially developed areas, sidewalks are recommended to be constructed to a width greater than the minimum ADA requirements.
- Sufficient right-of-way should be reserved for future trail expansion/connection in this area.

Parking Areas:

- On street parking on arterials and collectors is prohibited.
- On street parking on other streets should be discouraged, and prohibited at intersections, and on certain streets.
- Minimum off-street parking requirements should be established for applicable uses and met.
- Properties not meeting minimum landscaping requirements for parking lots should meet minimum landscaping requirements as redevelopment occurs. This includes established minimums for trees and other landscaping requirements.
- The area north of US HWY 212 and visible from Willow Creek Drive will be subject to additional landscape requirements to allow for additional planting of trees and maintenance of landscaped area.
- Exact location of internal landscaped area and transitional yards may be moved on a subject provided such landscaped area is provided in another location in conjunction with the same building project.
- All areas used for parking, display, and loading shall be surfaced with concrete or asphalt.

Signs:

- Temporary or portable signs should be allowed only if attached to the primary structure and the duration of use is limited.
- Signs located north of US HWY 212, between 19th Street and 31st Street East shall consist of monument or wall signs.
- Signs located south of US HWY 212 or north of US HWY 212 and east of 31st Street East should consist of wall and monument signs. Other sign types may be allowed as well.
- The placement of new off-premise signs and replacement of existing off-premise signs should be limited to property adjacent to Interstate 29.

Buildings/Structures:

- Loading doors shall not face US HWY 212, Willow Creek Drive, or 29th Street SE.
- Front yard setbacks may be decreased if the area between the right-of-way and structure are dedicated to landscaped area, not used for parking or driveways provided minimum parking requirements can be met.

Property West of 31st Street SE and 29th Street SE

- At a minimum siding visible from US HWY 212 or Willow Creek Drive shall consist of brick, stucco, or other similar materials used for residential siding.
- In certain cases, additional portions of commercial buildings may be required to be sided with brick, stucco, or other similar materials used for residential siding; unless appropriately screened from neighboring property.

Property East of 31st Street SE and 29th Street SE

- Vertical steel siding may be allowed on walls facing a street (facing a “front yard”) if used in combination with brick, stucco, or other similar materials used for residential siding.

General Considerations:

- Frontage or reverse frontage roads are encouraged to limit direct access to arterial and collector streets in this area. Intersections of these frontage roads with arterial or collector streets shall be separated a minimum of 350 feet from any other intersection with the specific arterial or collector street.
- Areas contained within the Willow Creek/East Watertown Redevelopment Area should be assigned zoning designations which allow for commercial/retail, office and some medium/high density residential or mixed commercial/industrial uses.
- Future plans for development adjacent to 31st Street SE shall be required to account for future potential closure of the intersection of 31st Street SE and US HWY 212.
- Landscaping plans for properties or strips of property adjacent to certain streets should be coordinated to limit occurrence of “checker-board” landscaped and otherwise improved properties in high density commercial areas.

East Interstate 29 Redevelopment Area

The East Interstate 29 Redevelopment Area does not include any residential area but includes all area in City Limits situated east of Interstate 29. Pheasant Ridge Industrial Park is located in this redevelopment area. At forty-nine (49) percent developed, approximately ninety-one (91) acres of industrial land is still available and will develop during the effective life of this plan. Though not included in any specific “commercial” redevelopment areas, this area does include several “first generation” commercial land uses which have not changed in use since the initial construction, including a motel, truck stop, implement dealership, auto auction, fireworks manufacture and sales, and other automobile and implement services.

Development Considerations for the entire East Interstate 29 Redevelopment Area

- Access to US HWY 212 shall be regulated in accordance with the requirements of SDDOT.
- Direct access to lots is encouraged to be provided via service roads or other internal streets.
- Accesses for other streets shall be reviewed on a case by case bases and limited in accordance with the adopted/accepted policies regarding access for the City of Watertown.
- A wide variety of sign types (pole, monument, wall, electronic message center, etc) are encouraged provided established area and spacing requirements are met.
- Loading doors facing US HWY 212 shall be appropriately screened and may be required to be setback farther than established minimum setbacks for primary structures.
- Brick, stucco, or other similar materials used for residential siding are the recommended building siding materials for exterior facing a street (facing a “front yard”).
- Vertical steel siding may be allowed on walls facing a street (facing a “front yard”) if used in combination with brick, stucco, or other similar materials used for residential siding.
- Uses requiring large overnight or long term storage of implements or trucks shall pave primary parking areas and areas of general traffic circulation. A combination of other materials may be used for parking and driving surfaces provided those appropriate stormwater runoff controls are in place and they are situated farther than the front of the primary structure from any street access.

South 212 Redevelopment Area

The South 212 Redevelopment area includes four (4) identified industrial areas and the Magic Mile Commercial Redevelopment Area. The primary boundaries of the South 212 Redevelopment Area are located south of US HWY 212 and between 10th Street SW/Big Sioux River and Interstate 29. Approximately eighty-six (86) percent of the seven hundred eighty-eight (788) acres in the three industrial areas is already developed. It should be noted that a higher density of development could be supported in several already developed areas, however. Some medium density single family development and multiple family development as well as public uses such as a soccer complex and soon-to-be-completed softball complex and ice arena are also located in this redevelopment area.

Development Considerations for the entire South 212 Redevelopment Area

- Development of outdoor and indoor recreation facilities should incorporate the plan for playground and other park facilities to serve residents and visitors south of US HWY 212.
- Appropriate areas should be reserved for the connection of public facilities to the existing and future trail system.

- Identify areas where a mix of commercial and industrial uses may be supported by establishing building standards and listing compatible uses.
- Protect existing industrial uses from encroachment of incompatible uses.
- Encourage and enhance perimeter landscaping and screening where industrial uses border residential zoning districts and/or arterial or collector streets.

Development Considerations for the “Magic Mile” Redevelopment Area

The following policies are recommended policies for redeveloping properties in the area identified as the Magic Mile redevelopment area. These policies should be considered when planning new projects within this area as well as redevelopment projects. Zoning ordinance amendments and Board of Adjustment actions should consider the following recommendations, if applicable to requests in this area.

Boulevard space:

- Access to US HWY 212 shall be regulated in accordance with the requirements of SDDOT.
- Accesses shall be reviewed on a case by case bases and limited in accordance with the adopted/accepted policies regarding access for the City of Watertown.
- Access to collector and local streets is limited to 2 driveways per standard block.
- Properties without boulevard landscaping should meet minimum boulevard landscaping requirements as property redevelops. This includes established minimums for trees and other landscaping requirements.
- Curbside sidewalks may be placed adjacent to US HWY 212 but are required to be wider than four feet.
- The required location for sidewalks adjacent to other streets and meeting ADA requirements, is in the landscaped boulevard space.

Parking Areas:

- On street parking on US HWY 212 is prohibited.
- On street parking on other streets should be discouraged, and prohibited at intersections and on certain streets.
- Minimum off-street parking requirements should be established for applicable uses and met.
 - As incentive to meet or exceed other landscaping requirements, decreasing the total required number of parking spaces may be considered.
- Properties not meeting minimum landscaping requirements for parking lots should meet minimum landscaping requirements as redevelopment occurs. This includes established minimums for trees and other landscaping requirements.
 - Grass/landscape is expected next to building but not in boulevard area.
 - Trees are not required within the boulevard area adjacent to arterial streets.
- All areas used for parking, display, and loading shall be surfaced with concrete or asphalt.

Signs:

- Temporary or portable signs should be allowed only if attached to the primary structure and the duration of use is limited.
- A wide variety of sign types (pole, monument, wall, electronic message center, etc) are encouraged provided established area and spacing requirements are met.

Buildings/Structures:

- Siding visible from US HWY 212 or US HWY 81/5th Street SE shall consist of brick, stucco, or other similar materials used for residential siding.
- Horizontal steel siding may be allowed on siding facing US HWY 212 or US HWY 81/5th Street SE if used in conjunction with other materials such as brick or stucco on the side facing US HWY 212.
- Vertical steel siding is not allowed on any wall visible from US HWY 212 or US HWY 81/5th Street SE.
- Loading doors should not face US HWY 212 or US HWY 81/5th Street SE.
- Front yard setbacks may be decreased if the area between the right-of-way and structure are dedicated to landscaped area, not used for parking or driveways provided minimum parking requirements can be met.

General Considerations:

- Areas contained within the Magic Mile Redevelopment Area should be assigned zoning designations which allow for commercial/retail uses. Certain industrial uses, including commercial storage and warehouses may be considered if aesthetic and operational criteria can be met, but generally discouraged.
- It is recommended that the City review location of existing intersection of streets with US HWY 212 to determine whether certain streets may be vacated to limit the number of access locations on US HWY 212.
- It is recommended to decrease minimum lot area requirements for certain developed portions of this area to better suit existing/future development.
- It is recommended that a policy be adopted requiring a minimum percentage of the value of improvements to a property (above a specified amount) be dedicated to siding, landscaping, parking, sidewalk installation or other improvements to a property which does not meet the requirements of the Zoning Ordinance or the recommendations contained herein.
- It is recommended to explore funding sources or the creation of special improvement/urban renewal districts to assist in paying for façade updates, landscaping improvements, and other beautification projects to meet recommendations for this area.
- It is recommended that more detailed redevelopment plans and projects be considered for certain portions of this area with particular reference to areas near signalized intersections.
- It is recommended that certain conditions under which mixed residential/commercial uses may be allowed should be considered for portions of this area in conjunction with certain redevelopment projects.

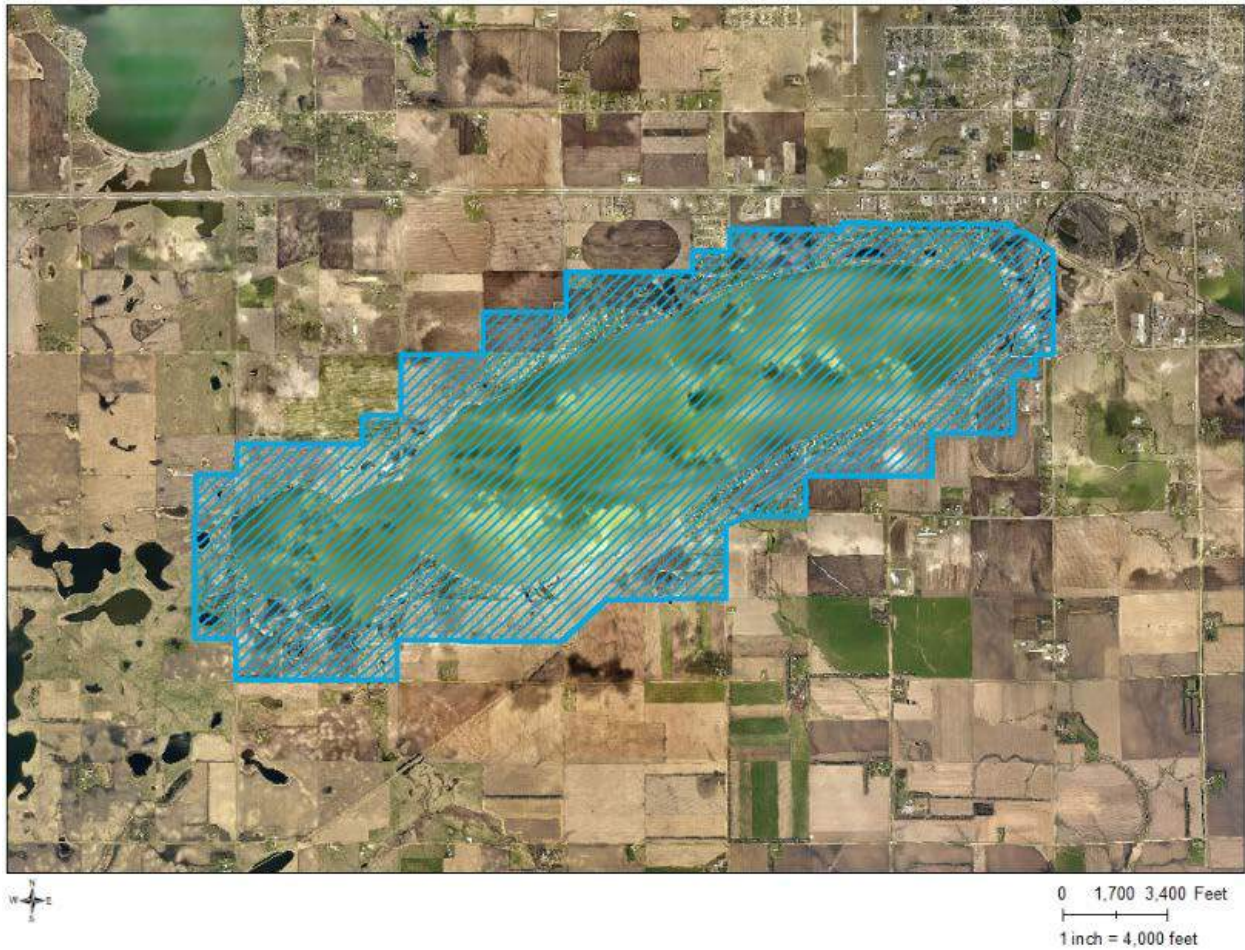
Lake Pelican Redevelopment Area

The Lake Pelican Redevelopment primarily includes all areas south of US HWY 212 and west of the Big Sioux River. Several manufactured home parks are located in this redevelopment area. Also, single family and two-family development near the north shore of Lake Pelican is planned and has started to develop. Infill development of the existing manufactured home parks and full development of “KAK’s Addition” along the north shore of Lake Pelican is expected to continue throughout the planning period. Finally, the West 212 [Commercial] Redevelopment Area is described in this redevelopment area.

Development Considerations for the entire Lake Pelican Redevelopment Area

- Promote the development of sidewalk and trail connection to access parks and public areas located in this redevelopment area.
- Encourage storm shelter space to provide safe shelter for residents of manufactured home parks and recreational users of Lake Pelican.
- In order to accommodate existing nonconforming or irregularly shaped lots as well as unique drainage, storage, parking, accessory uses, and principal uses, it is recommended that additional zoning districts should be created for portions of the undeveloped area and some of the currently R-1 Single Family Residential District in the area identified in Figure 10 C-L Boundary Map for Lake Pelican. In addition to other standards, specifically it is expected the special zoning district will be created to address:
 - Certain recreational and commercial land uses which may differ from other residential zoning districts
 - Appropriate building materials
 - Parking and outdoor storage
 - Variability in setbacks based upon:
 - Lot coverage
 - floor area ratio
 - Lake-side vs road-side

Figure 10
C-L Boundary Map for Lake Pelican



Development Considerations for the “West 212” Redevelopment Area

The following policies are recommended policies for redeveloping properties in the area identified as the Magic Mile redevelopment area. These policies should be considered when planning new projects within this area as well as redevelopment projects. Zoning ordinance amendments and Board of Adjustment actions should consider the following recommendations, if applicable to requests in this area.

Boulevard space:

- Access to US HWY 212 shall be regulated in accordance with the requirements of SDDOT.
- Accesses for other streets shall be reviewed on a case by case bases and limited in accordance with the adopted/accepted policies regarding access for the City of Watertown.
- Minimum boulevard landscaping requirements shall be met. This includes established minimums for trees and other landscaping requirements.
- The required location for sidewalks adjacent to streets and meeting ADA requirements, is in the landscaped boulevard space.
- Sufficient right-of-way should be reserved for future trail expansion/connection adjacent to 21st Street SW.

Parking Areas:

- On street parking on arterials and collectors is prohibited.
- On street parking on other streets should be discouraged, and prohibited at intersections, and on certain streets.
- Minimum off-street parking requirements should be established for applicable uses and met.
- Properties not meeting minimum landscaping requirements for parking lots should meet minimum landscaping requirements as redevelopment occurs. This includes established minimums for trees and other landscaping requirements.
- All areas used for parking, display, and loading shall be surfaced with concrete or asphalt.

Signs:

- Temporary or portable signs should be allowed only if attached to the primary structure and the duration of use is limited.
- A wide variety of sign types (pole, monument, wall, electronic message center, etc) are encouraged provided established area and spacing requirements are met.

Buildings/Structures:

- Loading doors facing US HWY 212 shall be appropriately screened and may be required to be setback farther than established minimum setbacks for primary structures.
- Brick, stucco, or other similar materials used for residential siding are the recommended building siding materials for exterior facing a street (facing a “front yard”).
- Vertical steel siding may be allowed on walls facing a street (facing a “front yard”) if used in combination with brick, stucco, or other similar materials used for residential siding.

General Considerations:

- Frontage or reverse frontage roads are encouraged to limit direct access to arterial and collector streets in this area.
- Areas contained within the West 212 Redevelopment Area should be assigned zoning designations which allow for commercial/retail and light industrial uses. Commercial storage and warehouses may be considered if aesthetic and operational criteria can be met.
- It is recommended that a policy be adopted requiring a minimum percentage of the value of improvements to a property (above a specified amount) be dedicated to siding, landscaping, parking, sidewalk installation or other improvements to a property which does not meet the requirements of the Zoning Ordinance or the recommendations contained herein.
- It is recommended to explore funding sources or the creation of special improvement/urban renewal districts to assist in paying for façade updates, landscaping improvements, and other beautification projects to meet recommendations for this area.

Roosevelt Redevelopment Area

The primary boundaries of the Roosevelt Redevelopment Area are located at the Burlington Northern Railroad (on its west), US HWY 212 on its south, and 19th Street East (on its east), and 1st Avenue North (on its north). The Roosevelt Redevelopment Area includes most of the “Central 81” Commercial Redevelopment Area and the “Downtown” Commercial Redevelopment area.

Development Considerations for the entire Roosevelt Redevelopment Area

- Protect single family residential development adjacent to commercial development by encouraging special consideration to lighting, screening, buffer areas, and other design considerations where commercial or industrial uses are adjacent to single family residential uses.
- Protect Watertown Regional Airport from encroaching land uses by the creation and adoption of runway protection overlay districts to prohibit incompatible structures and uses, and coordinate land uses development within approach zones with airport management.
- Provide opportunity through performance standards or by creating an overlay zoning district to allow decreased lot area, width or setback requirements in clusters of lots established before current zoning requirements. Though other areas may qualify, in this redevelopment area the decreased requirement could be confined to the areas west of 10th Street East.
- Establish policy to purchase and remove structures located within the 100 – year floodplain, particularly if they become nuisance issues or for nonconforming lots and/or structures.
- Require compliance with established development standards within the 100 – year floodplain.
- Encourage residential redevelopment which complies with established floodplain standards.

- Encourage the redevelopment of single family neighborhoods with new multiple family residential structures in current areas of dense single family development, particularly west of US HWY 81.

Development Considerations for the “Downtown” Commercial Redevelopment Area

The following policies are recommended policies for redeveloping properties in the area identified as the Downtown redevelopment area. These policies should be considered when planning new projects within this area as well as redevelopment projects. In addition to the policies listed below, other policies proposed in the Downtown Watertown Vitalization plan prepared by MSH Architects in 2015 may be considered in future development within this redevelopment area. Further, zoning ordinance amendments and Board of Adjustment actions should consider the following recommendations, if applicable to requests in this area.

Boulevard space:

- Identify criteria under which boulevard parking may be allowed.
- In densely developed commercial areas boulevard landscaping requirements may not be required if determined inconsistent with the character of the neighborhood.
- In dense commercially developed areas, curb-side sidewalks may be allowed.
- In dense commercially developed areas, sidewalks are recommended to be constructed to a width greater than the minimum ADA requirements.
- Sufficient right-of-way should be reserved for future trail expansion/connection in this area.

Parking Areas:

- On street parking on streets is allowed but prohibited at intersections, and on certain streets.
- Areas of public and private parking should be reserved for future public uses and “Downtown” mixed – residential development
- All areas used for parking, display, and loading shall be surfaced with concrete or asphalt.

Signs:

- Discourage placement of freestanding signs unless located within a parking lot or landscaped area.
- Encourage the placement of wall signs in the “Downtown” Area.

Buildings/Structures:

- Encourage redevelopment of buildings to include exterior improvements which reflect the character of established buildings in the Downtown area.

General Considerations:

- Areas for public uses should be preserved and enhanced; and new areas or events created to encourage visitors to the “Downtown” area.
- Mixed commercial/residential structures and high density residential structures are encouraged in the Downtown Area.

Development Considerations for the “Central 81” Commercial Redevelopment Area

The following policies are recommended policies for redeveloping properties in the area identified as the Central 81 redevelopment area. These policies should be considered when planning new projects within this area as well as redevelopment projects. Zoning ordinance amendments and Board of Adjustment actions should consider the following recommendations, if applicable to requests in this area.

Boulevard space:

- Access to US HWY 81 shall be regulated in accordance with the requirements of SDDOT.
- Accesses shall be reviewed on a case by case bases and limited in accordance with the adopted/accepted policies regarding access for the City of Watertown.
- Access to collector and local streets is limited to 2 driveways per standard block.
- Properties without boulevard landscaping should meet minimum boulevard landscaping requirements as property redevelops. This includes established minimums for trees and other landscaping requirements.
- The preferred location for sidewalks adjacent to US HWY 81 and meeting minimum ADA requirements, is in the landscaped boulevard space.
- Curbside sidewalks may be placed adjacent to US HWY 81.
- The required location for sidewalks adjacent to other streets and meeting ADA requirements, is in the landscaped boulevard space.
- Sufficient right-of-way should be reserved for future trail expansion/connection in this area.

Parking Areas:

- On street parking on US HWY 81 is prohibited.
- On street parking on other streets should be discouraged, and prohibited at intersections.
- Minimum off-street parking requirements should be established for applicable uses and met.
 - As incentive to meet or exceed other landscaping requirements, decreasing the total required number of parking spaces may be considered.
- Properties not meeting minimum landscaping requirements for parking lots should meet minimum landscaping requirements as redevelopment occurs. This includes established minimums for trees and other landscaping requirements.
- All areas used for parking, display, and loading shall be surfaced with concrete or asphalt.

Signs:

- Temporary or portable signs should be allowed only if attached to the primary structure and the duration of use is limited.
- In order to decrease potential conflicts with neighboring residential uses it is encouraged that illuminate signs be limited in their size, restrictions may be in place regarding when they are fully illuminated, or signs may be limited to wall or monument signs provided established area and spacing requirements are met.

Buildings/Structures:

- Siding visible from US HWY 81, Kemp Avenue NE, and 1st Avenue NE shall consist of brick, stucco, or other similar materials used for residential siding.
- Steel siding may be allowed on siding facing US HWY 81, Kemp Avenue NE, and 1st Avenue NE if used in conjunction with other materials such as brick or stucco on the same side.
- Loading doors shall not face US HWY 81.

General Considerations:

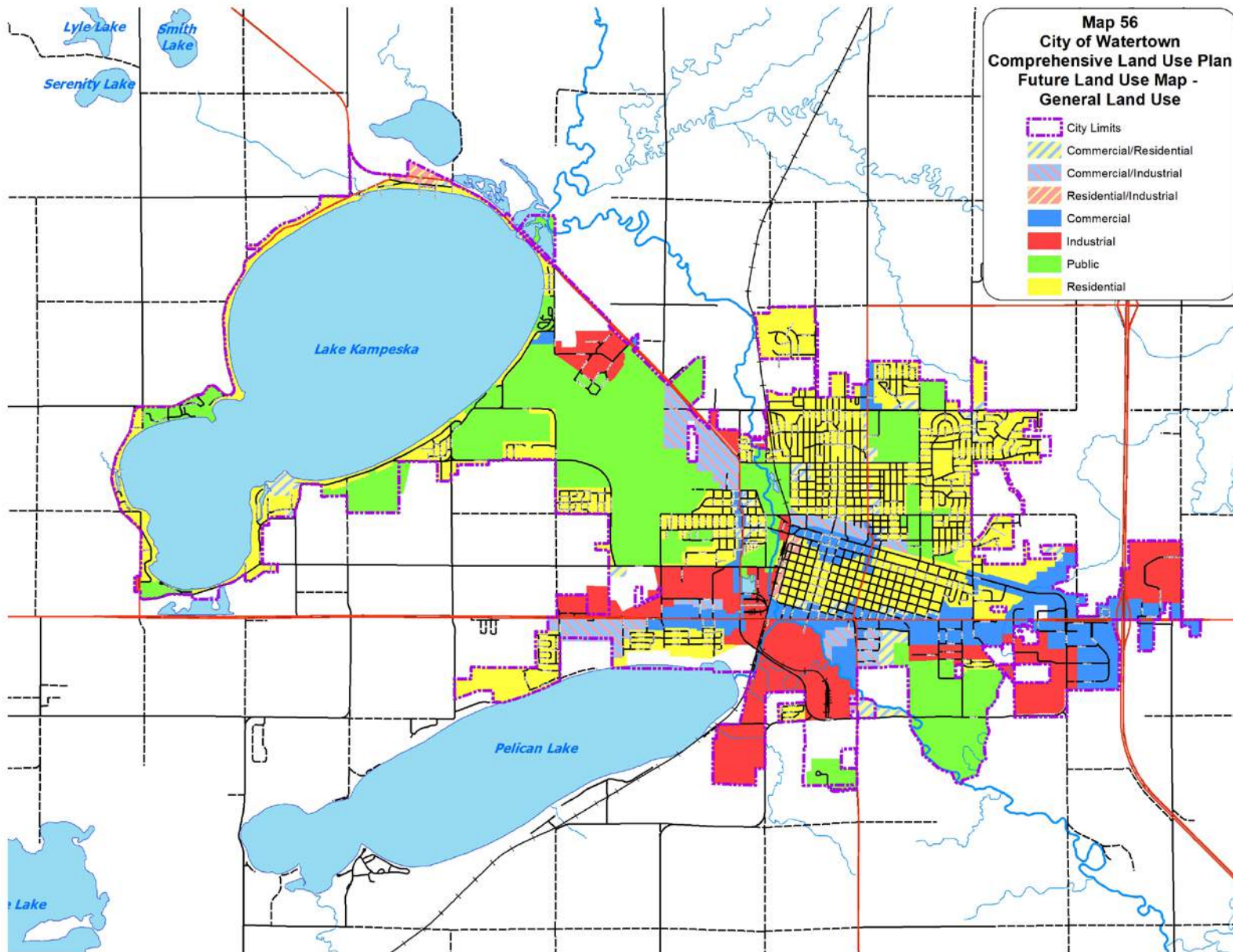
- Areas contained within the Central 81 Redevelopment Area should be assigned zoning designations which allow for commercial/retail uses.
- Expansion of existing industrial uses should be discouraged within this area.
- It is recommended to decrease minimum lot area requirements for certain developed portions of this area to better suit existing/future development
- It is recommended that more detailed redevelopment plans and projects be considered for certain portions of this area with particular reference to areas near signalized intersections.

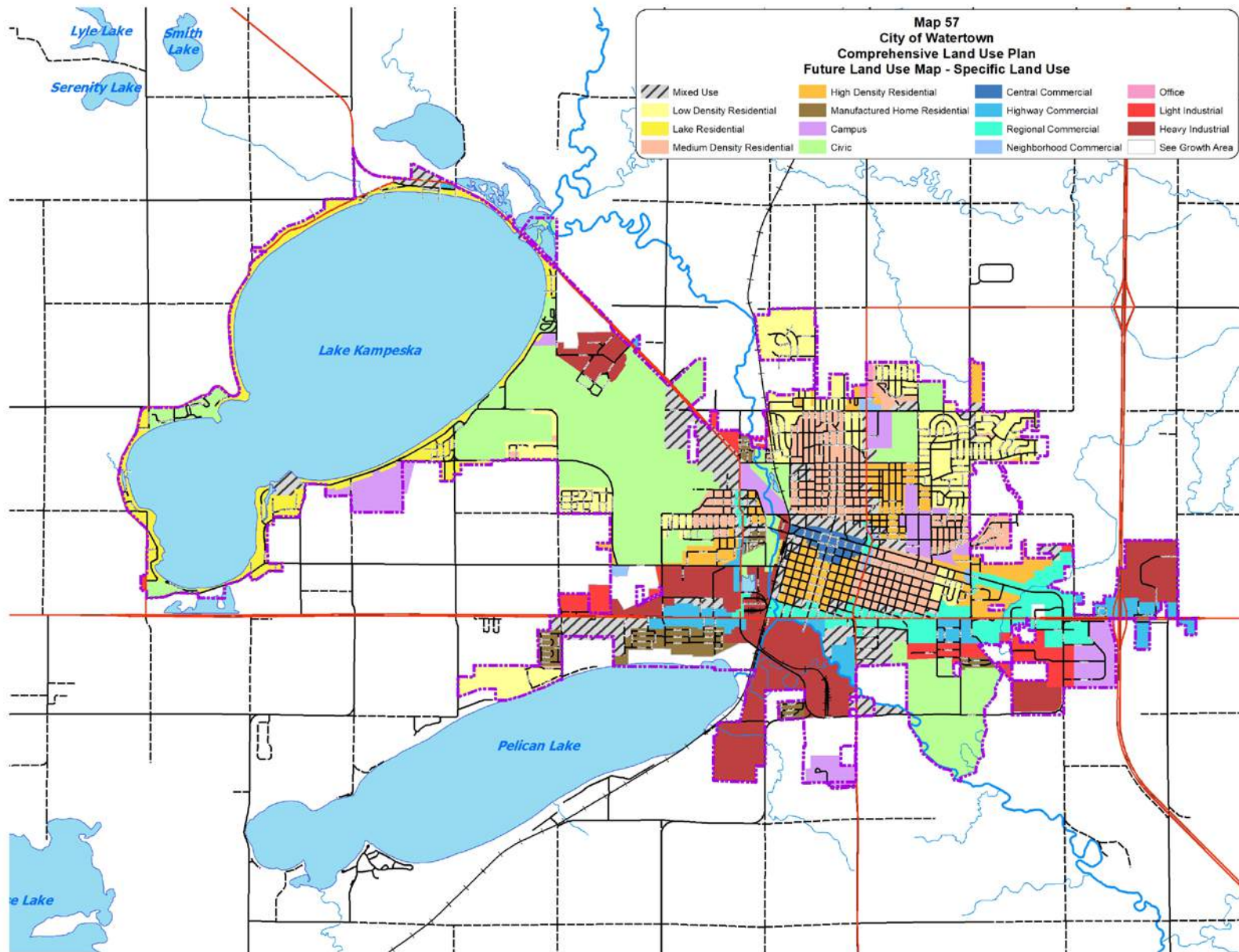
Redevelopment Maps

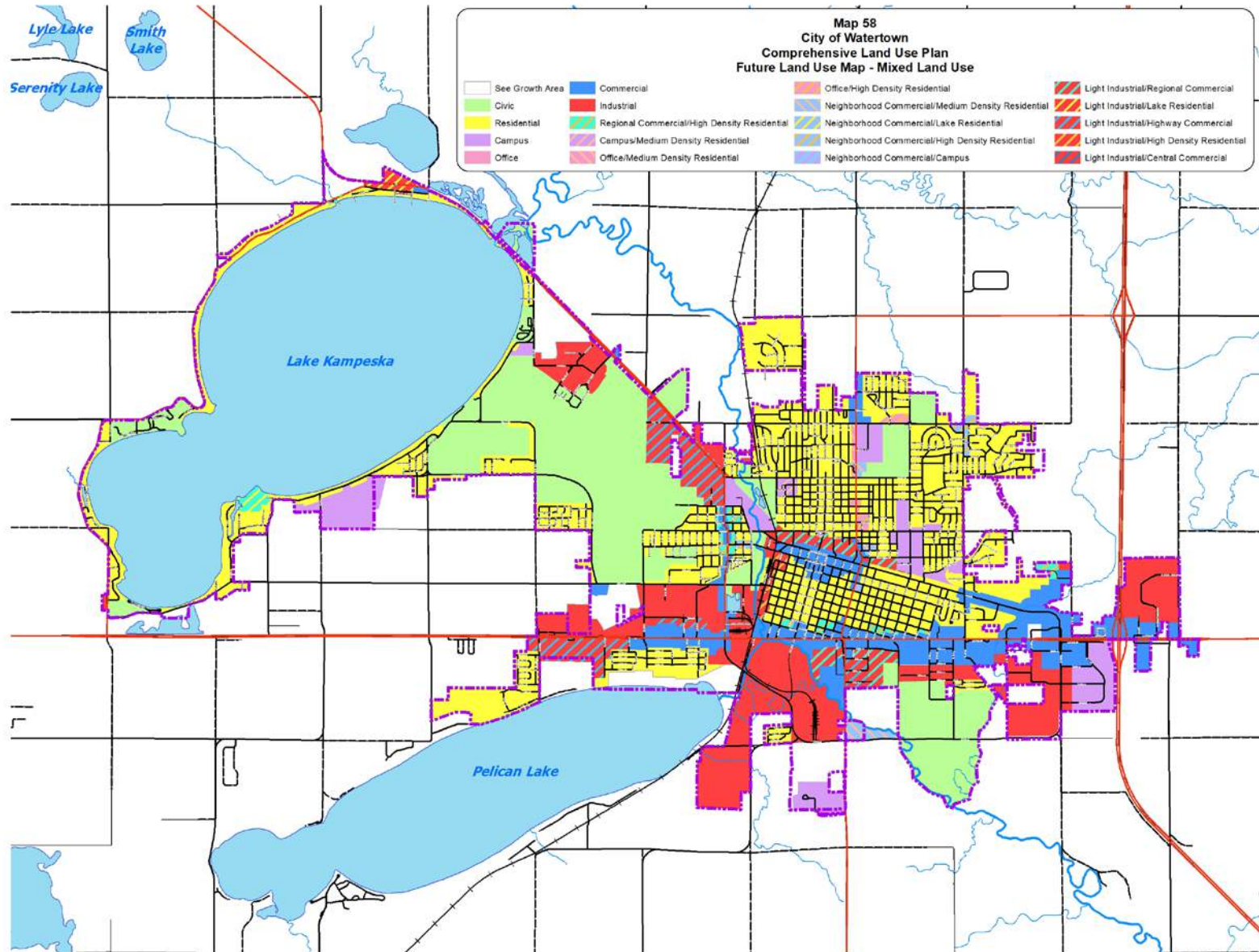
Map 57 "Future Land Use of Developed Area by General Type" displays the general redevelopment pattern of developed areas of the City. In most instances the "general development type" is not anticipated to significantly change with the exception of the fringes of neighborhoods, or to foster the continuation and expansion of existing development which may not necessarily be addressed by current development models for the city. This map splits land uses into four general types: Commercial, Industrial, Public, and Residential. Areas anticipated to see a mix or transition of uses are also identified on the map.

Map 58 "Future Land Use of Developed Area by Specific Type" displays the anticipated redevelopment pattern of developed areas of the City. This map identifies where the land uses described in Table 29 Land Use Location, Design, and Regulatory Models are anticipated to develop. This map also indicates certain areas of mixed uses. It should be noted that it may be appropriate in some instances to allow decreased residential density in areas projected for higher density development. In commercial and industrial designated areas, with the exception of boundaries between different commercial types, little deviation from the map is expected. The

specialty areas such as “Campus” and “Civic” were used to identify areas currently anticipated to need the flexibility those districts provide. It is expected those areas will expand or other development may occur which necessitates new “Campus” or “Civic” areas within other designated areas. This map also indicates certain areas of mixed uses. It is these mixed areas that may experience more flexibility in the variations of specific land use type as redevelopment occurs. Map 59 “Future Land Use Map – Mixed Use Areas” provides recommendation for land uses in the mixed use areas.







LAND USE CONSUMPTION AND PROJECTIONS

The number of acres that will be needed to accommodate new development is shown in Tables 27 and 28. The calculations show assumptions used to estimate the land needs of each land use type throughout the planning period. The estimates for each land use category include a multiplier based on the amount of development land considered necessary to meet market demands.

**TABLE 27
LAND CONSUMPTION PROJECTIONS**

Single-family Residential	615 units @ 2.5 units/acre + 50% multiplier = 738 acres
Multiple-family Residential	251 units @ 12 units/acre + 50% multiplier = 63 acres
Manufactured Home Residential	71 units @ 2.75 units/acre + 50% multiplier = 77 acres
Commercial	10.75 acres per year +100% multiplier = 279 acres
Industrial	12.5 acres per year +100% multiplier = 325 acres
Utility	28 acres +25% multiplier = 35 acres
Healthcare	10 acres +50% multiplier = 15 acres
Institutional	25 acres +50% multiplier = 38 acres
Parks and Open Space	256 acres +50% multiplier = 384 acres

**TABLE 28
FUTURE DEVELOPMENT LAND
PROJECTED SUPPLY AND DEMAND (IN ACRES)**

	Needed	Available
Single-Family	638	----
Multiple Family	63	----
Manufactured Housing	77	----
Total Residential	778	595
Commercial	279	272
Industrial	325	280
Institutional/Healthcare/Utilities	88	51
Parks/Public Space	384	-----
	1,854 acres 2.9 square miles	1,198 acres 1.9 square miles

In order for the City to accommodate future development, sufficient land area must be designated for both residential and nonresidential development. Based on housing projections nearly one thousand eight hundred fifty-four (1,854) acres or (2.9) square miles, of development land area will be needed through the year 2030. Over seven hundred seventy-eight (778) acres is needed for future residential uses. This is based on a projected demand of seven thousand seven hundred sixty-three (7,763) single-family, three thousand one hundred sixty-six (3,166) multifamily and nine hundred five (905) manufactured home dwelling units at an overall density of approximately 3.2 units per acre and a fifty (50) percent multiplier factor. In addition, almost three hundred eighty-four (384) acres is projected for public and semi-public uses such as parks, schools, hospitals, government buildings, and open space. Many acres of public property could be re-purposed from one public use to another. However, to replace the existing public space an additional 384 acres would need to be added.

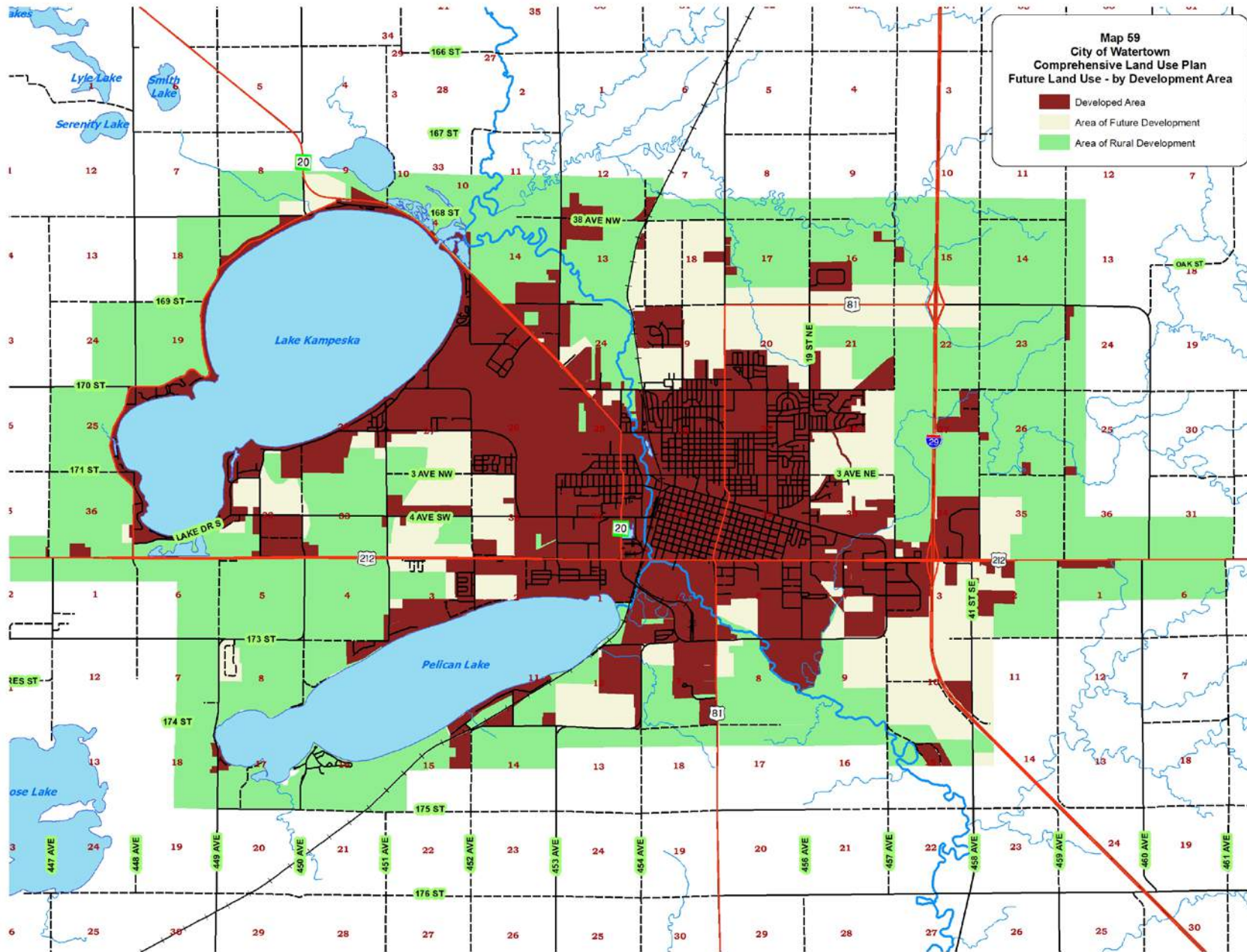
A projected demand of one thousand eight hundred fifty-four (1,854) acres or 2.9 square miles of land is anticipated to provide for the expected economic growth over the next fifteen (15) years. This projection is based upon current land per capita of population and projected growth.

The multiplier factors for residential and nonresidential uses are added to maintain an adequate supply of development land and to provide for suitable selection of project sites. Presently there are approximately five hundred ninety-five (595) acres currently developed or master planned for residential development (Table 14). In addition, there are approximately five hundred fifty-two (552) acres currently developed or master planned for commercial and/or industrial development (Table 14).

FUTURE LAND USE – RURAL AREAS

The Plan depicts the general arrangement of land uses which the City should seek to achieve over the planning period. Map 60 “Growth Area Map by Degree of Urbanization” provides the Development Area Types within the growth areas. Developed Areas are those existing urban density developed areas within and adjacent to the City. Areas of Future Development are development areas that have been approved for development but not completed; or those agricultural/vacant lands along the urban fringe which have to date not been planned for development. Rural Areas are those agricultural lands beyond the future urban growth area where the existing rural character is to be maintained. Map 60 may be considered the “Where is the City Growing Map”.

Map 61 “Future Land Use by General Development Type” designates future growth areas by two generally defined development areas (residential and economic development). Map 19 further portrays existing developed areas and specific locations for residential, commercial, industrial, and mixed-use land development. Map 61 may be considered the “What is to be developed Maps”.



Area Plans

The Plan has divided the areas outside current city limits into the following eight (8) growth areas: East, North, Northeast, Pelican, South, Southeast, West, and West Kampeska (see Map 62). Each area plan focuses on the area's unique characteristics. The creation of these interrelated area plans, will allow the City to develop and implement a more effective and consistent overall land use plan.

Analysis of each growth area contains information regarding planning issues and development considerations. Along with existing land use, these issues and considerations led to recommendations for type of future development and when each area would be expected to grow. Detailed existing and future land use statistics and considerations on a “section-by-section” (United States Public Land Survey) basis are found in the Appendix. The following are planning issues and development considerations common to all of the growth areas:

Planning Issues Common to All Growth Areas

- Most of the growth areas, outside of the City limits, consist of large undeveloped tracks where farming remains a viable land use. This will minimize the potential for premature urbanization of the growth area.
- Those areas beyond the City's projected urban service area for municipal services should remain in agricultural uses.
- The configuration of urban development and emerging traffic patterns will require improvement of gravel roads which provide a link between developed areas of the City. The roads will likely remain urban boundaries or altogether outside the City limits which suggest the need for joint county/city and township cooperation to implement improvements.

Development Considerations Common to All Growth Areas

- The development of master drainage plans is a prerequisite to the creation of new subdivisions, rural or urban. Use of natural drainageways and regional or smaller detention ponds could also serve as potential recreation/open space corridors.
- If development is to occur in identified future urbanized areas, a comprehensive sanitary sewer utility analysis of the area prior to future development will need to be required.
- Limit platting of rural subdivisions and scattered residential lots to existing development areas or locations that can be adequately serviced by City utilities.
- Encourage infill of vacant subdivision lots and the development of lots of record before allowing development of agricultural land.
- Residential development which cannot access City water or sanitary sewer services should only occur at a density of one (1) dwelling unit per thirty-five acres.
- Secure through acquisition and/or dedication proper right-of-way for future major street construction along section and half section lines before development occurs.

- Incorporate pedestrian/sidewalk trail design in new subdivisions.
- Implement recommendations of Master Trail and Master Sidewalk plans in the development of new pedestrian sidewalk/trails.
- Development which cannot meet flood design standards in the flood plain is not allowed.
- Special consideration will need to be taken to incorporate identified wetlands into new development design.
- Aesthetic and access controls should be placed on developments along major arterials and collector routes. This can be accomplished by limiting access points and promoting aesthetics by implementing landscaping, buffering, outside storage screening, and sign measures, and other design standards through appropriate site-design and review.
- Residential development outside of the corporate limits which utilize private sanitary sewer septic systems over the shallow the aquifer should not exceed a density of one (1) residence per thirty-five (35) acres.

IMPLEMENTATION

This Plan is a broad policy guide which will assist the community in its development efforts. It should be viewed as a framework within which a range of specific growth management policies are discussed. It must be both dynamic and flexible to accommodate the ever-changing needs of the community, yet steady enough to allow for reasonable long term investment strategies by both the public and private sectors

It should be noted that the completion of a comprehensive land use plan is only one element of the community's growth management system. This Plan is merely a guide for achieving an orderly and attractive community. Other elements of growth management include private market supply and demand for land, land use regulations, public capital investment, and private capital investment for new development.

The City will need to take a number of steps in order for the plan to be successful. The first is the identification and prioritization of public improvements required to support and serve the future development areas. Second, is the adoption or modification of applicable implementation tools, such as regulatory ordinances to ensure that the objectives embodied in the plan are adhered to as future parcels and tracts of land are developed. These tools may include geographic information systems, zoning and subdivision ordinances, building codes, etc. Further, the City should continue to review all matters affecting physical development and remain active in promoting the plan with other public and private developers in the area. Finally, the City's decision making should be balanced and include consideration of all elements within the Plan.

Zoning Ordinance

The basic function of the zoning ordinance is to carry out the goals, objectives, and policies of the comprehensive land use plan. The zoning ordinance, which reflects these long-range goals, is the primary regulatory tool utilized by the City for various land use activities in the City.

Since the inception of zoning, the City has amended the ordinance as needed with a comprehensive update in 2010. It is recommended that to insure the policies embodied within this plan are implemented, the zoning ordinance should periodically be reviewed and appropriate changes incorporated. Efforts should be taken to incorporate the recommendations of this plan, in part, by using Table 29 below for guidance.

TABLE 29 – LAND USE LOCATION, DESIGN, AND REGULATORY MODELS






Land Use Designations	Symbol	Corresponding Districts	Site characteristics	Sample Uses	Example Photos
Low Density Residential		R-1	<p>Low density (3 to 6 units/acre)</p> <ul style="list-style-type: none"> • 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 drainageways 	<ul style="list-style-type: none"> • Single family residence • Parks 	
Lake Residential		R-1; *R-1L	<p>Low density (3 to 6 units/acre)</p> <ul style="list-style-type: none"> • Close proximity to lakes • Access to major street system; may allow direct access to collector streets • Reservation of access areas to lakes • Primarily dense, single family development • Allow space for commercial and residential uses supportive of recreational opportunities at lakes 	<ul style="list-style-type: none"> • Single family residence • Indoor/Outdoor storage • Recreational uses (ie. golf course, parks, campgrounds) 	
Medium Density Residential		R-2; R-2A; *Small Lot Single-Family Overlay Districts	<p>Medium density (6 to 16 units/acre)</p> <ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Single family residence • Multiple family residence (not more than 4 units) • Townhouses • Parks • Assisted Living 	
High Density Residential		R-2; R-2A; R-3; *Small Lot Single-Family Overlay Districts	<p>High density (16 to 40 units/acre)</p> <ul style="list-style-type: none"> • Adjacent to arterials near major commercial, institutional, or employment centers • Well designed transition to adjacent land use • Provision of usable open space based on project size 	<ul style="list-style-type: none"> • Single family residence • Multiple family residential/ Townhouses • Parks • Assisted living • Commercial storage • Offices 	
Manufactured Home Residential		R-4	<p>Medium density (6 to 16 units/acre)</p> <ul style="list-style-type: none"> • Privately or publicly maintained internal street system • Well designed transition to adjacent land uses • Provision of community space for the manufactured home park • Transition between residential and industrial or intensive commercial uses 	<ul style="list-style-type: none"> • Manufactured homes • Manufactured home parks 	

*Zoning Districts which would need to be created

Land Use Designations	Symbol	Corresponding Districts	Site characteristics	Sample Uses	Example Photos
Office		R-2; *Office	<p>Offices and Mixed Office/Multiple Family Uses if in the same structure (2 to 5 acres)</p> <ul style="list-style-type: none"> • Convenient vehicular and pedestrian access to residential areas • Adjacent to major streets as buffer between residential and commercial <ul style="list-style-type: none"> • Design compatible with surrounding uses • Well designed transition to adjacent uses • Located within residential, employment, or institutional neighborhoods 	<ul style="list-style-type: none"> • Offices • Clinics • Financial and government services • Residential uses (if above an otherwise allowed use) 	 
Neighborhood Commercial		C-2; *Office	<p>Neighborhood retail, office, and convenience services (2 to 5 acres)</p> <ul style="list-style-type: none"> • 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 neighborhoods to provide retail and service uses for residents or employees of the surrounding neighborhood 	<ul style="list-style-type: none"> • Offices • Clinics • Financial and government services • Personal services • Restaurants • Limited retail sales 	 
Regional Commercial		*Regional Commercial	<p>Regional centers (200 to 300 acres)</p> <ul style="list-style-type: none"> • Adjacent to major streets and regional highways • Controlled access to arterial streets • Quality architecture and well designed transition to adjacent uses <ul style="list-style-type: none"> • Retail and service oriented businesses for the entire City and surrounding area 	<ul style="list-style-type: none"> • Shopping centers • Strip malls • Retail sales • Personal services • Restaurants • Entertainment services • Convenience stores 	
Highway Commercial		C-3	<p>Highway oriented (200 to 300 acres)</p> <ul style="list-style-type: none"> • Adjacent to major streets and regional highways • Controlled access to arterial streets • Automobile and agricultural sales and services designed to serve highway oriented business not intended for commercial centers 	<ul style="list-style-type: none"> • Auto sales • Implement sales • Farm equipment sales • Truck stop • Auto and implement repair • Veterinarians • Contractor shops • Commercial storage 	

Land Use Designations	Symbol	Corresponding Districts	Site characteristics	Sample Uses	Example Photos
Central Commercial		C-1	<p>Downtown area</p> <ul style="list-style-type: none"> • Pedestrian orientation • Quality urban design standards • Mixed uses including office, retail, institutional, cultural, residential, and entertainment • Orientation to greenway where feasible • Consolidate off-street parking areas • Residential uses within walking distance of CBD 	<ul style="list-style-type: none"> • Shopping centers • Retail sales • Personal services • Restaurants • Entertainment services • Clinics • Financial and government services • Apartments and other residential uses (preferably above an otherwise allowed use) 	 
Light Industrial		I-1	<p>General light industrial</p> <ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Auto and implement repair • Contractor shops • Commercial storage • Warehouse • Truck Terminals • Light manufacturing and repair where limited outside process or storage is necessary 	
Heavy Industrial		I-2	<p>Limited heavy industrial</p> <ul style="list-style-type: none"> • Access to major streets • Well designed buffer to adjacent land uses • Minimize environmental impacts on surrounding properties 	<ul style="list-style-type: none"> • Manufacturing with materials or processes which would be incompatible with commercial/residential uses (ie. metal smelting, explosives manufacture, slaughter or dumping of animals, concrete plants, etc.) • Junk/salvage yards 	
Open Space		Ag,*Open Space	<p>Open Space or Agricultural</p> <ul style="list-style-type: none"> • Areas not yet ready for urban development due to difficulty or lack of connectivity to existing infrastructure 	<ul style="list-style-type: none"> • Crop production • Pasture • Public utilities 	

*Zoning Districts which would need to be created

Land Use Designations	Symbol	Corresponding Districts	Site characteristics	Sample Uses	Example Photos
Campus		BP; *Campus	<p>Existing or Proposed Medical or Educational Campuses, Commercial Outdoor Recreation, and Office Parks</p> <ul style="list-style-type: none"> • Minimum 2 acres • Pedestrian consideration • Quality urban design standards • Identify a specific purpose (hospital, treatment, education, etc.) • Allow a mix of supporting uses including office, retail (if serving students, patients or visitors of campus), institutional, cultural, and residential • Consolidate off-street parking areas except in Office Parks • May expand outside of designated areas if adjacent to identified campus areas. 	<ul style="list-style-type: none"> • Schools • Hospitals • Clinics • Treatment facilities • Dormitories • Ancillary commercial and residential uses • A mix of land uses not commonly used together (ie. heavy industrial and commercial or office) 	 
Civic		*Civic Use	<p>Government owned and operated facilities and parks</p> <ul style="list-style-type: none"> • Allow wide range of governmental services and/or recreational uses with an identified specific purpose, and ancillary commercial and industrial uses • Orderly expansion of civic uses near residential areas • Design compatibility with adjacent uses • May expand outside of designated areas if adjacent to identified civic areas. 	<ul style="list-style-type: none"> • Parks or other recreational areas where commercial activities may occur • Facilities operated by governmental entities which may include a wide range of services (ie. airports, courthouse, detention center, highway shop, etc.) 	

*Zoning Districts which would need to be created

Joint Jurisdictional (Extraterritorial Zoning)

South Dakota Codified Laws enable municipalities to adopt zoning regulations for areas within their corporate limits and, with county approval; they may exercise zoning powers in areas up to six (6) miles outside of their municipal boundaries. In 2015 the City of Watertown and Codington County adopted the land use plans of each jurisdiction and adopted Joint Zoning regulations. This plan should be approved by Codington County to assist in land use decisions made within the joint jurisdiction area. It is recommended that to insure the policies embodied within this plan are implemented, the joint zoning ordinance should periodically be reviewed and appropriate changes incorporated.

Subdivision Ordinance

Subdivision regulations are enforceable by communities that have adopted comprehensive land use plans and a major street plan. The Subdivision Ordinance constitutes another tool that the City may utilize in carrying out the objectives of the comprehensive land use plan. The ordinance regulates the development of property by identifying for street right-of-way, lot layout, and drainage and utility improvements. The Subdivision ordinance not only applies to lands within the City, but also includes those lands covered by the major street plan.

Building Code

A building code establishes minimum construction standards for new structures as well as for remodeling and repair work performed on existing buildings. These standards are intended to safeguard life, health, property, and the public welfare by regulating and controlling design, construction, quality of materials, and occupancy of structures.

The City maintains a building inspection program by enforcing the nationally recognized International Building Code (IBC). By enforcing the building code, the City ensures that construction meets minimum structural and life safety standards.

Site Development Review

Watertown's present ordinances utilize site plan and special exception processes for development review purposes. It is recommended that these practices continue and be further refined to address specific design requirements such as screening, setbacks, landscaping, site configuration, access etc. These procedures will accelerate the administrative review process and expedite the Planning Commission/Board of Adjustment decision-making process.

Capital Improvements Plan (CIP)

Public capital investments are a powerful influence in the growth and development of the community. In order to implement the Plan and provide for orderly growth and coordination of public improvements, the City has initiated a formal capital improvements budgeting process. This program provides a coordinated staging plan for all major capital improvements needed by the City. Projects generally conform to needs in the planned growth area and existing areas of the City as projected in the Plan.

GIS (Geographic Information Systems)

GIS is a computer technology used to capture, manage, store, manipulate, analyze and display spatial information.

GIS technology provides a valuable tool to assist in implementing the comprehensive land use plan. Much of the spatial data information gathered for this plan has been entered into a GIS, including, existing land use, flood plains, aquifers, water resources, and transportation systems.

GIS involves spatial operations such as the linking of data from different sets, which is stored in a digital form. An infinite variety of analyses could be conducted on the data. Examples may include:

- What is at a certain location?
- Where do certain conditions exist?
- What has changed over time?
- What spatial patterns exist with the data?
- What if..?

Modeling can be performed to determine the impact of the location of a new concentrated animal feeding operation may have on the aquifer. The possibilities are only constrained by the limits of the database. It is recommended that the City enhance its utilization of its computerized mapping abilities of its GIS to maintain a comprehensive database of up-to-date inventories of land use, utilities, streets, and other public facilities through the planning period.

Annexation

A primary benefit of annexing key growth areas prior to actual development is that it permits the City and/or private developers to extend major streets and utilities on an efficient scale rather than on a piecemeal basis. Advance annexation of future growth areas will ensure that new development is designed to meet City standards and is provided with municipal utilities and services.

If the orderly growth of the City of Watertown is to continue over the planning period, it is essential that the City continue pursuing an active annexation program. The following policies will provide guidance regarding annexations by the City:

- The boundaries for providing municipal services should generally coincide with the corporate limits.
- The extension of water and sewer service shall be predicated upon annexation, which shall occur before the land is provided with water or sewer service.
- Voluntary annexation agreements may limit or outline the phasing, timing, or development of utility services and may include specific or general plans for the financing of infrastructure improvement and the land uses of the area.
- Areas designated by the Plan as future growth areas of the City should be annexed in advance of major developments. This policy will assure that sufficient development land to accommodate the future growth of the urban areas is maintained.

While annexation actions initiated by the City are often controversial and difficult, many problems may be avoided simply by adhering to an established annexation process. If key issues are resolved prior to annexation approval much of the public misunderstanding and opposition can be prevented. The following annexation guidelines should be consistently applied in the future:

- Delineate annexation areas which represent logical service areas for the extension of major streets and utilities.
- Identify and mitigate any potential adverse economic, social, or environmental impacts resulting from annexation actions
- Make preparations to ensure an orderly transition of service responsibilities from the county and township level to the City.
- Complete the timely expansion of public services and facilities into annexed areas through coordination with the Capital Improvements Plan.

Phasing

Map 63 may be considered the “When is the City Growing Map”. It shows the phasing plan for Watertown’s growth and includes the following areas:

Immediate Development Areas (Blue areas)

Areas designated for immediate development will generally be contiguous to existing development with some or most of the infrastructure required for the development in place. In areas with this designation, the City encourages growth. Infrastructure required to facilitate development in these areas will generally be the highest priority in the Capital Improvement Plan. The blue designation on the map represents areas which are anticipated to be commence development by 2025.

Near-Term Development Areas (Orange)

Areas designated for near-term development will be contiguous to existing or planned development but lacking one or more major items of infrastructure such as arterial/collector streets or trunk sewer. It is anticipated that development proposals for these areas will be received before 2030.

The City will need to prioritize the necessity to approve various near-term development areas. Issues to consider when prioritizing include completion of necessary studies (master drainage, sanitary sewer, etc.), feasibility of extending municipal services, environmental constraints, the need for additional acres developed lands within the city. This prioritization will aid in budgeting for studies and major infrastructure needs to be included in the CIP. It should be noted that, development will only be approved that can be adequately serviced by public utilities.

Mid-Term Development Areas (Yellow)

Areas designated for mid-term development will be contiguous to existing or planned development and will lack most infrastructure required to support development, but might reasonably be expected to develop within the planning period. In areas with this designation, infrastructure improvements will generally not be included in the CIP, but may be considered in long-term capital improvement planning.

The yellow designation on the map represents those areas which are not recommended to develop before 2030. The City will consider development proposals prior to the prescribed timelines, only if the developer agrees to provide all improvements necessary to extend municipal services to the proposed development.

Long-Term Development Areas (Red)

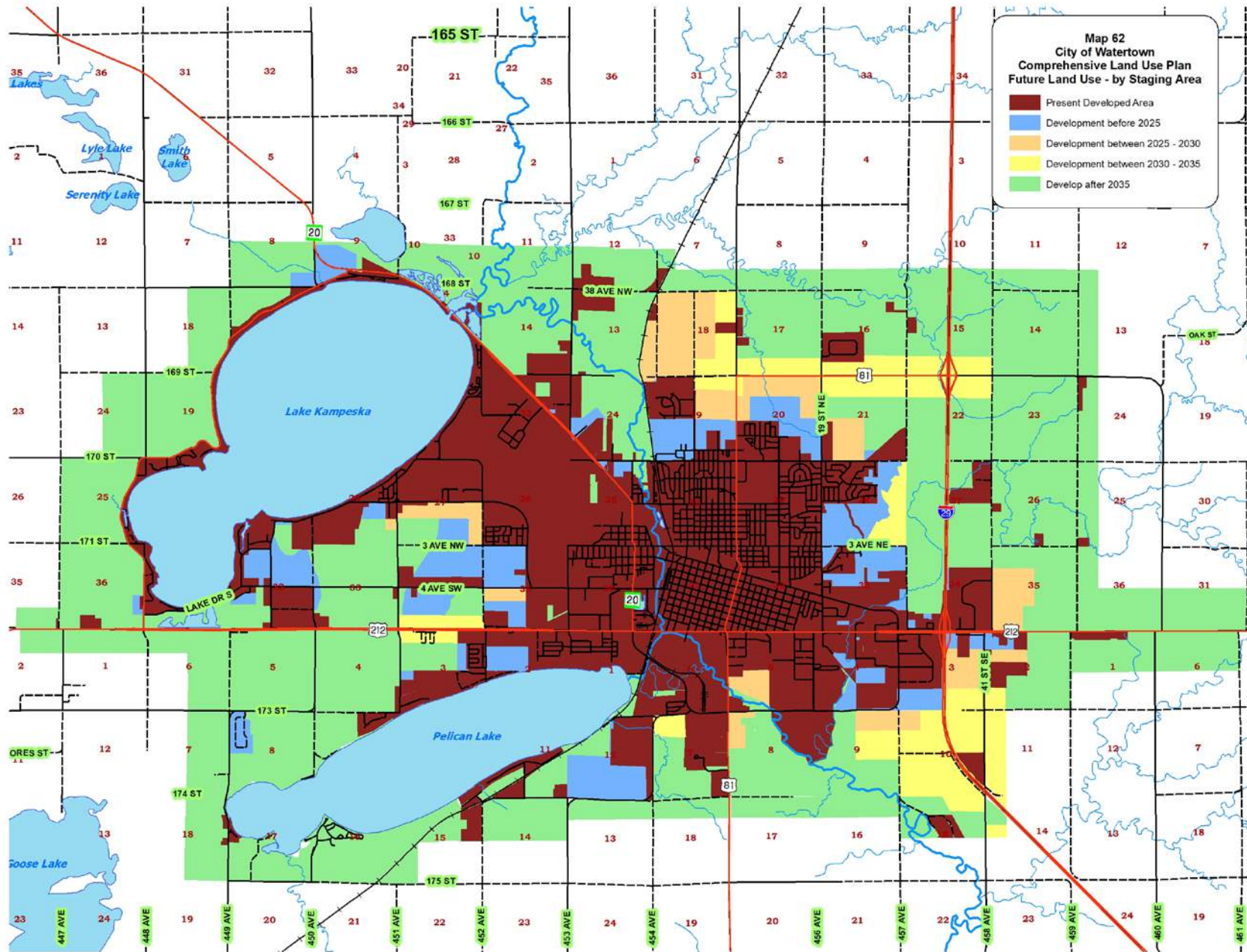
Areas designated for long-term development are areas where existing agricultural uses are encouraged to remain and urban development is strongly discouraged until adequate services have been planned for and constructed. The red designation on the map represents those areas which are not recommended to develop before 2035.

Plan Review and Amendments

The Plan recognizes the ever changing market place and the need to remain poised to meet those changes. Major new development opportunities may arise during the planning period which were not foreseen during the development of this Plan. In addition, major economic development or social changes may arise within the planning period. Such significant developments or changes would be likely to impact many elements of the plan. As such, the continuing planning process needs to include provisions for review of major changes and innovative development opportunities.

Similarly, major decisions facing the community about the street system, storm water management, joint jurisdiction, and other issues may result in changes which should be considered and recognized with this plan. These decisions may cause a major revision to this plan before the end of this planning period.

The Plan has been designed to provide guidance for future growth for approximately fifteen (15) to twenty (20) years. With any plan of this nature, it needs to be reviewed periodically to ensure conditions and circumstances affecting development are occurring as originally anticipated. The Watertown Planning Commission recommends that this document is reviewed on an annual basis and that a minor update be undertaken every five years to determine the adequacy of the projected assumptions and to determine the validity of the land use, transportation, utilities and other public facility elements of the plan.



APPENDIX

FUTURE LAND USE BY GROWTH AREA

**Text descriptions and maps in the Appendix take into account future land use throughout the area, including some areas already developed. Where the appendix conflicts with information found in preceding sections of this plan, the preceding section supersedes the appendix.*

***Maps are not provided for sections which are primarily developed within city limits at this time.*

****Existing land use as shown in subsequent maps are based upon information available to the Planning Commission in 2015.*

West Kampeska Growth Area

The West Kampeska Growth Area is generally located north and west of Lake Kampeska. The area contains the south half of Sections 8 and 9, Section 17, the east half of Section 18, Section 19, and the east half of Section 24 all of which are located in Lake Township and Section 25 in Richland Township.

Development Considerations for Future Urbanized Area

Though other land use documents have been prepared for this area and may be reviewed in consideration of the implementation of this plan; this plan shall supersede those documents (unless otherwise stated in this plan) in serving as the basis for land use decisions. Considerations for future development in areas primarily outside of current City Limits are described for the West Kampeska Growth Area below.

Planning Issues

- Most of the growth area is beyond the City's projected urban service area for sanitary sewer service and will remain in agricultural uses.
- Due to the existing capacity of water facilities around Lake Kampeska, future urban-density development to the north and/or west of Lake Kampeska is discouraged.
- The Municipal Utilities have stated that there is sufficient capacity and ability to expand the service areas of both existing utilities (electricity, natural gas) into the planned urban development and future urbanized areas.
- It is probable that the trend of purchasing and combining lots for larger homes, thereby reducing the residential density of the area immediately adjacent to the lake will continue.
- It is probably that requests for the construction of private and commercial storage with no other services will continue for property north and west of North Lake Drive.
- Traffic speed combined with proximity of existing pedestrian sidewalks and/or trails adjacent to North Lake Drive is of major concern.
- The City needs to determine access standards for North Lake Drive as a collector street.
- All of Sections 8, 9, 17, and portions of Sections 18 and 19 are situated over a shallow aquifer. Further all properties within one-fourth (1/4) mile of Lake Kampeska are in the Zone A Aquifer Protection Overlay Zone.
- Much of the shoreline adjacent to Lake Kampeska is located within the 100-year flood plain.

Development Considerations

- With the limitations regarding water, sanitary sewer, and access to North Lake Drive, future urban density development which would create a net increase in water consumption in the amount of water necessary for fifty (50) dwelling units or more to the north and/or west of North Lake Drive is discouraged. If residential development is to occur on the non-lake side of North Lake Drive, it is recommended that development be clustered with limited access points, turn-around driveways, and/or be required to have larger lot sizes, perhaps two (2) acres
- If development is to occur north and west of Lake Kampeska a comprehensive sanitary sewer utility analysis of the area prior to future development may be required.
- Establish access requirements to the major collector street North Lake Drive.
- Unless uniquely compatible due to the proximity to the lake, additional commercial or industrial development should be discouraged.
- In order to accommodate existing nonconforming or irregularly shaped lots as well as unique drainage, storage, parking, accessory uses, and principal uses, it is recommended that additional zoning districts should be created for portions of the undeveloped area and much of the currently R-1 Single Family Residential District in the area identified in Figure 9 C-L Boundary Map for Lake Kampeska. In addition to other standards, specifically it is expected the special zoning district will be created to address:
 - Certain recreational and commercial land uses which may differ from other residential zoning districts
 - Appropriate building materials
 - Parking and outdoor storage
 - Variability in setbacks based upon:
 - Lot coverage
 - floor area ratio
 - Lake-side vs road-side

Lake Township
Sections 9 and 16

Area expressed in acres	Rural	Residential	Commercial	Industrial	Commercial/Industrial	Residential/Commercial	Public/Quasi-Public	Residential (in county)**
Future Land Use	82 <input type="text"/>	21 <input type="text"/>	3 <input type="text"/>	0 <input type="text"/>	19 <input type="text"/>	112 <input type="text"/>	Not Identified	See “Rural”
Existing Land Use	169 <input type="text"/>	29 <input type="text"/>	4 <input type="text"/>	5 <input type="text"/>	Not Identified	Not Identified	2 <input type="text"/>	27 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Lake Township
Section 8

<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/ Industrial		Residential/ Commercial		Public/ Quasi-Public		Residential (in county)**	
Future Land Use	286	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	31	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	307		36	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0		0	<input type="text"/>	1	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Lake Township
Section 17

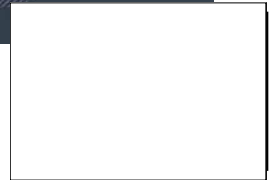
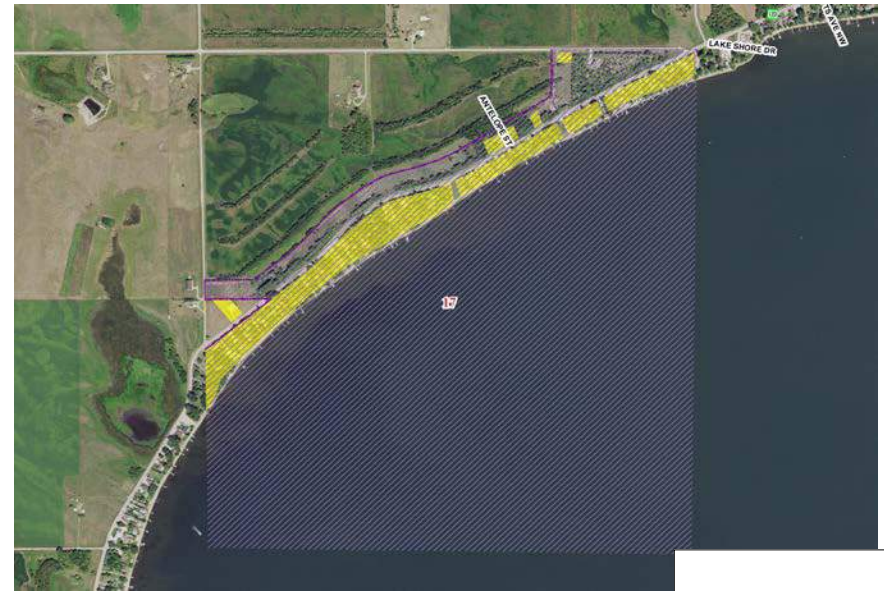
<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public	Residential (in county)**
Future Land Use	140	<input type="text"/>	23	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified	See "Rural"
Existing Land Use	160*		36	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0		0	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Lake Township
Section 18
(Does not include W1/2)

<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	297	<input type="text"/>	8	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		See “Rural”	
Existing Land Use	291	<input type="text"/>	8	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0	<input type="text"/>	0	<input type="text"/>	6	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Lake Township
Section 19

<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/ Industrial		Residential/ Commercial		Public/ Quasi-Public		Residential (in county)**	
Future Land Use	297	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		See “Rural”	
Existing Land Use	297	<input type="text"/>	32	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0	<input type="text"/>	27	<input type="text"/>	0	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Richland Township
Section 24
(Does not include W1/2)

<i>Area expressed in acres</i>	Rural	Residential	Commercial	Industrial	Commercial/Industrial	Residential/Commercial	Public/Quasi-Public	Residential (in county)**
Future Land Use	319 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	See "Rural"
Existing Land Use	319 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

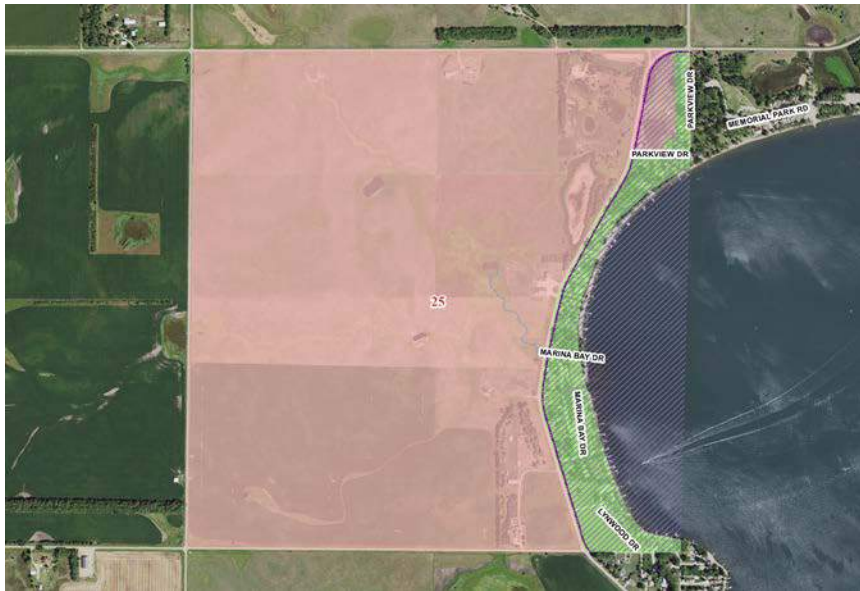


Richland Township
Section 25

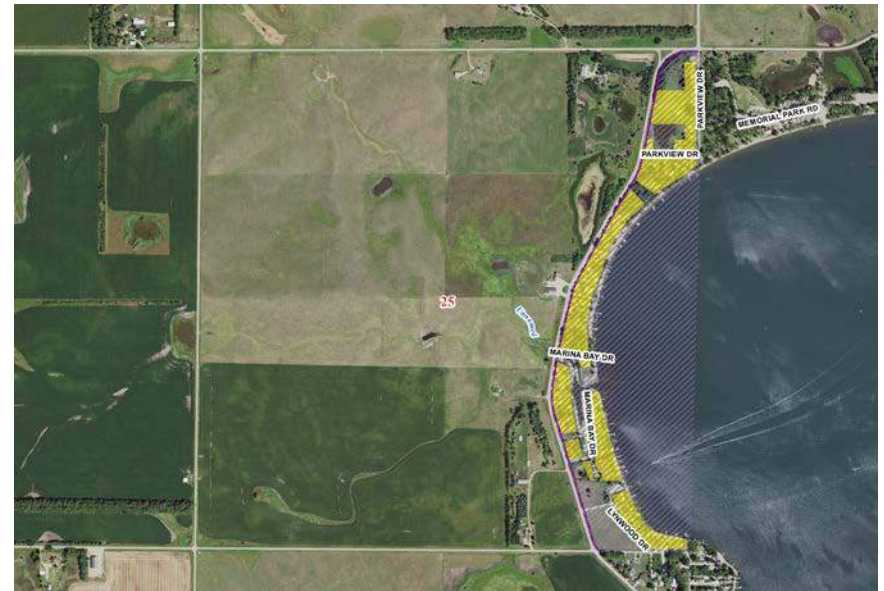
<i>Area expressed in acres</i>	Rural	Residential	Commercial	Industrial	Commercial/Industrial	Residential/Commercial	Public/Quasi-Public	Residential (in county)**
Future Land Use	518 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	See “Rural”
Existing Land Use	518	30 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	0	0 <input type="text"/>	0 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



West Growth Area

Development Considerations for Future Urbanized Area

Though other land use documents have been prepared for this area and may be reviewed in consideration of the implementation of this plan; this plan shall supersede those documents (unless otherwise stated in this plan) in serving as the basis for land use decisions. Considerations for future development in areas primarily outside of current City Limits are described for the West Growth Area below.

- In order to accommodate existing nonconforming or irregularly shaped lots as well as unique drainage, storage, parking, accessory uses, and principal uses, it is recommended that additional zoning districts should be created for portions of the undeveloped area and much of the currently R-1 Single Family Residential District in the area identified in Figure 9 C-L Boundary Map for Lake Kampeska. In addition to other standards, specifically it is expected the special zoning district will be created to address:
 - Certain recreational and commercial land uses which may differ from other residential zoning districts
 - Appropriate building materials
 - Parking and outdoor storage
 - Variability in setbacks based upon:
 - Lot coverage
 - floor area ratio
 - Lake-side vs road-side

West Growth Area Future Urbanized Area

- Sections 27, 28, 29, 31 and 32. (Lake Township)
 - There is potential for residential development in the following areas:
 - Southeast quarter section east of Derby Downs and also for property south of Golf Course Road (Section 27)
 - South and east of Shores Acres Addition (Section 28)
 - West of 60th Street West (Stony Point) and an area south of S Lake Drive east of 60th Street (Section 29)
 - Adjacent to South Lake Drive west of Sandy Shores (Section 31)

- South of Kerry Street (Section 32)
 - Reverse frontage lots or shared drives should be utilized on those properties abutting major and minor collector streets. All future development will be contingent upon availability of municipal services.
- Section 34 (Lake Township)
 - Property adjacent to US HWY 212 is expected to develop commercially or industrially.
 - The City should work with the county in rezoning those properties outside of City limits from commercial and industrial to agricultural.
 - Until municipal services are available, additional commercial or industrial development should not be encouraged.
- Section 35 (Lake Township)
 - The property south of Herzog Addition is expected to develop residentially.
 - The intersection of 4th Avenue South and Golf Course Road has the potential to develop commercially.
 - Future development potential is limited in the southeast quarter section due to the municipal airport approach zones.
 - Industrial and commercial uses are expected to continue adjacent to US HWY 212. If the remainder of the southwest quarter section is to develop industrially, a mixed use and/or medium density transitional area should be employed near 4th Avenue South and 33rd Street West.

West Growth Area Rural Area

- Sections 27, 28, 29, 31, 32, 33, and 34 Lake Township and Section 36 Richland Township
 - Until municipal services, specifically sanitary sewer, are available in those sections identified as “Rural Areas”, no additional residential development should be encouraged with a density greater than Codington County’s density standard of one dwelling per (35) thirty-five acres. The exception to the above recommendation is those areas in Sections 32 and 34 not situated over the shallow aquifer. With the extremely limited potential to pollute the shallow aquifer combined with the existing concentration of single-family residences on small acreages (1 to 5 acres), this location may be an excellent site for the continuation of the existing “rural estate” development. Strip development of this type is not presently allowed under the joint jurisdiction “Planned Residential District”. It is recommended that a “Rural Residential Estate” district be created in the joint jurisdiction area to accommodate small rural acreage development in prescribed areas (such as the above) of the plan.
- Section 31 (Lake Township)

- Due to the location of wetlands additional development outside of the present City limits is discouraged.
- Sections 32 and 33 (Lake Township)
 - Additional commercial and industrial development is not encouraged until municipal services are available.

Existing and Future Land Use

Existing land uses are identified for areas inside and outside of current City Limits for the West Growth Area below. More detailed information regarding existing land use within current City Limits and its redevelopment can be found elsewhere in this Plan. The below Future Land Use maps and tables are intended to identify the amount of area available for future development in the planning period. Therefore, future land uses are identified for areas outside current City Limits below only.

Richland Township
Section 35 and 36

Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/ Industrial	Residential/ Commercial	Public/ Quasi-Public	Residential (in county)**		
Future Land Use	690	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	19	<input type="text"/>	0	<input type="text"/>	Not Identified	See "Rural"
Existing Land Use	681	<input type="text"/>	11	<input type="text"/>	0	<input type="text"/>	1	<input type="text"/>	Not Identified	Not Identified	0	<input type="text"/>	27	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

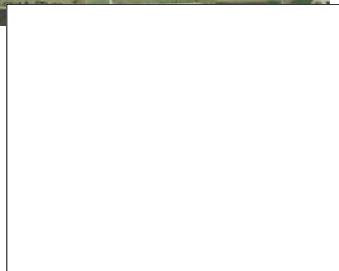


Lake Township Section 31

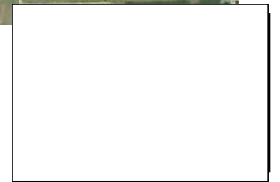
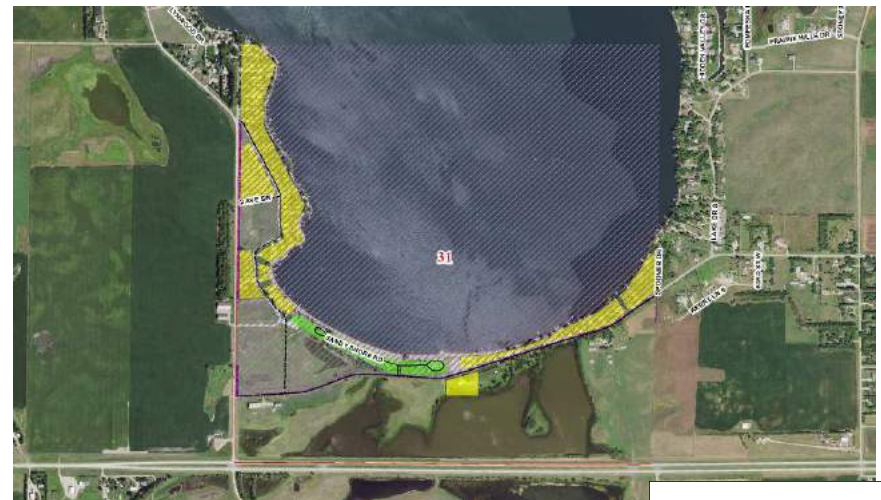
Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/ Industrial		Residential/ Commercial		Public/ Quasi-Public		Residential (in county)**	
Future Land Use	103	<input type="text"/>	17	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		See “Rural”	
Existing Land Use	114		40	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0		7	<input type="text"/>	0	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

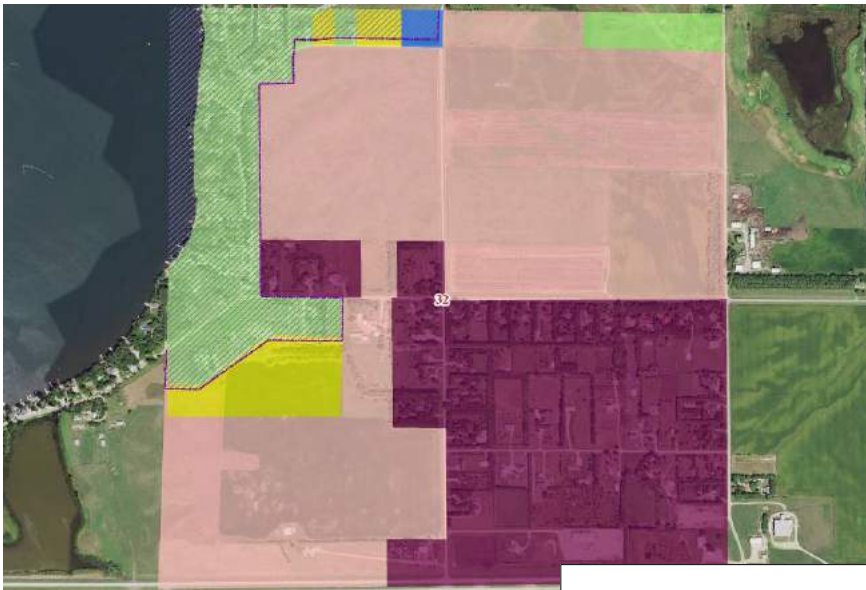


Lake Township
Section 32

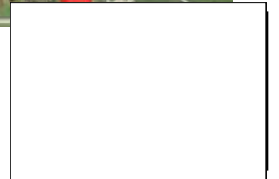
<i>Area expressed in acres</i>	Rural	Residential	Commercial	Industrial	Commercial/Industrial	Residential/Commercial	Public/Quasi-Public	Residential (in county)**
Future Land Use	496 <input type="text"/>	27 <input type="text"/>	4 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	See "Rural"
Existing Land Use	329* <input type="text"/>	38 <input type="text"/>	0 <input type="text"/>	14 <input type="text"/>	Not Identified	0 <input type="text"/>	13 <input type="text"/>	149 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Lake Township
Section 33

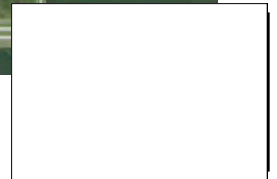
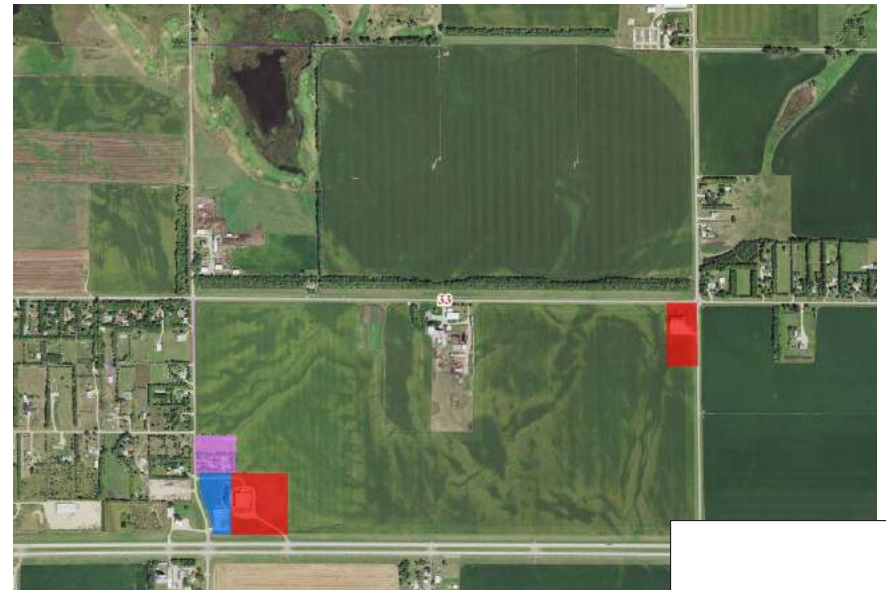
<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	623	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	601	<input type="text"/>	0	<input type="text"/>	4	<input type="text"/>	14	<input type="text"/>	Not Identified		0	<input type="text"/>	0	<input type="text"/>	4	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Lake Township
Section 34

<i>Area expressed in acres</i>	Rural	Residential	Commercial	Industrial	Commercial/Industrial	Residential/Commercial	Public/Quasi-Public	Residential (in county)**
Future Land Use	527 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	93 <input type="text"/>	0 <input type="text"/>	Not Identified	See "Rural"
Existing Land Use	511 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	10 <input type="text"/>	Not Identified	0 <input type="text"/>	0 <input type="text"/>	99 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

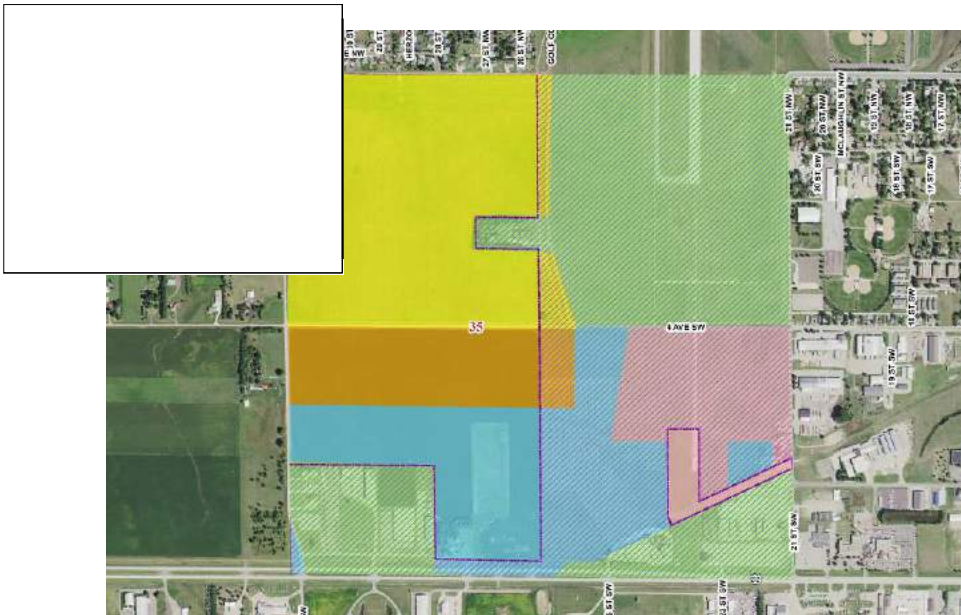


Lake Township
Section 35
(Does not include NE1/4)

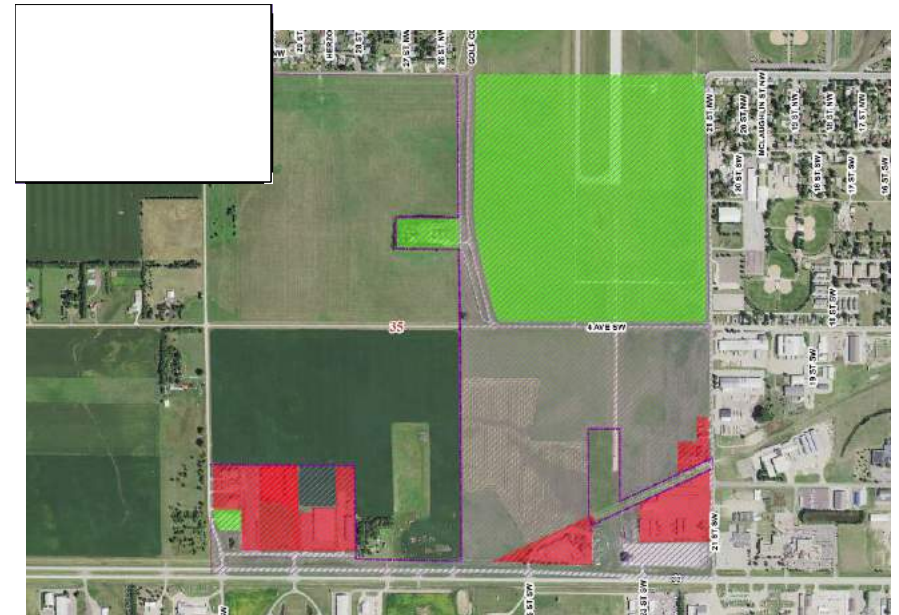
Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/ Industrial		Residential/ Commercial		Public/ Quasi-Public		Residential (in county)**	
Future Land Use	61	<input type="text"/>	169	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	119	<input type="text"/>	57	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	439		0	<input type="text"/>	0	<input type="text"/>	35	<input type="text"/>	Not Identified		0		6	<input type="text"/>	0	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Lake Township Section 27

Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/ Industrial		Residential/ Commercial		Public/ Quasi-Public		Residential (in county)**	
Future Land Use	163	<input type="text"/>	104	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	362	<input type="text"/>	38	<input type="text"/>	1	<input type="text"/>	9	<input type="text"/>	Not Identified		0	<input type="text"/>	224	<input type="text"/>	2	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Lake Township Section 28

Area expressed in acres	Rural	Residential	Commercial	Industrial	Commercial/Industrial	Residential/Commercial	Public/Quasi-Public	Residential (in county)**
Future Land Use	82 <input type="text"/>	50 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	See “Rural”
Existing Land Use	113 <input type="text"/>	76 <input type="text"/>	0 <input type="text"/>	10 <input type="text"/>	Not Identified	0 <input type="text"/>	138 <input type="text"/>	2 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

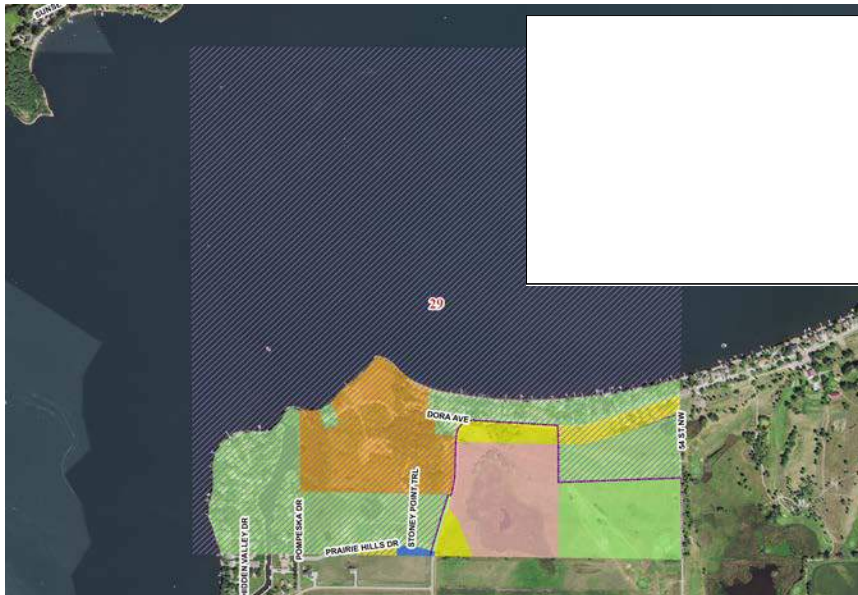


Lake Township Section 29

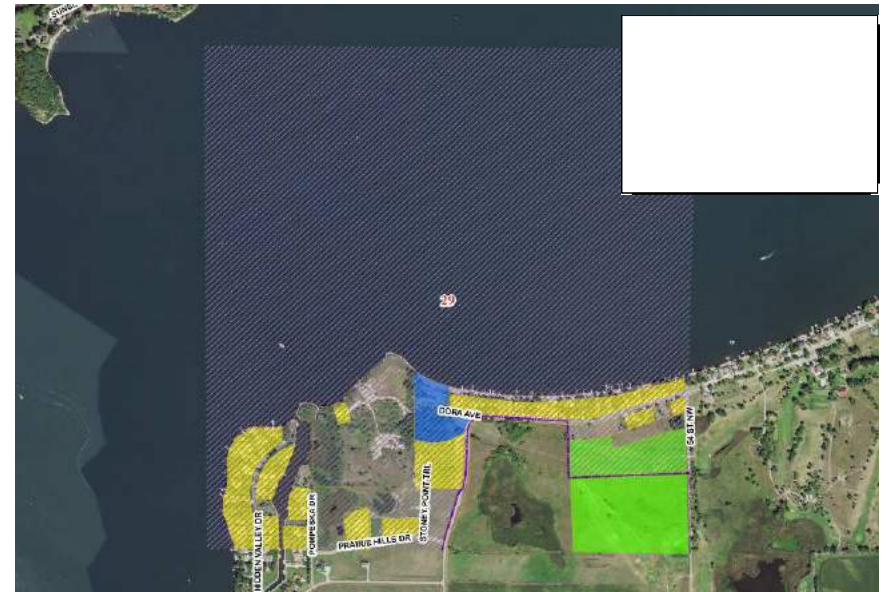
Area expressed in acres	Rural	Residential	Commercial	Industrial	Commercial/Industrial	Residential/Commercial	Public/Quasi-Public	Residential (in county)**
Future Land Use	32 <input type="text"/>	13 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	39 <input type="text"/>	Not Identified	See “Rural”
Existing Land Use	35 <input type="text"/>	36 <input type="text"/>	6 <input type="text"/>	10 <input type="text"/>	Not Identified	0 <input type="text"/>	34 <input type="text"/>	9 <input type="text"/>

** Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



North Growth Area

Development Considerations for Future Urbanized Area

Considerations for future development in areas primarily outside of current City Limits are described for the North Growth Area below.

- In order to accommodate existing nonconforming or irregularly shaped lots as well as unique drainage, storage, parking, accessory uses, and principal uses, it is recommended that additional zoning districts should be created for portions of the undeveloped area and much of the currently R-1 Single Family Residential District in the area identified in Figure 9 C-L Boundary Map for Lake Kampeska. In addition to other standards, specifically it is expected the special zoning district will be created to address:
 - Certain recreational and commercial land uses which may differ from other residential zoning districts
 - Appropriate building materials
 - Parking and outdoor storage
 - Variability in setbacks based upon:
 - Lot coverage
 - floor area ratio
 - Lake-side vs road-side

North Growth Area Future Urbanized Area

- Section 13 (Lake Township)
 - With the future location of the SD HWY 20 Connector Route at 7th Street West, there is potential for commercial development at the intersection of 7th Street West and 26th Avenue North. In addition it is expected connection to the railroad in the eastern portion of this section will facilitate future industrial expansion east of this property.
- Section 18 (Elmira Township)
 - Future development adjacent to 26th Avenue will be dictated by the build out of the River Ridge Addition in Section 19 and the development of the SD HWY 20 Connector Route (7th Street and 26th Avenue). Future Development adjacent to the SD HWY 20 Connector Route and old US HWY 81 will generally be of a mixed-use nature (commercial, office, higher density residential).
 - Existing shelterbelts and contours of the northern portion of this section, and its proximity to the railroad make this property suitable for future industrial park development.

- Utility infrastructure will need to be upgraded and expanded to service an industrial park in this area with water and electricity.
- Intensity of uses should gradually increase from planned residential development in Section 19 and consideration should be given to natural and man-made buffers between residential and heavy industrial development.
- In the event the need for industrial property outpaces the expansion of City Limits in this area, the City and County should consider establishment of policy to facilitate industrial growth under certain conditions in this area under the joint jurisdiction zoning ordinance.
- Until municipal services, specifically sanitary sewer, are available in those sections identified as “Rural Areas”, no additional residential development should be encouraged with a density greater than Codington County’s density standard of one (1) dwelling per (35) thirty-five acres.
- Section 24 (Lake Township)
 - Currently much of the undeveloped southwest quarter of this section is owned by the South Dakota National Guard, with no current plans for expansion. With the future location of the SD HWY 20 Connector Route, there is potential for commercial development between its intersection with SD HWY 20 and Sioux Conifer Road. Master planning of these sites should address access and pedestrian transportation (sidewalk/trails).
- Section 25 (Lake Township)
 - The property north of the County Highway Shop and west of 10th Street West is expected to develop residentially.
 - The intersection of 14th Avenue and SD HWY 20 is expected to develop commercially.
 - There are industrial development possibilities on lands south of what is now known as Lorenz and Custom Fabricators.
- Section 19 (Elmira Township)
 - Development of the “Mack Family” property in the southwest quarter section (Section 19 Elmira Township) is anticipated to begin in the next few years. Office commercial development is planned for at the intersection of 2nd Street West and 14th Avenue North. To the north and west of the proposed office commercial development medium density townhouses and apartments are to be utilized as a buffer or transition zone to the low-density single-family development which will compose the remainder of the quarter section.
 - Mixed-use development including office, retail, and medium/high density residential, is encouraged adjacent to US HWY 81 and the proposed 26th Avenue. Master planning of these sites should address access and pedestrian transportation (sidewalk/trails). The architectural design should be residential in character.
 - The remainder of the available development land within Section 19’s northwest quarter of this section has been designated for lower density single-family housing.

- Master planning of residential developments should incorporate the connection of the recreational trail from the existing trail from the southwest corner of this section to the proposed park in the northwest quarter of the section.

North Growth Area Rural Area

- Sections 10 and 15 (Lake Township)
 - Due to the location of flood plain and aquifer, development outside of the present City limits should be discouraged.
- Sections 13, 14, 23, and 24 (Lake Township)
 - Outside of the City limits, development potential is limited in due to the incidence of flood plain and aquifer. Until municipal services, specifically sanitary sewer, are available in those sections identified as “Rural Areas”, no additional residential development should be encouraged with a density greater than Codington County’s density standard of one (1) dwelling per (35) thirty-five acres.
- Section 25 (Lake Township)
 - Much of the undeveloped area outside city limits and adjacent to the Big Sioux River is within flood hazard areas (100-year floodplain or floodway) and/or include wetlands. Any future development in that area should be discouraged.

Existing and Future Land Use

Existing land uses are identified for areas inside and outside of current City Limits for the North Growth Area below. Since more detailed information regarding existing land use within current City Limits and its redevelopment can be found elsewhere in this Plan; maps are not provided for sections which are primarily developed within city limits at this time. The below Future Land Use maps and tables are intended to identify the amount of area available for future development in the planning period. Therefore, future land uses are identified for areas outside current City Limits below only.

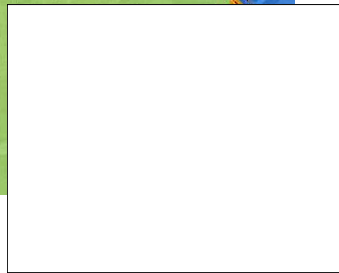
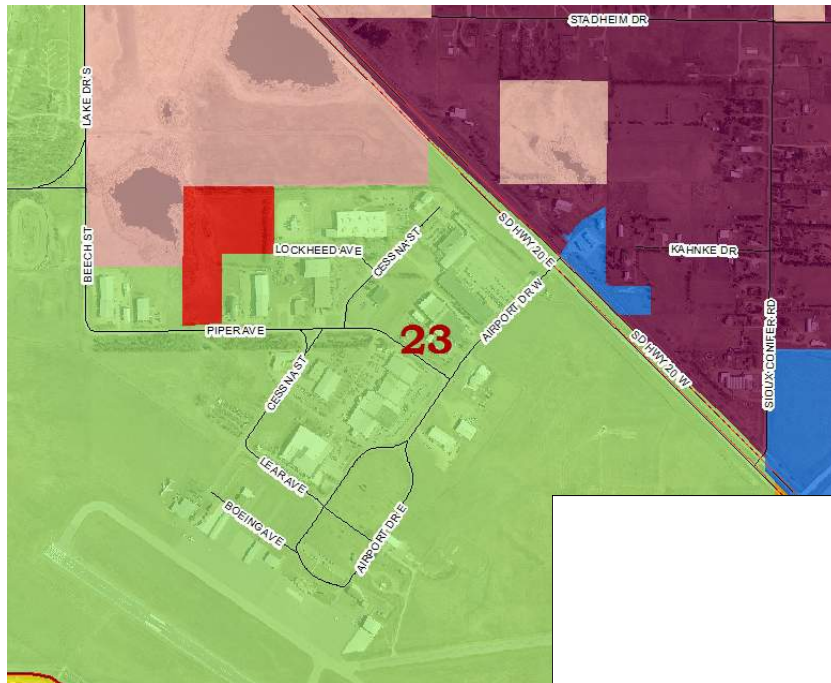
Lake Township Section 23

Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	238	<input type="text"/>	0	<input type="text"/>	6	<input type="text"/>	14	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	129*		0	<input type="text"/>	15	<input type="text"/>	100	<input type="text"/>	Not Identified		0		0*	<input type="text"/>	108	<input type="text"/>

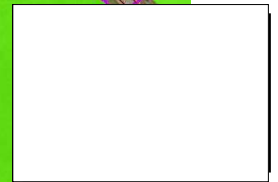
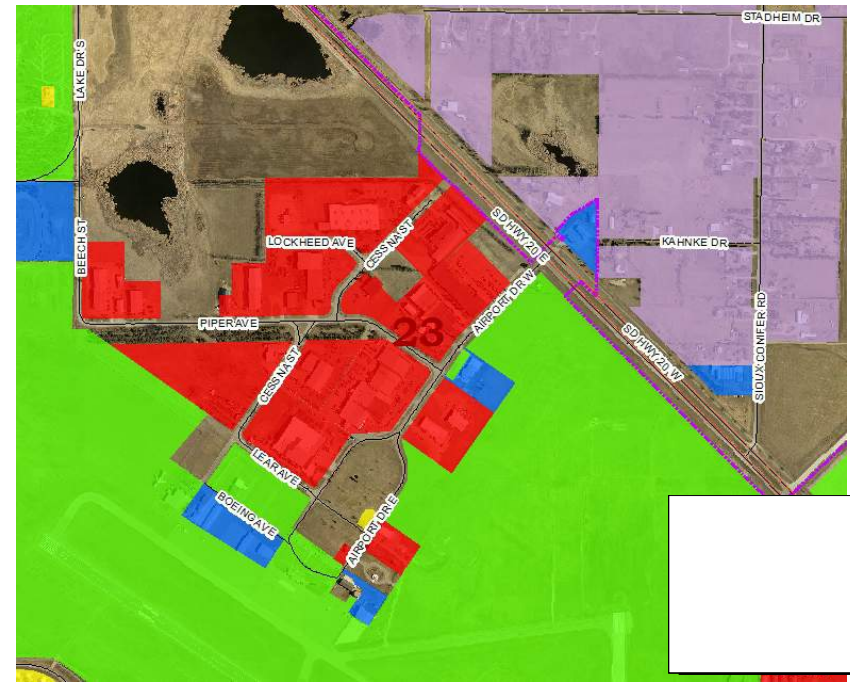
**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

*Not including Airport

Future Land Use



Existing Land Use

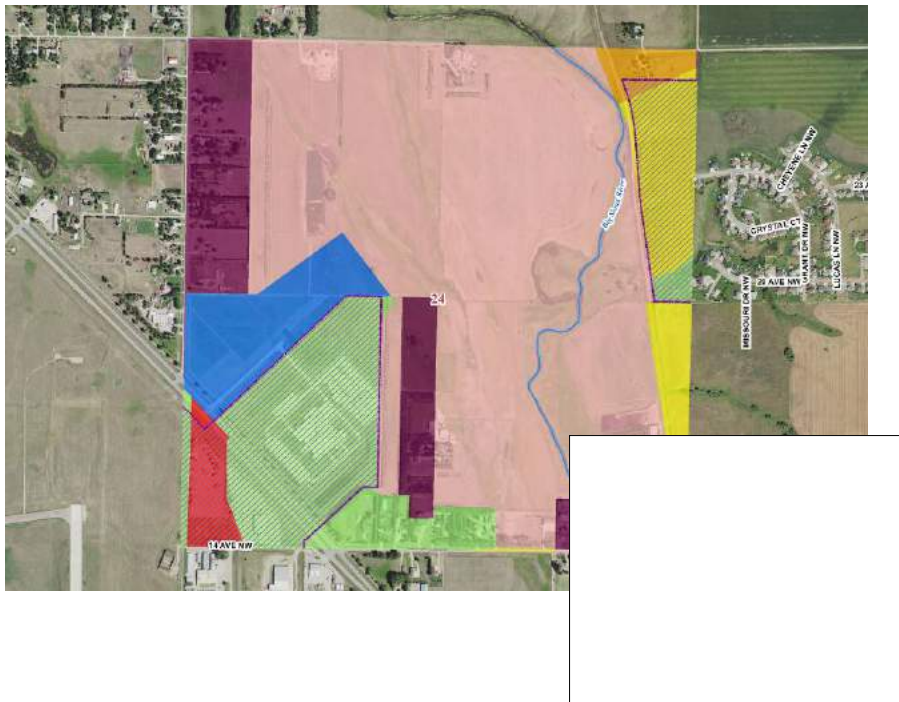


Lake Township
Section 24
(Excludes East of Railroad)

<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	434		0		22		14		0		0		Not Identified		See "Rural"	
Existing Land Use	427		0		0		15		Not Identified		0		53		79	

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



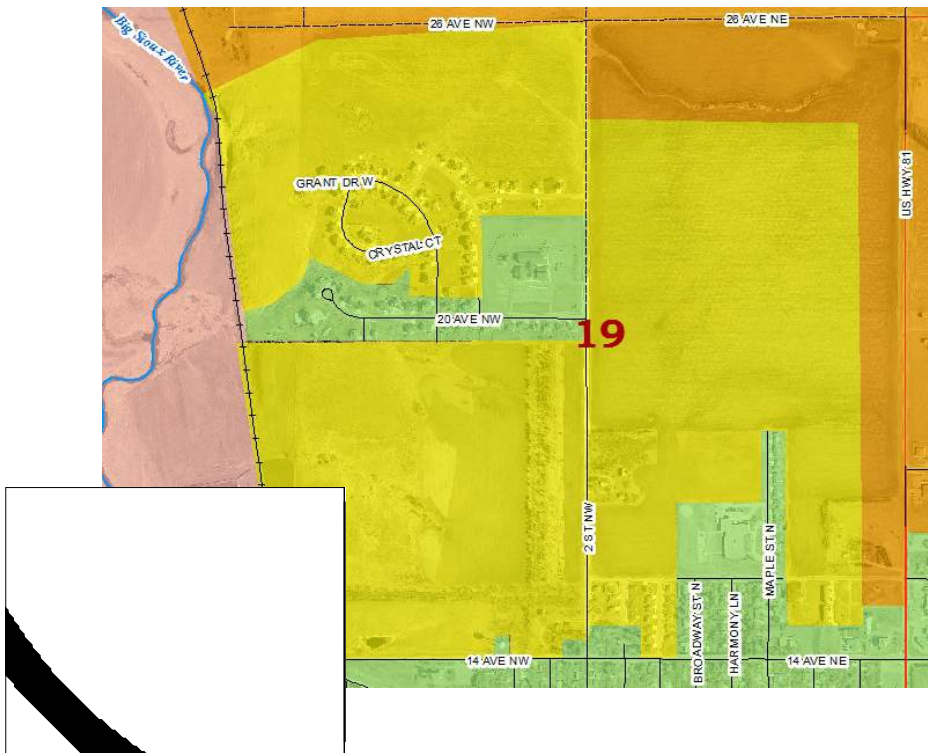
**Elmira Township
Section 19**

(Includes East of Railroad in Section 24 Lake Township)

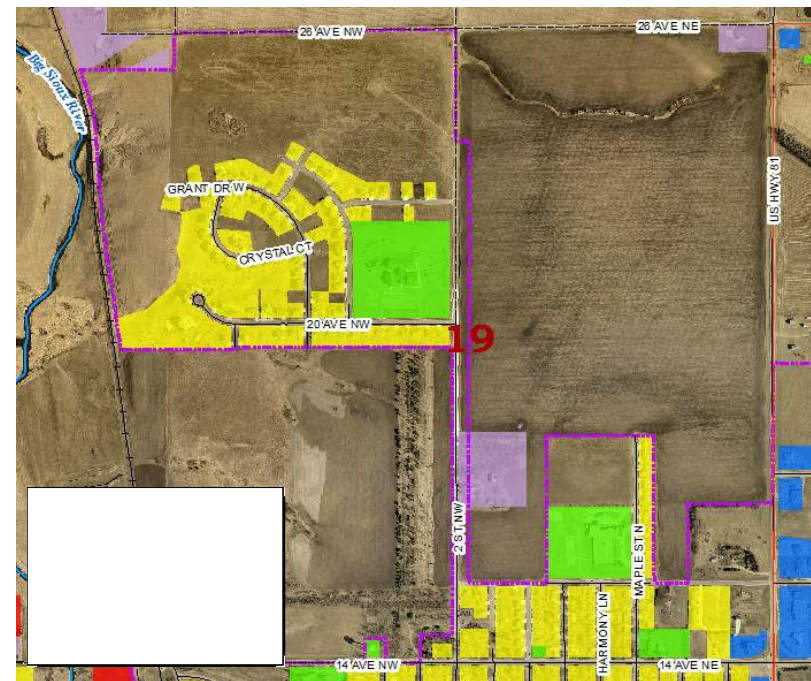
Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/ Industrial		Residential/ Commercial		Public/ Quasi-Public		Residential (in county)**	
Future Land Use	0		484		0		0		0		104		Not Identified		See “Rural”	
Existing Land Use	516		68		1		0		Not Identified		0		13		14	

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

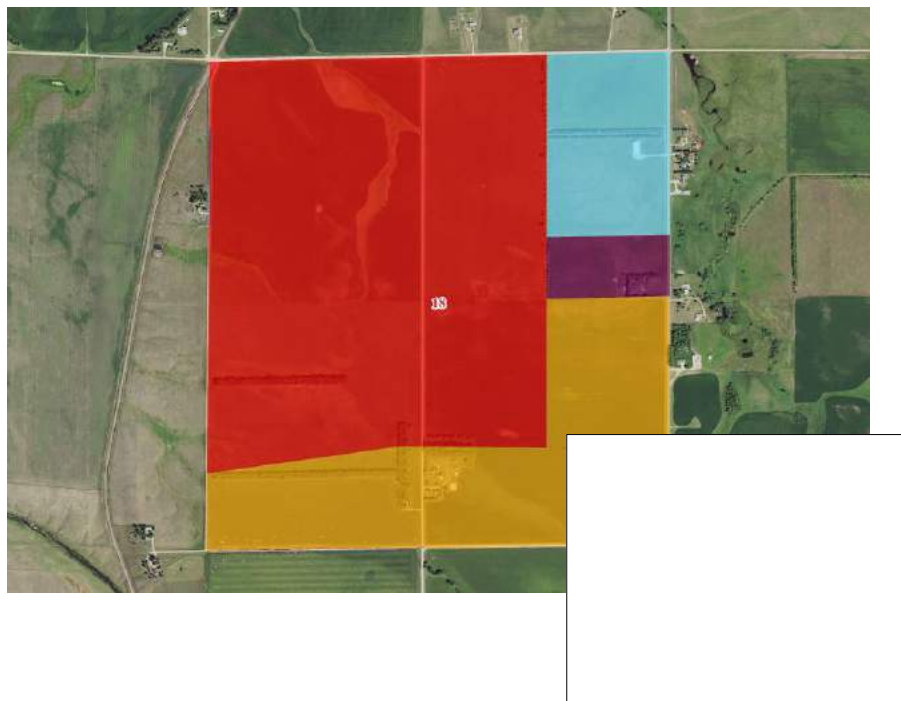


Elmira Township
Section 18

<i>Area expressed in acres</i>	Rural	Residential	Commercial	Industrial	Commercial/Industrial	Residential/Commercial	Public/Quasi-Public	Residential (in county)**
Future Land Use	20 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	355 <input type="text"/>	60 <input type="text"/>	161 <input type="text"/>	Not Identified	See "Rural"
Existing Land Use	594 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	0 <input type="text"/>	0 <input type="text"/>	2 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

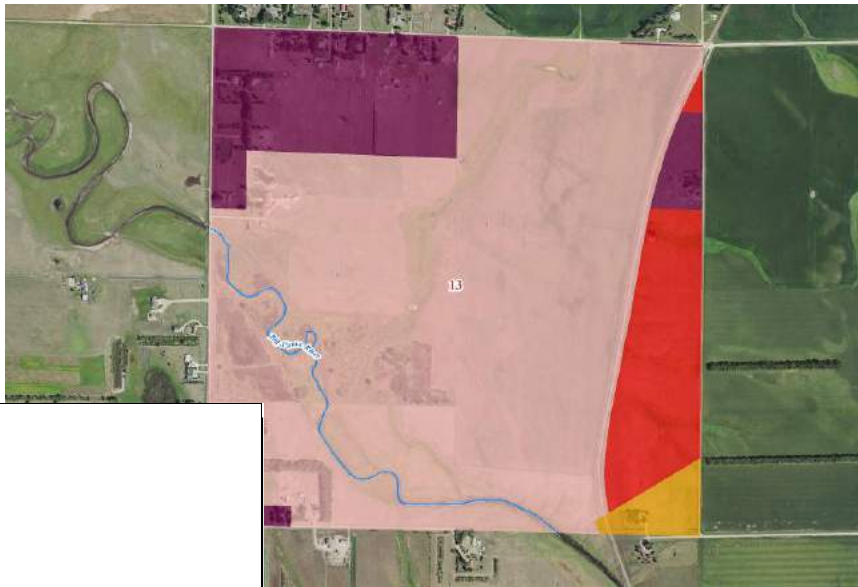


Lake Township
Section 13

<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	572	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	59	<input type="text"/>	0	<input type="text"/>	11	<input type="text"/>	Not Identified		See “Rural”	
Existing Land Use	547		0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0		0	<input type="text"/>	95	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Northeast Growth Area

Development Considerations for Future Urbanized Area

Considerations for future development in areas primarily outside of current City Limits are described for the Northeast Growth Area below.

Northeast Growth Area Future Urbanized Area

- Sections 20 and 21 and SD HWY 20 Connector Route Corridor/US HWY 81 (Elmira Township)
 - Compared to the other sections within the North Growth Area, it is anticipated that Section 20 and 21 and the SD HWY 20 Connector Route Corridor should experience the majority of new development proposals and/or construction efforts during the life of this land use plan, albeit in the later phases.
 - The southeast quarter section and the south half of the north half of Section 20 are expected to develop residentially.
 - Future recreational trail is expected to connect to 14th Avenue North from the southeast corner of Section 20 to 26th Avenue North/US HWY 81 by following the waterway through this section. Master planning of these sites should address access and pedestrian transportation (sidewalk/trails).
 - The property west and southwest of the current school transportation facility in the northeast corner of Section 20 is projected as the future site for an elementary school. Master plans for property in the northern and eastern portion of this section should plan for
 - Future development will be dictated by the development of the SD HWY 20 Connector Route combined with the build out of the Northridge Addition in Section 20. Future Development adjacent to the SD HWY 20 Connector Route and US HWY 81 will generally be of a mixed-use nature (commercial, office, higher density residential). Master planning of these sites should address access and pedestrian transportation (sidewalk/trails). The architectural design for commercial and office uses adjacent to residences should be residential in character.
 - Until municipal services are available, additional residential or commercial development should not be encouraged.
 - Future development adjacent to the SD HWY 20 Connector Route/US HWY 81 will have restricted access.
 - The City should work with the county in rezoning those properties outside of City limits from commercial to agricultural.

Northeast Growth Area Rural Area

- Until municipal services, specifically sanitary sewer, are available in those sections identified as “Rural Areas”, no additional residential development should be encouraged with a density greater than Codington County’s density standard of one (1) dwelling per (35) thirty-five acres.
- Additional commercial and industrial development is not encouraged.

Existing and Future Land Use

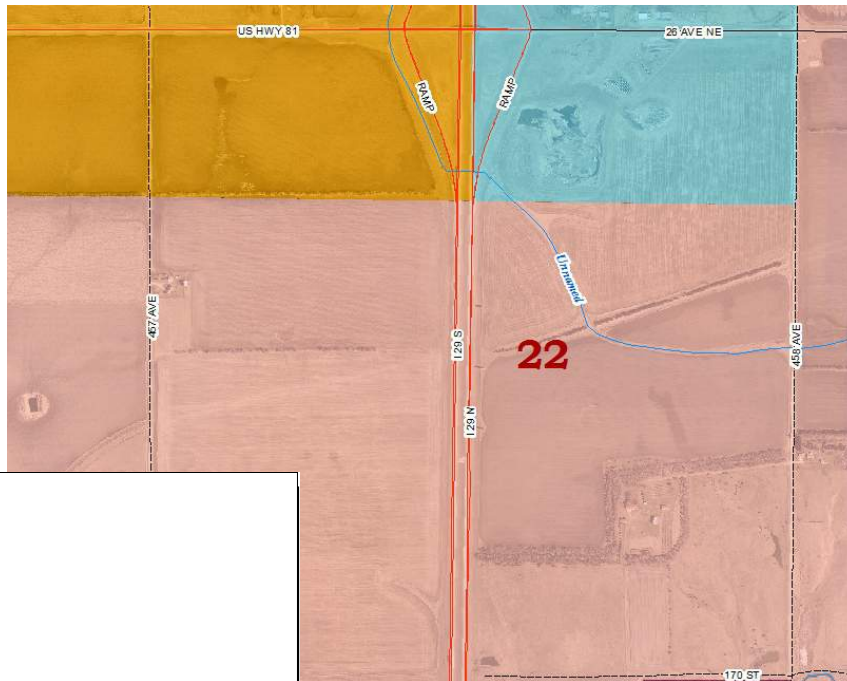
Existing land uses are identified for areas inside and outside of current City Limits for the Northeast Growth Area below. Since more detailed information regarding existing land use within current City Limits and its redevelopment can be found elsewhere in this Plan; maps are not provided for sections which are primarily developed within city limits at this time. The below Future Land Use maps and tables are intended to identify the amount of area available for future development in the planning period. Therefore, future land uses are identified for areas outside current City Limits below only.

Elmira Township Section 22

Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	471	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	87	<input type="text"/>	85	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	643		0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0		0	<input type="text"/>	0	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

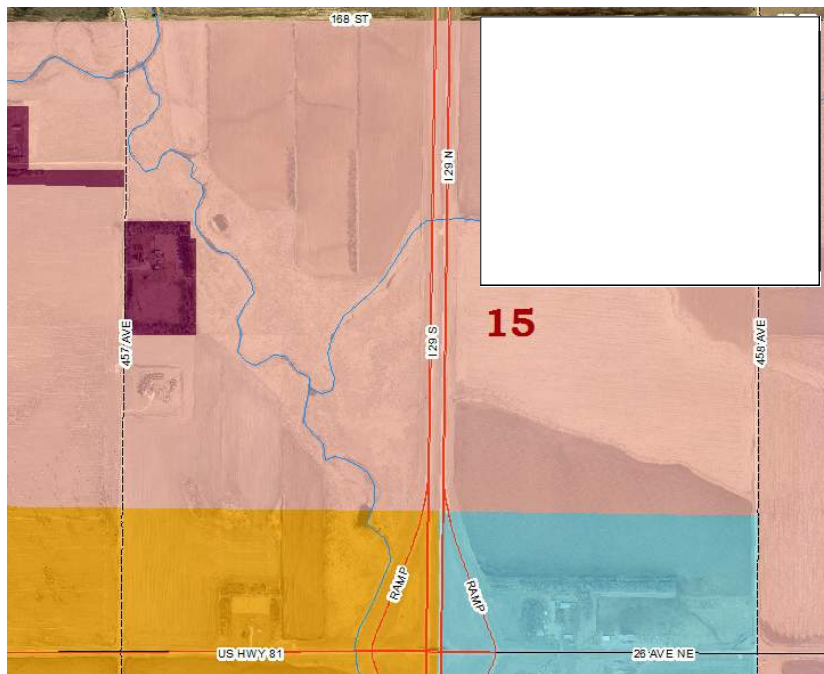


Elmira Township
Section 15

Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/ Industrial		Residential/ Commercial		Public/ Quasi-Public		Residential (in county)**	
Future Land Use	501	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	71	<input type="text"/>	73	<input type="text"/>	Not Identified		See “Rural”	
Existing Land Use	626		0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0		0	<input type="text"/>	19	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

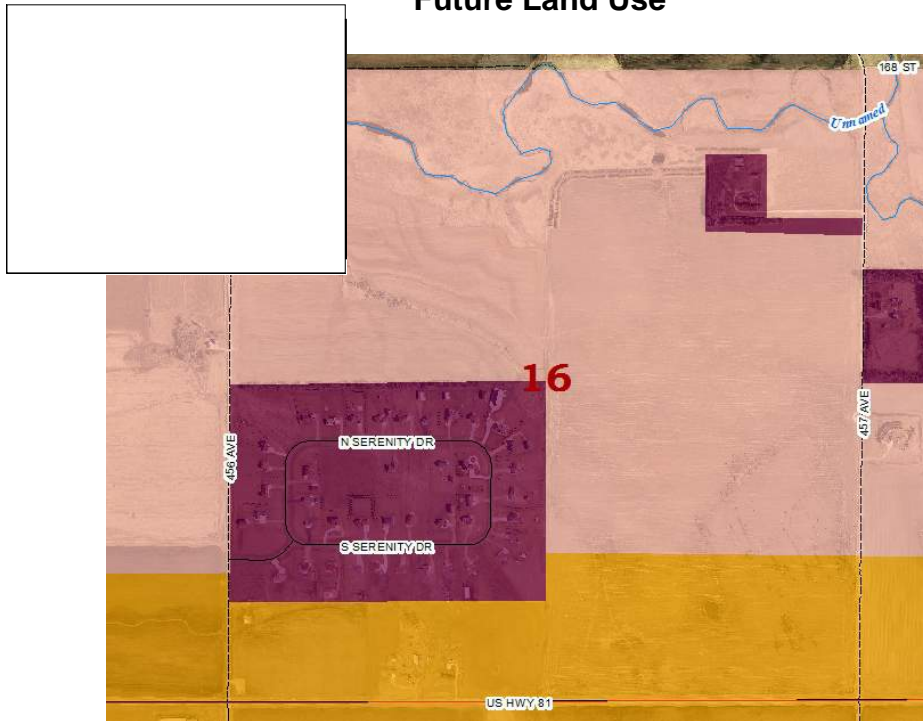


Elmira Township
Section 16

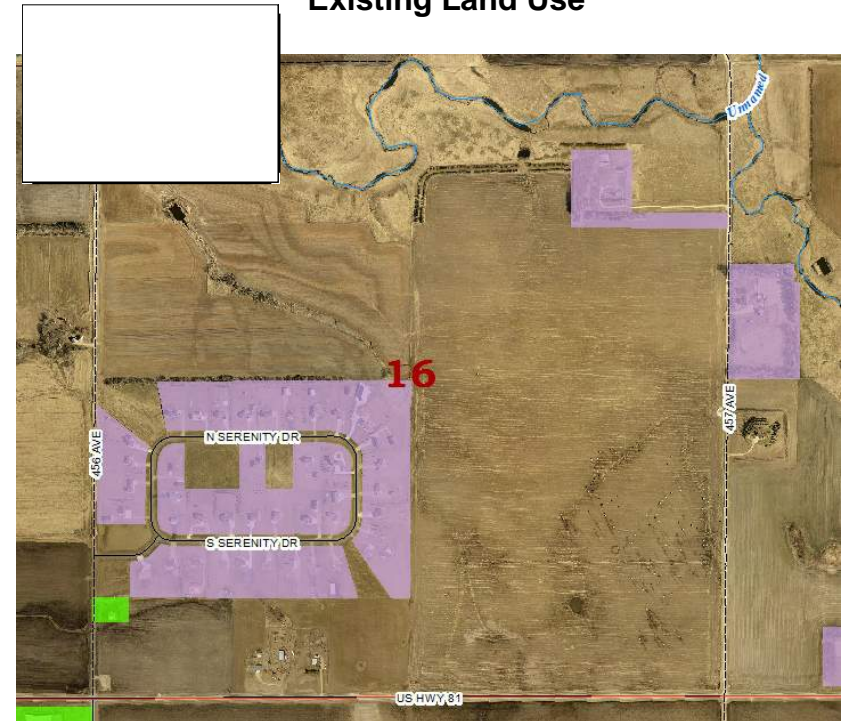
<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	512	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	126	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	547		0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0		1	<input type="text"/>	90	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Elmira Township
Section 21

Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/ Industrial		Residential/ Commercial		Public/ Quasi-Public		Residential (in county)**	
Future Land Use	309	<input type="text"/>	164	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	163	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	584		0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0		0	<input type="text"/>	52	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

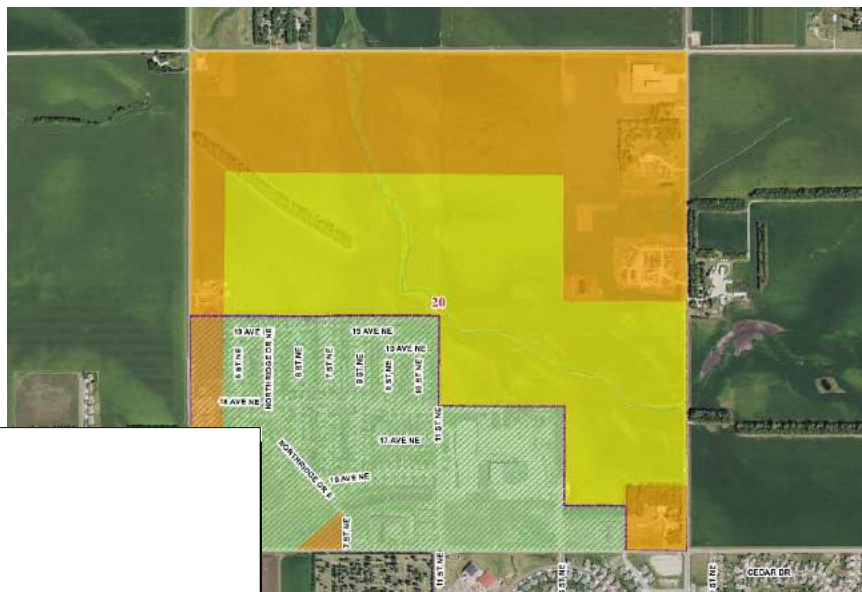


Elmira Township Section 20

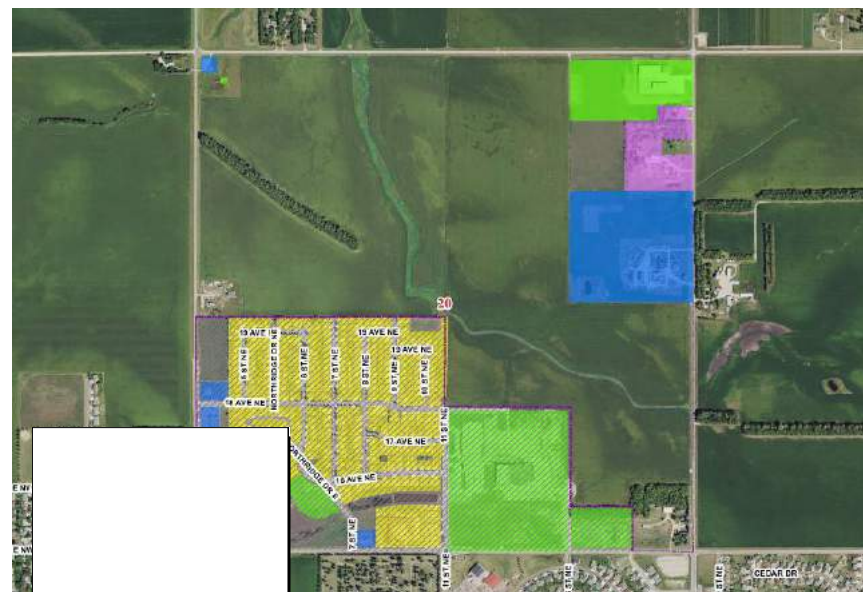
Area expressed in acres	Rural	Residential	Commercial	Industrial	Commercial/ Industrial	Residential/ Commercial	Public/ Quasi-Public	Residential (in county)**
Future Land Use	0 <input type="text"/>	172 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	236 <input type="text"/>	Not Identified	See "Rural"
Existing Land Use	433 <input type="text"/>	80 <input type="text"/>	50 <input type="text"/>	0 <input type="text"/>	Not Identified	0 <input type="text"/>	29 <input type="text"/>	12 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

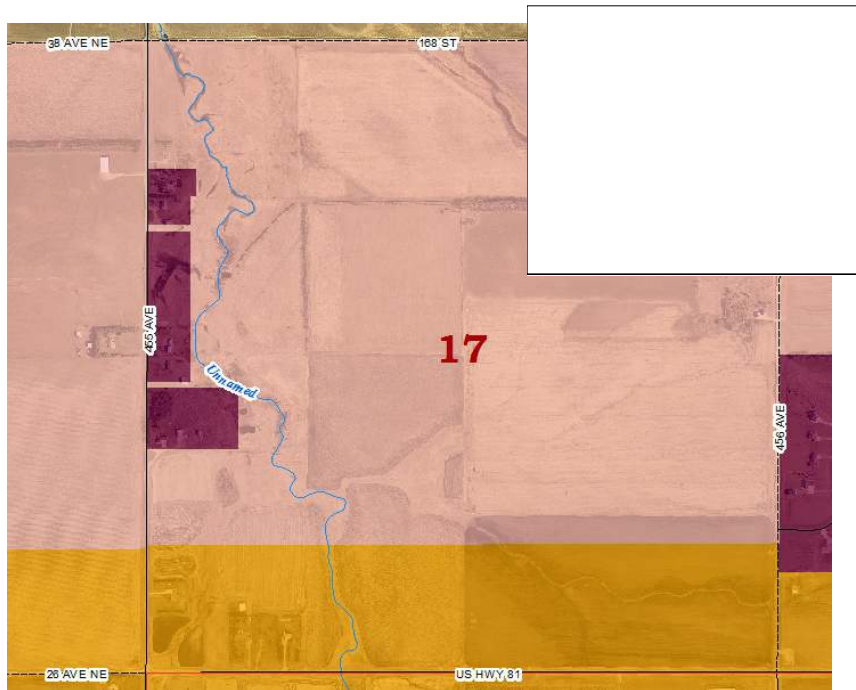


Elmira Township
Section 17

Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/ Industrial		Residential/ Commercial		Public/ Quasi-Public		Residential (in county)**	
Future Land Use	505	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	130	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	606		0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0		0	<input type="text"/>	29	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



East Growth Area

Development Considerations for Future Urbanized Area

Considerations for future development in areas primarily outside of current City Limits are described for the East Growth Area below.

East Growth Area Future Urbanized Area

➤ Section 28 (Elmira Township)

- There is potential for residential development throughout the remainder of this section. Reverse frontage lots should be utilized on properties adjacent to 19th Street East, 14th Avenue North, and 3rd Avenue North.
- It is expected that eastward development will cease when sanitary sewer can no longer be served by gravity-flow lines. That extent has nearly been reached in the northeast quarter of this section.
- No collector street has been established within this section. It is recommended that a minor collector be planned on the eastern edge of current development in the north half of this section with limited access. That collector should connect to 25th Street East in the south half of this section.

➤ Sections 33 and 34 (Elmira Township)

- Presently there is an eight-acre area south of the Dakota Commons in Section 33 which contains a rural residence. There is potential to residentially develop the undeveloped acres surrounding the rural residence.
- Mixed use development, including office, retail, and medium/high density residential, possibilities north of US HWY 212 has been master planned adjacent to Willow Creek Drive.
- Development north of Willow Creek in the east half of Section 33 is expected to occur later in the life of this plan. This area will serve as an extension of retail uses south of Willow Creek and a buffer between residential and retail uses to the south and west, and planned industrial uses to the east. The architectural design for industrial uses should be of a similar character to commercial uses where adjacent, and appropriate screening of industrial uses should be planned.
- The intersection 31st Street and US HWY 212 is expected to be removed within the planning period. Future traffic which would use 31st Street East will utilize the intersection of 29th Street East or some future connection to the existing service road near the interstate exit or at a future 33rd Street intersection.
- Mining in Section 34 is likely to be completed at or shortly after the expiration of this plan.

- Future development in the southern portion of Section 34 needs to accommodate connection of future streets for the future development of the area currently being mined.
- Section 35 (Elmira Township)
 - The west half of this section could develop as an expansion of the Pheasant Ridge Industrial Park.

East Growth Area Rural Area

- Sections 26, 27, 33, 34, 35, and 36 (Elmira Township) and Section 31 (Kranzburg Township)
 - Until municipal services, specifically sanitary sewer, are available in those sections identified as “Rural Areas”, no additional residential development should be encouraged with a density greater than Codington County’s density standard of one dwelling per (35) thirty-five acres.
- Sections 33 and 34 (Elmira Township)
 - Although a master drainage study has been completed for most of these sections, additional development of any type is not encouraged until municipal services, specifically sanitary sewer, are available.
 - There may be some pressure for development to occur as land is reclaimed once mining is completed.
- Sections 26, 35, 36 (Elmira Township) and Section 31 (Kranzburg Township)
 - Additional commercial and industrial development adjacent to US HWY 212 is not encouraged until municipal services are available.

Existing and Future Land Use

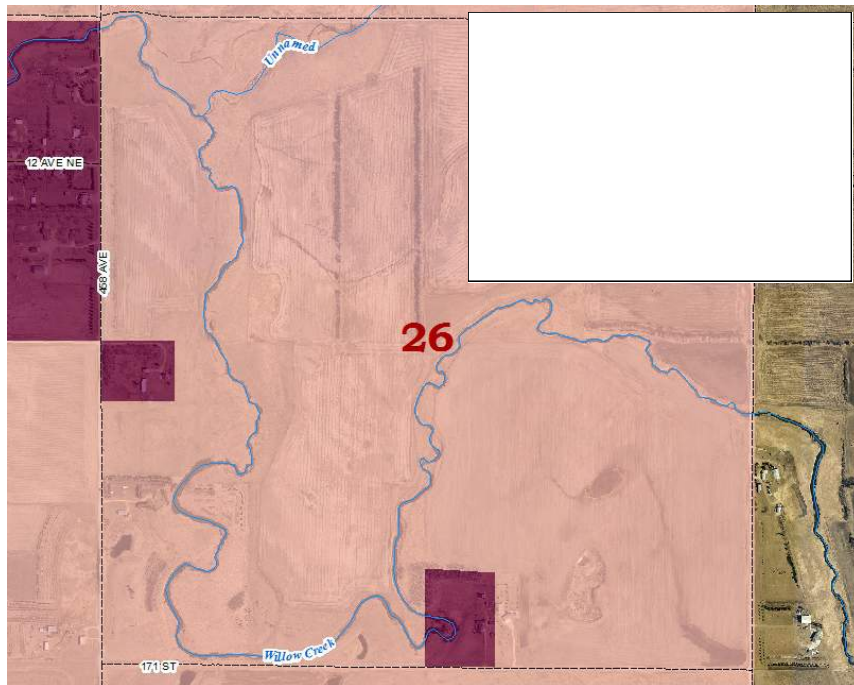
Existing land uses are identified for areas inside and outside of current City Limits for the East Growth Area below. Since more detailed information regarding existing land use within current City Limits and its redevelopment can be found elsewhere in this Plan; maps are not provided for sections which are primarily developed within city limits at this time. The below Future Land Use maps and tables are intended to identify the amount of area available for future development in the planning period. Therefore, future land uses are identified for areas outside current City Limits below only.

Elmira Township
Section 26

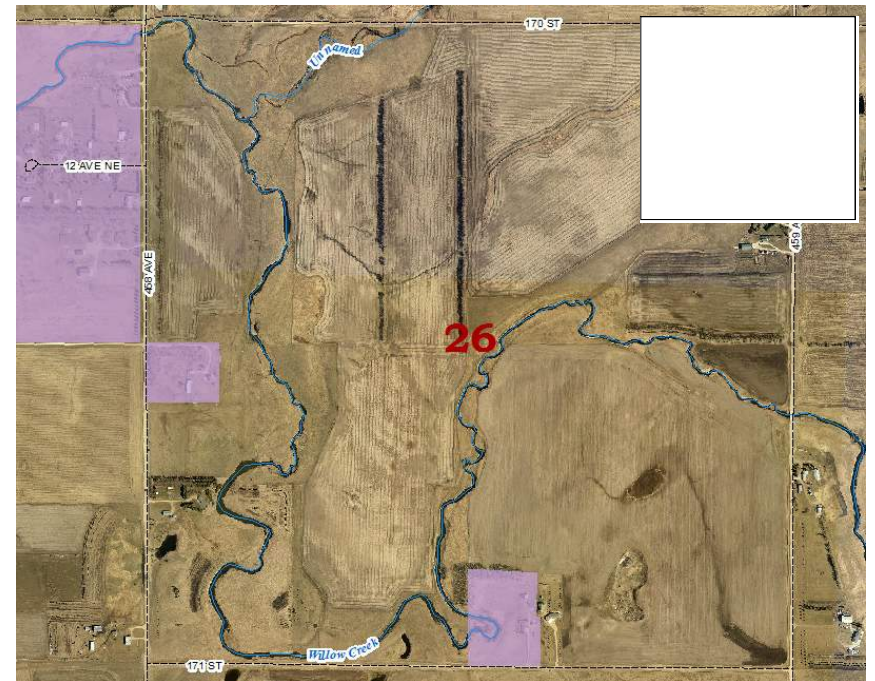
<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	647	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	630		0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0		0	<input type="text"/>	17	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

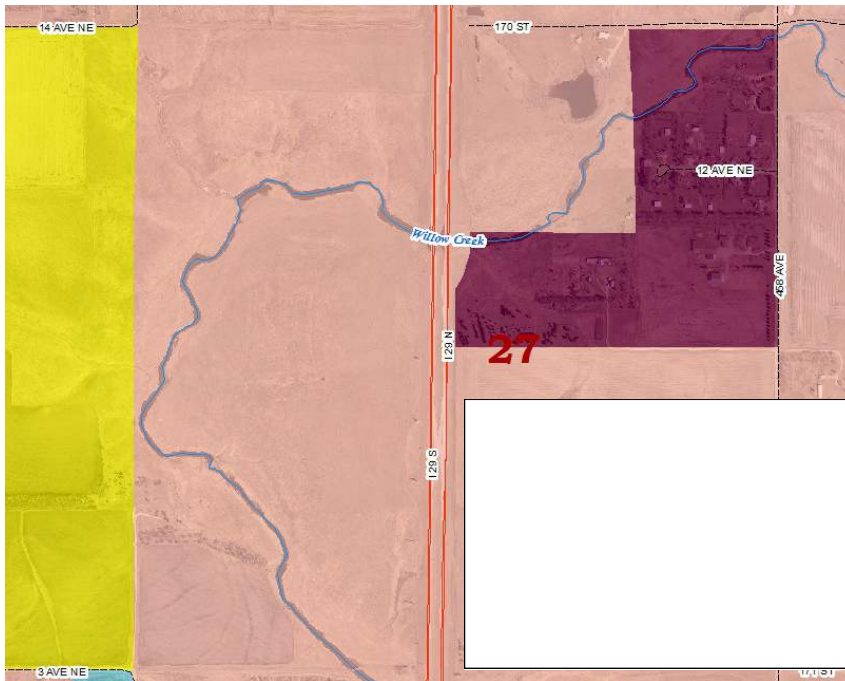


Elmira Township
Section 27

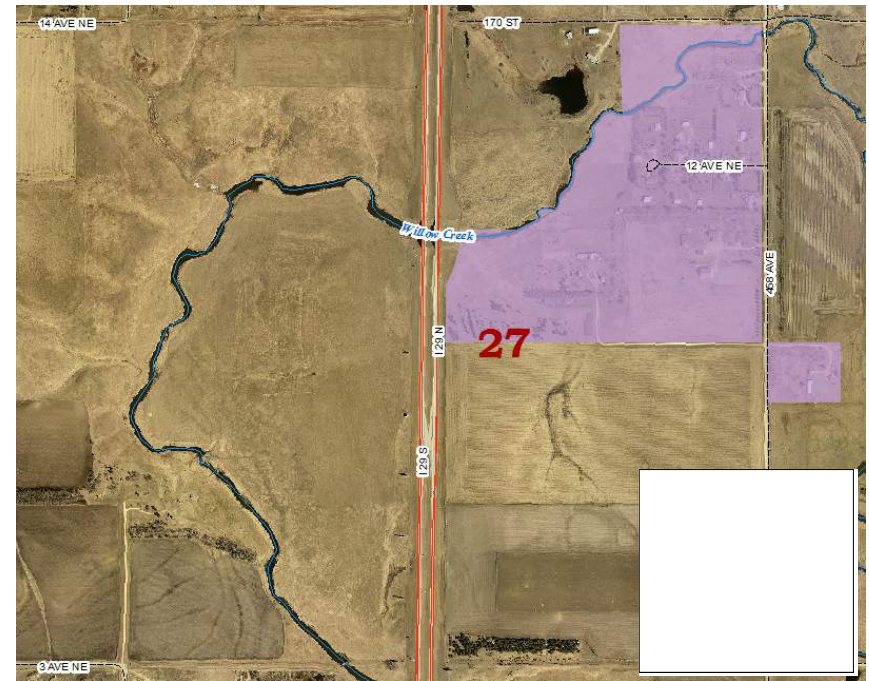
<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	638	<input type="text"/>	0	<input type="text"/>	49	<input type="text"/>	0	<input type="text"/>	46	<input type="text"/>	0	<input type="text"/>	Not Identified		See “Rural”	
Existing Land Use	536		0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0		0	<input type="text"/>	102	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

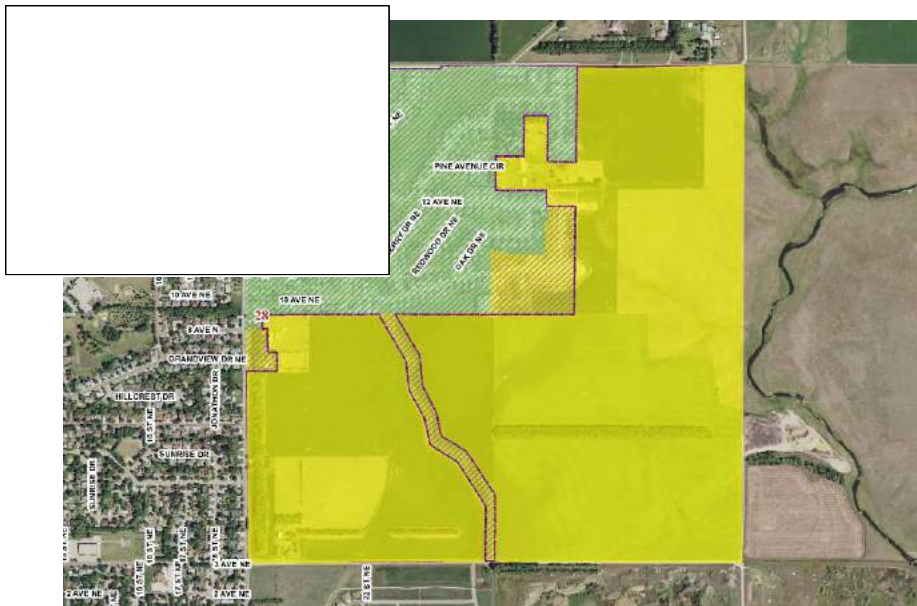


Elmira Township Section 28

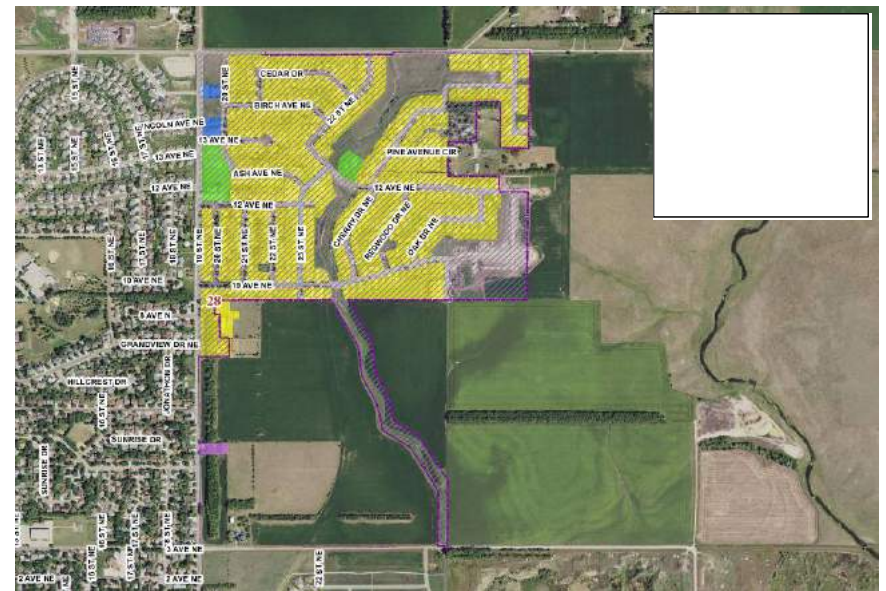
Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/ Industrial		Residential/ Commercial		Public/ Quasi-Public		Residential (in county)**	
Future Land Use	0	<input type="text"/>	545	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		See “Rural”	
Existing Land Use	477		116	<input type="text"/>	2	<input type="text"/>	0	<input type="text"/>	Not Identified		0		5	<input type="text"/>	1	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

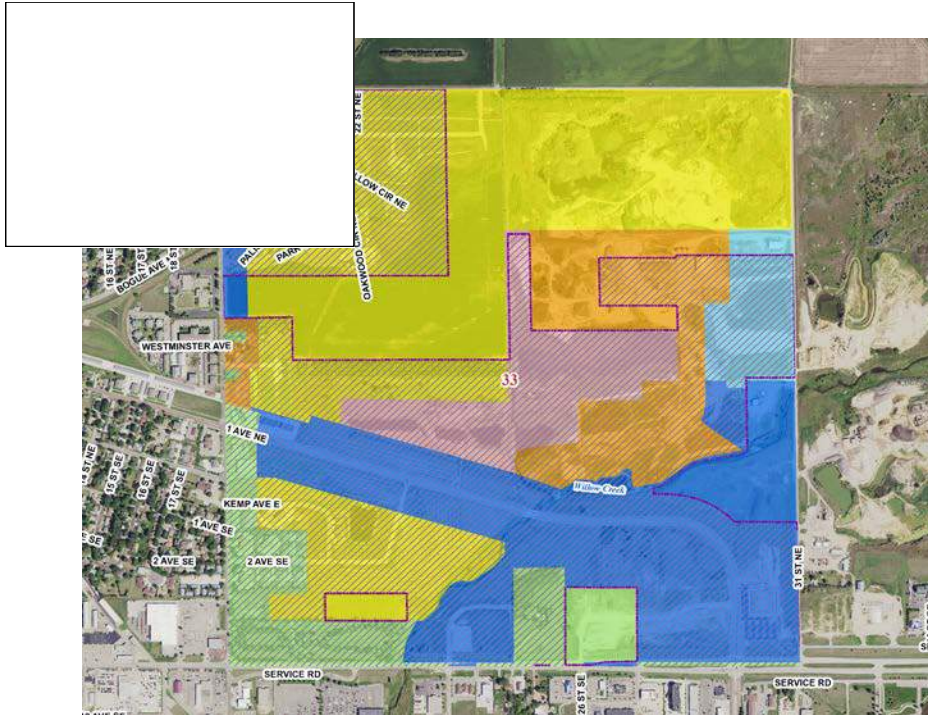


Elmira Township Section 33

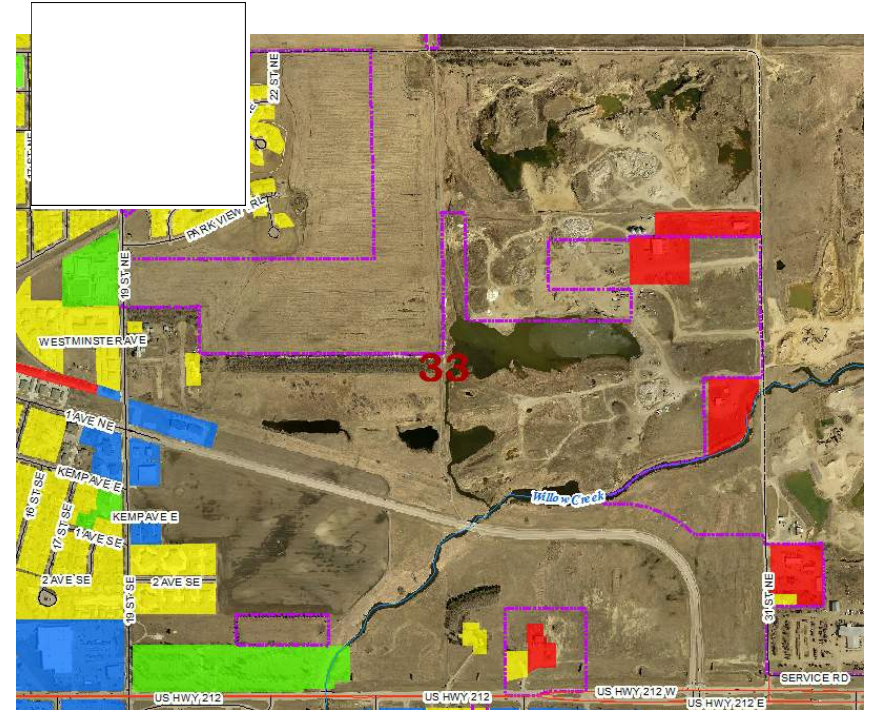
Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	122	<input type="text"/>	211	<input type="text"/>	169	<input type="text"/>	0	<input type="text"/>	23	<input type="text"/>	67	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	570		23	<input type="text"/>	7	<input type="text"/>	15	<input type="text"/>	Not Identified		0		15	<input type="text"/>	0	<input type="text"/>

** Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

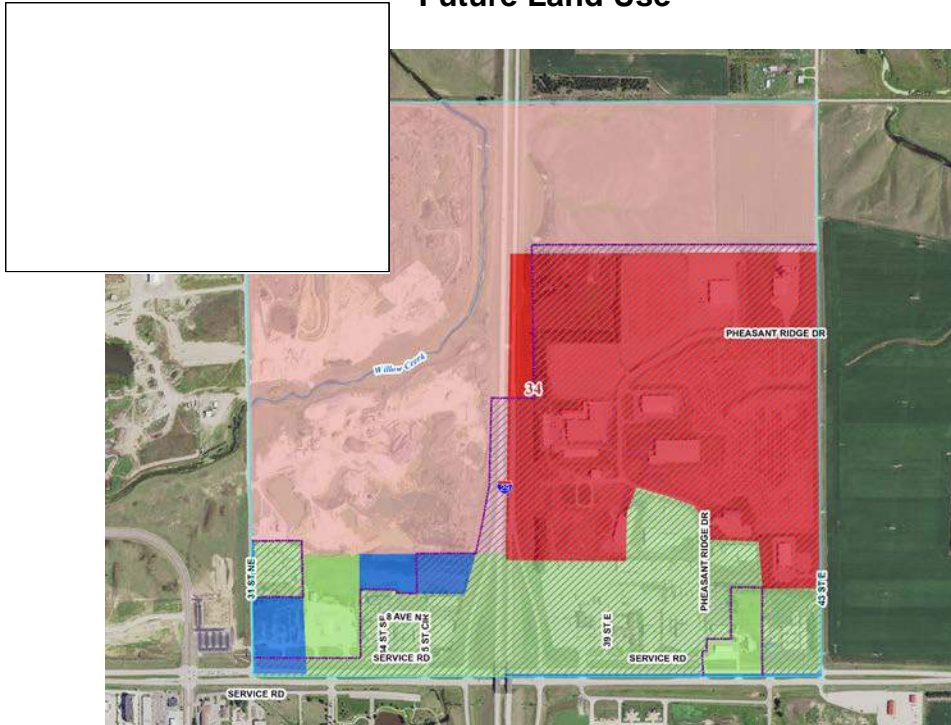


Elmira Township Section 34

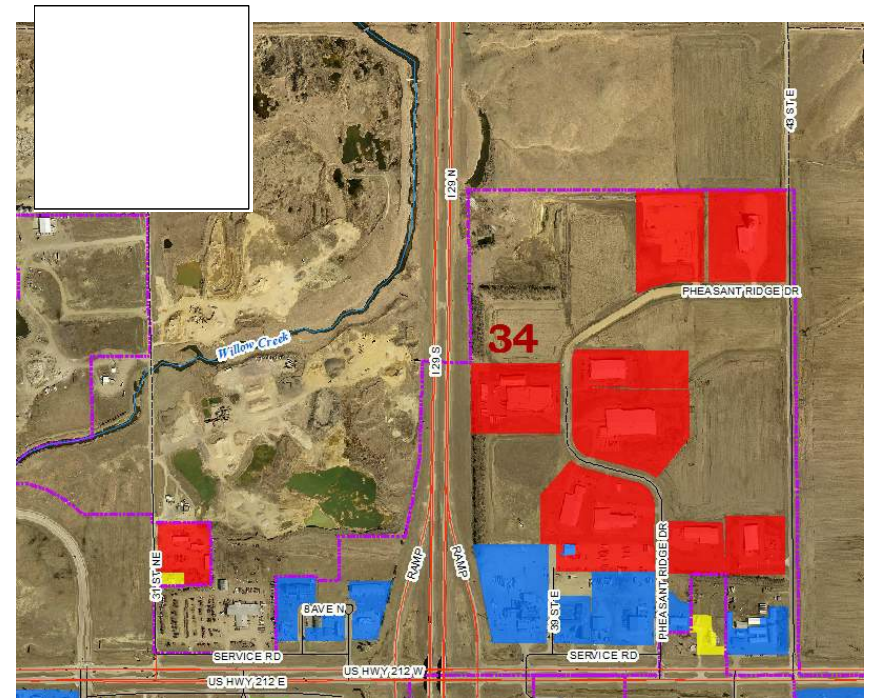
Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public	Residential (in county)**
Future Land Use	293	<input type="text"/>	0	<input type="text"/>	16	<input type="text"/>	178	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified	See "Rural"
Existing Land Use	408	<input type="text"/>	2	<input type="text"/>	33	<input type="text"/>	75	<input type="text"/>	Not Identified	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

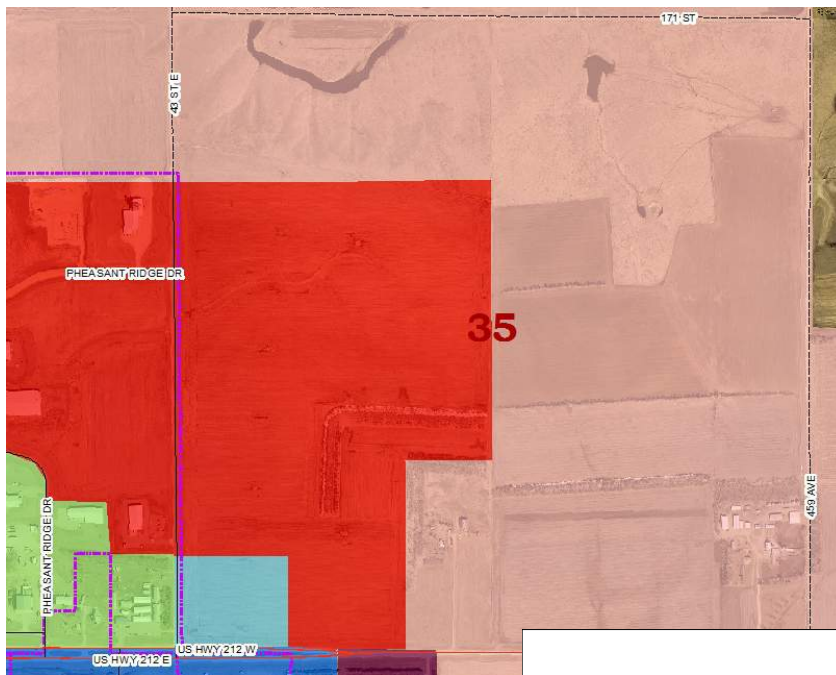


Elmira Township
Section 35

<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public	Residential (in county)**
Future Land Use	425	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	196	<input type="text"/>	16	<input type="text"/>	0	<input type="text"/>	Not Identified	See "Rural"
Existing Land Use	637	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified	<input type="text"/>	Not Identified	<input type="text"/>	0	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Southeast Growth Area

Development Considerations for Future Urbanized Area

Considerations for future development in areas primarily outside of current City Limits are described for the Southeast Growth Area below.

Southeast Growth Area Future Urbanized Area

- Sections 2, 3, 4, 9, and 10 (Sheridan Township)
 - The northeast quarter section of Section 3 and the northwest quarter section of Section 2 adjacent to US HWY 212 are expected to develop commercially.
 - The south half of the north half of these sections will develop into a mix of industrial and office park uses. It is expected that industrial uses will progress in intensity and frequency the further south the property is from US HWY 212.
 - The land adjacent to the intersection of 20th Avenue South and 29th Street East lends itself to be an excellent site for commercial development. In the event an interchange is constructed at 20th Avenue south as opposed to the 41st Street East underpass, the south half of the southwest quarter section may be more prone to develop commercially. Any industrial development should be of a nature similar to the Mallard Point Business Park. Regardless of a commercial or industrial designation, development adjacent to the Interstate should promote aesthetics by implementing landscaping, buffering, outside storage screening, signage measures, and other design standards through appropriate site-design and review. Although the east half of Section 3 is expected to maintain its rural character throughout the time frame of the Plan, if developed, the development adjacent to the Interstate should follow aesthetic and site review practices as prescribed herein.
 - Undeveloped land west of Willow Creek in Section 4 is owned by the City and is expected to be used for public uses or open space based upon the property being within the 100-year floodplain.
 - The northeast quarter of Section 9 and the north half of Section 10 is served with infrastructure or could be served with infrastructure to support industrial development within the lifetime of this plan. If these properties develop with industrial uses, it is anticipated they will serve as expansion of industrial uses or parks already situated in this area.
- Section 5 (Sheridan Township)
 - The southeast quarter section of Section 5 is owned by the City. A softball complex has been constructed adjacent to 17th Street and the possibility of using other portions for public recreational uses is being evaluated for other portions of the property. Much of this property is situated in the 100-year floodplain and would require substantial fill to construct buildings.

- Areas north of the Big Sioux River in the southwest quarter of this section are expected to remain rural in character.
 - Expansion of residential and commercial uses is expected south of the Big Sioux River in the southwest quarter of this section. Any change in density or type of use should only occur after annexation of the property if it is outside city limits.
- Section 8 (Sheridan Township)
- Property adjacent to US HWY 81 is expected to develop commercially or industrially.
 - A portion of the northeast quarter of this section is planned to be used as an indoor/outdoor gun range. The city owns land south of the proposed range (the firing lines will face south) and surrounding property is owned by the city and within the 100-year floodplain.

Southeast Growth Area Rural Area

- Development should be discouraged in those areas of sections 5, 8, 9, 10, 15, 16, and 17 due to the incidence of flood plain.
- Until municipal services, specifically sanitary sewer, are available in those sections identified as “Rural Areas”, no additional residential development should be encouraged with a density greater than Codington County’s density standard of one dwelling per (35) thirty-five acres.
- Additional commercial and industrial development is not encouraged.

Existing and Future Land Use

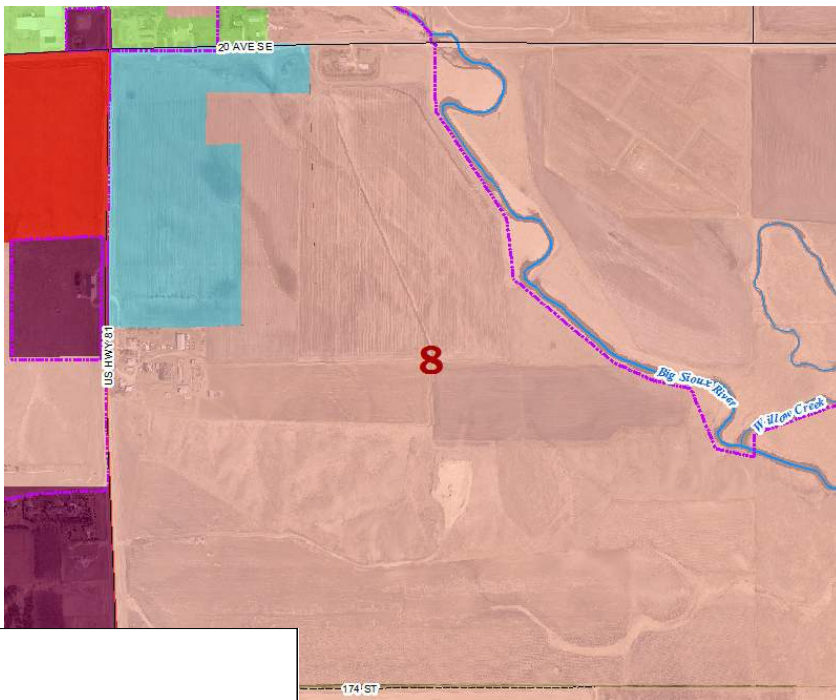
Existing land uses are identified for areas inside and outside of current City Limits for the Southeast Growth Area below. Since more detailed information regarding existing land use within current City Limits and its redevelopment can be found elsewhere in this Plan; maps are not provided for sections which are primarily developed within city limits at this time. The below Future Land Use maps and tables are intended to identify the amount of area available for future development in the planning period. Therefore, future land uses are identified for areas outside current City Limits below only.

Sheridan Township
Section 8

<i>Area expressed in acres</i>	Rural	Residential	Commercial	Industrial	Commercial/ Industrial	Residential/ Commercial	Public/ Quasi-Public	Residential (in county)**
Future Land Use	576 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	61 <input type="text"/>	0 <input type="text"/>	Not Identified	See “Rural”
Existing Land Use	577 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	1 <input type="text"/>	Not Identified	0 <input type="text"/>	53 <input type="text"/>	6 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

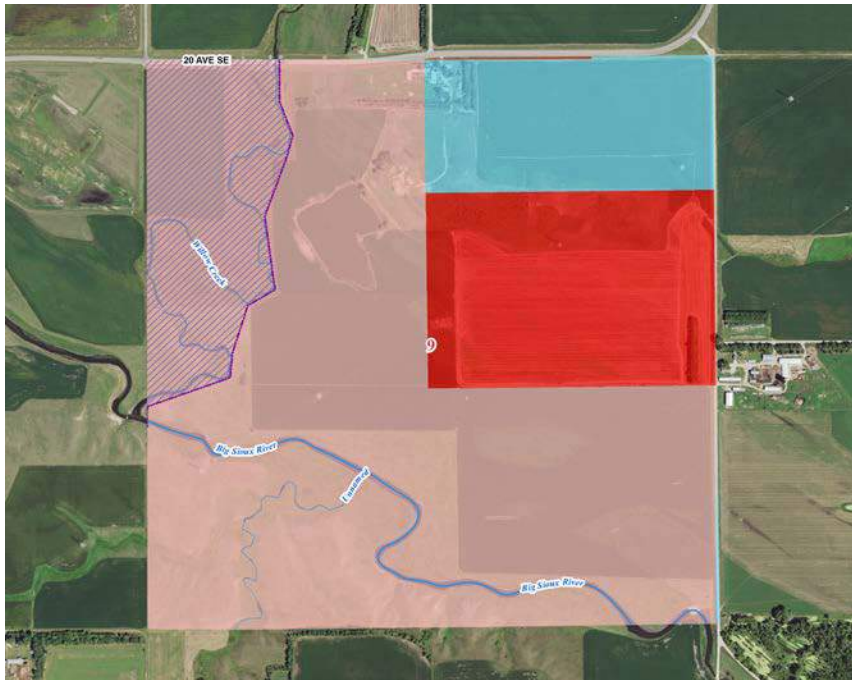


Sheridan Township Section 9

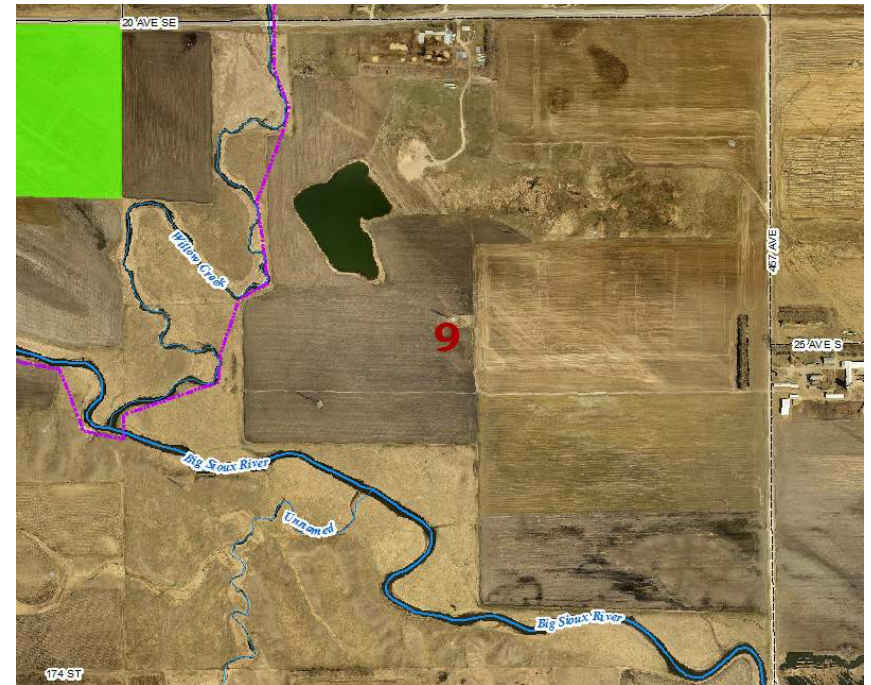
Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public	Residential (in county)**
Future Land Use	454	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	113	<input type="text"/>	76	<input type="text"/>	0	<input type="text"/>	Not Identified	See "Rural"
Existing Land Use	643	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

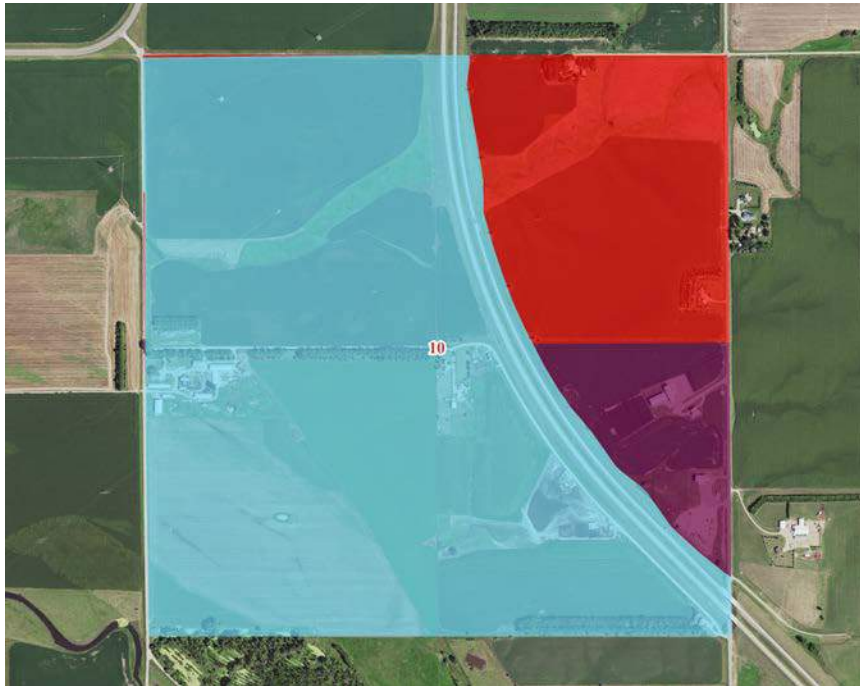


Sheridan Township
Section 10

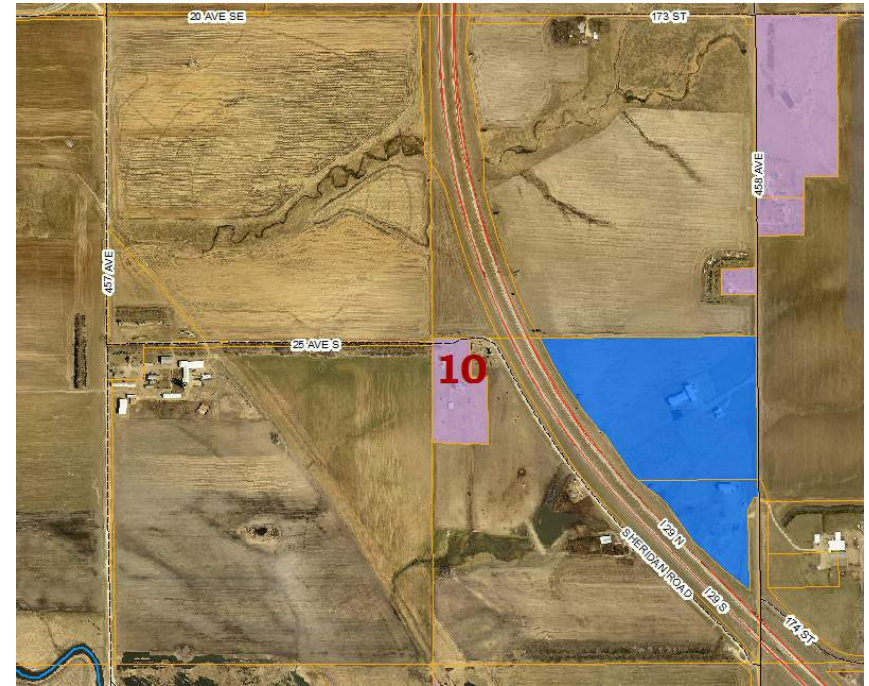
<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	50	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	133	<input type="text"/>	477	<input type="text"/>	0	<input type="text"/>	Not Identified		See “Rural”	
Existing Land Use	539	<input type="text"/>	0	<input type="text"/>	48	<input type="text"/>	0	<input type="text"/>	Not Identified		0	<input type="text"/>	0	<input type="text"/>	9	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Sheridan Township
Section 11

<i>Area expressed in acres</i>	Rural	Residential	Commercial	Industrial	Commercial/Industrial	Residential/Commercial	Public/Quasi-Public	Residential (in county)**
Future Land Use	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	155 <input type="text"/>	0 <input type="text"/>	Not Identified	See "Rural"
Existing Land Use	130 <input type="text"/>	0 <input type="text"/>	2 <input type="text"/>	4 <input type="text"/>	Not Identified	0 <input type="text"/>	0 <input type="text"/>	25 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Sheridan Township
Section 1

<i>Area expressed in acres</i>	Rural	Residential	Commercial	Industrial	Commercial/Industrial	Residential/Commercial	Public/Quasi-Public	Residential (in county)**
Future Land Use	306 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	See "Rural"
Existing Land Use	270 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	2 <input type="text"/>	Not Identified	0 <input type="text"/>	0 <input type="text"/>	34 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Sheridan Township Section 2

Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	466	<input type="text"/>	0	<input type="text"/>	49	<input type="text"/>	0	<input type="text"/>	86	<input type="text"/>	0	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	335	<input type="text"/>	0	<input type="text"/>	11	<input type="text"/>	3	<input type="text"/>	Not Identified		0	<input type="text"/>	85	<input type="text"/>	5	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

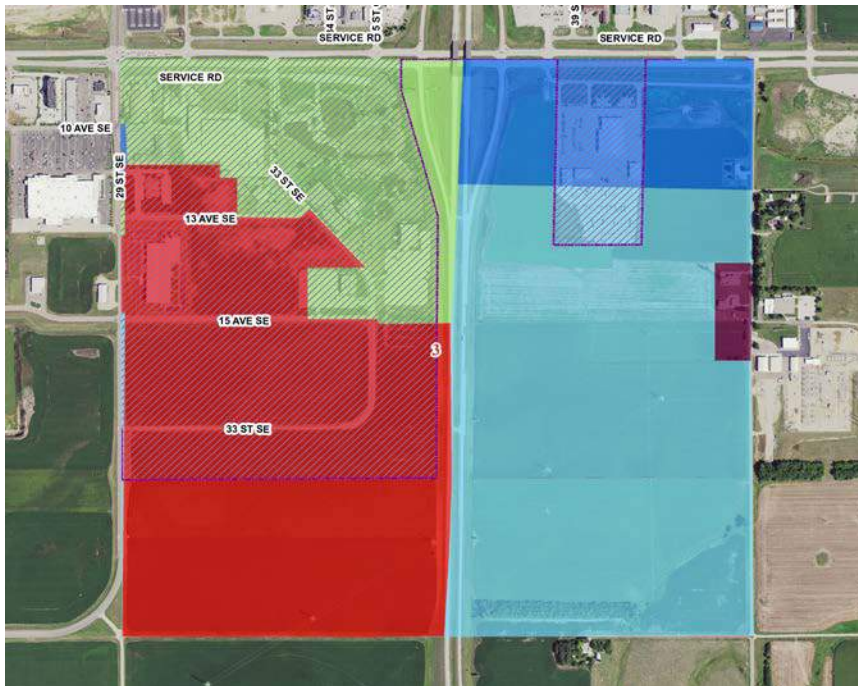


Sheridan Township Section 3

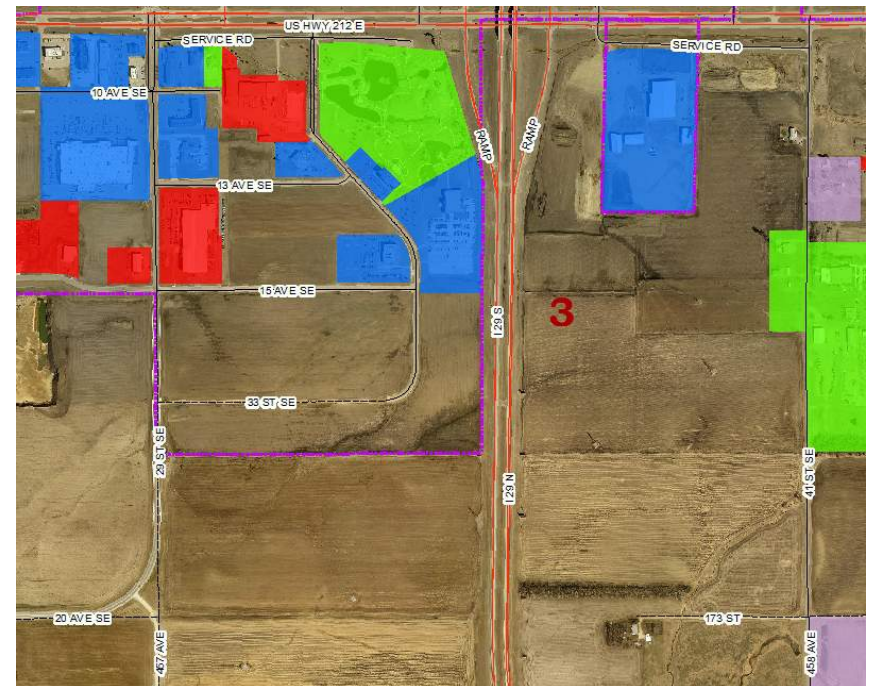
<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	17	<input type="text"/>	0	<input type="text"/>	63	<input type="text"/>	213	<input type="text"/>	205	<input type="text"/>	0	<input type="text"/>	Not Identified		See “Rural”	
Existing Land Use	390		0	<input type="text"/>	56	<input type="text"/>	17	<input type="text"/>	Not Identified		0		34	<input type="text"/>	12	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

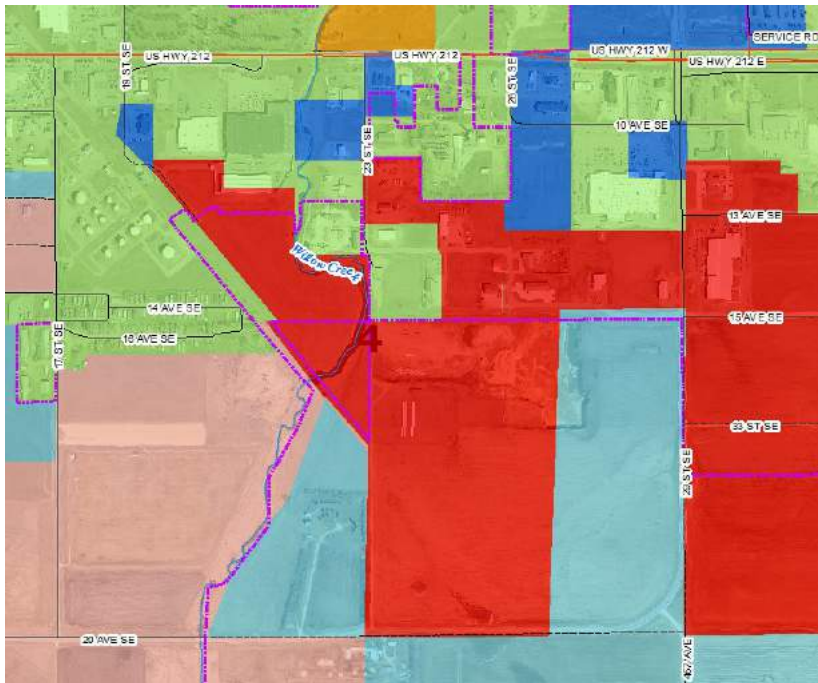


Sheridan Township Section 4

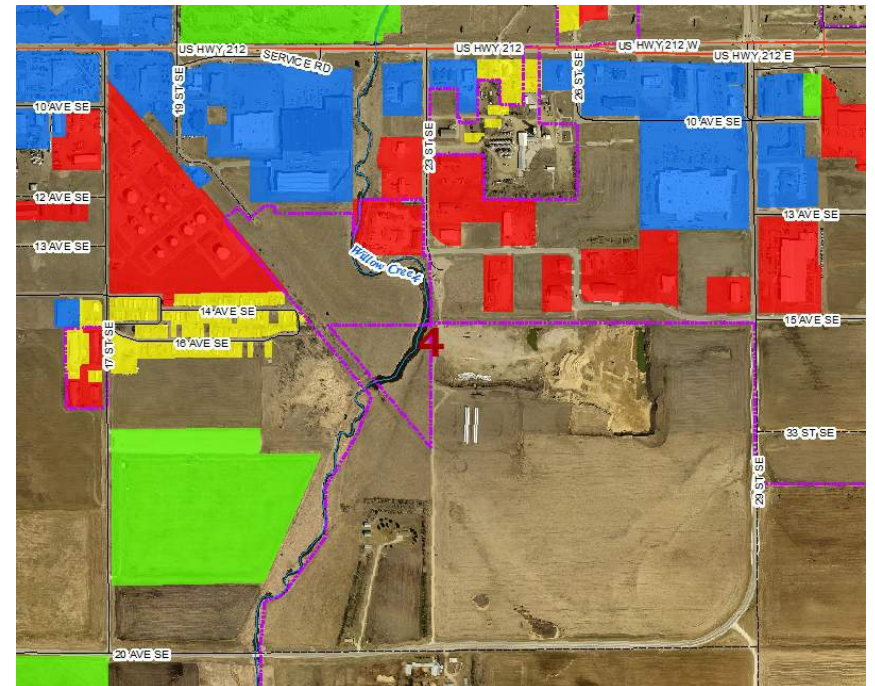
Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/ Industrial		Residential/ Commercial		Public/ Quasi-Public		Residential (in county)**	
Future Land Use	101	<input type="text"/>	0	<input type="text"/>	32	<input type="text"/>	179	<input type="text"/>	107	<input type="text"/>	0	<input type="text"/>	Not Identified		See “Rural”	
Existing Land Use	338		18	<input type="text"/>	76	<input type="text"/>	66	<input type="text"/>	Not Identified		0		42	<input type="text"/>	32	<input type="text"/>

** Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

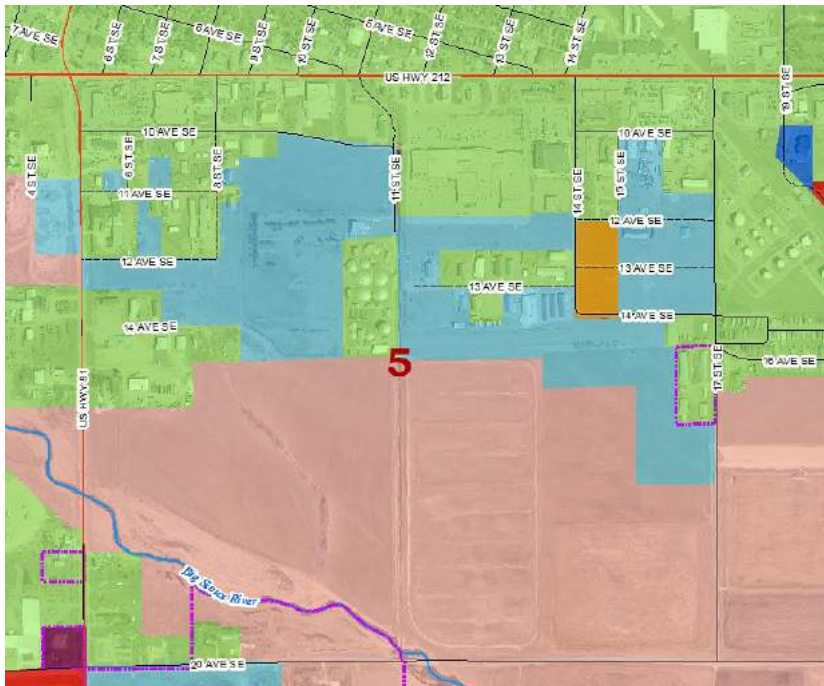


Sheridan Township Section 5

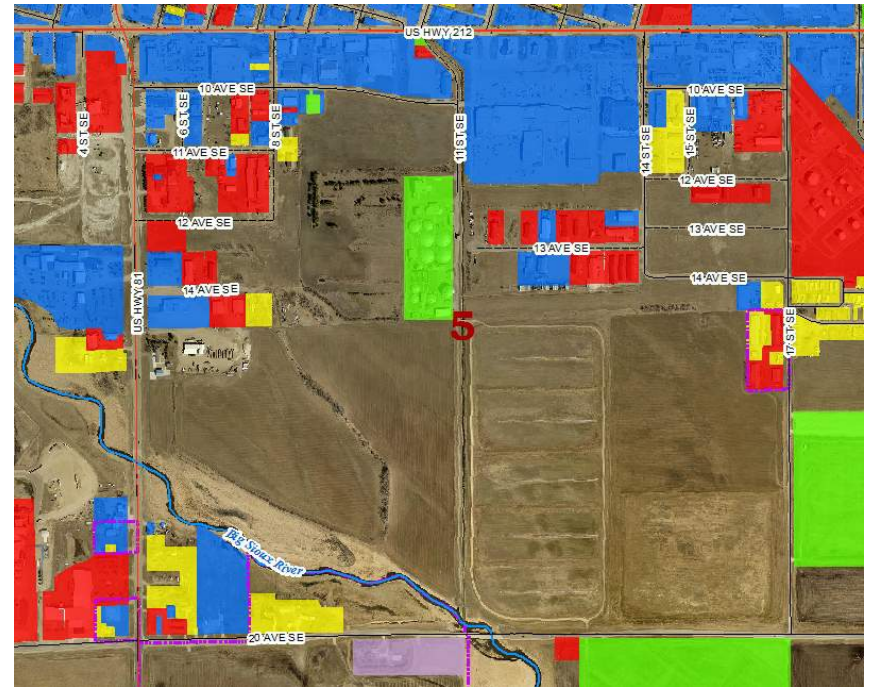
Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/ Industrial		Residential/ Commercial		Public/ Quasi-Public		Residential (in county)**	
Future Land Use	266	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	141	<input type="text"/>	7	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	424	<input type="text"/>	19	<input type="text"/>	100	<input type="text"/>	35	<input type="text"/>	Not Identified		0	<input type="text"/>	12	<input type="text"/>	0	<input type="text"/>

** Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



South Growth Area

Development Considerations for Future Urbanized Area

Considerations for future development in areas primarily outside of current City Limits are described for the South Growth Area below.

- In order to accommodate existing nonconforming or irregularly shaped lots as well as unique drainage, storage, parking, accessory uses, and principal uses, it is recommended that additional zoning districts should be created for portions of the undeveloped area and much of the current residential development in the area identified in Figure 10 C-L Boundary Map for Lake Pelican. In addition to other standards, specifically it is expected the special zoning district will be created to address:
 - Certain recreational and commercial land uses which may differ from other residential zoning districts
 - Appropriate building materials
 - Parking and outdoor storage
 - Variability in setbacks based upon:
 - Lot coverage
 - floor area ratio
 - Lake-side vs road-side

South Growth Area Future Urbanized Area

- Section 1 (Pelican Township)
 - There is only a small area in the southeast corner of the northwest quarter section that has limited development potential. Future development may include the expansion of the existing manufactured housing development.
- Section 6 and 7 (Sheridan Township)
 - The City should continue to encourage the annexation of lands governed by the Codington County Zoning Land Use Plan and Zoning Ordinance to eliminate inconsistencies between land use regulation in the city and joint jurisdiction area. Once annexed the property adjacent to US HWY 81 would develop with highway commercial or light industrial uses.
- Section 7 (Sheridan Township) and Section 12 (Pelican Township)

- With the proximity of the Hanten Industrial Park, available infrastructure including water, electricity, natural gas, sanitary sewer, and rail it is apparent that the north half of the north half of Section 7 (Sheridan Township) and all available land in Section 12 (Pelican Township) would be a natural area for expansion of industrial land uses.
- Prior to development in the southwest quarter of Section 12, Foley Road may need to be upgraded to handle traffic of heavy industrial traffic.

South Growth Area Rural Area

- Section 10, 11, and 12 (Pelican Township) and Section 7 (Sheridan Township)
 - Development potential is limited in due to the incidence of flood plain and aquifer. Until municipal services, specifically sanitary sewer, are available in those sections identified as “Rural Areas”, no additional residential development should be encouraged with a density greater than Codington County’s density standard of one (1) dwelling per (35) thirty-five acres.
 - Commercial and industrial development is not encouraged.
 - As with Section 5 of Pelican Township (Pelican Growth Area) a portion of Section 7 (Sheridan Township) may lend itself to a rural residential development. This is due several determining factors. First, due to the topography of the south half of this quarter section the Municipal Utilities Department does not anticipate further expansion of water services into this area. Without the incidence of shallow aquifer in this area, individual septic tanks would not have an impact. Finally, there is currently rural water and electric utilities readily available. It is expected that this type of development would not have an adverse impact on the City’s long-range development plan and it further possible with existing county regulations.
- Section 1 (Pelican Township) and Section 6 (Sheridan Township)
 - There is minimal development potential in the identified rural areas of these sections due to the incidence of flood plain, wetlands and shallow aquifer. Development of any type is not encouraged.

Existing and Future Land Use

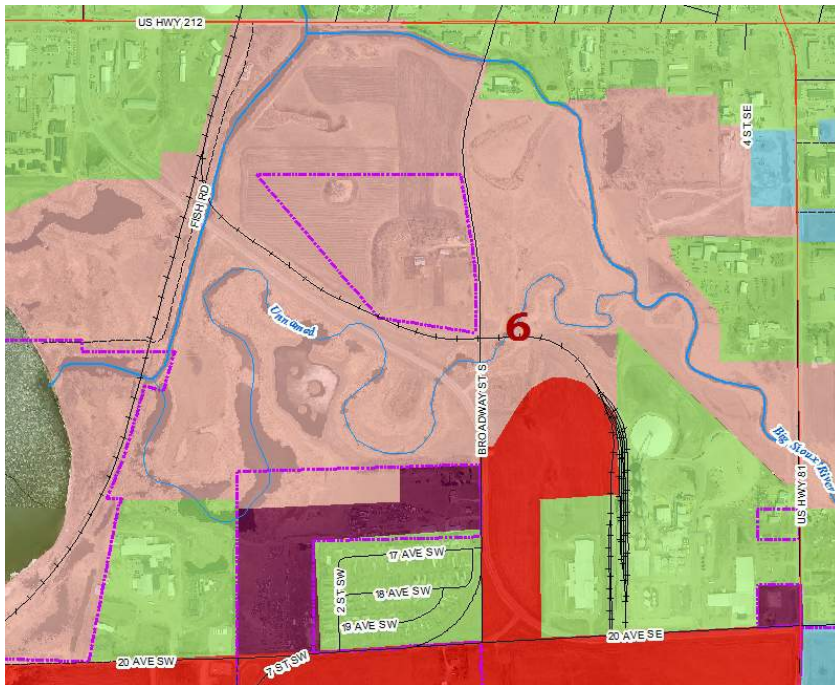
Existing land uses are identified for areas inside and outside of current City Limits for the South Growth Area below. Since more detailed information regarding existing land use within current City Limits and its redevelopment can be found elsewhere in this Plan; maps are not provided for sections which are primarily developed within city limits at this time. The below Future Land Use maps and tables are intended to identify the amount of area available for future development in the planning period. Therefore, future land uses are identified for areas outside current City Limits below only.

Sheridan Township Section 6

Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	304	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	35	<input type="text"/>	6	<input type="text"/>	0	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	338	<input type="text"/>	28	<input type="text"/>	37	<input type="text"/>	81	<input type="text"/>	Not Identified		0	<input type="text"/>	1	<input type="text"/>	0	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

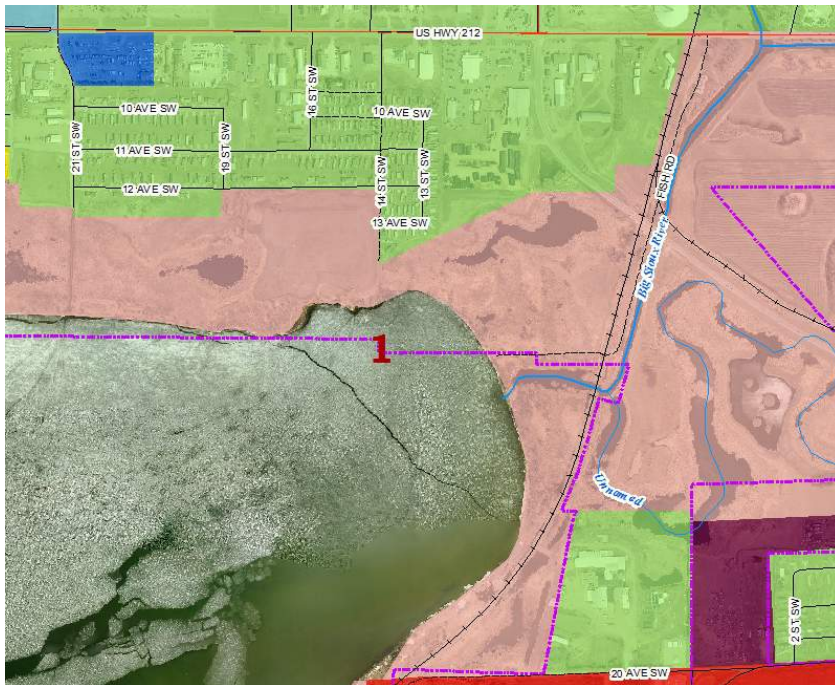


Pelican Township Section 1

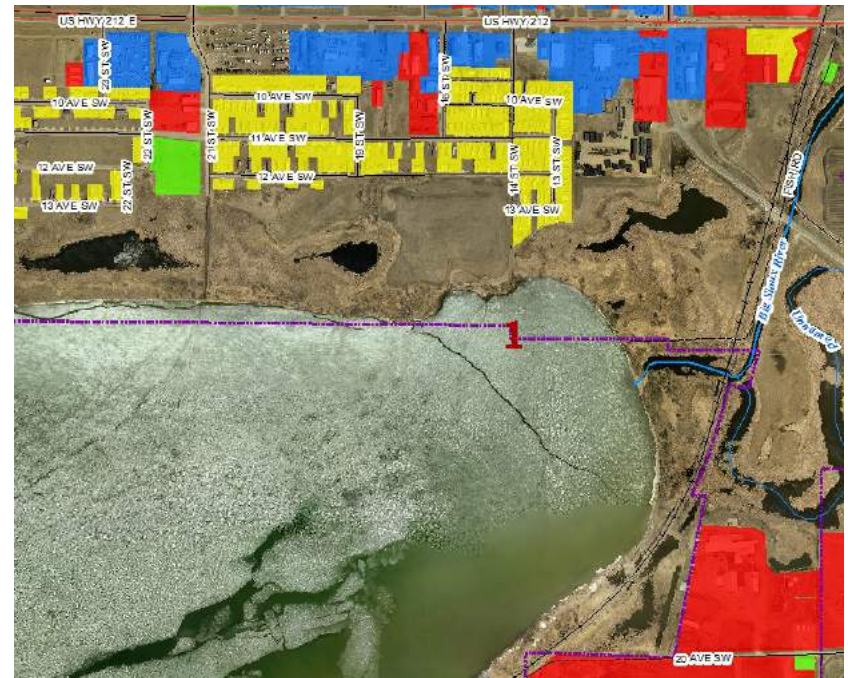
Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	169	<input type="text"/>	0	<input type="text"/>	8	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	208		40	<input type="text"/>	28	<input type="text"/>	67	<input type="text"/>	Not Identified		0		0	<input type="text"/>	0	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

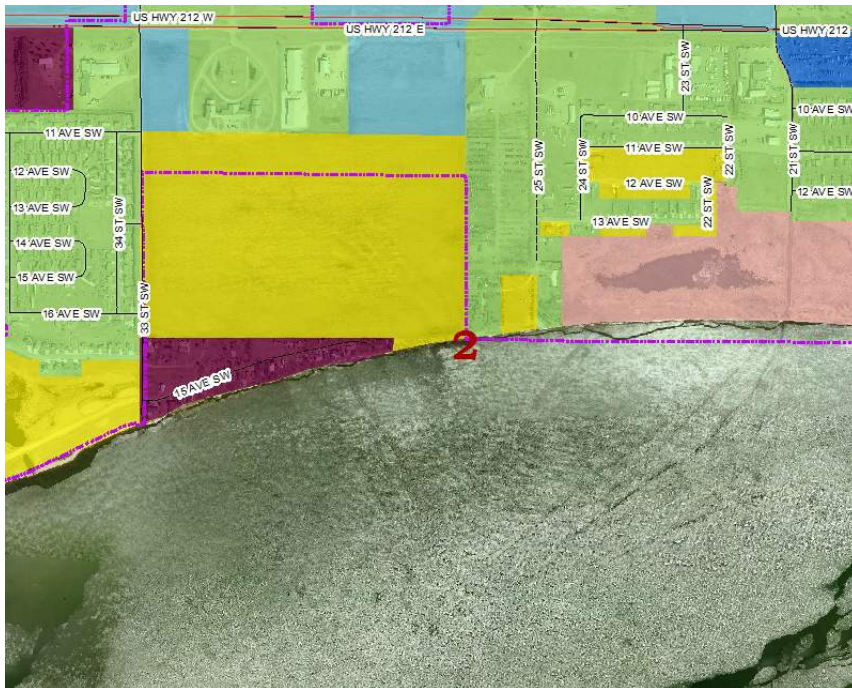


Pelican Township Section 2

Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	17	<input type="text"/>	117	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	28	<input type="text"/>	0	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	68	<input type="text"/>	13	<input type="text"/>	35	<input type="text"/>	30	<input type="text"/>	Not Identified		0	<input type="text"/>	4	<input type="text"/>	12	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

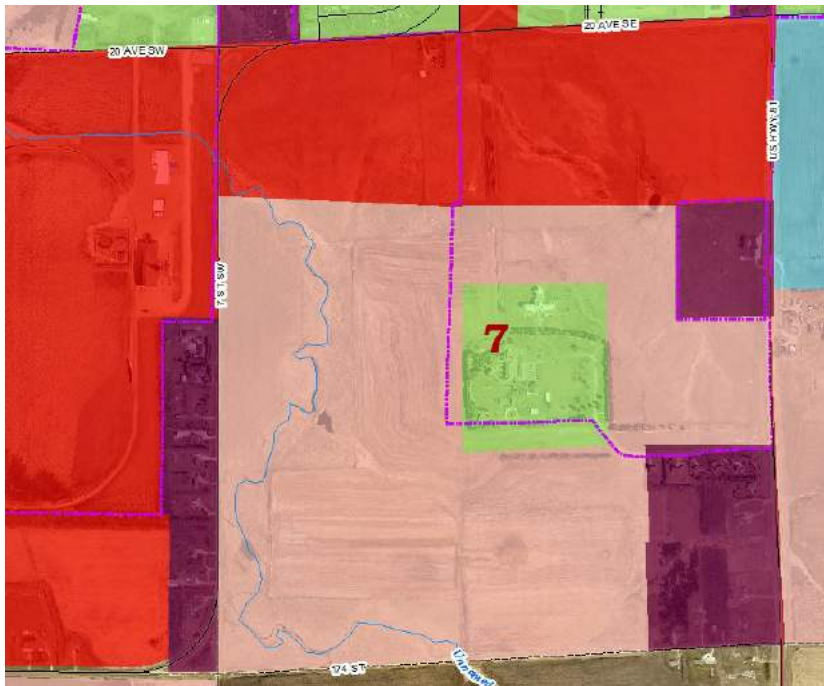


Sheridan Township
Section 7

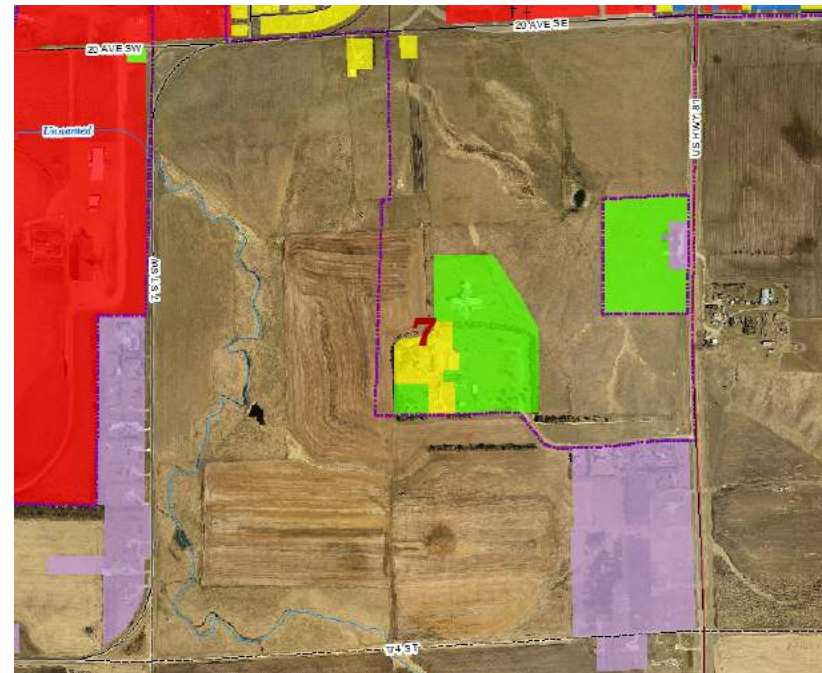
<i>Area expressed in acres</i>	Rural	Residential	Commercial	Industrial	Commercial/ Industrial	Residential/ Commercial	Public/ Quasi-Public	Residential (in county)**
Future Land Use	375 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	156 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	See “Rural”
Existing Land Use	467 <input type="text"/>	9 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	0 <input type="text"/>	39 <input type="text"/>	39 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

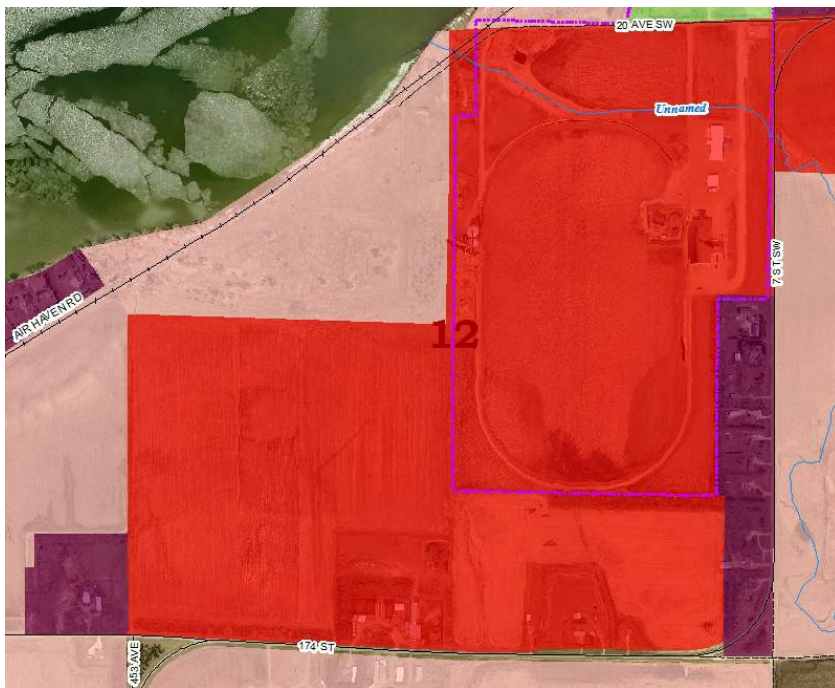


**Pelican Township
Section 12**

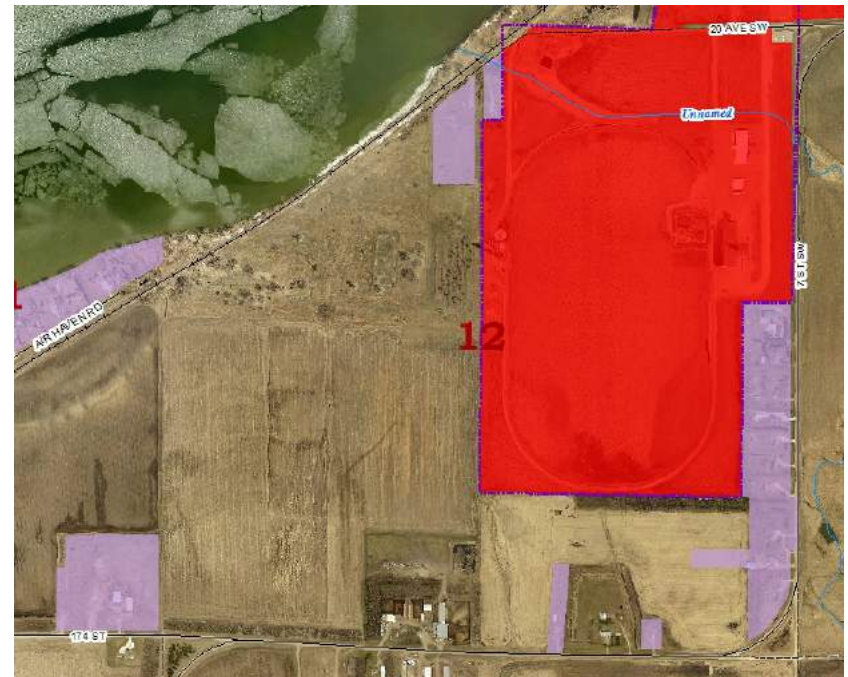
<i>Area expressed in acres</i>	Rural	Residential	Commercial	Industrial	Commercial/ Industrial	Residential/ Commercial	Public/ Quasi-Public	Residential (in county)**
Future Land Use	104 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	454 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	See "Rural"
Existing Land Use	291 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	212 <input type="text"/>	Not Identified	0 <input type="text"/>	1 <input type="text"/>	38 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Pelican Township
Section 11
(including north and east of Air Haven Road)

Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/ Industrial		Residential/ Commercial		Public/ Quasi-Public		Residential (in county)**	
Future Land Use	275	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	154	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0	<input type="text"/>	0	<input type="text"/>	121	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

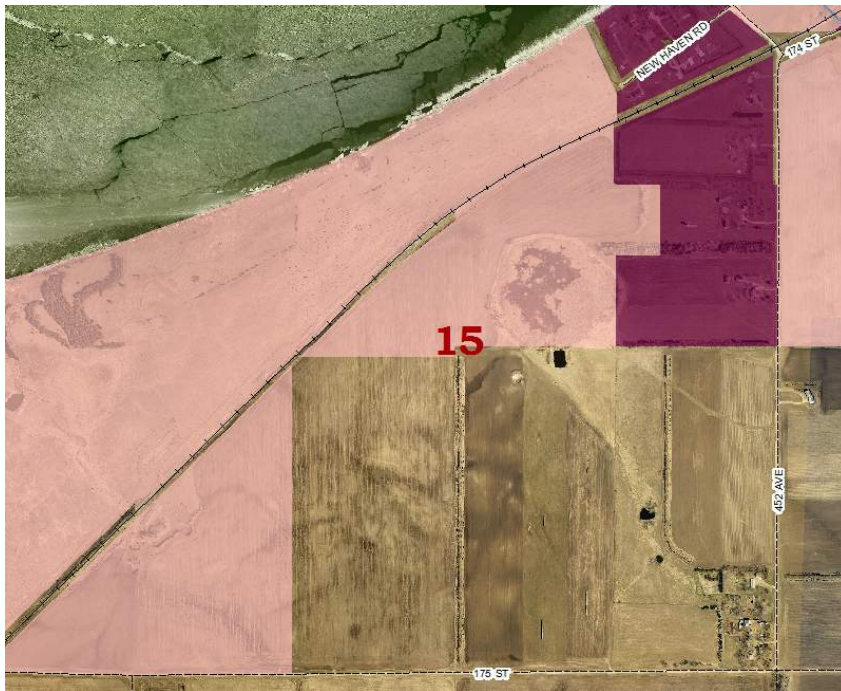


Pelican Township
Section 15
(including south and west of Air Haven Road)

<i>Area expressed in acres</i>	Rural	Residential	Commercial	Industrial	Commercial/Industrial	Residential/Commercial	Public/Quasi-Public	Residential (in county)**
Future Land Use	305 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	See "Rural"
Existing Land Use	124 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	0 <input type="text"/>	114 <input type="text"/>	67 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



**Pelican Township
Section 14**

<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/ Industrial		Residential/ Commercial		Public/ Quasi-Public	Residential (in county)**
Future Land Use	317	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified	See "Rural"
Existing Land Use	317	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>

** Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



**Pelican Township
Section 13**

<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public	Residential (in county)**
Future Land Use	138	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified	See "Rural"
Existing Land Use	138	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0	<input type="text"/>	0	<input type="text"/>

** Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Sheridan Township
Section 18

<i>Area expressed in acres</i>	Rural	Residential	Commercial	Industrial	Commercial/Industrial	Residential/Commercial	Public/Quasi-Public	Residential (in county)**
Future Land Use	133 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	See "Rural"
Existing Land Use	127 <input type="text"/>	0 <input type="text"/>	3 <input type="text"/>	0 <input type="text"/>	Not Identified	0 <input type="text"/>	0 <input type="text"/>	3 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Pelican Lake Growth Area

Development Considerations for Future Urbanized Area

Considerations for future development in areas primarily outside of current City Limits are described for the Pelican Lake Growth Area below.

- In order to accommodate existing nonconforming or irregularly shaped lots as well as unique drainage, storage, parking, accessory uses, and principal uses, it is recommended that additional zoning districts should be created for portions of the undeveloped area and much of the current residential development in the area identified in Figure 10 C-L Boundary Map for Lake Pelican. In addition to other standards, specifically it is expected the special zoning district will be created to address:
 - Certain recreational and commercial land uses which may differ from other residential zoning districts
 - Appropriate building materials
 - Parking and outdoor storage
 - Variability in setbacks based upon:
 - Lot coverage
 - floor area ratio
 - Lake-side vs road-side

Pelican Lake Growth Area Future Urbanized Area

- Section 2 (Pelican Township)
 - Property adjacent to US HWY 212 is expected to develop commercially or industrially.
 - There are several lots available for residential development in the Kittelson's Addition adjacent to Pelican Lake. Annexation and connection to municipal services is recommended prior to any additional development in the joint jurisdictional "Lake Park District".
 - It is probable that the property north of the Kittleson's Addition will develop residentially. Medium density townhouses/apartments are encouraged to be utilized as a transition zone from the commercial/industrial development adjacent to US HWY 212 to the low-density single-family development which will comprise the remainder of the northwest quarter section. Further, reverse frontage lots should be utilized on properties adjacent to 33rd Street West, a major collector street.

➤ Section 3 (Pelican Township)

- Property adjacent to US HWY 212 is expected to develop commercially or industrially.
- It is expected that over time, the existing use manufactured home development will change to a conforming commercial/industrial use
- The City should work with the county in rezoning those properties outside of City limits from commercial and industrial to agricultural.
- Although a master drainage study has been completed for this section, additional development of any type is not encouraged until municipal services, specifically sanitary sewer, are available.
- The south half of this section has been approved for, primarily, single-family residential development.
- Reverse frontage lots should be utilized on properties adjacent to 42nd Street West, a major collector street.
- It is expected that the remainder of the north half of the section will develop residentially. Medium density townhouses/apartments are encouraged to be utilized as a transition zone from the commercial/industrial development adjacent to US HWY 212 to the low-density single-family development which will compose the remainder of the northwest quarter section.

Pelican Lake Growth Area Rural Area

➤ Section 1 (Kampeska Township) Section 6 and 7 (Pelican Township)

- Development potential is limited due to the incidence of flood plain and wetlands. Until municipal services, specifically sanitary sewer, are available in those sections identified as “Rural Areas”, no additional residential development should be encouraged with a density greater than Codington County’s density standard of one (1) dwelling per (35) thirty-five acres. Commercial and industrial development is not encouraged.
- Due to the lack of aquifer and existing road systems, the residential density allowed by the Codington County Lake Park District (2 acres/residence) should not have an impact on the aquifer or existing transportation systems in Section 7.

➤ Section 4 (Pelican Township)

- Although a master drainage study has been completed for most of this section, additional development of any type is not encouraged until municipal services, specifically sanitary sewer, are available.
- Additional residential development should not be encouraged beyond Codington County’s density standard of one (1) dwelling per (35) thirty-five acres.

- Additional commercial and industrial development is not encouraged. The City should work with the county in rezoning the remainder of the north six hundred sixty (660) feet of the section from commercial back to agricultural.
- Future development adjacent to US HWY 212 will have restricted access.

➤ Section 5 (Pelican Township)

- Until municipal services, specifically sanitary sewer, are available in those sections identified as “Rural Areas”, no additional residential development should be encouraged with a density greater than Codington County’s density standard of one (1) dwelling per (35) thirty-five acres. The exception to this recommendation is the area adjacent to either 449th Avenue or US HWY 212 in the northwest quarter section. With the extremely limited potential to pollute the shallow aquifer combined with the existing concentration of single-family residences on small acreages (1 to 5 acres), this location may be an excellent site for the continuation of the existing “rural estate” development. Strip development of this type is not presently allowed under the county’s “Planned Residential District”. However a “Rural Residential Estate” district could be created for the joint jurisdiction area to accommodate small rural acreage development in prescribed areas (such as the above) of the plan.
- Additional commercial and industrial development is not encouraged. The City should work with the county in rezoning the remainder of the northeast quarter section from commercial back to agricultural.
- Future development adjacent to US HWY 212 will have restricted access.

➤ Section 8 (Pelican Township)

- Development potential is limited in due to the incidence of flood plain and wetlands, and aquifer. Until municipal services, specifically sanitary sewer, are available in those sections identified as “Rural Areas”, no additional residential development should be encouraged with a density greater than Codington County’s density standard of one (1) dwelling per (35) thirty-five acres.
- Commercial and industrial development is not encouraged.

➤ Section 9 (Pelican Township)

- Until municipal services, specifically sanitary sewer, are available in those sections identified as “Rural Areas”, no additional residential development should be encouraged with a density greater than Codington County’s density standard of one (1) dwelling per (35) thirty-five acres.
- Commercial and industrial development is not encouraged.

- Northeast quarter section of Section 18 (Pelican Township)
 - Until municipal services, specifically sanitary sewer, are available in those sections identified as “Rural Areas”, no additional residential development should be encouraged with a density greater than Codington County's density standard of one dwelling per (35) thirty-five acres.
 - Commercial and industrial development is not encouraged.
 - The residential density allowed by the Codington County Lake Park District (2 acres/residence) should not have an impact on the aquifer or existing transportation systems.

Kampeska Township Section 2

<i>Area expressed in acres</i>	Rural	Residential	Commercial	Industrial	Commercial/Industrial	Residential/Commercial	Public/Quasi-Public	Residential (in county)**
Future Land Use	91 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	See “Rural”
Existing Land Use	87 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	0 <input type="text"/>	0 <input type="text"/>	4 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Kampeska Township Section 1

Area expressed in acres	Rural	Residential	Commercial	Industrial	Commercial/Industrial	Residential/Commercial	Public/Quasi-Public	Residential (in county)**
Future Land Use	177 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	See "Rural"
Existing Land Use	60 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	0 <input type="text"/>	0 <input type="text"/>	117 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

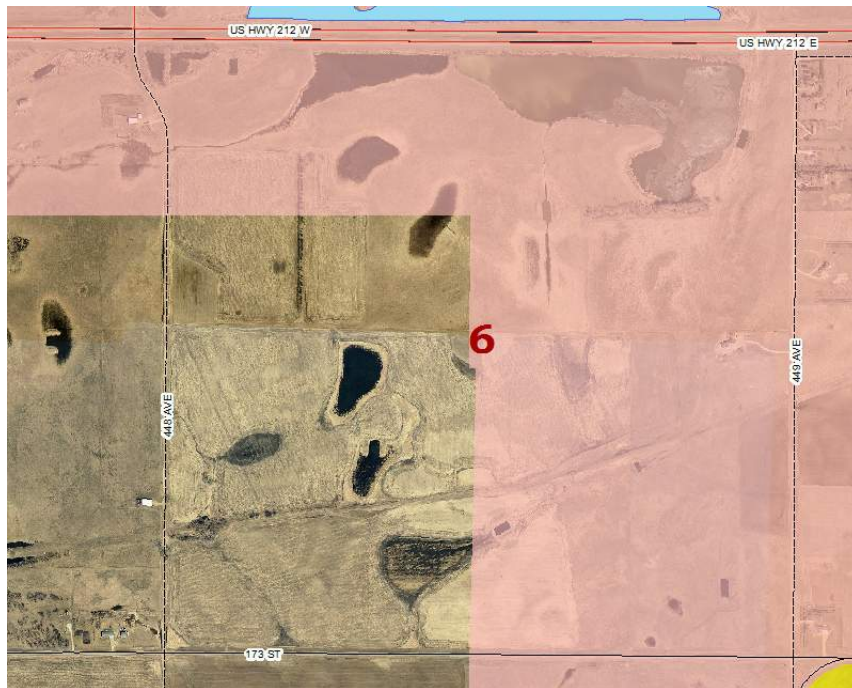


**Pelican Township
Section 6**

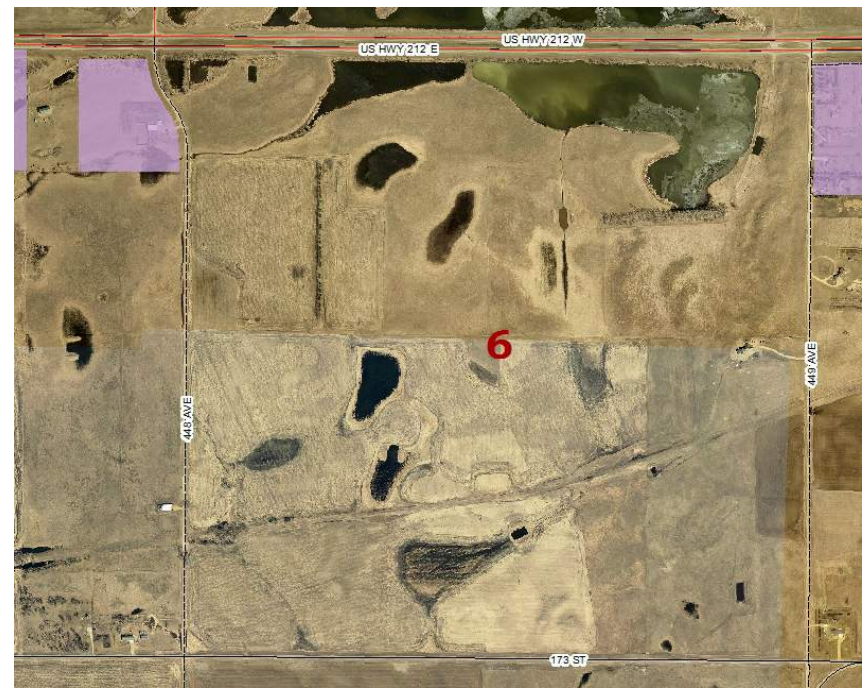
<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	382	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		See “Rural”	
Existing Land Use	382	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

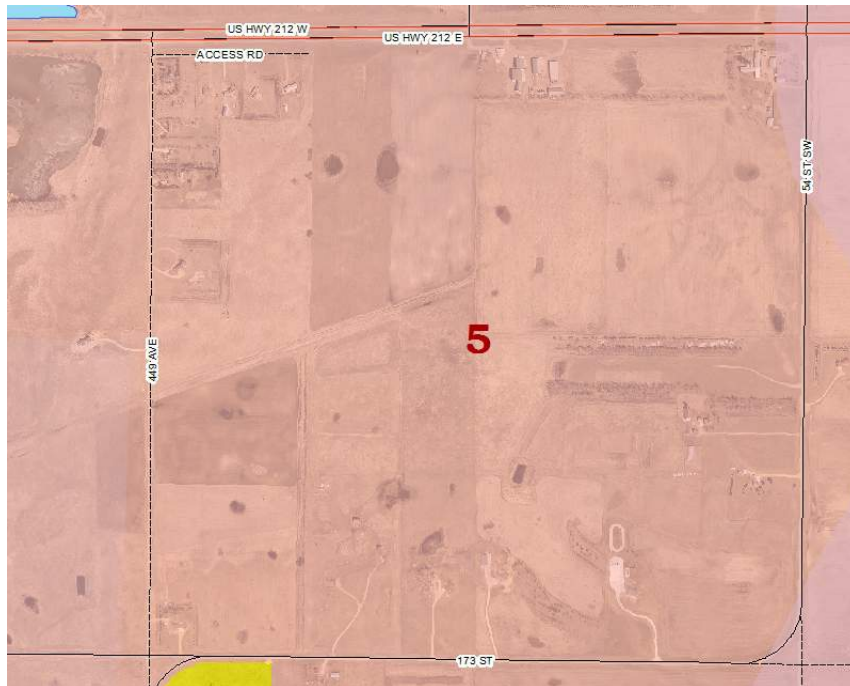


**Pelican Township
Section 5**

<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	598	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		See “Rural”	
Existing Land Use	562		0	<input type="text"/>	2	<input type="text"/>	4	<input type="text"/>	Not Identified		0		0	<input type="text"/>	30	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

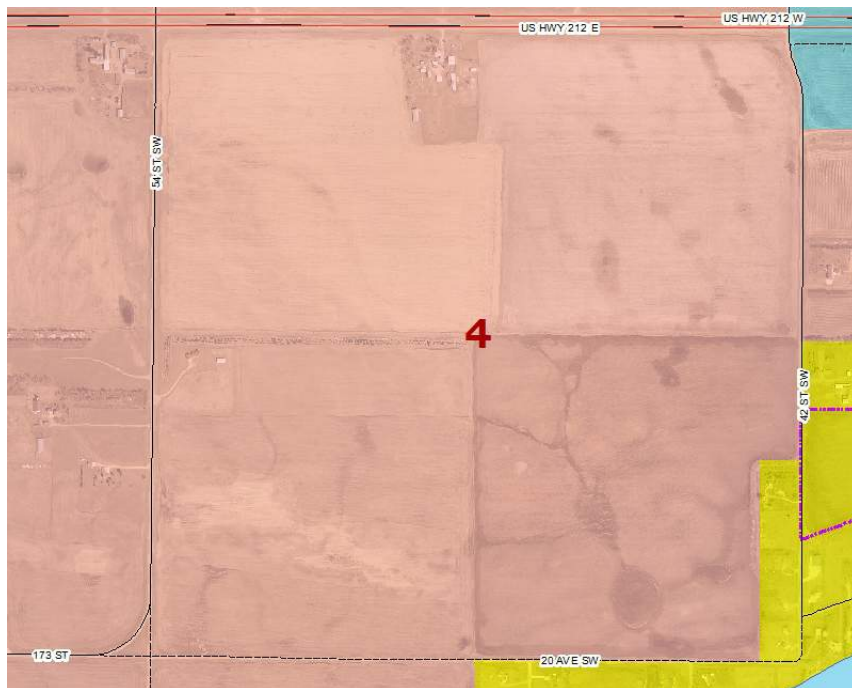


Pelican Township
Section 4

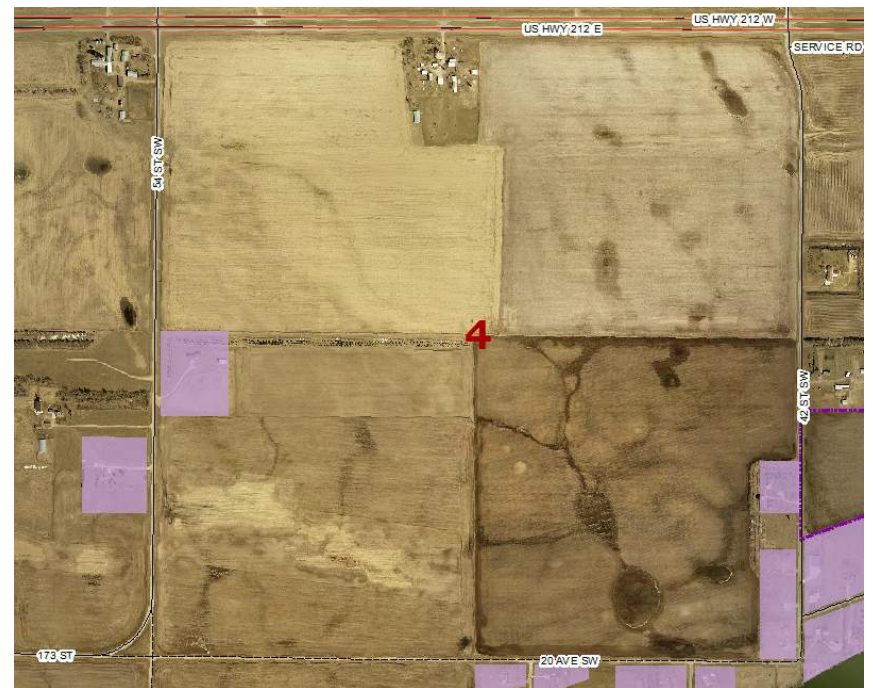
<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	598	<input type="text"/>	12	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		See “Rural”	
Existing Land Use	592		0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0		<input type="text"/>	18		<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

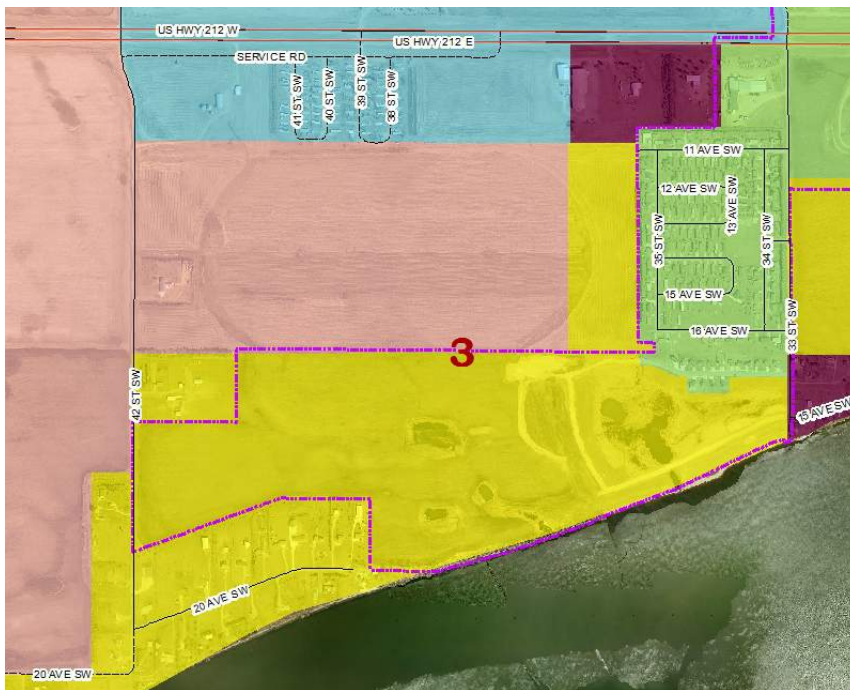


Pelican Township Section 3

Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	199	<input type="text"/>	223	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	65	<input type="text"/>	0	<input type="text"/>	Not Identified		See "Rural"	
Existing Land Use	335		40	<input type="text"/>	9	<input type="text"/>	15	<input type="text"/>	Not Identified		0		10	<input type="text"/>	78	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

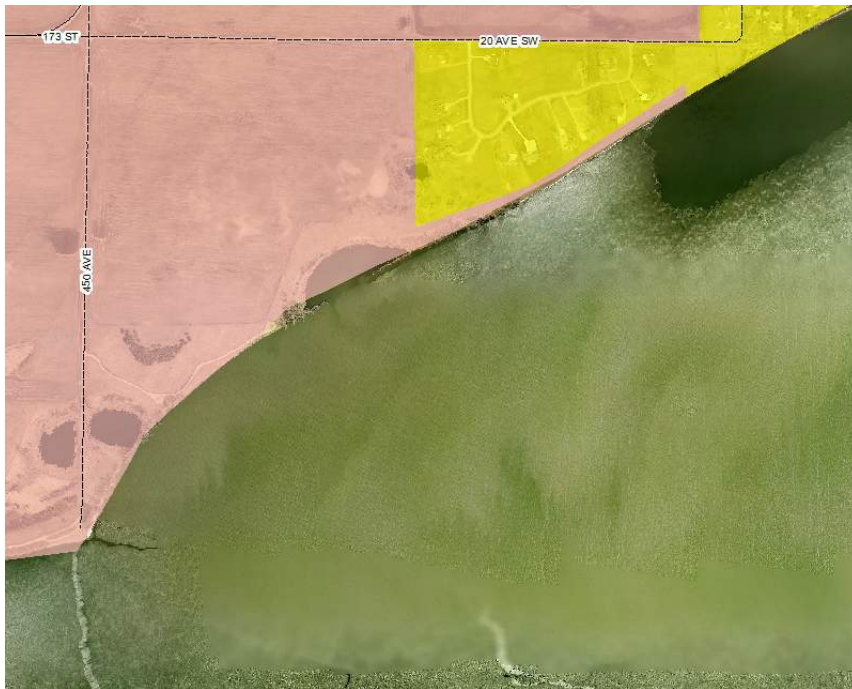


**Pelican Township
Section 9**

<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/ Industrial		Residential/ Commercial		Public/ Quasi-Public		Residential (in county)**	
Future Land Use	163	<input type="text"/>	54	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		See “Rural”	
Existing Land Use	136		0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0		49	<input type="text"/>	32	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

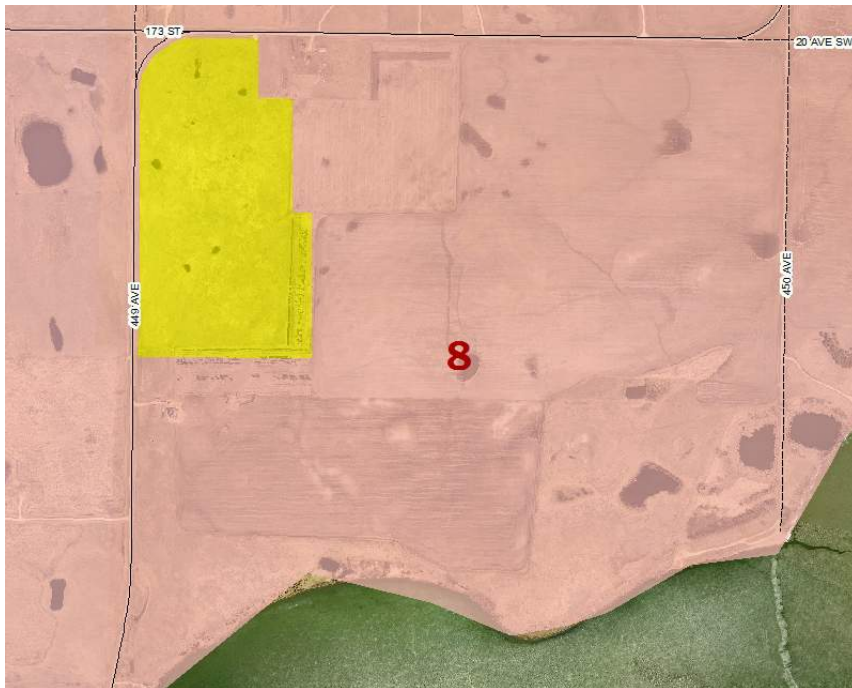


**Pelican Township
Section 8**

<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/ Industrial		Residential/ Commercial		Public/ Quasi-Public		Residential (in county)**	
Future Land Use	471	<input type="text"/>	74	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		See “Rural”	
Existing Land Use	136		0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0		49	<input type="text"/>	32	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Pelican Township
Section 7

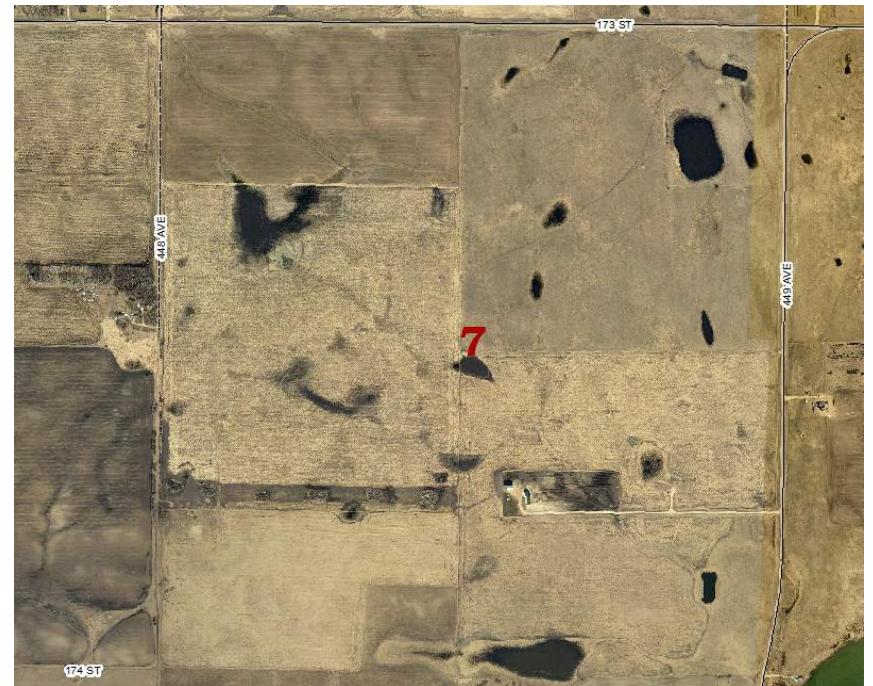
<i>Area expressed in acres</i>	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public	Residential (in county)**
Future Land Use	312	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified	See "Rural"
Existing Land Use	312	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0	<input type="text"/>	0	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



**Pelican Township
Section 18**

<i>Area expressed in acres</i>	Rural	Residential	Commercial	Industrial	Commercial/Industrial	Residential/Commercial	Public/Quasi-Public	Residential (in county)**
Future Land Use	316 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	See "Rural"
Existing Land Use	306 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	0 <input type="text"/>	Not Identified	0 <input type="text"/>	0 <input type="text"/>	10 <input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use



Pelican Township
Section 17

Area expressed in acres	Rural		Residential		Commercial		Industrial		Commercial/Industrial		Residential/Commercial		Public/Quasi-Public		Residential (in county)**	
Future Land Use	288	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	0	<div></div>	Not Identified		See "Rural"	
Existing Land Use	115		0	<input type="text"/>	0	<input type="text"/>	0	<input type="text"/>	Not Identified		0		161	<input type="text"/>	12	<input type="text"/>

**Existing Land Use Only – consists of residence on a lot of less than 35 acres.

Future Land Use



Existing Land Use

