

# **DELL RAPIDS**

## **Comprehensive Plan 2008 - 2028**

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

## **ACKNOWLEDGEMENTS**

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

### **City Council**

Mayor: Dale Gillogly

Council Members: Doug Grovenburg, Mark Downs, Carrie Testerman, Todd Wiebenga, John Paul, Kris Langer, David Sommerfeld, Dick Woolf

City Administrator: Jeff Traill

Finance Officer: Vicky Haskell

### **Planning Commission**

Chairman: Bob Lamberty

Board Members: Bob Davis, Dale Dunn, Darell Donelan, Chris Mullaney, Roger Dearduff

The South Eastern Council of Governments prepared this document under the direction of the Dell Rapids Planning Commission and Dell Rapids City Council.

# I. INTRODUCTION

## A. PURPOSE, AUTHORIZATION AND ADOPTION

### 1. PURPOSE OF THE COMPREHENSIVE PLAN

There are two primary purposes of this document:

- (1) To address the planning requirements of state law while also providing a sound and logical basis for city growth management strategies; and
- (2) To provide some predictability about the potential land uses and timing of development so that both public and private sectors can make informed decisions in the area of real estate and capital investments.

### 2. AUTHORIZATION UNDER STATE LAW

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

### 3. DEVELOPMENT AND ADOPTION

The Dell Rapids City Council has adopted this document in accordance with state law. In developing this Comprehensive Plan, the Dell Rapids Planning Commission has used background research, detailed inventories and assessments, and discussion sessions at Planning Commission meetings and City Council public hearings. The land uses identified in this document are not set in stone. The Comprehensive Plan is a general guideline, and neither endorses nor prohibits development of a certain kind in a certain area. It is intended to guide the City in its implementation of zoning regulations, subdivision regulations, capital improvements plans and other related policies.

### 4. AREA OF PLANNING JURISDICTION

The City of Dell Rapids shall, under South Dakota statutes, have the authority to control development within the corporate limits of Dell Rapids. A joint jurisdictional boundary with Minnehaha County has been developed to deal with an urban growth area and growth management area.

## B. INTERGOVERNMENTAL CONSIDERATIONS

A comprehensive plan affects not only those living in the study area, but also (to some extent) those living and working throughout the Dell Rapids area. As a result, the Planning Commission provided a draft of this plan to, and has requested input from the Dell Rapids School District, the Minnehaha County Planning Department, and the Dell Rapids Economic Development Corporation.

## C. APPROPRIATE USE OF THE COMPREHENSIVE PLAN

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

## II. DEMOGRAPHIC CONDITIONS

### A. GENERAL DEMOGRAPHY

Table 1. Population History (Source: U.S. Census Bureau)

	Population	% Increase/Decrease
1960	1,863	N/A
1970	1,991	+ 6.87%
1980	2,389	+ 19.99%
1990	2,484	+ 3.98%
2000	2,980	+ 19.97%

Table 2. Current Demographic Statistics (Source: U.S. Census Bureau)

	Dell Rapids	Minnehaha County	South Dakota
1990 Pop	2,484	123,809	696,004
2000 Pop	2,980	148,281	754,844
1990 – 2000 % Change	+ 20%	+ 19.8%	+ 8.5%
2000 Median Age	36.0	33.5	35.6
Median Household Income in 1999 (dollars)	\$42,572	\$42,566	\$35,282

From 1990 to 2000 the City continued to grow by 17.6% in the 0-19 age group and by 36% in the 20-54 age group. There was no decline in population in any of the age groups. United States Census 2000 data indicates that 30% of Dell Rapids' residents are 19 or younger. Approximately 44% of the community is between the ages of 20 and 54, illustrating the claim that Dell Rapids is a family-oriented community.

Table 3. Population by Age (Source: U.S. Census Bureau)

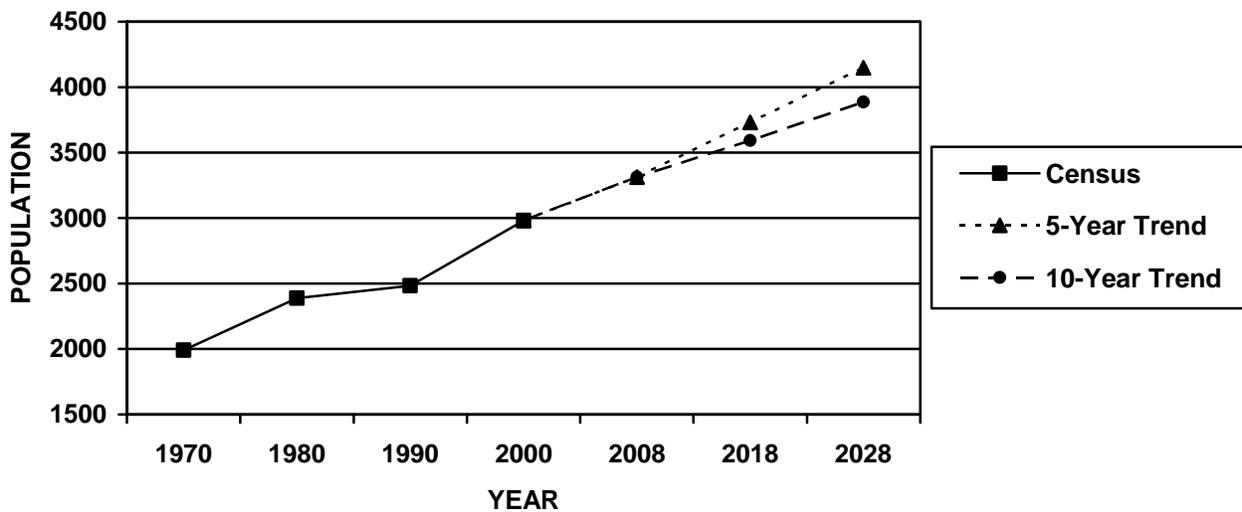
	0-19	20-54	55-74	75 & Over	Total
1990	770	972	404	338	2,484
2000	906	1,322	405	347	2,980

## B. POPULATION PROJECTIONS

Based upon current trends, a population projection through the study period indicates that the City of Dell Rapids will have a population between **3,885 and 4,149 by the year 2028**. The following chart illustrates the Dell Rapids population projections utilizing a 5-year trend and a 10-year trend. For purposes of land-use planning, the upper end of the population trend was utilized to ensure adequate land was reserved and planned for future development.

Table 4. Population Projections City of Dell Rapids

	1970	1980	1990	2000	2008	2018	2028
5-Year Trend	1,991	2,389	2,484	2,980	<b>3,314</b>	<b>3,731</b>	<b>4,149</b>
10-Year Trend	1,991	2,389	2,484	2,980	<b>3,314</b>	<b>3,593</b>	<b>3,885</b>



### III. ENVIRONMENTAL CONSTRAINTS

#### A. PHYSICAL GEOGRAPHY

Dell Rapids is located in southeastern portion of South Dakota. The City is along the Big Sioux River and Rocky Run tributary. The landscape is primarily flat. The elevation drops from 1,561 feet in the north part of the City to 1,490 feet in south.

#### B. FLOOD HAZARDS

The Big Sioux River routinely experiences severe spring flooding, and in recent years the flooding has occasionally lasted into the early summer. A portion of Dell Rapids lies within the Big Sioux River and Rocky Run floodplain. According to the Federal Emergency Management Agency (FEMA) Dell Rapids is still classified as having special flood hazard areas. The floodplains of the Dell Rapids area are shown on **Map 1**.

#### C. DRAINAGE AND WETLANDS

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

Major surface drainage features found within the planning area is the Big Sioux River and its tributaries, all part of the Missouri River System. The Big Sioux River flows on the southern portion of Dell Rapids. Tributary to the Big Sioux with the area is Rocky Run. The wetlands of the Dell Rapids area are shown on **Map 1**.

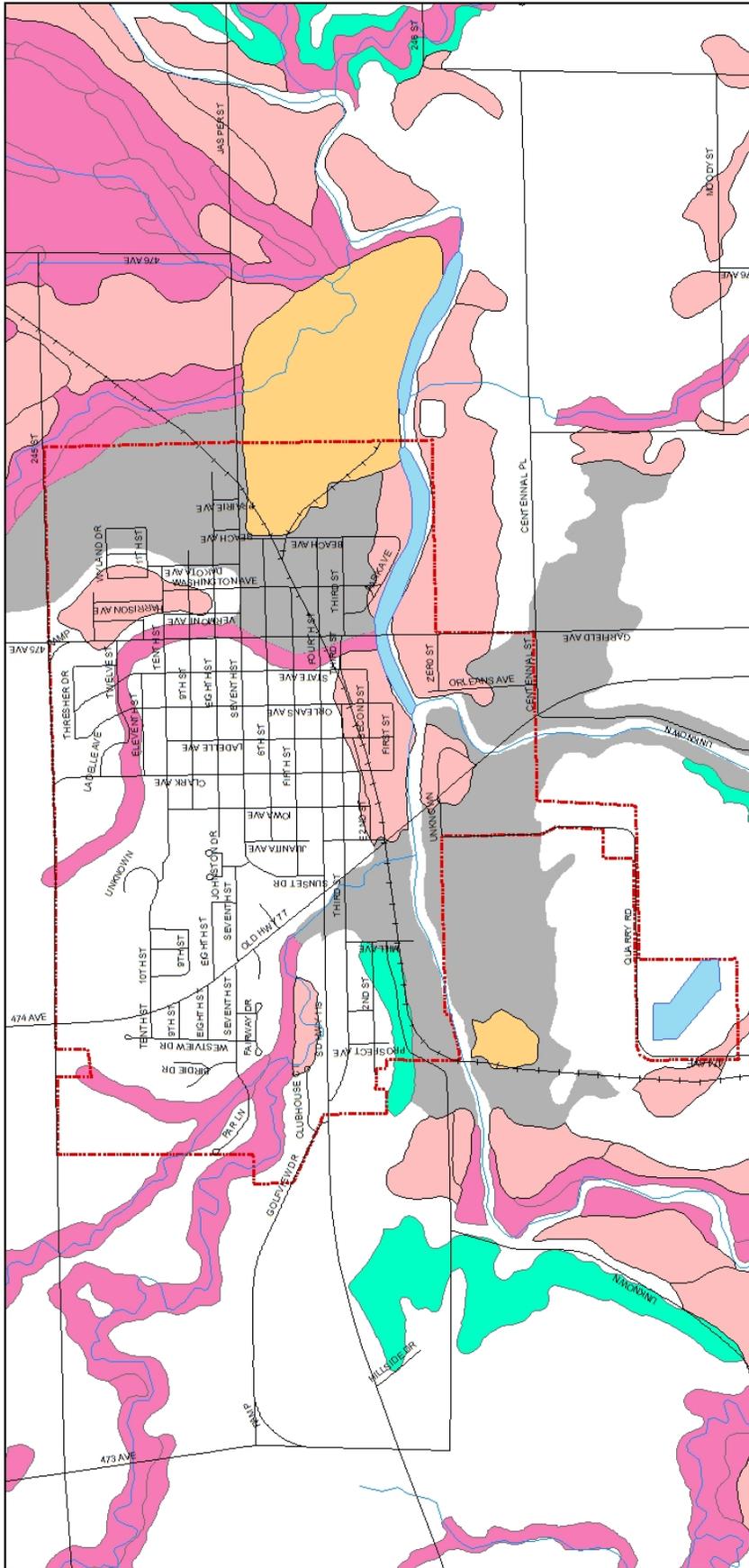
#### D. SOILS

While the soils in the Dell Rapids planning area are excellent for agricultural purposes, their engineering properties present some limitations for urban development. Soil types found in some areas have severe limitations for various aspects 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. Although soils with a specific engineering limitation may be more prevalent in some areas of the planning jurisdiction than others, soil types with a variety of limitations are found generally across the area. The severe soil development limitations of the Dell Rapids area are shown on **Map 2**.

#### E. ADDITIONAL ENVIRONMENTAL CONSTRAINTS

Shallow aquifers and streams are at risk of contamination by a variety of sources. Because of the risk of contamination, Minnehaha County enforces measures to protect these areas through the water source protection overlay district. The overlay district prohibits uses that pose a high risk of contamination to groundwater resources and regulates other potentially damaging uses so that adverse environmental impacts are minimized. The aquifer protection area is shown on **Map 1**.





0 0.1 0.2 0.4 Miles

This information has been acquired from sources we believe to be reliable. However, we make no warranty, expressed or implied, as to the accuracy, completeness, or timeliness of the information contained herein. This map does not eliminate the need for an on-site investigation.

This map was compiled by  
South Eastern Council of Governments

## Map 2

# SOIL CONSTRAINTS

### City of Dell Rapids

- Legend**
- High Clay & Water Table
  - Gravel/Sand Pits
  - Steep Slope
  - Shrink - Swell
  - Flooding Potential
  - Shallow Depth to Rock
  - Hydric Soils
  - Rail
  - Roads
  - Creeks, Rivers & Lakes
  - City Limits

## IV. INFRASTRUCTURE

### A. TRANSPORTATION

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

Arterial streets are designed to carry a large volume of traffic at higher speeds. Within the city, the function of arterials is to facilitate the movement of goods and people with few obstructions. These streets are generally four lanes wide with no on-street parking, are adjacent to mainly commercial uses, and have signalized intersections with dedicated turn lanes. Ordinarily, arterial streets are spaced at one-mile intervals.

Collector streets are designed to provide connectivity between arterials. They allow local traffic an access onto the arterial system. Collector streets are normally spaced one-half mile 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. Local streets provide access from low-density residential developments to collector or arterial streets. Because their function is based on development patterns, there are no spacing requirements. Local streets operate at low speeds, with on-street parking and few traffic signals.

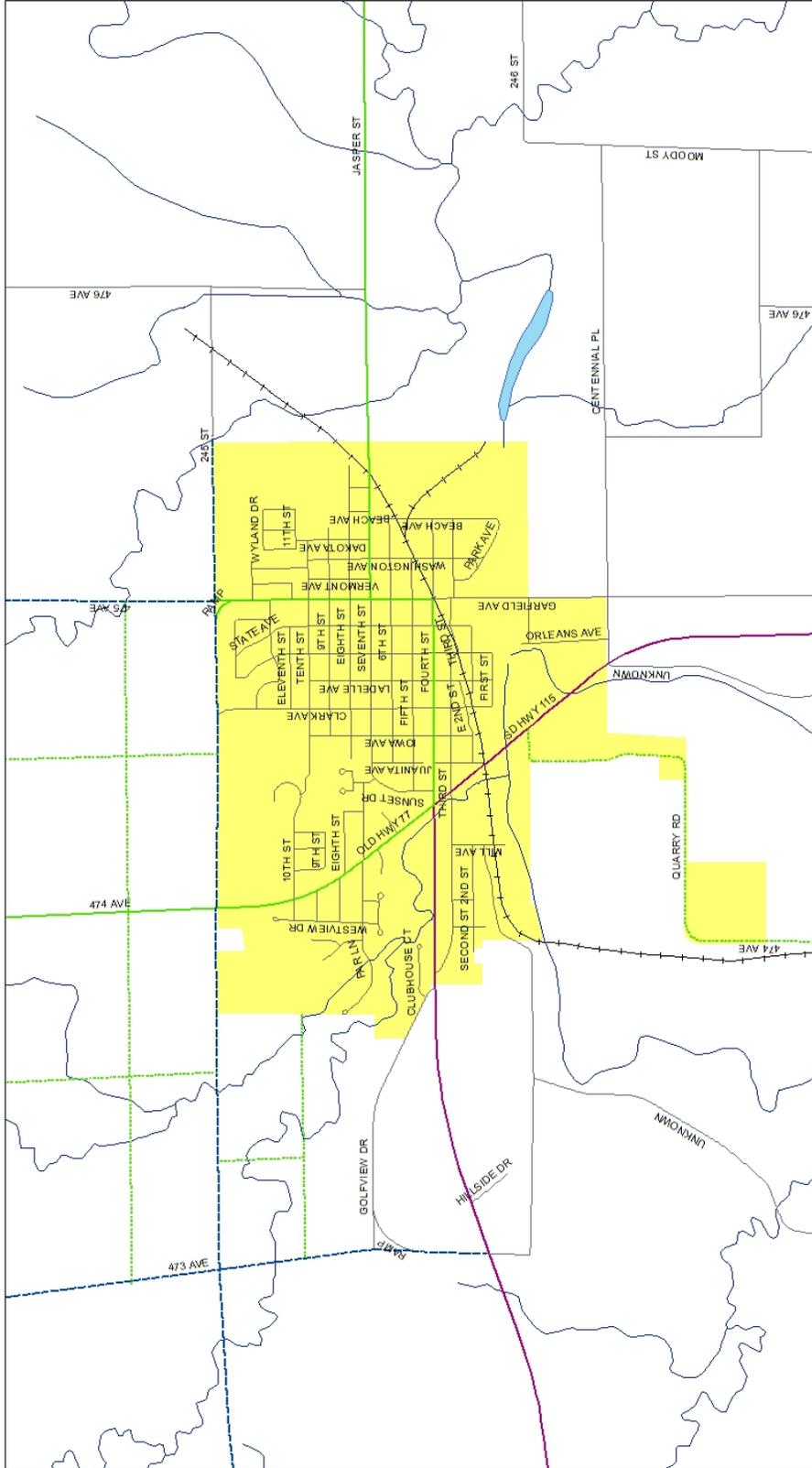
Engineering Design Standards include provisions for street right-of-way, pavement width, and access controls. Yet even these standards must be applied sensibly within different settings. A number of arterial streets pass through established residential neighborhoods.

A Major Street Plan includes a list of current and future road and street improvement projects for the transportation needs of the City of Dell Rapids. The Major Street Plan showing projected future arterial and collector streets, has been developed as a part of the Comprehensive Plan (**see Map 3**). Major transportation improvements are listed in the Capital Improvements Summary (Page 25).

### B. WATER FACILITIES

The City water supply is obtained from the Minnehaha Community Water System and delivered to the City by means of a dedicated main line from the rural water system water treatment plant located to the south and west of the City. The supply from the rural water system is delivered to a 157,000 gallon ground storage reservoir located near the airport to the south of the City. The reservoir was designed to allow it to be expanded to 250,000 gallons by the addition of another side wall ring. The supply connection and related facilities were constructed as part of a 1986 project.

A below grade concrete vault is located adjacent to the reservoir and houses water metering and high service pumping facilities. Water delivered from the rural water system is metered at this location and two high service pumps, one 400 gpm and one 550 gpm deliver water from ground storage. The main from the pumping station into the distribution system is of Class 200 PVC and capable of delivering up to 800 gpm into the City without exceeding the pressure class of the pipe. The City also operates two welded steel pedestal style tanks that are both located in the north center portion of the community. A 150,000 gallon welded steel pedestal style elevated tank is located in the north central portion of the community at the intersection of 10<sup>th</sup> Street and Orleans Avenue and a 500,000 gallon tank is located at the intersection of Clark Avenue and 15<sup>th</sup> Street. The tank level controls the starting and stopping of the high service pump in the pumping station. While the pump is off, the tank provides pressurized water service throughout the community by gravity.



0 0.1 0.2 0.3 0.4 Miles

This information has been abstracted from the City of Dell Rapids Comprehensive Zoning Ordinance. We do not guarantee the accuracy of the information shown on this map. The map does not constitute an offer of insurance. The map was compiled by the South Eastern Council of Governments.

Map 3  
**MAJOR STREET PLAN**  
 City of Dell Rapids

- Legend**
- Major Arterial
  - Future Major Arterial
  - Minor Arterial
  - Future Minor Arterial
  - Collector
  - Future Collector
  - Roads
  - Creeks, Rivers & Lakes
  - Rail
  - City Limits
  - Water

## **V. SCHOOLS, PARKS AND OPEN SPACES**

### **A. SCHOOL FACILITIES**

The Dell Rapids School District currently maintains two facilities and three schools (K-4, 5-8 and 9-12) all located within the city limits of Dell Rapids. The K-4 building houses 322 students, the 5-8 building houses 300 students and the 9-12 building houses 312 students. The district lies within Minnehaha and Moody Counties and has approximately 38% of the students residing outside the city limits. (Source: Superintendent Tom Ludens)

### **B. PARKS AND OPEN SPACES**

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

Community parks, because of their larger size, provide a much wider range of activities and facilities than neighborhood parks. The land area requirements generally range from 20 to 40 acres. Specialized facilities such as swimming pools, picnic areas, and athletic complexes can be accommodated in community parks. Community parks that should be provided include areas for passive uses, nature conservation, pools and aquatic centers, and athletic fields. Each of these four types of uses might include other uses such as neighborhood playground space, but generally larger parks will focus on one major type of activity.

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

The parks and open spaces on the Future Land Use Map identify existing park facilities and proposed new facilities within the projected growth areas. A list of the new or expanded facilities is listed in the Capital Improvements Plan Summary on page 25. These facilities will bring nearly all residential development within the service area of both neighborhood parks and community parks. The specific improvements provided within the park facility should be tailored to meet the needs of the nearby population that it will primarily serve. Where feasible, proposed parks sites are integrated with future elementary school sites to permit joint use of facilities. In addition, potential combinations of detention pond sites and neighborhood parks should be reviewed wherever feasible to allow more efficient land utilization and consolidation of maintenance costs.

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

## VI. GROWTH AREA ANALYSIS

The costs of extending water and sewer services are the primary considerations in designating future growth. However, other factors must also be considered which includes capacity of the transportation system, environmental suitability, and compatible land uses. The following analysis is intended to provide the City of Dell Rapids and Minnehaha County with a guide to land use decisions and direct implementation through subdivision and zoning regulations. **Map 5** illustrates all growth areas by the number indicated.

### **Area # 1**

Water and sewer is readily available by an extension from the existing systems. Some residential and institutional development is already occurring in this area. Future land use in this area would be residential in the north and south, a strip of institutional in the middle and a small amount of commercial in the northwest corner. Additional study is needed for adequate storm water drainage. Some existing development may create an obstacle for future development.

### **Area # 2**

Water and sewer is readily available by an extension from the existing systems. Deep sewer installations may be hindered by saturated, unstable soils underlying portions of this area. The land use in this area would be predominately residential. Development should only be allowed in the flood plain based on the flood study of Rocky Run and tributary. Additional study is needed for adequate storm water drainage. Before development reaches the section mile road to the north (245 Street), the City may want to consider improving the road to an arterial within city standards. The road should be improved from old Highway 77 to 473 Avenue.

### **Area # 3**

Water and sewer is available by an extension from the existing systems. A storm water detention area would be required on the west side of Clarke Avenue due to limited capacity and existing potential for flooding along the downstream drainage system. This would control runoff from development in this basin west of Clarke Avenue. Additional study is needed before development should occur in the floodplain areas. The land use in this area would be residential with higher density residential in the southern portion of the area. Before development reaches the section line road to the north (245 Street), it should be at arterial status.

### **Area # 4**

Water and sewer would require an extension from the future systems within Area # 3. Land use in this area would include residential in the north, institutional in the southwest and recreation in the southeast. Old Highway 77 and the improvement of 245 Street to an arterial status will provide proper transportation capacity. Major commercial nodes, with a multi-family buffer, are proposed north of 245 Street.

### **Area # 5**

Water and sewer would require an extension from the future systems within Area # 2. Additional study is needed before development should occur in the floodplain areas. Old Highway 77 and the improvement of 245 Street and 473 Avenue to arterial status will provide proper transportation capacity. One existing farm is located in the growth area. Major commercial nodes, with a multi-family buffer, are proposed north of 245 Street.

### **Area # 6**

Water and sewer would require an extension from the future systems within Area # 2. Sewer will require a lift station to lift into planned system in Area # 2. Saturated, unstable soils underlying portions of this area, similar to Area # 2, may hinder deep sewer installations. The flood plain of Rocky Run and tributary may limit development. Flood potential should be based on a flood study of Rocky Run and tributary. The improvement of 473 Avenue will provide sufficient transportation capacity to this area.

### **Area # 7**

Water and sewer would require an extension from the existing systems. Special consideration for utility infrastructure may be necessary due to the depth to rock in the area. A sanitary sewer lift station may be required. The improvement of Quarry Road will provide sufficient transportation capacity to this area.

## VII. LAND USE PLAN

### A. EVALUATION OF URBAN LAND USE IN DELL RAPIDS

To simplify preparation of this plan, land uses have been grouped into seven categories for Dell Rapids:

**(1) Industrial** includes light manufacturing, warehouses and other similar uses.

**(2) Commercial** includes retail businesses, offices, etc.

**(3) Single-Family Residential** includes single-family, residential, duplexes, and manufactured housing.

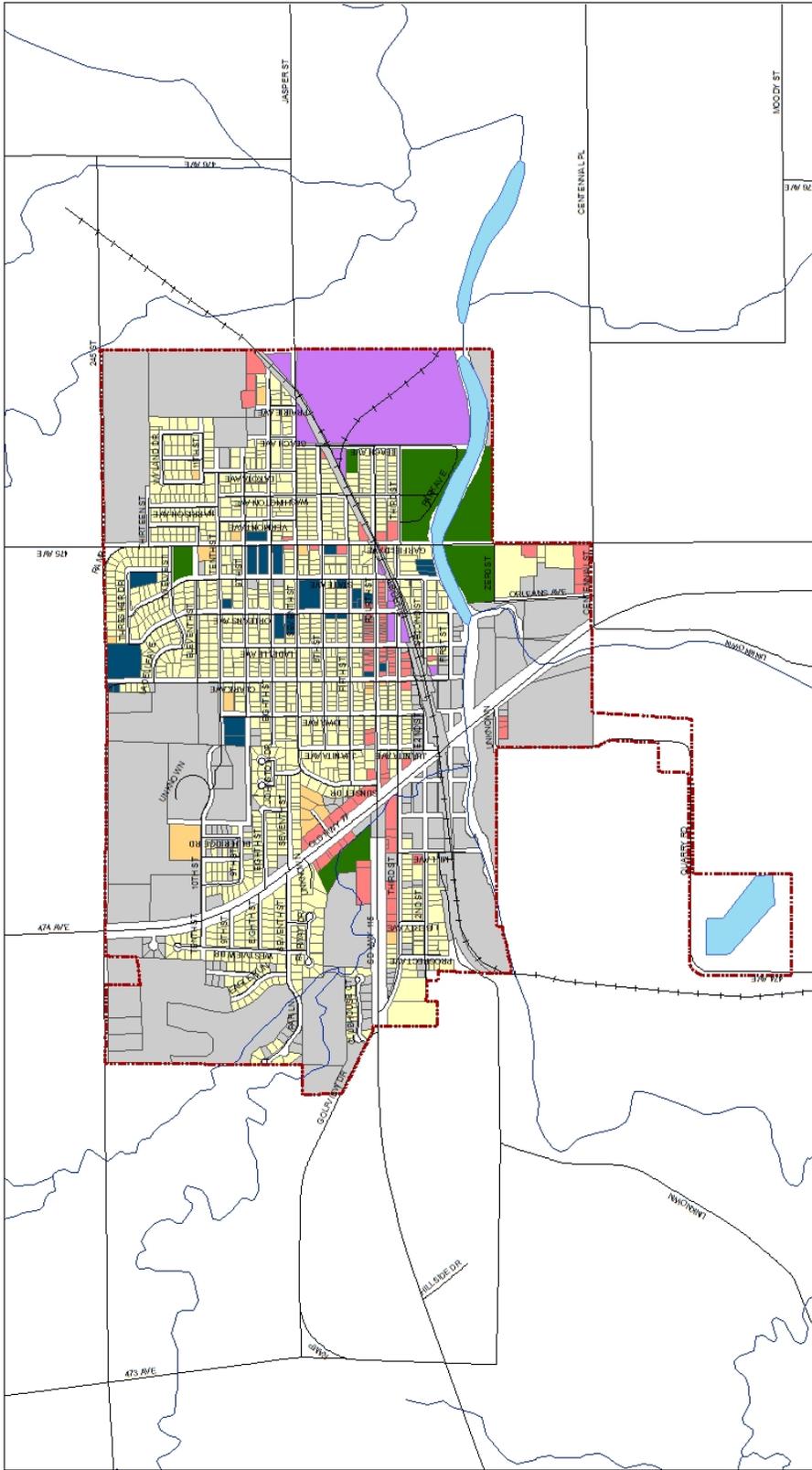
**(4) Multi-Family Residential** includes all apartments.

**(4) Institutional & Governmental** includes schools, churches, government offices and similar uses.

**(5) Transportation & Utility** uses include power substations, water / wastewater treatment facilities, etc.

**(6) Conservation & Recreation** includes parks and athletic fields. Also included are areas that should be protected from development to facilitate movement of flood water and runoff. Some types of development may be appropriate for such areas, as long as the development does not dramatically increase the incidence or severity of flood or drainage problems.

A physical land use inventory was prepared by SECOG in 2006. Maps for the current and future land uses (**Maps 4 and 5**) in Dell Rapids and the planning area are included. Future land uses were determined by the Dell Rapids Planning Commission and SECOG, based on topographic features, compatibility of future and current land uses and existing infrastructure.

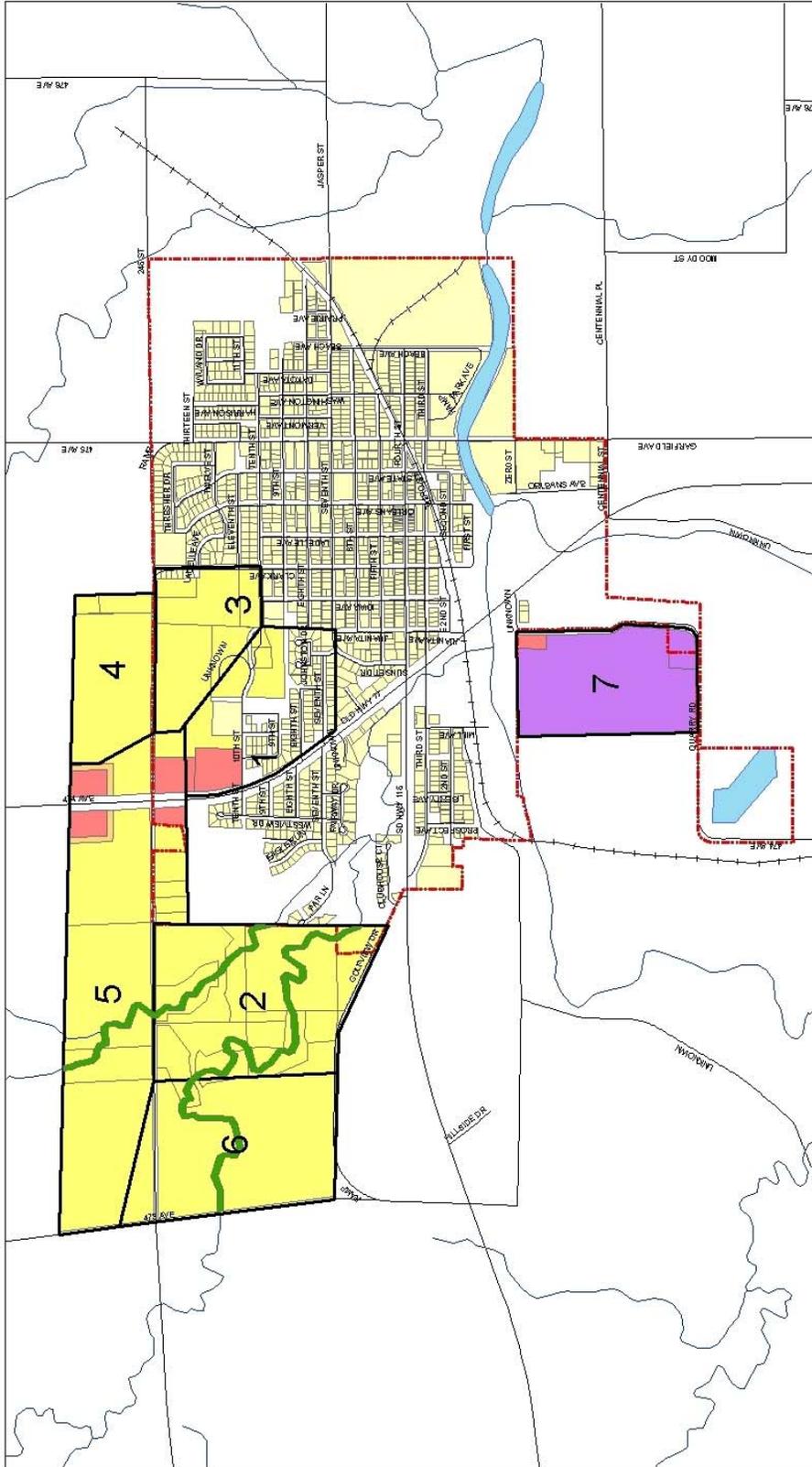


Map 4  
**CURRENT LAND USE**  
 City of Dell Rapids

**Legend**

- Residential Single Family
- Residential Multiple Family
- Commercial
- Industrial
- Industrial
- PMA (Rural 200)
- Vacant
- Creek, River & Lakes
- Rail
- Roads
- City Limits

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The information has been received from sources including GIS & Map, Internet, information provided by the map user, and other sources. The map user should make his own investigation. This map is not a warranty of the information. South Eastern Council of Governments

### Map 5 FUTURE LAND USE City of Dell Rapids

**Legend**

- Single Family
- Multi Family
- Commercial
- Industrial
- Crossland Use
- Manufactured Home Community
- General Area
- City Limit
- Creek, River & Lakes
- RII
- Road
- Highway

## VIII. PLANNING POLICY FRAMEWORK

Dell Rapids has adopted this Comprehensive Plan to provide a framework for specific future land-use and growth management policies and recommendations. It is designed to be a dynamic and flexible process to accommodate the changing needs of a growing urban population, yet steady enough to allow for reasonable long-term investment strategies by both public and private sectors. This plan is not intended to be a site development guide for specific parcels of land; rather, it is intended to provide a general outline of Dell Rapids growth management.

The following community vision statements should provide direction to Dell Rapids decision-making process on an ongoing basis.

1. To provide for the orderly arrangement of the parts of the City and adjoining future growth area enabling each part (residential, recreational, commercial and industrial) to perform its function economically and with minimum conflict to the other parts.
2. To provide an efficient, safe and economical system of transportation within the City and the surrounding area.
3. To promote the economic growth and social development of the City and the future growth area as a partner in cooperation with the private sector.
4. To provide ample opportunities for public participation at all stages of the planning and implementation process, including public hearings, rezoning notices and public awareness campaigns.
5. To retain flexibility within the planning and zoning process so as to readily cope with changing social and economic conditions.
6. To review and update the goals and policy guidelines every five (5) years.

### GOALS AND POLICIES

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

### LAND USE

**Land Use Goal #1: Allow compact and contiguous urban growth within city-limits.**

#### Policies

1. Maintain the growth area boundary as the division between urban and rural densities and services, and encourage growth and development that will promote an efficient use of present and future public investments in roads, utilities, and other services.
2. Avoid scattered or strip commercial and industrial development outside the urban service area and direct such uses into existing developed locations where adequate services are available including major street access, and proper water and sewer systems.
3. Beyond the urban service boundary, 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.
4. Require that properties served by public utilities be located within the City.
5. Establish and maintain an addressing system to create consistency for safety and convenience of businesses, visitors, and local citizens.

**Land Use Goal #2: Maintain suitable transition zones between low-density residential areas and more intensive nonresidential uses.**

Policies

1. Zone stable neighborhoods to prevent encroachment by incompatible industrial, commercial uses and excessively high density residential.
2. Encourage apartment, office, and institutional uses as alternatives to commercial strip development along major streets.
3. Allow conveniently located neighborhood commercial centers in locations that will not create land use conflicts or traffic problems.
4. Require that new development be compatible with existing adjacent development.
5. Require the clustering of neighborhood and convenience commercial uses in accessible locations.
6. Provide sufficient multifamily housing around commercial and industrial areas.
7. Allow high-density housing only in close proximity to major streets and activity centers.
8. Prevent commercial strip development along major thoroughfares in the City. Instead, encourage development of commercial clusters with appropriate transition zones to residential areas.

**Land Use Goal #3: Preclude development of land which is environmentally unsuitable for construction by retaining floodplains, drainage ways, and other significant natural areas as open space networks for recreation and environmental enhancement.**

Policies

1. Develop a bike trail and linear park system along the Big Sioux River Floodplains.
2. Develop neighborhood parks in new development areas.
3. Protect stream corridors, the aquifer and other significant natural areas from incompatible development.
4. Develop a storm water detention area on the west side of Clarke Avenue.

**Land Use Goal #4: Enhance the character, identity, and historic preservation of the community.**

Policies

1. Guide new development with urban design amenities that enhance community aesthetics and local identity.
2. Protect historic dwellings and other architecturally significant buildings from incompatible development, and encourage rehabilitation and reuse for the redevelopment of historic buildings.
3. Consider the formation of a Business Improvement District for the downtown area.

**Land Use Goal #5: Conserve, maintain, and improve the older neighborhoods of the city.**

Policies

1. Allow flexibility of land use and density in the redevelopment of blighted areas, provided such development is compatible with surrounding residential areas.
2. Target older neighborhoods for assistance in cleaning up residential homes and yards.
3. Maintain the central business district (CBD) boundaries in order to prevent encroachment of commercial and residential uses into adjacent neighborhoods and to more fully utilize the existing CBD area as a commercial

area.

## **TRANSPORTATION**

### **Transportation Goal #1: Accommodate the city's major street system including a perimeter system of arterial streets.**

#### Policies

1. Secure sufficient rights-of-way ahead of development.
2. Encourage the improvement of SD 115 from Downtown to Interstate 29.
3. Encourage an arterial corridor to be developed on the existing section line road (245<sup>th</sup> Street) on the north and northwestern portions of town to facilitate adequate cross-town traffic.
4. Avoid driveway entrances on arterial streets and wherever possible, on collector streets.
5. Ensure that driveway entrances on the opposite sides of the road are not offset.
6. Strip development, especially along SD Highway 115, must be controlled to help reduce safety hazards and enhance traffic flow.

### **Transportation Goal #2: Prevent heavy through traffic on minor residential streets by requiring a system of collector streets between adjacent subdivisions.**

#### Policies

1. Encourage the development of collector streets.
2. Encourage the development of intersecting collector streets in the future growth areas.
3. Require limited access to the collector roads to enhance safety and traffic flow.

### **Transportation Goal #3: Maintain a safe and efficient local street system for movement of people and goods.**

#### Policies

1. Design residential street layouts to minimize both overall street lengths and the quantity of site grading required.
2. Provide direct pedestrian and bicycle access from residential neighborhoods to schools, commercial centers, and recreation areas.
3. Avoid widening and signalization of local residential streets where the livability and safety of adjacent neighborhoods would be diminished by such action.
4. Require the design of local streets to discourage unsafe speeds.
5. Require the provision of safe and adequate access to all properties through the implementation of subdivision regulations.

### **Transportation Goal #4: Explore an alternative truck route for quarry traffic.**

#### Policies

1. Use the existing truck route to Garfield Avenue then south to 3<sup>rd</sup> Street and then west to Highway 115 (Map 8).

2. Allow for truck route to take farm and commercial truck traffic.

## **HOUSING**

**Housing Goal #1: Encourage the development of assisted living facilities to meet the needs of the growing elderly population.**

### Policies

1. Work with the hospital, nursing homes and other facilities to find appropriate locations and shared services for assisted living facilities.
2. Locate assisted living facilities near or adjacent to elderly support services.
3. Require assisted living facilities to compliment the adjacent land uses.

**Housing Goal #2: Encourage the development of affordable housing opportunities including manufactured housing, apartments, and modest single-family homes.**

### Policies

1. Encourage the development of a variety of housing types to meet the needs of all citizens.
2. Require all manufactured homes to locate in manufactured home parks.
3. Encourage the location of manufactured home parks in appropriate locations.
4. Require all manufactured home parks to construct landscape buffer strips to separate adjoining land uses.

## **COMMUNITY FACILITIES AND INFRASTRUCTURE**

**Community Facilities and Infrastructure Goal #1: Prevent unlimited outward expansion by maintaining urban growth area boundaries with provisions for phased annexation and extension of utilities.**

### Policies

1. Extend sewer utilities in connection with development to growth areas that have capacity with existing lift stations.
2. Maintain a consistent street pavement maintenance program.
3. Employ an area-wide approach in planning utility and drainage systems.
4. Utilize and preserve natural drainage systems to the greatest extent possible.
5. Minimize soil erosion and downstream sedimentation through appropriate design.
6. Create an area assessment to finance the construction of all trunk lines to allow sanitary sewer service into growth area # 4, # 5, and # 6.

**Community Facilities and Infrastructure Goal #2: Provide and maintain parks, streets, and other public facilities at a uniformly high standard in all neighborhoods of the city.**

### Policies

1. Secure suitable park sites and other public facility sites ahead of development.
2. Establish sanitary restroom facilities in the ballpark area South of the Big Sioux River.
3. Integrate park and open space areas into residential neighborhoods whenever feasible.

4. Improve the quality and quantity of supervised recreational activities in the community.
5. Maintain and encourage the growth of the Dell Rapids Community Hospital.
6. Maintain and encourage the growth of the nursing home/assisted living/independent living facilities.
7. Establish a camper sanitary sewer system.

## **ECONOMIC DEVELOPMENT**

### **Economic Development Goal #1: Work with the Dell Rapids Economic Development Corporation to improve economic development opportunities.**

#### Policies

1. Support expanded retail opportunities with the location of a commercial district on old Highway 77 and in other appropriate neighborhood locations.
2. Encourage a strong supportive retail sector that will complement commercial uses.
3. Allow development for all commercial sites within appropriate community regulations.
4. Encourage office development for commercial and light industrial growth.
5. Work with the Development Corporation to provide incentives to industry and businesses willing to locate in Dell Rapids.

### **Economic Development Goal #2: Develop a new industrial and commercial park in Area #7.**

#### Policies

1. Investigate the possibility of expanding industrial and commercial development into the area south of the Big Sioux River.

## IX. PLAN IMPLEMENTATION

The best possible way to implement a comprehensive plan is to utilize all of the administrative tools available in order to influence development in a positive manner. There are many tools that can be utilized, including zoning regulations, subdivision regulations, policy plans, capital improvements plans, annexation studies, and well-rounded community involvement.

**Local Governing and Advisory Boards.** The key players in the implementation of a Comprehensive Plan are the Planning Commission and the City Council. It is the duty of the governing body of Dell Rapids to encourage progress by utilizing all of the tools available, so that orderly growth and development can take place. With public input, the Planning and Zoning Commission and the City Council can create a balance between industry, commerce, and housing, and can utilize all of the resources available to facilitate civic improvement.

**Local Regulatory Tools.** Perhaps the most widely utilized administrative tools are the Zoning and Subdivision regulations. It is essential to revise either or both of these documents when they conflict with the Comprehensive Plan. It is especially important to create a cooperative agreement between Minnehaha County and the City of Dell Rapids to insure the Dell Rapids urban growth area is developed as the Comprehensive Plan recommends.

**Annexation.** If the orderly growth of Dell Rapids is to continue over the planning period, it is essential the city continue an active annexation program. The boundaries for providing municipal services should generally coincide with the corporate limits. Areas designated by the land use plan as future growth areas of the city should be annexed in advance of major development as should existing rural subdivisions which lie adjacent to the city. This policy will assure that sufficient development land to accommodate the future growth of the urban areas is maintained.

**Capital Improvements Planning.** The purpose of capital improvements planning is to provide local government officials with a guide for budgeting for major improvements that will benefit the community. Before future development can be considered, the City must review current infrastructure and identify any deficiencies that need to be corrected prior to the development. It is the intention of the City to upgrade a portion of existing utilities and transportation routes on an annual, ongoing basis. Information within the Comprehensive Plan will be utilized in constructing the Dell Rapids capital improvement plan. On page 25 is a list of major capital improvements over the 20-year study period.

## X. Joint Jurisdiction

Decisions on land use issues in the area surrounding the city occur jointly between the City and Minnehaha County. This area is identified as the joint jurisdiction on **Map 6**. This joint arrangement is intended to promote the orderly outward growth of the City and minimize conflicts between urban and rural land uses. A large portion of the joint jurisdiction is devoted to agricultural uses but other uses are present including residential acreages, rural residential subdivisions, commercial and industrial uses, and quarry activities.

This section incorporates the goals and policies of the Minnehaha County Comprehensive Development Plan into the City's plan. They are intended to guide decisions of the planning commissions and elected officials on the future development of the extraterritorial area.

### Goals

The identification of goals in the planning process is the initial step in charting a broad direction which the county intends to pursue. Goals are an end which may never be achieved but represent ideals or targets and should be used to guide and support decisions relating to future development. The general goals of the plan are:

- To provide for orderly, efficient and economical development.
- To manage growth within the framework of the Development Plan and municipal comprehensive plans.
- To enhance communication and cooperation among several governmental and quasi-governmental entities who have the potential to impact and influence developmental patterns.
- To maintain a viable agricultural economy and preserve the rural quality of life.
- To maintain a distinction between rural areas and the cities and to preserve and enhance community identity.
- To provide a choice of living environments for county residents.
- To achieve the maximum efficiency in the provision of public services and facilities.
- To support and encourage growth of the county's economic base and promote the expansion of job opportunities.
- To promote aesthetically attractive development in the rural area.
- To preserve environmental, historical, and cultural resources.
- To provide a transportation system that promotes the safe and efficient movement of people, goods and services.

### Planning Areas and Policies

To assist in meeting the stated goals, the Future Development Plan (Map 6 in the Minnehaha County Comprehensive Development Plan) divides the county into four planning areas. Policies have been identified to provide specific direction and intent regarding the future growth of each planning area. The goals, policies and Development Plan of the County's Comprehensive Plan should be viewed as an extension of the goals and policies (Section VIII) and the future land use (Map 5) contained in the City plan.

## Existing Municipal Areas

These areas are defined by the current boundaries of the incorporated cities. Although cities control their own planning and zoning activities, county land use decisions will have a very real impact upon future municipal development patterns and the ability of each community to efficiently provide for future public services and facilities. The following policies apply to municipal planning areas:

### Policies

- Concentrate future nonfarm growth in or contiguous to municipalities where public infrastructure can be economically provided. Maximize the utilization and efficiency of existing public facilities and services.
- Discourage premature developments in municipal fringe areas.
- Seek the input of municipal officials in the review of development proposals which could potentially impact future municipal expansion and public infrastructure projects.
- Encourage annexation of potential development sites within municipal fringe areas before development plans are approved.
- Promote cooperative efforts with the municipalities in dealing with growth issues. Municipal requests for extraterritorial zoning jurisdiction should be guided by the procedures outlined in the Plan Implementation chapter.
- Insure that future rural development does not detract from the implementation of municipal comprehensive plans. Recognize municipal growth plans when considering future development proposals.
- Preserve the identity of existing communities by discouraging sprawl and leapfrog development.
- Encourage a pattern of development in transition areas which can be integrated into municipal planning areas without the need for costly and inefficient public infrastructure expenditures.

## Transition Areas

Transition areas are characterized by a mix of land uses. Farming activities are expected to continue operating among rural residential subdivisions and scattered residential acreages. Transition areas are further characterized by vacant parcels too small to support long term agricultural use. It is recognized that this will create development pressure for conversion of land to alternative uses. Transition areas are generally located adjacent or in close proximity to the metropolitan area and the other freestanding communities. A portion of the land within transition areas will be annexed during the planning period and provided with public infrastructure while other land will remain outside municipal boundaries and lack public services. Transition areas are not projected to support long term agricultural uses nor will intensive farming activities such as concentrated animal feeding operations be appropriate uses.

The physical boundaries of most cities will expand during the planning period, with growth occurring within the transition areas delineated on the Future Development Plan. Regional and national economic conditions, and the ability of the municipalities to meet public infrastructure demands, will determine the timing and extent of urban expansion. The intent is to maintain clearly defined urban areas within the county.

### Policies

- Promote optimum land use relationships and minimize land use conflicts.
- Promote cooperative efforts with the cities in dealing with developmental issues in municipal fringe areas.

- Utilize the planned development zoning district to accommodate a mix of land uses, promote the arrangement of uses on a comprehensive rather than piecemeal basis, and address problems related to existing land use patterns.
- Encourage new residential construction to locate on previously platted lots and other parcels which already qualify as building sites.
- Consider limited development in those areas where parcel size and competing land uses have substantially reduce the economic viability and future success of agricultural operations.
- Restrict development of transition areas so service improvements are not needed before municipal infrastructure can be economically extended.
- Employ a density standard of one dwelling per quarter-quarter section in those areas where current land use patterns have not significantly impacted farming operations.
- Work with the Minnehaha Community Water Corporation to ensure that future water system improvements do not conflict with county development policies and the long term viability of agricultural operations.
- Limit rural densities so that current service levels are not exceeded; thereby avoiding the creation of special purpose districts (i.e. sanitary, water and road districts).
- Coordinate the siting of industrial uses with the Minnehaha County Economic Development Association.
- Enhance and protect natural drainage systems within development areas. Storm water management plans for the entire drainage basin should be required as a prerequisite to development.
- Restrict development in areas where unsuitable soils and other physical limitations are present.
- Preserve sensitive environmental areas through the development review process.
- Minimize soil erosion and siltation by requiring proper site preparation and construction techniques.
- Maintain an inspection program that ensures proper installation of on-site wastewater treatment systems.
- Discourage strip development along transportation arteries, particularly those which serve as gateways to the cities and major activity centers.
- Restrict development along major transportation corridors for future right-of-way acquisition and to minimize future construction costs.

## **Commercial Agricultural Areas**

Agricultural land is commonly viewed as temporary use just waiting for the opportunity to be developed. Only a small percentage of the county's agricultural land base will be needed to support the population and economic growth expected to occur during the planning period.

Commercial agricultural areas are generally those areas which have experienced little or no competing nonfarm development. These areas are intended to be preserved for farm related use where such activities can freely operate without the need to impose restrictions due to competing uses. A density standard not exceeding one dwelling per quarter-quarter section of land should be maintained for the planning area. Small scale developments should not be allowed because of their cumulative negative impact on agriculture and increased need for urban type services.

## **Policies**

- Restrict the density of residential uses within commercial agricultural areas and direct higher developmental densities to the municipalities.
- Preserve and protect the agricultural productivity of rural land by restricting the development of nonfarm residential sites. Maintain a residential density of not more than one building site per quarter-quarter section.
- The premature development of agricultural land should be discouraged.
- Discourage development patterns that require public improvements financed in part by the farming community but which are not necessary to support agriculture.
- Limit rural densities so that current service levels are not exceeded; thereby avoiding the creation of special purpose districts (i.e. sanitary, water and road districts).
- Discourage the splitting of land parcels into fragmented units which are incapable of supporting farming activities.
- Protect the rural area from uses which interfere and are not compatible with general farming practices.
- Avoid regulations which have a negative impact on farming operations.
- Promote development patterns which will avoid producing inflated agricultural land values.
- Within the framework of density zoning, every effort should be made to cluster residential uses and limit driveway approaches onto arterial and collector roads.
- Construction of infrastructure improvements in the rural area should be directed at addressing existing service deficiencies and not to justify additional nonfarm development.
- Work with the Minnehaha Community Water Corporation to ensure that future water system improvements do not conflict with county development policies and the long term viability of agricultural operations.
- Allow the siting of agri-business activities at appropriate locations in the rural area.
- Discourage the random and haphazard siting of commercial and industrial uses within the rural area where such uses do not support the agricultural industry.
- Protect construction aggregate resources by restricting adjacent land uses to those that are compatible with extraction operations. Require operators to meet developmental and operational standards.
- Regulate concentrated animal feeding and processing operations to protect environmental quality and minimize conflicts with human activities.
- Maintain an inspection program to ensure proper installation of on-site wastewater disposal systems.

## **Rural Service Areas**

The county has been fortunate to have avoided development patterns distinguished by satellite communities with independent taxing authority encircling the metropolitan Sioux Falls area. Development which previously spilled into the rural area has either been annexed into one of the freestanding communities or is not of sufficient concentration to exert any significant influence or exhibit a community identity. Cities will continue as the primary

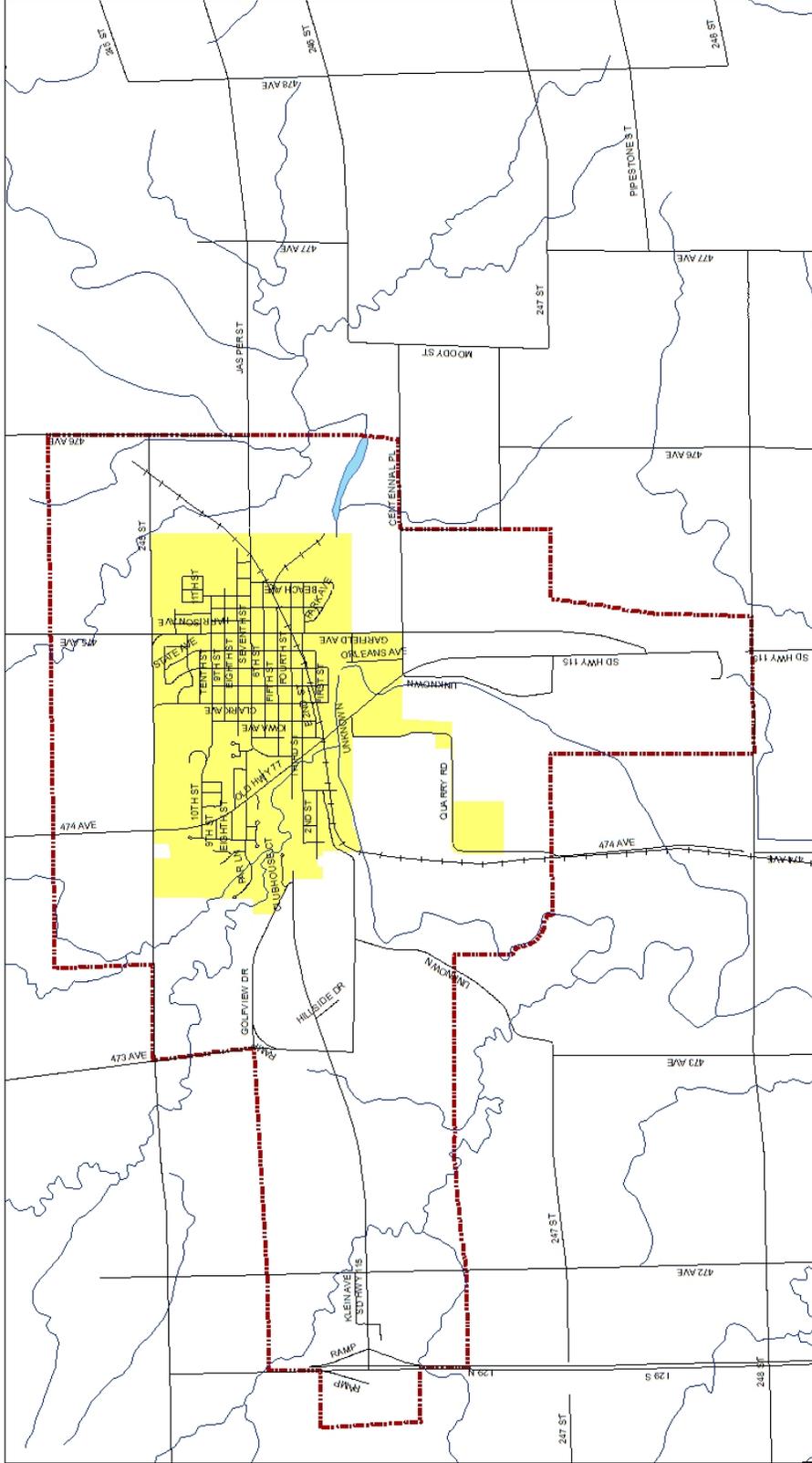
providers of goods and services to urban as well as rural residents. Historically, several areas outside the cities evolved as rural centers, located mostly along major transportation routes, providing basic convenience services to the agricultural community and highway travelers. Rail access played a part in the development of Lyons, Ellis, Corson and Rowena while areas such as Huset's Corner, Wall Lake Corner, Pumpkin Center, and Union Center developed along Highway 16 (now Highway 42). Highway 77 (now Highway 115) supported both Renner and Midway Corners while Buffalo Trading Post offered services to Highway 19 travelers. Rural service areas generally do not have an urban infrastructure and are not capable of supporting much more than limited development.

Many existing rural centers were severely impacted by the decline in the farming population, rail abandonment and construction of the interstate highway system – factors which eventually forced many businesses to close. Others continue to survive due to increased urbanization of the county and the ability to capitalize on the growing rural population. Higher traffic volumes on major roads in the county are likely to encourage the development of new center and the expansion of existing ones.

The Future Development Plan encourages the majority of commercial and industrial development to locate within the cities. However, it is recognized that convenience goods and services as well as some industrial uses could be appropriately sited within the rural area. These locations include existing service areas where some reasonable expansion is appropriate and at major highway intersections.

## **Policies**

- Promote optimum land use relationships and minimize land use conflicts.
- Discourage the random and haphazard siting of commercial and industrial uses within the rural area when such uses do not support the agricultural industry.
- Utilize the planned development zoning district to accommodate a mix of land uses, promote an arrangement of uses on a comprehensive rather than piecemeal basis, and address problems related to existing land use patterns.
- Coordinate the siting of industrial uses with the Minnehaha County Economic Development Association.
- Facilitate agri-business activities at appropriate sites in the rural area.
- Enhance industrial development by restricting incompatible land uses in areas where rail access is available.
- Locate commercial uses at interstate highway interchanges and high traffic intersections. Such uses should be developed in a nodal pattern and geared to the support of highway users.
- Discourage strip development along transportation arteries, particularly those which serve as gateways to the cities and major activity centers.
- Promote development patterns which maintain the safety and carrying capacity of major roads. Discourage strip development patterns.
- Preserve the environmental quality of the county with respect to economic development.



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Map 6  
**JOINT JURISDICTION**  
 City of Dell Rapids

- Legend**
- Joint Area
  - City Limits
  - Roads
  - Rail
  - Creeks, Rivers & Lakes

# Capital Improvements Summary of Needs 2008 - 2028

## 2008 - 2013

New pool house  
Bike trail along Big Sioux River and throughout the City  
Storm water detention facility west of Clark Avenue  
12<sup>th</sup> Street drainage improvements  
Reconstruction of 15<sup>th</sup> Street from Hwy 77 to Garfield Avenue  
New fire station  
New main lift station and sanitary sewer force main  
Park development in Areas 2 and/or 5 (Spruce Glen)  
10<sup>th</sup> Street from west of Iowa Avenue to Rebekkah Avenue  
Water and sewer extension to Area #4  
Sanitary sewer and water to Area #7  
Water main looping from 3<sup>rd</sup> Street to Spruce Glen

## 2013 - 2018

Sewer lagoon expansion  
Garfield Avenue bridge replacement  
Truck route extension on 3<sup>rd</sup> Street from Orleans Avenue to Garfield Avenue  
5<sup>th</sup> Street improvements from State Avenue to Garfield Avenue  
Drainage channel improvements from 6<sup>th</sup> Street to the Big Sioux River  
Bike trail connections to other communities and continued expansion in community  
3<sup>rd</sup> Street from SD 115 to Orleans Avenue  
Water and sewer extension to Area #5  
Orleans Avenue improvements from 4<sup>th</sup> Street to 3<sup>rd</sup> Street (storm sewer imp. from 4<sup>th</sup> Street to the Big Sioux River)  
Ladelle Avenue improvements from 4<sup>th</sup> Street to 3<sup>rd</sup> Street (storm sewer imp. from 4<sup>th</sup> Street to the Big Sioux River)  
15<sup>th</sup> Street (245<sup>th</sup> Street) from Hwy 77 west to 473<sup>rd</sup> Avenue  
Second water supply river crossing along SD 115

## 2018 - 2023

Water extension to Area #6  
Sanitary sewer lift station for Area #6  
Community center/city hall  
7<sup>th</sup> Street improvements from Garfield Avenue east to RR Crossing  
6<sup>th</sup> Street improvements from Garfield Avenue to Birch Avenue

## 2023 - 2028

Aquatic center  
Upgrade water supply line from MCWC

# APPENDIX 1

## Land Use Location and Design Criteria

### Residential

#### **Low density** (3 to 6 units/acre)

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

#### **Medium density** (6 to 16 units/acre)

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

#### **High density** (16 to 40 units/acre)

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

### Commercial

#### **Highway oriented and regional centers**

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

#### **Community centers**

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

#### **Neighborhood retail, office, and convenience services**

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

#### **Downtown area**

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

### Industrial

#### **General light industrial**

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

**Limited heavy industrial**

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

**Mixed Use****Institutional, office, and other mixed use development**

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