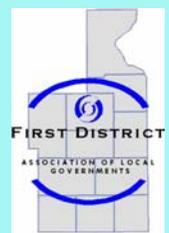


City of Watertown

Comprehensive Land Use Plan

2005 to 2020



**CITY OF WATERTOWN
COMPREHENSIVE LAND USE PLAN 2005 – 2020**

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The Watertown Planning Commission, after a noticed public hearing, recommended this plan to the Watertown City Council for approval on October 21, 2004. The Watertown City Council also adopted the plan, after a noticed public hearing, on November 14, 2004.

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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, and 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 2004 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 ordinance (Title 21),

PLANNING HISTORY

Municipalities are allowed by South Dakota Codified Laws to prepare and adopt comprehensive land use plans, and zoning and subdivision regulations. The City of Watertown began its modern land use planning efforts in October of 1968 when the firm of Aslesen and Herrmann presented the Watertown Comprehensive Development Plan to the Watertown City Council. 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.

Over the years since the 1995 update to the Comprehensive Land Use Plan, the City has experienced demographic, economic, and physical changes. The 1995 Plan acknowledged that as the community grew and matured, its objectives and policies would need to be revised from time to time and the plan would need to eventually be updated.

PLANNING PROCESS

In July of 2002, 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 the remaining undeveloped land within the City and the identification of future growth areas outside of 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 three phases: inventory and analysis, goal and policy development, and land use plan alternatives. 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.

Over an eighteen-month period, the 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. Thus, after many hours of meetings and the compilation and analysis of data, the Planning Commission has completed this comprehensive land use plan.

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.
- Partner with Codington County to develop a 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 insure 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 the development of affordable types of housing.

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 uptown central business district as a commercial center and encourage future retail growth in the uptown area.
- Encourage the planning and construction of well-designed clusters.
- Discourage strip development and encourage more compact and higher quality development.
- Provide for the location of 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 directly supportive of agricultural operations.
- 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.
- 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 growth of industry in the designated industrial parks.
- Discourage industrial development in the rural area unless the uses are directly supportive of agricultural operations.
- Provide for sufficient buffering or transition areas around industrial use properties.

Public Utilities Goal

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 the existing capacity of water facilities around Lake Kampeska, future urban-density development to the north and/or west of Lake Kampeska is discouraged.
- 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.

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.
- In the likelihood that the City will be required to treat phosphorus, the existing sanitary sewer treatment facility will require additional lands for expansion.
- 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.
- Conduct sanitary sewer utility study of the proposed SD Highway 20 Connector Route.
- Upgrade the Willow Creek lift station.

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 strength 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.
- Conduct storm sewer utility study of the proposed SD Highway 20 Connector Route.
- Implement Watertown Storm Water Phase 2 program.
- Implement mitigation strategies identified in the Flood Hazard Mitigation plan of 1998.
- 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.
- 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.

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.
- Encourage 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

- Map current systems in the City GIS for incorporating the community's continuing planning program

Transportation Goal:

To provide an efficient, safe and economical system of transportation within Watertown and its extraterritorial jurisdictional area.

Objectives:

- Use the existing transportation system to its best advantage.
- 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.
- Increase 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

- Highway 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 U.S. Highway 212.
 - It is recommended that as the office complex, industrial park, and Terry Redlin Art Museum develop; the feasibility of a traffic loop to the south may need to be addressed.
 - As Highway 212 develops both to the east and the west, it is recommended that access be limited to South Dakota Department of Transportation standards.
 - There are three (3) proposed traffic linkages, two of which are depicted on the Major Street Plan Map, which are intended to improve the arterial grid and provide alternative routes for cross-town traffic.
 - The first linkage is the extension of 1st Avenue North east of 19th Street East to U.S. Highway 212. This entire corridor will have the designation as a major collector. This collector would assist in reducing traffic flow on Highway 212. Further, the corridor would provide a more direct access to the City's Central Business District. The construction of this corridor will be dependent upon developer initiative and development trends. The City will participate in the bridge construction portion of the corridor.

- The second linkage is that of a proposed SD Highway 20 Connector Route. The linkage would be located one (1) mile north of 14th Avenue North. The corridor would extend from the north interchange on Interstate 29 (exit 180) west to Highway 20. This connector route would aid in the reduction of truck traffic on 14th Avenue North and Highway 212. Presently, right-of-way acquisition is scheduled for completion in 2005 with construction to begin in 2006 and an estimated project completion date of both of these thoroughfares should have limited access points and frontage roads.
- The third linkage is a possible southern business route which would connect Interstate 29 to either U.S. Highway 81 or South Dakota Highway 20. Until an additional off-ramp can be constructed south of U.S. Highway 212 which would link U.S. Highway 81 to Interstate 29, an intermediate solution may be to utilize 29th Street East and 20th Avenue South as a means to reduce truck traffic on U.S. Highway 212 between U.S. Highway 81 and Interstate 29. An additional scenario may be to extend a road from South Dakota Highway 20 east to a point along Broadway Street somewhere north of 20th Avenue South.
- 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 2000 and the Master Sidewalk Plan of 2002 as guides 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 these two plans 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.

Specific Actions or Projects Required

- Incorporate recommendations from the City of Watertown Transportation Study being conducted by URS which will be 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.
- Develop a sign ordinance, with specific regard to policies that relate to setbacks from intersections and access points.
- Develop and implement noise easement standards for properties in the flight paths of the airport.
- Conduct GPS/GIS airport project.
- 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.
- Proceed with the 1stth Avenue North and 10th Avenue North Urban System construction projects.
- Conduct feasibility and preliminary design work for redesign/realignment of Highway 212/81 intersection.
- Remove the curve at the intersection of 20th Avenue South and Foley Road.
- Continue to monitor the need for railroad crossing signalization, especially on South Broadway and at 3rd Avenue North.

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)
- Planned Urbanized Area (development has been approved but not completed)
- Future Urbanized Area (agricultural land along the urban fringe where development has not been proposed but 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 uptown 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.

Planned and 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.

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 the City of Watertown with respect to such factors as population growth and age structure.

Table 1 shows Watertown's relationship to the population of the State and its most populated communities. South Dakota and many of its traditional population hubs have continued to increase in population over the past forty (40) years. The City continues to be a leader in population growth by outpacing all urban population centers, excluding the City of Sioux Falls.

**TABLE 1
POPULATION TRENDS FOR WATERTOWN AND
SOUTH DAKOTA'S MOST POPULATED CITIES**

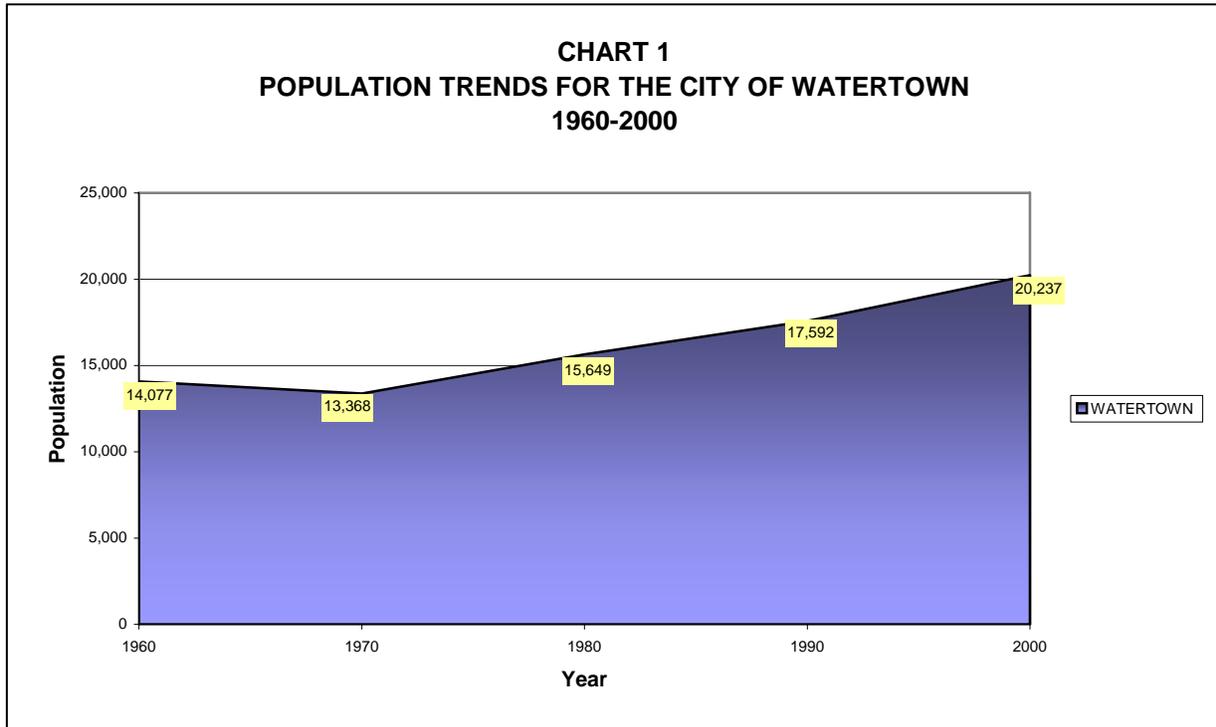
Cities	1960	1970	1980	1990	2000	% Change 1990- 2000
Sioux Falls	65,466	72,488	81,343	100,814	123,975	+23.0
Rapid City	42,399	43,846	46,492	54,523	59,607	+9.3
Aberdeen	23,073	26,476	25,851	24,927	24,658	-1.1
Watertown	14,077	13,388	15,649	17,592	20,237	+15.0
Brookings	10,588	13,717	14,951	16,270	18,504	+13.7
Mitchell	12,555	13,425	13,916	13,978	14,558	+4.1
Pierre	10,088	9,699	11,973	12,906	13,876	+7.5
Yankton	9,279	11,919	12,011	12,703	13,528	+6.5
Huron	14,180	14,299	13,000	12,488	11,893	-4.8
South Dakota	680,514	666,257	688,217	699,999	754,844	+7.8

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

Watertown's population growth is the result of natural increase and net in-migration. There is a natural increase when the number of births exceeds the number of deaths. A net in-migration occurs when the number of people moving into the community is larger than the number leaving. In the 1990s in-migration accounted for more than half (57%) of Codington County's population growth. Presently in-migration statistics for the City of Watertown are not available. However based upon the growth rates of the County and the City of Watertown it may be surmised that a large portion of the in-migration occurred in the City of Watertown. However, it should be noted that since 1998, the U.S. Census has shown an annual out-migration pattern for Codington County of 160 to 255 individuals.

The population of the City of Watertown grew steadily from 2,672 in 1890 to 20,237 in 2000. During the past several decades the population growth has continued at a steady rate. Chart 1 provides information on the population trends of Watertown from 1960 to 2000.

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 and by fifteen (15) percent between 1990 and 2000 (2,645 individuals). Map 1 shows the distribution of population in 2000. It is important to note that the Demographic Maps include demographic statistical data for areas which are not within the corporate limits of the City of Watertown (areas south of Highway 212 and areas north of Highway 212 west of 21st Street West to Lake Kampeska).



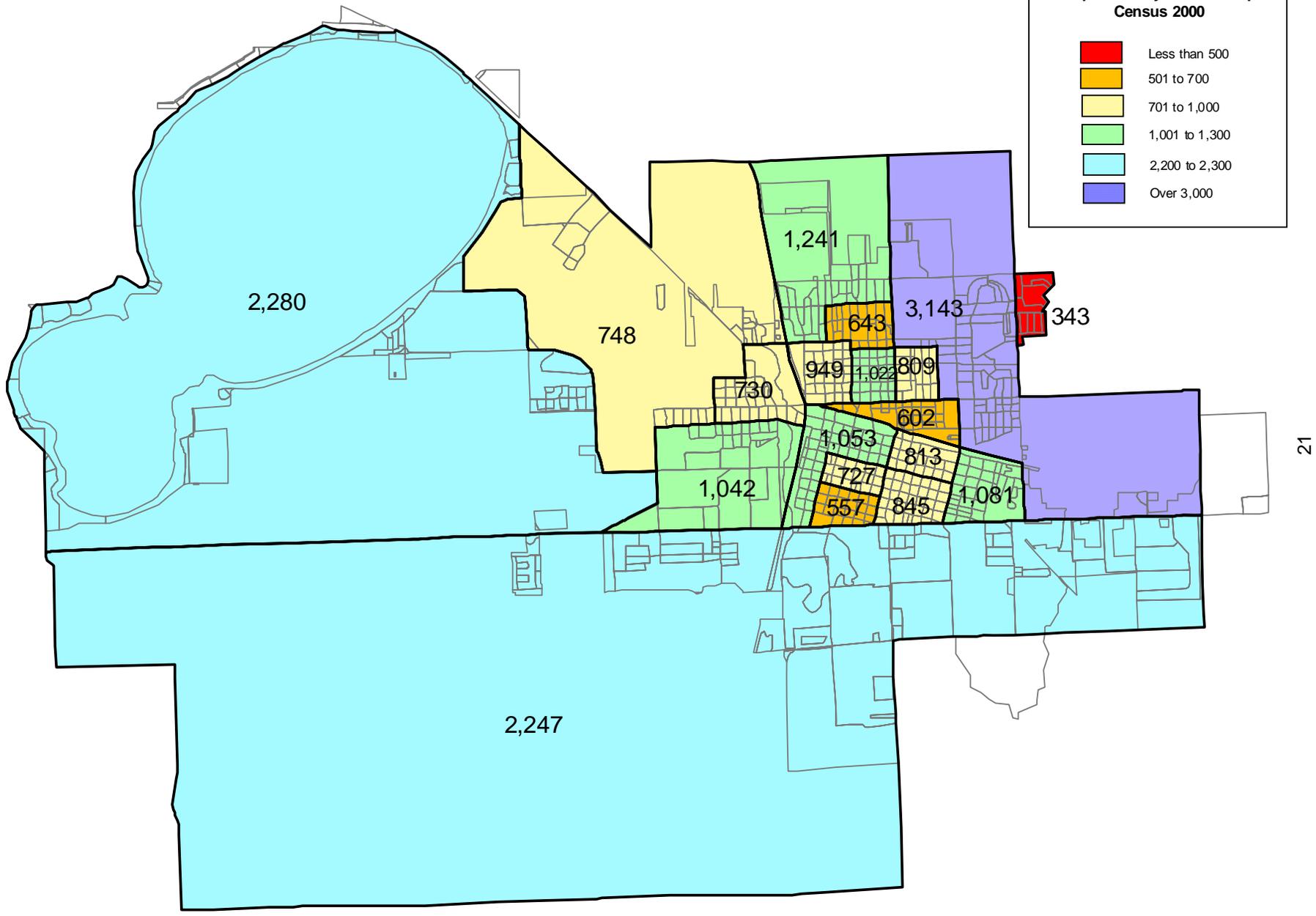
Sources: US Bureau of the Census, Census of Population 1960, 1970, 1980, 1990 and 2000.

Map 2 indicates the distribution of population change in the City between 1990 and 2000. Information from Map 2 denotes that the central, older or established portion of the City experienced decreases in population between 1990 and 2000. To a certain degree this follows national trends of the theories on “core exodus” and “urban sprawl”. Possible reasons for these population trends may include:

- The transient nature of residents in the central business district and apartments and rental housing which are located in many of these geographical areas.
- 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.

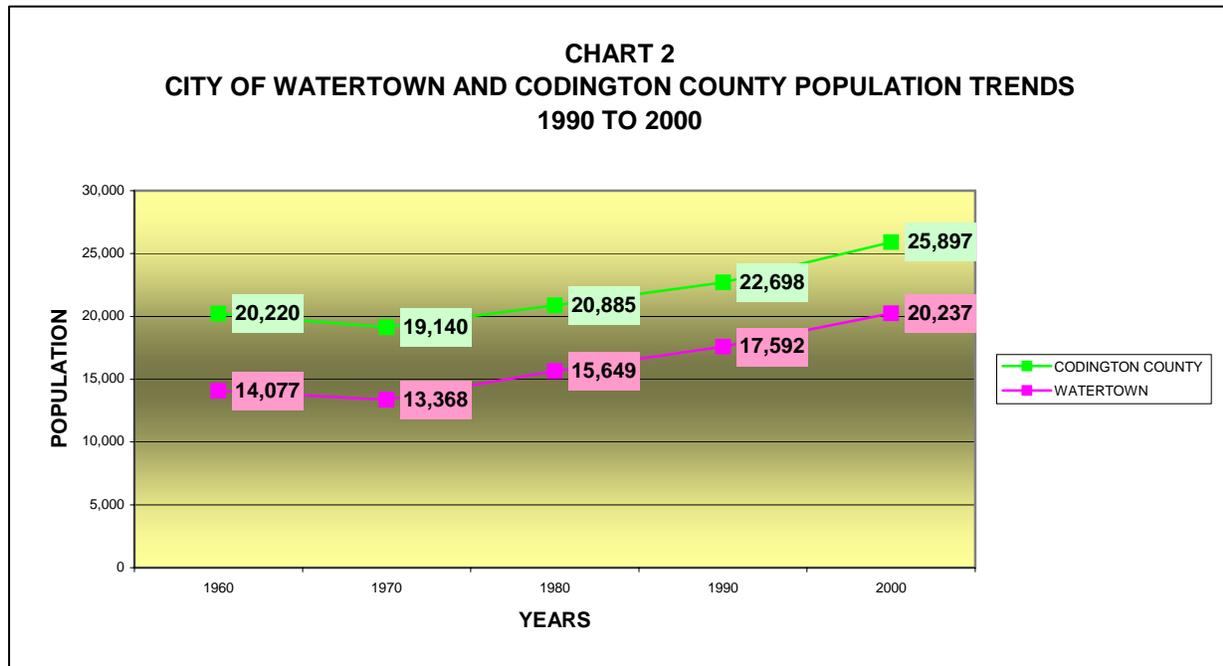
Map 1
City of Watertown
Comprehensive Land Use Plan
Population by Block Group
Census 2000

- Less than 500
- 501 to 700
- 701 to 1,000
- 1,001 to 1,300
- 2,200 to 2,300
- Over 3,000



Map 2 further depicts the population growth areas of the community. The largest population growth levels occurred in new developments on the north and eastern edges of the community, around Lake Kampeska, the Herzog Development, and the manufactured housing developments west of Highway 20 and south of Highway 212.

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 since 1960 Codington County has mirrored the population trends of the City of Watertown. During the 1990’s, Watertown population increase of 14.8% barely outpaced the County’s population increase of 14.1%.



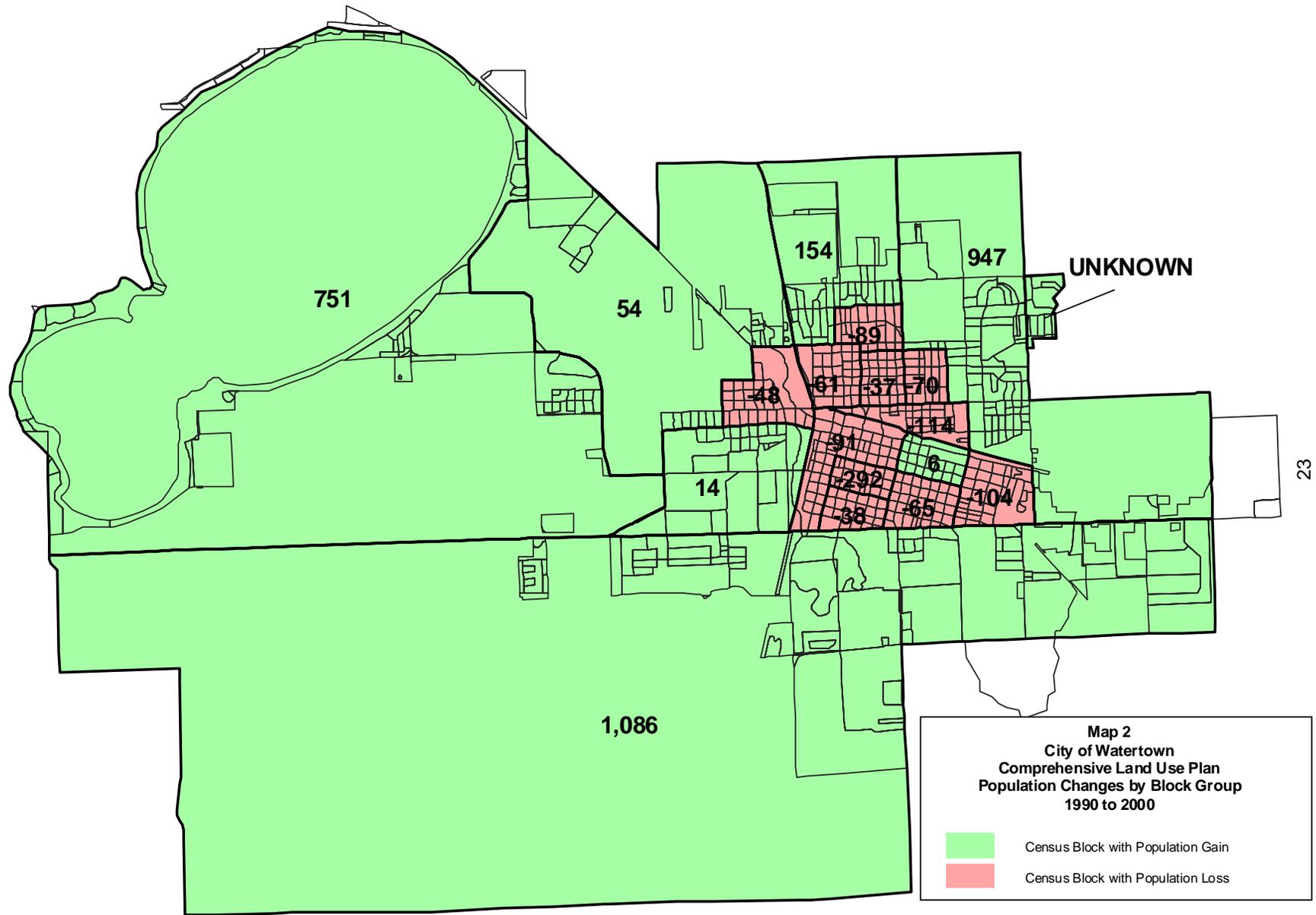
Sources: US Bureau of the Census, Census of Population 1960, 1970, 1980, 1990 and 2000.

Overall Change In Population 1960 - 2000

Watertown: +43.8%
 Codington: +28.1%

Table 2 further shows that between 1990 and 2000 nearly every community and the rural area within Codington County experienced population increases. Watertown increased its proportion of the county’s population from 77.5% to 78.1%. 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 83% 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 2
CODINGTON COUNTY POPULATION ANALYSIS - WATERTOWN, RURAL COMMUNITIES
AND RURAL AREA PROPORTIONS**

	Population 1990	Proportion of Codington County 1990	Population 2000	Proportion of Codington County 2000	Change in Proportion
Florence	193	0.9	299	1.2	0.3
Henry	202	0.9	268	1.0	0.1
Kranzburg	134	0.6	185	0.7	0.1
South Shore	287	1.3	270	1.0	-0.3
Wallace	66	0.2	86	0.3	0.1
Watertown	17,592	77.5	20,237	78.1	0.6
Rural Area	4,224	18.6	4,552	17.6	-1
Codington County	22,698		25,897		

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

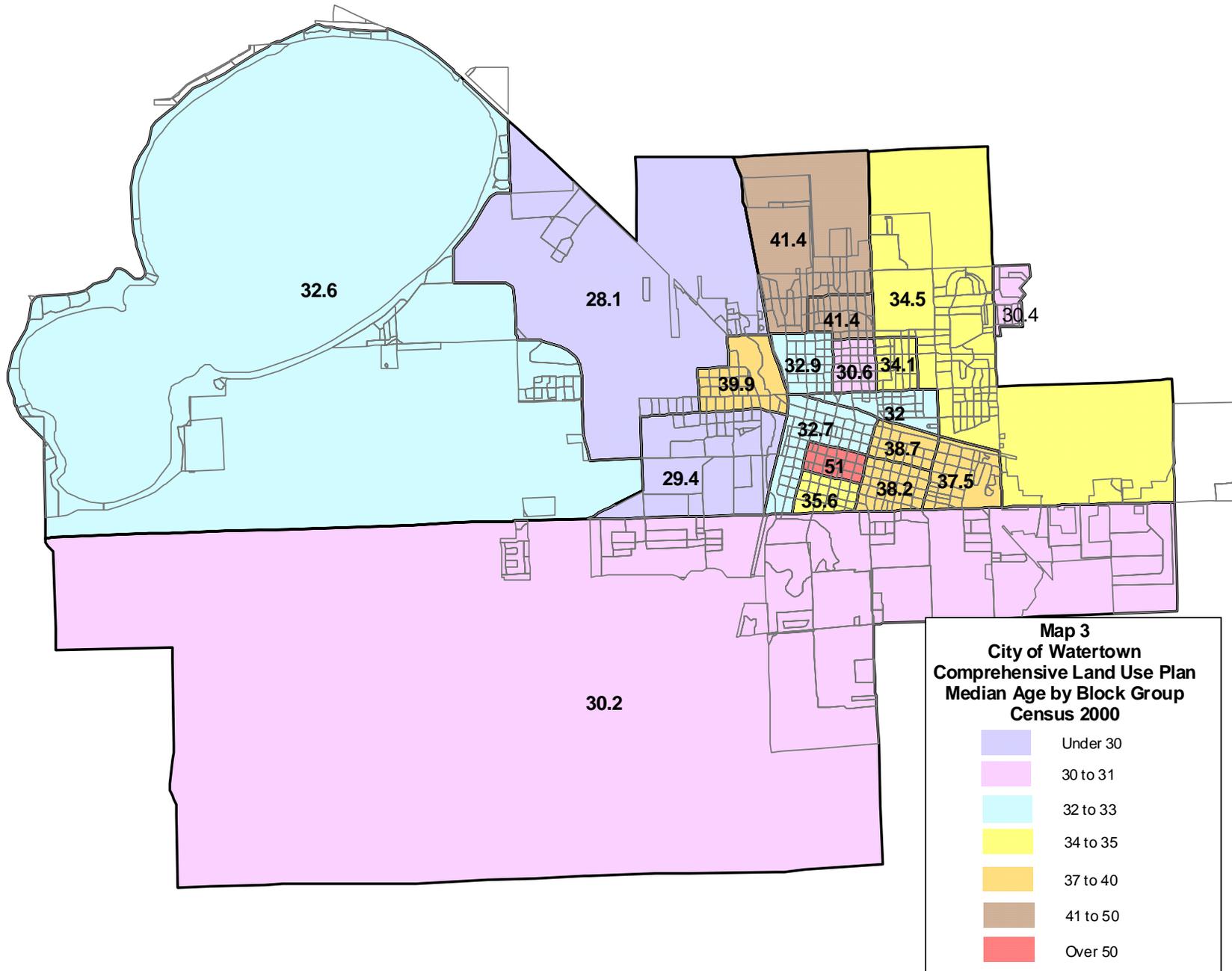
Racial Characteristics

The population of the City of Watertown is becoming more ethnically diverse, as can be seen in Table 3. 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 four hundred thirty five (435) persons or one hundred thirty four percent (134%) during the 1990s to comprise 3.7% of the City's total population. While the Black population experienced the largest percentage growth of 383% (46 persons), the Native American population experienced the largest total growth 80% (192 persons) among all minorities. It should also be noted that the City's Hispanic population is growing. Table 3 does not specify Hispanics by race due to the fact that the 2000 Census states that "People who identify their origin as Spanish, Hispanic, or Latino may be of any race". In 2000, Hispanics represented two hundred fifty nine (259) individuals or 1.3 percent of the City's population.

**TABLE 3
POPULATION OF WATERTOWN BY RACE 1990 AND 2000**

	1990		2000	
	Count	%	Count	%
White	17,269	98.2	19,479	96.3
Black or African American	12	0.1	58	0.3
American Indian or Native Alaskan	241	1.4	433	2.1
Asian	67	0.3	97	0.5
Other	3	0.0	170	0.8

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



Age Distribution

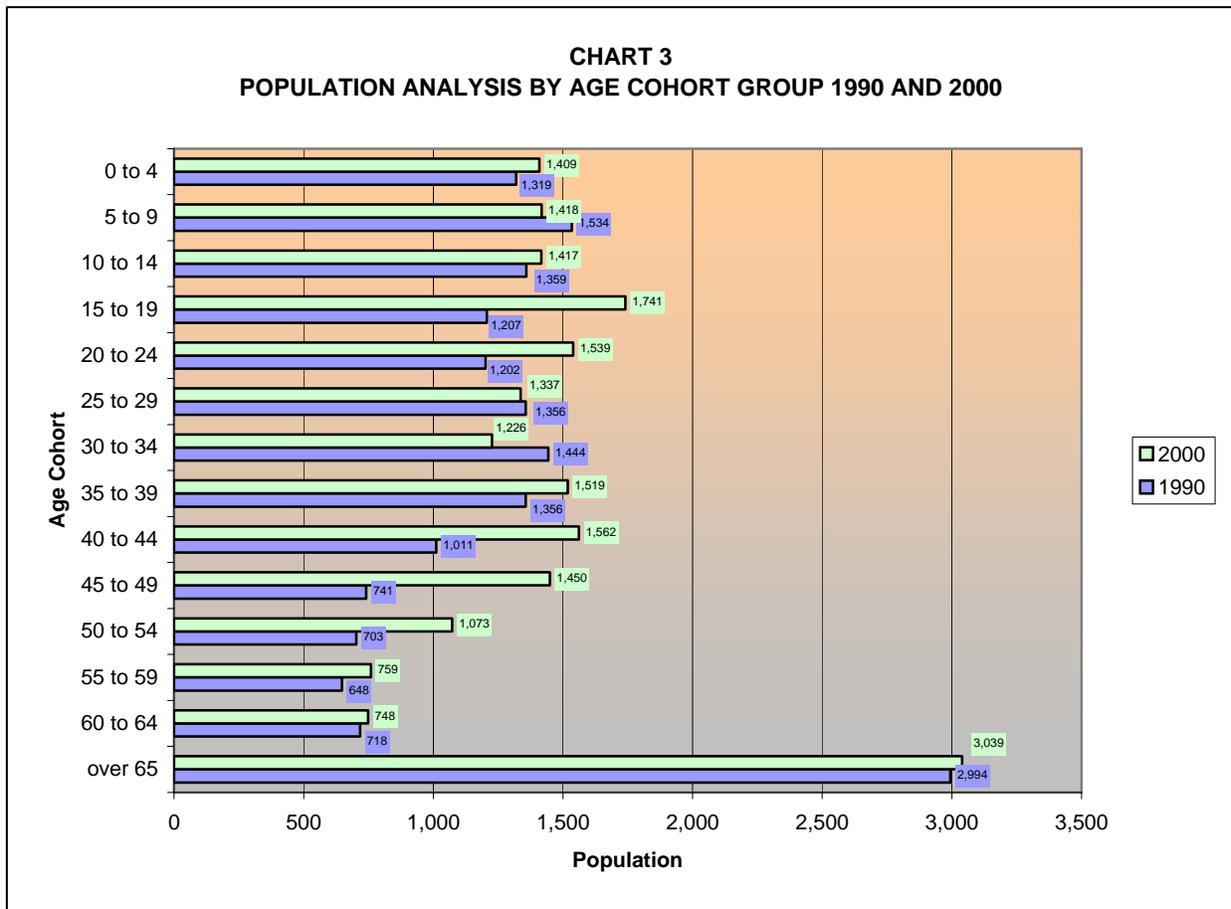
The aging of the population is evidenced by an increase in the median age. While the State's median age tends to be higher than the national average, Watertown's is slightly lower than both the State and national averages. Watertown's 2000 median age of 35.1 is an increase of 7.1% from its 1990 median age of 32.8.

Map 3 displays median age information for various geographic areas of Watertown. Several median age trends are present in and throughout the City. First, in areas of new growth the median age is close to or below the City average, indicating younger families. The population in these areas is likely to increase. In areas with an appreciable younger population, median age under 30, one finds the incidence of income assisted and rental housing which often connotes smaller household sizes and potentially the incidence of single young people, young families or single-parent households. The geographic areas with a median age of 35 to 40 generally represent families that moved into these areas through the 1970's and now have grown children that have left home. There is one (1) area within the community which has a median age of 51 this statistic is reflective of the concentration of elderly assisted living housing units.

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. Although the City experienced increases in nearly all age cohort levels under the age of 40, the percentage of the people over the age of 40 increased by 26.6% while those under 40 increased by only 7.7%. The population over the age of 40 now represents forty three percent (43%) of the population as opposed to thirty nine (39%) in 1990. Other trends include the decrease in the fertility ratio, out-migration of selected age cohorts, and growth of the baby-boomers.

Between 1990 and 2000, the number of Watertown's children under the age of 15 increased by 0.8% (32 individuals). During the same period, the State experienced a decrease of 2.2% in this cohort group; Watertown's near-zero gain may be attributed to several reasons. The first is the loss of 116 individuals in the 5 to 9 year age cohort. The second reason is associated with the fertility ratio. Upon examination of the fertility ratio, (the number of children under the age of five compared to the number of women in their childbearing years, ages 15 to 44) one can see a decrease in Watertown's potential birthrate; the fertility ratio in 2000 decreased by 5.0% (3.5 births per 10 women in 1990 compared to 3.2 births per 10 women in 2000). It appears that there were more women in their childbearing years in 2000 as opposed to 1990, and those women in 2000 were proportionally having fewer babies than the women in 1990. The third reason could possibly be related to the out-migration of individuals at the height of their childbearing years (ages 25 to 34).

The second observable trend is that of the 8.5% decrease (237 persons) in the number of individuals who comprise the 25 to 34 year age group. This decrease can be attributed to two factors. The first being that of the "baby boom/baby bust eras". The individuals who comprised the 25 to 34 age category in 1990 were the final children born into the baby boom era. Likewise, individuals 25 to 34 years old in 2000 were the first children of the baby bust era. The second attributable factor is that of out-migration patterns of individuals in this age group. During the same time period the State experienced a loss of 8.2%.



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

The third trend is the 47% increase in the number of individuals in the 35 to 54 age cohort groups. These individuals were born at the height of the “baby boom”. During the same time frame the State experienced an increase of over 35.1% in this age cohort group

The final noticeable trend is the 1.5% 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 1990 and 2000 the State's population of individuals 65 years of age and older increased by 5.7%. This increase can be attributed to extended life spans, lower birth rates, and a migration of elderly individuals from rural areas.

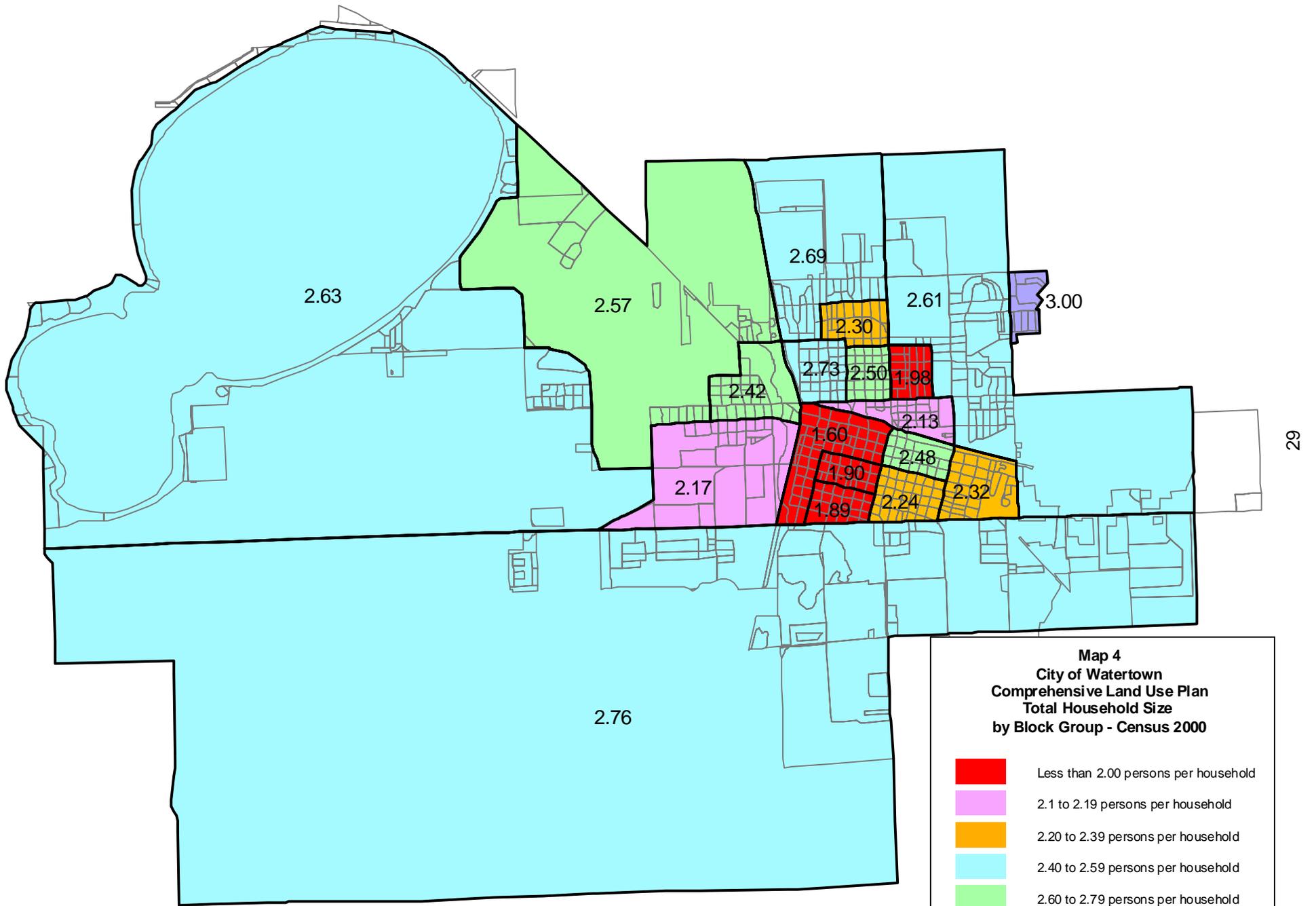
Household and Family Characteristics

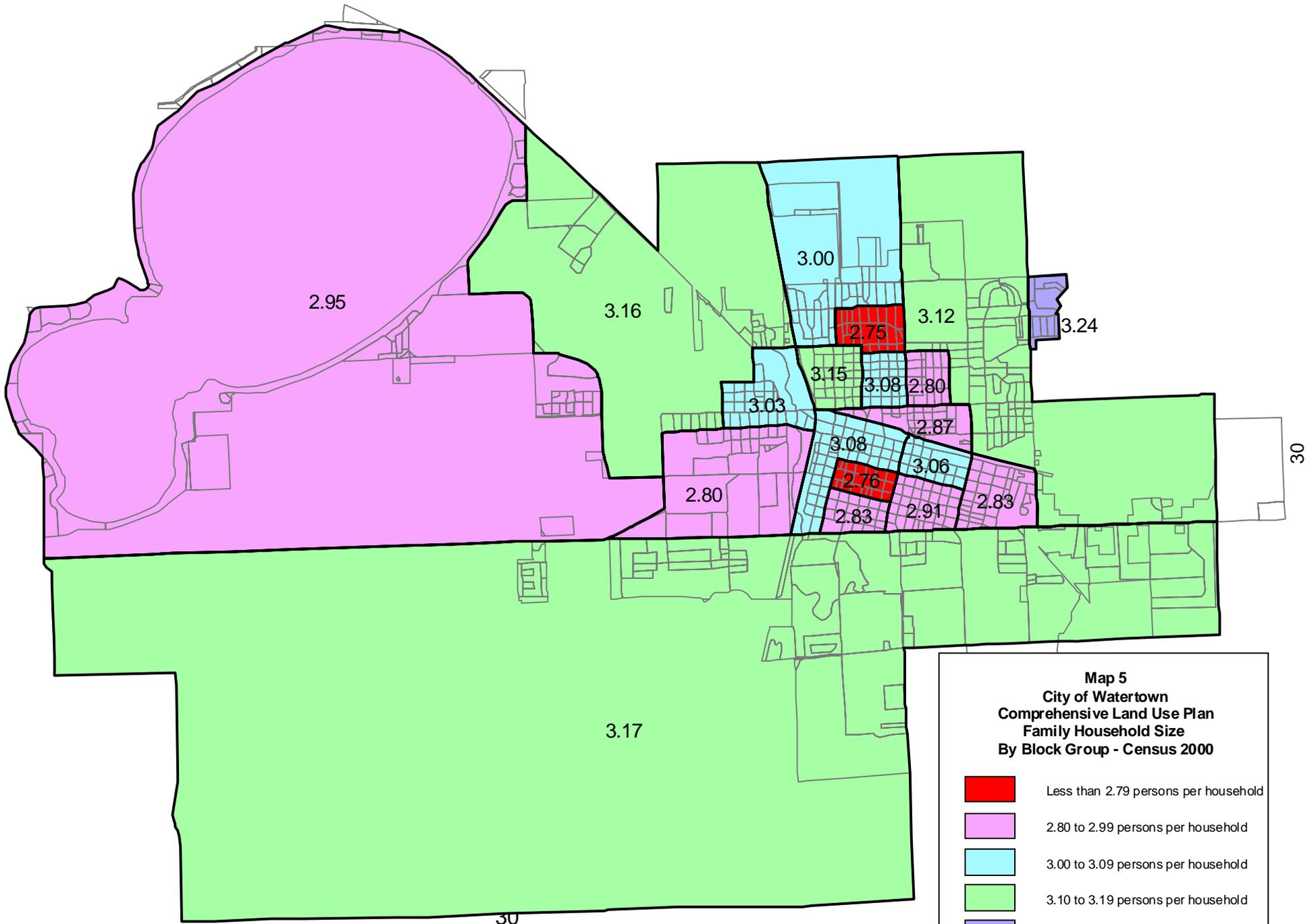
The total number of households in Watertown increased by 18.7% between 1990 and 2000. During the same time period, family households grew by 13.2% and non-family households grew by 24.3%. Further, family households declined as a proportion of all households, while the proportion of non-family households increased.

The proportion of families with children declined from 56.3% of all families in 1990 to 51.7% in 2000. The proportion of married couples with children fell from 44.4% of all families to 37.8%, while the total number of single parent households grew 18.5% (from 464 to 550 households).

Within the City of Watertown, the number of households increased by nearly 19% during the 1990s, 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.

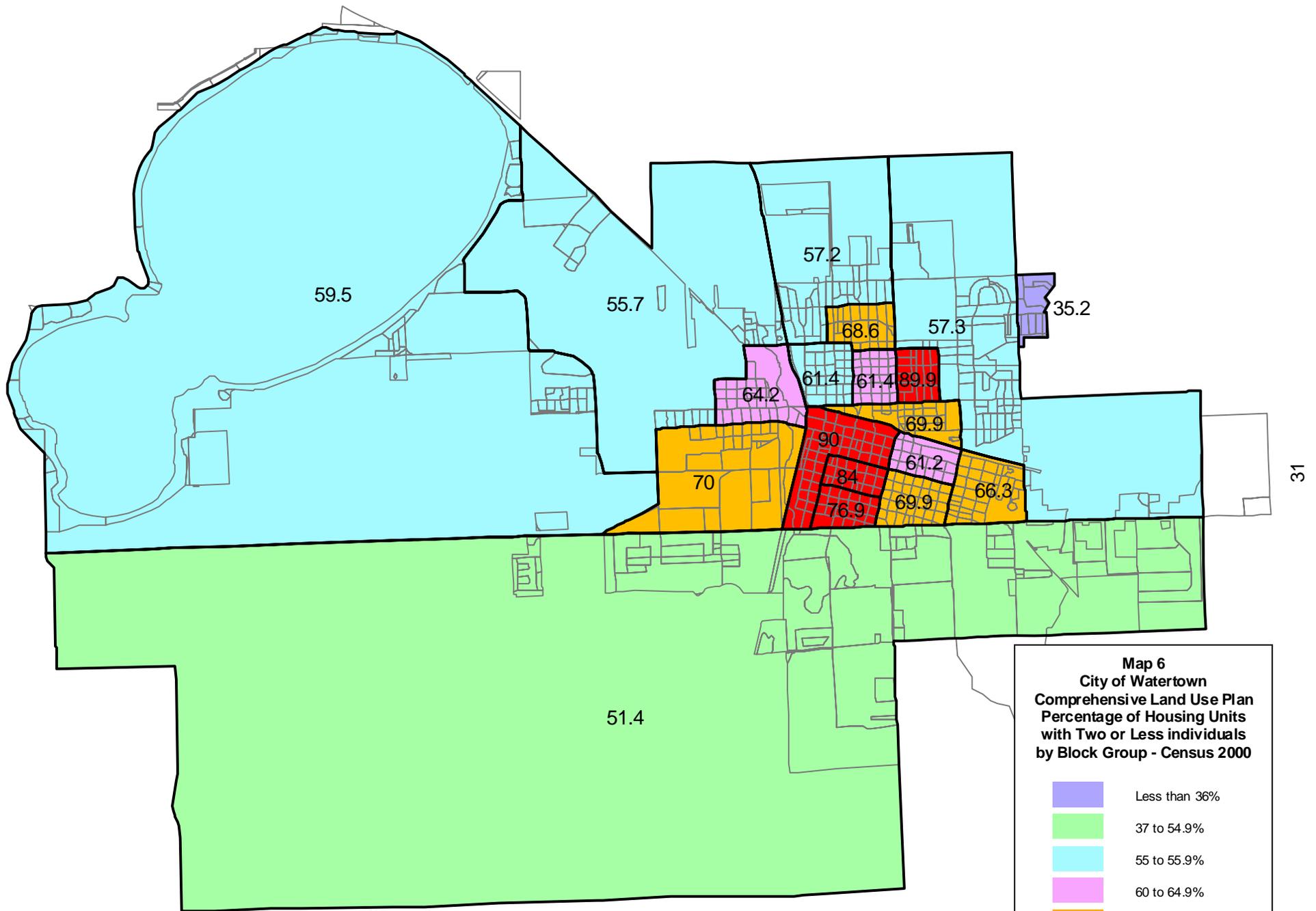
Maps 4, 5, and 6 denote household size, family size and households with less than two (2) individuals. All three maps reflect areas that have smaller household and family sizes to be associated with the incidence of elderly and rental housing, older and smaller families. In general, larger household and family sizes are found in the areas of the community experiencing newer development.





Map 5
City of Watertown
Comprehensive Land Use Plan
Family Household Size
By Block Group - Census 2000

- Less than 2.79 persons per household
- 2.80 to 2.99 persons per household
- 3.00 to 3.09 persons per household
- 3.10 to 3.19 persons per household
- More than 3.2 persons per household



Map 6
City of Watertown
Comprehensive Land Use Plan
Percentage of Housing Units
with Two or Less individuals
by Block Group - Census 2000

	Less than 36%
	37 to 54.9%
	55 to 55.9%
	60 to 64.9%
	65 to 70%
	Over 75%

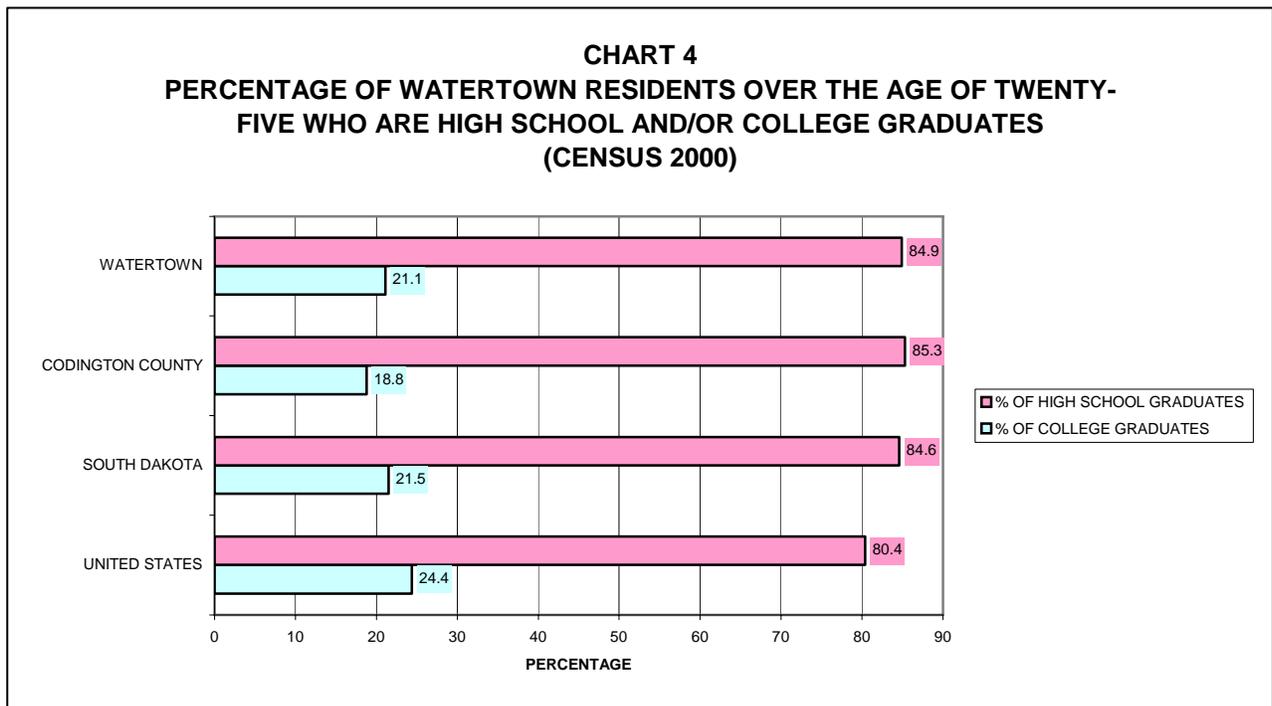
Socio-Economic Conditions

Educational Characteristics

Education Attainment

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.

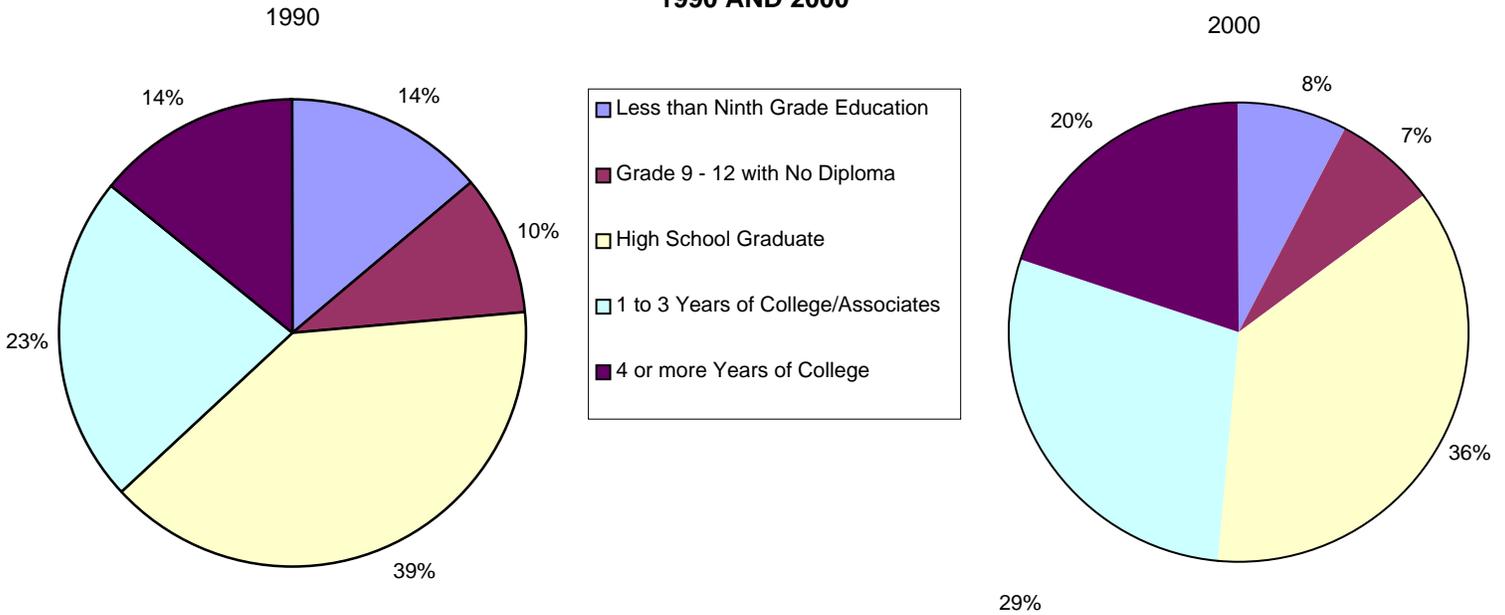
Chart 4 compares the percentages of Watertown residents over the age of twenty-five (25) who are high school or college graduates with county, state and national levels. The percentage of Watertown's residents who have graduated from high school is comparable to state and county levels and is higher than national levels. Regarding collegiate graduation rates, Watertown's level of 20.1% lags behind state and national levels of 21.5% and 24.4% respectively.



Sources for Charts 4 and 5: US Bureau of the Census, Census of Population 1990, and 2000.

Chart 5 shows that between 1990 and 2000 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 nine (9) percentage points. Further, the number of individuals who attended one to three-year and four-year post-secondary educational institutions increased by 46.6% and 67.4% respectively. Inference from this data would suggest that the overall educational background of the citizenry of Watertown has improved since 1990.

**CHART 5
YEARS OF SCHOOL COMPLETED
PERSONS 25 YEARS OLD AND OVER
1990 AND 2000**

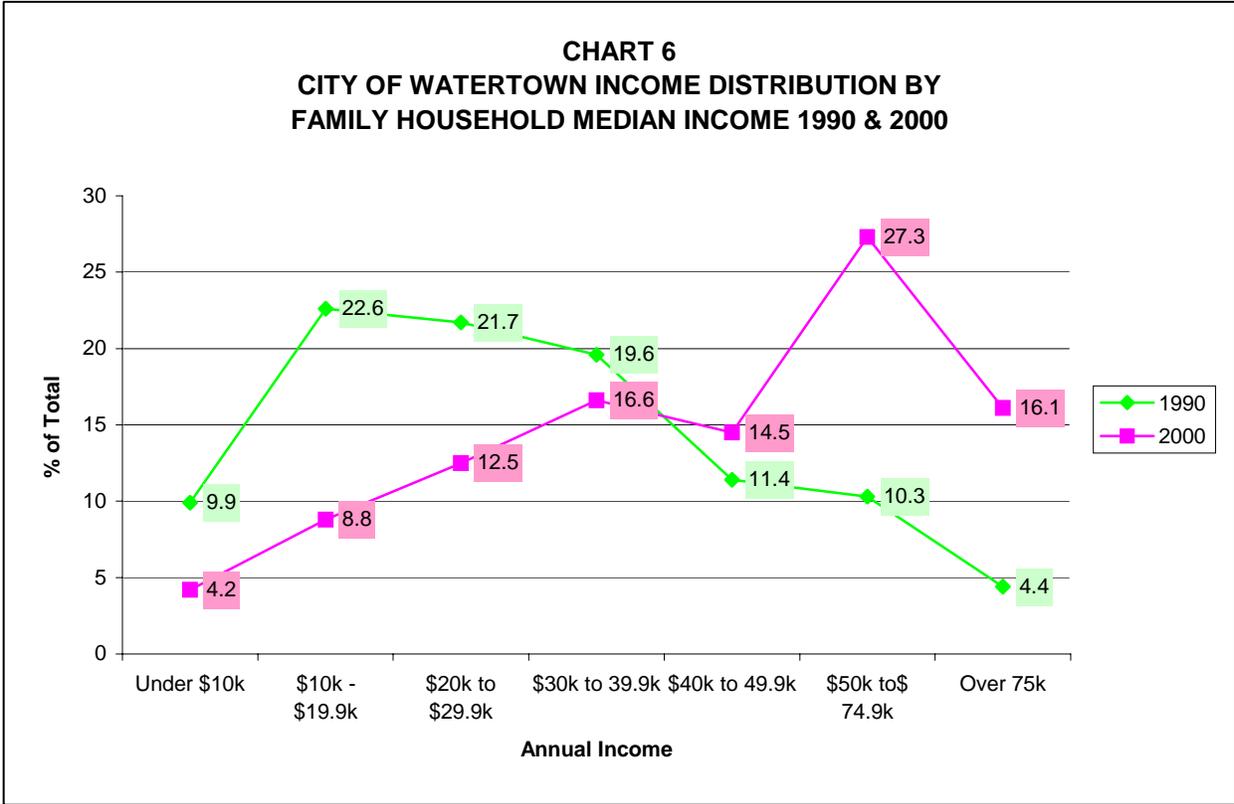


Income

In 2000 the median income (both household and family) in the City of Watertown was higher than the State averages. Further, the City ranked fourth (4th) among the eight (8) South Dakota communities with the largest populations.

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 2000 Watertown increased its median family household income level from 1990 by nearly 63% to \$44,944. This improvement can be seen in the distribution shifts of family income levels above and below \$40,000. Compared to 1990, there were 33.5% fewer family households with a combined income of less than \$40,000 (3,379 families in 1990 and families 2,248 in 2000). Also between 1990 and 2000 the number of family households that made over \$40,000 increased by 160% (1,193 families to 3,102 families).



Sources for Charts 6 and 7: US Bureau of the Census, Census of Population 1990, and 2000.

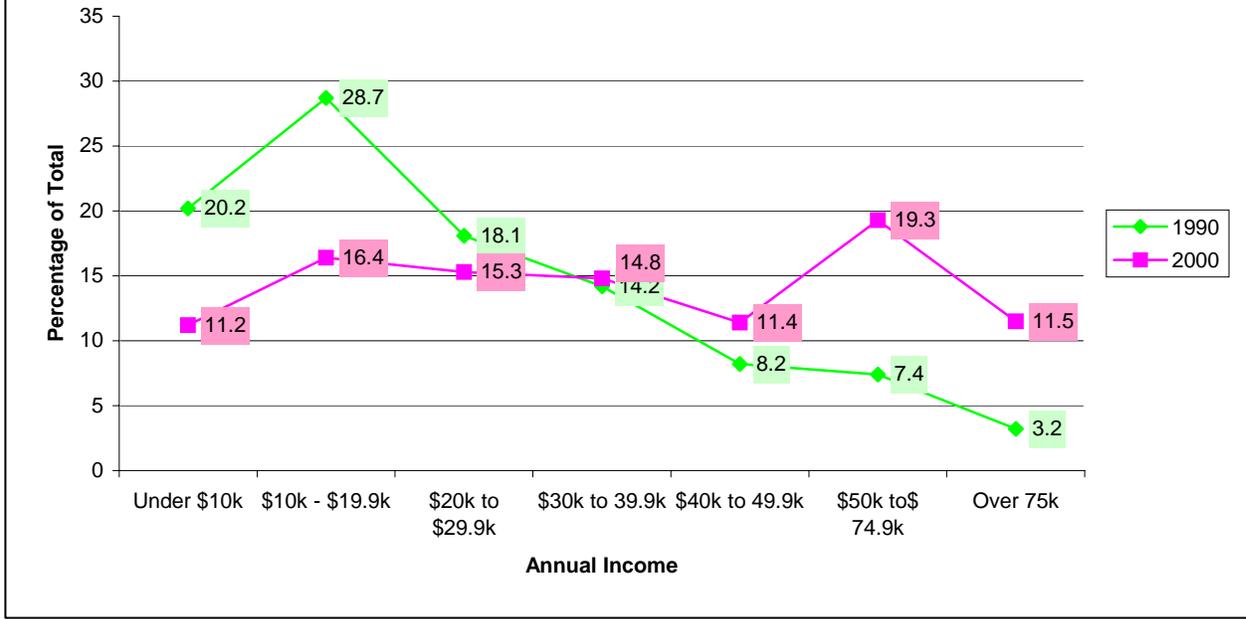
Family Household Median Income

	1990	2000	% CHANGE 1990-2000
WATERTOWN	\$27,585	\$44,944	+ 62.9
CODINGTON COUNTY	\$28,127	\$45,153	+ 60.5
SOUTH DAKOTA	\$27,602	\$43,237	+ 56.6

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

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. During the 1990's, the number of non-family households increased by nearly 24.6 percent while the number of family households only increased by 21.9%. Chart 7 shows Watertown's distribution of total household income levels. In 2000 Watertown increased its median total household income level from 1990 by 66.7% to \$34,348. This improvement can be seen in the distribution shifts of income levels above and below \$40,000 (Chart 7). Compared to 1990, the percentage of total households with a combined income of less than \$40,000 decreased from 81.2% to 57.7%. In actual household numbers there were 15.5% fewer households in 2000 earning less than \$40,000 a year (5,736 households in 1990 and 4,845 households in 2000).

**CHART 7
CITY OF WATERTOWN INCOME DISTRIBUTION
BY TOTAL HOUSEHOLD MEDIAN INCOME 1990 & 2000**

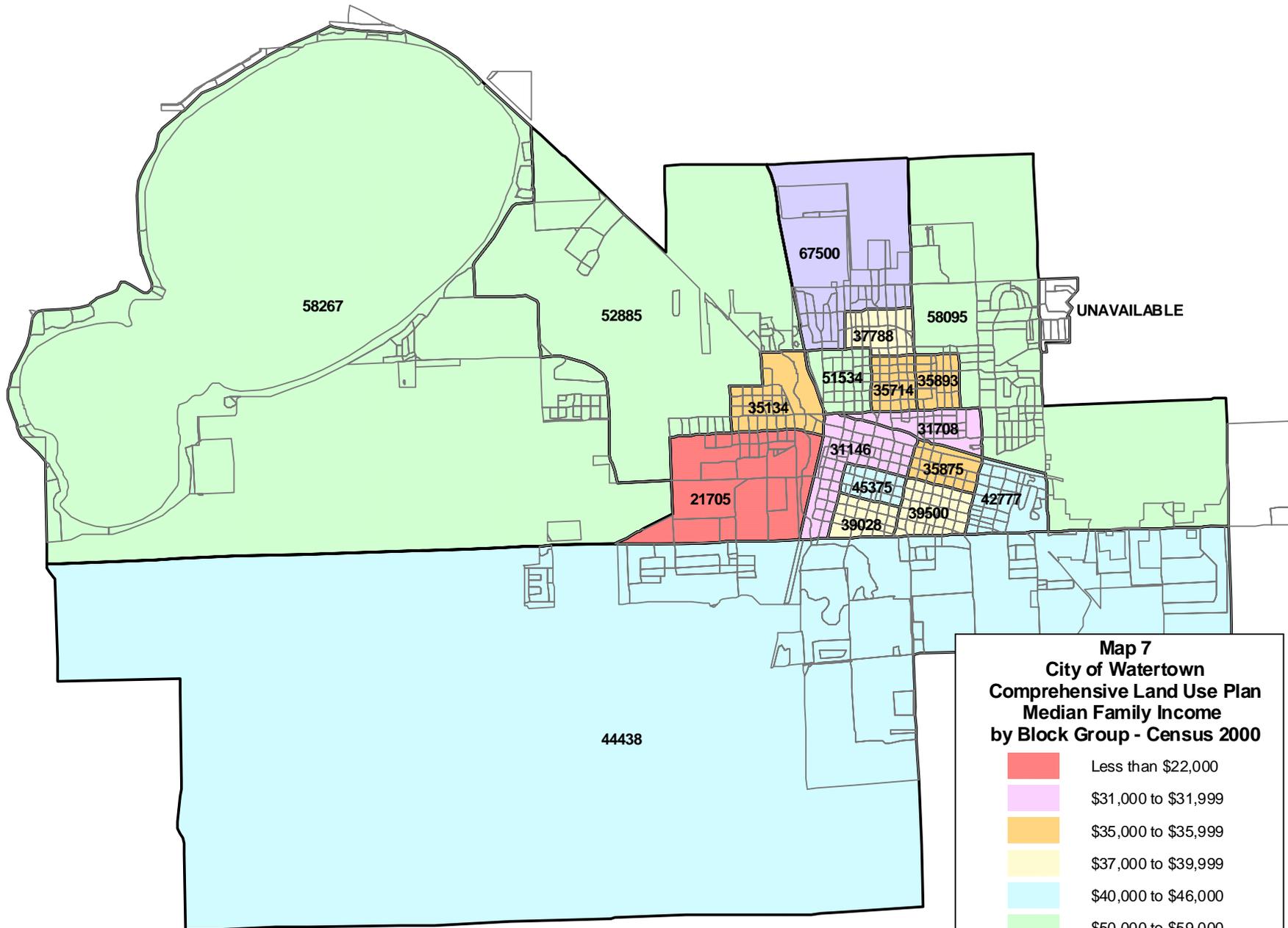


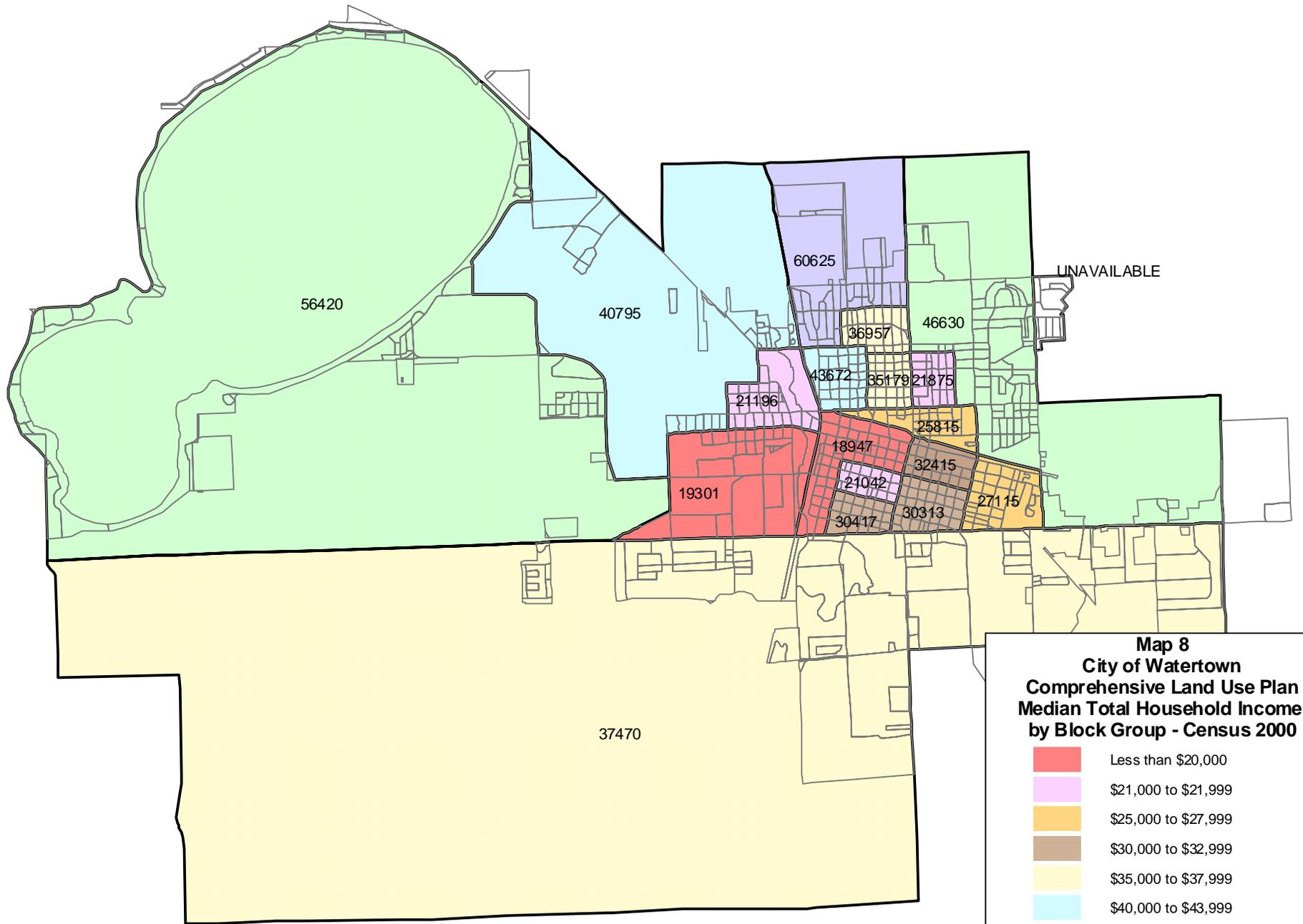
Total Household Median Income

	1990	2000	% CHANGE 1990-2000
WATERTOWN	\$20,606	\$34,348	+ 66.7
CODINGTON COUNTY	\$21,816	\$36,257	+ 66.2
SOUTH DAKOTA	\$22,503	\$35,282	+ 57.2

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

Maps 7 and 8 denote median family household and median total household income levels for various geographic areas in Watertown. Generally the higher family and total household incomes occur in the areas adjacent to Lake Kampeska, north of 10th Avenue North and in the newer development areas on the eastern and northern edges of the community.





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 the 2000 Census, Watertown had a potential labor force of 15,742 individuals (population ages 16-64) and an actual labor force of 11,312 persons (Table 4). Between 1990 and 2000, the number of employed individuals in the actual labor force increased by 19.6%. This gain was similar to the percentage increase from 1980 to 1990. While the actual labor force increased, the number of unemployed Watertown residents in 1990 decreased from a level of 5.6% in 1990 to 3.9% in 2000. Watertown's Census 2000 unemployment rate was the same as Codington County's (3.9%), but lower than the State's (4.4%) unemployment rates. Currently, Watertown's unemployment rate is approximately 3.0%.

**TABLE 4
WATERTOWN LABOR FORCE - 1990 & 2000**

	1990			2000		
	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL
POPULATION 16 & OVER	6,100	7,061	13,161	7,647	8,095	15,742
IN LABOR FORCE	4,687	4,279	8,966	5,915	5,397	11,312
EMPLOYED	4,445	4,025	8,470	5,677	5,194	10,871
NOT EMPLOYED	242	254	496	238	203	441
NOT IN LABOR FORCE	1,413	2,782	4,195	1,732	2,698	4,430
PERCENT UNEMPLOYED	5.2%	5.9%	5.6%	4.0%	3.8%	3.9%

Percentage Changes (1990 - 2000)

# of Persons 16 & Over	+ 19.6%
In Labor Force	+ 26.2%
Employed	+ 28.3%
Not in Labor Force	+ 5.6%

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

Watertown's labor force participation rate (percentage of eligible population participating within the labor force) in 2000 was lower than that of Codington County but higher than the State of South Dakota, 71.9% versus 73.2% and 68.4% respectively. 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.

Employment by Industrial Sector

The twelve (12) industrial sectors of the City's economy are shown in Table 5. The largest to smallest in terms of employment are as follows:

**TABLE 5
INDUSTRIAL SECTOR EMPLOYMENT**

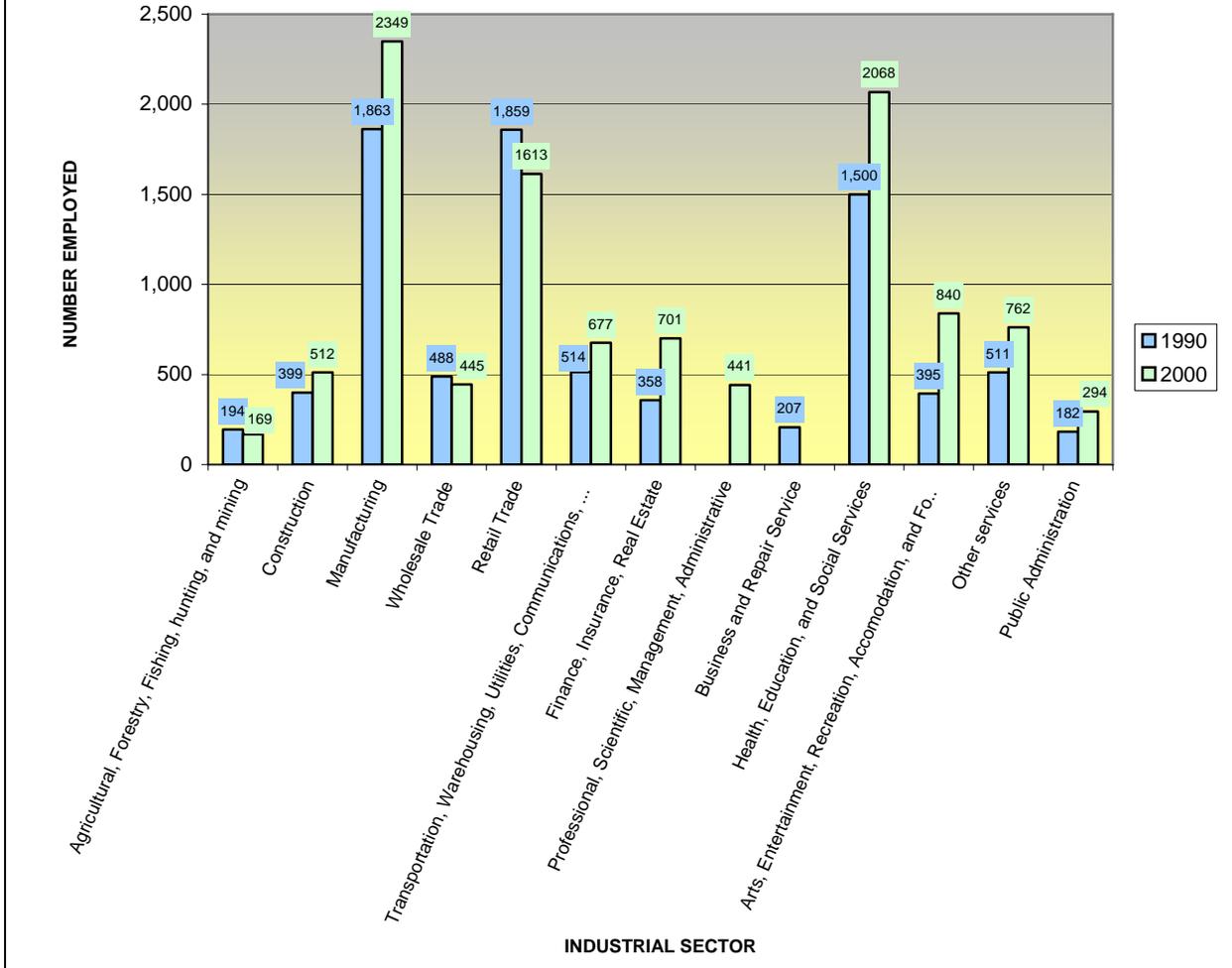
- | | |
|--|--|
| 1. Manufacturing | 7. Transportation, Warehousing, Utilities, Communications, & Information |
| 2. Health, Education, and Social Services | 8. Construction |
| 3. Retail Trade | 9. Wholesale Trade |
| 4. Arts, Entertainment, Recreation, Accommodation, and Food Services | 10. Professional,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

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

**TABLE 6
COMPARISON OF EMPLOYMENT INDUSTRIAL SECTOR, 1990 & 2000**

	1990	% of Total Employed 1990	2000	% of Total Employed 2000	Percentage Change in the Number Employed
Retail Trade	1,859	21.9	1,613	14.8	-13.2
Agricultural, Forestry, Fishing, Hunting, and Mining	194	2.3	169	1.6	-12.9
Wholesale Trade	488	5.8	445	4.1	-8.8
Manufacturing	1,863	22.0	2,349	21.6	26.1
Construction	399	4.7	512	4.7	28.3
Transportation, Warehousing, Utilities, Communications, & Information	514	6.1	677	6.2	31.7
Health, Education, and Social Services	1,500	17.7	2,068	19.0	37.9
Other Services	511	6.0	762	7.0	49.1
Public Administration	182	2.1	294	2.7	61.5
Finance, Insurance, Real Estate	358	4.2	701	6.4	95.8
Arts, Entertainment, Recreation, Accommodation, and Food Services	395	4.7	840	7.7	112.7
Professional, Scientific, Management, Administrative	NA	0.0	441	4.1	NA
Business and Repair Service	207	2.4	NA	0.0	NA

**CHART 8
COMPARISON OF EMPLOYMENT BY INDUSTRIAL SECTOR
1990 & 2000**



Sources for Table 6 and Chart 8: US Bureau of the Census, Census of Population 1990, and 2000.

In 2000 the Manufacturing Sector became the industrial sector with the highest employment numbers (2,349 or 21.6%). This was an increase in the total number employed by of over twenty-six (26) 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 1990's.

Employment in Educational, Health and Social Services represents nineteen percent (19%) of total employment in various industrial sectors. Between 1990 and 2000 there was a nearly thirty-eight (38) percent increase in the number of individuals employed within this sector. This is due to the fact that Watertown serves as a regional center for educational, medical, and other professional services.

Although Wholesale and Retail Trade sectors accounted for nearly nineteen percent (19%) of total employment in 2000, combined both sectors experienced losses in the number employed of thirteen percent (13%) and nine percent (9%), respectively.

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).

The Construction Sector and Transportation, Warehousing, Utilities, Communications, & Information Sectors maintained their respective percentage of individuals employed while expanding upon the total number of employees within their own sectors.

Besides Retail and Wholesale Trade sector, only one other industrial sector experienced overall losses in both their share and total number of employees within the industrial complex. The Agricultural, Forestry, Fishing, Hunting, and Mining sector decreased its number of employees by 12.9% while concurrently experiencing a loss in its share of total employed.

Housing

While Map 9 displays the location of housing units by 2000 Census Block Group, Map 10 reflects the change in the number of housing units in the City between 1990 and 2000. The largest change in the number of housing units occurred in the development areas of Borns Addition, Herzog Addition, North Ridge, Lake Kampeska, areas around Jefferson School, and the manufactured housing developments west of Highway 20 and south of Highway 212.

The number of housing units in Watertown increased from 7,631 in 1990 to 9,196 in 2000 (Table 7), an increase of 20.5%. The increase in new housing units outpaced the City's 14.8% growth in population throughout the 1990s. During this same time period, the average household size in the City decreased from 2.4 to 2.37 persons per household. The population increase of two thousand six hundred forty five (2,645) combined with the average household size of 2.37 indicates that there was a need between 1990 and 2000 for an additional one thousand one hundred sixteen (1,116) housing units. The number of housing units that were added during the same time frame was actually one thousand five hundred sixty five (1,565). It would appear that the supply of housing outpaced demand during the 1990s. This is especially evident when addressing vacancy rates of rental units. The 2000 Census determined that 91.2% of all housing units were occupied. Map 11 displays the percentage of housing units occupied at the Census Block level. The largest vacancy rates are in the central business district of the City and at Lake Kampeska. The rates of the central commercial district may be explained by the generally observed transient nature of rental housing in this area of the community. Vacancy rates at Lake Kampeska may be related to cost of housing and repercussions of flooding incidents in 1997 and 2001.

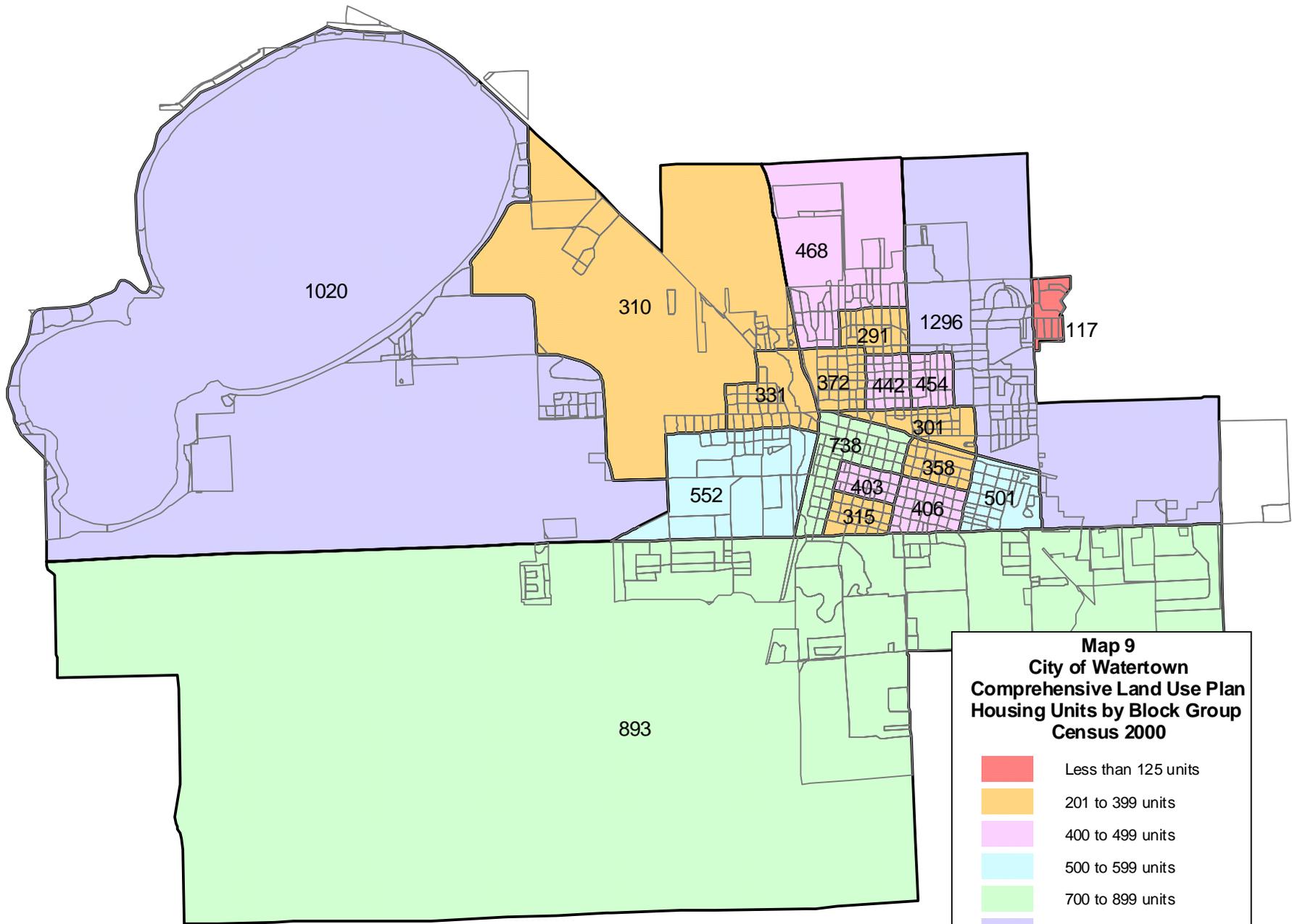
Areas of the community with the largest percentage of occupied housing units are in the more established single-family residential neighborhoods where the incidence of rental housing or apartments is at a minimum.

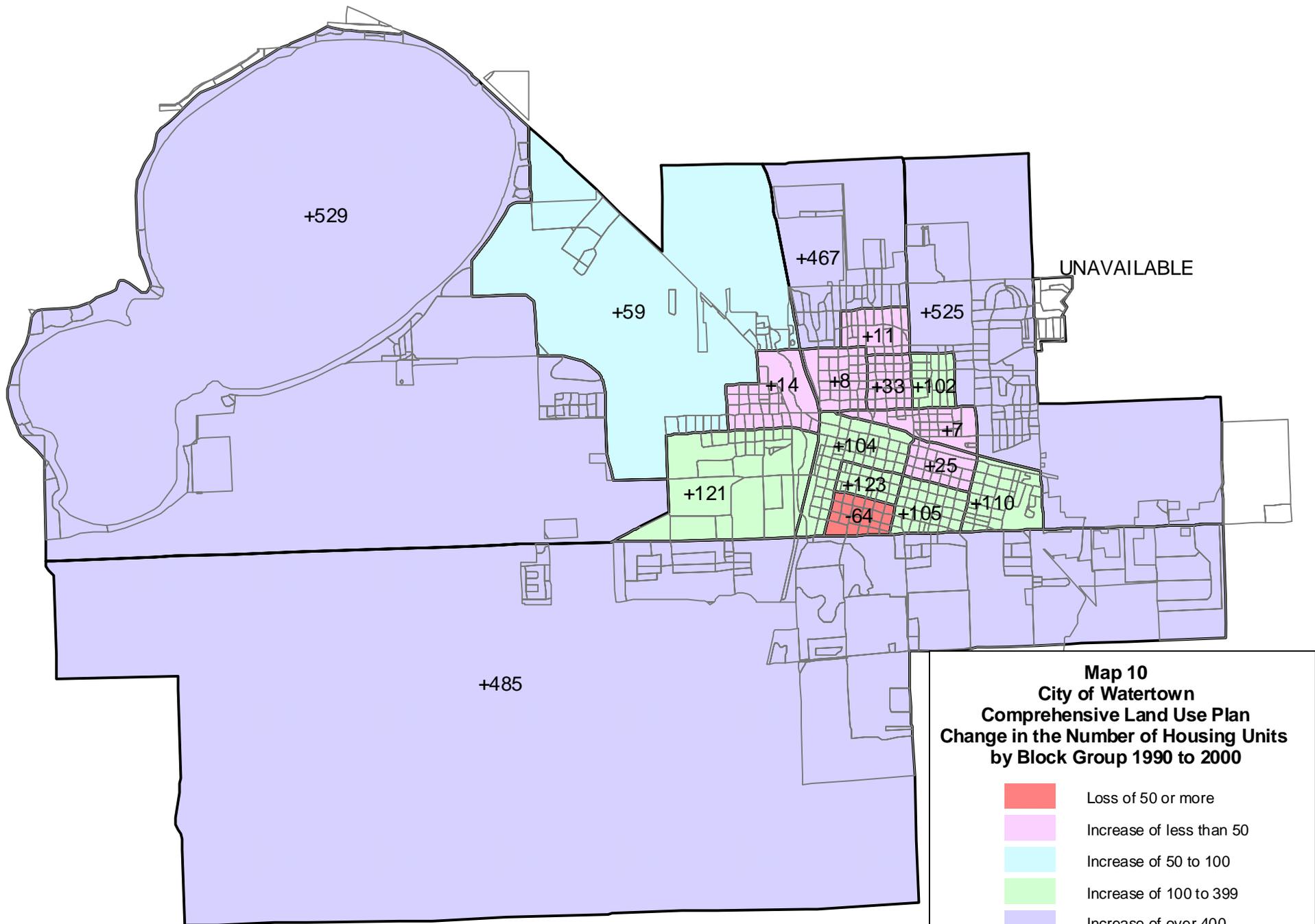
The overall housing tenure has remained relatively stable over the past twenty (20) years, with the percent of ownership ranging between the high 50s to lower 60s. Between 1990 and 2000 the number of both owner-occupied and renter-occupied units increased within the City. Further, the proportion of owner-occupied units increased from 63.8% to 66.1%. The 2000 Census shows that owner-occupied housing units represent fourteen thousand five hundred seventy four (14,574) persons. Map 12 portrays the areas of the community with housing units which are owner-occupied.

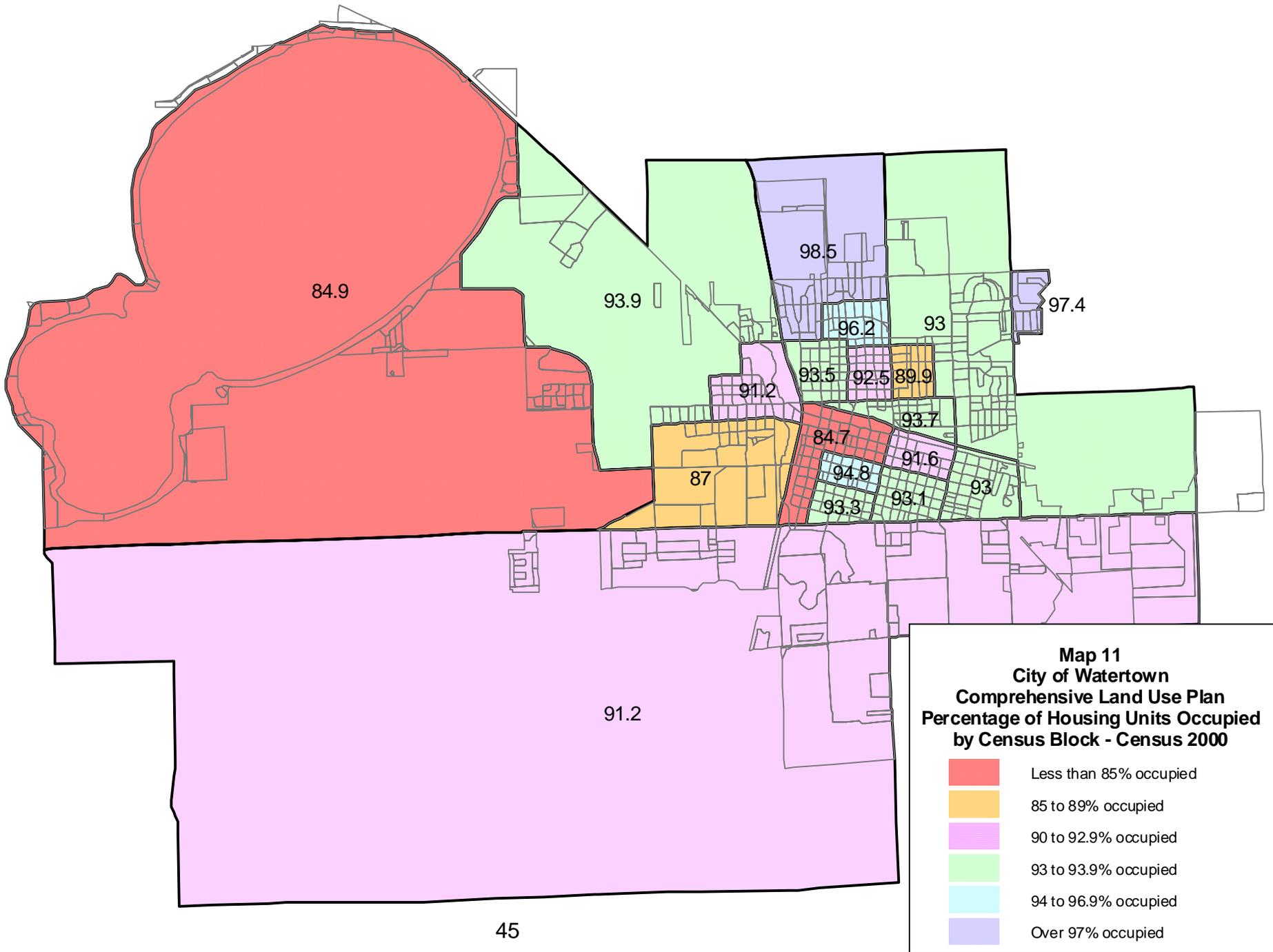
**TABLE 7
CITY OF WATERTOWN HOUSING FACTS, 1990 & 2000**

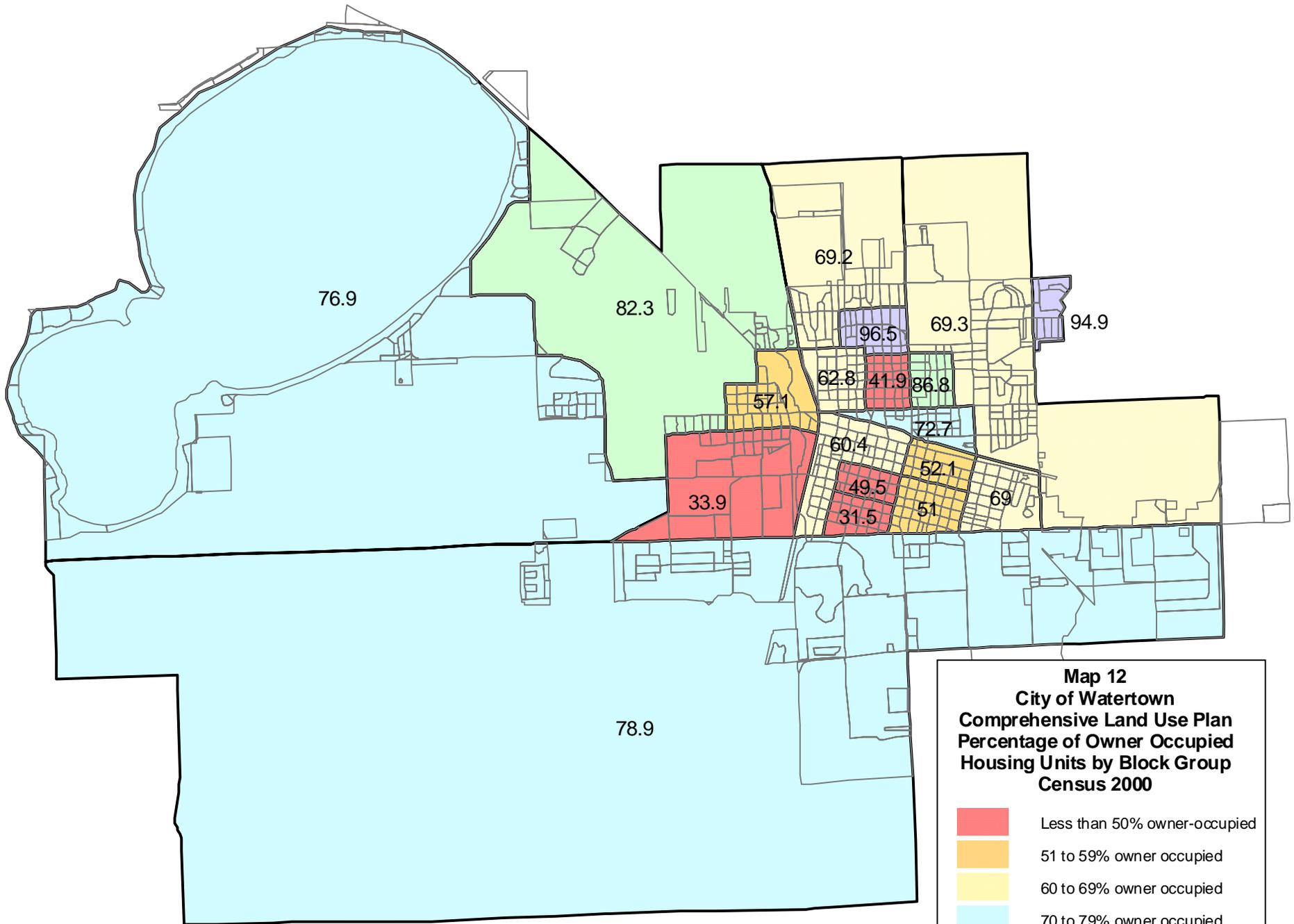
	1990		2000	
	NUMBER	%	NUMBER	%
TOTAL HOUSING UNITS	7,631		9,196	
OWNER OCCUPIED	4,492	58.9	5,548	60.3
RENTER OCCUPIED	2,551	33.4	2,841	30.9
VACANT AND VACANCY RATE	588	7.7	807	8.8
SINGLE UNIT	5,050	66.2	5,944	64.6
DOUBLE UNIT	425	5.6	423	4.6
3 OR 4 UNIT	346	4.5	522	5.7
OVER 4 UNIT	1,201	15.7	1,396	15.2
MOBILE/MANUFACTURED HOME UNIT	573	7.5	911	9.9
VACANCY RATE - OWNED UNITS	1.2		2.3	
VACANCY RATE - RENTAL UNITS	8.7		14.9	
MEDIAN HOUSEHOLD SIZE	2.4		2.4	
MEDIAN FAMILY HOUSEHOLD SIZE	3.1		2.9	

The composition of the housing stock has also changed. Structures with one-unit decreased from 66.2% of all housing units to 64.6% in 2000. Although there were over three hundred seventy (370) additional multiple-family units constructed in the 1990's, multiple family housing units experienced a near zero change in proportion of housing units. The type of housing that experienced the largest percentage gain of fifty-nine percent (59%) was that of manufactured or mobile homes. Manufactured/mobile homes increased from five hundred seventy three (573) units in 1990 to nine hundred eleven (911) units in 2000, thereby representing 9.9% of all household units.







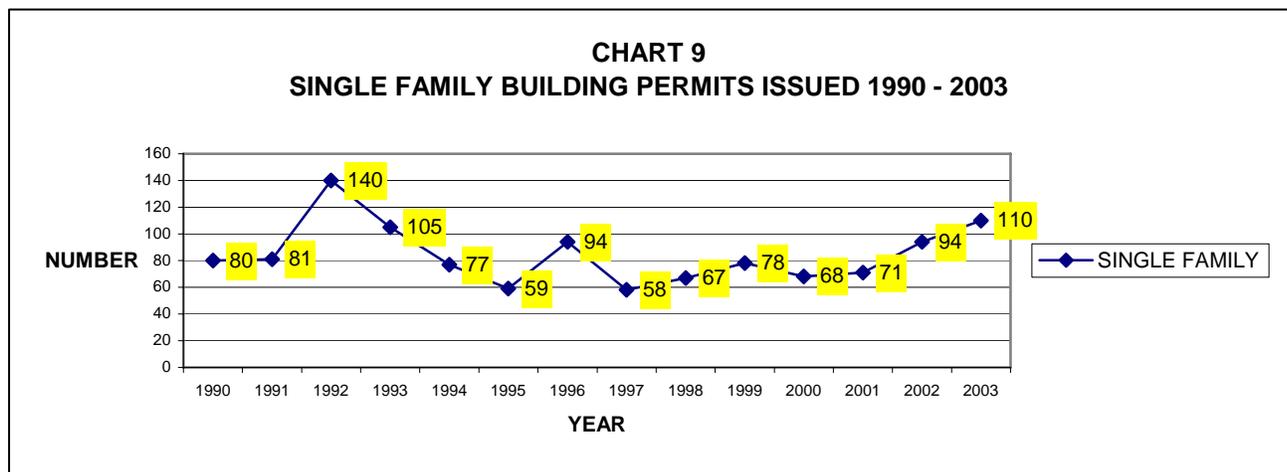


Map 12
City of Watertown
Comprehensive Land Use Plan
Percentage of Owner Occupied
Housing Units by Block Group
Census 2000

■	Less than 50% owner-occupied
■	51 to 59% owner occupied
■	60 to 69% owner occupied
■	70 to 79% owner occupied
■	80 to 89% owner occupied
■	Over 90% owner occupied

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. The number of single-family building permits issued from 1990 through 2003 is depicted in Chart 9. Between 1990 and 2003 permits for one thousand one hundred eighty two (1,182) single-unit, single-family dwelling units were issued in the City. Excluding the years of 2002 and 2003, the average number of single-family dwellings for the past five (5) years has been sixty-eight (68) units. 2002 and 2003 building permits tend to be inflated due to the low mortgage interest rates of the past two years. Building permits issued for multiple-family units during the 1990s varied from year to year. However, on an annual average, there were half as many multiple-family dwelling units constructed compared to single-family dwellings.

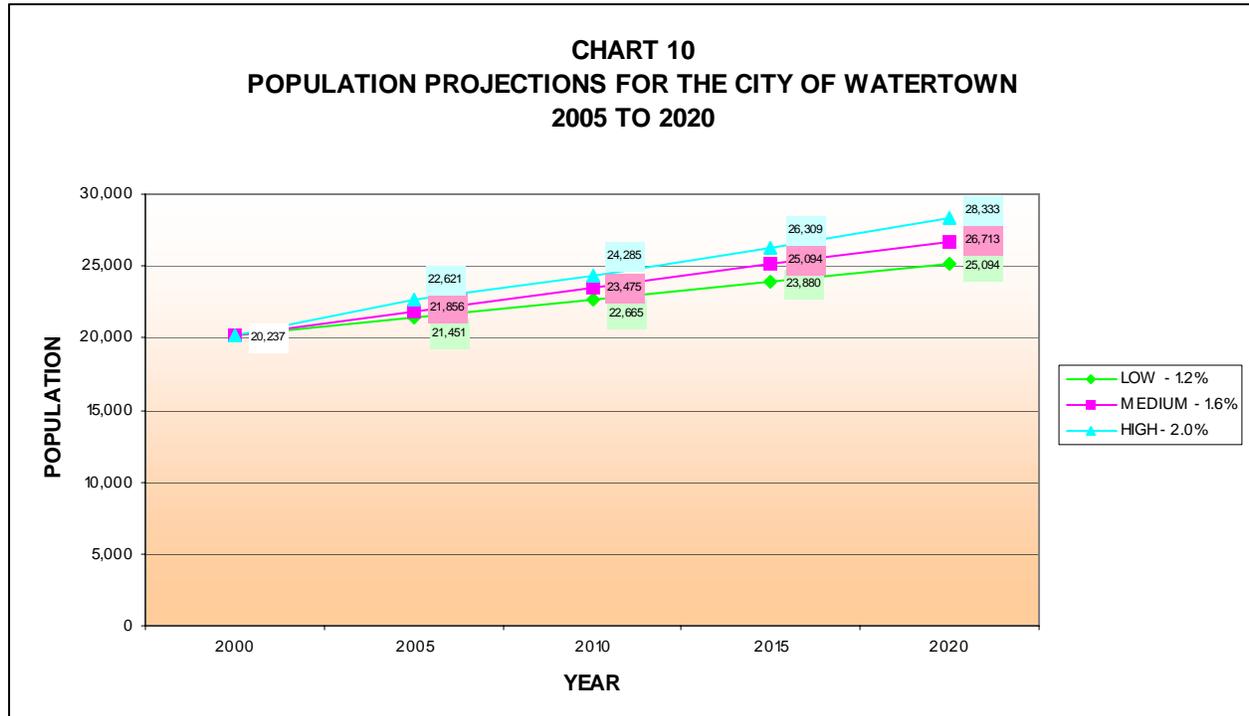


Projections

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 increase in the 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 2020 than in 2000, Watertown should still continue to experience population growth.

Through the 1990s, 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, albeit perhaps not at a level consistent with growth rates of the 1980s or 1990s.

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 1.2%, 1.6% and 2.0% respectively. Using the medium projection of 1.6% per decade Watertown could experience a population increase of approximately three hundred twenty five (325) individuals per year. This projection is consistent with housing and economic development trends of recent years.



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 1.6% 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 3% and 14%, respectively during the planning period thru 2020.

**TABLE 8
CITY OF WATERTOWN PROJECTED HOUSING DEMAND**

	2000 CENSUS	2005	2010	2015	2020
TOTAL POPULATION	20,237	21,856	23,475	25,094	26,713
HOUSEHOLD SIZE (PERSONS PER UNIT)	2.37	2.36	2.35	2.34	2.33
SINGLE-FAMILY	5,944	6,201	6,457	6,931	7,410
MULTIPLE-FAMILY	2,341	2,442	2,543	2,730	2,918
MANUFACTURED HOME	911	950	1,081	1,062	1,136
TOTAL HOUSING UNITS	9,196	9,593	9,989	10,723	11,464

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 Highway 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. Regarding dead-ends within the distribution system, the Municipal Utilities is currently eliminating three (3) to four (4) dead-ends per year with a complete dead-end removal target date of 2007.

Future Improvements

The Watertown Municipal Utilities Department has addressed future water needs of the community by securing water rights approximately four (4) miles north of the City in an area referred to as the Rauville wellfield. The new wellfield will replace the City's need for treating surface water at Lake Kampeska. The reasoning for replacement of the Lake Kampeska water supply and treatment plant is due to the cost of future compliance with surface water quality regulations. The new water treatment facility will be constructed in either Section 7 or 18 of Township 117 Range 52, approximately one mile north of the City. The plant will be constructed to process four (4) million gallons of water per day with potential expansion capacity of up to eight (8) million gallons per day. Construction of the facility is to begin in 2007 with the plant becoming operational in 2009.

It should be noted that presently, the Municipal Utilities Department indicates that it has sufficient capacity to meet future water needs for the City during the planning period.

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 Highway 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's existing storm water collection system was at or had exceeded its capacity in many areas within the community. Since then the City has undertaken several significant studies and has further implemented many of the proposed recommendations.

Of special note were the improvements identified in the master drainage plan conducted by Aason Engineering in 1995. The 1995 plan identified necessary improvements to the existing storm water drainage system in the area north of Highway 212 from west of 19th Street East to the Big Sioux River. Presently the City is conducting a drainage study for the remainder of the community.

Due to significant flood events in 1997 the City developed and adopted a Flood Hazard Mitigation plan in 1998. The plan established five principal floodplain management goals and twenty-eight (28) mitigation strategies.

In 2000 the City completed a Master Drainage Plan in the area Willow Creek from the confluence of the Big Sioux River and Willow Creek north to 14th Avenue North. There were two (2) significant end results from this study:

First was the development of the “near-zero” rise flood plain ordinance for the Willow Creek area. This ordinance does not allow construction in the flood conveyance area of the 100-year flood plain which causes a rise of the surface water of more than one-tenth (1/10) of a foot.

Second, the plan identified a regional concept to storm water drainage and detention/retention. Due this concept, the City adopted a Drainage Cost Share Policy for New Developments in 2002. The policy requires subdivision development to proceed in accordance with final drainage plans in accordance with the master drainage plan of the area. Owners of developing property will be responsible to pay their portion of the property, right-of-way, and easement costs for components of the master drainage plan with regional or basin wide storm water management benefits at the time of platting.

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.

In 2004, the City adopted the PEL-01 Master Drainage Plan. This study identifies future drainage infrastructure needs for an area south of U.S. Highway 212 west of 33rd Street west for approximately one and one-half (1 1/2) miles and for the area north of U.S. Highway 212 from approximately one-fourth (1/4) of a mile east of 33rd Street West to 42nd Street West.

Presently, the Corps of Engineers is conducting a hydrolic study on the Big Sioux River from the confluence of the Big Sioux River and Willow Creek north to Sioux Conifer Road. This hydrologic study will provide baseline information for new flood plain studies and future flood control projects. The study is expected to be completed with new flood plain boundaries.

Currently the City is conducting the Mallard Point Drainage Study and Willow Creek-2 Master Drainage Study. These studies will assist the City in determining drainage infrastructure needs for the area south of U.S. Highway 212 and east of 19th Street East.

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

The transportation system for the City of Watertown involves a variety of modes of transportation used for the achievement of safe, efficient, and convenient movement of persons and goods. The transportation system includes streets and highways, railroads, trails, sidewalks, and airport facilities. This section of the Plan guides decisions that will support the plan's overall objectives.

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.

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 13 "Major Street Plan Map" include Interstate Highways, Arterials, Collectors, and Local Streets.

Design Standards

Streets and roads are the most efficient when their design and construction coincide with the intended function they are to fulfill. The importance of uniform design standards for street systems cannot be over emphasized. This is because street systems are affected by hazardous road conditions and traffic volume capacity when standards are not developed and maintained. The City has adopted engineering design standards which include provisions for street right-of-way, pavement widths, and access controls. Minimum design requirements for Watertown's street system are provided in Table 9.

**TABLE 9
MINIMUM STREET/ROAD RIGHT-OF WAY AND PAVEMENT REQUIREMENTS**

	RIGHT-OF-WAY WIDTH	PAVEMENT WIDTHS BACK TO BACK
Principal Arterial Street	100'	64'
Minor Arterial	100'	60'
Major Collector	80'	50'
Minor Collector Street	75'	45'
Local Street	60'	38'
Local Street (With Off-Street Parking - One Side Of Street)	50'	30'
Alley	20'	16'

City Street System

The Watertown City street system 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 U.S. Highway 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 and U.S. Highway 81 provide principal north/south access. Primary east/west travel occurs on U.S. Highway 212.

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 volumes within the City may be found along South Dakota Highway 20 and U.S. Highways 81 and 212, 19th Street East, 14th Avenue North and in the Central Business District - (Uptown).

Highway 20 carries traffic from Highway 212 to the northwest. Traffic volume on Highway 20 has steadily increased since the last update to the comprehensive plan. Data provided by the South Dakota Department of Transportation shows that in 2001 traffic flows ranged from approximately 5,500 to 15,300 vehicles per day. This represents a growth level of approximately thirty-three (33) percent since 1993.

The highest concentration of traffic along U.S. Highway 81 occurs north of Highway 212 to Kemp Avenue (the main Central Business District corridor). Traffic volumes along this portion of the corridor range from 14,865 to 16,100 vehicles per day. Again, when making comparison to 1993 traffic volumes, the 2001 volumes represent an increase of ten (10) percent at the lower end of the range but traffic volumes at the upper end of the continuum decreased by five (5) percent.

U.S. Highway 212 provides the City of Watertown with its only east-west arterial corridor. This corridor maintains the City's highest traffic volumes. These volumes range from a low of approximately 2,500 vehicles per day east of the Interstate 29 overpass to a high of over 23,000 vehicles per day at the intersection of Highways 212 and 81. Traffic volumes east of the Highway 212/81 intersection to 19th Street East have increased between seventeen (17) and twenty-one (21) percent since 1997.

Collector streets make up the second classification of streets within the community. Streets serving as north-south collectors are 19th Street East, 11th Street East, Broadway Street from Highway 212 to 10th Avenue North, 3rd Street West from 212 to 10th Avenue North, 2nd Street West from 10th Avenue North to 20th Avenue North and 21st Street West from Highway 212 to 3rd Avenue North. East-west collectors include 14th Avenue North, 10th Avenue North from Highway 20 to 11th Street East, 3rd Avenue North, 1st Avenue North, and 4th Avenue South from 21st Street West to 11th Street East.

The Central Business District is also an area of high traffic volume. Kemp Avenue (the City's "main street") experiences traffic flows ranging from 2,300 to 4,300 vehicles per day. Since 1993, the traffic counts in the central business district have not significantly fluctuated. Other than the Central Business District, the remainder of routes within the City serves as local streets providing access to abutting properties within neighborhoods.

Between 1997 and 2001 Watertown experienced 1,774 vehicular accidents (Department of Transportation) within its City limits of which 604, or approximately 34%, involved personal injury. The five (5) intersections within the community that experienced the highest incidence, of traffic accidents were at the intersections of 5th Street East (Highway 81) and Highway 212, Highway 212 and Interstate 29 Overpass, Highway 212 and Highway 20, 21st Street and 4th Avenue South, and Highway 20 and Kemp Avenue. Generally, the incidence of traffic accidents was related to the traffic volume along a particular corridor.

Pedestrian Systems

Watertown's Master Trail Plan was adopted in 2001. The plan provided a conceptual design for enhancing the City's existing trail system. In addition to identifying approximately thirty-five (35) miles of new trail, the plan presented design standards and implementation policies. Map 14 shows the general location of existing and proposed trail systems within and outside of the City of Watertown.

Sidewalks link many popular locations within the City, giving residents an environmentally sound alternative to driving. The Master Sidewalk Plan which was agreed to in part by the City Council in 2002 describes recommended sidewalk improvements that would fill in gaps in the existing sidewalk network and promote safer pedestrian movement throughout the City. While ranked in relation to relative importance, no definite time frame or method of funding for construction of specific sidewalks has been determined. Map 15 shows the location of a proposed sidewalk collector network.

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:

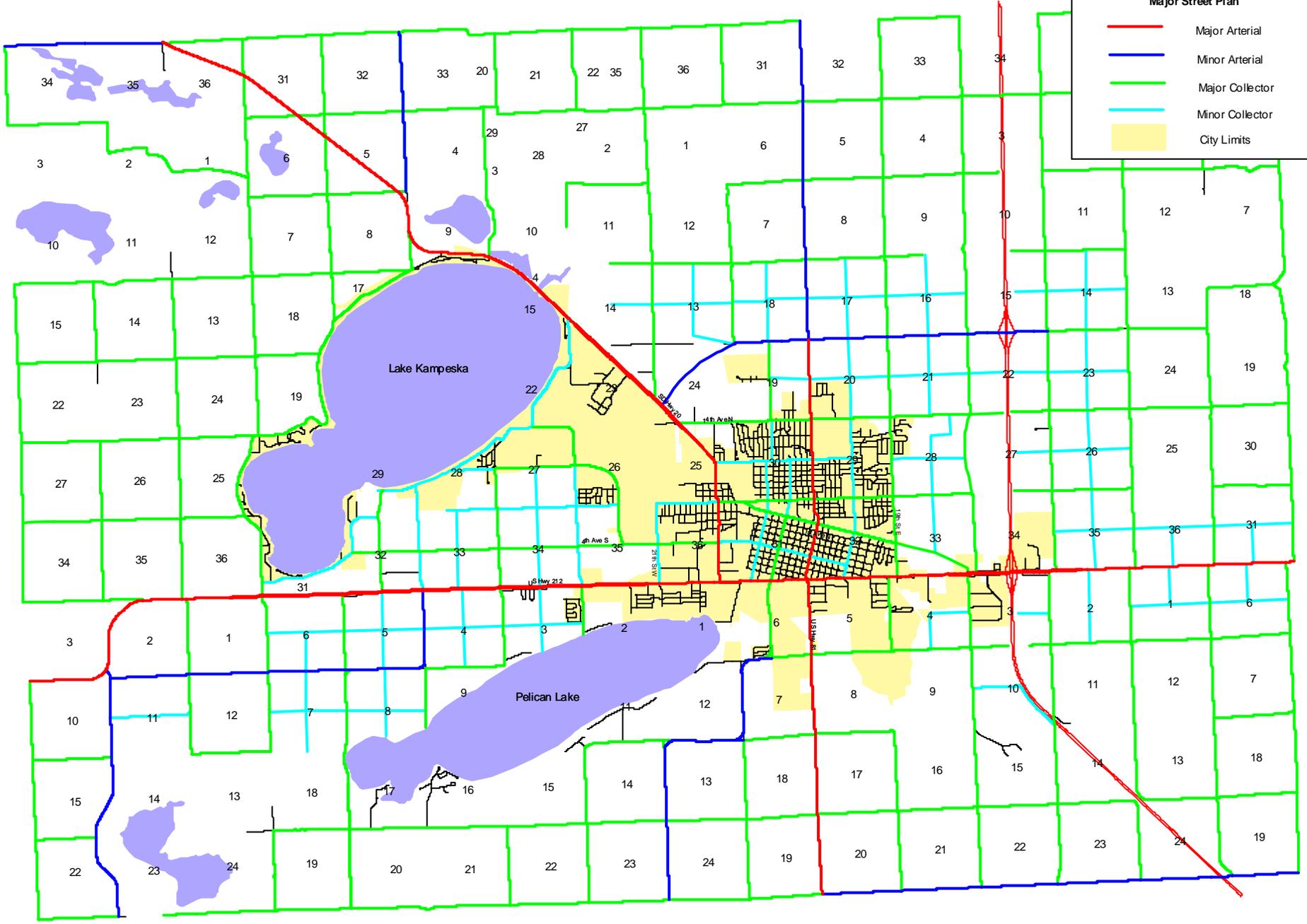
Volume/capacity ratios	Accident rates
Pavement condition	Bridge condition
Socio-economic and environmental factors	Projected cost
- Step 3: Incorporate prioritized projects into City Capital Improvements Plan (CIP)
 - Inclusion in the CIP presumes that detailed project development and design will begin. 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.

Map 13
City of Watertown
Comprehensive Land Use Plan
Major Street Plan

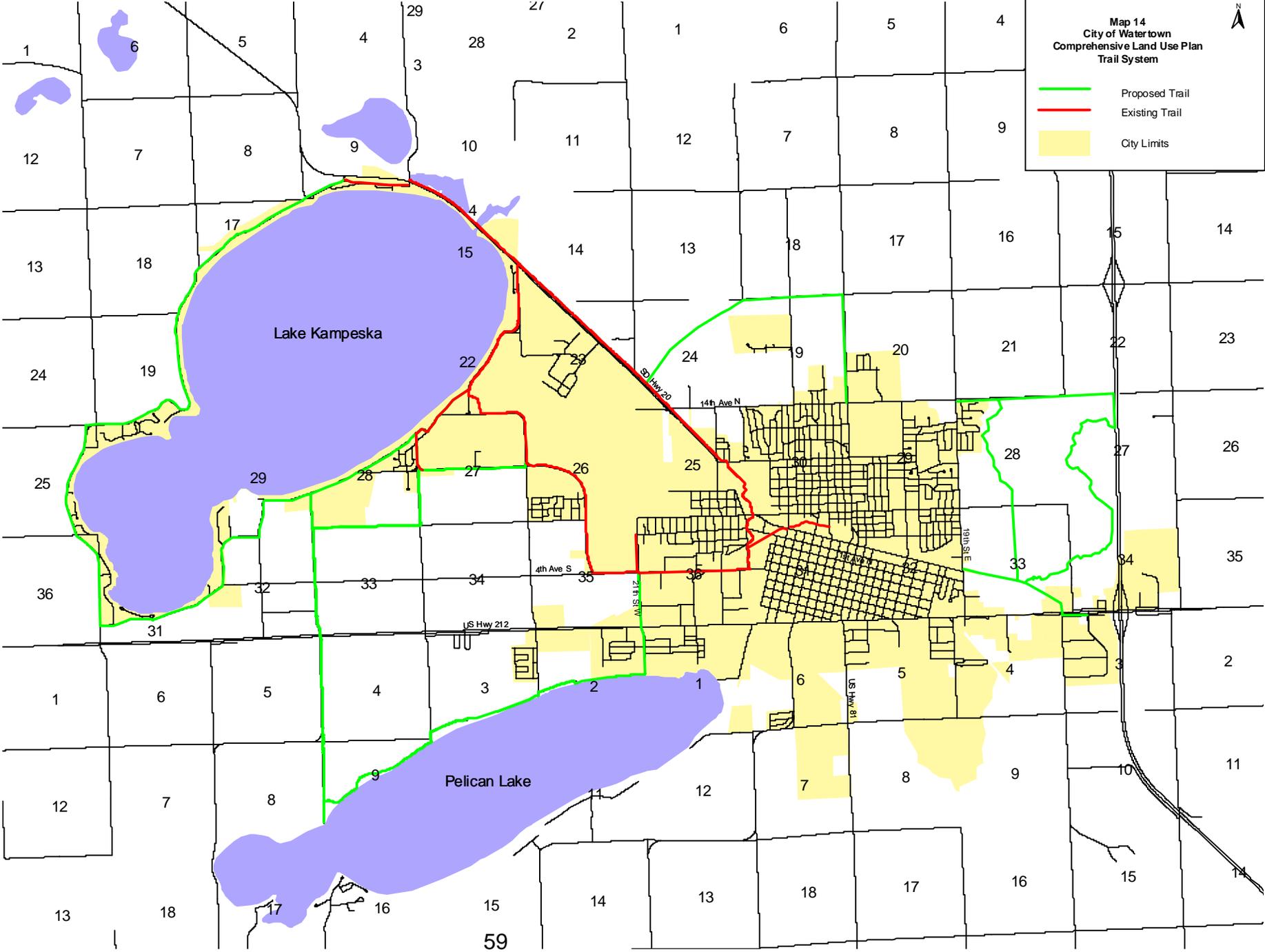
 Major Arterial
 Minor Arterial
 Major Collector
 Minor Collector
 City Limits

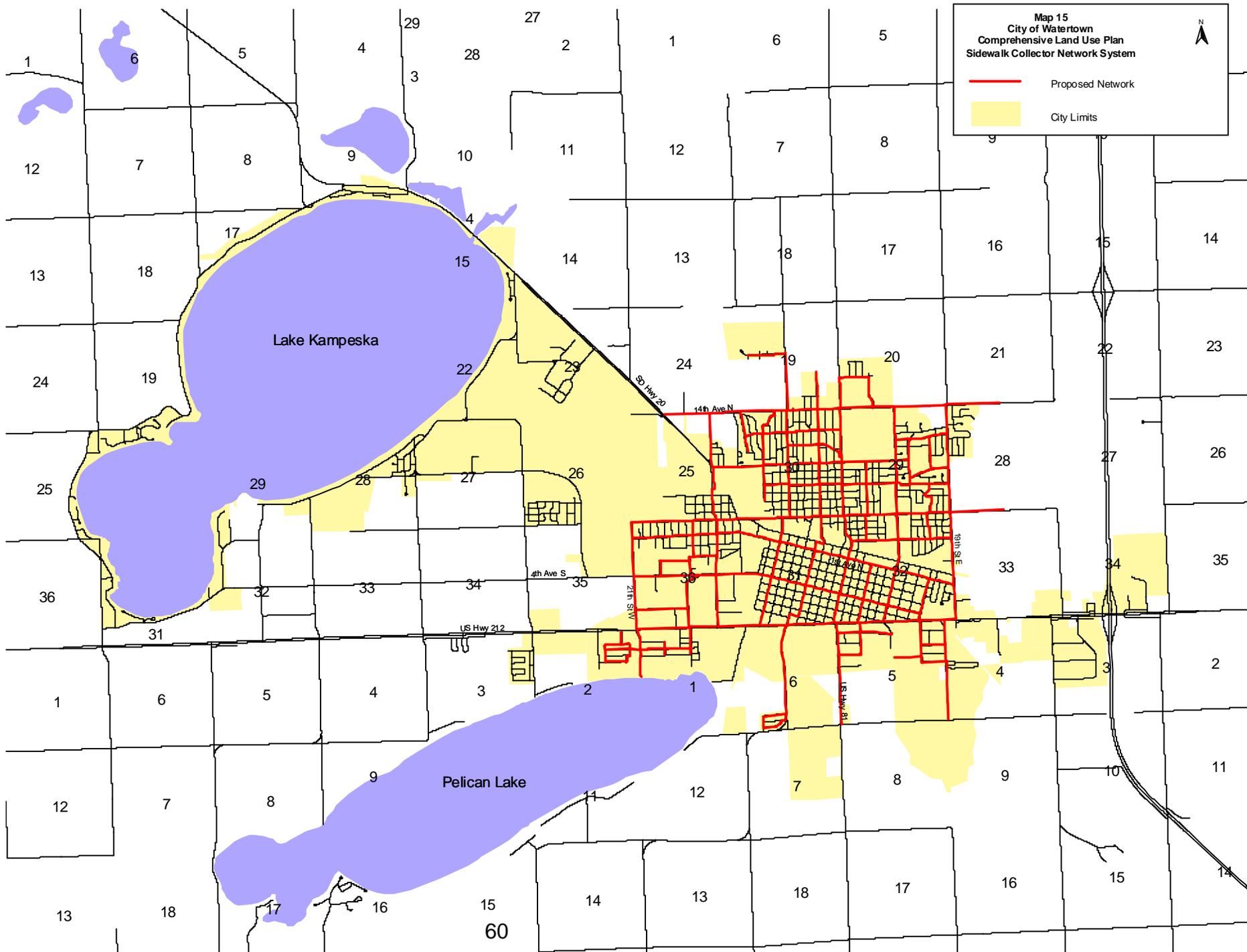
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Map 14
City of Watertown
Comprehensive Land Use Plan
Trail System

 Proposed Trail
 Existing Trail
 City Limits





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.

It should be noted that the City participates in the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA). Participation in the program enables residents of flood plain areas to purchase special insurance at subsidized rates.

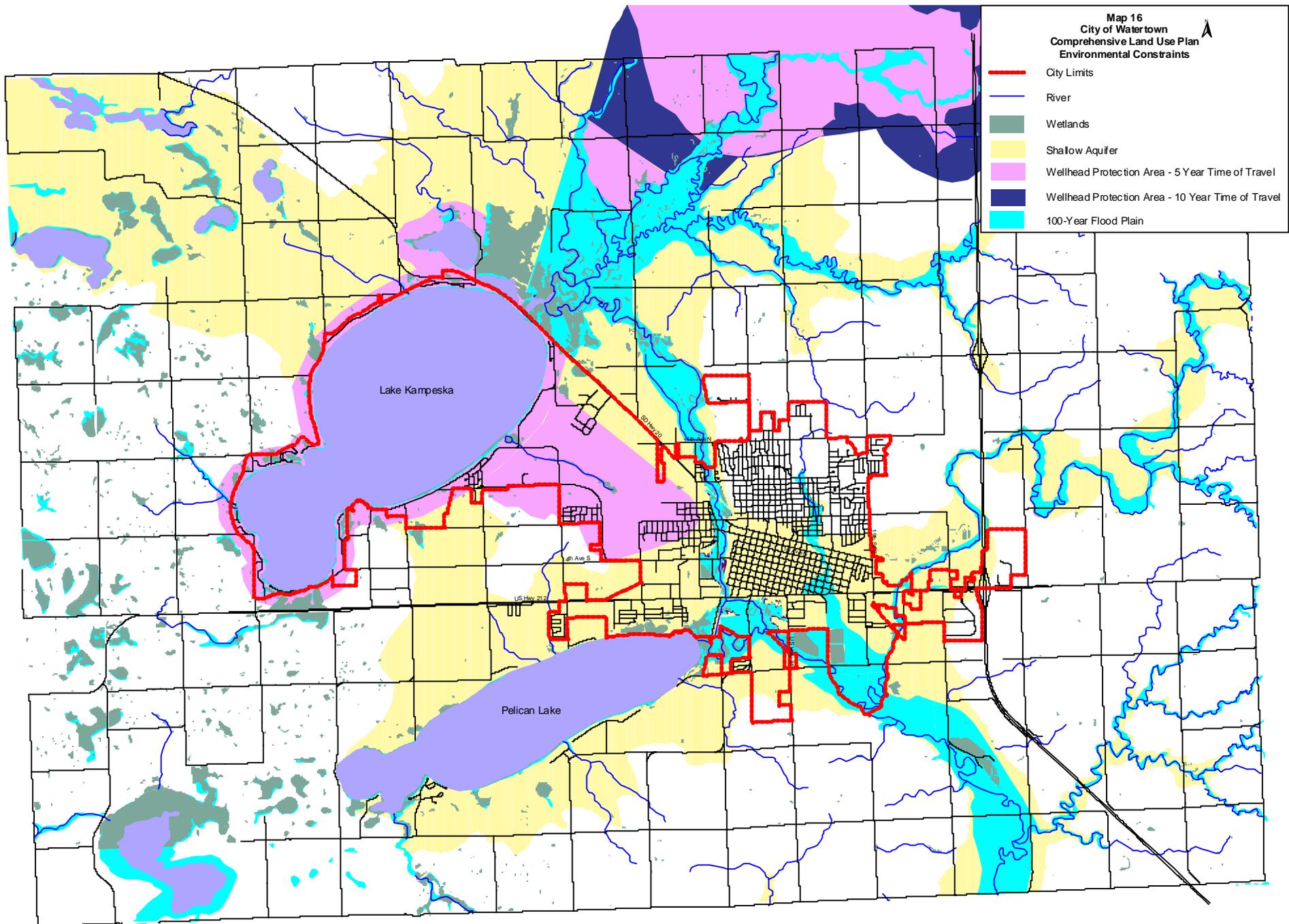
Floodplain areas are mapped and land use regulations which restrict development in the areas of Roby Creek, Willow Creek and the Big Sioux River have been adopted. The City's present ordinance requires that residential structures be flood-proofed. This is done by requiring the

lowest floor of residential structures 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 16.



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. Staff from the First District Association of Local Governments conducted a land use inventory within the study area. Existing land development was categorized into one (1) of eight (8) general land use classifications. They include residential (single-family, multiple-family, single-family acreage, or manufactured home), commercial, industrial, institutional, office, utilities/transportation, parks, and open space/vacant. Table 10 and Map 17 shows the land area presently developed and being used within each classification. Comparing the number of acres presently developed (approximately 5,787) with the estimated urban population (20,237) indicates that approximately twenty-nine (29) 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 10
LAND USE INVENTORY**

Land Use	Number of Acres	Percent of Developed Area
Single-family	1,544	20.5
Multiple Family	173	2.3
Manufactured Housing	199	2.6
Single-family (acreage)	33	0.4
Total Residential	1,949	25.8
Commercial	659	8.7
Industrial	636	8.4
Institutional	267	3.5
Office	20	0.3
Utilities/Transportation	1,305	17.3
Parks	951	12.6
Vacant/Open Space	1,746	23.2
Total	7,533	100.0

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 25.8 percent of all development (approximately 1,949 acres). The residential land use area consists of primarily of single-family homes organized into neighborhoods. Public/quasi-public and institutional facilities such as parks, schools and churches 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.

Commercial

There are approximately six hundred fifty nine (659) commercially developed acres within the Watertown City limits. There are three (3) general categories of commercial development within the community: central commercial district, highway commercial and neighborhood commercial. The size of individual commercial uses within these three (3) classifications varies considerably. The Central Business District which is primarily located in the area between Third Street West and Fifth Street East and First Avenue North and First Avenue South. The Central Business District contains the many major shopping facilities, professional offices, governmental offices and other public buildings. The highway commercial areas are located along major arterial transportation routes in the City (Highways 20, 81, and 212). The types of commercial establishments along these routes generally consist of gas stations, motels, restaurants, large shopping centers, etc. Neighborhood commercial areas provide convenience goods for the local residents. These are the retail and service shops that cater to residents' daily shopping needs.

Industrial

The industrial categories include a variety of land uses including businesses such as light or heavy industrial manufacturing, assembly operations, warehousing, and certain office uses found in the Mallard Point Business Park. Table 10 shows that there are approximately six hundred thirty six (636) acres of industrial uses. 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. Currently there are ten (10) industrial parks/areas located throughout the community. These areas of the community provide quality access to the major arterial routes exiting the community. The existing industrial parks/areas are identified as:

- Airport Industrial Park
- Endres Industrial Park
- Mallard Point Business Park
- Hanten Industrial Park
- Pheasant Ridge Industrial Park
- Watertown Cooperative Elevator
- Oak Valley Farms
- The industrial area north of U.S. Highway 212 between South Dakota Highway 20 and 21st Street
- The industrial area north of the Central Business District
- The industrial area south of Highway 212 adjacent to Highway 81

Institutional

The institutional use classification is generally comprised of facilities provided by public and quasi-public agencies. Examples of institutional uses include educational facilities, churches, hospitals/clinics, public buildings, museums, and fraternal organizations.

Office

The office use classification is generally comprised of certain types of professional services, such as financial, medical, and legal.

Utility/Transportation

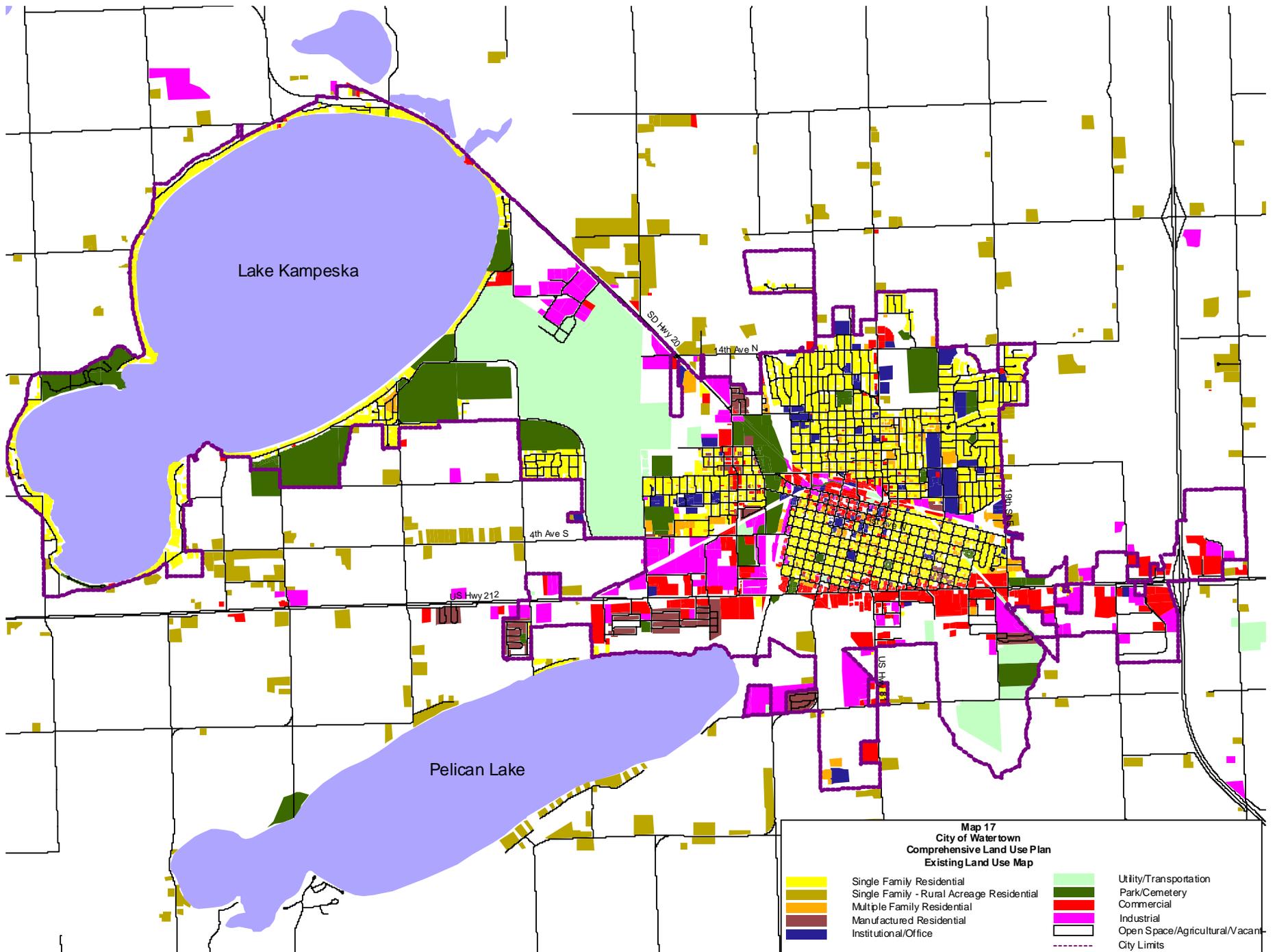
The utility/transportation land use category represents over seventeen (17) percent of the existing land uses. For this analysis, sewage treatment plants, landfills, water treatment facilities, major electrical substations and the municipal airport are included in the utility/transportation land use classification. It should be noted that municipal airport represent nearly ninety (90) percent of the landmass in this classification.

Park

Parks, golf courses, and cemeteries make up nearly thirteen (13) percent of the City's non-vacant land area.

Open Space/Vacant

This land use classification includes property which is currently used as either parking lots, undeveloped platted property, or other properties which may not be developable due to topography or drainage.



COMMUNITY FACILITIES

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.

Parks And Recreation

Recreational activities offer individuals the opportunity to relax from their day-to-day routines. The residents of Watertown are fortunate to have seven hundred twelve (712) acres of municipal park and recreation areas and many recreational activities from which they may choose to participate.

The City of Watertown's park facilities are grouped into three (3) classifications. Neighborhood parks serve one (1) or more neighborhoods in a variety of active and passive recreation functions. The location of these parks is such that dangerous street and railroad crossings or the traversing of industrial and commercial districts is not required in moving from home to facility. 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. Several of Watertown's park and recreation facilities are known as special use areas. These areas serve specialized purposes and include places such as the outdoor swimming pool, municipal golf course, City Auditorium, indoor swimming pool, softball complex, kiddie ponds/fitness trail, Rodeo Grounds, and the Fourth Avenue Ballfield. Finally, there are parks and open space areas which are undeveloped and provide for activities in natural settings.

Watertown residents also have the opportunity to use the following non-city park system facilities: school controlled playgrounds, the Watertown Country Club, Pelican Lake, Snowmobile and Cross-country Ski Trails, Memorial County Park, and Sandy Shores State Park.

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.

In addition to parks and athletic buildings and complexes the City has developed twelve (12) miles of recreational trails. Watertown's Master Trail Plan, adopted in 2001 provided a conceptual design for enhancing the City's trail system. The Plan recommends incorporation of the elements of this study into the new and existing developments of the City.

The following is an inventory of the public park and recreation lands and facilities.

**TABLE 11
PARK AND RECREATION LANDS AND FACILITIES INVENTORY**

Facility	Type	Acreage
Auditorium	Special Use	0.6
Belmont Park	Neighborhood Park	3.5
Bramble Park	Community Park	24.2
Centennial Grove	Neighborhood Park	6.2
Diamondball Park	Neighborhood Park	2.4
Flat Iron Park	Undeveloped Park	0.3
Foundation Fields	Athletic Complex	17.6
Foresburg Park	Undeveloped Park	59.1
Municipal Golf Course	Special Use	239
Hanten/Hallonen Park	Undeveloped Park	2
Harper Park	Neighborhood Park	2
Highland Park	Neighborhood Park	9.8
Herzog Park	Neighborhood Park	0.2
Ice Arena	Special Use	2.1
Jackson Park	Community Park	33
Kiddie Pond	Undeveloped Park	16.6
Koch Complex	Athletic Complex	23.6
Lincoln Park	Neighborhood Park	7.2
Lion's Pool	Special Use	5
Mallard Cove	Neighborhood Park	4.4
McKinley Park	Community Park	7.3
McLaughlin Wildlife Sanctuary	Special Use	17.8
Morningside Park	Neighborhood Park	2.6
Mount Hope Gardens/Soccer	Athletic Complex	18.7
Nelson Park	Neighborhood Park	2.8
Northridge Park	Neighborhood Park	4.2
Pelican Park	Athletic Complex	5.7
Pelican View Park	Neighborhood Park	2.5
Riverside Park	Community Park	10
Scout Park	Undeveloped Park	4.9
Sioux Park	Undeveloped Park	15.2
St. Ann's Hill	Special Use	37.4
Stokes-Thomas City Park	Community Park	37
Thunder Road (old Lion's Park)	Special Use	5
Soccer Complex	Athletic Complex	38.5
Trails	Special Use	31
Unnamed (3rd Avenue North to 6th Avenue North – Kampeska Blvd to Big Sioux River	Undeveloped Park	12.3
Total		711.4

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.

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 three hundred ten (310) square miles. The public school system in Watertown is comprised of six (6) elementary schools (Jefferson, Lincoln, Mellette McKinley, and Roosevelt,), 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 is one of the fastest growing technical colleges in the region. This public institution was established in 1965. It provides career opportunities in twenty-one (21) programs of study in the areas of health, business, agriculture and technology. Approximately one thousand three hundred (1,300) students enroll each year. To date, there are no plans for expansion of buildings and grounds on the thirty (30) 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. The Prairie Lakes Hospital provides diagnostic, therapeutic, preventive, and educational services to the residents of Watertown. There are forty-eight (48) physicians representing more than twenty-five (25) specialties on staff. The eighty-one (81) bed hospital is presently finishing an eleven (11) million dollar expansion project. The expansion of the hospital facility, and the addition of a medical office building on the Prairie Lakes Hospital Campus will provide clinic space for more physicians and room for new medical services. 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. The expansion of the industry can be anticipated during the planning period. However, the expansion of major health care institutions in the developed area of the community will have an impact upon abutting neighbors of the property. Health care institutions are encouraged to reduce the impacts of planned expansion on the neighborhood and the community as a whole. This may be accomplished by notifying neighbors and the community about long range institutional plans and by coordinating long-range institutional plans with this Plan and capital improvement plans of the City.

Public Safety

Police

Watertown's police department is located in the Codington County Detention Center. The police department consists of a thirty-one (31) sworn officers and fifteen (15) support personnel (records, dispatch, and animal control). Generally, police departments do not require large amounts of land to provide their services. Currently the police department shares space with the Codington County Sheriff's Office, South Dakota Highway Patrol, South Dakota Department of Criminal Investigation, and the Codington County Department of Emergency Management. All of these agencies are currently operating within facilities which are considered inadequate by

current professional standards. The City has been exploring the issue for several years. It is recommended that a separate City police station be constructed alone or in conjunction with new City offices. It is possible that this new facility could be constructed at the intersection of Broadway and 1st Avenue South which is near the existing Codington County Detention Center.

Fire Department

The fire department force consists of a chief and twenty-seven (27) firefighters who answer an average of three hundred twenty-five (325) fire calls and one thousand five hundred (1,500) ambulance calls per year. Presently the City operates one (1) fire station located at 129 1st Avenue Northwest. The location of fire stations is important for providing adequate response times to all areas of the community. Presently, the department's fire rating 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 location of the fire station 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. The City has budgeted money for a fire station study to be conducted in 2006. Details of the study will assist in the location of future fire stations. The fire department has conducted a preliminary site location analysis and feels that when 1st Avenue North is extended to U.S. Highway 212, a future fire station could or should be located east of 19th Streets along 1st Avenue North.

Other Public Buildings and Facilities

Other major public buildings, structures and facilities not otherwise mentioned in the Plan include:

- Codington County Courthouse
- Codington County Extension Building
- Post Office
- South Dakota National Guard Armory
- Watertown City Hall
- Watertown Regional Library
- Watertown Stadium

FUTURE LAND USE

To accommodate growth, the future land use plan will direct its focus toward both the fringe and established, developed areas of the City. Since it is unlikely that there will be major changes to the established, developed areas of the City during the planning period, the plan will primarily concentrate on the fringe and outlying areas of the community. 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.

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. 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.

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.

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;
- The economic feasibility in providing services to these areas; and
- The 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. 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.

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.

The Plan depicts the general arrangement of land uses which the City should seek to achieve over the planning period. Map 18 "Growth Area Map by Degree of Urbanization" provides the Development Area Types within the growth areas. Urbanized Areas are those existing urban density developed areas within and adjacent to the City. Planned Urbanized Areas are development areas that have been approved but not completed. Future Urbanized Areas are 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 18 may be considered the "Where is the City Growing Map".

Map 19 "Future Land Use by General Development Type" designates future growth areas by two generally defined development areas (residential and economic development). Map 19 further shows existing developed areas, approved residential and economic development sites, and future residential and economic development sites. Within these residential and economic development areas, there will be seven (7) general land use types. They may include residential (single-family, multiple-family and manufactured home), commercial, industrial, mixed use, public/quasi-public, open space or agricultural.

Map 20 "Future Land Use by Specific Development Type" further expands Map 19 by portraying specific locations for residential, commercial, industrial, and mixed-use land development. Table 12 contains land use location and design criteria for land use types which form the basis of future growth of Watertown. Maps 19 and 20 may be considered the "What is to be developed Maps".

**TABLE 12
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 drainageways*

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 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 (200 to 300 acres)

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

Community centers (15 to 25 acres)

- 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 (2 to 5 acres)

- 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

Uptown area

- 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

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

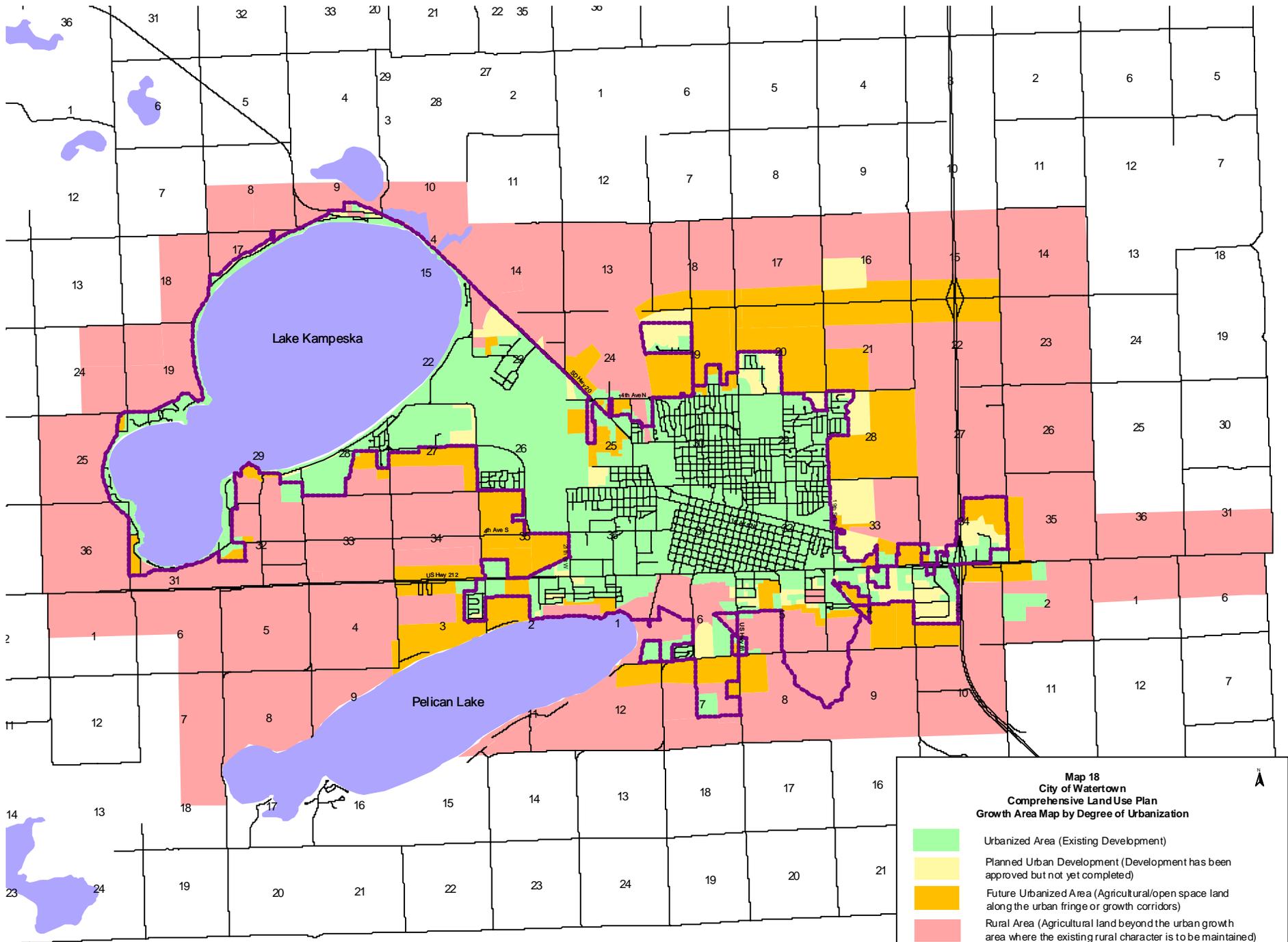
- Access to major streets
- Well designed buffer to adjacent land uses
- Minimize environmental impacts on surrounding properties

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

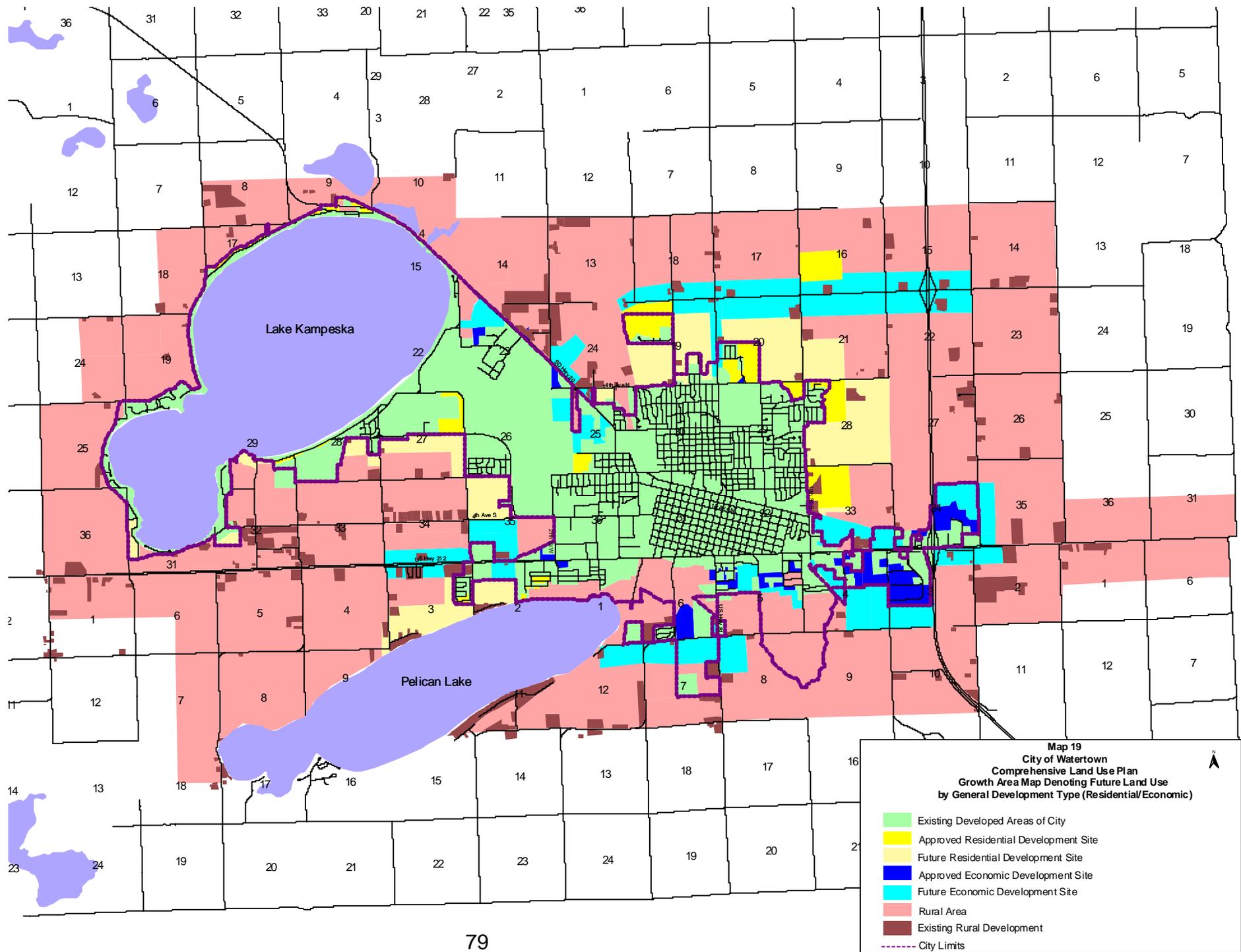
*The policy of avoiding environmentally sensitive areas such as wetlands and drainageways shall apply to all of the above categories.



Map 18
City of Watertown
Comprehensive Land Use Plan
Growth Area Map by Degree of Urbanization

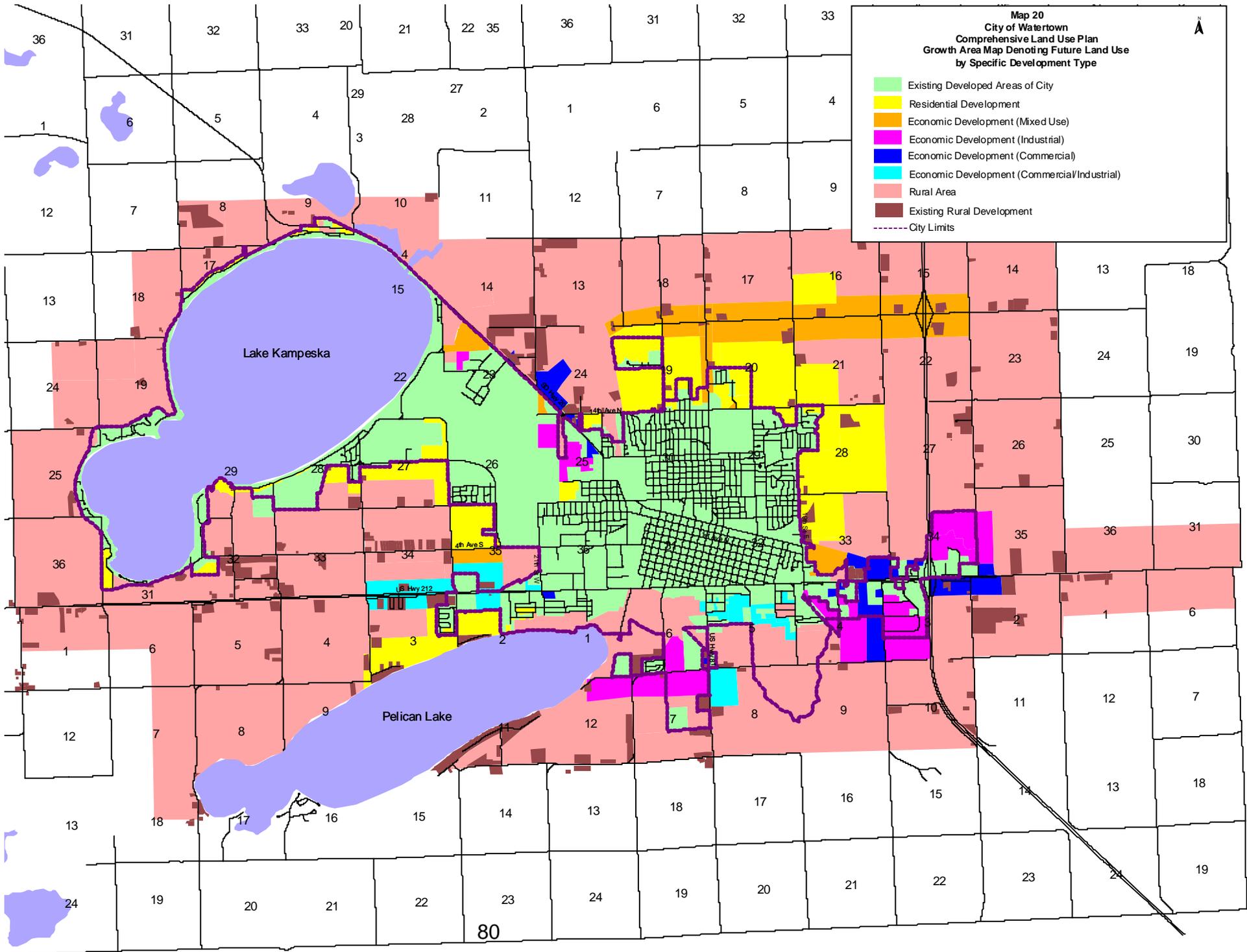
N

	Urbanized Area (Existing Development)
	Planned Urban Development (Development has been approved but not yet completed)
	Future Urbanized Area (Agricultural/open space land along the urban fringe or growth corridors)
	Rural Area (Agricultural land beyond the urban growth area where the existing rural character is to be maintained)
	City Limits



Map 20
City of Watertown
Comprehensive Land Use Plan
Growth Area Map Denoting Future Land Use
by Specific Development Type

■ Existing Developed Areas of City
■ Residential Development
■ Economic Development (Mixed Use)
■ Economic Development (Industrial)
■ Economic Development (Commercial)
■ Economic Development (Commercial/Industrial)
■ Rural Area
■ Existing Rural Development
--- City Limits



Land Use Consumption and Projections

The number of acres that will be needed to accommodate new development is shown in Tables 13 and 14. 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 13
LAND CONSUMPTION PROJECTIONS**

Single-family Residential	1,465 units @ 2.5 units/acre + 50% multiplier = 880 acres
Multiple-family Residential	575 units @ 12 units/acre + 50% multiplier = 72 acres
Manufactured Home Residential	225 units @ 2.75 units/acre + 50% multiplier = 123 acres
Commercial	10.75 acres per year +100% multiplier = 430 acres
Industrial	10 acres per year +100% multiplier = 400 acres
Utility	60 acres
Office (medical/legal/financial)	6 acres
Institutional	85 acres
Parks	115 acres

**TABLE 14
FUTURE DEVELOPMENT LAND
PROJECTED SUPPLY AND DEMAND (IN ACRES)**

	Needed	Available
Single-Family	880	----
Multiple Family	72	----
Manufactured Housing	123	----
Total Residential	1,075	755
Commercial	430	120
Industrial	400	430
Institutional/Office/Utilities	151	-----
Parks	115	40
	2,171 acres 3.4 square miles	1,345 acres 2.1 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 two thousand one hundred seventy five (2,175) acres or (3.4) square miles, of development land area will be needed through the year 2020. Over one thousand seventy-five (1,075) acres is needed for future residential uses. This is based on a projected demand of one thousand four hundred sixty five (1,465) single-family, five hundred seventy five (575) multifamily and two hundred twenty five (225) manufactured home dwelling units at an over all density of approximately 3.2 units per acre and a fifty (50) percent multiplier factor. In addition, almost two hundred seventy acres is projected for public and semi-public uses such as parks, schools, hospitals, government buildings, and open space. Presently there are approximately seven hundred fifty-five (755) acres currently developed or master planned for residential development (Table 14).

A projected demand of eight hundred thirty (830) acres or 1.3 square miles of land is anticipated to provide for the expected economic growth over the next fifteen (15) years. This projection is based on approximately .065 acres of land per capita of population growth and a one hundred (100) percent multiplier factor. 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 fifty (550) acres currently developed or master planned for commercial and/or industrial development (Table 14).

AREA PLANS

The Plan has divided the City into the following eight (8) growth areas: East, North, Northeast, Pelican, South, Southeast, West, and West Kampeska (see Map 21). 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 existing land use, planning issues and development considerations. The following are planning issues and development considerations common to all of the growth areas:

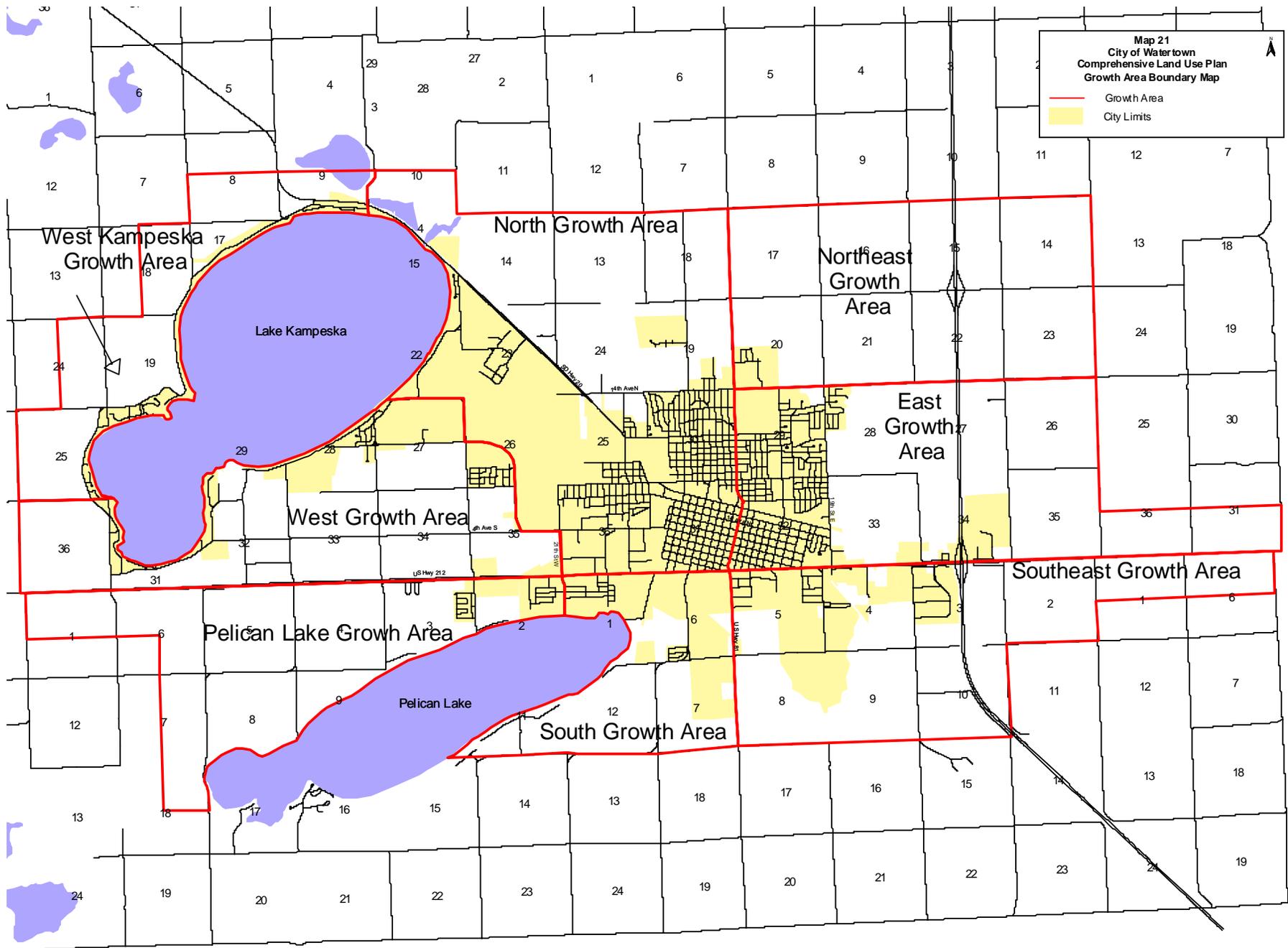
Planning Issues Common to All Growth Areas

- 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 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 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.
- If there are identified wetland areas found throughout the growth area. Special consideration will need to be taken to incorporate the wetland 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.



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.

Existing Land Use

Excluding the urban development of Lake Kampeska, primarily adjacent to the lake side of South Dakota Highway 139, the remainder of the growth area consists of sixteen (16) rural residential/farm developments spread throughout the growth area, an existing gravel mining operation in Section 8, a contractor's shop and yard in Section 9, and other rural agricultural uses.

Most development adjacent to Lake Kampeska is of a residential nature, of which nearly all is single-family residential. There are several lake access areas, a county park (Memorial Park) and two businesses (Kampeska Lodge and Lakeside Designs).

All of the property within the City limits in this growth area is zoned for residential development (R1-Single-family Residential). Property outside of the City limits has Codington County zoning designation for agricultural uses (A-Agricultural).

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.
- Traffic speed combined with the lack of existing pedestrian sidewalks and/or trails adjacent to South Dakota Highway 139 is of major concern.
- Improvements to South Dakota Highway 139 combined with the transfer of this street to the City of Watertown will result in the City determining access standards for this 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 South Dakota 139, future urban density development to the north and/or west of South Dakota Highway 139 is discouraged. If residential development is to occur on the non-lake side of South Dakota 139, 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 will need to be required.
- Establish access requirements to the major collector street South Dakota Highway 139.
- Additional commercial or industrial development of the area should be discouraged.

West Growth Area

The West Growth Area is located north of U.S. Highway 212 to South Lake Drive. It is bounded on the east and west by 21st Street West and South Dakota Highway 139, respectively. The area contains all or portion of Sections 26, 27, 28, 29, 31, 32, 33, 34, and 35 located in Lake Township and Section 36 in Richland Township.

Existing Land Use

Excluding the existing and proposed developments in the city, the remainder of this growth area consists of scattered low-density residential/farm acreages, and several commercial/industrial uses adjacent to U.S. Highway 212.

The southwest quarter section of Section 26 (Lake Township) is an established developed area of the community. Existing land use consists of the Derby Downs Rodeo Grounds and the Herzog Addition which is a single-family residential development.

The north half of Section 27 (Lake Township) is within the City limits. The developed areas consist of the Watertown Municipal Golf Course, the Municipal Water Treatment Plant, and several single-family homes adjacent to Lake Kampeska and Golf Course road. One (1) rural residence and a commercial storage facility constitute the only development outside of the City in the remainder of the section.

All but the southeast quarter section of Section 28 (Lake Township) is within the City limits. Land use outside of the City consists of one (1) farm and a rural residential acreage. Within the city, most urban development adjacent to South Lake Drive is of a residential nature, of which nearly all is single-family residential with the exception of the Summerwood Townhouse Development. The Prairie Winds Golf Course is located within the southwest quarter section.

Lake Kampeska represents more than half of the geographic area of Section 29 (Lake Township). Excluding the single-family residential development adjacent to the lake, the remainder of the section is outside of City limits. In this area there is one (1) residence and a bar/tavern.

Similar to Section 29, most of Section 31 (Lake Township) is comprised of Lake Kampeska. Only the area north of South Lake Drive adjacent to Lake Kampeska is within the City limits. Those developed lands within the City limits typically consist of single-family homes, one commercial use (restaurant), and a State Park (Sandy Shores). Wetlands and open space make up the majority of the land use outside of the City limits.

Most of Section 32 (Lake Township) is outside of the City limits. Development within the city primarily consists of single-family residences adjacent to Lake Kampeska. All but nine (9) of the forty-one (41) small acreage rural residences are located in the southeast quarter section. There are two (2) county-zoned commercial uses adjacent to U.S. Highway 212 and one rural electric storage yard located in the southeast quarter section.

Development within Section 33 (Lake Township) consists of one (1) farm and three (3) rural residences and one county-zoned industrial use (Persona). Nearly the entire section is situated over a shallow aquifer.

Within Section 34 (Lake Township) there are three (3) farms and fourteen (14) rural residences with most of the residences located on the north side of 4th Avenue South. The south six hundred sixty (660) feet of the southwest quarter section is county zoned for industrial uses. Presently the CSS Potato Farms warehouse is located in this quarter section.

The northwest, southwest, and southeast quarter sections of Section 35 (Lake Township) are in this growth area. Excluding several areas adjacent to U.S. Highway 212 and a church in the northwest quarter section, the remainder of the section is outside of the City limits and is in agricultural use. The land use of those properties in the City limits is of an industrial nature. The south of Section 35 is county-zoned for industrial uses.

Nearly all of Section 36 (Richland Township) is outside the City limits. Excluding the single-family development in the City limits adjacent to South Dakota Highway 139, the remainder of the section is undeveloped with the exception of five (5) rural residences in the southwest quarter section adjacent to U.S. Highway 212.

Planning Issues

- The Municipal Utilities have stated that there is sufficient capacity and ability to expand the service areas of utilities (electricity, natural gas, water) into the planned urban development and proposed future urbanized areas.
- Traffic speed combined with the lack of existing pedestrian sidewalks and/or trails adjacent to South Lake Drive is of major concern.
- Excluding Sections 31 and 32 of Lake Township and Section 36 of Richland Township, all or significant portion of the remaining sections of this growth area are situated over a shallow aquifer. Further all properties within one-fourth (1/4) mile of Lake Kampeska and most of sections 26, 27, and 28 in the Zone A Aquifer Protection Overlay Zone.
- Much of the shoreline adjacent to Lake Kampeska is located within the 100-year flood plain.
- Most of the growth area is beyond the City's projected urban service area for sanitary sewer and water and will remain in agricultural uses.
- 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.
- Improvements to South Dakota Highway 139 combined with the transfer of this street to the City of Watertown will result in the City determining access standards for this collector street.
- There are properties adjacent to U.S. Highway 212 and west of 21st Street West with distinct county zoning designations which may encourage inappropriate or untimely development to occur in conflict with the City's land use plan.
- A master drainage plan has been completed for portions of Sections 27, 33, 34, and 35.

Development Considerations

- Develop and implement airport overlay regulations for areas adjacent to the Watertown Municipal Airport. Such regulations would limit the height and bulk of buildings according to their relative proximity to the airport and its related clear zones.
- Develop and implement airport noise easements for areas adjacent to the Watertown Municipal Airport. Such regulations would require land owners/developers to recognize the impacts an airport may have on property in proximity to the airport.
- Establish access requirements to the major collector street South Dakota Highway 139.
- Adhere to South Dakota Department of Transportation access requirements for properties adjacent to U.S. Highway 212.

West Growth Area Urbanized Area

- Sections 26, 27, 28, 29, 31, and 32 (Lake Township) and Section 36 Richland Township
 - Major changes to the existing land use and appearance to the established neighborhoods within the current City limits are not anticipated. Regarding lots available for future development, there are approximately ten (10) lots available for single-family residential development in the Herzog Addition (Section 26).

West Growth Area Planned Urban Area

- Section 27 and Section 28 (Lake Township)
 - Within Golf View Estates and Putters Green Additions (Section 27) there are approximately forty (40) sites available for single-family residential development.
 - Within Prairie Winds Addition (Section 28) there are approximately seventeen (17) sites available for single-family residential development.

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 U.S. Highway 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 U.S. Highway 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 county’s “Planned Residential District”. However if joint jurisdictional zoning occurs as a result of this plan, it is recommended that a “Rural Residential Estate” district be created 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.

North Growth Area

This growth area is located north of U.S. Highway 212 to 38th Avenue Northwest. It is bounded on the east and west by U.S. Highway 81 and Golf Course Road, respectively. The area contains sections 18, 19, 30, and 31 located within Elmira Township and Sections 10, 13, 14, 15, 22, 23, 24, 25, 26, 35 and 36 in Lake Township.

Existing Land Use

The principal existing land use within the non-city portion of Sections 10, 13, 14, 23, 24 (Lake Township) and Section 18 (Elmira Township) is agricultural. The south one-half of Section 10 contains a single residence; most of the remaining land area is wetlands. Within Sections 13, 14, 23, and 24, (Lake Township) there are seventy-six (76) acreages, three (3) farms, and one (1) nursery (Section 23). Most of the acreages are located adjacent to Sioux Conifer Road or within the Stadheim and Kahnke Additions. As with Sections 10, 13, and 14, Section 24 is situated over the aquifer and has significant amounts of land within the 100-year flood plain. There are two (2) areas within Section 24 that are currently within the City limits. A portion of the master planned single-family residential "River Ridge" development is in the northeast corner of the section while industrial developed property (Dueco) is situated in the southeast corner of the section. The portion of Section 23 situated in the City limits consists of the municipal airport and Airport Industrial Park. Section 18 (Elmira Township) is located outside of the City limits. There is no identified floodplain and only limited incidence of aquifer in this section. Presently, there are only three (3) residential uses located in the section, one (1) farm and two (2) acreages.

Section 22 (Lake Township) is an established developed area of the community. Lake Kampeska represents more than one half (1/2) of the landmass of the section. The remainder of the section, which is presently at full build-out, consists primarily of single-family residences adjacent to Lake Kampeska, two City parks (Jackson & Stokes-Thomas City), the Casino Speedway, and municipal airport property.

Similar to Section 22, most of Section 15 (Lake Township) is comprised of Lake Kampeska. All but a portion of the northeast quarter section is within the City limits. Those developable lands within the city typically consist of single-family homes, one commercial use (restaurant), and a portion of the Stokes-Thomas City Park. Wetlands and open space make up the majority of the land use outside of the City limits.

A portion of the southeast quarter section and most of the northeast quarter section of Section 19 (Elmira Township) is within the City limits. The City has approved a master development plan for the northwest quarter section. The master development plan calls for single-family residential development with a mixed commercial/office/medium residential development along the northern edge of the subdivision. Established development in the southeast quarter section consists primarily of single-family residences, one (1) assisted living center, (1) church, (1) bank, and an elementary school (Jefferson). The remainder of the unincorporated area of the section contains three (3) rural acreages and a commercial tree nursery. The nursery is located near the intersection of 2nd Street West and 14th Avenue North.

Section 30 (Elmira Township) is an established developed area of the city with near maximum build-out. The predominant land use within this section is residential; principally single-family with multiple-family housing mostly in the form of duplexes and triplexes in what was formerly considered single-family detached housing. The highest concentration of this type of residential development is located north of 3rd Avenue North to 5th Avenue North from 2nd Street West east

to Highway 81. Additional development uses of note include several commercial and office uses adjacent to U.S. Highway 81 north of 10th Avenue North. Other subordinate or institutional uses found within this area include three (3) schools, one (1) park, seven (7) churches, one (1) museum, and a hospital campus.

Similar to Section 30, Section 31 (Elmira Township) is an established developed area of the city at near maximum build-out. The central business district comprises the northern third of this section. The southern portion of the section is bound by U.S. Highway 212, which contains a variety of highway commercial land uses. The remainder of the section is predominately single-family residential in nature. Multiple-family dwellings are found in the transition areas around the central business district. There are also incidences of the conversion of single-family detached structures into duplexes, triplexes, etc. scattered throughout the residential areas. Other subordinate or institutional uses found within this area include two (3) schools, one (1) park, four (4) churches, one (1) swimming pool, and a variety of governmental buildings. It should be noted that there is an identified flood plain along the western and southern portions of this section.

The Watertown Municipal Airport runway system makes up the land use in the northeast quarter section of Section 35 and Section 26, excluding the southwest quarter section (both sections in Lake Township).

The south one-half (1/2) of Section 36 (Lake Township) is made up of a mixture of industrial and commercial uses. The north half of this section is developed residentially (75% single-family 25% multiple-family/manufactured housing). A variety of commercial uses are also located adjacent to South Dakota Highway 20. Also in the north half of the section there are a variety of institutional uses, they include: one (1) church, one (1) elementary school, one (1) athletic stadium, one (1) softball and ice skating complex, and two (2) governmental buildings (County Extension & National Guard Armory).

All but a portion of the northeast and northwest quarter sections of Section 25 (Lake Township) is within the City limits. Land use outside of the city consists of eight (8) rural residential acreages and a construction yard. Within the city, residential development is evenly distributed between single-family and manufactured homes. There is an area north of 3rd Avenue North and west of 15th Street West that has been master planned for single-family residential. Miscellaneous commercial and industrial uses (Stockyards, County and City maintenance yards) may be found adjacent to South Dakota Highway 20. Also within this section there is one (1) softball complex, one (1) park, two (2) churches, a zoo, and several government buildings/facilities (water treatment facilities, conservation offices).

Planning Issues

- The Municipal Utilities have stated that there is sufficient capacity and ability to expand the service areas of utilities (electricity, natural gas, water) into the planned urban development and proposed future urbanized areas.
- Traffic speed combined with the lack of existing pedestrian sidewalks and/or trails adjacent to South Lake Drive is of major concern.
- Construction of the SD Highway 20 Connector Route will result in the City utilizing South Dakota Department of Transportation access standards in approving subdivision design.

- Excluding Sections 18, 19, and 30 of Elmira Township, all or significant portion of the remaining sections of this growth area are situated over a shallow aquifer. Further all properties within one-fourth (1/4) mile of Lake Kampeska and most of sections 25, 26, and 35 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.
- There is an existing flood plain which is associated with the location of the Big Sioux River. Based upon preliminary study, the flood plain will expand and will have a significant impact on existing developed areas (southwest Watertown and Lake Kampeska).
- Pressure for development along the SD Highway 20 Connector Route will occur before municipal utility services are available. The alternative of using on-site waste disposal and/or rural electricity and water supplies could create the possibility of fragmented services, and will be discouraged.

Development Considerations

- Adopt South Dakota Department of Transportation access requirements to SD Highway 20 Connector Route.
- Consider airport overlay regulations for areas adjacent to the Watertown Municipal Airport. Such regulations would limit the height and bulk of buildings according to their relative proximity to the airport and its related clear zones.
- Consider airport noise easements for areas adjacent to the Watertown Municipal Airport. Such regulations would require land owners/developers to recognize the impacts an airport may have on property in proximity to the airport.

North Growth Area Urbanized Area

- Sections 10 and 15 (Lake Township)
 - Regarding Sections 10 and 15, development within the existing City limits should be restricted to those existing residential lots adjacent to Lake Kampeska.
- Section 22 (Lake Township)
 - Section 22 is an established developed area of the community where major changes to the existing land uses or appearance of the established neighborhoods are not anticipated. There is however, a development issue regarding the non-conforming use of the existing auto racetrack (Casino Speedway). This well established facility is located in a R1 zoning District. The City may want to consider how best to manage this particular use which often has an adverse impact on adjoining land uses.

- Section 23 (Lake Township)
 - Development of available land within the City limits is presently being reserved for the Terry Redlin Freshwater Institute.
 - Major changes in the appearance of the established airport industrial park are not anticipated.
- Section 24 (Lake Township)
 - Section 24 is an established developed area of the community where major changes to the existing land uses or appearance of the established neighborhoods are not anticipated.
- Section 25 (Lake Township)
 - It is expected that most of the well-established developed areas of this section would retain its status quo. There are however several developed areas within Section 25 that over time will or should experience redevelopment efforts.
 - Redevelopment and Annexation Issues
 - There are several residential uses on the south side of South Dakota Highway 20 north of the veterinarian hospital. It is anticipated that this island of residentially developed property will eventually develop into commercial uses.
 - As South Dakota Highway 20 redevelops, the City should take every opportunity to reduce access points and promote aesthetics by implementing landscaping, buffering and sign measures through site design and review.
 - The City should consider the annexation processes in order to align its corporate boundaries with 14th Avenue North. These annexations would rectify several inconsistencies with lands governed by the Codington County Zoning Land Use Plan and Zoning Ordinance.
 - The City should consider the annexation of the property currently known as “Doug’s Anchor Marine”. Annexation of this property would align the corporate boundaries south of South Dakota Highway 20.
 - Residential Redevelopment
 - There are few new residential development expectations for Section 25. Most residential development efforts will be the result of redevelopment efforts primarily in the R2 zoning district by way of conversion of existing single-family homes on small lots into larger single-family homes, duplexes, triplexes, etc.

- Flood Plain
 - It should be noted that new development and/or redevelopment efforts, whether commercial, industrial, or residential, would be hindered by the existing and proposed expansion of the 100-year flood plain. Prior to any development efforts, the City and developers will need to address floodplain limitations of the area. This may even include the consideration of the long-range possibility of removing developed property from the 100-year flood plain.
- Section 26 and Section 35 (Lake Township)
 - The three quarter sections of Section 26 and the Northeast quarter section of section 35 are located within the boundaries of the municipal airport will not experience any development.
- Section 36 (Lake Township)
 - As with other near fully developed areas of the City most future development will be in the form of redevelopment. Redevelopment efforts are anticipated in the adjacent to Highways 212 and 20 and within the existing residential neighborhoods. Most residential development efforts will focus will be the result of redevelopment efforts primarily in the R2 zoning district by way of conversion of existing single-family homes on small lots into larger single-family homes, duplexes, triplexes, etc.
 - Highways 212 and 81
 - The construction of the Events Center will be a catalyst for future commercial development in Section 36.
 - As Highways 20, 81, and 212, the City should take every opportunity to reduce access points and promote aesthetics by implementing landscaping, buffering and sign measures through site design and review.
 - Rezoning Issues
 - Due to the uniqueness and mixed uses (governmental/institutional and park/recreation), the City should consider rezoning the “C1” commercial zoned property in the northeast quarter section to the “PUD” Planned Unit Development District.
 - Because of the uses associated with the “I2” Heavy Industrial District, the City should consider rezoning the “I2” industrial zoned property in the southwest quarter section to the “I1” Light Industrial District.
 - The use and requirements of the “C3” Highway Commercial District do not seem to fit many of the properties adjacent to Kemp Avenue between South Dakota Highway 20 and Kameska Boulevard. The City should consider rezoning the some of the above-described “C3” commercial zoned property to either the “C2” Neighborhood Commercial District or an appropriate residential zoning district.

- In order to facilitate potential commercial revitalization of the area, the City should consider rezoning some of the properties north of 1st Avenue North from industrial to commercial.
 - Highways 212 and 81
 - As Highways 212 and 81 redevelop, the City should take every opportunity to reduce access points and promote aesthetics by implementing landscaping, buffering and sign measures through site design and review.
 - It is not recommended to expand the existing Highway Commercial District boundaries in this section. Specifically, the existing residential zoned areas adjacent to U.S. Highway 81 between 2nd Avenue South and 6th Avenue South should not be rezoned for future commercial uses.
 - Residential Redevelopment
 - There are few new residential development expectations for Section 31. Most residential development efforts will be the result of redevelopment efforts primarily in the R2 zoning district by way of conversion of existing single-family homes into duplexes, triplexes, etc.
 - Flood Plain
 - It should be noted that new development and/or redevelopment efforts, whether commercial or industrial, would be hindered by the proposed expansion of the 100-year flood plain. The City will need to balance the need of protecting the public while promoting redevelopment and preserving the tax base of significant geographic area of the community.
 - Prior to any development efforts, the City and developers will need to address floodplain limitations of the area.

North Growth Area Planned Urban Area

- Section 14 (Lake Township)
 - Development of available land within the City limits is presently being reserved for the Terry Redlin Freshwater Institute.
- Section 24 (Lake Township)
 - Present Planned development includes western portion of the River Ridge development and the proposed National Guard Armory to be located in the extreme southwest corner of the section.

- Section 19 (Elmira Township)
 - Compared to the other sections within the North Growth Area, it is anticipated that Section 19 should experience the majority of new development proposals and/or construction efforts during the life of this land use plan. The River Ridge development in the northwest quarter has approximately two hundred (200) lots planned for primarily low-density residential development.
 - The River Ridge master development plan calls for single-family residential development with a mixed commercial/office/medium residential development along the northern edge of the subdivision.

- Section 25 (Lake Township)
 - The Westview Addition master development plan calls for primarily single-family residential development. Presently, there are approximately thirty (30) lots available for development

North Growth Area Future Urbanized Area

- Section 13 (Lake Township)
 - With the future location of the SD Highway 20 Connector Route, there is potential for commercial development at the intersection of 7th Street West and 26th Avenue North.
- Section 24 (Lake Township)
 - With the future location of the SD Highway 20 Connector Route, there is potential for commercial development in the southwest quarter section adjacent to the SD Highway 20 Connector Route and South Dakota Highway 20. 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 Highway 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 U.S. Highway 81 and the proposed SD Highway 20 Connector Route. 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.

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)

- There are two (2) Rural Areas shown on the Future Land Use Map 18 which at some prescribed point may be within the City limits. However due to the incidence of wetlands and/or 100-year flood plain any future development should be discouraged.

➤ Section 18 (Elmira Township)

- Future development will be dictated by the development of the SD Highway 20 Connector Route combined with the build out of the River Ridge Addition in Section 19. Future Development adjacent to the SD Highway 20 Connector Route and old U.S. Highway 81 will generally be of a mixed-use nature (commercial, office, higher density residential). 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.

Northeast Growth Area

This growth area is located north of 14th Avenue North and east of U.S. Highway 81. It is bounded on the north and east by 168th Street and 459th Avenue, respectively. The area contains sections 14, 15, 16, 17, 20, 21, 22 and 23 all located within Elmira Township

Existing Land Use

The principal existing land use within the eight (8) sections of land contained in the Northeast Growth Area is agricultural. There are approximately twenty-five (25) rural residences and fifteen (15) working farms dispersed throughout the growth area. Presently only the southwest quarter of Section 20 is in the corporate limits of the City. The City has approved a master development plan for the southwest quarter (Northridge). The master development plan calls commercial/office development along the western and southern edges of the development with the remainder of the area reserved for a mixture of housing types and densities. Full build-out development has been completed for nearly one-half of the approved master plan. A Master development plan for a planned unit development (Northwoods) in a portion of the southwest quarter section of Section 16 has been approved by the City and Codington County. The planned development is planned for forty-eight (48) large lot residences.

Planning Issues

- Most of the growth area is beyond the City's projected urban service area for sanitary sewer and water and will remain in agricultural uses.
- 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.
- Portions of Sections 15, 16, and 17 are situated over a shallow aquifer and in 100-year flood plain.
- Construction of the SD Highway 20 Connector Route will result in the City utilizing South Dakota Department of Transportation access standards in approving subdivision design.
- Pressure for development along the SD Highway 20 Connector Route will occur before municipal utility services are available. The alternative of using on-site waste disposal and/or rural electricity and water supplies could create the possibility of fragmented services, and will be discouraged.
- Properties adjacent to the north interchange (exit 180) on the west side of the interstate have distinct county zoning designations which may encourage inappropriate or untimely development to occur in conflict with the City's land use plan.

Development Considerations

- Adopt South Dakota Department of Transportation access requirements to SD Highway 20 Connector Route.

- As the SD Highway 20 Connector Route and northern interchange develops, the City should take every opportunity to reduce access points and promote aesthetics by implementing landscaping, buffering and sign measures through site design and review.

Northeast Growth Area Urbanized Area

- Sections 20 (Elmira Township)
 - The southwest quarter section (Northridge Addition) is a planned development which combines a mixture of service and office commercial uses with residential development of various densities. Those existing developed areas are not expected to experience any change in use or appearance of the established neighborhoods.

Northeast Growth Planned Urban Area

- Section 16 (Elmira Township)
 - The Northwoods Addition offers a rural residential on larger acreages in a rural subdivision design. Although not within the corporate limits the development was approved by City and County in 2003. Presently there are over forty (40) available lots ranging in size from over an acre to three (3) acres.
- Section 20 (Elmira Township)
 - The Northridge master development plan calls for single-family residential development with a mixed commercial/office/medium residential development along the western and southern edges of the subdivision. The Northridge development in the southwest quarter has more than seventy (70) lots planned for primarily low-density residential development and at approximately ten (10) acres available for commercial/office development.

Northeast Growth Area Future Urbanized Area

- Sections 20 and 21 and SD Highway 20 Connector Route Corridor (Elmira Township)
 - Compared to the other sections within the North Growth Area, it is anticipated that Section 20 and 21 and the SD Highway 20 Connector Route Corridor should experience the majority of new development proposals and/or construction efforts during the life of this land use plan.
 - The southeast quarter section and the south half of the north half of Section 20 are expected to develop residentially.
 - The southwest quarter section of Section 21 is expected to develop residentially.

- Future development will be dictated by the development of the SD Highway 20 Connector Route combined with the build out of the Northridge Addition in Section 20. Future Development adjacent to the SD Highway 20 Connector Route and old U.S. Highway 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 Highway 20 Connector Route 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.

East Growth Area

The East Growth Area generally extends north of U.S. Highway 212 to 14th Avenue North and east of U.S. Highway 81 to approximately three and one-half miles east of Interstate 29. The area contains Sections 26, 27, 28, 29, 32 33, 34, 35, and the south half of 36 all of which are located in Elmira Township and the South half of Section 31 in Kranzburg Township.

Existing Land Use

Excluding the existing and proposed developments in Section 29 and 32, the Northwest Quarter of Section 28, the West Half of Section 33, the South Half of Section 34 and portions of the Southeast Quarter of Section 33, the remainder of this Growth Area consists of scattered low density residential/farm acreages, other rural agricultural uses and aggregate mining operations.

Section 29 (Elmira Township) is an established developed area of the community. Only a small portion in the northeast quarter section remains to be developed. The northeast quarter consists of single-family dwellings, a church, an elementary school and a park. The southeast quarter section again is primarily developed for single-family dwellings with a single concentration of multiple family units near the intersection of 3rd Avenue North and 11th Street East. The southwest quarter of this section is developed residentially (75% single-family 25% multiple-family). Additional development uses of note include several commercial and office uses adjacent to U.S. Highway 81 and the Middle School. With exception to a private school, church, cemetery, and a lone rural residence, the remainder of the northwest quarter section is open space property owned by the City for the purposes of drainage retention and future cemetery expansion.

Similar to Section 29, Section 32 (Elmira Township) is an established developed area of the city with near maximum buildout. The majority of the land use within this section is residential; principally single-family with three (3) concentrated areas of manufactured housing and multiple family dwellings intermixed throughout the area. Commercial and office uses are predominant along U.S. Highway 212 and may further be found adjacent to U.S. Highway 81 near the "Uptown" central business district and near the intersection of Highways 212 and 81. Other subordinate uses found within this area include schools, parks, churches, library, and supporting utilities.

The entire northwest quarter section of Section 28 (Elmira Township) has been master planned with approximately forty (40) percent of the quarter section platted and developed primarily to single-family residential development. In addition to two multiple family dwellings, there is a funeral home and church adjacent to 19th Street East. Property at the intersection of 19th Street East and 14th Avenue North is presently undeveloped but zoned for commercial uses. There are three (3) rural residences in the southwest quarter section and one (1) rural residence in the northeast quarter section. The remainder of the section is in agricultural use.

While there is limited existing development (cemetery, convenience store, several single-family homes and multiple family dwellings) in the western half of Section 33 (Elmira Township), the remainder of the half section has been master planned for future development. The southwest quarter section is proposed to develop with commercial and multiple family uses. The Dakota Commons development in the northwest quarter section will consist of primarily of single-family residences intermixed with lower density multiple-family dwellings and proposed commercial development adjacent to 19th Street East. Excluding The two (2) residential acreages and one

(1) electrical equipment storage area adjacent to U.S. Highway 212, the remainder of the east half of Section 33 is predominantly in either an active aggregate mining or reclamation stage.

Much of the southeast quarter of Section 34 (Elmira Township) is either presently developed or master planned. There are several highway commercial uses adjacent to U.S. Highway 212 with the Pheasant Ridge Industrial Park located north of said commercial uses. Much of the west half of Section 34 north of the existing highway commercial development is predominantly in either an active aggregate mining or reclamation stage.

At present there are only two (2) rural residences in Section 35 (Elmira Township) adjacent to U.S. Highway 212 and no developed uses in either south half of Section 36 (Elmira Township) or the south half of Section 31 (Kranzburg Township).

There are four (4) farms located within Section 26 (Elmira Township). Nearly the entire section is located over the aquifer. The 100-year flood plain follows the drainage area of Willow Creek.

Within Section 27 (Elmira Township) there are fourteen (14) rural residences with ten (10) of the residences concentrated in a rural subdivision development. The remainder of the section is in agricultural use with the 100-year flood bisecting the west half of the section following the Willow Creek drainage area.

Planning Issues

- Most of the growth area is beyond the City's projected urban service area for sanitary sewer and will remain in agricultural uses.
- The Municipal Utilities have stated that there is sufficient capacity and ability to expand the service areas of existing utilities into the planned urban development and future urbanized areas.
- The construction of the proposed 1st Avenue North Extension will result in necessity for the City to determine access standards for this collector street.
- There are 100-year floodplains located in Sections 26, 27, 33, and 34. The City and Codrington County have both adopted the "near-zero" rise flood plain ordinance for the Willow Creek area located for these sections.
- Shallow aquifer may be found in Sections 26, 27, 33, and 34. Due to the proximity to the City and potential future growth, the aquifer located in Sections 33 and 34 will especially need to be considered when locating various land uses (basements, heavy commercial/light industrial uses)
- There are properties adjacent to U.S. Highway 212 with distinct county zoning designations which may encourage inappropriate or untimely development to occur in conflict with the City's land use plan.
- The construction industry will continue to use this area as a major source of construction aggregate. Some pressure for development is likely to occur as land is reclaimed once mining is completed.

- A drainage break that runs from the northwest to the southeast through this growth area will act as a constraint to future development until major utility improvements are extended into the sewer basin.

Development Considerations

- Adopt South Dakota Department of Transportation access requirements for 1st Avenue North Extension.
- Preserve the flood plain area along Willow Creek for open space and park use in conjunction with Willow Creek greenway improvements.
- Adhere to South Dakota Department of Transportation access requirements for properties adjacent to U.S. Highway 212.

East Growth Area Urbanized Area

- Sections 29 and 32 (Elmira Township)
- Sections 29 and 32 are established developed areas of the community where major changes to the existing land uses or appearance of the established neighborhoods are not anticipated.
 - Flood Plain
 - It should be noted that new development and/or redevelopment efforts, whether commercial or residential, are hindered by the existing 100-year flood plain that follows Roby Creek. In recent years considerable improvements have been made to detention facilities north of this drainage area. It is quite possible that with the improvements in place a restudy of the drainage area could possibly reduce the size of the flood plain. This would allow property owners the option, rather than then be required, to purchase flood insurance. The reduction in flood plain may also spur reinvestment into existing residential and commercial developments.
 - Highways 212 and 81
 - As Highways 212 and 81 redevelop, the City should take every opportunity to reduce access points and promote aesthetics by implementing landscaping, buffering and sign measures through site design and review.
 - It is not recommended to expand the existing Highway Commercial District boundaries in this section. Specifically, the existing residential zoned areas adjacent to U.S. Highway 81 between 2nd Avenue South and 6th Avenue South should not be rezoned future commercial uses.

- Sections 33 and 34 (Elmira Township)
 - Annexation Issues
 - There are several commercial uses on the north side of U.S. Highway 212 where the City should consider annexation in order to align its corporate boundaries and to have the ability to exercise land use controls over existing and future commercial/industrial uses.

East Growth Area Planned Urban Area

- Section 28 (Elmira Township)
 - The entire northwest quarter section of Section 28 (Elmira Township) has been master planned. The Eastwoods addition contains over one hundred sixty (160) lots for primarily single-family residential development.
- Section 29 (Elmira Township)
 - There are over fifty (50) available lots in the Konrady Addition available for single-family residential development.
- Section 33 (Elmira Township)
 - The Dakota Commons master development plan (located in the northwest quarter section) calls for single-family residential development with a mixed commercial/office/medium residential development along the northern edge of the subdivision.
 - The southwest quarter section is proposed to develop with commercial and multiple family uses. Pressure to develop this area will be dependent upon the construction of the 1st Avenue North Extension project.
- Section 34 (Elmira Township)
 - The Pheasant Ridge Industrial Park located in the southeast quarter section has twelve (12) lots available for industrial uses.
 - In the southwest quarter section, there are two platted lots available for highway commercial development near the Country Inn and Comfort Inn.

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.

- 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.
 - With the development of the 1st Avenue Extension, it is expected that there will be mixed-use development, including office, retail, and medium/high density residential, possibilities north of U.S. Highway 212. Master planning of these sites should address access and pedestrian transportation (sidewalk/trails).
- Section 35 (Elmira Township)
 - It is possible that the west half of the west half of this section could develop as an expansion of the Pheasant Ridge Industrial Park.

East Growth Area Rural Area

- Section 27 (Elmira Township)
 - While it is recommended that this section remain in a rural status, there is potential for the development of a golf course to be located in the west half of this section. If developed, it is expected that residential uses will be combined throughout the design of the golf course.
- Sections 26, 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 Codrington 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 U.S. Highway 212 is not encouraged until municipal services are available.

Southeast Growth Area

The Southeast Growth Area generally extends south of U.S. Highway 212 to 174th street and east of U.S. Highway 81 to approximately three and one-half miles east of Interstate 29. The area contains the North Half of Section 1, all of sections 2, 3, 4, 5, 8, 9, 10, in Sheridan Township and the North half of Section 6 in Kranzburg Township.

Existing Land Use

Excluding the existing and proposed developments in Sections 3, 4, and 5 (Sheridan Township), the remainder of this growth area consists of scattered low-density residential/farm acreages, other rural agricultural uses, and sanitary sewer holding ponds.

Section 3 (Sheridan Township) is divided in half by Interstate 29. The northwest quarter section and the north half of the southwest quarter section are located within the City limits. Those properties within the City limits are master planned for highway commercial and office/industrial uses. More than one-third of the area is presently developed with office/industrial uses, the Redlin Art Center, medical services, and a hotel. The property has several zoning classifications, Industrial, Highway Commercial, and Business Park, all of which are commonly found in arterial corridor developments. Regarding development outside of the City limits, there is one farm and one rural residence in the northeast quarter section.

Nearly three-fourths of Section 4 (Sheridan Township) is within the corporate limits of the City and much of that area is developed or master planned. The northwest quarter section consists of large retail outlets, auto dealership, a manufactured home court and a gas pipeline facility. Land use development in the northeast quarter section is intermixed with several single-family acreages, a dairy farm, a turkey farm, cement plant, trucking firm, and planned industrial park. There is a soccer complex in the southwest quarter and the remainder of the section is in agricultural use with one (1) farm and one (1) rural residence. The entire section is situated over the shallow aquifer and there is a 100-year flood plain which follows the Willow Creek basin.

Similar to Section 4, Section 5 (Sheridan Township) is an established developed area of the City in which over half of the north half of Section 5 is developed. The majority of the developed land use within this section is commercial and industrial. The southern half of this section is primarily in an open space/agricultural use context. The City utilizes a portion of the southeast quarter section for sanitary sewer treatment purposes. Most of the southwest quarter section is outside of the City limits. In the southwest corner of the southwest quarter section within the City limits there are five (5) single-family acreage residences, a manufactured home court, and two commercial uses. Outside of the City limits there are three (3) rural residences and an executive golf course. The entire section is situated over the aquifer and nearly the entire south half of the section and a portion of the northeast quarter section are within the 100-year flood plain.

In the north one-half of Section 1 (Sheridan Township) there are fourteen (14) rural residences, two (2) farms and one (1) commercial site with all but one farm adjacent to U.S. Highway 212 in the northwest quarter section.

Land use in Section 2 (Sheridan Township) consists of one (1) farm in the southeast quarter section, three (3) rural residences and the South Dakota Department of Transportation building and equipment yard in the northwest quarter section, and the Western Area Power Administration complex in the northwest and southwest quarter sections.

Within Section 8 (Sheridan Township) there are only two (2) small farms adjacent to U.S. Highway 81 and one (1) rural residence adjacent to 20th Avenue South in the northwest quarter section. The north half of the section is situated over the aquifer and there is a significant 100-year flood plain in the northeastern part of the section

Section 9 (Sheridan Township) is very similar to Section 8. Presently there is one (1) farm and a gravel pit in the northwest quarter section. Further most of the section is situated over the aquifer and a large 100-year flood plain following the Big Sioux River bisects the section northwest to southeast.

Interstate 29 bisects the east half of Section 10 (Sheridan Township). Hefty Seeds and Carlson Homes are situated on property zoned by Codington County for commercial and industrial uses in the southeast quarter section east of the Interstate and adjacent to 458th Avenue. In addition to these commercial/industrial uses, there are four (4) rural residences and two farms located within the section. Approximately one-half of the west half section is over the shallow aquifer and more than half of the southwest quarter section contains the 100-year flood plain.

Presently the only established development in the north half section of Section 6 (Kranzburg Township) consists of a farm in the northwest quarter section and a rural residence adjacent to U.S. Highway 212 in the northeast quarter section. There is an incidence of the 100-year flood plain the southeast quarter section.

Planning Issues

- With the exception of the higher elevation areas south of 20th Avenue South, the Municipal Utilities have stated that there is sufficient capacity and ability to expand the service areas of utilities (electricity, natural gas, water) into the planned urban development and proposed future urbanized areas.
- 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.
- Excluding a portion of Sections 1, 2, 3, and 10 of Sheridan Township and Section 6 of Kranzburg Township, all or significant portion of the remaining sections of this growth area are situated over a shallow aquifer.
- There is an existing flood plain which is associated with the location of the Big Sioux River and Willow Creek.
- There are 100-year floodplains located in Sections 4 and 9. The City has adopted the “near-zero” rise flood plain ordinance for the Willow Creek area located for these sections.
- The future Super Wal-Mart retail store combined with the Terry Redlin Art Museum and future development of the Endres Industrial Park and Mallard Point Business Park Development in the Sections 3 and 4 will or have the potential to transform the growth area and may have significant impact on future land use and traffic patterns.

Development Considerations

- Adhere to South Dakota Department of Transportation access requirements for properties adjacent to U.S. Highway 212.
- Consider the development of a southern business route utilizing 20th Avenue South.

Southeast Growth Area Urbanized Area

- Sections 2, 3, 4, 5 (Sheridan township)
 - Significant changes to the existing land uses or appearance of the established commercial/industrial neighborhoods are not anticipated. The City will however need to address the issue of the existence of lots which do not conform to the area requirements contained in the highway commercial and industrial zones.
 - It is expected that the existing residential and farm uses adjacent to U.S. Highway 212 in Section 4 will eventually develop into commercial or industrial uses.

Southeast Growth Area Planned Urban Area

- Sections 3 and 4 (Sheridan township)
 - There are more than thirty (30) available development sites in the Mallard point Business Park and Endres Industrial Park
- Section 5 (Sheridan township)
 - There are several lots available in the northeast and northwest quarter sections for light industrial or highway commercial uses.

Southeast Growth Area Future Urbanized Area

- Sections 2, 3, and 4 (Sheridan Township)
 - The northeast quarter section of Section 3 and the northwest quarter section of Section 2 adjacent to U.S. Highway 212 are expected to develop commercially.
 - With the projected commercial and industrial development within the Endres Industrial Park and Mallard Point Business combined with a potential southern business route along 20th Avenue South, there will be future pressures for commercial and industrial development in sections 3 and 4.
- Section 8 (Sheridan Township)
 - Property adjacent to U.S. Highway 81 is expected to develop commercially or industrially.

Southeast Growth Area Rural Area

- Development should be discouraged in those areas of sections 5, 8, 9, and 10 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.

South Growth Area

This growth area is located between U.S. Highway 212 and 174th Street and bounded on the east and west by U.S. Highway 81 and Pelican Lake, respectively. The area contains all or portions of Sections 1, 10, 11, and 12 in Pelican Township and Sections 6 and 7 in Sheridan Township.

Existing Land Use

The principal existing land use within the non-city portion of Sections 10, 11, and 12 (Pelican Township) and Section 7 (Sheridan Township) is agricultural.

The north half and southeast corner of the southeast quarter section of Section 1 (Pelican Township) are within the City limits. Development adjacent to U.S. Highway 212 consists of a variety of highway commercial and light industrial land uses. Manufactured housing developments make up the remainder of the developed property within the north half of the section. Oak Valley Farms (turkey processing plant) occupies the southeast corner of the southwest quarter section. The remainder of the section does not contain a great deal of developable property due to the incidence of shallow aquifer, wetlands and flood plain.

Pelican Lake represents more than ninety (90) percent of the geographic area of Section 10 (Pelican Township). There are eight (8) existing rural residential structures, adjacent to Pelican Lake in the southeast quarter section. Nearly the entire developable land within is county-zoned as Lake Park. Furthermore, the entire section is located over the shallow aquifer.

As with Section 10, all of Section 11 (Pelican Township) is over the aquifer and a large portion of the section situated over Pelican Lake (approximately fifty percent). There are over twenty (20) single-family residences immediately adjacent to Pelican Lake (Air Haven Development). In addition, fourteen rural residences are located adjacent to Pelican Avenue or 176th Street in the southwest quarter section. Finally, there is one (1) rural residence and one (1) farm located in the southeast quarter section. The Burlington Sante Fe Railroad bisects the southwest and southeast quarter sections. Within this section, Codington County has zoned an area one thousand (1,000) feet back from the normal high water of Pelican Lake as Lake Park.

There are thirteen (13) rural residences in the southeast quarter of Section 12 (Pelican Township) with the highest concentration located adjacent to 7th Street West. Codington County has zoned an area one thousand (1,000) feet back from the normal high water of Pelican Lake as Lake Park of which presently contains two single-family residences. Finally there is one (1) rural residence and (1) farm located in the southwest quarter section. With the exception of the south half of the southwest quarter section, the remainder of the section is situated over the aquifer.

Excluding most of the southwest quarter section and the area adjacent to U.S. Highway 81 in the southeast quarter section, the remainder of Section 6 (Sheridan Township) is within the City limits. Established development within the City limits of the section includes the Hanten Industrial Park in the southeast quarter section. This industrial park is home to the Glacial Lakes Energy ethanol plant. The developed portion of the northeast quarter section adjacent to U.S. Highways 212 and 81 contains a variety of highway commercial and light industrial land uses. Lastly there is a manufactured home residential development within the southwest quarter of the section.

Regarding development outside of the City limits, there is a salvage operation (Roger's Salvage). This operation is presently a non-conforming use as defined by Codington County's Zoning regulations. County development adjacent to U.S. Highway 81 in the southeast quarter includes two residences and three commercial operations. Similar to the salvage operation in the southwest quarter section, the adult use (South Fork), salvage operation/auto sales (Padgetts) and the welding shop (81 welding) are non-conforming uses under the county's zoning regulation. The entire section is situated over the shallow aquifer and there is a significant 100-year flood plain which follows the Big Sioux River basin.

Most of the northeast quarter section and the north half of the southeast quarter section of Section 7 (Sheridan Township) are within the City limits. Established development in the northeast quarter section primarily consists of one single-family residence and one manufactured home in the extreme northwest corner of the quarter section, a communication tower and vacant commercial building adjacent to U.S. Highway 81 on county zoned commercial property, and the Mother of God Monastery. In the southeast quarter section there are eleven (11) rural residences, Bennett Place Apartments, and the educational complex formerly known as Harmony Hill. There is the incidence of shallow aquifer in the west half of the west half of the section and also in the north half of the north half of the section.

Planning Issues

- It is necessary for the City and Codington County to address future development of the north, south and east west shores of Pelican Lake.
- With the exception of the higher elevation areas south of 20th Avenue South, the Municipal Utilities have stated that there is sufficient capacity and ability to expand the service areas of utilities (electricity, natural gas, water) into the planned urban development and proposed future urbanized areas.
- 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.
- Much of the shoreline adjacent to Pelican Lake is located within the 100-year flood plain.
- Pressure for development along the shores of Pelican Lake over the aquifer will occur before municipal utility services are available. The alternative of using on-site waste disposal and/or rural electricity and water supplies could create the possibility of fragmented services, and will be discouraged.
- There are properties adjacent to Pelican Lake with distinct county zoning designations which may encourage inappropriate or untimely development to occur in conflict with the City's land use plan.
- Construction of a proposed Southern business route will result in the City utilizing South Dakota Department of Transportation access standards when approving subdivision design.
- Excluding a portion of Section 7 of Sheridan Township, all or significant portion of the remaining sections of this growth area are situated over a shallow aquifer.

- There is an existing flood plain which is associated with the location of the Big Sioux River. Based upon preliminary study, the flood plain will expand and will have a significant impact on existing developed areas (southwest Watertown and Pelican Lake)

Development Considerations

- Adopt South Dakota Department of Transportation access requirements to proposed southern business route.
- Development in the Codington County Lake Park District adjacent to Pelican Lake will be discouraged if the density of the proposed development has the potential to harm the aquifer.
- Development in the Codington County Lake Park District adjacent to Pelican Lake which has the potential to negatively impact existing township and county roads will not be encouraged.
- The City will need to explore the possibility of expanding the rail authority into Sections 7 and 12 for the purpose of new rail lines to support future industrial activity.

South Growth Area Urbanized Area

- Section 1 (Pelican Township) and Sections 6 and 7 (Sheridan Township)
 - It is expected that most of the established developed areas of this section would retain its status quo.

South Growth Area Planned Urban Area

- Section 1 (Pelican Township)
 - Presently there is an approximate five (5) acre vacant parcel in the northwest corner of the northwest quarter section. It is expected that this parcel will develop similar to other uses adjacent to U.S. Highway 212.
- Section 6 (Sheridan Township)
 - Presently there is available land for industrial development in the Hanten Industrial Park.
 - There is an approximate four (4) acre vacant parcel in the northeast corner of the corner of the northeast quarter section. It is expected that this parcel will develop as similar to other uses adjacent to U.S. Highway 212.

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 consider the annexation processes in order to align its corporate boundaries with U.S. Highway 81. These annexations would rectify several inconsistencies with lands governed by the Codington County Zoning Land Use Plan and Zoning Ordinance. Once annexed the property adjacent to U.S. Highway 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 the northeast quarter of the northeast quarter section of Section 12 (Pelican Township) would be a natural area for expansion of industrial land uses. It should be noted that 20th Avenue South would need to be improved to accommodate future traffic volumes.

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.

Pelican Lake Growth Area

This growth area is located south of U.S. Highway 212 south to Pelican Lake and bounded on the east and west by 21st Street West and 447th Avenue, respectively. The area contains all or portions of Sections 1 in Kampeska Township and Sections 2, 3, 4, 5, 6, 7, 8, 9, and 18 all of which are located in Pelican Township.

Existing Land Use

The principal existing land use within the non-city portion of Section 1 (Kampeska Township) and Sections 3, 4, 5, 6, 7, 8, 9, and 18 (Pelican Township) is agricultural. The north one-half of Section 1 (Kampeska Township) contains a twelve (12) single-family residences with the highest concentration in the northwest quarter section adjacent to U.S. Highway 212. Also within the north half of this section there is one industrial site (Tower Systems) and one (1) commercial site. A 100-year flood plain bisects the north half of this section.

Development within Section 4 (Pelican Township) consists of three (3) rural residences and one (1) farm. There are two (2) platted lots available for residential development in the southeast corner of the southeast quarter section (Long's Addition). The entire section is situated over a shallow aquifer. Presently the north six hundred sixty (660) feet of this section has a Codington County commercial zoning designation. In addition, approximately twenty (20) acres in the south east corner of the southeast quarter section is currently zoned by Codington County as Lake Park. Lake Park allows for two (2) acre residential development. It should be noted that a master drainage study has been completed for the east half the section and approximately the east half of the northwest quarter section.

Within Section 5 (Pelican Township) there are two (2) farms, twelve (12) rural residences and one (1) general commercial/light industrial area. Most of the rural residential acreages are located in the northwest quarter section. The commercial area in the northwest quarter of the northeast quarter section contains a bar/tavern and, several storage facilities. Most of the southeast quarter section and approximately half of the northeast quarter section are situated over the shallow aquifer. It should be noted that the north six hundred sixty (660) feet of the northeast quarter section has a county commercial zoning designation.

At present there are no developed uses in Section 6 (Pelican Township) and one (1) rural residential acreage in Section 7 (Pelican Township). Within Section 6 there are significant areas of wetlands and flood plain in the north half of the section near U.S. Highway 212. While no development exists in the east half of Section 17 (Pelican Township), a small area in the southeast quarter section, which is within one thousand (1,000) feet of Pelican Lake, has a county zoning designation of Lake Park that allows for residential development on two (2) acres.

Pelican Lake represents more than ten (10) percent of the landmass of Section 8. The remainder of the section is primarily undeveloped with the exception of one (1) rural acreage in the northwest quarter section and a South Dakota Department of Game, Fish, and Park Campground in the southeast quarter section. Half of the section is located over a shallow aquifer.

Pelican Lake represents more than half of the geographic area of Section 9 (Pelican Township). There are two (2) existing rural residential structures, an abandoned gravel mine and two (2) lots platted for residential development in the northeast quarter section. Within this section, Codington County has zoned an area one thousand (1,000) feet back from the normal high

water of Pelican Lake as Lake Park. Since the State of South Dakota owns the lake frontage in this section, future lake front development does not appear to be a development issue. However there have been recent requests to develop a portion of the northeast quarter section. Furthermore, the entire section is located over the shallow aquifer.

Only the northeast quarter section of Section 18 (Pelican Township) is within the growth area. Currently there are five (5) homes situated near Pelican Lake in the County's Lake Park District. Over forty (40) percent of this quarter section is zoned by Codington as Lake Park. Most of the quarter section is not located over the aquifer. There are three (3) significant instances of wetlands and flood plain within the section.

A portion of the northwest quarter section and the entire northeast quarter section of Section 2 (Pelican Township) is within the City limits. Established development in the northeast quarter section primarily consists of a manufactured home court and various highway commercial and industrial uses adjacent to U.S. Highway 212. The Redlin Art Manufacturing complex is located in the northwest corner of the northwest quarter section. Outside of City limits, Pelican Lake makes up the south half of this section. There are approximately thirty (30) single-family residences adjacent to Pelican Lake in the northwest quarter section. Codington County has zoned an area one thousand (1,000) feet back from the normal high water of Pelican Lake as Lake Park. There is incidence of 100-year flood plain adjacent to Pelican Lake and the entire section is situated over the shallow aquifer.

Similar to Section 2, within Section 3 (Pelican Township) there is an incidence of 100-year flood plain adjacent to Pelican Lake and the entire section is situated over the shallow aquifer. Approximately one-third of the northeast quarter section is located within the City limits. Existing development within the city consists of manufactured home development (Borns Addition) and several commercial uses in the (former UPS building adjacent to U.S. Highway 212).

Outside of the City limits there is a single-family development consisting of seventeen (17) homes in the southeast quarter section adjacent to Pelican Lake. In addition to the two (2) rural acreages north of the existing single-family development there is a commercial storage facility and a manufactured housing development (approximately seventy units) in the northwest quarter section. In the northeast quarter section there are three (3) commercial/industrial uses adjacent to U.S. Highway 212 (Rounders Bar, CSS Farms, Dakota Distribution. Codington County has several zoning classifications applied to various properties in this section. The area one thousand (1,000) feet back from the normal high water of Pelican Lake is zoned as Lake Park. Further, the north six hundred sixty (660) feet of the northwest quarter is zoned for commercial use and the remainder of the northeast quarter outside of City limits is presently zoned heavy industrial.

Planning Issues

- It is necessary for the City and Codington County to address development of the north and west shores of Pelican Lake.
- The proposed Horning Development in the south half of Section 3 (Pelican Township) has the potential to transform the growth area and will have significant impact on future land use and traffic patterns, and will further establish the precedent for managing growth in this geographic area.

- The Municipal Utilities have stated that there is sufficient capacity and ability to expand the service areas of utilities (electricity, natural gas, water) into the planned urban development and proposed future urbanized areas.
- Excluding Sections 6, 7, and 18 of Pelican Township, and Section 1 of Kampeska Township all or significant portion of the remaining sections of this growth area are situated over a shallow aquifer.
- Much of the shoreline adjacent to Pelican Lake is located within the 100-year flood plain.
- Pressure for development along the north shore of Pelican Lake over the aquifer will occur before municipal utility services are available. The alternative of using on-site waste disposal and/or rural electricity and water supplies could create the possibility of fragmented services, and will be discouraged.
- There are properties adjacent to U.S. Highway 212 and/or Pelican Lake with distinct county-zoning designations which may encourage inappropriate or untimely development to occur in conflict with the Plan.

Development Considerations

- Adhere to South Dakota Department of Transportation access requirements for properties adjacent to U.S. Highway 212.
- Development in the Codington County Lake Park District adjacent to Pelican Lake will be discouraged if the density of the proposed development has the potential to harm the aquifer.
- Development in the Codington County Lake Park District on the north and west sides of Pelican Lake which has the potential to negatively impact existing township and county roads will not be encouraged.
- Urban density development without municipal services is discouraged.
- Development and redevelopment efforts within the flood plain shall conform to flood plain ordinance design criteria.
- Developers will be required to make improvements to 33rd and 42nd streets as adjacent land develops.
- At a minimum, future rural density development (small acreages) of lands adjacent to Pelican Lake and/or over the aquifer should be designed utilizing Codington County Planned Residential Development zoning district standards.
- Urban density development over the aquifer shall be required to access municipal sanitary sewer services or provide a city-approved alternative to municipal sanitary sewer.
- Due to the incidence of aquifer, residential development in the Codington County Lake Park District should be limited to residences utilizing holding tanks with pumping records.

Pelican Lake Growth Area Urbanized Area

- Section 2 and 3 (Pelican Township)
 - It is expected that most of the established developed areas of this section would retain its status quo.

Pelican Lake Growth Area Planned Urban Area

- Section 2 (Pelican Township)
 - There are few new development expectations for existing urban areas of Section 2. Most residential development efforts will consist of approximately eighty (80) available sites for manufactured home development in Mallard Cove manufactured home court. Due to the incidence of wetlands and flood plain south of the existing manufactured home development, expansion of Mallard Cove manufactured home court is not encouraged.
- Section 3 (Pelican Township)
 - Within the Born's Addition, there are approximately twenty (20) sites available for manufactured home development.

Pelican Lake Growth Area Future Urbanized Area

- Section 2 (Pelican Township)
 - Property adjacent to U.S. Highway 212 is expected to develop commercially or industrially.
 - The City should work with the county in rezoning the remainder of the northwest quarter section outside of the City limits from heavy industrial back to agricultural.
 - 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 county's "Lake Park District".
 - It is probable that the property north of the Kittelson'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 U.S. Highway 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 U.S. Highway 212 is expected to develop commercially or industrially.
- The existing manufactured home development in the northwest quarter section is a non-conforming use as defined by Codington County's Zoning regulations. It is expected that over time, the existing use 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.
- Presently there are preliminary proposals to develop the south half of the section. Due to the incidence of shallow aquifer and density of the proposed development, annexation, street construction and connection to municipal services will be required prior to any additional development in this part of the section.
- 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 U.S. Highway 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 U.S. Highway 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 U.S. Highway 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 if joint jurisdictional zoning occurs as a result of this plan, it is recommended that a "Rural Residential Estate" district be created 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 U.S. Highway 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.

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 2004. 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.

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. Presently the City does not share joint jurisdictional zoning with Codington County. It is recommended that the City work with Codington County to develop a joint jurisdictional ordinance which would establish land use planning and regulatory policies in the areas identified within this Plan that are outside of the corporate limits of the City. The development of joint policies will aid the City and County in a coordinated approach to manage sprawl and scattered development.

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 utilize the 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 22 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 (Green and Yellow 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 green designation on the map represents existing developed areas of the city which may redevelop. The yellow designation on the map represents those areas which have been approved for development and are anticipated to be completed by 2020.

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 2010.

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 (Aqua and Magenta)

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 aqua designation on the map represents existing developed areas of the city which are not recommended to develop before 2010. The magenta designation on the map represents those areas which are not recommended to develop before 2015. 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 2020.

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.

