

XI. Rural Development Plan

Urban and Rural Development Issues

Major development issues over the next 10- to 20-year period will continue to be aimed at avoiding conflicts between rural and urban uses and developing an efficient growth pattern for the city. As development pressure expands around the city of Sioux Falls into Lincoln and Minnehaha Counties, the need for a comprehensive plan and joint review of future zoning decisions becomes more critical.

Problems can occur when urban growth takes place in scattered and inappropriate areas next to agricultural and rural residential properties. Conflicts may include increased noise, traffic, flooding and erosion from storm drainage, road maintenance concerns, odors, and groundwater pollution from septic systems.

Under the provisions of this plan, nine growth areas surrounding Sioux Falls have been outlined as shown on Map XI(a). These growth areas include lands within the 2015 Growth Area where development is expected to occur, in addition to agricultural land beyond the urban service boundary where the existing rural character is to be maintained. A number of transition areas are also identified. These are characterized by a mix of different land uses. Farming activities continue to operate among rural residential subdivisions, large residential acreages, and vacant parcels too small to support long-term agricultural use. Some of the land within transition areas will be annexed during the planning period and will be provided with public services. Land in other transitional areas will remain in the unincorporated area where there is a general lack of public services. These areas are not projected to support long-term agricultural use nor will intensive farming operations such as large-scale feedlots and confinement facilities be appropriate.

Long-range planning and joint decision making which involves both the City and the two counties is necessary to ensure that future urban development makes an orderly transition from the rural area, and to preserve the rural areas beyond the urban service boundary. This promotes orderly growth, helps to minimize conflicts between urban and rural areas, keeps the growth of the city concentrated, and effectively manages the increased costs of providing public urban services such as water and sewer mains, road maintenance, storm water drainage, gas lines, fire protection, police protection, and electrical lines.

The Rural Development Plan pertains directly to the special areas of development concern identified by all three planning commissions and governing commissions. The intent of this plan is to provide both Sioux Falls and the two counties with the necessary tools needed to respond to continued growth and change of the physical environment. The development plan has been formulated to guide local officials in their land use decisions and direct the implementation through subdivision regulations and zoning ordinances. It represents the interest of all three jurisdictions to manage future growth in a manner consistent with an overall land use plan, and to develop and maintain a healthy working relationship between commissions to achieve common goals and objectives.

Wayne Township Growth Area

This area is located along the western boundary of the city of Sioux Falls and extends from 12th Street to the county line (57th Street). The area is largely undeveloped and currently in agricultural use.

There are several factors which will contribute to the development potential of this growth area. The Sioux Falls projected urban service area boundary includes a portion of this area. Roosevelt High School is adjacent to the area and Memorial Middle School and adjoining city park are located at 26th Street and Sertoma Avenue. Future transportation improvements include the construction of Sertoma Avenue between 12th and 57th Streets and the westward extension of 26th Street to

Sertoma Avenue. Plans to construct a full interchange at 26th Street and I-29 are being pursued in an effort to provide improved access to the interstate system and the southwest shopping area.

There are two contrasting subareas within the growth area. The area north of 41st Street is characterized by a fairly well-defined surface drainage system. The entire subarea is drained by Skunk Creek. The land south of 41st Street has tightly compacted clay soils, a high water table, and poorly defined drainage patterns. These conditions impose severe constraints to future urban development.

A residential subdivision which developed at the 41st Street and Ellis Road intersection in the early 1970s underscores the problems which plague the southern portion of the growth area. On-site sewage disposal systems installed to serve this development malfunctioned and created potential health problems as sewage surfaced on the ground. The Prairie Meadows Sanitary District was formed to alleviate this problem. A collection system and force main now transports sewage to the city for treatment.

These soil limitations extend inside the city as well. Poor surface drainage causes storm drainage and street maintenance problems while the high water table has been known to cause basement sumps to be pumped into floor drains, overloading sanitary sewer lines.

Skunk Creek bisects the northeastern portion of the study area. The 100-year floodplain extends along this waterway as well as a minor tributary on the south side of 12th Street. Commercial and industrially zoned properties are located at the intersection of 12th Street and the Ellis Road. Only limited development has occurred at this time.

Planning Issues

- Memorial Middle School will be a catalyst for residential development, along with nearby recreation facilities and proposed transportation improvements.
- The potential for river greenway improvements in the northern portion of the growth area will complement residential development and provide a link to the entire greenway system.
- Major transportation improvements planned for this area will relieve congestion problems and support further growth of the area.
- Pressure for commercial development can be expected along the major traffic corridors and at major street intersections.
- Poor soil characteristics and an ill-defined surface drainage system pose significant problems to the outward expansion of the urban area west of Tea/Ellis Road and south of 41st Street.
- The growth area has remained relatively free of small nonagricultural parcels which should be a benefit to the orderly outward expansion of the city.
- A portion of the Sioux Falls urban service area is located within the Lennox and West Central school districts.

Development Considerations

- Reserve the land area north of 41st Street primarily for residential uses. The 26th Street interchange is key to such development.
- Continue agriculture as the dominant land use south of 49th Street. Property within the sewer basin will be allowed to develop with proper drainage and utility facilities.
- Allow development contiguous to the city of Sioux Falls as utilities become available. Annexation of the Prairie Meadows Sanitary District will occur only when city development extends to that point.
- Maintain present lot sizes which exist within the Prairie Meadows Sanitary District until other municipal services become available. The service area boundary of the sanitary district will not be expanded before annexation occurs.
- Limit commercial centers to the Ellis Road at 12th, 26th, and 41st Streets. Development will not occur until urban utilities and services are available unless agricultural related.
- Preserve the floodplain area along 12th Street for open space and park use in conjunction with the Skunk Creek greenway improvements.
- The development of the Westside Corridor will be based upon the pace of the development within this growth area. Land use considerations should be consistent with access management principles, additional setbacks, and aesthetic landscape design to present a positive image of the community.

Skunk Creek Growth Area

Skunk Creek is a major regional waterway, which flows in a southeasterly direction until it meets the Big Sioux River in western Sioux Falls. Sand and gravel deposits are prevalent along the creek basin. Over 1,600 acres of land are owned by local construction companies, the City of Sioux Falls, and Minnehaha County. Several sites are being actively mined at the present time. Underlying a large portion of the growth area is the Skunk Creek aquifer. The City recently exercised its water rights by constructing a well at the lower end of the aquifer.

Two main haul routes are used to transport material to area construction sites. County Highway 140 is an east-west route which provides direct access to Sioux Falls at Russell Street and I-29. The other route is a north-south township road running between State Highways 42 and 38. Residential subdivisions have developed at each end of the township road. Dust and truck speed are common complaints, particularly from residents of the West Acres subdivision.

Residential development is concentrated in the two subdivisions: a strip residential area along 12th Street west of Skunk Creek, and in Ellis, an unincorporated area which developed along the Chicago Northwestern Railroad. A few commercial and industrial businesses occupy frontage along the tracks in Ellis although the railroad is no longer an economic factor due to abandonment. A low density of residential acreages are scattered throughout the growth area.

Once the areas are mined, reclamation and reuse is an important consideration. The area north of 12th Street between Sertoma Avenue and west of Tea Ellis will be allowed to be filled with ground and surface water and redeveloped as a man-made lake. The surrounding area will be donated to the city as an approximately 300-acre park with associated public amenities.

Planning Issues

- Most of the growth area is beyond the city's projected urban service area and will remain in agricultural or mining uses.
- The construction industry will continue to use the area as a major source of construction aggregate. Some pressure for industrial development is likely to occur as land is reclaimed once mining is completed.
- The density of residential uses will remain relatively low because of nearby gravel operations. However, the reconstruction of Highway 42 (West 12th Street) may create some pressure for development.
- Greater use of the Skunk Creek aquifer as a domestic water source can be expected and water source protection measures should be enforced.
- The former Ellis rubble site should have future land uses identified.

Development Considerations

- Restrict residential uses in order to avoid conflicts with mining and to minimize contamination of the aquifer from on-site wastewater disposal systems.
- Discourage strip development along 12th Street and focus commercial uses at major intersections.
- Extend the river greenway system along Skunk Creek and integrate future improvements with the reclamation of mined sites.
- Allow an appropriate economic development land use around public amenities, which would not be competing with adjacent land uses for capacity on the transportation corridors.

- Limit further development around Ellis due to its location over the aquifer and the absence of a central wastewater treatment system.

Northwest Growth Area

This area generally extends northwest of the airport between the Big Sioux River and Skunk Creek. Marion Road is the primary north-south arterial roadway while 60th Street North and Maple Street are east-west routes, which connect with I-29. An interchange replacing the overpass at Madison Street in 2004 will afford alternative access into this area of the city.

The expansion of Sioux Falls has been concentrated along the lower portion of the growth area. The area is largely in agricultural use although the Highway 38 interchange has experienced some commercial development. Four distinct rural residential subdivisions have also developed: Skyline Heights, Swanson, Martindale, and Reppart Additions. The Southeast Technical Institute is located inside the city limits at Maple Street and I-29.

Terrain will play a major role in the future development of the growth area. A major drainage break crosses the area in a northeast/southwest line. Future urban development beyond this line will be dependent on the construction of a major interceptor sewer line.

The undeveloped area northwest of the airport lies within the city's existing sewer basin. Improvements in the municipal system will be necessary to increase sewer capacity before service can be extended into this area. Some commercial development has occurred at 258th Street and Highway 38 interchanges. The remainder of the growth area is devoted almost exclusively to agricultural uses.

The growth area is probably more influenced by North Kiwanis Avenue which provides direct access into the airport and industrial park areas of Sioux Falls. This is evidenced by the number of residential acreages which have developed along the highway.

Planning Issues

- Development pressure within the growth area is likely to increase as a result of improved access to the interstate highway system, particularly for commercial and industrial uses. A new interchange is under construction at Benson Road and I-29 and a future interchange is planned for construction in 2004 at Madison Street and I-29.
- Pressure for development at the Highway 38 interchange will occur before urban utilities are available. The alternative of using on-site waste disposal systems could create the potential for groundwater contamination and fragmented utility services, and will be discouraged.
- The drainage break will be a constraint to development west of I-29 until major utility improvements are extended into the adjoining sewer basin.
- There is the potential for conflict between future commercial and industrial uses and two existing residential subdivisions north of the airport. Further residential development at this location would be incompatible due to the airport approach zone.
- The configuration of urban development and the emerging traffic patterns will require improvement of gravel roads which provide a link between developed areas of the city. These roads will likely remain outside the city limits which suggests the need for joint county/city and township cooperation to implement needed improvements.
- Most of the growth area consists of large undeveloped tracts where farming remains a viable land use. This will minimize the potential for premature urbanization of the study area.

However, the ease of reaching work locations in Sioux Falls will make the growth area an increasingly more attractive location for residential development.

- A portion of the Sioux Falls urban area is within the Tri-Valley School District.

Development Considerations

- The growth area will provide a mix of residential, commercial, and industrial uses. Development will only occur contiguous to the city of Sioux Falls and within defined sewer basins where sufficient utility capacity is available.
- Avoid expansion of the residential subdivisions Martindale Tracts and Skyline Heights, located north of the airport. Urban utilities will be required before expansion of Reppert's subdivision occurs.
- Special attention will be given to further development of the commercial area at the I-29/60th Street North interchange. Street improvements and proper municipal utility facilities will be important considerations.
- Place aesthetic controls on developments along the interstate highways by means of screened outside storage, landscaping, and minimum design standards established through the conditional use review process.
- Preserve the integrity of the river greenway system as development occurs along the Big Sioux River including protection of floodplains.
- Provide for limited expansion of commercial uses at the Crooks-Renner interchange (258th Street) on I-29. Centralize commercial development at the intersection rather than extended out along the highway frontage. Strip-type commercial development will also be discouraged along 258th Street and Kiwanis Avenue.

Big Sioux Aquifer Growth Area

This area extends along the east side of the Big Sioux River north of Sioux Falls. The flat terrain renders a large portion of the growth area highly susceptible to flooding. The Big Sioux aquifer underlies the area and an extensive well field supplies the city with most of its water needs.

The floodplain area has remained relatively free of development with the exception of the unincorporated area of Renner. Residential uses occupy most of this platted area but some commercial and industrial development is located near the railroad along 258th Street at the intersection of 475th Avenue. The railroad is now privately owned and is used exclusively to transport rock from the quarry in Dell Rapids.

The major arterial roadway is 475th Avenue (Cliff Avenue) traveling north and south. Residential subdivisions occupy major portions of frontage along the roadway.

Significant development located over the aquifer prompted formation of the Renner Sanitary District and construction of a sewage collection system that pumps effluent to the city for treatment. This portion of the aquifer is no longer threatened by contamination from septic systems. City water line extension and well field expansion are both planned within the growth area.

Planning Issues

- Over one-half of the growth area is faced with development constraints imposed by the Big Sioux River floodplain and aquifer protection measures.

- The ease of access to work places in Sioux Falls will continue some development pressure within the growth area. A portion of the growth area is within the Brandon Valley School District.
- The cap of 400 hookups in the Renner Sanitary District will be reached if all platted lots are developed. This will leave a substantial area of the district without service. Pressure to develop these areas can be expected.
- Several subdivision lots within the sanitary district lack development appeal due to poor or nonexistent streets, undersized lots, and the absence of other urban amenities.

Development Considerations

- Encourage utilization of the floodplain for open space and recreation use in conjunction with the river greenway system.
- Do not permit new development within the Renner Sanitary District unless connection is made to the central collection system.
- Maintain agricultural zoning on property around the sanitary district in order to avoid premature extension of urban services and utilities.
- Limit the number of curb cuts and avoid strip development along 475th Avenue frontage.
- Limit commercial development in the growth area to the intersection of 258th Street and 475th Avenue. This intersection is best suited to neighborhood retail type uses such as the existing gas station and convenience store.
- Consider potential urban expansion of areas east of Cliff Avenue and north of I-90 and future improvements of the road north of the I-90/I-229 intersection.

Slip Up Creek Growth Area

The growth area lies north of Interstate 90 where the terrain is dominated by rolling to steep hills as defined by the drainage patterns of Slip Up Creek. This area could maintain its rural character or develop into a major activity center focused around the proposed Slip Up Creek reservoir. The reservoir is being considered as a supplement to the city's future water supply needs. An earthen dam would be constructed approximately one mile north of the interstate and impound water four miles upstream. In addition to water supply, the reservoir would provide recreational opportunities to a metropolitan area severely lacking in water-based recreation.

Existing residential development is concentrated in an area one mile north of the I-90/I-229 interchange. There are currently 27 dwellings in the subdivision. A motorcycle racetrack is located in the area to be inundated by the proposed reservoir. A developing commercial area is located at the EROS exit interchange along I-90. Expansion of EROS Data Center will continue to generate additional traffic in the area. The remainder of the growth area is in agricultural use.

The growth area is served by a full interstate interchange at the EROS exit and a partial interchange at I-229. Northbound I-229 terminates at a gravel township road (476th Avenue) which carries a relatively high volume of traffic both into and out of the city. Because this is not a full interchange, I-90 traffic cannot exit to the north onto the gravel road nor can southbound traffic gain access to I-90. Completion of an interchange on I-229 at Benson Road has improved access into the city's north industrial park and will funnel even more traffic onto 476th Avenue.

Planning Issues

- The Slip Up Creek reservoir has the potential to transform the growth area into a major activity center, and would have a significant impact on future land use and traffic patterns.
- Current zoning does not prevent construction from taking place on property which would later be purchased for the reservoir, thus potentially increasing project costs.

Development Considerations

- Initiate steps to protect the reservoir project area from development through the following measures:
 - Purchase of land as it becomes available.
 - Agreements with property owners for the purchase of development rights.
- Special overlay zoning district to manage existing and future uses.
- Initiate detailed planning studies in the following areas before development plans are finalized for the reservoir:
 - Watershed management to ensure water quality.
 - Shoreline management to ensure that future land uses will be compatible with the reservoir's primary function as a domestic water source.
 - Traffic circulation for efficient access to lake area facilities.
 - Evaluation of the county highway system pertaining to the relocation of 258th Street.
 - Extension of municipal utilities to serve potential development.
- Investigate alternatives for improvement of the township gravel road (476th Avenue) extending north from I-229 to 258th Street. Construction of a future interchange will be development driven at this location.
- Allow some expansion of the commercial area at the I-90/EROS exit. Limit uses to those serving interstate highway travelers. The southeast corner is proposed for open space and recreational uses. Availability of adequate on-site wastewater treatment will be a prerequisite to serve future uses.

Northeast Growth Area

This area extends from Sioux Falls to Brandon between I-90 and one mile south of Rice Street. Future growth of the area will be influenced by three factors. First, Xcel Power Company is a major landowner. This property is zoned for future industrial development.

The second factor is the transportation network available to the study area. Rice Street is a heavily traveled county highway connecting the cities of Brandon and Sioux Falls. Timberline Avenue terminates at Rice Street and provides a connection to I-90. Rice Street also connects to State Highway 11 in Brandon, which provides an urban route to reach I-90.

Unique to the growth area is the availability of two rail lines. Burlington Northern Santa Fe Railroad maintains a track that runs northeast from Sioux Falls to Garretson where it joins the mainline system. The area is also served by a privately owned Ellis and Eastern line, which extends from Sioux Falls to Brandon.

The third factor is the Big Sioux River and its floodplain. While imposing developmental constraints over a large area, the river also brings a natural beauty to the growth area and potential for expansion of recreation resources.

Rising above the Big Sioux River and its floodplain are a line of wooded hills, which extend along Rice Street. These hills are both a scenic and a natural resource, but steep grades impose development constraints. Development on the crests of the hills would also be visually intrusive. The hills have potential for future park and recreation uses, and should be acquired for park purposes.

Two separate subdivisions are also located in the growth area. North Side Gardens developed initially as a residential subdivision. The area was rezoned from residential to commercial in the latter 1970s to accommodate requests for small businesses in conjunction with residential use.

Highland Park subdivision was platted many years ago before the growth of northeast Sioux Falls. Lots were quite small even though utilities were not available to the site. The layout gives the appearance that the subdivision was intended for residential use, but such development did not occur. Meanwhile, North Cliff Avenue attracted commercial and industrial uses along its frontage which altered the general character of the area. Highland Park is now zoned light industrial along with unplatted property east to I-229.

Planning Issues

- Utilization of the floodplain for open space and recreation uses should be encouraged in conjunction with the river greenway system.
- The development potential of the growth area has been enhanced by completion of the Benson Road interchange and provides a good location for industrial uses.
- Most property is in relatively large parcels which should assist in the efficient development of the growth area.
- Municipal sewer facilities can be extended economically into a portion of the growth area west of the Big Sioux River.
- Groundwater protection will become a greater concern if urban sewer facilities are not available, particularly with respect to the Big Sioux River and Split Rock aquifers.
- A portion of the growth area is within the Brandon Valley School District. While the school district would benefit from an expanded industrial tax base, conflicts could arise over the proper timing of such development if urban utilities are not available.

Development Considerations

- Restrict future industrial and commercial uses to areas where adequate street and utility improvements can be provided.
- Consider sand and gravel extraction as an appropriate interim use prior to industrial development, particularly in the area east of I-229.
- Reserve floodplain for park and open space purposes and eventual connection with the Big Sioux River greenway system.
- Consider annexation of North Side Gardens and Highland Park subdivisions along with an overall development plan of those areas for streets and utilities.
- Limited residential development may be allowed on the hills in the northeastern portion of the growth area. Use the planned development district in order to maintain a low density consistent with minimal provision of utilities and services.

- Prohibit strip development along Rice Street and control the number of access points from adjoining property through engineering design standards. Future widening of this road to four lanes will be warranted as traffic increases.

Split Rock Township Growth Area

This area is located between Sioux Falls and the Big Sioux River and extends south to 57th Street. Residential subdivisions generally extend in a north-south line paralleling the Big Sioux River, attracted by the rolling hills and scenic beauty of the river valley. Scattered housing tracts are also prevalent throughout the area.

State Highway 42 is the major east-west artery, carrying traffic from northwest Iowa into Sioux Falls. Commercial and industrial development is isolated to a one and one-half mile segment of highway east of the Sioux Falls city limits. The property along the north side of the highway to the intersection with Highway 11 is commercially zoned but this area has experienced only limited development. Abandonment of the railroad line to the rear of these properties had added depth to the lots, which has made them more attractive as building sites.

A salvage yard occupies a highly visible spot along the highway. No effort has been made to screen the property. Across the highway is a developing commercial area offering mainly service-related businesses. At the south end of the growth area, the City of Sioux Falls and Minnehaha County adopted the East Sioux Falls Park and Arboretum Master Plan for preservation of open space along the Big Sioux River.

State Highway 11 is the other major transportation route serving the growth area. This highway funnels traffic into Sioux Falls from the east and south. Its present alignment contributes little to the movement of traffic through the area. An agreement was reached between the county and state to reroute Highway 11 east along Highway 42 to County Highway 115, then north to the present alignment into Brandon. The former segment of Highway 11 from the Sioux Falls city limits to the Big Sioux River (Madison Street) has been reconstructed and is now on the county highway system.

Willow Run Golf Course was developed as an 18-hole facility. The course is located along the north side of Highway 42 west of the Big Sioux River. Residential development is planned for several areas within the boundaries of the course.

The northern portion of the growth area has several broadcast towers due to the high elevation available for transmission facilities.

Planning Issues

- Over 500 rural dwellings are located within the growth area. Another 300 units could locate on parcels, which are eligible as building sites under current zoning regulations.
- Existing and future residential development will create pressure for improving several township roads to meet increased traffic demand.
- The pattern of land ownership will make it difficult to maintain viable farming operations. This will create more pressure to convert land to urban-type uses.
- Some agricultural uses could be significantly diminished due to conflicts with residential uses. The siting of special uses will become increasingly difficult because of the population density. More urban-type nuisance complaints can be expected.
- The urban service area boundary of Sioux Falls is expected to expand into the Brandon Valley School District, particularly residential development to the east of Washington High School.

Development Considerations

- Discourage expansion and further development of residential subdivisions where services are insufficient to meet anticipated demands.
- Encourage infill of vacant subdivision lots and the development of lots of record before allowing other development on agricultural land.
- Promote the use of the planned development zoning district in areas where parcel size, topography, and present development patterns make farming impractical. The density of development will not be allowed to exceed the existing capacity of roads and other support services.
- The corner of Highway 11 and Highway 42 is an appropriate location for highway oriented regional shopping centers. By limiting access and requiring planned developments and the associated final development plans, the new development can transition into the existing neighborhood and buffer any land use and traffic impacts.
- Limit commercial and industrial development to those areas along Highway 42 presently zoned for such uses.
- The development of the Eastside Corridor will be based upon the pace of the development within this growth area. Land use considerations should be consistent with access management principles, additional setbacks, and aesthetic landscape design to present a positive image of the community.

Delapre Township Growth Area

This area is located south of 57th Street and west of Western Avenue. It includes property out to the Tea extraterritorial zoning jurisdiction. Existing land uses are primarily agricultural with scattered farmsteads and nonfarm residential dwellings. There are no major commercial or industrial uses in the area, except at the Tea interchange which includes the Lincoln County Great Plains Airport. Major existing roads include 57th Street to the north, Tea Road along the west, County Highway 106 to the south, and Western Avenue along the east.

The major focus of this growth area will be the Louise Avenue interchange and continued expansion of the Sioux Falls urban boundary. The projected urban service area is all the property between I-29 and Western Avenue from 57th Street south to 93rd Street.

County Highway 106 is the southern link and connects with the Tea-Ellis road through the Tea interchange. Other potential street improvements will include the 57th Street overpass on I-29 and underpass on I-229, 69th Street, 85th Street, Marion Road, Louise Avenue, and Western Avenue.

Urban development west of I-29 will be restricted due to environmental constraints such as high water table, poor drainage, and unstable soils. Poor surface drainage causes storm drainage and street maintenance problems, while the high water table creates problems with basement sumps and septic drain fields.

Planning Issues

- Environmental constraints for development in this area include limitations for septic tank drain fields and dwellings with basements. A portion of Nine-Mile Creek in the northwest area is included within the 100-year floodplain.
- A portion of the Sioux Falls urban service area is within the Lennox and Harrisburg School Districts.

- The Louise Avenue interchange will continue to be a major factor for commercial development and other land uses in the area.
- Continued growth of Sioux Falls will generate additional interest in platting agricultural land for large lot rural residences.

Development Considerations

- Limit platting of rural subdivisions and scattered residential lots to existing development areas or locations that can be adequately serviced. Also limit nonresidential uses to existing development and service areas.
- Secure proper right-of-way for future major street construction along section lines before development occurs.
- Periodically review the existing agreement with Lincoln County Rural Water System to address rural residential uses and provision for economic expansion in Lincoln County.
- Continue development of drainage plans to address storm water runoff towards the east and south into Lincoln County. Use of natural drainageways and detention ponds could also serve as potential recreation/open space corridors into the city.
- Encourage the eventual development of central sanitary sewer facilities around the Tea Industrial Park.
- The development of the Westside Corridor will be based upon the pace of the development within this growth area. Land use considerations should be consistent with access management principles, additional setbacks, and aesthetic landscape design to present a positive image of the community.

Springdale Township Growth Area

This area is located east of Western Avenue and south of 57th Street extending to the Harrisburg joint jurisdictional boundary. Existing land uses are primarily agricultural with several rural subdivisions ranging from one- to five-acre lot sizes. Major existing roads include 57th Street, SD Highway 115 (Minnesota Avenue), County Highway 123 (Cliff Avenue), and SD Highway 11 along the east.

Other major streets that will be upgraded as development occurs include 69th Street and 85th Street.

This area has a number of major drainageways including portions of Spring Creek, which is also within the 100-year floodplain. The rest of the growth area is generally level with a ridgeline extending along a northeast to southwest direction that creates a well-defined break in the natural drainage flow towards Sioux Falls.

This ridgeline will limit the potential for future expansion of the city urban service area to the southeast. Prairie Green Golf Course will be a major development focus in this area, and is expected to generate additional demand for residential uses within the city urban services area.

Planning Issues

- Environmental constraints for rural development in this area include limitations for septic tank drain fields and dwellings with basements due to poor soils and high water table.
- Annexation of residential development land will continue into the urban service area, including portions that are within the Harrisburg School District.

- Continued growth of Sioux Falls will generate additional interest in platting agricultural land for large lot rural residences.

Development Considerations

- Define and maintain an urban service area boundary for determining future annexation and development requests, and transportation improvements.
- Limit platting of rural subdivisions and scattered residential lots to existing development areas or locations that can be adequately serviced. Also limit nonresidential uses to existing development and service areas.
- Secure proper right-of-way for future major street construction along section lines before development occurs.
- Periodically review the existing agreement with Lincoln County Rural Water System to address rural residential uses and provision for economic expansion in Lincoln County.
- Continue development of drainage plans to address storm water runoff towards the east and south into Lincoln County. Use of natural drainageways and detention ponds could also serve as potential recreation/open space corridors into the city.
- The development of the Eastside Corridor will be based upon the pace of the development within this growth area. Land use considerations should be consistent with access management principles, additional setbacks, and aesthetic landscape design to present a positive image of the community.