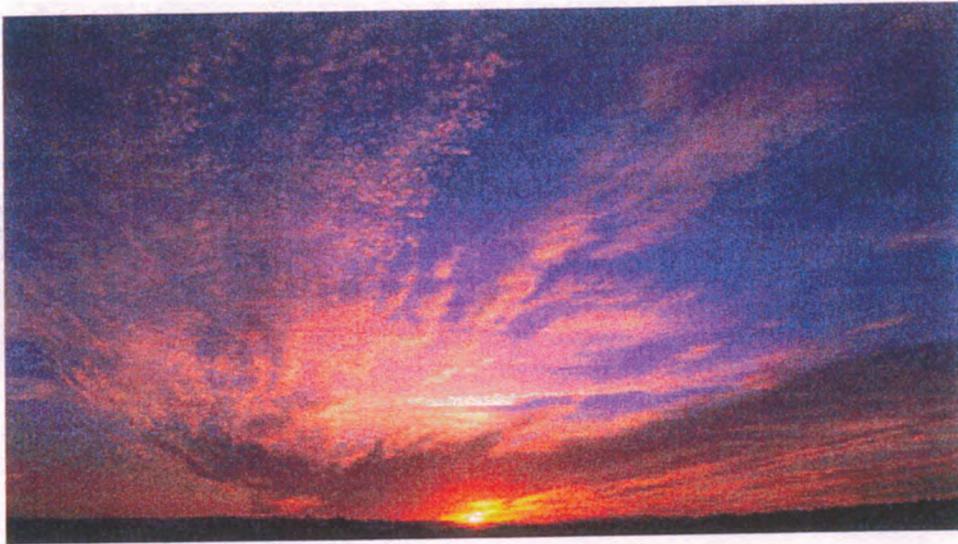


# **V I S I O N   2 0 2 0**



**COMPREHENSIVE PLAN**

**FOR THE**

**CITY OF BROOKINGS**

**VISION 2020  
COMPREHENSIVE PLAN  
City of Brookings, SD**

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**VISION 2020  
A COMPREHENSIVE PLAN  
FOR THE CITY OF BROOKINGS**

**I. DEVELOPMENT STRATEGY**

**INTRODUCTION**

Vision 2020 represents a new phase of the comprehensive planning process for the City of Brookings. In 1966, the city adopted its first comprehensive plan. That plan initiated the process for the managed growth and development of the community. It focused on attaining a balance between the needs of South Dakota State University and the community. It recognized the need for a strong municipal government and adequate community facilities. Most of all, it put in place the planning tools that would guide our city in the most efficient, economical and aesthetic way possible.

Vision 2020 is an update of the 1966 Comprehensive Plan. It is intended to provide direction and guidance for elected officials in matters regarding the physical development of the City of Brookings over the next 20 years. The plan recommends several continuing, modified or new goals, objectives and policy initiatives. These goals, objectives and policies will comprise the long range planning strategy for the urbanized area, future urbanized area and non-urban areas within the anticipated growth areas.

**GOALS, OBJECTIVES AND POLICIES**

The following goals, objectives and policies lay the groundwork for implementing the Comprehensive Plan. They have been determined by information received through the public issue forums and Planning Commission meetings over the past two years.

The goals, objectives and policies suggest both short and long term strategies. The goals and objectives are general statements which reflect important aspects of our community. Policies are intended to provide direction to the City's decision making process. The goals, objectives and policies will be reviewed every five years to insure that they remain current with the needs of the community.

**GOALS AND OBJECTIVES**

Region

Goal – Develop Brookings as a diversified regional center for the surrounding rural area and outlying communities

Objectives

- ◆ Encourage managed urban growth while protecting the rural environment
- ◆ Foster cooperation between the City of Brookings and Brookings County

## Community

Goal – Create a unique, diverse, vibrant and sustainable community

### Objectives

- ◆ Achieve an urban area which functions as a unified entity
- ◆ Provide a full range of services and facilities to the entire community
- ◆ Ensure continued social, economic, cultural and recreational opportunities for all citizens
- ◆ Preserve and enhance the natural and man-made environments
- ◆ Strive for a more compact and efficient development pattern

## Social

Goal – Ensure that all citizens have the opportunity to enter the social and economic mainstream

### Objectives

- ◆ Encourage the community to take responsibility for safe neighborhoods in all areas
- ◆ Preserve cultural diversity and ethnic heritage

## Cultural

Goal – Promote the cultural and historical heritage of Brookings for the pleasure and enrichment of its citizens

### Objectives

- ◆ Support library, theatre, performing arts and other community festivals and events
- ◆ Ensure that Brookings' heritage is enhanced and protected
- ◆ Recognize that cultural and social diversity is essential for a healthy community

## Economic

Goal - Promote and sustain economic vitality while maintaining and enhancing the natural environment

### Objectives

- ◆ Encourage new commercial and industrial development
- ◆ Support existing commercial and industrial development
- ◆ Encourage diversification of the economy and employment base
- ◆ Promote the maintenance and expansion of existing businesses
- ◆ Promote positive partnerships between the public and private sector in order to encourage a healthy business environment
- ◆ Promote the education industry as an aid to economic development

## Environment

Goal – Attain an aesthetically attractive urban development which is compatible with the natural environment

### Objectives

- ◆ Ensure that development is compatible with features of the natural environment and is accommodated without destroying environmental features and natural amenities

- ◆ Encourage creative development design to insure the protection and enhancement of areas containing irregular physical features
- ◆ Provide protection for treed areas and natural wildlife habitat to insure against loss of a significant area amenity

### Image

Goal – Enhance the image of Brookings as a place that is visually, aesthetically and physically pleasing and stimulating

#### Objectives

- ◆ Improve the city's built and natural environment through planning and preservation
- ◆ Maintain and enhance the historic and aesthetic character of the community
- ◆ Protect vistas and gateways
- ◆ Preserve visual appearances in the cityscape
- ◆ Support adaptive reuse of historically significant structures

### Downtown

Goal – Maintain and strengthen the economic, historical, visual and functional elements of the central business district

#### Objectives

- ◆ Preserve the unique historical and cultural heritage
- ◆ Maintain a safe, inviting and attractive environment
- ◆ Encourage new and infill development
- ◆ Improve the streetscape
- ◆ Maintain adequate and convenient parking areas

### Transportation

Goal – Develop and maintain a comprehensive transportation system that meets the current and future needs of Brookings

#### Objectives

- ◆ Encourage an energy efficient system that provides adequate access to high volume traffic generation points
- ◆ Minimize negative transportation effects upon residential neighborhoods
- ◆ Promote efficient traffic flows around residential institutional uses such as schools, churches and major public recreation areas
- ◆ Promote the installation of sidewalks and trails to facilitate safe travel for pedestrians and bicyclists

### Parks, Recreation and Open Space

Goal – Provide and maintain quality park facilities, open spaces, and recreational opportunities for citizens of all abilities and age groups

#### Objectives

- ◆ Maintain and improve existing parks, open spaces and trail systems
- ◆ Develop new parks, open spaces and recreational facilities as needed
- ◆ Encourage cooperation among the school district, volunteer groups and non-profit service organizations

- ◆ Maintain an equitable distribution of parks, open space and trail systems throughout the community, taking care that facilities are tailored to suit the needs of the neighborhoods they serve
- ◆ Connect parks, schools, playgrounds and other public sites to a recreational corridor

## **POLICIES**

Policies should shape the actions of the City into a consistent, workable plan. They can be community wide in scope, apply to a general area or pertain to a neighborhood or use.

### Community

1. Create suitable transition zones between low density residential areas and intensive nonresidential uses.
2. Encourage apartment, institutional, office and limited commercial uses with side street access as alternatives to commercial strip development.
3. Encourage conveniently located neighborhood commercial centers designed in such a way that will not create land use conflicts.
4. Promote annexation of land contiguous to the City prior to rezoning or development.
5. Prohibit development on land, which is not adjacent to substantially developed land.
6. Maintain an adequate supply of development land within the area of planned development.
7. Identify land, which is environmentally unsuitable for construction.
8. Continue a comprehensive approach in planning utility and drainage systems.
9. Encourage high-density housing next to arterial streets, major activity centers, and South Dakota State University.

### Image

10. Protect historic dwellings and other architecturally significant buildings from incompatible development.
11. Allow flexibility in density and land use when subject to detailed project review by the City.
12. Utilize and preserve natural drainage systems to the greatest extent possible
13. Protect stream corridors, the aquifer and other significant natural areas from incompatible development.

### Downtown

14. Maintain CBD boundaries in order to prevent encroachment of downtown uses into adjacent neighborhoods and to more fully utilize the existing CBD area.
15. Allow flexibility and density of land use in the redevelopment of the existing CBD.
16. Protect significant historic and architectural assets in the CBD from destruction and incompatible development.

### Park-Open Space

17. Identify suitable park and school sites within designated growth areas.
18. Integrate parks, trails and open space areas into residential neighborhoods wherever feasible.

### Transportation

19. Prevent through traffic on local streets within established neighborhoods.
20. Create and maintain a grid system of major streets throughout the City.
21. Require direct pedestrian and bicycle access from residential neighborhoods to schools, commercial centers and recreation areas.
22. Separate vehicular traffic from pedestrian and bicycle traffic wherever possible through the use of sidewalks and recreational trails.
23. Design residential street layouts to minimize both overall street lengths and the quantity of site grading required.
24. Limit driveway entrances on arterial streets and collector streets wherever possible.
25. Require continuity of collector streets between adjacent subdivisions.
26. Secure sufficient rights-of-way to accommodate the City's major street plan.

## II. SOCIO-ECONOMIC DATA

### Population Trends

Brookings' population growth has been remarkably steady since the City was incorporated in 1881. The City experienced double digit growth from the 1890s to 1970. In particular, the 1890s and 1940s had growth rates exceeding 30% and the 1950s and 60s brought a growth rate in excess of 20%. The city maintained a respectable growth rate of 9% during the 70s and 80s given the fact that our base population had grown to 13,717 by 1970. The Census 2000 count of 18,504 reveals that Brookings is once again undergoing an accelerated growth rate. This is a 13.7% increase since 1990.

The growth of the city's population has been fueled by continued, long-term expansion in commercial and industrial enterprises as well as residential development. In the mid 1990s, Brookings population growth was slowed as SDSU experienced a loss of 1,000 students over a three-year period from 1994 to 1997. This was due to a substantial increase in tuition for out-of-state students. It is also estimated that employment at SDSU dropped by about 280 workers during this time period. However, since 1997, SDSU's enrollment has stabilized and industrial, commercial and residential construction has increased.

### CITY OF BROOKINGS POPULATION GROWTH 1950 - 2000

Year	1950s	1960s	1970s	1980s	1990s	2000s
Population	7,764	10,558	13,717	14,951	16,270	18,504
% Increase	36%	30%	9%	8.8%	13.7%	
Persons/Year	280	316	123	132	223	

All data US Census Bureau

### Population Projections

Predicting the rate of growth of a community involves studying existing data and making assumptions based on one or more criteria. However, the past is not always an accurate indicator of the future. In fact, economic factors and natural disasters can substantially impact the growth of a community in ways that were never encountered before. The best defense a community can have is to be able to react positively to change and remain diversified economically.

The population projections for the planning period were based on historical population averages from 1980 to 2000. The percentage increase over the last two decades was averaged and then weighted to project the estimated future population count in five-year intervals. Low, medium and high series population estimates were calculated to provide a range of potential population increases.

**CITY OF BROOKINGS, SOUTH DAKOTA  
POPULATION GROWTH PROJECTIONS**

YEAR	POPULATION GROWTH			% CHANGE
	LOW	MEDIUM	HIGH	
1980 census		14,951		9.00%
1990 census		16,270		8.80%
2000 census		18,504		13.70%
2005 est.	19,200	19,540	19,885	
2010 est.	20,565	20,915	21,060	
2015 est.	21,625	22,385	22,960	
2020 est.	22,730	23,960	24,670	

US Census Bureau Data  
(est.) compiled by City of Brookings

Population growth in Brookings County can be analyzed by dividing the total population into three sectors. The most influential sector is the City of Brookings. Two out of every three persons in the county, or 66%, live in Brookings. It is estimated that this percentage will continue to rise in the future. The next sector is the growth trends of the rural areas. Although the farming population has decreased and average farm size has increased steadily since 1950, the total rural population change has not been as consistent. The current census has revealed an 11.2% increase in the growth rate over the last ten years. Lakeshore development, infill into existing rural subdivisions and the reuse of abandoned farmsteads have all affected this increase. The last sector involves the seven smaller communities in the county. Arlington is not included since all but 20 residents live in Kingsbury County. Bruce, Elkton, Sinai and Volga increased in population while Aurora, Bushnell and White declined in population. This resulted in a net increase of 166 persons or 4.8% among the seven communities.

The county's population growth rate over the planning period will again be influenced heavily by the expected growth of Brookings. It is projected that the rural sector will actually decline slightly while the seven communities combined will grow at a rate similar to what has occurred since 1980. This will result in an estimated 14.5% increase in the County's population from 2000 to 2020. The Brookings County Population Growth chart also gives a breakout of the anticipated numbers within each age group. It is important to note the changing percentages as the baby boomers begin to move into retirement age and the average persons/household continues to decline.

## Brookings County Population Growth 1970 - 2020

AGE	1970	%	1980	%	1990	%	2000	%	2020*	%
0-19	8,731	39	7,955	33	7,755	31	7,902	28	8,404	26
20-44	7,451	34	10,168	42	11,037	44	11,852	42	12,283	38
45-64	3,676	17	3,604	15	3,434	13	4,797	17	6,141	19
65-85+	2,300	10	2,605	10	2,981	12	3,669	13	5,495	17
<b>TOTALS</b>	<b>22,158</b>	<b>9.8</b>	<b>24,332</b>	<b>3.6</b>	<b>25,207</b>	<b>12.0</b>	<b>28,220</b>	<b>14.5</b>	<b>32,323</b>	

US Census Bureau data

\*City of Brookings projections

### Housing Trends

Brookings has experienced an average housing stock growth of 97 units per year since 1980. Single-family housing averaged 37 units per year in this time span with duplexes and apartment units making up the other 60. In contrast, the national average was 65% single-family construction and 35% duplexes and apartments.

In the 1980s, 868 units were constructed. The average household size for this period was 2.48 per household. This reveals that the growth in the housing stock would have supported 2,152 persons. However, the actual population growth was only 1,319. Since the vacancy rate remained virtually unchanged, this discrepancy may have been caused by an under count in the group quarters portion of the 1990 Census or an inaccurate per household average. The total housing units constructed during the 1990's was 1,083. Combined with an average household size of 2.33, this construction growth would have accommodated 2,523 persons. The population increase over the last ten years was 2,234 persons, which is inline with the construction data for this period.

The Housing Data table categorizes housing units by occupancy and type. It is interesting to note that there are slightly more rental dwelling units in Brookings than owner occupied units. The typical ratio for many cities in the Midwest is 30% rental and 70% owner occupied. The university, obviously, is directly responsible for the large proportion of rental dwelling units in Brookings.

The other part of the Housing Data reveals the breakdown between single-family dwellings, dwellings with two or more units and mobile homes. The number of mobile homes grew by 28% in the 1980s. This rate was twice that of the other two categories. Extremely high mortgage interest rates during this time may have influenced homebuyers to explore more affordable housing. Multiple family construction was strong in the first half of the 1990s. An average of 83 units was built each year from 1990 to 1995. However, construction in the last half of the decade slowed to 32 units per year for an overall increase of 26% for the decade. It is important to note that multiple family construction has been cyclical in nature in Brookings over the last 20 years. On the other hand, the growth of single-family homes has been fairly consistent over the last two decades. As was mentioned earlier, 37 homes per year has been the

20 year average. However, the last few years have been somewhat stronger with new housing starts at approximately 50 units per year.

### Housing Projections

It is anticipated that single-family construction will increase over the planning period to an average of 45 to 50 units per year. Maintaining flexibility in land use planning may be the best solution to providing housing options, including "affordable housing", in the future.

The needs of a growing senior population will have to be met in several ways. Townhomes, condominiums and other coordinated developments involving shared facilities and maintenance may offer alternatives for retired persons who are highly mobile. Assisted living centers, congregate housing and nursing homes will provide housing for those who are less active or more advanced in age.

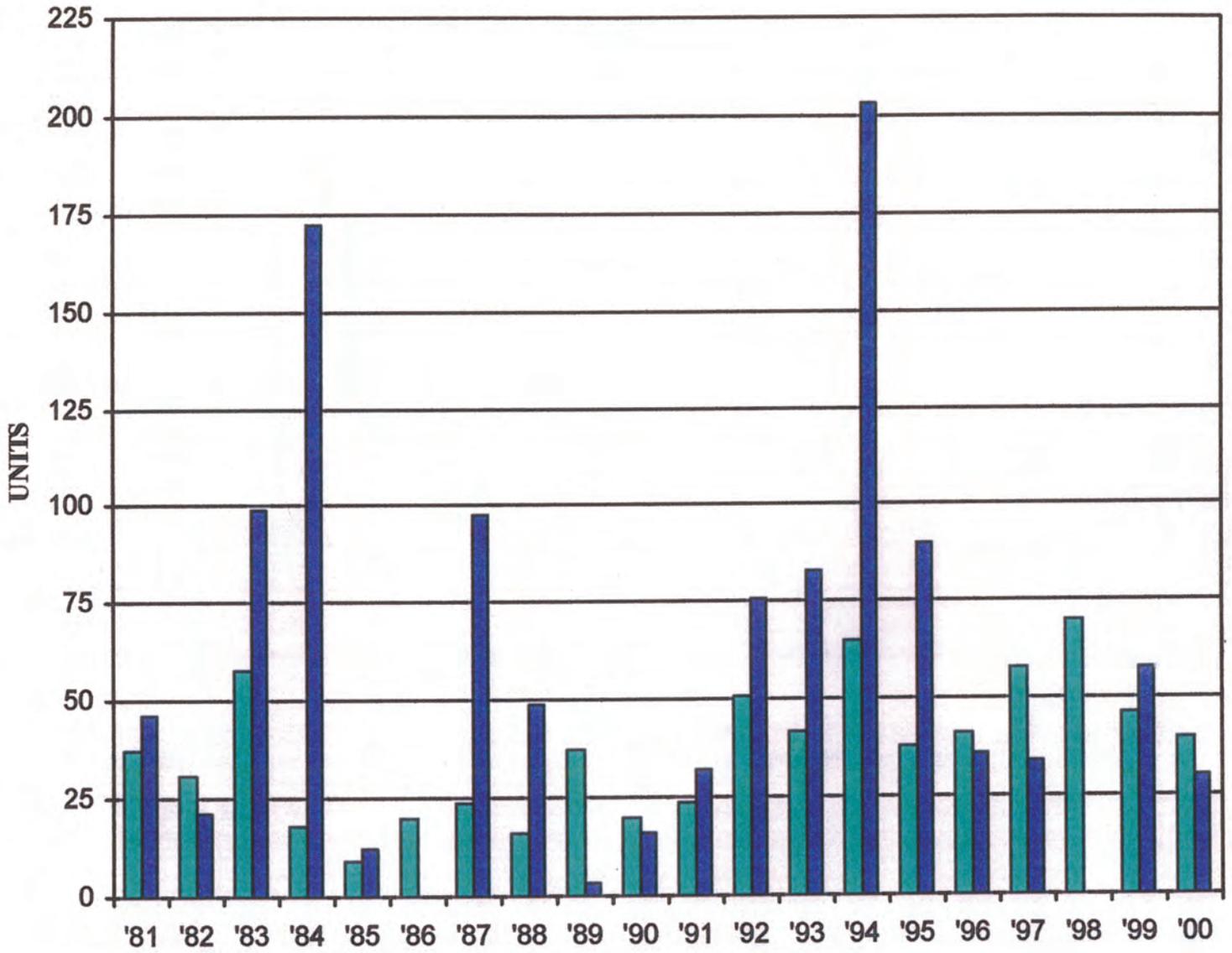
Multiple family housing will continue to be a major housing alternative in Brookings over the planning period. The enrollment at SDSU, the economy and desirable locations near major activity centers will dictate the rate at which these housing units are built.

### **City of Brookings Housing Data**

<b>Housing Units</b>	1980	%	1990	%	2000	%
Owner Occupied	2600	50.0	2749	46.0	3238	44.0
Renter Occupied	2198	43.0	2936	49.0	3733	50.5
Vacant	364	7.0	327	5.0	388	5.5
Single-Family	2571	50.0	2936	49.0	3458	47.0
Two or more	2044	39.5	2372	39.5	3091	42.0
Mobile Homes	547	10.5	704	11.5	810	11.0
<b>Total Units</b>	<b>5162</b>		<b>6012</b>		<b>7359</b>	
<b>Median Household size</b>	<b>2.48</b>		<b>2.35</b>		<b>2.26</b>	

US Census Bureau

**RESIDENTIAL HOUSING UNITS**  
**CITY OF BROOKINGS, SD**  
**1981 - 2000**



**Single Family Homes**
 **Apartments**

## Employment Trends

The employment statistics for the Brookings area reveal a period of substantial unemployment fluctuations in the 1970s and '80s. The unemployment rate in the early part of the decades ranged from 2.5 to 3%. However, imbalances between the labor force and the employment numbers in the latter part of the decades resulted in an unemployment rate that reached 4.6% by 1980 and 6.5% by 1990.

The strong economy of the 1990s has brought historically low unemployment rates. The increase in the number of people employed was 5% greater than the increase in the labor force. This has resulted in a local unemployment rate of 1.7%. The current state and national unemployment rates are 2.5% and 4.5%, respectively.

Nonfarm employment for the Brookings area grew by 22.5% during the 1980s and 32% during the 1990s. The following table categorizes nonfarm employment into seven areas.

### **NONFARM EMPLOYMENT, BROOKINGS COUNTY**

<b>YEAR</b>	<b>1980</b>	<b>1990</b>	<b>1999</b>	<b>% Increase 1980-1999</b>
Construction and Mining	393	317	515	31
Finance/Ins./Real Estate	267	305	539	102
Government	3,692	4,670	4,982	35
Manufacturing	1,226	2,059	4,131	237
Services	1,008	1,562	2,275	125
Trade (retail/wholesale)	2,642	2,901	3,278	24
Transportation	187	267	272	45
<b>Total Employment</b>	<b>9,415</b>	<b>12,081</b>	<b>15,992</b>	<b>70</b>

SD Dept. of Labor - Labor Market Information Center

Each category contains several employment groups. For instance, the government category includes local and state education and federal government employees. This explains the large number in this category. Services include lodging, health, educational and social fields and other service organizations.

Total employment in Brookings County increased by 70% over the last 20 years. Manufacturing has had tremendous growth since the industrial era in Brookings began in the late 1960s. The last decade has seen a 100% increase in jobs related to manufacturing. The services and finance categories also grew more rapidly than the total employment during the same period, increasing by 125% and 102%, respectively.

### III. EXISTING LAND USE INVENTORY

The first and only comprehensive study of existing land uses in the City of Brookings was undertaken in 1966 as part of the development of a Master Plan. The inventory provided information on the quantity and variety of the different land uses and potential land use conflicts. It served as a reference for the creation of a new zoning ordinance and major street plan. For the most part, property was classified according to its current use. Some small, isolated residential neighborhoods were zoned for future commercial or industrial uses because the area appeared to be in transition or the residences were adjacent to an arterial street.

The existing land use study for Vision 2020 was initiated in 1999 and updated as the plan progressed. A lot by lot canvassing was done to determine the actual use of each parcel. The uses were placed into 8 general classification categories. The amount of land associated with each category was computed to obtain the percentages of each use. Two categories were found to consume 57% of the total area of the city. The institutional use category, which includes all schools, churches and state and city owned land, involves 32% of the land. The other category, vacant/undeveloped lands, makes up 25% of the total. This category includes only land that has the potential to be developed. Lowlands or areas reserved for drainage and retention ponds were not included in this category. The undeveloped land will become the focus of the growth area analysis section to be covered later in the plan.

The use categories are included in the table below:

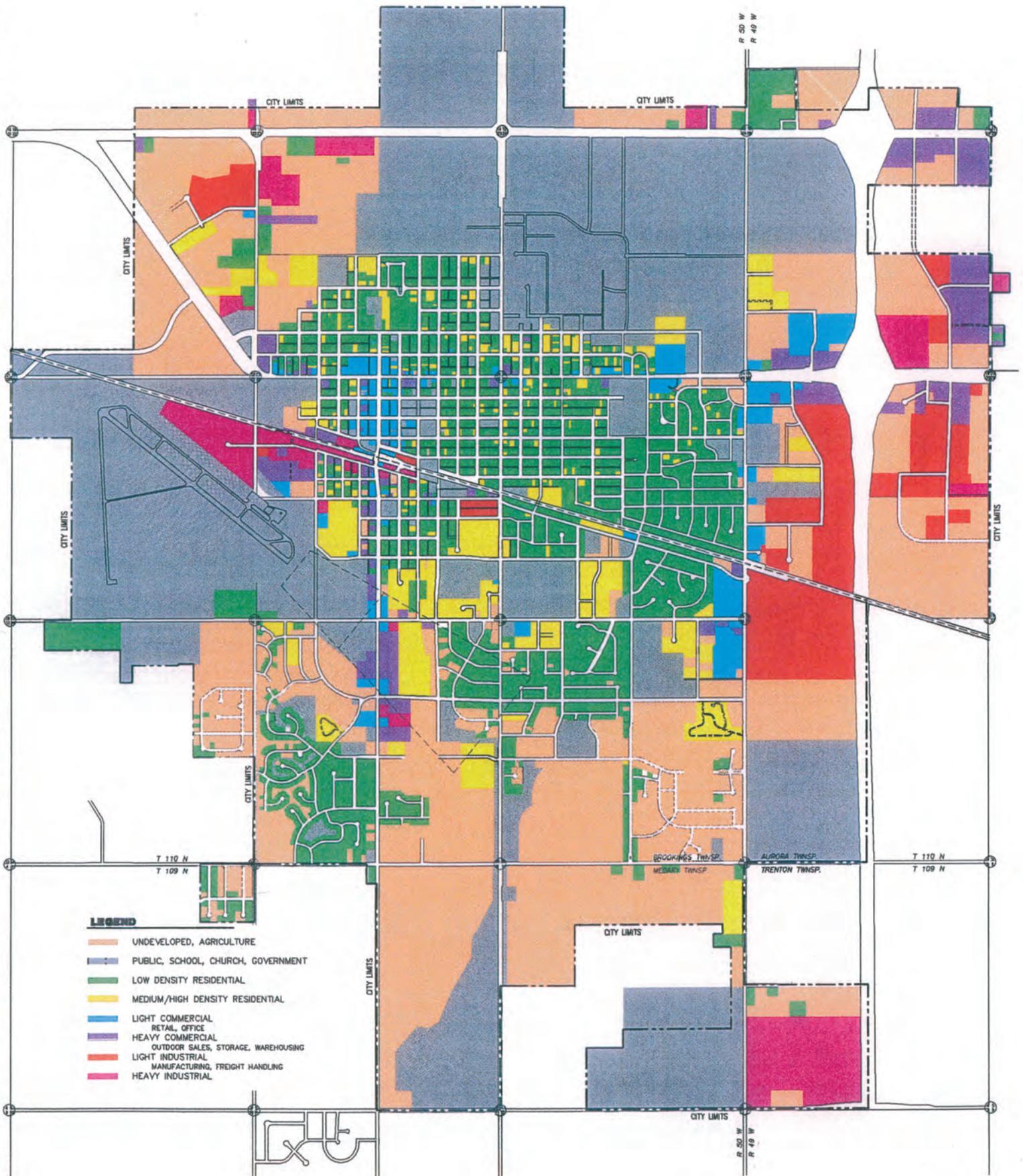
#### EXISTING LAND USES

USE	ACRES	%
Low Density Residential	900	12
Med-High Density Residential	475	6
Light Commercial	150	2
Heavy Commercial	200	3
Light Industrial	300	4
Heavy Industrial	250	4
Institutional	2475	32
Vacant/Undeveloped	1965	25
Roads	925	12
<b>TOTAL LAND AREA</b>	<b>7640</b>	<b>100</b>

# EXISTING LAND USE MAP

## CITY OF BROOKINGS, SD

ELUMP.DWG



### Land Use Conflicts

The study focused on a number of land use concerns. Isolated, incompatible and nonconforming uses were examined. Zone boundary conflicts, which severely restricted or prohibited development for adjoining uses were also reviewed. The study initially identified 51 areas, which met some or all of the criteria for possible reclassification. Eighteen parcels involved rezoning to a more intensive use (upzoning) and 33 were proposed for a less intensive use (downzoning).

### Change of Zone Proposals

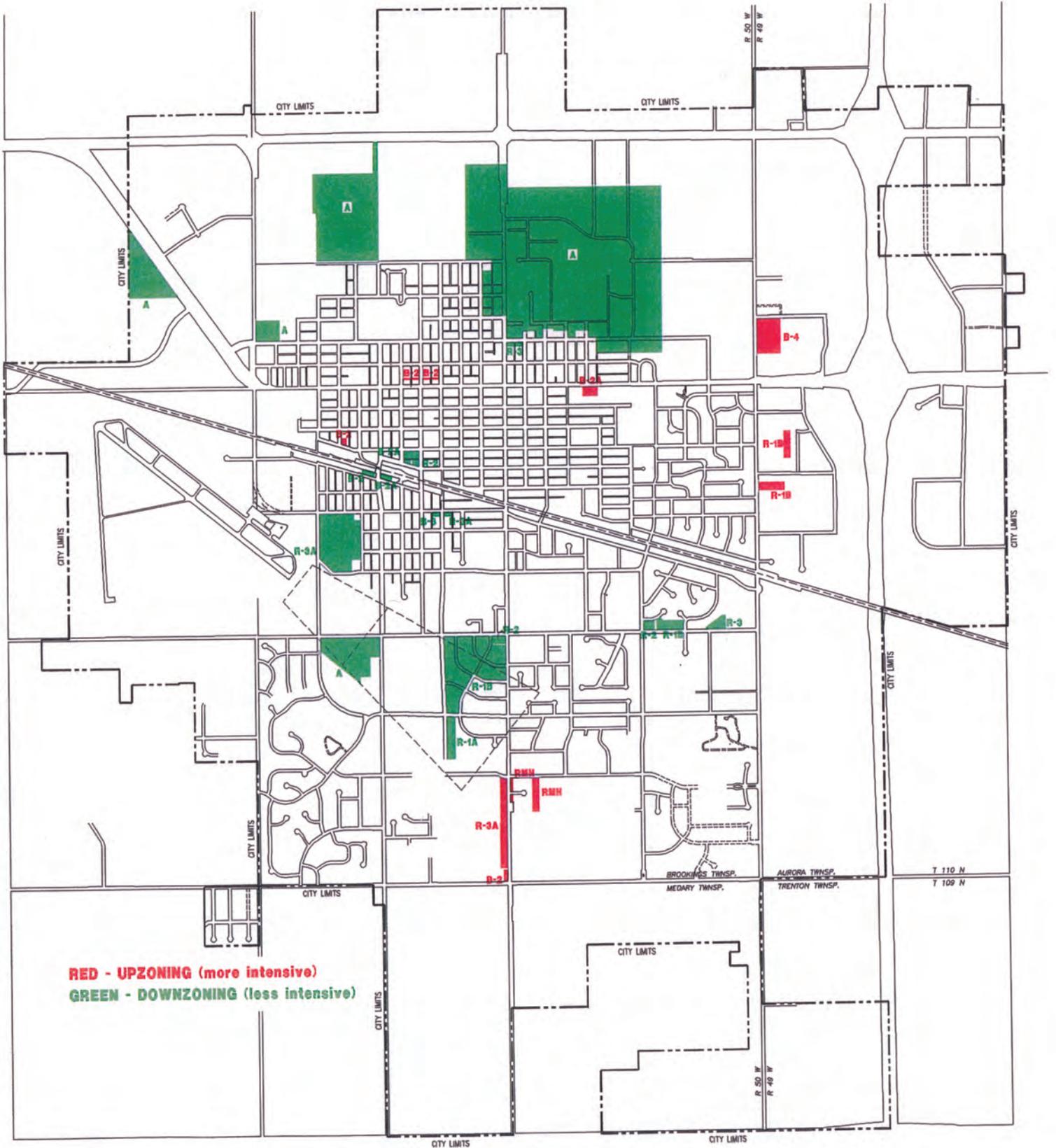
The community was divided into five sections based on the number of property owners affected by the proposed land use changes. Each proposal was discussed at a public hearing and the affected property owners were invited to attend. The property owners were given time to voice their support or opposition to each proposal.

The final review resulted in a recommendation that 28 adjoining land areas be rezoned. This included 18 downzonings and 10 upzonings. Each recommendation was discussed further at another public hearing to afford property owners and other surrounding neighbors another chance to take part in the planning process. A zoning change proposal map was developed as a result of the hearing and a final draft of the Vision 2020 Official Zoning Map was prepared.

# ZONING CHANGE PROPOSALS

CITY OF BROOKINGS, SD

ZONING UP/DOWNZONING

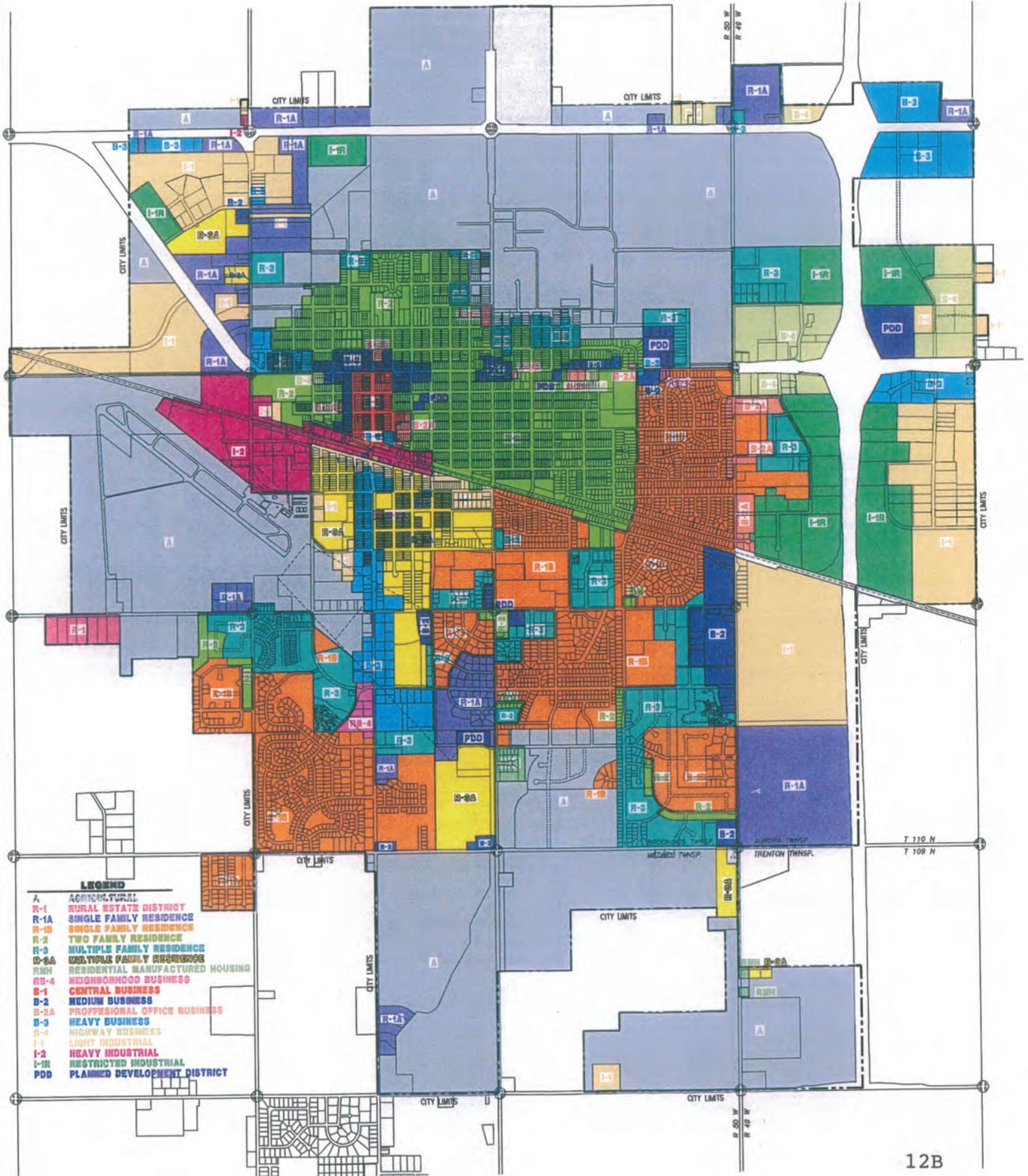


# VISION 2020 OFFICIAL ZONING DISTRICT MAP

## CITY OF BROOKINGS, SD

VISION2020ZONING.DWG

Mayor \_\_\_\_\_ Date \_\_\_\_\_



#### IV. GROWTH AREA ANALYSIS

Growth area analysis provides the information necessary to identify areas that have sufficient developable land to accommodate growth through the planning period. The projected growth areas are derived from studying data from several sources. The population growth rate, existing land use patterns, availability of land and urban services and environmental suitability are used to analyze future growth potential. It is important that all these issues are addressed when reviewing new development proposals. An emphasis must be placed on orderly, compact growth that allows the most cost-effective means for providing services.

##### Utility Services

Capital costs, except for sanitary sewer service, are generally comparable regardless of location. For this reason, the designated growth areas are viewed from the standpoint of providing economical sewer service. The current sanitary sewer system has adequate capacity to serve the estimated 5,450 person increase through the planning period. Therefore, the cost of extending sewer service into new areas will be borne by the developers. The primary growth areas will be those areas, which can, for the most part, be served by a gravity flow system.

##### Developmental Constraints

Physical characteristics and existing land use patterns have had a major impact on the direction of development for Brookings. Major surface drainage features such as the Big Sioux floodplain to the west and the Deer Creek floodplain to the east have limited any east to west expansion. These floodplains flow to the southeast and southwest, respectively, converging about two miles south of the city. Six-Mile Creek has also slowed development in the northwest part of the city. This area is in a floodplain management program and has seen limited development.

South Dakota State University, the airport and I-29 have also influenced growth in Brookings for many years. Very little urban growth has occurred north of the university primarily due to the large land holdings of the institution. The airport has a smaller presence but still encompasses about 500 acres and has influenced land uses within the transitional zone areas particularly under the approach zones. Industrial expansion has continued to occur north of the airport and commercial and residential developments have continued to expand south of the airport. The construction of Interstate 29 created a major transportation corridor that has supported several commercial and industrial uses. Its location near the Deer Creek floodplain has left a narrow one-half mile wide strip of land on the east side. The preexisting mining operations and the establishment of major industrial facilities in this area has precluded any planned residential development at this time.

The topography to the south of Brookings presents minor constraints to future development. Wetlands and shallow drainageways do exist along Medary Avenue but will provide storage for stormwater, control flooding, provide wildlife habitat and can provide recreational opportunities. The balance of the area is developable.

### Residential Areas

The major residential growth area for Brookings over the planning period will be between Eighth Street South and Twentieth Street South. The area is zoned for residential uses except for commercial corridors along Main Avenue South and 22nd Avenue South. There are also commercial clusters at the Main Avenue, Medary Avenue and 22<sup>nd</sup> Avenue intersections on 20<sup>th</sup> St. So. This area is already in the city limits except for 185 acres west of Western Avenue. This land is projected for annexation by 2020. Several subdivisions, some of which have existed since 1970, remain to be developed or completed.

The residential growth analysis was divided into two categories. One category contains the available lots and future planned lots and the other category includes undeveloped acres. There are 745 lots within the growth area that are available now or will be available in the future. Seventeen percent of these lots will accommodate a two-family dwelling and 83% are zoned for a single-family dwelling. Therefore, the projected increase in population using 2.33 persons/household would be 2,029 persons. Computing the projected population density of undeveloped acres is more involved. Two additional calculations are required. An average units/acre figure is determined based on the anticipated zoning designation and an allowance for roads is factored into the equation along with the persons/household average. The undeveloped acres in the growth area consist of 271 acres for low density, 25 acres for medium density and 88 acres for high density. The projected population density for all the acres combined is 3,800 persons. The total projected population increase for both categories is 5,829 persons. This is 373 persons less than the high series population projection from the Population Growth Projection chart.

There is one other potential residential growth area that could see significant development in the planning period. This area is east of 22<sup>nd</sup> Avenue and north of 9<sup>th</sup> Street. It contains approximately 19 acres in a high-density zoning district. The area would accommodate 430 residents when fully developed.

## RESIDENTIAL GROWTH AREA ANALYSIS

SECTION	QUARTER	UNDEVELOPED		CURRENT	PROPOSED
		LOTS	ACRES	ZONING	USE/DENSITY
34	NE 1/4	120		R-1B, R-2, R-3	LOW
34	NE 1/4		34	AG	LOW
34	SE 1/4		150	AG	LOW
35	NW 1/4	80		R-1B, R-3	LOW - MEDIUM
35	NW 1/4		25	R-1B, R-3	LOW - MEDIUM
35	NE 1/4	31		R1A, R-1B	LOW
35	SE 1/4	97		R-1B, R-3A	LOW - MEDIUM
35	SE 1/4		39	R-1B, R-3, R-3A	MEDIUM - HIGH
35	SW 1/4	81		R-1B	LOW
36	NW 1/4	61		R-1B	LOW
36	NE 1/4	74		R-3	MEDIUM
36	NE 1/4		30	R-3	MEDIUM - HIGH
36	SE 1/4	170		R-1B, R-2	LOW
36	SE 1/4		23	R-3	HIGH
36	SW 1/4	31		AG, RMH	LOW
36	SW 1/4		83	AG	LOW

### Commercial Areas

Brookings has three major commercial corridors where new businesses have developed or where existing properties have been redeveloped. Over the last five years, Main Avenue and Sixth Street have experienced the greatest amount of activity while Twenty-second Avenue has seen limited changes. Highway 14 Bypass has also seen limited commercial expansion but will likely remain a minor commercial corridor due to environmental constraints and the presence of SDSU.

Main Avenue from Fourth Street to Fifteenth Street South has seen changes to 50 properties over the past 5 years. Fifteen new sites have been established while 35 others have been redeveloped. Sixth Street has had the next highest activity with a total of 30 properties being changed. Ten new business sites have been established and 20 other existing commercial spaces have been occupied. Twenty-second Avenue has seen 4 new business locations and 5 sites redeveloped. Three new businesses have located along the Highway 14 Bypass.

Approximately 47 acres of commercial land have been developed or redeveloped within the last five years. New construction has taken 27 acres while 20 acres has been

infill development. Projecting this same amount of commercial activity over the planning period would result in a need for about 110 acres of available, undeveloped land. Projecting the rate and location of future infill development is difficult. In addition, it is not known how much existing commercial retail space is unoccupied.

Currently, there are 128 acres of undeveloped commercial land within the city. However, about 26 acres of this total are reserved for expansion from adjacent businesses or have limited potential for short-term development. A majority of the remaining commercially zoned acres are expected to be developed within the planning period.

Future commercial areas have been planned near major traffic intersections in the southern portion of the city, near the Brookings Multiplex and on 22<sup>nd</sup> Avenue, north of Sixth Street. The total number of acres in the three areas combined is 177. Therefore, it is projected that the existing commercial areas along with the future, planned areas will accommodate the expected business growth in Brookings over the planning period.

### Industrial Areas

The most active industrial growth area in Brookings for the last 5 years has been east of I-29. The Gilkerson Addition and the Telkamp Industrial Park have been the site of several new light manufacturing industries. These industries have occupied 35 additional acres along Thirty-second Avenue.

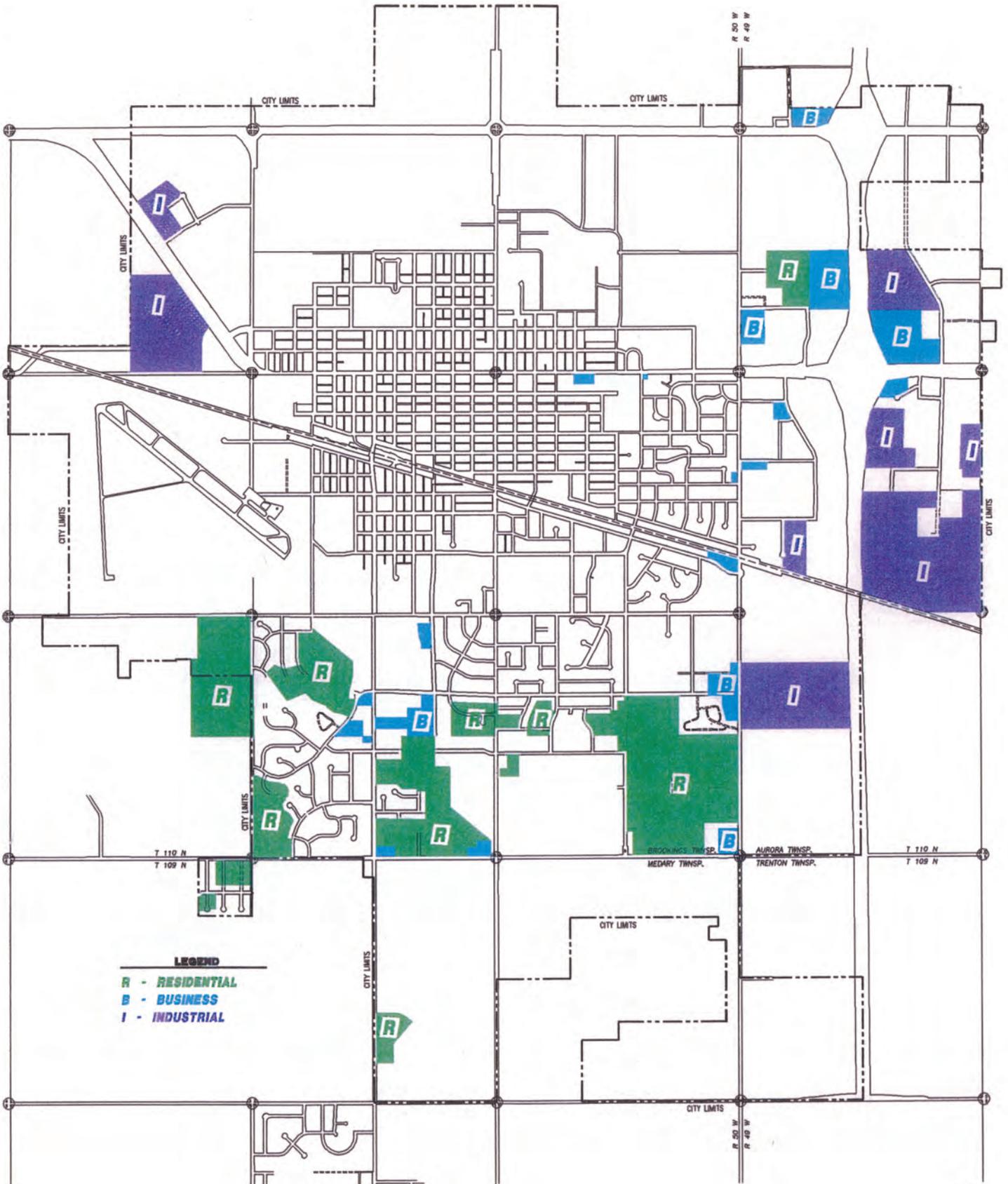
Another industrial growth area has been north of the Brookings Airport. The Rainbow Addition has experienced a major expansion by one manufacturing facility and other warehousing and service industries have been developed in the Bidco Addition.

The total amount of industrial zoned land developed since 1996 has been 75 acres. Anticipating similar industrial growth over the planning period, the city would need 300 additional acres. Currently there are 250 acres of available industrial land in the city. A planned industrial corridor along 34<sup>th</sup> Avenue from Highway 14 Bypass to 30<sup>th</sup> Street would provide 810 acres for future development. This corridor is contiguous with the city limits and certain areas could be available for development within a relatively short time period.

# GROWTH AREAS

## CITY OF BROOKINGS, SD

GROWTHLOG



**LEGEND**

**R - RESIDENTIAL**

**B - BUSINESS**

**I - INDUSTRIAL**

## V. FUTURE LAND USE PLAN

The Future Land Use Plan is the primary component of the Comprehensive Plan. The plan was developed in conjunction with the goals, objectives and policies contained in the Development Strategy. It is also designed according to data accumulated through the growth area analysis. The plan illustrates the expected land uses which the city should seek to achieve over the planning period. The projections of density and land consumption are estimates of what could occur. Therefore, the anticipated growth areas contain more land than what is expected to be developed during the planning interval. It is also understood that zoning changes will occur in other adjoining areas as land is developed and redeveloped.

The Future Land Use Map contains several categories of land use types which reference major land uses. These include the following:

- Low density residential – single-family detached
- Medium/high density residential – two-family, townhouse, apartment, manufactured housing
- Retail/office
- Service/Warehouse
- Industrial
- Public – schools, parks, recreation, church, institutional
- Conservation/Agriculture

### Residential Land

Residential land accounts for the majority of the total development within the future growth areas. The amount of residential land proposed for development is calculated using several factors such as population, persons per household, density of dwelling units per acre and average units built per year. A standard allowance is also included for streets and open space. Housing in newer, low-density subdivisions will generally average about 2.5 units per acre. Medium and high-density areas range from 5.5 to 12 units per acre. Lower densities will likely occur as developments encounter lowlands and surface drainage areas.

Planning for new neighborhoods usually includes a mix of housing types, parks and other open spaces. A new school, church, public service facility or recreational facility may also be planned. New neighborhoods should have access to commercial centers and safe pedestrian walkways between neighborhoods. Efficient vehicular routes from within a neighborhood to major streets should also be provided.

## Commercial Land

Commercial development and redevelopment will occur throughout the city in the existing business districts. In general, commercial areas should be concentrated and well defined. Streets and natural barriers should be used as buffers to residential developments whenever possible. Offices and apartment uses should also be considered as appropriate transitional uses between commercial areas and low-density residential areas. Isolated, shallow, strip developments should be discouraged or prohibited.

Several new commercial developments are planned in the south and northeast areas of the city. In the south, the primary focus is on creating commercial clusters adjacent to major intersections. Specific sites will be mainly at one-mile intervals when integrated into residential growth areas. The amount of land reserved at each intersection will vary depending upon existing land uses and the anticipated traffic activity. While all the commercial areas will provide convenient shopping facilities for the surrounding residential neighborhood, the larger areas will likely attract businesses that will cater to the entire community.

The northeast area of the city has drawn particular interest since the construction of the MultiPlex, Research Center and Larson Ice Arena. Future land use scenarios in this area have focused on maintaining a research and technology park theme or an events center theme for the remaining undeveloped property. With the anticipated departure of the South Dakota Department of Transportation operation, approximately 100 acres would be available for businesses that could either compliment the existing enterprises or offer other needed services.

Areas of concern in the development around the MultiPlex are parking, access and aesthetics. It is imperative that sufficient land be reserved for parking when events are occurring simultaneously. Improved access to Highway 14 and the Bypass should be a priority. Upgrading 34<sup>th</sup> Avenue to urban standards would greatly enhance the flow of traffic to and from an event. Likewise, 32<sup>nd</sup> Avenue will provide an alternate route when completed north to the Bypass. Finally, the MultiPlex area will be a major destination point located at a gateway to our community. Therefore, an emphasis on aesthetics should be incorporated into all future developments.

## Industrial Land

The vast majority of available industrial land in Brookings is along the I-29 transportation corridor. Smaller sites exist along the Highway 14 diagonal in the northwest corner of the city. It is projected that the existing unused land within the city will be developed within the planning period. Therefore, additional industrial land will be needed to meet the projected demand for manufacturing, warehousing and other related uses.

Due to environmental constraints in several other areas, future industrial sites will be concentrated east of I-29 near the Highway 14 Bypass. These sites will provide easy access to the major transportation corridors, which is highly desirable. It will also prevent major truck traffic from encroaching into residential neighborhoods.

### Public and semi-public land

Public and semi-public land includes schools, parks, churches, cemeteries and institutional uses. The degree to which long term planning is involved with these uses varies greatly. However, each of these uses has the potential to substantially impact an adjacent use.

SDSU has maintained an immense presence in Brookings for over 100 years. In recent years, the university has acquired several parcels of land along the south edge of the campus near Eighth Street. It is expected that this street will separate the campus from the existing residential neighborhood in this area. Additional expansion is anticipated adjacent to Highway 14 Bypass in the future while the east and west boundaries should remain constant. Future internal green space and traffic flow changes are expected with the recently adopted SDSU Master Plan.

The Brookings Public School system is comprised of one high school, one middle school and three elementary schools. The land use plan anticipates that a fourth elementary school will be built near Christine Avenue and Fifteenth Street South. A multi-district vocational school is located on the Brookings High School campus. It currently serves students from Brookings and Deubrook High Schools.

Future parks and recreation plans will be coordinated with the development of new residential subdivisions and public facilities. These plans should provide for a recreational corridor that would serve as a link to existing parks and open spaces.

Churches and other institutional uses shall be integrated into neighborhoods in a way that minimizes their impact. The location of buildings and parking areas and the proximity to through streets will be important considerations. The existing cemeteries in Brookings have acquired adjacent land that is expected to serve the community through the planning period.

### Agricultural /Conservation Land

Future growth in certain areas of Brookings will encounter lands that will be designated for agricultural purposes or reserved for conservation. The Agricultural District within the city limits has large lot zoning to discourage or prevent sprawl and haphazard development and encourage a compact and efficient development pattern. The zoning district has been considered a "holding" zone for future planned development. Areas within the agricultural district will also be reserved for natural drainage systems and detention ponds. The aquifer and other significant natural areas will be preserved as open space according to the land use policies.

## VI. UTILITIES PLAN

### Wastewater Systems

The City of Brookings maintains a water reclamation facility that treats wastewater from residences, businesses and industries within Brookings. It also provides service beyond the city limits to the Bridle Estates Sanitary District and to several other residential subdivisions including the Nelson Addition, River Ridge Addition, Parsley Way Addition, SunnyView Addition and Western Estates Mobile Home Park.

The current wastewater treatment facility was placed into service in 1980. It has a capacity of 7.5 million gallons per day and currently has an average day flow of between 2 and 2 1/2 million gallons per day. Allowing for infiltration and inflow and an average day flow of 100 gallons per capita, there is enough additional capacity in the current facility to serve the projected population well beyond the planning period.

Major wastewater collection system improvements are proposed in the current Brookings Municipal Utilities 2000 Capital Improvements Program. Major interceptor sewers are already in place to serve the projected growth areas over the next 20 years. The advance planning of interceptor sewer lines can result in the installation of cost-efficient gravity flow sewers and minimize the need for costly lift stations.

### Water Systems

The City of Brookings obtains its water supply from underground sources only. The water comes from six underground wells approximately one-half mile north of the Highway 14 Bypass near Medary Avenue and from an aquifer one mile east of Brookings. The east plant has a 3 million-gallon ground storage reservoir and the north plant has a clearwell capacity of 1.7 million gallons. Four elevated storage tanks within the city add 1.6 million more gallons for a total storage capacity of over 6.3 million gallons.

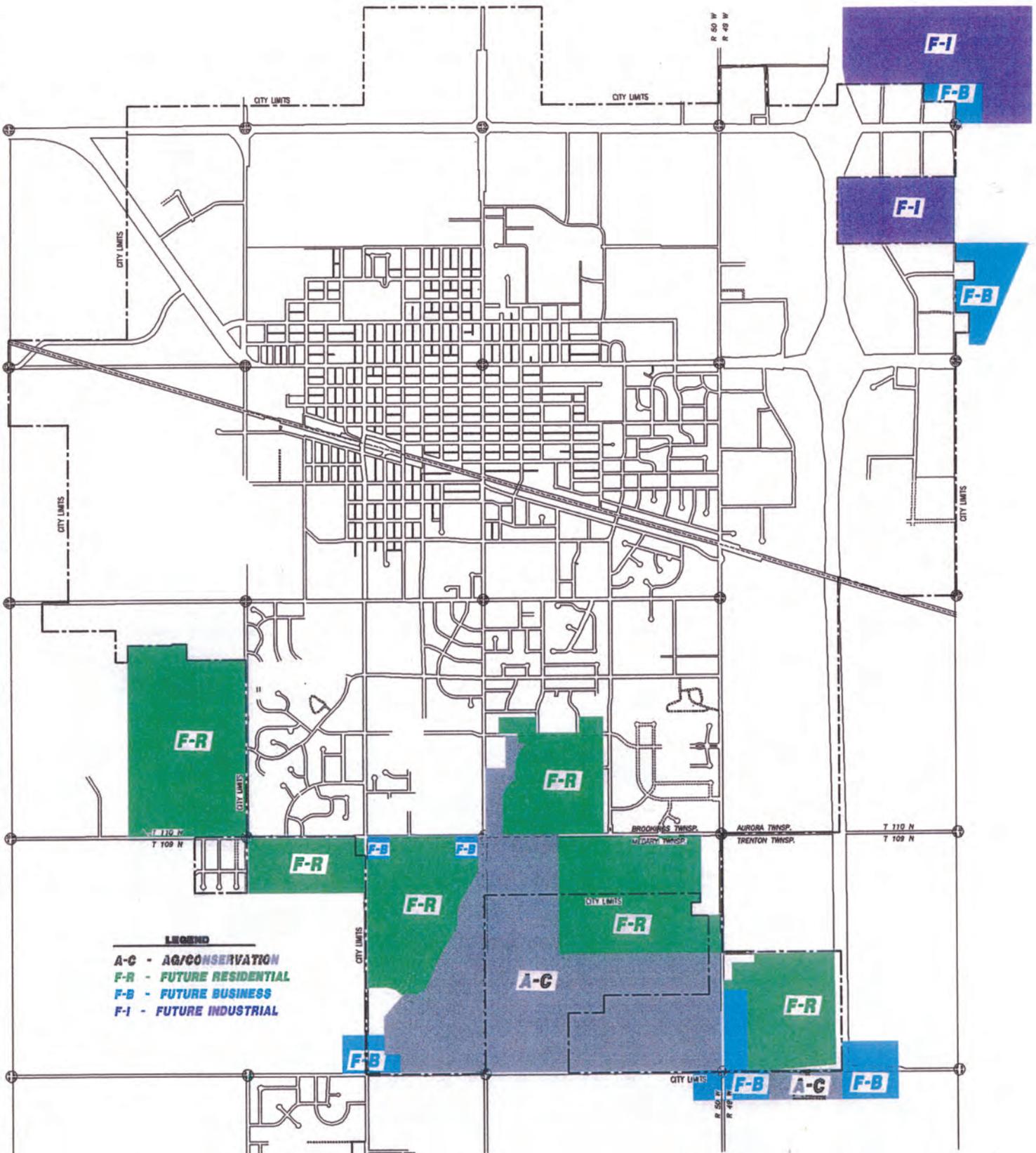
The present system, utilizing both treatment plants, can produce about 7.5 million gallons per day of treated water on a continual basis. Estimating a peak of 5.5 million gallons per day for a prolonged dry period, the system would still have an excess capacity of 2 million gallons per day or enough to serve over 13,000 additional citizens using an average of 150 gallons per day per capita. Barring any major water-using industries, the system will serve the projected population growth through the planning period.

Major water system improvements are proposed in the current Brookings Municipal Utilities 2000 Capital Improvements Program. Future projects will be listed in Chapter XII.

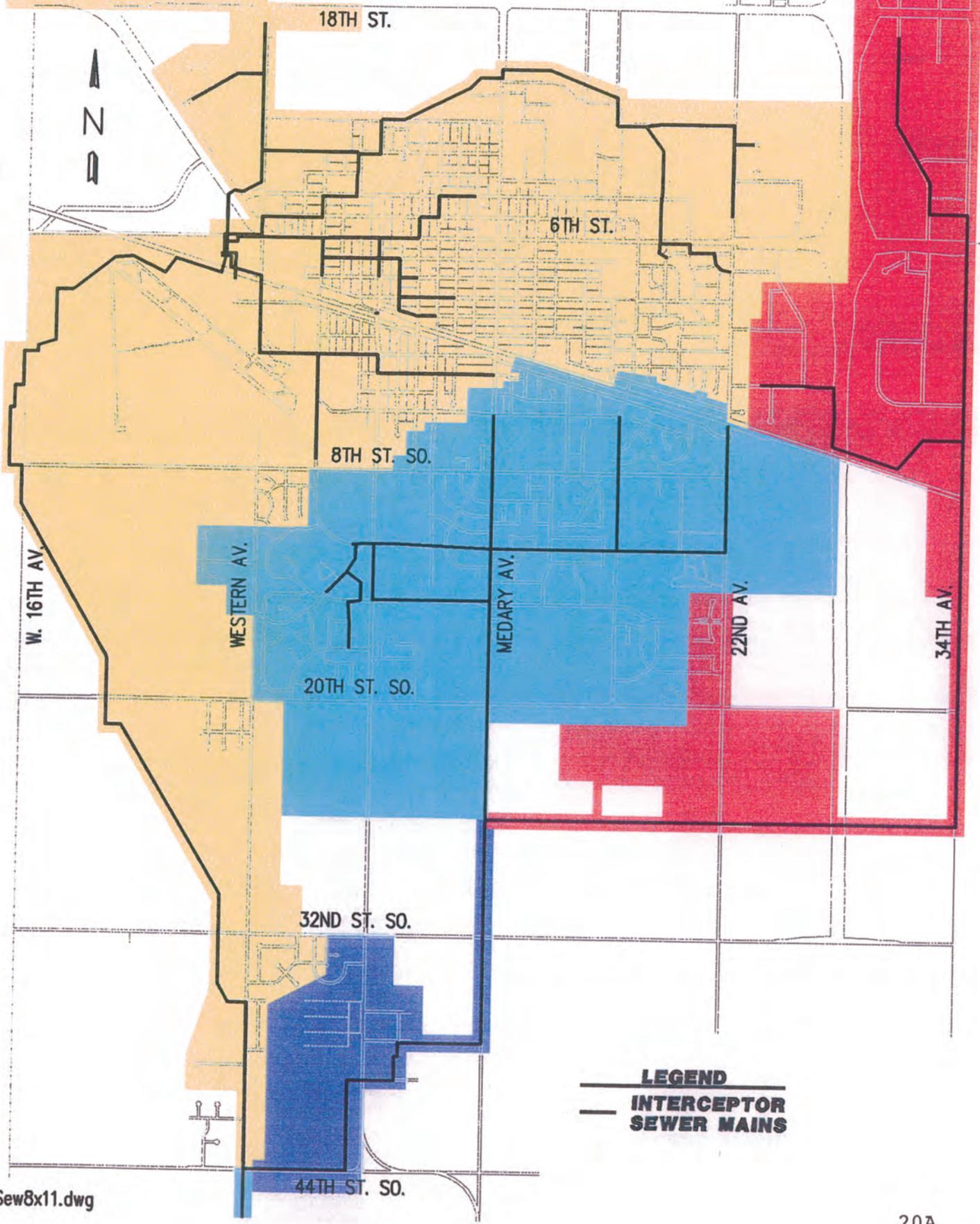
# FUTURE LAND USE MAP

## CITY OF BROOKINGS, SD

PLUMP.DWG



**WASTEWATER SERVICE AREAS**  
City of Brookings, SD  
2001



## Storm Drainage Systems

The storm water drainage system serving the City of Brookings consists of surface and subsurface facilities. The runoff collected by these facilities eventually flows into Six-Mile Creek, Deer Creek and the Big Sioux River.

The City undertook a comprehensive study of the existing storm water drainage systems in 1966. The bulk of the storm water was carried on the surface of streets and in open ditches. Three subsurface systems functioned independently but the collected water from all three systems flowed into Six-Mile Creek. One system involved the Central Business District, another serviced the area surrounding the downtown and a third system was located on the SDSU campus.

Brookings became a participant in the National Flood Insurance Program in 1978. A local study of Six-Mile Creek and its drainage area resulted in the mapping of floodway and floodplain boundaries in the northwest corner of the city. Subsequently, a Flood Damage Prevention Ordinance was adopted which included building and land use regulations in the special flood hazard areas.

A master plan for storm water drainage control from the city south to the Big Sioux River was completed in February 1985. The study area involved seven square miles south of Eighth Street South. Almost all storm water or snowmelt runoff from the drainage basin in this area finds its way to a centralized drainage swale extending from north to south along Medary Avenue. Most of the drainage channels in this basin have been improved down to Fifteenth Street South. The drainage swale terminates at the Big Sioux River about two and one-half miles south of Brookings.

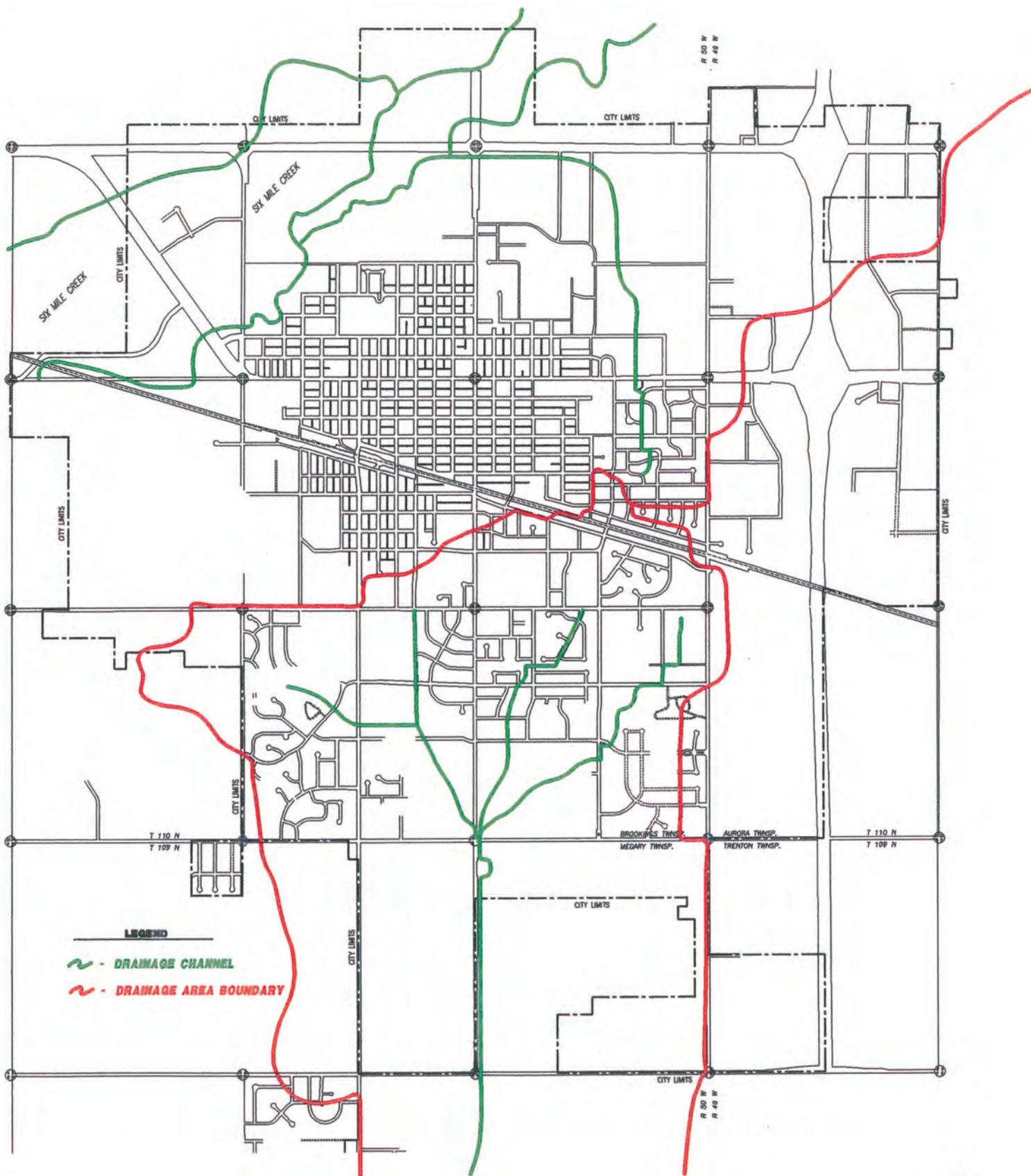
A storm water drainage policy was adopted in May 1985. The policy defined the responsibilities of the developer and the city regarding the design, construction, cost and maintenance of a new drainage system. The city also established a drainage fee that has been used to fund community-wide drainage projects over the past 15 years.

Storm water drainage control will become more important as the city grows south. Much of this area is flat with no well-defined drainage pattern. A very shallow ground water table further hampers development in certain areas. It is advantageous for the city to identify needed drainage improvements in these future growth areas and develop a long-range storm water management plan. This will allow for the integration of drainageways and detention ponds into subdivision design, recreational uses or adjacent open spaces.

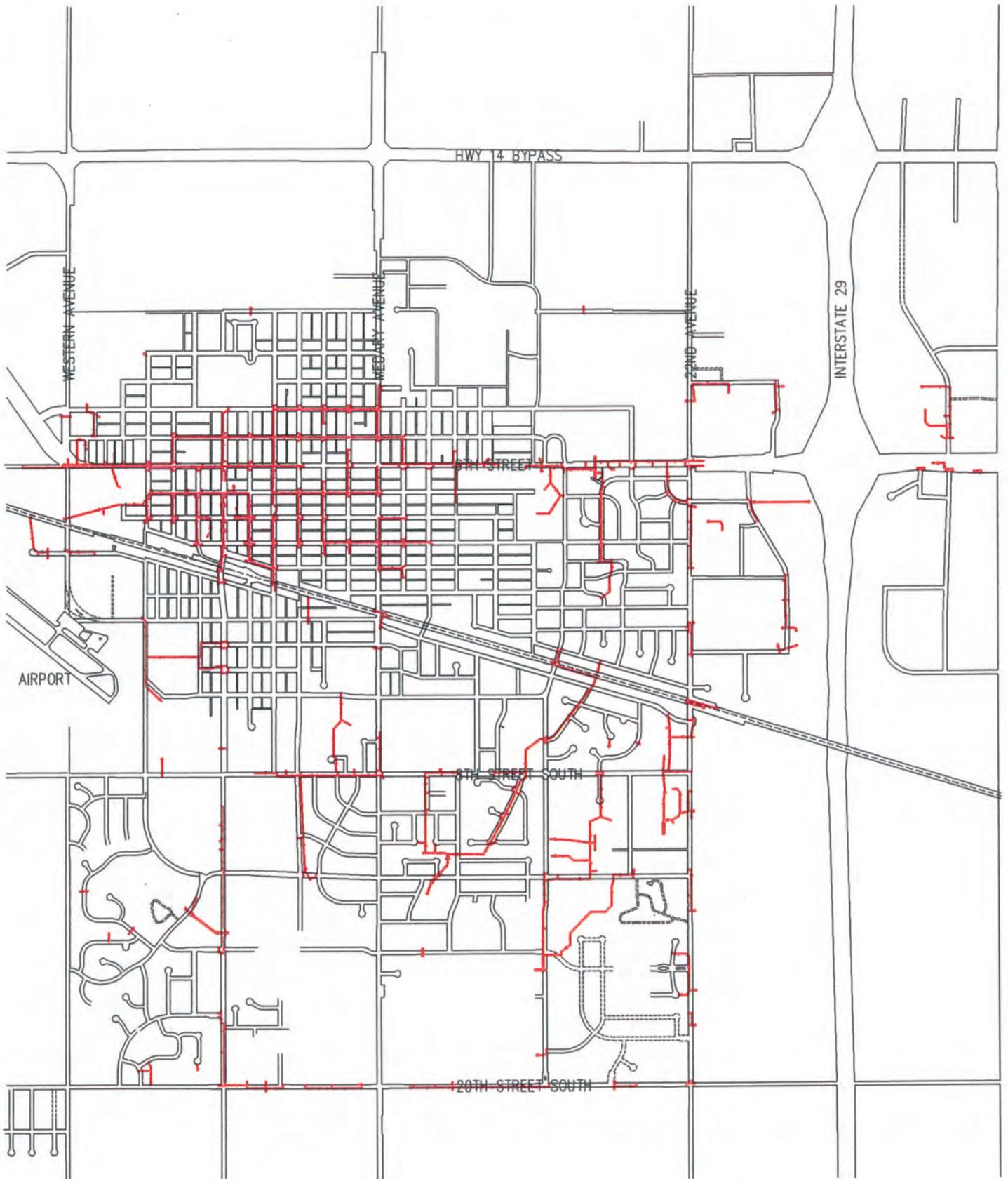
# DRAINAGE BASIN MAP

CITY OF BROOKINGS, SD

DRAIN MAP.DWG



**STORM SEWER SYSTEM**  
**CITY OF BROOKINGS, SD**  
STORMSSD.DWG



## VII. TRANSPORTATION

Transportation and its role in the movement of people and goods is an important consideration in the development of the community. The entire transportation system includes streets and highways, pedestrian and bicycle access, railroads and airport facilities. Each of these modes of transportation affects the current and future land use patterns.

### Major Street Plan

There is a direct relationship between transportation and land use. Prior to any comprehensive planning, land use was affected by Highways 14 and 77 as they traversed through Brookings. Commercial and residential uses co-existed on Highway 14 in a random manner from Western Avenue to Seventeenth Avenue. A commercial strip corridor was also established along Highway 77 from the Central Business District to Fifteenth Street South. This land use pattern was largely accommodated by the 1966 Comprehensive Plan and therefore remains intact today. Twenty-second Avenue is the only non-highway street in Brookings that has attracted any appreciable amount of commercial use. The street was expanded to five lanes in 2000 to serve the increasing traffic volume generated by expanding industries and commuters from the new residential neighborhoods to the south. The construction of Interstate 29 created an opportunity to establish industrial parks and additional commercial areas near this high-speed traffic corridor. New commercial developments have also become the dominant land use along Highway 14 between Seventeenth Avenue and I-29.

The primary component of transportation planning is the development of a Major Street Plan. The plan employs a street classification system that identifies the current and anticipated future use of streets within the community. The three main classes of streets on the Major Street Plan are the Interstate Highway, Arterials and Collectors.

Interstate 29 is a limited access road with interchanges at least one mile apart. It is designed to carry a large volume of traffic at high speeds. Brookings is currently served with interchanges at milepost 132 and 133. The 2000 South Dakota Interstate Corridor Study Phase I report has included a proposal by the City of Brookings to construct a partial cloverleaf interchange at milepost 129. This interchange will provide an alternative route to destinations east of I-29 and will reduce the congestion at milepost 132. Another potential alternative route would be the construction of an overpass at milepost 130. A key issue in our transportation planning is the need to provide adequate travel routes between intensive employment areas and both established and planned residential growth areas.

Arterial streets are designed to carry large volumes of traffic quickly and efficiently within the city. There are two levels of arterials designated on the Major Street Plan. Major arterial streets are generally 4 to 5 lanes wide with no on-street parking. Major intersections are signalized with dedicated turning lanes. These streets are usually spaced at one-mile intervals and support commercial and industrial uses. Minor arterial streets are generally 2 to 3 lanes wide with no on-street parking. Major

intersections are signalized with dedicated turning lanes. These streets support commercial and institutional uses.

Brookings has two major arterials within the city; Twenty-second Avenue and Main Avenue. U. S. Highway 14 and the Bypass are also categorized as part of the major arterial system. Eighth Street South is currently a minor arterial but will likely see an increase in traffic within the planning period that may warrant a redesign to five lanes. Its' location is such that it will become the major west to east transportation route for the existing and planned residential neighborhoods in the southwest part of the city.

Minor arterial streets are the next link in the major street plan. The primary streets in this system are Medary Avenue, Eighth Street South and Fifth Avenue in the Central Business District. Future minor arterial streets include Twentieth Street South and Thirty-second Street South. Twentieth Street South will remain on the periphery of the planned development through most of the planning period. Thirty-second Street South, which is part of the longer range transportation plan, will become a significant component if and when an interchange is constructed at milepost 129 on I-29. It will become the preferred access to Brookings by commuters residing or doing business in the south part of the city.

Collector streets provide continuity between arterial streets and link local traffic to the arterial network. Major collector streets are generally defined as two lane roads with turn lanes at major intersections and limited on-street parking. Major collectors are customarily adjacent to residential uses. Minor collectors primarily interconnect residential and industrial neighborhoods. Local streets are generally not shown on a major street plan. They provide access from residential subdivisions to collector or arterial streets. The location of these streets is dependent upon the proposed development and topography of the land.

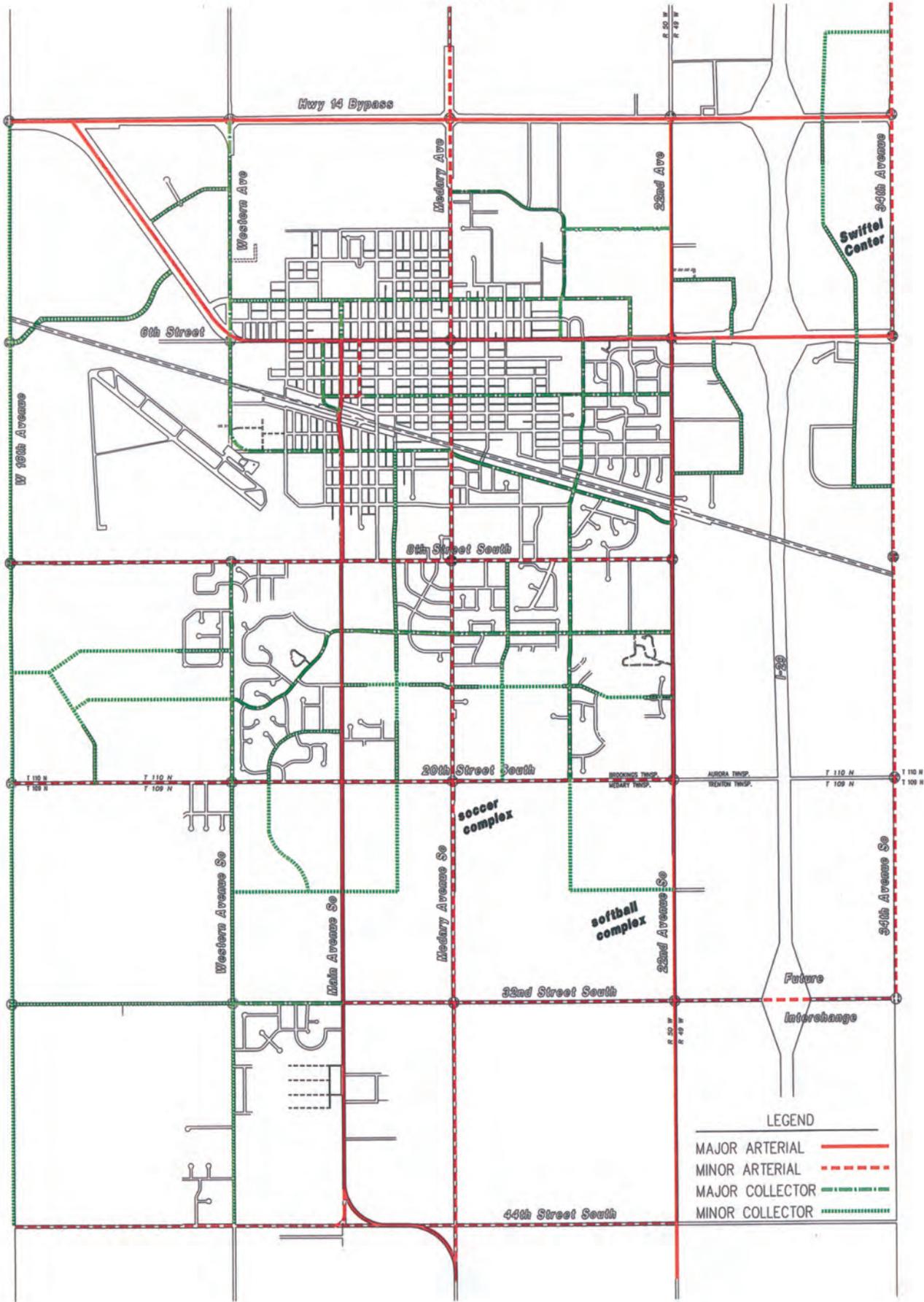
Brookings has required the installation of sidewalks adjacent to developed land and certain undeveloped land for many years. As a result, the city now has an extensive, continuous network of sidewalks including handicap accessible routes throughout the community to serve pedestrian traffic. The city also has an all-weather, multi-purpose trail system. This trail winds through several neighborhoods and parks from I-29 to Western Avenue.

# MAJOR STREET PLAN

CITY OF BROOKINGS, SD

REVISED 2-11-03

POLICY ST PLAN.DWG



### LEGEND

- MAJOR ARTERIAL ————
- MINOR ARTERIAL - - - - -
- MAJOR COLLECTOR ······
- MINOR COLLECTOR - · - · - ·

## Airport Master Plan

The Brookings City Commission adopted an Airport Master Plan in 1978 for the continued development of the Brookings Municipal Airport. The plan included a development program that was implemented in three phases: short-term (1978-1985), intermediate-term (1986-1990), and long-term (1991-2000). This program involved land acquisition, paving and lighting, approach aids, terminal expansion and other improvements. The program has been essentially completed.

An off-airport land use study was also done in conjunction with the Master Plan to insure a compatible relationship between the airport and adjacent uses. Land abutting the airport, existing land uses in the approach areas and future planned developments were reviewed. It was determined that land in the approach areas of runways 12, 17 and 35 could be acquired or would remain undeveloped through the planning period. The approach to runway 30 was extensively developed with a mix of commercial and residential uses. It was recommended that regulatory techniques be considered to control further residential development in this area.

The Brookings Municipal Airport is classified as a transport facility by the Federal Aviation Administration and is one of nine air carrier airports in South Dakota. It has two asphalt surfaced runways, two commercial aviation operators, one certificated carrier and several private hangars. Airport development is currently guided by the 1997 Airport Layout Plan. The plan consists of maps and drawings of the airport facilities infrastructure. The following improvements have been proposed:

1. Construction of additional private hangars and adjoining taxiways
2. Construction of a fire and rescue building
3. Expansion of commercial aviation facilities
4. Expansion of terminal building
5. Expansion of SDSU hangar and shop
6. Construction of parking areas
7. Extension of general aviation ramps

The South Dakota Department of Transportation Division of Air, Rail & Transit prepared the South Dakota Aviation System Plan in 1996. The plan proposes strategies for maintaining and improving airport facilities in the state. The plan's time frame is from 1995 to 2015 and is an update from several previous plans dating back to 1969.

The document identified several key issues that are important for the air carrier airports within the state. Brookings, in particular, does not have the runway extension capability to handle large aircraft. Therefore, if the current certificated carrier replaces its' aging planes with larger aircraft, service may be disrupted. In addition, deregulation within the industry may reduce the control over certificated carriers and their requirements to provide essential air service to our community. Lastly, there is always uncertainty over the longevity of the current federal subsidy programs. Without a subsidy, certificated carriers would suffer economic losses and likely suspend services.

One protection is that replacement services are required for communities prior to the departure of the current carrier. However, the replacement service may not necessarily use identical aircraft which could change the present level of service.

These issues make it clear that the level of future air service provided by the Brookings Municipal Airport will depend on the effects of regulatory reform and the federal subsidy program. Unfortunately, Brookings has no control over the decisions that will be made in these areas in the years ahead.

### Railroad Plan

The Chicago and Northwestern Railroad arrived in Brookings in 1879 on a mainline track that still exists today. The track bisects the city from northwest to southeast and involves seven street crossings, six at grade and one by overpass. Land uses abutting the track include industrial west of Main Avenue and east of Twenty-second Avenue, an industrial/residential mix between Main Avenue and Medary Avenue and residential uses from Medary Avenue to Twenty-second Avenue.

The current owner, Dakota, Minnesota and Eastern Railroad Corporation, proposed a major upgrade to the track in the late 1990's to accommodate the shipment of coal from the Wyoming Powder River Basin to destinations in the eastern United States. The plan would eventually call for a significant increase in the number of trains traveling through Brookings each day. Concerns were immediately raised that adjacent, residential uses and the city, as a whole, would be negatively impacted by the DM&E's expansion plan. Subsequently, the City of Brookings recommended a railroad bypass.

The railroad bypass would require the development of an expanded transportation corridor adjacent to Highway 14 Bypass in the northwest part of the city. A new corridor would need to be designed east of Medary Avenue as the track separates from the bypass and proceeds northeast to the quarter line, east past 34<sup>th</sup> Avenue and eventually southeast through the Deer Creek floodplain to the original mainline track west of Aurora.

The primary land use issue involved with this route is the future planned industrial park northeast of the Ag Plaza. The construction of a railroad line would reduce the anticipated usable acres for industrial businesses. However, additional rail access in this area would provide an alternative location for companies that rely on railroad transportation for their products.

Due to the uncertainty surrounding the timetable when, and if, such a bypass would be realized, the inclusion into the comprehensive plan has been limited. If a decision is reached to construct a bypass or use the existing route, the plan will be amended to address the pertinent issues at that time.

## VIII. SCHOOLS AND PARKS

### Public School Facilities

Public schools are the largest combined capital investment of any public facilities in the community and one of the most important. Neighborhoods and residents are impacted in several ways after schools are built. Schools influence adjacent land uses and traffic patterns. They also become centers for community events and recreational activities and create a convenience for families with children. In addition, they frequently attract other desirable public facilities and improvements.

The current public school facilities have adequate classroom space to accommodate the student population. The three elementary schools, Central, Hillcrest and Medary combined have 10 sections per grade from kindergarten through fifth grade. A 17% increase in enrollment could be absorbed into the K-5 grades before reaching capacity limits. The newest facility, George S. Mickelson Middle School, can support more than 200 additional students before reaching its maximum design capacity. The high school has the least excess capacity available at 6.5%.

### **BROOKINGS SCHOOL DISTRICT FACILITIES**

SCHOOL	CLASSES BEGAN	CURRENT ENROLLMENT	MAX. DESIGN CAPACITY	SECTIONS	CAMPUS SIZE	RECREATIONAL RESOURCES (a)
Central Elem.	1936	220	300	2	3.8 ac.	1, 3
Hillcrest Elem.	1955	475	550	4	6.0 ac.	1, 2, 6
Medary Elem.	1975	492	550	4	22.5 ac.	1, 2, 4, 6, 9
Mickelson M.S.	1999	633	850	NA	24.7 ac.	2, 5, 6,
High School	1967	936	1000	NA	45 ac.	2, 3, 5, 6, 7, 8
ECMD (b)	1976	255	300			

Source: Brookings School District; City of Brookings

(a) The following list indicates the available outdoor recreational resources at each facility.

1. Playground
2. Multi-purpose fields
3. Baseball/softball fields
4. Soccer fields
5. Track
6. Basketball Courts
7. Tennis Courts
8. Skateboard Park
9. Exercise Course

(b) East Central Multi-District Vocational School

The projected student enrollment for the Brookings School District is one of several important factors in determining the facility needs over the planning period. Kindergarten enrollment is estimated by using the number of births that occur in Brookings County. This figure is then weighted to more accurately determine the births within the district. Migration in and out of the district is also considered. The K-5 enrollment projection through 2007 indicates a 2.2% increase. Middle school population projections show a declining enrollment of 6.4% through the 2004 school year and then a gradual climb back to the present enrollment by about 2013. Enrollment at the Brookings High School will follow a similar pattern. Estimates indicate a 9% decrease by 2007 followed by a 1% growth rate each year over the next 10 years.

## BROOKINGS SCHOOL DISTRICT ENROLLMENT PROJECTIONS

### YEAR

GRADE	2000-01*	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15
K	212	212	201	213	196	212	201								
1	197	212	212	201	213	196	212								
2	200	197	212	212	201	213	196								
3	209	200	197	212	212	201	213								
4	203	209	200	197	212	212	201								
5	187	203	209	200	197	212	212								
TOTAL	1208	1233	1231	1235	1231	1246	1235								
6	220	187	203	209	200	197	212	212	201	213	196	212	201		
7	222	220	187	203	209	200	197	212	212	201	213	196	212		
8	198	222	220	187	203	209	200	197	212	212	201	213	196		
TOTAL	640	629	610	599	612	606	609	621	625	626	610	621	609		
9	247	198	222	220	187	203	209	200	197	212	212	201	213	196	212
10	231	247	198	222	220	187	203	209	200	197	212	212	201	213	196
11	236	231	247	198	222	220	187	203	209	200	197	212	212	201	213
12	232	236	231	247	198	222	220	187	203	209	200	197	212	212	201
TOTAL	946	912	898	887	827	832	819	799	809	818	821	822	838	822	822

Source: Brookings School District; City of Brookings

\* Actual enrollment

Long-term planning for new school facilities is important for several reasons. It is imperative that future sites and facilities be closely coordinated with the overall development pattern of the city. It is also crucial that property be purchased well in advance to keep land costs down and insure that an adequate amount of land is available for future expansion or improvements. A fourth elementary school has been planned since 1985 at the intersection of Fifteenth Street South and Christine Avenue. The school would be designed as a 4 section facility and have a campus area of 6.8 acres. Camelot Park is adjacent to the site and will provide recreational facilities and

open space for students. In addition, Medary and Hillcrest have the ability to expand if warranted by increased enrollments or services. Central, on the other hand, has limited expansion capabilities due to its design and location.

Current education and population issues will likely impact the operation of the Brookings School District during the planning period. Statewide, enrollment figures currently decrease from 1500 to 1800 students per year. Decreased enrollments translate into less funding to schools based on a per student, state aid formula. This usually causes personnel and program reductions and delays improvements. For Brookings, it may even cause the closing of one elementary school or create serious discussions regarding consolidation or shared services with adjoining school districts. It is unclear over the long term how the anticipated population growth of Brookings will offset the expected loss of students and the declining rural population.

### Parks, Trails and Open Spaces

Parks, trails and open spaces are an important part of a healthy community. A park may offer a wide range of activities for all ages or cater to a specific age group or particular activity. Parks are a common place to hold community events and are major destination points for visitors and tourists. Trails and linear parks have sprung up everywhere largely due to the rail abandonment process that has occurred throughout the country and a growing desire of urbanites for convenient recreation areas. Open space preservation has become a popular component of urban planning due to an increased environmental awareness within our society. It has been shown to enhance the value of a development by preserving environmentally sensitive lands and protecting natural resources. Parks, trails and open spaces are amenities that reflect a community's values. Therefore, it is important to provide ample opportunities for all citizens to participate in outdoor activities and enjoy the beauty of the natural surroundings.

Brookings has 18 established park locations throughout the city. They are categorized as a community, neighborhood, playground or special use park. Service area, function, and size are characteristics that are commonly used to define the type of park. Community parks are generally 15 acres or larger and provide a wide range of activities and facilities. They usually serve several neighborhoods or an entire city. Neighborhood parks range from 5 to 15 acres and are designed for playgrounds, ballfields and courts. These parks serve adjoining residential areas. Playgrounds are smaller versions of neighborhood parks. The typical activities are primarily youth oriented and open space is limited. They are generally up to 5 acres in size. The last category is a special use park. These parks focus on one major activity and vary greatly in size. Edgebrook Golf Course is a special use park.

The current park system has approximately 420 acres of managed parkland. This includes the community, neighborhood and playground parks that are maintained regularly. It also includes the special use parks except for Northbrook Park. The National Recreation and Park Association has recommended guidelines for the amount and type of parks a community should have based on its population. Nationally, a

recognized standard for parks ranges from 7 to 10 acres per 1,000 population. Brookings has 8.8 acres/1,000. The special use parks vary widely from city to city and, therefore, are not included in the standards. The final component of the park system is the future park areas. The city has identified ten more park sites that will add another 220 acres in the future. This includes 135 acres that will enlarge Southbrook Park. The remaining 85 acres will provide recreation opportunities for some developing residential neighborhoods and future, fringe areas.

The current trail system contains a 6.25 mile continuous loop through the south part of Brookings and about 1.5 miles of additional trail that winds through several neighborhood and playground parks. The trail has an all weather bituminous surface and provides recreational opportunities for walkers, joggers, bicyclists, rollerbladers and other recreationists.

Open spaces in Brookings have been, historically, temporary in nature. They exist only until a business, industry or subdivision expands. This is due to the fact that the land poses minor developmental barriers and the perception that the land is too economically valuable to leave undeveloped. Recently, the growth of the city has extended south into areas that have limited potential for development due to lowlands, and major drainageways. The City of Brookings has taken the first step in preserving open space by purchasing tracts of land along Medary Avenue South. These lands will be used as stormwater detention facilities and reserved wetland areas.

Developing new parks, trails and open spaces to meet the recreational and leisure time needs of the community's residents will be a challenge. Development of new park facilities must be coordinated with new residential growth so residents will have convenient access to a neighborhood or playground park. Attention must also be given to the changing demands for recreation. Modifying or introducing new activities into existing parks should be explored on a continuing basis.

Designing and extending the trail system should be considered on a community-wide level. Linking new trails to the existing system requires careful consideration of adjacent residential developments. Balancing the privacy needs of abutting property owners with the growing demand for this type of recreation is important. It may be necessary in some areas to obtain additional right-of-way in order to install sidewalks and trails side by side. It is also critical to explore extending the trail system into the northern part of the city or creating an independent loop in combination with SDSU. A perimeter greenbelt established along the floodplain fringe is another option that would serve recreational needs and signify the edge of future urban development.

The continued growth of our park system could be enhanced with the development of a parkland dedication ordinance. The key issues in such an ordinance include the location, quality and amount of land and proper use of fees in lieu of actual land dedication. This ordinance would compliment or be included in the subdivision ordinance. A well-drafted ordinance could benefit the community, neighborhood residents and the developer.

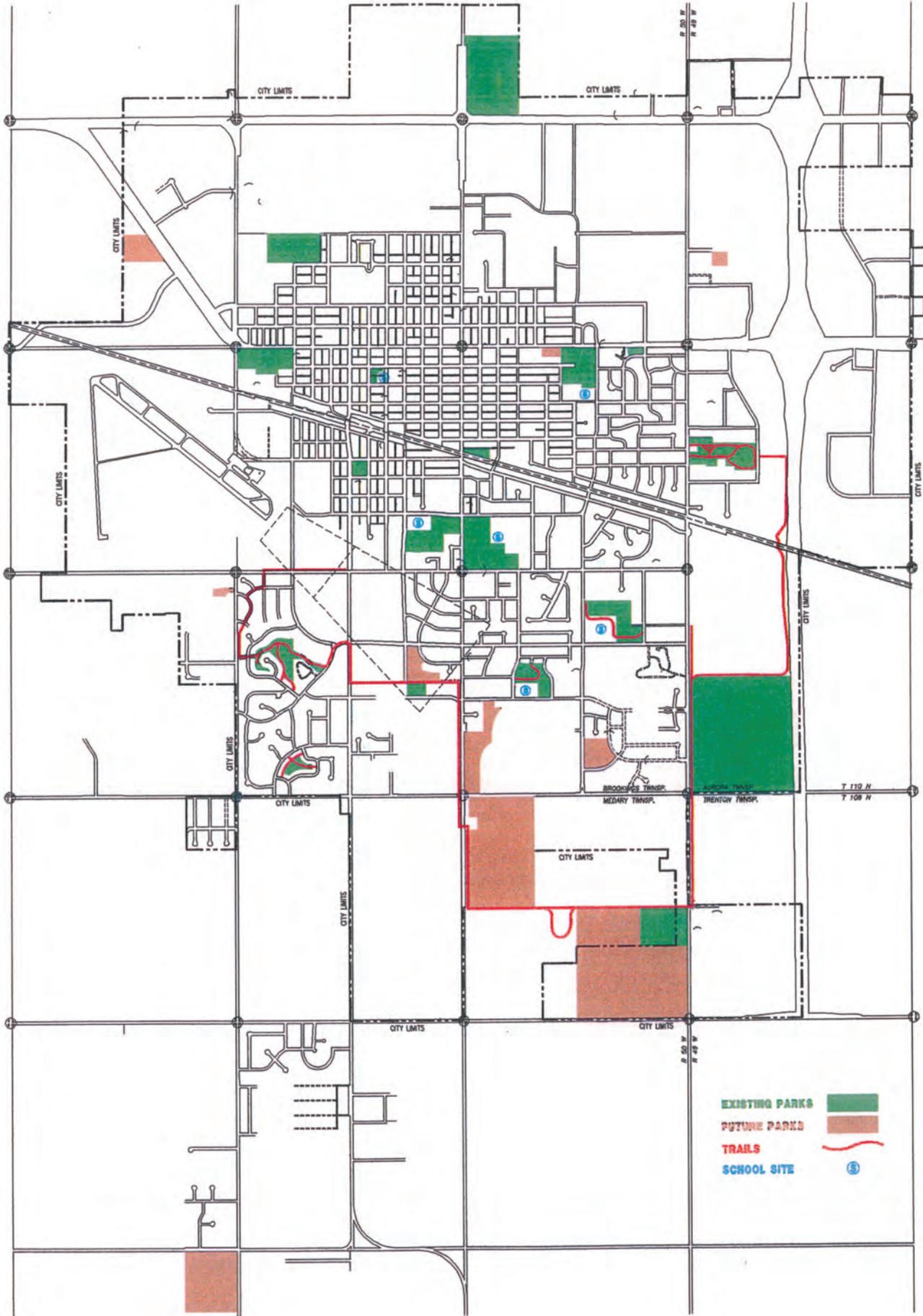
## CITY OF BROOKINGS PARKS

NAME	TYPE	ACRES	ACTIVITIES
Arrowhead	neighborhood	11.2	playground, recreation trail, courts, ballfield
BlairHill	neighborhood	19.0	future nature area with ponds and trails
Camelot	neighborhood	7.3	athletic fields, playground, court, recreation trail
Central	playground	1.4	ballfields, playground
Dwiggins/Medary	neighborhood	22.5	athletic complex, skateboard park
Edgebrook	special use	150.0	golf course/range, exercise course, recreation trail
First National Bank	special use	81.0	soccer fields, playground, picnic area, recreation trail
Gustafson	special use	11.0	future pond, picnic area
Hillcrest	community	16.2	pool, courts, playground, picnic areas/shelters
Indian Hills	playground	3.9	playground, recreation trail, ballfield, court
Larson	community	15.0	playground, courts, ice arena, trail, picnic areas, sledding hill, skating pond
Lions	playground	2.3	court, skating pond, playground, ballfield
Medary	neighborhood	16.7	athletic fields, playground, exercise course
Mickelson	playground	13.3	court, recreation trail, athletic fields
Moriarty	neighborhood	10.0	future playground, ballfield
Northbrook	special use	60.0	garden plots, go-kart track, archery range
Pheasant Nest	neighborhood	14.1	recreation trail, playground, ballfield
Pioneer	community	15.6	picnic areas, athletic field, courts, playground, bandshell
Prairie	community	40.0	future
Rotary	playground	1.3	nature
Sarah Renee	playground	2.2	future playground
Sexauer	neighborhood	20.5	campground, playground, picnic areas, athletic fields
Southbrook	community	135.0	future nature area with recreation trails and ponds
Southbrook	special use	25.0	softball fields
Southside	playground	2.8	athletic field, playground, picnic area
Telkamp	playground	3.0	future playground, ballfield, courts
<b>TOTAL</b>		<u>700.3</u>	

# PARKS & TRAILS

CITY OF BROOKINGS, SD

PARKS & TRAILS



## **IX. PUBLIC BUILDINGS AND FACILITIES**

### Library Facilities

The Brookings Public Library is located at 515 Third Street. It serves the residents of the City of Brookings and rural Brookings County. The original facility was built in 1975 and contained 16,000 square feet. A 16,000 square foot addition was completed in 1999. The current facility is expected to serve the community through the planning period.

New technology has created a vast array of information services that are available to virtually everyone. Over the next 20 years, these services will link libraries, homes and businesses to information sources in ways we can't imagine. While there will always be a need for professionally staffed facilities and printed materials, libraries will be challenged to remain a major influence in this expanding electronic information age.

### Public Safety Facilities

Public safety is one of the most important goals of a community. Brookings is considered a safe place to live, work and raise a family because its' citizens have made public safety a high priority.

Brookings must be continually committed to maintaining a high level of police protection in the future. It is common to see an increase in crime as a city grows. Therefore, sufficient staff and resources will be needed to keep pace with the expected population growth through the planning period.

The Police Department has been headquartered at 307 Third Avenue since 1965. It is conveniently located in close proximity to the courthouse, County Sheriff's Department and regional detention center. Staffing currently involves 27 officers, 6 dispatchers and two clerical positions. These personnel are presently able to respond to calls for assistance within two minutes. This response time reflects a very efficient level of service for the citizens of Brookings.

The planned growth of the city for the next twenty years will likely create a need for additional officers and possibly staff. Based on current averages, six more officers may be needed by 2020 to maintain the same level of service. This increase in personnel may eventually warrant expansion of Police Department Headquarters or initiate a search for new facilities. Another alternative would be to explore a joint city/county law enforcement operation that could be more cost efficient and effective for both departments.

## Fire Protection Facilities

Brookings currently has four fire stations. The Main Station at 307 Third Avenue was built in 1965 and has 6 apparatus bays. The East Station at 607 20<sup>th</sup> Avenue was constructed in 1978 and the Twenty-second Avenue Station was erected in 1995. Both stations have 2 apparatus bays. The South Station on Thirty-second Street South was originally a private commercial operation. The city purchased the property in 1984 and converted the existing building into a fire station with 2 apparatus bays. A concrete building was added in 1987 for use as a training facility for firefighters. The service area of each station is a one and one-half mile range for pumpers and a two and one-half mile range for aerial apparatus.

The ultimate goal of the Fire Department is to provide proper coverage with a minimum number of stations while maintaining the City's fire insurance rating. The location of fire stations is critical in providing adequate response times to all areas of the city. It is imperative that planning for future stations be coordinated with the long-range land use plans of the city. Properly planned and located, the stations will have a minimum of service area duplication.

The Fire Department has proposed a fifth station at Main Avenue South and Twentieth Street South within their current five-year Capital Improvements Program. This fire station would have 3 apparatus bays and would provide coverage for a majority of the planned growth in the southwest part of the city during the next 20 years.

## Landfill Facilities

The Brookings Regional Landfill began its operation in 1993. It operates under a Subtitle D Landfill Permit issued by the South Dakota Department of Environment and Natural Resources. It serves a seven county area including Brookings, Deuel, Hamlin, Kingsbury, Lake, Miner and Moody Counties.

The landfill is located one and one-half miles northeast of the city on the east half of Section 8 in Aurora Township. The actual permitted site contains the south 196 acres with an additional 124 acres reserved for possible future expansion. The projected life span of the landfill is currently estimated at 50 years or until 2043. This life expectancy is based on a 2% annual growth rate for the entire service area.

The landfill's design consists of a compacted clay liner, leachate collection system, storm water ponds and monitoring wells. Monitoring programs are in place to check groundwater, landfill gas (methane) and leachate. The landfill will accept household garbage, industrial waste, construction material, trees, yard waste, tires, metals, appliances, asbestos and petroleum contaminated soil.

The city has adopted a solid waste reduction and recycling plan that coincides with the State of South Dakota mandated waste reduction goals. The plan involves self-initiated industrial recycling and source reduction, public education, curbside recycling, composting and household hazardous waste collection.

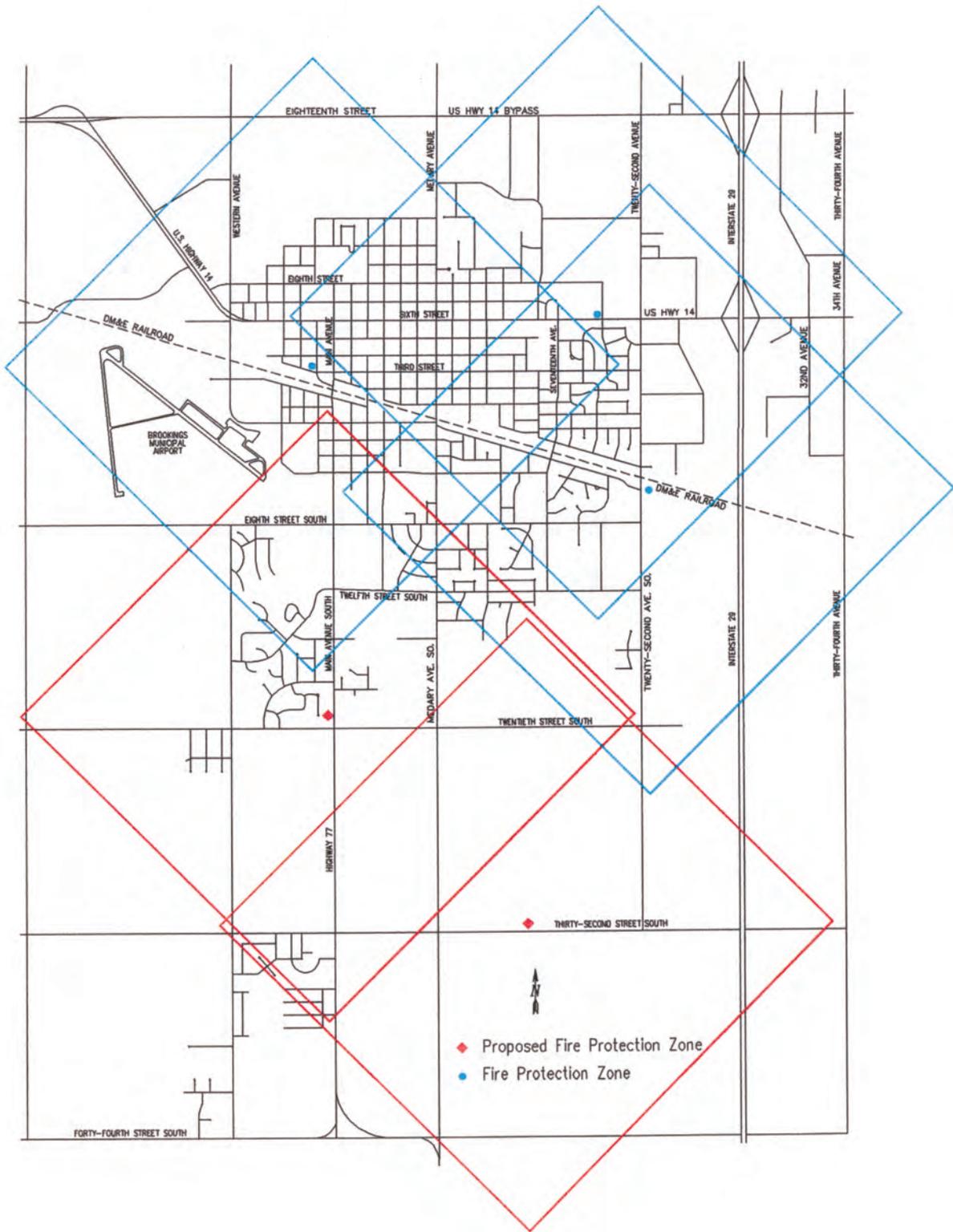
Several issues could impact the future life expectancy of the regional landfill. The degree of success of recycling programs could have a major influence on extending the life of the landfill. In addition, one or more counties could decide to switch to another landfill thereby reducing the service area and prolonging the landfill's life. However, it is important to note that no counties have opted out of their contracts in the last 20 years. On the other hand, one or more large waste generating industries could locate within the seven county service area or regulatory changes in Minnesota could cause communities and counties in that state to look at the Brookings Regional Landfill as an alternative waste disposal provider.

A Capital Improvements Plan is in place through 2005. The major expenditure identified in the short-term plan is the construction of two additional trenches for solid waste disposal.

# FIRE PROTECTION FACILITIES

## CITY OF BROOKINGS, SD

FRONTIER



## X. HISTORIC PRESERVATION AND AESTHETICS

Historic resources and aesthetics are important visual features of our community. Historic landmarks and buildings reveal a distinctive craftsmanship and unique design that create a sense of place. These buildings also provide a link to our architectural heritage. The image that Brookings portrays to residents and visitors impacts our city in many ways. A positive city image benefits the social, cultural, historic and economic aspects of our community and promotes a sense of civic pride.

### Historic Districts

The National Register of Historic Places has several districts from the City of Brookings. In addition to these districts, there are several individually listed historic properties on the Register. These are residences and public buildings that are not included in one of the current historic districts

Commercial Historic District. The Brookings Commercial Historic District, located in the Central Business District, was listed on the National Register of Historic Places on April 19, 1988. It is comprised of commercial and public structures that are situated along Main Avenue, the side streets of Third, Fourth and Fifth Streets from Main Avenue to the alleys, south to the former Chicago and Northwestern Railway Depot and north to the Post Office.

Central Residential Historic District. The Brookings Central Residential Historic District was listed on the National Register of Historic Places on June 3, 1994 with a boundary extension added on June 6, 2001. It encompasses approximately nine square blocks that extend from Third Street on the south to Sixth Street on the north and from Medary Avenue on the east to Fifth Avenue on the west. The district consists of houses, churches, Central Elementary School and the former Brookings Middle School.

University Residential Historic District. The Brookings University Residential Historic District, created on February 12, 1999, contains approximately 17 square blocks. Uses within this district consist primarily of houses, apartments and a few businesses. The district is bounded by Fifth Avenue on the west, Medary Avenue on the east, Harvey Dunn Street on the north and Sixth Street on the south.

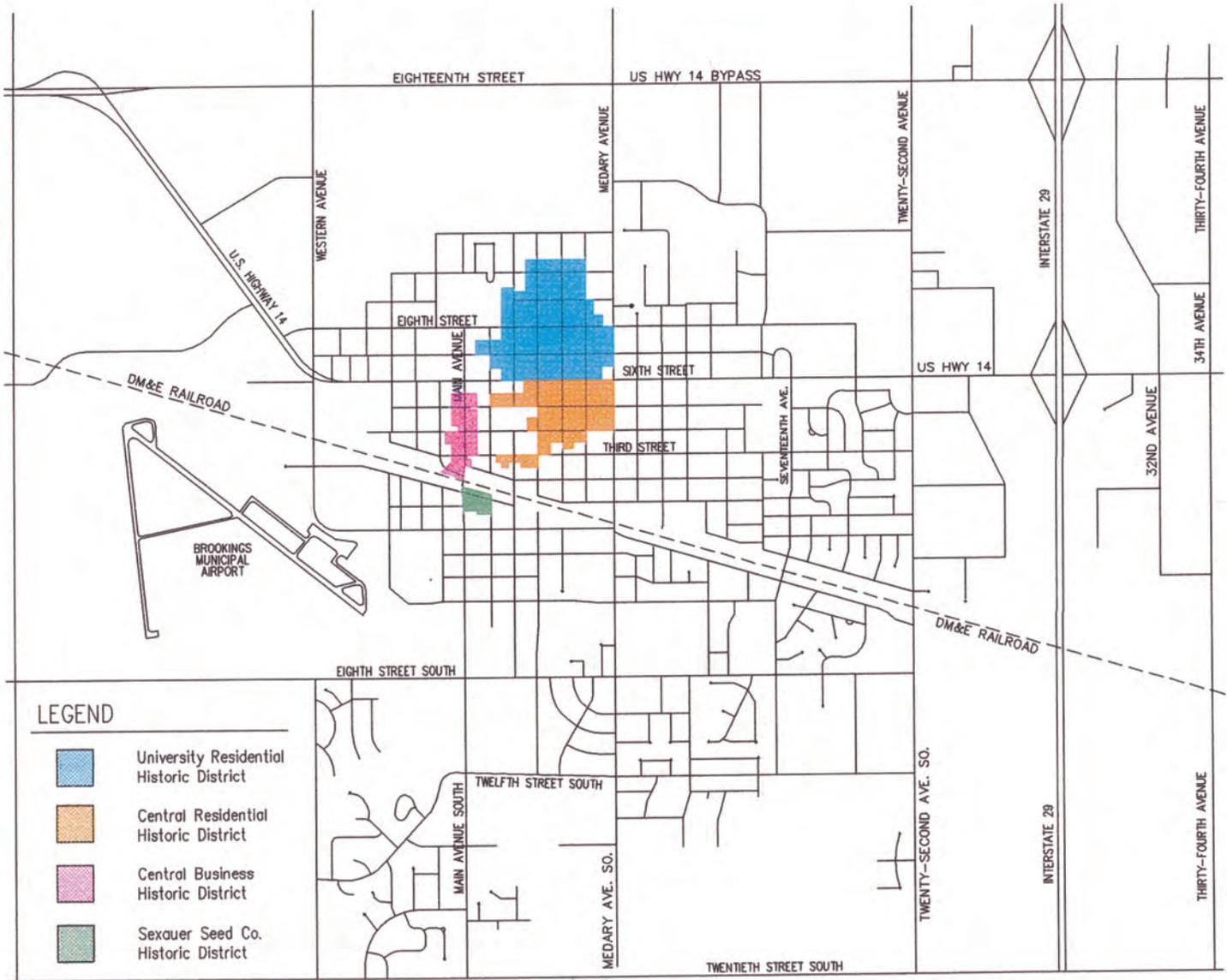
Sexauer Seed Historic District. The Sexauer Seed Company complex is located immediately southeast of the intersection of the Dakota, Minnesota and Eastern Railroad mainline and Main Avenue. The complex consists of an elevator, office, scale office, seed warehouse, seed plant, storehouse and grain bins. The nomination of this area as a National Historic District was officially listed by the National Park Service on November 8, 2001.

The Brookings Historic Preservation Commission developed the *Historic Preservation Plan* that was adopted by the City of Brookings on March 12, 2001. The

# HISTORIC DISTRICTS

## CITY OF BROOKINGS, SD

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### LEGEND

- University Residential Historic District
- Central Residential Historic District
- Central Business Historic District
- Sexauer Seed Co. Historic District

plan identified existing historic resources, established priorities and strategies for preserving historic assets and contained an implementation plan. Priorities were classified as highest or high in importance and accompanying strategies were developed. A preservation action plan was designed with a timeline for implementation by one or more participating groups or committees.

The action plan contains several strategies directly related to planning. Creating historic overlay zones within the historic districts and revitalization of the Commercial Historic District are major proposals. Other minor proposals include new signage regulations in the Commercial Historic District and reviewing parking, mixed use, density, lot size, building scale and garage location regulations in the residential historic districts. These proposals will be included in the general zoning ordinance review that follows the adoption of the Comprehensive Plan.

The Historic Preservation Commission has identified several on going and long range projects that include potential future historic designations, public education, preservation funding and heritage tourism. The Commission will certainly be the guardian over the current historic inventory and an excellent reference source in the adaptive reuse of historic buildings.

### City Image

The image a city invokes is largely defined by the appearance of the numerous physical features that exist within its boundaries. These features can be citywide in scope like the street system or be a single building. When the visually pleasing physical features far outweigh the negative images, a community is perceived as an attractive place to live and work.

A positive image is important for several reasons. It creates a perception that the community places a high priority on the quality of life for its residents. It attracts new businesses and industries and draws conventions, tourists and visitors. A positive image also influences property values throughout the entire city.

Many community features contribute to the city's image. Most are publicly owned and include parks, schools, libraries, museums, streets and boulevards. Others are privately owned and include the central business district, businesses and industries, historic landmarks and neighborhoods.

### Aesthetic Areas

Brookings has always been considered a clean and attractive city. This positive image has not come without sacrifice and is a tribute to all entities and citizens who have worked diligently to create and maintain it over a span of many years. Areas that have played a major part in this aesthetic appeal that Brookings enjoys are summarized in the following paragraphs.

South Dakota State University. SDSU has numerous visually pleasing physical features. The campus green next to Medary Avenue is a beautiful expanse surrounded by the South Dakota Art Museum, Coughlin Campanile, Sylvan Theatre, Lincoln Music Hall and administration buildings. McCrory Gardens is a botanical garden that welcomes visitors and residents as they travel along Highway 14. It is the aesthetic focal point for Brookings.

Central Business District. Downtown Brookings is the most important image-defining asset in our community. A downtown often mirrors a community's overall health and vitality. The local shops, restaurants and drinking establishments share a compact commercial area that has maintained and improved its historic past by rehabilitating older, distinctive buildings. It is important that the downtown continues to cultivate a unique and appealing atmosphere that sets it apart from other commercial areas.

Neighborhoods. Brookings has many attractive, well-maintained residential neighborhoods. Residents take pride in the appearance of their homes. The annual citywide spring cleanup program contributes tremendously to the community's image and has been an incentive for all homeowners to spruce up their properties. As a result, Brookings has no blighted areas and very few individual houses in need of extensive repair.

City Parks. Parks and open spaces contribute immensely to the aesthetic appeal of our community. We are fortunate to have well-maintained parks that are conveniently located throughout the city. Parks are a valuable amenity for a neighborhood and directly impact property values and the residents' quality of life.

### Critical Issues

A community's image is developed over time. Certain physical features, due to their location and size, are more significant than others in creating this image. A visitor's first impression of Brookings begins to take shape as they enter the city and observe the attributes and level of maintenance of properties on the way to their destination.

Major transportation routes are the key gateways or arrival points for Brookings. Travelers on I-29 will get their first impression of Brookings as they exit the interstate at milepost 132 or 133. Enhancing the appearance of these interchanges and adjoining properties should be encouraged. The intersection of Highway 14 and Thirty-fourth Avenue and the Highway 14 Diagonal both offer the city an opportunity to create a gateway into Brookings. These arrival points need to be examined in order to assess their visual appeal and impact on the community's image. Building design, landscaping, signage, land uses and the streetscape all play a role in shaping people's impressions.

Other secondary arrival points for Brookings include County Highway 77, Twenty-second Avenue South and the airport. The Highway 14 Bypass and Medary Avenue intersection is the northern gateway for visitors traveling on County 77. This

intersection has the potential for a joint Brookings/SDSU venture to create an aesthetic gateway for both entities. The point at which visitors feel they have arrived in Brookings from the south by way of County Highway 77 varies due to the existence of rural subdivisions, businesses and open spaces along the way. A solution would be to designate an entry point that would be landscaped with signage welcoming people to Brookings. The intersection of Thirty-second Street South and Twenty-second Avenue South will likely serve as a primary gateway if an interchange is built at milepost 129. Both of these transportation routes will require special attention in the future as the open space is developed and the urban design evolves and expands to the south.

Destination points also affect how Brookings is perceived. These include South Dakota State University, the central business district and the MultiPlex Convention Center. Efforts to maintain and enhance the visual appearance of the buildings and grounds should be undertaken in order to demonstrate the community's commitment to aesthetics.

### Urban Design

Urban design is the end product of the arrangement of natural features and man-made components in our community. Brookings creates its own identity and character as it develops and redevelops. The resulting physical image reflects the importance the city's residents place on the appearance of their surroundings.

Previous studies have indicated that Brookings citizens place a high priority on the design quality of the built environment. Well maintained buildings and natural areas are considered valuable assets that residents feel need to be preserved. The community's support for historic preservation, parks, recreational areas and open spaces is proof of its' desire for aesthetic standards.

New public and private developments are required to meet certain landscape design standards. The emphasis is on providing a safer environment for pedestrians, softening the visual appearance of parking lots and mandating the planting of trees to increase vegetation. These standards are the first step needed in creating a public awareness of the advantages of a good urban design plan. Subdivision regulations could be updated and more performance-based zoning could be implemented to require that new developments meet higher aesthetic standards. Mandatory park dedication, trails, public access and other amenities would improve the design of residential neighborhoods. Existing, older developments could receive incentives for establishing larger green areas, restoring boulevards or reducing driveways.

Street design is an important element in urban design. In addition to being functional, treed boulevards, landscaped medians, lighting and pedestrian amenities play a valuable role in the aesthetics of a community. The city's commitment to these street design features has been ongoing for several decades and has resulted in many beautiful view corridors in the older neighborhoods.

## XI. JOINT JURISDICTIONAL AREA

Long range planning by the City of Brookings and Brookings County will be necessary to minimize conflicts between urban and rural land uses and maintain a compact and efficient urban development pattern. Development pressure invariably creates a need to plan more carefully and make prudent decisions. The goal of the city and county is to promote growth while preserving prime agricultural areas.

### Urban Development Issues

The first large-scale urban developments outside the City of Brookings occurred in the mid 1970's. Several quarter sections of agricultural land and narrow strips along highways were platted for residential uses. The most popular area was south of Brookings near Highway 77. Other smaller residential tracts existed to the north, west and east.

These developments revealed several concerns regarding subdivision design and location. Some subdivisions were planned within special flood hazard areas or far from urban services. Other subdivisions became linear strips of houses along a county or township road that created a row of dangerous access points onto the highway. In addition, internal streets were not designed to recognized standards nor did they provide access into adjacent, future developments.

The city and county soon realized the need for planned growth in the rural areas and subsequently adopted a Joint Jurisdiction Area Zoning Ordinance in 1980. The ordinance was, in effect, a joint powers agreement. Applications for land use classification changes and amendments to the zoning ordinance were heard jointly by the City and County Planning Commissions. The city was given zoning and platting jurisdiction in non-agricultural zones and the county was granted similar control in agricultural zoned areas. Large lot zoning (35 acre minimum lot size) was implemented in the Agricultural District and floodplain studies were used to guide future land development. As a result, the ordinance effectively controlled the scattered and inappropriate growth of urban uses into agricultural and flood prone areas.

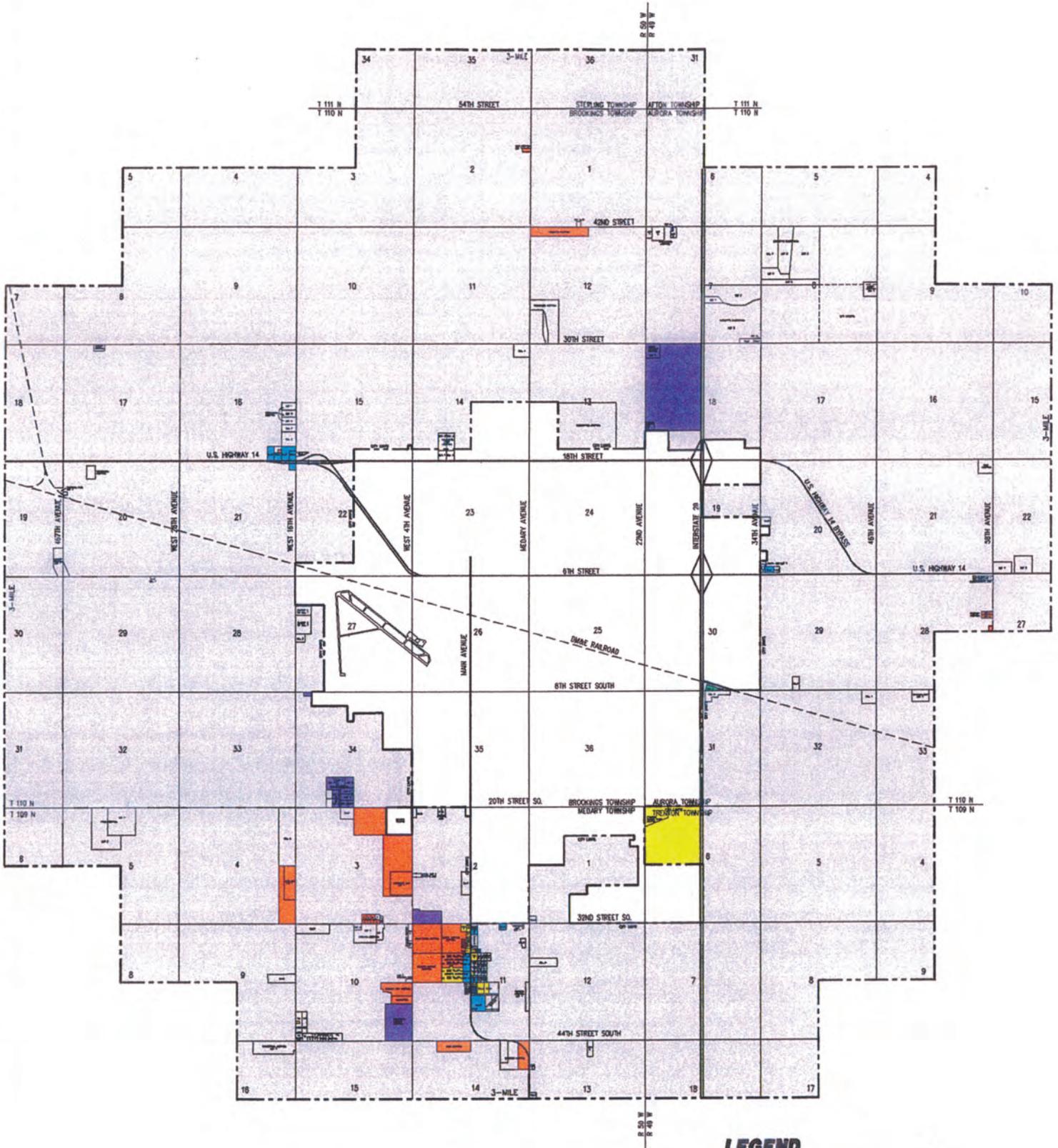
Limited urban expansion into Brookings County is anticipated over the next 15 to 20 years. Future residential and commercial expansion will occur to the south and commercial and industrial development will occur to the northeast. The planned growth areas are primarily undeveloped and some land will remain vacant due to the need to preserve open spaces for additional stormwater retention along Medary Avenue South. The land use objective of striving for a more compact and efficient development pattern should result in a reduction in the large amount of vacant land within the city by limiting annexations. Therefore, expansion into areas beyond those identified on the Future Land Use Map is unlikely until late in the planning period. Even then, urban service costs for redesigning utility and street layouts may deter annexation by residents within those subdivisions.

## Rural Development Issues

The large-lot zoning requirements of the Agricultural District govern over 95% of the land in the Joint Jurisdictional Area. These regulations have been responsible for preserving prime agricultural land and reducing potential conflicts between rural and urban uses. The City and County governments both agree that farming and other related agricultural activities are highly intensive uses that are not compatible with most urban uses. Therefore, development proposals must continue to be viewed from the standpoint of maintaining the surrounding rural character.

# JOINT JURISDICTION AREA ZONING MAP

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## LEGEND

- R-1A** SINGLE FAMILY RESIDENCE
- R-1B** SINGLE FAMILY RESIDENCE
- R-3A** MULTIPLE FAMILY/MANUFACTURED HOMES RESIDENCE
- B-3** HEAVY BUSINESS
- I-1R** RESTRICTED INDUSTRIAL

## **XII. IMPLEMENTATION PLAN**

The Comprehensive Plan is comprised of several elements. All the elements contribute toward the implementation of the Plan. Most of these elements involve recommendations and a few, notably the zoning and subdivision ordinances, become legal tools. These recommendations and tools will provide predictability as to the future growth and development of our city.

The public plays a vital role in the implementation of the Comprehensive Plan. It is important that they realize that a great deal of research and forethought went into the plan. As portions of the plan are activated, the public must be kept informed so that policies and recommendations are not misinterpreted. Each element needs to be understood as to its' role in meeting the goals and objectives of the Comprehensive Plan.

### Zoning Ordinance

The 1966 Master Plan produced the first comprehensive zoning ordinance. The ordinance was amended in piecemeal form until 1994 when a major text and format revision took place. Some of the more notable changes that occurred with that revision were the creation of two new residential districts, landscape regulations and conditional uses. Since then, a new section on sign regulations was added in 1998 and several minor amendments were adopted each year.

In order to stay current with societal norms and anticipate future trends, amendments to the zoning ordinance are customary. Based on recommendations and discussions that arose during the planning process and a general review of the ordinance, changes were proposed in several areas. These changes will result in a more orderly growth for the City of Brookings through the planning period.

### Subdivision Ordinance

The subdivision ordinance is a major component of the comprehensive plan. It regulates the development of land with requirements for the coordination of streets, arrangement of blocks and lots, provisions for adequate open space and the establishment of utility improvements. The regulations apply to all land within the city and all non-agricultural designated land in the extraterritorial area.

The original subdivision ordinance was adopted in 1967 and has remained intact except for minor changes. After a thorough review of the document, it was decided that an extensive text and format revision was necessary. The language was updated and most sections were reorganized. Regulations that were primarily related to engineering design were removed and will be included in an engineering design standards manual. The revised ordinance will be much more compatible with the current land use planning proposals.

## Annexation Plan

An annexation plan is essential for the managed growth of Brookings. The Comprehensive Plan has identified undeveloped areas within the city as well as future growth areas in the county. It is important to actively promote development on vacant lands in the city prior to further annexations since the infrastructure is already in place or nearby. This will result in a more compact and efficient development pattern, which is an identified objective for our community.

Proposals for annexation of lands should adhere to standard policies and procedures in order to avoid inconsistent decisions. This may be particularly significant when the city initiates an annexation or considers annexing a rural subdivision. The challenge for the city is to maintain an adequate, but not excessive, supply of land for new development while, at the same time, recognizing the need to annex land in advance of major developments. This will allow the city to plan for more timely and economical public improvements and ensure that new developments are designed to meet city standards. The following guidelines should be applied when annexations are proposed:

1. Identify annexation areas that represent a logical service extension area for streets and utilities.
2. Determine the current available, undeveloped land and assess the estimated rate of development.
3. Identify potential adverse economic, social or environmental impacts resulting from annexation actions.
4. Ensure that public services and facilities can be readily provided through coordination with the Capital Improvements Program.
5. Annex undeveloped land, within the future land use area, well in advance of its development.
6. Annex contiguous, rural subdivisions when it becomes feasible to provide city utilities and services.

It is reasonable to assume those affected residents and property owners will be concerned about annexations. Not only will there be a new political jurisdiction involved, but different urban services, zoning regulations and street and utility improvements may impact the character of the area.



## Capital Improvements Plan

Capital improvement decisions represent significant policy choices for Brookings. High costs are frequently involved when new infrastructure is installed or public facilities are built. A look at potential capital improvements is necessary to adequately plan for the future. Many capital improvements and infrastructure projects will be absolutely necessary to successfully accommodate growth and implement this comprehensive plan. However, the Capital Improvements Plan (CIP) contains projects that have not been adequately researched and analyzed to assume approval. The CIP presents projects that likely will be of benefit to the community in accommodating growth and enhancing the quality of life; but they are in a conceptual stage lacking the full analysis needed to assess community acceptance, community need, funding and/or other issues. The CIP contains a list of major capital projects that are identified for construction in advance of actual need. These projects would need further analysis to determine the specific project, estimate the cost, identify the funding sources and decide if and when the projects will be undertaken

A long-term plan for municipal capital improvements is imperative for sound fiscal management. The City of Brookings currently develops a CIP through five-year plans submitted by the various departments. Certain departments extend their planning out to 8 to 10 years. The City Manager combines the plans into a CIP that is then submitted to the City Council for discussion and adoption. Historically, the CIP has not been coordinated through a community-wide development plan nor discussed with the Planning Commission. Therefore the Commission has, in the past, been in a reactionary position to major capital improvement decisions involving land use.

As elaborated on above, long-range proposals are often only listed due to the uncertainty of their realization. The project list shown in the table is therefore only a summary of anticipated needs over the next 20 years. This list, like the Comprehensive Plan, will be reviewed and updated periodically.

## Plan Review and Amendments

The Comprehensive Plan for Brookings should never be considered a finalized document because the planning of a community is never a finished work. The plan is a dynamic tool that will continue to evolve and develop as new influences, opportunities and constraints occur within the community. Therefore, to be most useful in the decision making process, the plan must be kept up-to-date.

The Comprehensive Plan should be reviewed and updated every five years. The review should examine the accuracy of previous assumptions and determine the validity of the various elements of the plan. The review process should result in reaffirming or modifying the development strategies and proposed policies, plans and regulations. Amendments to the plan should be approved in a similar manner as the original

document. It is important that amendments be considered carefully in order to maintain long-term stability and consistency with major components of the plan.

# CAPITAL IMPROVEMENTS PROGRAM PROJECT LIST 2001 - 2020

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## 2001 - 2005

Soccer Complex	Senior Citizen Center
Fire Station-Main Ave and 20th St. So.	Moriarty Park Development
Pheasant Nest Park Development	34th Ave from 6th St. to Hwy 14 Bypass
Landfill Expansion	Bike Trail - east of I-29
City Hall Entrance	Wastewater Equalization Basins
20th St. So. from Main Ave to 22nd Ave	Ground Storage Reservoir
Solid Waste Dept. Building Addition	Water Slide - Hillcrest Park
Medary Ave from 15th St. So. to 22nd St. So.	Liquor Store Addition
Ice Arena	Multiplex Expansion
Downtown Revitalization Project	

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## 2006 - 2010

Aquatic Park-Hillcrest Pool	Gustafson Park Development
West Main Water Line Extension	34th Ave from 6th St. to Prince Dr.
32nd Ave from 11th St. to Hwy 14 Bypass	Sarah Renee Park Development
Junior Golf-Edgebrook Golf Course	Northeast Sewer Extension
Southbrook Nature Park Development	Landfill Expansion
River Ridge Electrical Substation	East Main Water Line Extension
Northside Wastewater Collector	

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## 2011 - 2015

Telkamp Addition Park Development	Landfill Expansion
Main Ave from 20th St. So. to 32nd St. So.	32nd St. So. and I-29 Interchange
Timberline Addition Park Development	8th St. So. From Main Ave to 22nd Ave
22nd Ave from 20th St. So. to 32nd St. So.	Bike Trail Extension

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## 2016 - 2020

Prairie Hills Park Development	Landfill Expansion
34th Ave from Prince Dr. to 8th St. So.	New Street Department Site
Joint City/County Law Enforcement Site	20th St. So. And I-29 Overpass

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### **XIII. CONCLUSIONS AND RECOMMENDATIONS**

Vision 2020 established a set of goals, objectives and policies for the community that will guide the city's decision making process regarding future development patterns. Following the plan will be important if we endeavor to make Brookings a community that enhances the lives of its' citizens. Drawing from policies and statements to be found in this document, the principle recommendations are:

1. Adopt the Comprehensive Plan and begin implementation of the various components
2. Implement changes to the Zoning Ordinance that reflect the intent of the Comprehensive Plan
3. Adopt a new Subdivision Ordinance that incorporates the current policies regarding street and land design, access restrictions, easements, parks and open space and utility improvements
4. Promote economic diversity
5. Encourage housing developments of all types
6. Reduce the amount of vacant/undeveloped land within the city
7. Rezone the parcels recommended in the plan
8. Emphasize orderly, compact growth
9. Maintain the Floodplain Management Program
10. Adhere to the commercial cluster development proposals outlined in the plan
11. Encourage parks and other open space in new residential neighborhoods
12. Establish adequate travel routes between intensive employment areas and existing and planned residential growth areas
13. Pursue an interchange at milepost 129 on I-29
14. Maintain the feasibility of an overpass at milepost 130 on I-29
15. Plan for the eventual expansion of Eighth Street South into a 5 lane arterial
16. Revisit the Railroad Plan when decisions concerning the potential expansion and track location are finalized
17. Create a master plan for commercial development around the MultiPlex
18. Promote the growth of the park system and maintenance of existing facilities
19. Protect the aesthetic areas within the community from incompatible uses
20. Create aesthetic gateways into Brookings and enhance destination points
21. Require that minimum landscape standards be adhered to by all new developments
22. Review the issues directly related to planning that are contained in the Historic Preservation Plan
23. Continue to incorporate design features into streets that result in attractive view corridors
24. Limit urban expansion into Brookings County until a reduction in the large amount of vacant land occurs within the city
25. Maintain large-lot zoning in the Agricultural District
26. Support the revitalization efforts in the Central Business District
27. Adhere to the annexation guidelines set out in the plan
28. Encourage the development of a unified Capital Improvements Program that will identify future capital projects in advance of actual need