Lincoln County Comprehensive Plan
2005—2025

Comprehensive Plan
2005—2025
ACKNOWLEDGEMENTS

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

**County Commission**

Commission Members: Dennis Weeldreyer, Burdell Coplan, Michael Poppens, Otto Hagedorn, James Schmidt

Auditor: Paula Feucht

**Planning Commission**

Board Members: Chuck Molstad, Dick Portz, Harvey Hoffman, Bob Evason, Michael Poppens, June Nusz, Otto Hagedorn

Planning Director: Paul Aslesen

GIS Director: Jon Peters

The South Eastern Council of Governments prepared this document under the direction of the Lincoln County Planning Commission and Lincoln County Commission.
RESOLUTION NO.

A RESOLUTION ADOPTING A COMPREHENSIVE PLAN FOR LINCOLN COUNTY,
AS PROVIDED FOR IN SDCL 11-2

Whereas, Chapter 11-2-11 of South Dakota Codified Law has empowered the Planning Commission and County Commission of Lincoln County to prepare a Comprehensive Plan for the development of the County; and

Whereas, the Lincoln County Planning Commission has developed a Comprehensive Plan for the years 2005-2025, has held the required Public Hearing, and has made a recommendation for adoption of the Plan to the County Commission; and

Whereas, the Lincoln County Commissioners have received the recommendation of the Planning Commission and have held the required Public Hearing; and

Whereas, the adoption of the Comprehensive Plan would enhance the responsible development of Lincoln County.

Now therefore, be it resolved by the Lincoln County Commissioners, that the Comprehensive Plan for Lincoln County for the years 2005 through 2025 be hereby adopted and effective upon 20 days after publication of this resolution.

ADOPTED THIS ___st DAY OF _____ 2005.

Publication Date: __________
Effective Date: __________

SIGNED: Commission Chairman          ATTEST: Auditor
Lincoln County                          Lincoln County
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I. INTRODUCTION

A. PURPOSE, AUTHORIZATION AND ADOPTION

1. PURPOSE OF THE COMPREHENSIVE PLAN
   There are two primary purposes of this document:

   (1) To address the planning requirements of state law while also providing a sound and logical basis for county growth management strategies; and

   (2) To provide some predictability about the potential land uses and timing of development so that public, nonprofit, and private sectors can make informed decisions in the area of real estate and capital investments.

2. AUTHORIZATION UNDER STATE LAW
   Under 11-2-11 of South Dakota Codified Laws, the planning commission of a county is directed to “prepare, or cause to be prepared a comprehensive plan for the county...” pursuant to South Dakota Codified Laws 11-2-12 which “...shall be for the purpose of protecting and guiding the physical, social, economic, and environmental development of the county...”.

3. DEVELOPMENT AND ADOPTION
   The Lincoln County Commission has adopted this document in accordance with state law. In developing this Comprehensive Plan, the Lincoln County Planning Commission and a Comprehensive Plan committee have used background research, detailed inventories and assessments, and discussion sessions at several meetings and public hearings. The Comprehensive Plan is a general guideline, and neither endorses nor prohibits development of a certain kind in a certain area. It is intended to guide the County in its implementation of zoning regulations, subdivision regulations, capital improvements plans and other related policies.

4. AREA OF PLANNING JURISDICTION
   The County shall, under South Dakota statutes, have the authority to control development in all of the County with exception of that area located within the Corporate Limits of the municipalities. Each municipality having filed comprehensive plans should work in cooperation with the County to control growth and development near the city-limits. The communities of Fairview and Hudson do not have a comprehensive plan.

B. INTERGOVERNMENTAL CONSIDERATIONS
   A comprehensive plan affects not only those living in Lincoln County, but also (to some extent) those living and working throughout the Lincoln County area. As a result, the Planning Commission provided a draft of this plan to, and has requested input from:

   1. All incorporated municipalities
      * City of Beresford
      * City of Lennox
      * City of Sioux Falls
      * City of Tea
      * City of Worthing
      * City of Canton
      * Town of Fairview
      * City of Harrisburg
      * Town of Hudson

   2. All School Districts within Lincoln County
      * Alcester School District
      * Beresford School District
      * Canton School District
      * Centerville School District
      * Harrisburg School District
      * Lennox School District
      * Sioux Falls School District
      * Tea School District
3. Rural Water Systems Electric and Natural gas providers
   * South Lincoln Rural Water System
   * Lincoln County Rural Water System
   * Lewis and Clark Rural Water Systems
   * Southeastern Electric
   * Excel Energy
   * Mid American Energy

4. All Townships within Lincoln County

C. APPROPRIATE USE OF THE COMPREHENSIVE PLAN

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

II. DESCRIPTION OF LINCOLN COUNTY

Lincoln County lies in southeastern South Dakota, across the Big Sioux River from Iowa. It is bounded on the north by Minnehaha County, on the east by the Iowa counties of Lyon and Sioux, on the south by Union County and Clay Counties, and on the west by Turner County. There are 9 incorporated municipalities within Lincoln County.

III. DEMOGRAPHIC CONDITIONS

A. GENERALLY.


<table>
<thead>
<tr>
<th>YEAR</th>
<th>POPULATION</th>
<th>% INCREASE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1910</td>
<td>12,712</td>
<td></td>
</tr>
<tr>
<td>1920</td>
<td>13,893</td>
<td>+9.29%</td>
</tr>
<tr>
<td>1930</td>
<td>13,918</td>
<td>+0.18%</td>
</tr>
<tr>
<td>1940</td>
<td>13,171</td>
<td>-5.37%</td>
</tr>
<tr>
<td>1950</td>
<td>12,767</td>
<td>-3.07%</td>
</tr>
<tr>
<td>1960</td>
<td>12,371</td>
<td>-3.10%</td>
</tr>
<tr>
<td>1970</td>
<td>11,761</td>
<td>-4.93%</td>
</tr>
<tr>
<td>1980</td>
<td>13,942</td>
<td>+18.54%</td>
</tr>
<tr>
<td>1990</td>
<td>15,427</td>
<td>+10.65%</td>
</tr>
<tr>
<td>2000</td>
<td>24,131</td>
<td>+56.42%</td>
</tr>
</tbody>
</table>

Table 2. Current Demographic Statistics

<table>
<thead>
<tr>
<th></th>
<th>Beresford</th>
<th>Canton</th>
<th>Fairview</th>
<th>Harrisburg</th>
<th>Hudson</th>
<th>Lennox</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990 Pop</td>
<td>349*</td>
<td>2,787</td>
<td>73</td>
<td>727</td>
<td>332</td>
<td>1,767</td>
</tr>
<tr>
<td>2000 Pop</td>
<td>427</td>
<td>3,110</td>
<td>94</td>
<td>958</td>
<td>402</td>
<td>2,037</td>
</tr>
<tr>
<td>% Change</td>
<td>+122.3%</td>
<td>+111.6%</td>
<td>+128.8%</td>
<td>+131.8%</td>
<td>+121.1%</td>
<td>+115.3%</td>
</tr>
<tr>
<td>2000 Median Age</td>
<td>39.0</td>
<td>36.2</td>
<td>31.0</td>
<td>30.1</td>
<td>37.3</td>
<td>37.7</td>
</tr>
<tr>
<td>2000 Median HH Income</td>
<td>$35,331</td>
<td>$38,654</td>
<td>$29,063</td>
<td>$51,196</td>
<td>$36,250</td>
<td>$35,217</td>
</tr>
</tbody>
</table>
B. POPULATION PROJECTIONS

Two population projections were performed for Lincoln County. Each projection was based on the 2000 Census, which provides the most recent Census information. The 10-year trend takes data from the previous 10 years and projects forward 20 years. Table 3 uses this data to project a population for Lincoln County of 48,986 by the year 2025. The second table, Table 4, uses a 5-year trend. This trend uses the census data from the previous 5 years and projects forward 20 years. Table 4 indicates that Lincoln County will have population of 45,891 by the year 2025.
## LINCOLN COUNTY: Population Projections, 2005 - 2025, Table 3:

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1960</td>
<td>12,371</td>
</tr>
<tr>
<td>1970</td>
<td>11,761</td>
</tr>
<tr>
<td>% Change 1960 - 1970</td>
<td>-4.93%</td>
</tr>
<tr>
<td>1980</td>
<td>11,761</td>
</tr>
<tr>
<td>1990</td>
<td>13,942</td>
</tr>
<tr>
<td>% Change 1970 - 1980</td>
<td>18.54%</td>
</tr>
<tr>
<td>1980</td>
<td>13,942</td>
</tr>
<tr>
<td>1990</td>
<td>15,427</td>
</tr>
<tr>
<td>% Change 1980 - 1990</td>
<td>10.65%</td>
</tr>
<tr>
<td>1990</td>
<td>15,427</td>
</tr>
<tr>
<td>2000</td>
<td>17,626</td>
</tr>
<tr>
<td>% Change 1990 - 2000</td>
<td>14.25%</td>
</tr>
<tr>
<td>2000</td>
<td>17,626</td>
</tr>
<tr>
<td>2005</td>
<td>24,131</td>
</tr>
<tr>
<td>% Change 2000 - 2005</td>
<td>36.91%</td>
</tr>
<tr>
<td>2005</td>
<td>28,483</td>
</tr>
<tr>
<td>2010</td>
<td>33,912</td>
</tr>
<tr>
<td>% Change 2005 - 2010</td>
<td>18.03%</td>
</tr>
<tr>
<td>2010</td>
<td>33,912</td>
</tr>
<tr>
<td>2015</td>
<td>38,802</td>
</tr>
<tr>
<td>% Change 2010 - 2015</td>
<td>14.42%</td>
</tr>
<tr>
<td>2015</td>
<td>38,802</td>
</tr>
<tr>
<td>2020</td>
<td>43,961</td>
</tr>
<tr>
<td>% Change 2015 - 2020</td>
<td>13.30%</td>
</tr>
<tr>
<td>2020</td>
<td>43,961</td>
</tr>
<tr>
<td>2025</td>
<td>48,986</td>
</tr>
<tr>
<td>% Change 2020 - 2025</td>
<td>11.43%</td>
</tr>
</tbody>
</table>
### LINCOLN COUNTY: Population Projections, 2005 - 2025, Table 4:

<table>
<thead>
<tr>
<th>CALCULATION OF PROJECTIONS</th>
<th>US Census Statistics</th>
</tr>
</thead>
<tbody>
<tr>
<td>1960 Census Population</td>
<td>12,371</td>
</tr>
<tr>
<td>1970 Census Population</td>
<td>11,761</td>
</tr>
<tr>
<td>% Change 1960 - 1970</td>
<td>-4.93%</td>
</tr>
<tr>
<td>1970 Census Population</td>
<td>11,761</td>
</tr>
<tr>
<td>1980 Census Population</td>
<td>13,942</td>
</tr>
<tr>
<td>% Change 1970 - 1980</td>
<td>18.54%</td>
</tr>
<tr>
<td>1980 Census Population</td>
<td>13,942</td>
</tr>
<tr>
<td>1990 Census Population</td>
<td>15,427</td>
</tr>
<tr>
<td>% Change 1980 - 1990</td>
<td>10.65%</td>
</tr>
<tr>
<td>1990 Census Population</td>
<td>15,427</td>
</tr>
<tr>
<td>2000 Population</td>
<td>24,131</td>
</tr>
<tr>
<td>% Change 1990 - 2000</td>
<td>56.42%</td>
</tr>
<tr>
<td>2000 Census Population</td>
<td>24,131</td>
</tr>
<tr>
<td>2005 Projected Population</td>
<td>28,483</td>
</tr>
<tr>
<td>% Change 2000 - 2005</td>
<td>18.03%</td>
</tr>
<tr>
<td>2005 Projected Population</td>
<td>28,483</td>
</tr>
<tr>
<td>2010 Projected Population</td>
<td>32,835</td>
</tr>
<tr>
<td>% Change 2005 - 2010</td>
<td>15.28%</td>
</tr>
<tr>
<td>2010 Projected Population</td>
<td>32,835</td>
</tr>
<tr>
<td>2015 Projected Population</td>
<td>37,187</td>
</tr>
<tr>
<td>% Change 2010 - 2015</td>
<td>13.25%</td>
</tr>
<tr>
<td>2015 Projected Population</td>
<td>37,187</td>
</tr>
<tr>
<td>2020 Projected Population</td>
<td>41,539</td>
</tr>
<tr>
<td>% Change 2015 - 2020</td>
<td>11.70%</td>
</tr>
<tr>
<td>2020 Projected Population</td>
<td>41,539</td>
</tr>
<tr>
<td>2025 Projected Population</td>
<td>45,891</td>
</tr>
<tr>
<td>% Change 2020 - 2025</td>
<td>10.48%</td>
</tr>
</tbody>
</table>

![Bar chart showing population projections from 1960 to 2025]
The following statistics show a graphic representation of the population in Lincoln County. The years 1990 and 2000 have been determined from the Census. The year 2010 is a projection based on the 1990 and 2000 Census.
The chart below shows the 1990 and 2000 Census population figures and the 2010 population projections of municipalities within Lincoln County.

### LINCOLN COUNTY POPULATION PROJECTIONS

<table>
<thead>
<tr>
<th>Community</th>
<th>1990 Pop.</th>
<th>2000 Pop.</th>
<th>2010 Pop.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beresford</td>
<td>349</td>
<td>427</td>
<td>495</td>
</tr>
<tr>
<td>Canton</td>
<td>2787</td>
<td>3110</td>
<td>3393</td>
</tr>
<tr>
<td>Fairview</td>
<td>73</td>
<td>94</td>
<td>112</td>
</tr>
<tr>
<td>Harrisburg</td>
<td>727</td>
<td>958</td>
<td>2994</td>
</tr>
<tr>
<td>Hudson</td>
<td>332</td>
<td>402</td>
<td>463</td>
</tr>
<tr>
<td>Lennox</td>
<td>1767</td>
<td>2037</td>
<td>2273</td>
</tr>
<tr>
<td>Sioux Falls</td>
<td>1409</td>
<td>6620</td>
<td>12535</td>
</tr>
<tr>
<td>Tea</td>
<td>786</td>
<td>1742</td>
<td>2579</td>
</tr>
<tr>
<td>Worthing</td>
<td>371</td>
<td>585</td>
<td>772</td>
</tr>
</tbody>
</table>

### C. ECONOMY

The Lincoln County economy has historically been very reliant upon the agricultural industry. Although agriculture is still very important, the decline of the small family farm and the growth of the Lincoln County communities has forged a significant decline in employment within the agricultural industry.

### TABLE 5 - NUMBER OF EMPLOYEES BY EMPLOYMENT TYPE

<table>
<thead>
<tr>
<th>Employment Type</th>
<th>1970</th>
<th>1980</th>
<th>1990</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clerical/Admin Support</td>
<td>390 (7.7%)</td>
<td>775 (12.8%)</td>
<td>1,165 (16.6%)</td>
</tr>
<tr>
<td>Farming, Forestry, Fishing</td>
<td>1,354 (26.8%)</td>
<td>1,006 (16.7%)</td>
<td>780 (11.1%)</td>
</tr>
<tr>
<td>Managerial &amp; Professional</td>
<td>639 (12.6%)</td>
<td>938 (15.6%)</td>
<td>1,512 (21.6%)</td>
</tr>
<tr>
<td>Operators, Fabricators, Laborers</td>
<td>827 (16.3%)</td>
<td>1,102 (18.3%)</td>
<td>1,249 (17.8%)</td>
</tr>
<tr>
<td>Precision Production, Craft, Repair</td>
<td>329 (6.5%)</td>
<td>759 (12.6%)</td>
<td>945 (13.5%)</td>
</tr>
<tr>
<td>Sales</td>
<td>274 (5.4%)</td>
<td>574 (9.5%)</td>
<td>884 (12.6%)</td>
</tr>
<tr>
<td>Service</td>
<td>625 (12.4%)</td>
<td>816 (13.5%)</td>
<td>1,126 (16.1%)</td>
</tr>
<tr>
<td>Technical</td>
<td>52 (1.0%)</td>
<td>76 (1.3%)</td>
<td>248 (3.5%)</td>
</tr>
</tbody>
</table>
IV. INFRASTRUCTURE

A. TRANSPORTATION

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

Transportation planning for streets and roads begins with understanding the relationship between land use and road network. Streets and roads balance between the functions of mobility and land access. On one side, such as interstate highways, mobility is the primary function of the network. On the other side, such as local roads, land access to farms and residences is the primary service. In between these two extremes mobility and land access vary depending on the function of the road network.

Functional classification is the process of grouping streets and roads into classes according to the function they are intended to provide. Listed below is Lincoln County’s functional classification system. The classification is according to the rural systems classification as developed by the Federal Highway Administration.

1. **Principal Arterials** - serve longer trips of a statewide or interstate nature, carry the highest traffic volumes, connect larger urban areas, provide minimal land access, and include both interstate and non-interstate principal arterial highways.

2. **Minor Arterials** - interconnect the principal arterials, provide less mobility and slightly more land access, and distribute travel to smaller towns, and major resorts attracting longer trips.

3. **Major Collectors** - provide both land access and traffic circulation connecting county seats not served by arterials and connect intracounty traffic generators like schools, shipping points, county parks, and important mining and agricultural areas.

4. **Minor Collectors** - collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road.

5. **Local Roads** - provide direct access to adjacent land and to the highest classified roads and serve short trips.

A Major Street Plan includes a current and future hierarchy of street classifications for use in identifying and prioritizing the transportation needs of Lincoln County. The Major Street Plan is listed as **Map 1 (page 9)**.
Lincoln County’s highway construction program involves projects that compliment the Sioux Falls arterial and collector system. Also, there is a need to improve roads that parallel the Sioux Falls area and serve the Tea, Harrisburg, Lennox, and Worthing areas. This is consistent with the enormous growth that has occurred within the northern portion of the county. Listed below are the State Transportation Improvement Projects and the County Transportation Improvement Projects planned during the next 5 years. The County is in the process of planning for projects over the next 20 years. Each project in Table 6 (the State Plan) is identified with a Map Number that relates to Map 2A (page 14). Each project in Table 7 (the County Plan) is identified with a Map Number that relates to Map 2B (page 15). Many roads listed will be upgraded as a part of a community’s annexation plans.

**TABLE 6 - POTENTIAL STATE TRANSPORTATION IMPROVEMENT PROJECTS**

(Project locations are identified on Map 2A)

<table>
<thead>
<tr>
<th>Map #</th>
<th>Location of Project</th>
<th>Action</th>
<th>Year</th>
<th>Length</th>
<th>Parties Involved</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Exit 73 Tea Interchange</td>
<td>Reconstruct Interchange</td>
<td>2005</td>
<td>0.8</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>2</td>
<td>1.0 N of US 18E Interchange &amp; 2.0 N of SD 44 Interchange</td>
<td>Bridge &amp; Approach Rail</td>
<td>2005</td>
<td>0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>3</td>
<td>Fm. S of Newton Hills Rd to US 18 W of Canton</td>
<td>Grading, Streets &amp; Interim Surfacing</td>
<td>2005</td>
<td>6.5</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>4</td>
<td>Fm SD 46, N</td>
<td>Grading &amp; Interim Surfacing</td>
<td>2005</td>
<td>8.5</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>5</td>
<td>3.0 &amp; 6.0 N of SD46 Interchange &amp; 0.4 N &amp; 1.0 N of US 18W Interchange</td>
<td>Epoxy Chip Seals</td>
<td>2005</td>
<td>0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>6</td>
<td>3 N &amp; 4.9 W of Beresford over a Creek</td>
<td>Structure and Approach Grading</td>
<td>2005</td>
<td>0.1</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>7</td>
<td>3 S &amp; 0.4 W of Lennox over Long Creek</td>
<td>Structure and Approach Grading</td>
<td>2005</td>
<td>0.2</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>8</td>
<td>9.5 S &amp; 2.0 E of Lennox over a Creek</td>
<td>Structure and Approach Grading</td>
<td>2005</td>
<td>0.2</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>9</td>
<td>North side of 5th St. (US hwy 18) extending N to 4th Street in Canton</td>
<td>Convert the Milwaukee RR Depot in Canton into a RR Heritage Museum (contingent of Reauthorization of Enhancement Funds)</td>
<td>2005</td>
<td>0</td>
<td>Canton</td>
</tr>
<tr>
<td>10</td>
<td>Newton Hills State Park</td>
<td>Various surface and park improvements</td>
<td>2005</td>
<td>4.8</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>11</td>
<td>Lake Alvin Recreation Area</td>
<td>Asphalt Surface Treatment, Road &amp; Parking Lots</td>
<td>2005</td>
<td>1</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>12</td>
<td>East side of Lennox</td>
<td>RR Crossing Rehabilitation</td>
<td>2005</td>
<td>0</td>
<td>Lennox</td>
</tr>
<tr>
<td>13</td>
<td>Co. Rd 111 3 Mi. NW of Worthing</td>
<td>RR Crossing Signals</td>
<td>2005</td>
<td>0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>14</td>
<td>Co. Rd #124 E Edge of Worthing</td>
<td>RR Crossing Signals</td>
<td>2005</td>
<td>0</td>
<td>Worthing</td>
</tr>
<tr>
<td>15</td>
<td>4th Street in Beresford,</td>
<td>Crossing Surface Rehabilitation</td>
<td>2005</td>
<td>0</td>
<td>Beresford</td>
</tr>
<tr>
<td>16</td>
<td>Fm Davis to I-29</td>
<td>Asphalt Surface Treatment</td>
<td>2005</td>
<td>6.2</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>17</td>
<td>Fm SD 17 Near Lennox to I-29</td>
<td>Asphalt Surface Treatment</td>
<td>2005</td>
<td>4.3</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>18</td>
<td>Fm. Lennox to 41st St W of Sioux Falls</td>
<td>Asphalt Surface Treatment</td>
<td>2005</td>
<td>11.8</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td></td>
<td>Description</td>
<td>Treatment/Improvement</td>
<td>Year</td>
<td>Cost</td>
<td>Location</td>
</tr>
<tr>
<td>---</td>
<td>-------------</td>
<td>-----------------------</td>
<td>------</td>
<td>------</td>
<td>----------</td>
</tr>
<tr>
<td>19</td>
<td>Fm 26th St to the Harrisburg Corner</td>
<td>Asphalt Surface Treatment</td>
<td>2005</td>
<td>6.8</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>20</td>
<td>I-29 from Exit 73 to Minnehaha Co Line &amp; 1-229 Fm 1-29 towards Louise Ave.</td>
<td>Remove &amp; Replace Continuous Reinforced Concrete on Mainline on 1-29 &amp; on Ramps &amp; Mainline on I-229 / 1-29 Interchange</td>
<td>2006</td>
<td>3.2</td>
<td>Sioux Falls</td>
</tr>
<tr>
<td>21</td>
<td>Fm N of the Harrisburg Corner to Sioux Falls</td>
<td>Grading, PCC Surfacing &amp; Resurface the S 2.6 Mi</td>
<td>2006</td>
<td>3.8</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>22</td>
<td>8 S &amp; 1.6 E of Lennox over Snake Creek</td>
<td>Structure and Approach Grading</td>
<td>2006</td>
<td>0.2</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>23</td>
<td>9.7 S &amp; 3.0 E of Lennox over a creek</td>
<td>Structure and Approach Grading</td>
<td>2006</td>
<td>0.2</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>24</td>
<td>8.9 S &amp; 3 E of Lennox over Saddle Creek</td>
<td>Structure and Approach Grading</td>
<td>2006</td>
<td>0.2</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>25</td>
<td>Burlington Northern RR Crossings Fm Canton to Mitchell</td>
<td>Replace RR Crossings Crossbuck Signs</td>
<td>2006</td>
<td>0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>26</td>
<td>Fm SD 46 to US 18</td>
<td>AC Surfacing</td>
<td>2007</td>
<td>15</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>27</td>
<td>Intersection of SD11 / Lincoln Co. 106</td>
<td>Intersection Improvements &amp; Remove Vertical Crest S of Intersection to Improve sight distance</td>
<td>2007</td>
<td>0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>28</td>
<td>7 S &amp; 3.9 W of Canton over a creek</td>
<td>Structure and Approach Grading</td>
<td>2007</td>
<td>0.2</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>29</td>
<td>Fm SD17 2N of Lennox E 4.25 mi to I-29 &amp; Str. 3N &amp; 2.1 E of Lennox over Beaver Creek</td>
<td>Grading, Structure &amp; AC Surfacing</td>
<td>2007</td>
<td>4.3</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>30</td>
<td>4W &amp; 6.9 S of Canton over Saddle Creek</td>
<td>Structure and Approach Grading</td>
<td>2007</td>
<td>0.2</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>31</td>
<td>Structure at Iowa State Line over the Big Sioux River (294th St)</td>
<td>Structure and Approach Grading</td>
<td>2007</td>
<td>0.2</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>32</td>
<td>10 S &amp; 0.9 W of Lennox over Long Creek</td>
<td>Structure and Approach Grading</td>
<td>2008</td>
<td>0.2</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>33</td>
<td>10 S &amp; 0.8 W of Lennox over Long Creek</td>
<td>Structure and Approach Grading</td>
<td>2008</td>
<td>0.2</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>34</td>
<td>Fm I-29 E to Just W of the W Jct of SD 11</td>
<td>Grading &amp; Interim Surfacing</td>
<td>2009</td>
<td>7.4</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>35</td>
<td>1E &amp; 7.1 N of Canton</td>
<td>Structure and Approach Grading</td>
<td>2009</td>
<td>0.2</td>
<td>Lincoln Co.</td>
</tr>
</tbody>
</table>
TABLE 7 - POTENTIAL COUNTY TRANSPORTATION IMPROVEMENT PROJECTS
(Project locations are identified on Map 2B)

<table>
<thead>
<tr>
<th>Map #</th>
<th>Location of Project</th>
<th>Action</th>
<th>Year</th>
<th>Length</th>
<th>Parties Involved</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3.0 N &amp; 4.9 W of Beresford on County Road 152</td>
<td>Bridge replacement structure and approach grading</td>
<td>2005</td>
<td>0.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>2</td>
<td>3.0 S &amp; 0.4 W of Lennox on County Road 128</td>
<td>Bridge replacement structure and approach grading</td>
<td>2005</td>
<td>0.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>3</td>
<td>9.5 S &amp; 2.0 E of Lennox on Delaware Township Rd.</td>
<td>Bridge replacement structure and approach grading</td>
<td>2005</td>
<td>0.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>4</td>
<td>County Road 111 3.0 miles NW of Worthing</td>
<td>Railroad crossing signals</td>
<td>2005</td>
<td>0.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>5</td>
<td>County Road 124 East edge of Worthing</td>
<td>Railroad crossing signals</td>
<td>2005</td>
<td>0.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>6</td>
<td>County Road 111 from 146 N to 140</td>
<td>6&quot; Base Course of 3&quot; Asphalt Overlay</td>
<td>2005</td>
<td>3.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>7</td>
<td>County Road 117 from SD 46 to 146</td>
<td>Crack and seat concrete &amp; asphalt overlay</td>
<td>2005</td>
<td>6.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>8</td>
<td>County Road 139 from SD Hwy 46 N to 152</td>
<td>Asphalt overlay</td>
<td>2005</td>
<td>3.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>9</td>
<td>County Road 143 from SD Hwy 46 N to 152</td>
<td>Asphalt Overlay</td>
<td>2005</td>
<td>3.5</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>10</td>
<td>County Road 110 from SD Hwy 115 E to 135</td>
<td>Asphalt surface treatment</td>
<td>2005</td>
<td>6.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>11</td>
<td>County Road 123 from 110 N to 69th St</td>
<td>Asphalt surface treatment</td>
<td>2005</td>
<td>4.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>12</td>
<td>County Road 117 from 116 N to 110 and from 106 N to 69th St</td>
<td>Asphalt surface treatment</td>
<td>2005</td>
<td>4.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>13</td>
<td>County Road 140 from Turner County Line E to 143</td>
<td>Asphalt surface treatment</td>
<td>2005</td>
<td>22.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>14</td>
<td>County Road 106 from I-29 west to 111</td>
<td>Asphalt surface treatment</td>
<td>2005</td>
<td>1.5</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>15</td>
<td>County Road 134 from 125 E to 135</td>
<td>Asphalt surface treatment</td>
<td>2005</td>
<td>6.5</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>16</td>
<td>8.0 S &amp; 1.6 E of Lennox on Delaware Township Road</td>
<td>Bridge replacement structure and approach grading</td>
<td>2005</td>
<td>0.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>17</td>
<td>9.7 S &amp; 3.0 E of Lennox on County Road 111</td>
<td>Bridge replacement structure and approach grading</td>
<td>2005</td>
<td>0.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>18</td>
<td>8.9 S &amp; 3.0 E of Lennox on County Road 111</td>
<td>Bridge replacement structure &amp; approach grading</td>
<td>2005</td>
<td>0.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>19</td>
<td>County Road 111 from 140 N to US Hwy 18</td>
<td>6/1 Base Course and 3&quot; asphalt overlay</td>
<td>2005</td>
<td>0.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>20</td>
<td>County road 117 from 146 N</td>
<td>Crack and Seat and asphalt overlay</td>
<td>2005</td>
<td>5.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>21</td>
<td>County Road 111 from US Hwy 18 N to 128</td>
<td>2/1 asphalt overlay</td>
<td>2005</td>
<td>3.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>22</td>
<td>County Road 135 from Canton S to 152</td>
<td>Asphalt surface treatment</td>
<td>2005</td>
<td>13.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td></td>
<td>Description</td>
<td>Work Type</td>
<td>Year</td>
<td>Cost</td>
<td>County</td>
</tr>
<tr>
<td>---</td>
<td>------------------------------------------------------------------------------</td>
<td>----------------------------------</td>
<td>------</td>
<td>------</td>
<td>----------</td>
</tr>
<tr>
<td>23</td>
<td>County Road 125 from US Hwy 18 S to SD 46</td>
<td>Asphalt surface treatment</td>
<td>2005</td>
<td>15.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>24</td>
<td>County Road 143 from Fairview S to Hudson</td>
<td>Asphalt surface treatment</td>
<td>2005</td>
<td>7.5</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>25</td>
<td>County Road 134 from 117 E to 125</td>
<td>Asphalt surface treatment</td>
<td>2005</td>
<td>4.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>26</td>
<td>County Road 152 from Norway Center E to 143</td>
<td>Asphalt surface treatment</td>
<td>2005</td>
<td>7.5</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>27</td>
<td>7.0 S &amp; 3.0 W of Canton on Highland Township Road</td>
<td>Bridge replacement structure and approach grading</td>
<td>2007</td>
<td>0.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>28</td>
<td>6.9 S &amp; 4.0 W of Canton on County Road 125</td>
<td>Bridge replacement structure and approach grading</td>
<td>2007</td>
<td>0.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>29</td>
<td>Iowa State Line over the Big Sioux River just E of Hudson on County Road 152</td>
<td>Bridge replacement structure and approach grading</td>
<td>2007</td>
<td>0.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>30</td>
<td>County Road 116 from SD Hwy 17 E 4.25 miles to I-29</td>
<td>Grading, structure &amp; AC surfacing</td>
<td>2007</td>
<td>4.25</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>31</td>
<td>County Road 117 from US Hwy 18 S</td>
<td>Crack and seat &amp; asphalt overlay</td>
<td>2007</td>
<td>4.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>32</td>
<td>County Road 106 from Tuner County line to Tea</td>
<td>Asphalt overlay</td>
<td>2007</td>
<td>4.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>33</td>
<td>County Road 102 from Tuner County line to 111</td>
<td>Asphalt overlay</td>
<td>2007</td>
<td>5.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>34</td>
<td>County Road 116 from Tuner County to Iowa State Line</td>
<td>Asphalt surface treatment</td>
<td>2007</td>
<td>20.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>35</td>
<td>County Road 110 from 111 E to SD Hwy 115</td>
<td>Asphalt surface treatment</td>
<td>2007</td>
<td>5.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>36</td>
<td>County Road 111 from 152 N to 146</td>
<td>Asphalt surface treatment</td>
<td>2007</td>
<td>3.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>37</td>
<td>County road 17 from US Hwy 18 North to County Road 116</td>
<td>Asphalt surface treatment</td>
<td>2007</td>
<td>6.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>38</td>
<td>10.0 S &amp; 0.9 W of Lennox on Delaware Township Road</td>
<td>Bridge replacement structure and approach grading</td>
<td>2008</td>
<td>0.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>39</td>
<td>10.0 S &amp; 0.8 W of Lennox on Delaware Township Road</td>
<td>Bridge replacement structure and approach grading</td>
<td>2008</td>
<td>0.0</td>
<td>Lincoln Co.</td>
</tr>
<tr>
<td>40</td>
<td>1.0 E &amp; 7.1 N of Canton on Dayton Township Road</td>
<td>Bridge replacement structure and approach grading</td>
<td>2009</td>
<td>0.0</td>
<td>Lincoln Co.</td>
</tr>
</tbody>
</table>
Land developments in urban areas, as defined by the Lincoln County Future Land Use Map shall provide road improvements in accordance with joint development standards developed in urban growth areas. Land developments in rural areas as defined by the Lincoln County Future Land Use Map shall provide “shoulder” type road improvements unless otherwise approved by the County. Certain exceptions to the shoulder-type standard may apply for other approved land uses.

Regional transportation planning is a coordinated effort of the metropolitan planning organization (MPO), comprising the counties of Minnehaha and Lincoln, the cities of Sioux Falls, Brandon, Baltic, Harrisburg, and Tea, the South Eastern Council of Governments, the South Dakota Department of Transportation, the Federal Highway Administration and the Federal Transit Administration. This process assists in the identification of future improvement projects and areas for special study. All members of the MPO will coordinate their individual Major Street Plans to ensure a consistent and compatible road and street system for the region.

The Sioux Falls Metropolitan Planning Organization (MPO) initiated a study in 1995 to plan for a potential circumferential regional arterial roadway around city of Sioux Falls (Map 3 page 17.) The highway will be a system of limited access high speed arterial roads to serve the Sioux Falls, Brandon, Baltic, Harrisburg, and Tea projected growth area. This system will typically develop on the network of section line roads which currently exist beyond the present Sioux Falls city limits. The county will play an important role in the development of this system by preserving rights-of-way, controlling the number of access points, and in some cases initiating improvements on road segments prior to annexation.

The corridor area will be included within the Sioux Falls MPO Long Range Transportation Plan update in 2005. Studies have been prepared to evaluate the benefits and impacts of several alternative roadway locations and a preferred location for the limited access arterial has been identified on the east and west side of Sioux Falls. An Environmental Assessment (EA) will also be completed. The highway is proposed to be completed in phases. The first phase will be completed in 5-10 years and the last phase will be completed in 15-25 years.

Involving the public in an early and continuous manner is a very important objective of the West Corridor Study process. Therefore, the Sioux Falls MPO established a Process Team consisting of city, county, state, and federal officials as well as citizens from the Study Area. This group is working together to direct the West Corridor Study and to ensure that all interests are considered in determining the best location for a future arterial roadway.
B. WATER FACILITIES

South Lincoln Rural Water District will be able to provide water service to rural residences within most of its present service area. In the past 5 years, South Lincoln Rural Water has crossed over to more acreages than farms. 250 new acreages have been added to the South Lincoln Rural Water system. Along with the addition of Great Plains Ethanol and the City of Worthing, four new wells and 100 miles of pipe (2” to 12”) have been added. Normal water sold per day at South Lincoln Rural Water is 1.2 million gallons. On a hot summer day flows can be as high as 1.9 million gallons. South Lincoln Rural Water, at the present time, is constructing a trunk line from Norway Center eight miles north to Canton, SD. There is a 12” mainline in the Lennox area. Many of the existing lines are being looped to increase water flow to rural residents in this area. Perry Township, which is almost complete, is one of the system’s most active construction areas.

Lincoln County Rural Water System provides water service to 1,960 customers in northern Lincoln County. The system has good capacity for commercial, industrial, rural residential and municipal uses with the addition of the new 750,000 gallon water tower. Lincoln Rural water is a member of Lewis and Clark Rural Water System and has contracted to receive 1.4 million gallons per day when that system is operational. Periodic upgrades of the Lincoln Rural Water System will allow it to serve most if not all water service needs necessitated by growth in the water systems service territory. A map of the rural water districts is illustrated on Map 4 (page 20).

The cities of Tea and Harrisburg receive their water from Lincoln County Rural Water System. The City of Worthing receives its water from South Lincoln Rural Water. The communities of Lennox, Canton and Fairview receive their water from well fields. The community of Hudson receives its water from the Rock Valley Rural Water System.

The development of the Lewis and Clark Rural Water System will provide water to many communities and both rural water systems. A map of the municipal well-heads and the Lewis and Clark Water System pipeline are listed on Map 4 (page 20). The Lewis and Clark Rural Water System, Inc. was formed in 1990 to provide drinking water to people in South Dakota, Iowa, and Minnesota. The project will utilize a series of wells to tap into an aquifer adjacent to the Missouri River near Vermillion, South Dakota, and will distribute treated water through 337 miles of pipeline to members in a roughly 5,000 square mile area. In addition to a water treatment plant, the System will also include a series of pump stations and reservoirs. An estimated ten to twelve years will be needed to complete construction, depending on federal funding levels. The maximum capacity from the completed system will be 27.2 million gallons per day (MGD), while the average usage is estimated to be 19.6 MGD. The maximum capacity represents less that 1/10th of 1% of the daily flow of the Missouri River. A ground breaking ceremony was held in August, 2003, along the banks of the Missouri River near Vermillion, SD. Construction projects have been bid and set for 2004/2005 and 2005/2006.

C. WASTEWATER FACILITIES

There are no rural sanitary districts within Lincoln County. Canton, Lennox, Tea, Harrisburg, Beresford, Sioux Falls, Hudson and Worthing have wastewater facilities. Fairview structures utilize septic tanks. The wastewater facilities for Lennox, Tea, and Hudson are outside the community. Canton, Harrisburg, Beresford, and Worthing have facilities inside the community. All communities with wastewater facilities have lagoons located outside city limits except for the Cities of Sioux Falls, Canton, Harrisburg and Worthing. Map 4 (page 20) illustrates existing sanitary sewer lagoon locations.

Lincoln County and the communities of Lennox, Worthing, Harrisburg, and Tea completed a feasibility study in 2001 to determine if a regional sewer system would be beneficial. With a regional approach the operation and maintenance of the facility would be shared by four communities and some larger rural developments.

Wastewater treatment facilities are a critical planning consideration because of the interactive relationship between wastewater treatment and land use. Location choices for many land uses are frequently made on the basis of access to wastewater treatment facilities. Regional wastewater treatment facilities to serve existing and future municipal and residential areas in the county should be encouraged.
D. UTILITIES

Lincoln County is traversed by high voltage transmission lines and liquid/vapor transmission pipelines. These and other service infrastructure can be associated with Rights of Way of up to 150 feet and/or other special requirements related to maintenance and safety. The Lincoln County Planning Department should be contacted prior to any excavation, construction, and improvements activities to ensure the project complies with Lincoln County ordinance requirements. South Dakota One call should be contacted prior to any excavation construction and improvement activities.

E. STORM WATER MANAGEMENT

Water quality and the intensity, timing and velocity of runoff events are closely related to storm water management. Surfaces with vegetation slow or capture runoff but when these areas are replaced by impervious surfaces such as roofs, driveways, parking lots and streets, runoff is substantially increased. Storm water management, especially on an area wide basis, has generally not been considered in the rural development review process. Individual subdivisions have been approved without a watershed drainage plan, and the cumulative impact of these decisions has affected natural features and manmade improvements such as bridges and roads in their capacity to handle surface runoff. The county’s subdivision regulations should ensure that storm water management is an integral part of the development review process.

Development should not be allowed prior to completion of a comprehensive drainage basin study which defines natural drainage corridors and identifies the number and location of detention facilities needed to accommodate additional runoff from impervious surfaces. Developers should be encouraged to use natural areas for aesthetic, open space, natural habitat, and recreational purposes.
V. SCHOOLS, PARKS AND OPEN SPACES

A. SCHOOL FACILITIES

Lincoln County has eight school districts and one private school. In addition, South Dakota law allows a student to be home schooled. The following is a synopsis of each school district and their enrollment and facility plans.

Canton #41-1
Enrollment – Canton currently has an enrollment of 965 students. The largest grade is the freshmen class with 87 students. The recent kindergarten classes averaged about 65 students a year, a decline of 10 students per year. Canton's 20 student class size is a strength of the school system. The district also provides community education with programs such as Latchkey and Kinder Prep.
Facilities – There are three buildings in the Canton Public School system: K-5, 6-8, and 9-12 (Completed in 1998).
Capital Improvements – The district is beginning to plan an addition to the elementary school.
Technology – The district is lab based with two mobile labs.
Service Area – The Canton School District lies entirely within Lincoln County. One quarter of the students take the bus. All bus rides are under one hour with the average ride time being 30 minutes.
Source: Terry Majeres, Superintendent

Harrisburg #41-2
Enrollment – Harrisburg currently has an enrollment of 1,055 students. The largest class is first graders with 97 students. Future enrollment is projected to increase by 50 or 60 students a year.
Facilities - There are two buildings in the Harrisburg public school system: K-8 and 9-12. The high school facility was built in 2002.
Capital Improvements – The current K-8 building will be remodeled in the summer of 2005. The remodeling will include expansion of rooms, a new kitchen, and air conditioning. A new elementary school will open in 2005. The elementary school was financed by general obligation bonds.
Technology – All schools have computer labs and wireless labs.
Service Area – The majority of the Harrisburg School District is in Lincoln County, with a small portion being in Minnehaha County. Fifty percent of students take the bus and have an average ride time of 25 minutes.
Source: Jim Hargens, Superintendent

Lennox #41-4
Enrollment – Lennox currently has an enrollment of 975 students. The largest class is the senior class with 96 students. Due to the recent incorporation of the Tea School District, the Lennox school district expects to see a 25 student loss each year for the next two years. After 10-15 years the school system is expected to grow again.
Facilities – The school district maintains the following facilities:
*Lennox: 3 facilities (K-5, 6-8, 9-12)
*Worthing: 1 facility (K-5)
*Chancellor: 1 facility (K-5)
Capital Improvements – The district will complete a new 103,000 square foot high school by the fall of 2005. Funds will be lost in the next few years due to the decline in enrollment.
Technology – The Lennox Middle School has wireless labs. The Lennox High school has 3 computer labs. Palm Pilots are used throughout the school district.
Service Area – The Lennox School District is in Lincoln, Turner, and Minnehaha Counties. The majority of the district lies in Lincoln County. One-third of the students take the bus to school and have an average bus ride of 40 minutes.
Source: Dr. Rodger DeGroot, Superintendent
Tea #41-5

**Enrollment** – Tea currently has an enrollment of 852 students. The largest class is third graders with 96 students. Tea expects to entertain a 150-200 student increase over the next two years. Currently the Junior class has nine students and the Senior class has twenty students.

**Facilities** – There are three buildings in the Tea public schools system: K-5, 6-8, 9-12.

**Capital Improvements** – A new High School and Middle School will be completed for the 2005-2006 school year. Tea faces financial problems because of the rapid growth. The funding to educate the students is based on the previous year’s state aid and funding numbers, so the money is less than what is required to provide services the present year of students.

**Technology** – All schools are connected with a computer network. The school system has wireless computers in all schools, and the high school and middle school have computer labs.

**Service Area** – The Tea School District is in both Lincoln and Minnehaha Counties. Because the Tea District is only 25 square miles in size, bus rides are only 30 minutes long. Thirty percent of students take the bus.

*Source: Dean Jones, Superintendent*

Centerville #60-1

**Enrollment** – Centerville currently has an enrollment of 265 students. The largest class is the junior class with 28 students. It looks as though Centerville’s future enrollment will decline by 65 students in five years.

**Facilities** – The Centerville District has one building for K-12 students. Recently, a new track and football field was built for sporting events.

**Capital Improvements** – Centerville does not have any new additions or renovations to school structures. It does have budgetary concerns because of the declining enrollment and lower state aid funding.

**Service Area** – Twenty percent of the district lies within Lincoln County, the rest of the district is in Turner and Clay Counties. Fifty percent of students in the Centerville School District ride the bus and have an average ride time of fifty minutes.

*Source: Doug Voss, Superintendent*

Alcester #61-1

**Enrollment** – Alcester currently has an enrollment of 316 students. The largest class is the junior class with 43 students. Enrollment is projected to remain stable.

**Facilities** – Two buildings make up the Alcester school system: K-6 and 7-12

**Capital Improvements** – The school district is looking into potential improvements to the elementary school. The improvements may include new locker space, a wrestling expansion, and one elementary classroom. Alcester recently approved an opt out to deal with financial concerns.

**Technology** – Currently the school system has 3 computer labs, 2 teaching labs, and 1 library lab.

**Service Area** – The district area includes Lincoln (1/3) and Union (2/3) Counties. An average bus ride is 45 minutes.

*Source: Jerry Joachim, Superintendent*

Beresford #61-2

**Enrollment** – Beresford currently has an enrollment of 697. The largest class is the sophomore class with 60 students; the second largest class is the junior class with 59 students. Enrollment is projected to remain stable.

**Facilities** – Two buildings make up the Beresford public school system: K-6 and 7-12.

**Capital Improvements** – No projects are currently scheduled.

**Technology** – Currently, the school system has four computer labs

**Service Area** – There are approximately 217 square miles in the Beresford public school district. The district area includes Union, Lincoln (30%), and Clay Counties. Thirty percent of the students ride the bus system, no ride is longer than one hour.

*Source: Wayne Semmler, Superintendent*
Sioux Falls #45-9

Enrollment - Sioux Falls currently has an enrollment of 19,670 students. Enrollment is projected to remain stable.

Facilities – The Sioux Falls School District consists of the following buildings:
* K-6 (21 facilities)
* 6-8 (5 facilities)
* 9-12 (3 facilities and 1 alternative high school)
* 1 technical school

Capital Improvements – A new elementary school opened in 2004. The Sioux Falls School District has a Comprehensive Improvements plan for the entire district. Improvements are made yearly to buildings and renovations and additions are made dependent on enrollment.

Technology – Each school has access to computer labs. The technical school has wireless capabilities.

Service Area – The District is primarily in Minnehaha County, with a small portion in Lincoln County.

Source: Karen Schultz, executive assistant to Superintendent Pamela J Homan.

Sioux Falls Christian (Private)

Enrollment - Currently, Sioux Falls Christian has an enrollment of 681 (preschool – 12). The largest grade is 1st grade with 57 students. Enrollment is projected to grow.

Facilities – There are two buildings for the Sioux Falls Christian schools: preschool – 3 and 4-12.

Capital Improvements – Sioux Falls Christian just built a new 4-12 facility near 69th Street in southern Sioux Falls. The school plans to build on to the new facility so preschool - 12 is all under one roof. These improvements are at least 5 years away. There are no budgetary or financial issues, as the school is financed by tuition from students.

Technology – Sioux Falls Christian has wireless capabilities. There are four computer labs in the school.

Service Area – The 4-12 facility is in Lincoln County and the elementary school is in Minnehaha County.

Source: Jay Woudstra, Superintendent

The Lincoln County area must coordinate the areas growth with school facility needs. It is important that future school facilities be closely coordinated with municipal and county development and with the municipal and county Capital Improvements Plan. The planning for new schools includes the following design and location criteria:

1. All new sites as projected by the school districts and municipalities will occur within the Lincoln County urban growth areas.

2. The other school districts will either build within existing city limits or are not planning to build.

3. Existing school district boundaries will remain the same and it is assumed that open enrollment will have “no net effect” upon enrollment.

4. Locate schools away from arterial streets but adjacent to collector streets. Minimize major street crossing for pedestrians.

A map of all Lincoln County school districts is located on Map 5 (page 24).
B. PARKS AND OPEN SPACES

Lincoln County has one State Park. Newton Hills, south of Canton, is the third largest state park in South Dakota with 1060 acres. Also, Lincoln County has the Lake Alvin State Recreation Area. Lake Alvin has 59 acres reserved for beach, boat, and recreation access. There are nine (9) Game Production or Waterfowl Production Areas located in Lincoln County.

The State of South Dakota is in the beginning stages of preserving a great ancient Indian encampment named Blood Run. The site is located 8 miles southeast of Sioux Falls. Approximately 400 acres of the 1200 acre site is located in South Dakota. The National Park Service has identified the site as a National Historic Landmark. There are plans to preserve the entire site and create an archaeological site and American Indian History Site which could attract many educators and visitors each year.

There are three rural golf courses located in Lincoln County, Lenkota Country Club, Spring Creek Golf Course, and Bakker Crossing. In addition, the Cities of Sioux Falls and Canton have golf courses located in city-limits and within Lincoln County.

No county parks are located in Lincoln County and no parks are planned. All future parks should be planned as a part of each community park and open space plan.

Open space is an important aspect in Lincoln County. To maintain the environmental balance in the county certain areas should be reserved in their natural state. Such areas include waterfowl protection areas, state game production areas, aquifer protection areas, floodplain protection areas, and the Big Sioux River.

A map showing all current and proposed parks and open space is located on Map 6 (page 26).
VI. GROWTH AREA ANALYSIS

The costs of extending water and sewer services and the provision of future wastewater treatment systems are the primary considerations in designating future growth. However, other factors must also be considered which includes capacity of the transportation system, anticipated growth, and environmental suitability.

A. Water Services Expansion and Constraints

South Lincoln Rural Water is planning on constructing a new water plant on their present site. Growth in the county will depend on the availability and cost of water. If water supplies are tight, the cost of water will increase and growth will be slow. The Worthing area holds a vast amount of water that could be transported to growth areas in Lincoln County. Sufficient infrastructure will need to be constructed to accommodate the water needs of growth areas.

Lincoln County Rural Water System can provide service to new rural residential, commercial, and industrial users. The system can support large industrial and commercial users with upgrade. At this time the system is exploring some options for upgrading as the Cities of Tea and Harrisburg are growing and needing more water.

Many community well-fields are located outside of city-limits. Therefore, Lincoln County must take into account the development allowed on or near city well-fields to ensure the quality of water is not diminished. It is anticipated that cities will annex rural residential developments. Also, the development of the Lewis and Clark Rural Water System should be supported. The water system will provide a dependable and quality water supply to many communities within Lincoln County. A map of the Lewis and Clark Rural Water System is located on Map 4 page 20. Lewis and Clark has been designed to insure that there is adequate water available for Lincoln County and Lincoln County Rural Water, South Lincoln Rural Water, and member cities of Tea, Harrisburg, Lennox and Beresford. Lewis & Clark has been designed to insure that there is adequate water available to all members of the system located in the states of South Dakota, Iowa and Minnesota.

B. Sewer Services Expansion and Constraints

Many areas of northern Lincoln County have a dense distribution of septic tanks. This has proven to be problematic in areas that have high water tables. The soils within a significant portion of Lincoln County, particularly Springdale and Delapre Townships, have severe limitations for septic tanks. Therefore, Lincoln County should discourage development that creates a high density of septic tanks use in these areas.

At this time, there are no rural sanitary districts within Lincoln County. Lincoln County will stress the importance of economies of scale for future development and encourage wastewater systems designed to service existing and future county residents with wastewater treatment facilities. In addition, Lincoln County communities must plan for future expansion of their sanitary sewer system, including the location of lagoon facilities.

C. Transportation Capacities, Expansion and Constraints

Within Delapre and Springdale Townships, there are some township and county roads that are nearing capacity. Significant improvements are needed on SD Highway 11, SD Highway 115 (Minnesota Avenue), and County 106. County Highways 110, 111, and other roads within the Sioux Falls urban growth area also need significant improvements.

Each urban growth area should have proper transportation capacity to serve proposed new urban developments. All rural area transportation routes should provide efficient access between communities and existing developments with few interruptions. However, the county cannot afford to construct, maintain or improve additional rural arterial and collector roads.

The proposed development of the East Side and West Side Corridors will address the growing traffic needs for the future growth of Sioux Falls, Harrisburg, and Tea. The road will also be designed to take strain off arterial and collector roads.
D. Environmental Constraints

Some soil in Lincoln County has severe limitations for development. Map 7B (page 30) shows the soil classification in Lincoln County. The classifications range from Class I (suitable for agriculture) to Class VII (not suitable for agriculture). Development should be limited in those areas impacted by high water tables, poor drainage, and unstable soils. Poor surface drainage causes storm drainage and street maintenance problems, while the high water tables create problems with basement sumps and septic drain fields. A map of the septic tank soil limitations is located on Map 7A (page 29). The map indicates that portions of Lincoln County have limitations for septic tanks.

Lincoln County has two aquifer protection districts. The Big Sioux Aquifer and Vermillion Aquifer Protection Districts have been formed to protect the groundwater supply of Lincoln County. Within these Protection Districts, limited development is allowed in order to protect the water supply.

Other environmental constraints that should be considered as development occurs include: floodplain areas, wetlands, and steep slopes. A map of environmental limitations is located on Map 8 (page 31).
Area and Degree of Septic System Soil Limitations

Map 7a

Severe Limitations
Moderate to Severe
Moderate
Slight
Municipality

Road Symbols
- Interstate
- US Hwy
- SD Hwy
- Co. Hwy, Bitum
- Co. Hwy, Concrete
- Co. Hwy, Gravel
- Rural, Improved
- Rural, Gravel
- Rural, Unimproved
- Municipal Street
- Railroad

Lincoln County Comprehensive Plan
VII. EXISTING LAND USE

A. EVALUATION OF LAND USE IN LINCOLN COUNTY

The rural area of Lincoln County is dominated by agricultural uses. However, a great deal of rural residential structures (hobby farms, rural subdivisions) have been constructed over the past 20 years. Also, a great number of farms have been vacated with a dilapidated structure still standing. A land-use dilemma is the rural/urban fringe area along and near the city-limits of Lincoln County communities. A common goal of the Lincoln County Planning Commission and all Lincoln County cities is to cooperate within a specific area near all city limit boundaries. Therefore, the future land-use map specifies “urban growth areas” inside of Lincoln County which are based on the Comprehensive Plans of the municipalities within Lincoln County. In these “urban growth areas,” the County should work with the municipality to determine the land use.

B. CATEGORIES OF LAND USE IN LINCOLN COUNTY

To simplify preparation of this plan, land uses have been grouped into four broad categories for Lincoln County:

(1) Commercial / Industrial includes retail businesses, offices, light manufacturing, warehouses and other similar uses.

(2) Rural Residential includes all types of housing not used in farming, and may include other land uses as necessary for the economic development of the community and neighborhood.

(3) Farm includes current farmsteads used for farming.

(4) Municipal

A map of current land uses in Lincoln County and the planning area are included on Map 9 (page 33) of the Comprehensive Plan.
Lincoln County land use decisions will have far reaching effects on future development patterns not only within the agricultural areas but for the municipalities as well. These impacts will range from quality of life issues to public facility, service and infrastructure needs. Careful study and analysis of the location, density and timing of development is important to the future vitality of Lincoln County, as well as the health, safety and welfare of its inhabitants.

Lincoln County is not a large service provider in terms of supporting physical development. The provision of public services and facilities is generally limited to law enforcement and the county highway system. Water supply and distribution, wastewater collection and disposal, storm water drainage, and fire protection are either municipal functions or provided by other entities which have been or will be created to provide for a specific service. Townships will continue to be responsible for a substantial portion of the local rural road system. Whether these services can be provided in an economical and efficient manner will in part depend on the county’s ability to manage future growth.

Lincoln County has the role not only to promote orderly, compatible and efficient growth within the agricultural areas but also to ensure that land use decisions are in the best interests of other governmental entities, who will eventually be expected to provide services to development areas.

Projections to the year 2025 indicate that numerous housing units will be constructed in the agricultural areas and additional agricultural land will be converted to commercial and industrial uses, causing significant changes in the county’s physical environment. This anticipated growth will present challenges to the Planning Commission and the Board of County Commissioners as well as to citizens of the county in dealing with substantially more population and economic development than exists today.

A. Goals

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

1. To provide for orderly, efficient and economical development.
2. To manage growth within the framework of the Development Plan and municipal comprehensive plans.
3. To enhance communication and cooperation among the several governmental and quasigovernmental entities who have the potential to impact and influence development patterns.
4. To maintain a viable agricultural economy and preserve the rural quality of life.
5. To maintain a distinction between agricultural areas and the cities and to preserve and enhance community identity.
6. To provide a choice of living environments for county residents.
7. To achieve efficiency in the provision of public services and facilities.
8. To support and encourage growth of the county's economic base and promote the expansion of job opportunities.
9. To promote aesthetically pleasing development in the agricultural areas.
10. To preserve environmental, historical, and cultural resources.
11. To provide a transportation system that promotes the safe and efficient movement of people, goods and services.
12. To provide ample opportunities for public participation at all stages of the planning and zoning process, including public hearings, rezoning notices and public awareness campaigns.
13. To promote and encourage the provision of essential services in the county on a coordinated basis, including drainage, delivery of potable water, electricity, natural gas, and waste water treatment and disposal services.
14. To review and update the Objectives and Policy Guidelines as needed or at least every five (5) years. Annual reviews may take place at the request of the Planning Director.
B. Planning Areas and Policies

To assist in meeting the stated goals, the Future Development Plan shown on Map 10 (page 41) divides Lincoln County into four planning areas. Policies have been identified to provide specific direction and guidance regarding the future development of each planning area.

1. Existing Municipal Areas

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

**Policies**

**Land Use**

1. Promote cooperative efforts with the municipalities in dealing with development issues. Municipal requests for extraterritorial zoning jurisdiction should be guided by the procedures outlined in the Plan Implementation chapter.
2. Insure that future development does not detract from the implementation of municipal comprehensive plans. Recognize municipal growth plans when considering future development proposals.

**Development**

3. Discourage premature development in municipal fringe areas.
4. Seek the input of municipal officials in the review of development proposals which could potentially impact future municipal expansion and public infrastructure projects.
5. Encourage annexation of potential development sites within municipal fringe areas before development plans are approved.
6. Preserve the identity of existing communities by discouraging sprawl and leapfrog development.
7. Encourage a pattern of development in urban expansion areas which can be integrated into municipal planning areas without the need for costly and inefficient post development construction of public infrastructure expenditures.

**Utilities**

8. Concentrate future non-farm growth in proximity of municipalities where infrastructure can be economically provided. Maximize the utilization and efficiency of existing facilities and services.
9. Encourage an area-wide approach in planning and construction of utility, potable water system, waste water treatment systems and drainage systems.

2. Urban Expansion Areas

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

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

**Policies**

**Land Use**

1. Promote optimum land use relationships and minimize land use conflicts.
2. Promote cooperative efforts with the cities and service providers in dealing with development issues in municipal fringe areas.
3. Utilize the planned development zoning district to accommodate a mix of land uses, promote the arrangement of uses on a comprehensive rather than piecemeal basis, and address problems related to existing land use patterns.
4. Enhance industrial development by restricting incompatible land uses in areas where rail access is available.
5. Coordinate the siting of industrial uses with the municipalities.
6. Regulate the siting of new intensive farming operations such as feedlots and confinement facilities to insure that they do not conflict with the close proximity of the urban land uses.
7. Reduce visual clutter and safety hazards by encouraging aesthetic standards and design requirements to maintain and improve the county’s visual appeal and image (including, but not limited to towers and signage).

Development
8. Encourage new residential construction to locate on previously platted lots and other parcels which already qualify as building sites.
9. Consider limited development in those areas where parcel size and competing land uses have substantially reduced the economic viability and future success of agricultural operations.
10. Restrict development of urban expansion areas until service improvements are provided.
11. Employ a density standard of one single-family building eligibility per quarter-quarter section in those areas where current land use patterns have not significantly impacted farming operations.
12. Restrict development in areas where unsuitable soils and other physical limitations are present.
13. Preserve sensitive environmental areas through the development review process.

Utilities
14. Work with rural water systems to ensure water system improvements do not conflict with county development policies.
15. Preserve and protect natural drainage systems within development areas. Storm water management plans for the entire drainage basin should be required as a prerequisite to development.
17. Maintain an inspection program that ensures proper installation of on-site wastewater treatment systems.
18. Encourage an area-wide approach in the planning and construction of utility, waste water and drainage systems.

Transportation
19. Discourage strip development along transportation arteries, particularly those which serve as gateways to the cities and major activity centers.
20. Restrict development along major transportation corridors for future right-of-way acquisition with the goal of minimizing future construction costs.
21. Require dedication of sufficient right-of-way to the public as part of the platting and development process.

3. Agricultural Areas

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

Agricultural areas are generally those areas which have experienced little or no competing non-farm development. These areas are intended to be preserved for farm related use where such activities can freely operate without the need to impose restrictions due to competing uses. A density standard not exceeding one dwelling per quarter-quarter section of land should be maintained for the planning area.

Policies

Land Use
1. Allow the siting of business activities at appropriate locations in the agricultural areas.
2. Discourage the random and haphazard siting of commercial and industrial uses within the agricultural areas.
3. Regulate concentrated animal feeding and processing operations to protect the environment and minimize conflicts with human activities while giving due regard to existing operations.
Development
4. Restrict the density of residential uses within agricultural areas and direct higher developmental densities to municipalities and approved development areas.
5. Preserve and protect the agricultural productivity of land by restricting the development to a residential density of not more than one building site per quarter-quarter section.
6. The premature development of agricultural areas should be discouraged.
7. Discourage the splitting of land parcels into fragmented units which are incapable of supporting farming activities.
8. Protect the agricultural areas from uses which interfere and are not compatible with general farming practices.
9. Avoid regulations which have a negative impact on farming operations.
10. Promote development patterns which will avoid producing inflated agricultural land values.

Utilities
11. Limit rural densities so that current service levels are not exceeded.
12. Construction of infrastructure improvements in the agricultural areas should be directed at addressing existing and future service deficiencies.
13. Work with the rural water systems to ensure that future water system improvements do not conflict with county development policies.
14. Maintain an inspection program to ensure proper installation of on-site wastewater disposal systems.
15. Protect stream corridors, the aquifer, the Blood Run site, the Sioux River and other significant natural areas from incompatible development.
16. Prevent construction on sites which are environmentally unsuited for buildings or septic systems.
17. Encourage an area-wide approach in the planning and construction of utility, waste water treatment systems and drainage systems.

Transportation
18. Within the framework of density zoning, every effort should be made to cluster residential uses and limit driveway approaches onto arterial and collector roads.
19. Maintain an addressing system to create consistency for safety and convenience of businesses, visitors, and local citizens.
20. Reduce visual clutter and safety hazards by encouraging aesthetic standards and design requirements to maintain and improve the county’s visual appeal and image (including, but not limited to towers and signage.)

4. Rural Commercial/Industrial Areas
Cities will continue as the primary providers of goods and many other services to urban as well as rural residents. Historically, several areas outside the cities evolved as commercial/industrial areas, located mostly along major transportation routes, providing basic convenience services to the agricultural community and highway travelers. Interstate Highway 29 played a part in the development of the Tea Industrial Park, the Harrisburg Exit, the Worthing Exit and the Canton Exit. Rural commercial/industrial areas generally do not have an urban infrastructure and are not capable of supporting much more than limited development.

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

Policies
1. Promote optimum land use relationships and minimize land use conflicts.
2. Discourage the random and haphazard siting of commercial and industrial uses within the rural commercial/industrial areas.
3. Utilize the planned development zoning district to accommodate a mix of land uses, promote an arrangement of uses on a comprehensive rather than piecemeal basis, and address problems related to existing land use patterns.
4. Coordinate the siting of industrial uses with the Lincoln County Economic Development Association and municipal economic development associations.
5. Facilitate agri-business activities at appropriate sites in the rural commercial/industrial areas.
6. Enhance industrial development by restricting incompatible land uses in areas where rail access is available.

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7. Locate commercial uses at interstate highway interchanges and high traffic intersections. Such uses should be developed in a nodal pattern and geared to the support of highway users.
8. Discourage strip development along transportation arteries, particularly those which serve as gateways to the cities and major activity centers.
9. Promote development patterns which maintain the safety and carrying capacity of major roads.
10. Discourage strip development patterns.
11. Preserve the environmental quality of the county with respect to economic development.
12. Reduce visual clutter and safety hazards by encouraging aesthetic standards and design requirements to maintain and improve the county's visual appeal and image (including, but not limited to towers and signage.)
13. Encourage an area-wide approach in the planning and construction of utility, potable water systems, waste water treatment systems and drainage systems.

C. Development Plan Summary

Lincoln County is expected to grow to a population of between 45,891 and 48,986 by the year 2025. The agricultural areas will continue to accommodate new residential construction and also provide further opportunities for economic development. This additional development will require a sound land use management plan that can effectuate a development pattern focusing on three main areas – economical provision of governmental and essential services, harmonious development among competing land use interests and agricultural preservation.

This plan recognizes that the continued growth of municipalities in the northern portion of Lincoln County will exert a strong influence on what happens throughout the remainder of the county. Such municipalities are expected to expand employment opportunities which will attract more people to the area. Since not all future residents will choose to live within the municipal boundaries of those urban areas, there will undoubtedly be development pressure on both the agricultural area and municipalities within Lincoln County to accommodate future development.

Lincoln County must anticipate this growth and the potential impacts on local government's ability and the ability of other service entities to provide an effective transportation system, potable water delivery system, waste water treatment systems and drainage system, law enforcement and emergency services, park and recreation facilities, and environmental safeguards. The goals and policies established by this plan provide an overall direction for growth during the planning period. Locations for future development should be guided by the intensity and density of land uses. Urban densities should occur in the municipalities where existing and expanded infrastructure can best and most efficiently meet public service needs. This direction will also reduce the needless and premature conversion of productive agricultural land to urban uses.

The existing level of support services can be severely strained and farming operations adversely impacted by non-farm uses. The county must strive to protect the integrity of its agricultural resources and ensure that this industry remains a vital part of the local economy.

While Lincoln County will not be directly involved in municipal land use decisions, the actions of the county regarding development beyond municipal boundaries will most definitely impact the cities. Communication and coordination concerning future development must be maintained between the county and cities. Most cities will be confronted with rising costs for utility improvements to serve the expected growth. Commercial and industrial development will broaden municipal tax bases only when it occurs within the cities.

Unrestricted residential development in the agricultural areas strains public services and conflicts with agricultural operations. This plan recognizes the importance of agricultural land and the adverse impacts resulting from over development of the agricultural areas.

The plan acknowledges that a segment of the county's growing population will desire a rural lifestyle. Such opportunities will continue but in the context of managing residential densities in order to reduce conflicts with farming and other special land uses, preserve farmland and environmentally sensitive areas, and support efficient and economical delivery of public services.

The construction of numerous housing units in the rural area will be significant and the impacts far reaching if planning area policies are not followed. The plan seeks to accommodate the projected growth in a manner which avoids costly public services and facility improvements and minimizes conflicts with agricultural uses.
The plan further promotes the clustering of houses by allowing the transfer of residential building sites to less desirable farmland so the more productive land remains in production and free of competing uses.

The plan encourages a future land use pattern that will maintain and strengthen community identity. This can be achieved by concentrating future development in the cities where residents can identify with a neighborhood, school, park or other community facility. Rural subdivisions usually lack a focal point that can foster a sense of community. Community identity promotes pride in home ownership and upkeep of property, and enhances crime prevention measures such as neighborhood watch groups.

The development policies accommodate residential uses consistent with the limited level of services in the agricultural areas and discourage development of residential subdivisions in agricultural areas. Urban expansion areas will probably experience the greatest pressure to convert agricultural land to residential use and there may even be a tendency to push beyond these boundaries into predominately agricultural areas.

While it should be a policy to limit the platting of new residential subdivisions until municipal services become available, some development may be appropriate in urban expansion areas if steps are taken to ensure that present services are not severely burdened and there will be compatibility with urban land use patterns and services once annexation occurs.

Commercial uses should be allowed in the agricultural areas as a convenience to highway users. Appropriate locations include interstate interchanges and the intersections of high traffic volume roads. Development should occur in compact patterns buffered from adjacent land uses. Driveway approaches should be properly located and designed to minimize the impact on traffic flow.

Commercial and industrial uses intended to support the agricultural sector should be accommodated at appropriate rural locations. Access to the regional highway and rail systems, ample land area and compatibility with neighboring land uses should be considered in siting such development. Land which is capable of providing rail access for industrial development is limited within the county and such areas should be protected from incompatible uses.

Subarea plans should be prepared as development proposals emerge for specific areas of the county. While the Future Development Plan outlines a broad framework for growth, subarea planning can be an effective way to identify and address development issues in greater detail. The planned development zoning district will be a key component in formulating subarea plans.

D. Land Use Location and Design Criteria

Residential

Agricultural areas
- Residential density of one eligible building site of one acre or more for each quarter-quarter section of land.
- Transfer of building eligibility to promote clustering of houses.
- Building eligibility on previously recorded legal descriptions (lots of record).
- Minimize driveway approaches onto county and state highways.
- Discourage land splits which erode the integrity of agricultural use areas.

Urban expansion areas (lot size one acre or less)
- Availability of services and utilities that support anticipated housing densities.
- Density of one dwelling per quarter-quarter section where adequate services are not available.
- Natural drainage systems supporting ultimate development densities.
- Wastewater treatment systems in future municipal growth areas to support smaller lots consistent with urban scale development.
- Hard surfaced subdivision roads accessing state and county highways.

Rural commercial/industrial areas
- Development limited by availability of services.
- Buffering from adjacent commercial and industrial uses.
- Adequate wastewater systems.
Commercial / Industrial

Agriculturally related businesses
- Adjacent to county and state highways.
- Necessary rail access for industrial uses.
- Controlled access onto major roadways.
- Adequate buffering from neighboring uses.
- Convenient siting of commercial uses for customers.
- Hard surfaced driveways and parking areas.

Rural commercial/industrial areas
- Buffering from residential uses where a mix of uses has already occurred.
- Nodal development pattern around high traffic intersections.
- Industrial park setting establishing optimum building orientation and landscaping amenities.
- Intensity of development based on environmental considerations.
- Convenience uses serving highway travelers.
- Screened outside storage areas.
- Hard surfaced driveways and parking areas.

Special Uses

Intensive agricultural uses – Includes feed lots, animal confinement facilities.
- Environmental impacts - aquifer protection, runoff, land application of animal waste.
- Adequate separation from residences, churches, institutional uses, parks.
IX. PLAN IMPLEMENTATION

The preceding chapters have presented the fundamental elements of the comprehensive planning process including demographic and economic data, past and present development trends, the need to plan for the orderly provision of essential services, transportation systems, public facilities, infrastructures and environmental resources. An analysis of these elements provided a framework for preparing a plan consisting of goals and policies to assist in shaping the physical development of the county.

The Comprehensive Plan is a policy guide to decisions about the future spatial distribution of rural land uses and a visualization of how these use patterns should occur. The plan is not a piece of legislation but rather a foundation or basis under which legislative documents operate. Zoning and subdivision regulations are specific and detailed legislative measures intended to carry out the policies and recommendations of the Comprehensive Plan. These and other implementation tools are discussed in the following sections.

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

Local Governing and Advisory Boards. The key players in the implementation of this Comprehensive Plan are the Planning Commission and the County Commission. It is the duty of the governing bodies of Lincoln County and its municipalities to encourage progress by utilizing all of the tools available, so that orderly growth and development can take place. With public input, the Planning Commission and the County Commission can create a balance between industry, commerce, and housing, and can utilize all of the resources available to facilitate orderly and common sense civic improvement.

Zoning Regulations. Lincoln County has had several revisions to the Zoning Regulations over the past decade. Two of the most significant are the density zoning regulations for rural single family homes and the revision of the animal confinement regulations. The continued management of scattered rural development, the orderly growth of urban areas and the encouragement of an area-wide approach in the planning and construction of utility, potable water systems, waste water treatment systems, drainage and transportation systems is stressed within this Comprehensive Plan. The implementation method of cooperation among communities allowed under South Dakota Law is joint-jurisdictional zoning and platting authority. Consistent and efficient joint-jurisdictional agreements may be reached with the communities of Beresford, Canton, Harrisburg, Lennox, Sioux Falls, Tea, Worthing and other municipalities which adopt a comprehensive plan.

Zoning is the most commonly used legal mechanism to achieve the goals and policies of a comprehensive plan. The county’s zoning ordinance regulates land use activities in the unincorporated area.
The Comprehensive Plan stresses the importance of avoiding scattered and sprawl development in the rural area. In order to manage rural growth, the county employs a technique known as density zoning which controls the maximum density for residential dwellings in areas zoned for agricultural use. Prior to density zoning, agricultural district regulations proved ineffective in maintaining a rural environment, particularly on land experiencing development pressure from growing urban centers. For several years the only requirement to build on agriculturally zoned property was for the dwelling to be located on a lot of at least one acre in size. This resulted in a scattering of residential uses which appeared as strip developments along major roads and highways or as multi-lot rural subdivisions. The minimum acreage requirement did little to control growth in agricultural areas of the county.

Changes were made in the agricultural district regulations in an attempt to address these deficiencies, requiring a conditional use for the siting of an individual non-farm residence and a rezoning for subdivision development. For the first time a review process was required when land use changes were proposed on agriculturally zoned land but this still proved ineffective in controlling the long term land use pattern. Piecemeal and fragmented development continued because the ultimate residential density had not been established.

This prompted further changes that incorporated density zoning into the regulations. This approach accommodates residential uses in the predominately agricultural areas of the county but maintains control over the density in such a manner that premature urban development is avoided.

In Lincoln County, a density of one dwelling for each quarter-quarter (1/4 1/4) section of land is allowed, provided there are no other dwellings located on the parcel. The minimum lot size is one acre while the balance of the parcel must continue in agricultural use. The transfer of residential building eligibility between quarter-quarter sections is also allowed as long as the parcels are contiguous and under the same ownership. This is accomplished through the conditional use process and is intended to encourage the grouping of building sites on the least productive farmland. Grouping of or clustering of building sites there are several advantages to the density zoning concept:

- The density approach offers more assurance that farming will continue as the dominate land use in agriculturally zoned areas.
- Land use conflicts between residences and farming activities are reduced due to the lower density.
- A farmer is allowed to convert less productive farmland to residential use as long as the overall density is not exceeded.
- A lower density of population that initially attracted residents to the rural area is better preserved through density zoning.
- There is less potential that population densities will exceed the existing level of services, thereby avoiding costly public expenditures.

Density zoning is considered to be a more practical approach to growth management than "large lot zoning". Although the latter approach also controls density by increasing the minimum lot size, there are several disadvantages to this method:

- Large lot zoning represents a form of exclusionary zoning. The larger the lot size, the less opportunity there is for people to live in the country due to economic considerations since land costs escalate in direct proportion to the acreage requirement.
- A considerable amount of farmland is needlessly removed from production.
- Experience has shown that people have difficulty maintaining a large number of acres and appearance becomes a problem. Abandoned vehicles and junk on the larger properties are frequent problems.

Ideally, density zoning ensures that no more than 16 dwellings will occupy any one section of land. In practice, however, a greater number of dwellings can be expected due to the existence of previously described lots and parcels. These properties are known as lots of record and each such parcel qualifies as a building site under the zoning regulations. This will ultimately push residential densities to higher levels in some areas of the county.
Planned Development Zoning District
Conventional zoning districts can be a barrier to innovative design and development techniques. The planned development (PD) zoning district was added to the zoning regulations to provide developers with greater flexibility while at the same time increasing public review of development proposals. Several land uses can be accommodated in a single PD District.

Figure 1. Planned Development District Concept
This concept can also be applied in areas where density standards will be difficult to maintain because land has been carved into smaller parcels, making agricultural use no longer practical. Portions of Split Rock Township from Sioux Falls east to the Big Sioux River typify this type of development pattern. It is recommended that the planned development zoning district be applied within such areas to address future development proposals.

The PD District is most useful where past parcelization and land subdivisions have produced a disjointed and piecemeal development pattern. As this trend continues, future development options become more limited. Specific examples include strip residential development along major transportation routes and the further division of existing parcels without providing for future access to adjoining properties.

Application of the PD District should occur as a comprehensive approach in the redevelopment of contiguous parcels so that a coordinated land use pattern is achieved. An example of this concept is shown in Figure 1. This application demonstrates the importance of interrelating the transportation network with further subdivision of existing parcels.

Development Review Process
The present zoning ordinance utilizes the conditional use review process for many uses. This procedure is used quite extensively in the commercial and industrial zoning districts. Conditional use applications are reviewed by the Planning Commission and stipulations are imposed in such areas as screening, landscaping, site configuration and highway access. It is recommended that the zoning ordinance utilize permitted special uses to a greater extent in dealing with design and aesthetic requirements. This change would result in faster administrative review in comparison to the more time consuming Planning Commission review and approval process.

Agricultural Preservation
The county’s agricultural resources are often overshadowed by the dominance of metropolitan Sioux Falls, yet agriculture remains a vital part of the local and regional economy. Significant strides have occurred in recent years to protect the farming industry, but major challenges still exist for agriculture to continue as an economic force into the 21st century.

Routine farming practices are threatened by the emergence of non-farm residences in agricultural areas, undermining the freedom that farmers enjoy in operating their businesses. As the size of farms increases, operations diversify, and innovative business concepts are introduced, land use conflicts between farming and residential uses are certain to become an even greater problem.

The current density zoning standard allows up to 16 residences on each square mile of land. This density may be contrary to long term farming interests who must endure more non-farm population while attempting to sustain a profitable business without causing conflicts with neighbors.

The county should assist the agricultural sector in exploring methods for preserving and protecting agricultural resources, including exclusive agricultural areas established as special zoning districts. If this concept is to succeed, farmers must be involved at the grass roots level, delineating the district boundaries and formulating district regulations.
Subdivision Regulations. Lincoln County has been enforcing subdivision regulations since 1971. The regulations were last revised in 1995. The Major Street Plan has been adopted to identify future right-of-way needs, street extensions, and other major road improvements. The subdivision ordinance regulates the division of land into lots and parcels by requiring specific standards for road design and construction, specific standards and guidelines for the implementation of the delivery of potable water, electricity, natural gas, waste water treatment/disposal services, lot configuration, grading and drainage, and erosion control. Identification of environmentally sensitive areas with development constraints has been addressed within the Comprehensive Plan. Through the platting requirements and conditional use permit review, proper access locations can be identified, incompatible development can be prevented, and areas with poor soils or inadequately drained or floodable locations can be preserved as open space or agricultural land. In addition, road maintenance agreements and assurances for required improvements must be approved before development is allowed.

Several older rural subdivisions were platted with road rights-of-way dedicated to the public. This did not mean, however, that a public (governmental) entity had accepted the roads for the purpose of maintenance, repair and snow removal. Quite often, subdivision homeowners had to assume this responsibility unless they were fortunate enough to have the township accept the roads. The 1995 revision requires that roads dedicated to the public must be accompanied by a certificate on the plat for township acceptance of the roads. Otherwise, the owner’s certificate must certify that the roads are private and will be maintained by a homeowner’s association.

There is a downside to requiring private roads in the absence of public dedication and acceptance. Rural residents may view their particular subdivision as an exclusive area where roads begin and end in the subdivision and do not connect to adjoining properties. If private roads are created and a homeowner’s association is formed to assess property owners for repair and maintenance costs, residents will be even more opposed to the extension of roads into adjoining developments. This could become a barrier to fostering a systemic road network within developing areas of the county. It is recommended that the subdivision ordinance be amended to allow public roadway dedication without township acceptance if the plat includes a certificate for private road maintenance.

A provision was added to the 1995 subdivision regulations requiring hard surfacing of newly platted roads which connect to existing hard surfaced roads. All other roads can be constructed with a gravel driving surface unless the access road is proposed for improvement, in which case the new subdivision roads must be hard surfaced.

State statutes allow municipal subdivision control over land within three miles of a city if a major street plan for the area has been filed with the Register of Deeds. In the case of land over which there is joint municipal-county zoning jurisdiction, the statutes require plats to be submitted to the County Planning Commission for review and recommendation. If the Commission recommends disapproval, a two-thirds vote of the entire membership of the city council is required.

Municipal subdivision regulations can impose unrealistic and unreasonable development requirements when applied to rural areas of the county. Curb and gutter, storm sewer, street lighting, and fire hydrants are common to municipal developments but impractical in a rural setting. The 1991 update of the Sioux Falls subdivision ordinance included specific provisions for rural subdivisions. The county should work with the other communities who are or will be involved in platting outside municipal borders to ensure that subdivision regulations take into consideration the rural character of the property.

Capital Improvements Planning. The purpose of capital improvements planning is to provide local government officials with a guide for budgeting for major improvements which will benefit the community. Before future development can be considered, the County must review current infrastructure and identify any deficiencies which need to be corrected prior to the development. It is the intention of the County to upgrade a portion of existing utilities and transportation routes on an annual, ongoing basis.

Annexation. In order to acquire enough suitable land for future development, some land will need to be annexed into the city limits. Land which conforms to the projected growth areas of Lincoln County and which can be cost effectively developed should be considered for annexation. Lincoln County will require that all future growth areas of the city should be annexed in advance of major developments as should existing rural subdivisions that lie adjacent to a city.
**Geographic Information System.** Development of a geographic information system (GIS) started in 2002. GIS is a computer technology used to gather, store, manipulate, analyze and display spatial information in digital format. A Geographic Information System combines layers of information about an area to give a better understanding of its makeup.

GIS technology provides a valuable tool to assist in implementing the comprehensive plan. Much of the spatial information gathered for this plan has been entered into the GIS, including transportation systems, existing land use, soil types, flood plains, aquifers, water resources, and public well sites. Boundaries of municipalities, service areas for schools, fire districts, voting precincts and legislative districts along with other features such as topography, railroads, wetlands, and aerial photography are also in the GIS database.

This data generally existed as single purpose paper maps making manipulation, analysis and integration of data very difficult. A GIS involves operations which can combine these spatial datasets to display relationships and provide information in the form of dynamic maps and reports. Modeling can be performed to analyze industry or agricultural impact areas, assist in determining property values, compare yearly growth patterns, and so on. It is recommended that GIS technology be used to assist in the implementation of the Comprehensive Plan as well as to support other county departments.

**Joint Zoning.** South Dakota Codified Laws allow counties and cities of the state to enter into joint planning and zoning agreements. The new Joint Ordinance should be regularly updated to maintain uniformity with the county ordinance and incorporate changes based on the Growth Management Plans adopted by the municipalities in Lincoln County.

The following **Policy Statement on Joint Zoning in Lincoln County** was adopted by the Planning Commission on June 24, 2004 and the County Commission on September 27, 2004 to guide decisions involving joint zoning activities with the municipalities.

**General Overview.** South Dakota Compiled Laws enable municipalities to adopt zoning regulations within their corporate jurisdictions. Similarly, the authority for zoning in the unincorporated areas is placed with the counties. Municipalities may also exercise zoning powers not to exceed six miles of their corporate limits subject to county approval. In this case, the city and county must mutually agree upon joint (extraterritorial) zoning regulations. The county may also relinquish zoning authority to a city not to exceed six miles of the corporate limits. [SDCL 11-6-12] State law requires that the joint jurisdiction area, including the six-mile limitation, may not extend beyond a line equidistant from the corporate limits of any other municipality unless otherwise agreed to by a majority vote of the governing body of each municipality having a planning commission. (SDCL 11-6-10)

Municipalities also have authority over the platting of land not to exceed three miles of their corporate limits or within the joint jurisdictional area. Under state statutes, a city assumes this authority by preparing a major street plan and filing the plan with the county register of deeds. If a joint zoning jurisdiction does not exist, a city has exclusive platting jurisdiction beyond its corporate limits [SDCL 11.6.26 non-joint; 11-6.26.1 joint jurisdiction]. Where joint zoning has been authorized, plats require approval of the county planning commission in addition to municipal approval.

Since joint zoning authority requires the concurrence of both governing bodies, the city in effect maintains veto power over county decisions. For example, if the county approves a rezoning or conditional use but the city denies the request, the county's action is negated.

State law fails to address the procedure necessary to terminate a previously agreed upon joint jurisdiction. It is assumed that this can be accomplished by mutual agreement of the county and city or the county can unilaterally terminate an existing joint jurisdiction on the basis that State law requires both entities to approve a substantially identical zoning ordinance. If the county does not agree with the city on a zoning ordinance, there can be no joint jurisdiction.

The origin of joint zoning in the United States can be traced back to the period following World War II when many of the nation's large cities were experiencing explosive growth into adjacent unincorporated areas previously untouched by urban development. While municipal zoning sought to promote a sound and efficient land use pattern inside corporate limits, counties were generally ill prepared to handle the land use problems and conflicts associated with this new expansion. Without such planning and control, numerous conflicts and haphazard uses contributed to the undermining of city zoning efforts.
State legislatures have approached the issue in different ways. In some instances, the size of the joint zoning jurisdiction is based on a city's population. Some states allow municipalities to zone outside corporate limits only if the county has no zoning. In other cases, the city is allowed to perform planning functions for the fringe areas and the county then zones those areas in accordance with the plan.

There are several arguments dealing with this issue which are worthy of discussion. Foremost is the argument that a serious impairment of the rights of property owners occurs when zoning regulations are extended beyond municipal boundaries without consent of the affected residents. Property becomes subject to decisions on land use restrictions and legislative matters over which the landowners have no voice.

The counter argument is that joint zoning is a more equitable alternative than annexation because of its single purpose intent. Annexation is premised on the idea of present land need, while joint zoning is concerned with future need and development. Municipal officials argue that the latter concept is less burdensome than the former, but the opposing point of view indicates that joint zoning is more objectionable because it results in restriction without any immediate or tangible advantage. Annexation on the other hand results in immediate benefits to residents, including police and fire protection, utility services and of particular importance, a voice in the municipal government. Annexation and zoning are different concepts, designed to accomplish different ends. But one common element is present in both concepts - the basis or justification required of a municipality prior to taking such action. South Dakota law requires a study as a prerequisite to annexation to determine the need for additional territory and to identify the resources necessary to extend municipal boundaries. This study must ensure that ample and suitable resources exist to accommodate the orderly growth of the annexed area, that there is a definite timetable upon which municipal services such as utilities and streets will be extended, and that the anticipated cost of improvements to residents is identified. State law is not specific as to the scope of municipal planning and zoning authority outside city boundaries, only that the jurisdiction cannot extend more than three miles from the corporate limits. The only direction set forth in the law is that the city planning commission is responsible for proposing a plan for the physical development of the municipality, including any areas outside the corporate limits and within its planning jurisdiction which, in the commission's judgment, bear relation to the planning of the municipality.

Alternatives to Joint Zoning. There is no doubt that a city's input into future growth patterns and the impact this growth may have beyond the city are important considerations for the county as well. When improperly managed, this growth can pose serious short term problems to the county and result in future long term liabilities for the city. This is not to imply, however, that joint zoning is the only possible solution. Several options are available and should be seriously considered by a city before requesting joint zoning jurisdiction.

1) County endorsement of the municipal comprehensive plan pertaining to areas beyond the corporate limits. Development proposals would be reviewed by the county to determine conformance with the plan before final action is taken.
2) Notification by the county of development proposals around the fringe of the city. The city would be given a specified time to review the proposal and make a recommendation before any action is taken by the county.
3) Municipal control over platting of land outside the city by filing a major street plan with the Register of Deeds.

The above options ensure input into county land use decisions without establishing a formal and burdensome process required by joint zoning. State law mandates joint meetings of planning commissions and governing bodies before decisions are reached in the joint area. This could be a burden for some cities to assemble a quorum for these meetings. Final decisions on land use issues outside corporate boundaries would rest exclusively with the county. This removes the argument that landowners in the joint jurisdiction are subject to decisions by city officials who do not represent them. It also ensures that land use issues which may have regional significance are addressed at the county level and not by any one city with self serving interests.

Procedural Requirements for Joint Zoning Requests. Court decisions nationwide have upheld the constitutionality of joint zoning. But this authority is based on several critical elements. First, there must be a grant of state enabling authority. Secondly, it must be determined that the regulations are a reasonable exercise of the police power in the public interest. Third, it must be established that extension of municipal zoning powers over adjacent territory is necessary to the orderly and harmonious expansion of the core city. Fourth, the exact area to which joint zoning will apply must be justified on the basis of municipal need and the general welfare. It can only be implied that the State Legislature had the last element in mind when enacting planning and zoning statutes in South Dakota. To ensure that any authorization of joint zoning jurisdiction is constitutionally defensible, the county has set forth the following requirements to be met by a municipality proposing joint zoning control outside corporate boundaries.
1) The municipality must have adopted a comprehensive plan or updated a previously adopted plan within the past three years. The plan shall include the following elements:
   a) Population component, including past and present trends, and projected population for the 20-year planning period shown in five year increments.
   b) Forecast of land consumption during the planning period for residential, commercial and industrial uses based on projected population.
   c) Location and supply of vacant developable land presently within corporate limits and the classification of these areas for residential, commercial or industrial use.
   d) Net land area required beyond the corporate limits during the planning period.
   e) Feasibility and timetable for extending municipal utilities to serve future development areas.
2) The municipality shall present their comprehensive plan to the county planning director. The planning director shall review the document for completeness and accuracy before making a recommendation to the Planning Commission. The plan shall include the proposed boundary of the joint jurisdiction.
3) The Planning Commission shall make a recommendation to the Board of County Commissioners as to the need for joint jurisdiction. The Planning Commission may recommend a different boundary or recommend denial of the municipal request.
4) If the Board authorizes joint zoning jurisdiction for a municipality, the county and city planning commissions shall meet jointly to propose a zoning ordinance for the area. The zoning ordinance should conform as much as possible to the existing zoning regulations of the county. Administration of the regulations should rest with the county.
5) Joint action by the county and city in adopting the ordinance shall constitute the agreement for the joint zoning jurisdiction.

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

Lincoln County maintains a building inspection program by enforcing the nationally recognized Uniform Building Code (UBC). The UBC is updated every three years to improve safety requirements and account for innovations in building materials and construction technology. The county amends certain sections of the code to reflect local conditions. By enforcing the building code, county ensures that construction meets minimum structural and life safety standards.

In the past, several communities have inquired about using the services of the county’s building inspection program. This function is currently being performed individually by each of the cities, but under this arrangement it is difficult to retain qualified individuals in a position which is generally only part time. The county should study the alternatives for a cooperative building inspection program with the small cities.

**Housing Code.** A housing code addresses existing buildings within a community and is directed at structures which are in need of major repair and rehabilitation. As the county’s rural housing supply ages, particularly among those structures built prior to adoption of the building code, the need for a housing code will become more apparent. The county should explore the adoption of a housing code for the county.