

COMPREHENSIVE LAND USE PLAN

FOR

**THE CITY
OF
WHITE**

October 1, 2008

**PREPARED BY
THE WHITE PLANNING COMMISSION**

**WITH ASSISTANCE FROM
THE FIRST DISTRICT ASSOCIATION OF LOCAL GOVERNMENTS**

CITY OF WHITE, SOUTH DAKOTA

COMPREHENSIVE LAND USE PLAN

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**THIS WHITE COMPREHENSIVE LAND USE PLAN WAS PREPARED WITH ASSISTANCE FROM
THE FIRST DISTRICT ASSOCIATION OF LOCAL GOVERNMENTS**

TODD A. KAYS, SENIOR PLANNER

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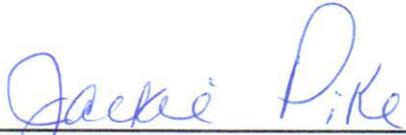
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This document is the Official Comprehensive Land Use Plan for the City of White, South Dakota, adopted pursuant to SDCL 11-4 and 11-6, and is the official policy guide for future land use decisions in the White Urban Area. The written policies, goals and objectives, and recommendations along with the Future Land Use Map and Major Street Plan, provide guidance for decisions affecting the use and development of land and the expansion of public facilities and services. It is also recognized that this document should be reviewed annually and revised to reflect the changing aspiration of the citizens of White.

A joint public hearing of the White Planning Commission and City Council was held on November 3, 2008. This plan was approved by the White Planning Commission and City Council on November 3, 2008. The effective date of this document is December 4, 2008.



Chairperson Planning Commission



Mayor

Attest:


Finance Officer

INTRODUCTION

Change is a constant that will affect every individual throughout his or her life. Individuals need to make plans, which will accommodate the changes they will encounter in the future. A plan can provide valuable insight into the possible solutions to the problems, which typically accompany change. Planning for change is not limited to individuals. It also applies to communities. The development of a quality community does not occur haphazardly or without insight to a plan for expansion. For without a well-prescribed plan for future expansion, community leaders will be left unguided to make decisions, which could impact the community's ability to progressively develop.

This comprehensive land use plan (hereafter referred to as the Plan) is comprised of common characteristics. The first characteristic is that it is long term in nature. Hopefully, this plan will assist in the shaping of the City of White's future by providing the means necessary to attain a prescribed future. Second, this plan is comprehensive. It will be directed toward the entire community with an emphasis on the functions and services provided by the city. Third, it is a guide to the physical development of the community. It addresses the why, how, where, and when to develop various areas of the community. Finally, this plan is a statement of policy that will guide the land use decisions made by the Planning Commission, City Council, Board of Adjustment, and various other municipal officials. This document offers a prescription, which will assist in answering future questions concerning budgeting, capital improvements, zoning, and subdivision regulations.

One concern of comprehensive land use planning is determining how land is used within the corporate and planning boundaries of a municipality. There are numerous land uses which when combined create the character of a community. There are also competing demands for land use such as residential, commercial, office, industrial, open space, and public institutions such as schools, hospitals, and religious uses. How these various land uses are balanced and the intensity to which each land use is developed will determine the future character of a community. The guiding principle or objective behind the comprehensive land use plan is creating a balanced community where current and future residents have a wide range of housing choices, employment opportunities, consumer opportunities, and a full range of government and quasi-public services.

Finally, the Plan is designed to meet the statutory requirements of the State of South Dakota. The ability of the city to plan and regulate land use within its borders is granted through South Dakota Codified Law Chapters 11-3, 11-4 and 11-6. Also, this Plan is intended to meet planning requirements for its implementation tools, chief among those being the community's zoning and subdivision ordinances.

PLANNING HISTORY

Municipalities are allowed by South Dakota Codified Laws to prepare and adopt comprehensive land use plans, and zoning and subdivision regulations. In 1996, the City of White made the decision to develop a comprehensive land use plan which would apply land use guidelines to the area within and outside its defined corporate limits. To accomplish this task, a planning commission was appointed with its duties to include the development of a comprehensive land use plan, zoning ordinance, and subdivision ordinance. The City Council, under recommendation of the Planning Commission, requested the First District Association of Local Governments to provide assistance to the Planning Commission to develop a comprehensive land use plan, zoning ordinance and subdivision ordinance.

PLANNING PROCESS

In March of 2008, the White City Council initiated the development of a new comprehensive land use plan for the city. The task was for the Planning Commission to produce a plan focusing on the remaining undeveloped land within the city and the identification of future growth areas outside of the city's corporate boundaries and to update the community's existing zoning ordinance. The First District Association of Local Governments was selected by the city to facilitate the development of the Plan.

Over a seven-month period, the First District Association of Local Governments worked with the Planning Commission, City Council, staff and other civic leaders in gathering information, evaluating alternatives and determining recommendations needed for the completion of this document. Thus, after many hours of meetings and the compilation and analysis of data, the Planning Commission has completed this comprehensive land use plan.

LAND USE PLANNING POLICIES

The purpose of this Plan is to outline what is to be produced or accomplished in the City of White relative to the physical environment. The Plan shall consist of land use planning policies and a future land use map(s). The land use planning policies contain numerous goals and objectives. These policies and maps should all be used collectively as they set a comprehensive framework for a review and evaluation process upon which plans, developments, and programs can be formulated and instituted.

The development of land use planning policies was required to establish the basis on which future development would take place. By integrating the city's vision and growth objectives with the available resources, a preferred direction and pattern for future development was determined, and thus, became the basis for the recommendations and future land use plan as presented in this report.

The following are the goals, objectives, policies, and strategies which have an application to the development of the Plan.

Definitions

This section contains the development "vision" for the City of White. It is expressed through goals and policies. A definition for each term is presented below.

- Goal:** A general statement that reflects ideals, ambitions or hopes.
- Objective:** A more specific component of a goal, which is usually quantifiable. An objective generally measures progress toward a goal.
- Policy:** A statement concerning a specific, measurable target or purpose or an action or position that will be taken to achieve the goal.
- Strategy:** A general or specific action intended to complete an objective or goal.

The following goals, objectives, policies, and strategies spell out various roles and responsibilities for the city. To better understand the city's role for each goal, objective, policy and strategy, a number of the key terms are defined below.

- Create:** Bring about the desired goal, usually with Staff, City Council/Planning Commission/Board of Adjustment involvement in all levels from planning to implementation.
- Continue:** Follow past and present procedures to maintain desired goal, usually from Staff, City Council/Planning Commission/Board of Adjustment involvement in all levels from planning to implementation.
- Encourage:** Foster the desired goal through community policies.
- Enhance:** Improve current goal to a desired state through the use of policies and Staff, City Council/Planning Commission/Board of Adjustment involvement at all levels of planning.
- Identify:** Catalog and confirm resource or desired item(s) through the use of Staff, City Council/Planning Commission/Board of Adjustment actions.
- Maintain:** Keep in good condition the desired state of affairs through the use of the community's policies, staff and Planning Commission.
- Prevent:** Stop described event through the use of appropriate community policies, Staff, City Council/Planning Commission/Board of Adjustment action.
- Promote:** Advance the desired state through the use of community policies and Staff, City Council/Planning Commission/Board of Adjustment activity at all levels of planning.
- Protect:** Guard against a deterioration of the desired state through the use of community policies, Staff, City Council/Planning Commission/Board of Adjustment.
- Provide:** Take the lead role in supplying the needed financial and staff support to achieve the desired goal.
- Strengthen:** Improve and reinforce the desired goal through the use of community policies, Staff, City Council/Planning Commission/Board of Adjustment and financial assistance, if needed.
- Support:** Supply the needed staff support, policies, etc. at all levels to achieve the desired goal.

The goals, objectives, policies and strategies spell out various roles and responsibilities for the City of White. The following statements will direct the implementation of the Plan. They are being presented under the following seven (7) headings:

1. General Community Goals
2. Residential Goal
3. Commercial Use Goal
4. Industrial Use Goal
5. Public Utilities Goal
6. Environmental Protection Goal
7. Growth Management Areas

General Community Goals

The City of White's general community goals, as listed below, are intended to result in the type of future living and working conditions desired by the majority of the citizens in the city and the immediate surrounding area:

- To promote and protect the health, safety, and welfare of area residents and to promote the economy, convenience, and general appearance of the city by guiding physical developments through the comprehensive planning process, thus using the limited tax dollars to the maximum.
- To provide for the orderly arrangement and growth of the city and surrounding area enabling each different land use to perform its function economically and with minimum conflict to other uses.
- To promote the economic growth and social development of the city and the surrounding area as a partner in cooperation with the private sector.
- To promote cooperation and coordination between the City of White and Brookings County in the development of land and utilities in the extraterritorial platting jurisdictional area outside the City of White's corporate limits.
- To provide ample opportunities for public participation at all stages of the planning and implementation process, including annual reviews of the plan and public awareness campaigns.
- To retain flexibility within the planning and zoning process so as to readily cope with changing social and economic conditions.
- To encourage redevelopment efforts, specifically in areas which currently are or have the potential to be unsightly or blighted.
- To insure environmentally safe land use and development of the City of White and the surrounding area through appropriate land use planning and zoning.

Residential Use Goal:

To encourage the planning and construction of a wide range of housing unit types that provide comfortable and creative living and permits both privacy and sociability for all socio-economic levels living in the area.

Objectives:

- Preserve and maintain the community's existing and useable housing stock.
- Preserve, protect, and promote the character and unique features of urban neighborhoods, including their historical and architectural elements.
- Promote the planning, design and construction of a wide range of housing types for all income levels and age groups that integrate different socio-economic levels in a neighborhood setting.

- Encourage the maintenance of existing sound housing units and the replacement of substandard housing units.
- Encourage the development of affordable types of housing.
- Protect and enhance residential property values by precluding development which may have a negative impact on the value of the developing and adjacent residential properties.

Commercial Use Goal:

To locate areas of commercial development within the context of the overall plan so that it is economically feasible to operate a business and provide goods and services in a clean, attractive, safe and convenient manner. Such locations for commercial activity will best suit the public interest, serve residents of the area, and protect the general welfare of the community.

Objectives:

- Encourage the retention and strengthening of the central business district as a commercial center and promote future commercial growth within this area.
- Encourage the planning and construction of well-designed commercial clusters and only allow strip commercial development with careful regard to safety, attractiveness and public interest.
- Provide for the location of employment areas at sites which are convenient to existing and proposed residential areas and accessible from the existing or proposed transportation system.
- Require that neighborhood and convenience commercial uses be clustered at accessible locations that do not create land use conflicts or traffic problems.
- Discourage commercial development in the rural area unless the uses are directly supportive of agricultural operations.
- Provide for sufficient buffering or transition areas around commercial areas.

Industrial Use Goal:

To promote and encourage industrial, warehousing, and wholesaling development at appropriate locations within the area to provide a stable economic base, and to provide adequate land for the expansion of present area industries and the attraction of new industrial activities.

Objectives:

- Encourage the establishment of industrial parks, designed with adequate facilities, service roads, and other necessary supporting facilities.
- Maintain a reserve of available and serviced industrial land to produce a flexible and competitive market for a variety of industrial sites.
- Encourage the diversification of area industries to promote economic stability.

- Discourage industrial development in the rural area unless the uses are directly supportive of agricultural operations.
- Provide for sufficient buffering or transition areas around industrial use properties.
- Identify appropriately located areas for industrial and related activities.
- Protect residential and commercial properties and protect nuisance-free, non-hazardous industrial uses from noise, odor, insect nuisance, dust, dirt, smoke, vibration, heat and cold, glare, truck and rail traffic, and noxious fumes, radiation and other hazards incident to certain industrial uses.
- Provide adequate space to meet the needs of industrial development, including off-street parking and truck loading areas and landscaping.
- Provide sufficient open space around industrial structures to protect them from the hazard of fire and to minimize the impact of industrial plants on nearby uses.
- Minimize traffic congestion and avoid the overloading of utilities by preventing the construction of buildings of excessive size in relation to the amount of land around them.

Public Utilities Goal

Maintain and enhance existing infrastructure and increase the life cycle of future infrastructure development in order to meet current and projected needs consistent with sound municipal development standards.

Water System Goal: Protect the quantity and quality of ground and surface water.

Objectives:

- Provide proper water supply, treatment and distribution facilities.
- Utilize water main extensions from existing systems to structure growth and development in an orderly fashion.
- Employ an area-wide approach in planning water utility systems.

Strategies:

- Maintain the policy of not providing water service beyond the corporate limits of White.
- Provide public funding for projects that provide community-wide benefits, programming these expenditures through the capital improvement process.
- Develop and implement long-range water improvement plans.
- Continue to monitor development with respect to system capacities (existing distribution lines and storage facilities), and schedule improvements accordingly.
- Encourage water conservation practices.

- In order to provide the most economic delivery of water, it is recommended that all development should occur contiguously to existing White's corporate limits.
- In the event a major industry, which has a high water usage requirement, was to locate in the city, some adjustment of the estimated needs and production facilities may be necessary.
- Areas that experience poor water pressure should be improved through increased water main sizes or looping projects.
- Establish a timetable for the upgrade and or replacement of hydrants, valves, and water mains that are undersized or in poor condition.
- Regarding future development, water mains will need to be extended prior to any development outside of the presently established areas of the community.
- It is recommended that when sections of streets are planned for reconstruction, the city should also address any necessary water improvements and incorporate those costs into the project.
- As to expansion of future water main lines, it is important to state that the city believes that future developers may be required to pay for water improvements within a new subdivision.
- It is recommended that the city incorporate capital improvements programming practices regarding the city's water system.

Sanitary Sewer System Goal: Develop, implement, and monitor an aggressive program for the treatment of sanitary sewage.

Objectives:

- Maintain and enhance existing infrastructure and increase life cycle of future infrastructure development.
- Provide proper sanitary sewer collection and treatment facilities.
- Utilize sewer main extensions from existing systems to structure growth and development in an orderly fashion.
- Employ an area-wide approach in planning sanitary sewer utility systems.

Strategies:

- Maintain the policy of not providing sanitary sewer service beyond the corporate limits of White.
- Provide public funding for projects that provide community-wide benefits, programming these expenditures through the capital improvement process.
- Complete, implement, and monitor a detailed system analysis and long-range wastewater plan.

- Monitor the condition of the collection lines (by telescoping) in a timely fashion.
- Monitor future development with respect to system capacities, and schedule improvements accordingly.
- In order to provide the most economic collection and treatment of sanitary sewage, all future development should occur contiguously to existing White's corporate limits.
- Regarding the future development of areas outside the current corporate limits, it is recommended that prior to annexation and development of property, a master sewer collection plan/capacity impact study be completed.
- With the exception of the golf course development, continue the policy of not allowing private septic tanks to be used within the city.
- Implement an internal monitoring program of the sanitary sewer system to identify areas within the community with problems with respect to system capacities, and schedule improvements accordingly.
- It is recommended that when sections of streets are planned for reconstruction, the city should also address any necessary sanitary sewer improvements and incorporate those costs into the project.
- It is recommended that the city incorporate capital improvements programming practices regarding the city's sanitary sewer system.
- As to expansion of future sanitary sewer main lines, it is important to state that the city believes that future developers may be required to pay for sanitary sewer improvements within a new subdivision.

Storm Water Management and Flood Control Goal: Minimize off-site and on-site flooding and soil erosion from growth and development.

Objectives:

- Develop an area-wide project approach which views storm water as an asset, utilizing natural drainage patterns, retention and detention facilities, wetlands, and drainage corridors as natural ways to manage run-off.
- Minimize soil erosion and downstream sedimentation through appropriate design.

Strategies:

- Regarding the future development of areas outside the current corporate limits, it is recommended that prior to annexation and development of property, a master storm water drainage plan/ impact study be completed.
- On-site management of storm water for positive use such as retention and detention for landscaping or recreational use, and the multiple-use of storm water drainageways for open space amenities should be incorporated with land use regulations and project design.

- In order to protect surface water quality unique natural areas such as lakes, streams, wetlands, riparian areas, and storm water conveyance and storage areas should be identified and protected from any ill effects of development.
- If detention ponds are to be utilized to reduce flooding, multiple-use planning of this area should be taken under consideration. Possible uses range from public parks to biking and walking paths. Natural depressions are the most common sites for detention ponds. The design of detention ponds must consider the environmental characteristics and the appearance of the natural drainageways.
- It is recommended that when sections of city streets are planned for reconstruction, the city should also address any necessary storm sewer improvements and incorporate those costs into the project.
- Development should not be in encouraged in areas that experience inundation.

Solid Waste Goal: Create, implement, and monitor an integrated, efficient, environmentally safe and conservation-oriented recycling and waste management system.

Objectives:

- Encourage community-wide recycling programs, including the location of sites for material collection, and handling/processing at strategic locations.
- Provide for the prohibition and removal of abandoned vehicles and other types of junk.

Future Urbanized/Rural Area Utility Goal: Ensure the proper utilization of future public utilities in areas presently not within the corporate limits of White.

Objectives:

- Plan with existing utility providers, for adequate public services and facilities outside the corporate limits that will meet future utility needs.
- Encourage the county-approved developments within the extraterritorial platting jurisdictional area to require utilities compatible with city utility requirements.
- Develop policies that address future annexation of properties into the city which may be serviced by rural electric and water utility cooperatives.
- Maintain future utility corridors where necessary to prevent rural developments from obstructing the orderly extension of city utility services.
- Extend municipal water and sanitary sewer services outside the city only subject to annexation and appropriate zoning procedures.

Transportation Goal:

To provide an efficient, safe and economical system of transportation within the City of White and its extraterritorial platting jurisdictional area.

Objectives:

- Use the existing transportation system to its best advantage.
- Classify streets according to function and establish design standards for various street classifications.
- Develop a balanced transportation system that meets the mobility needs of the community and supports the city's existing and future land use needs.
- Design a street and road improvement program that is both physically attractive and sensitive to the environs of urban neighborhoods.
- Maintain a transportation system of major streets throughout the city, while allowing the use of cul-de-sacs and innovative designs, which best utilize existing topography for drainage, reducing development costs, and creating neighborhood settings.
- Limit access (driveway/curbcut) on arterial and collector streets.
- Discourage through traffic on local streets within established neighborhoods.
- Require continuity of collector streets between adjacent subdivisions.
- Develop sufficient off-street parking to meet existing and future demands.
- Provide convenient access to residential areas with a minimum of traffic hazards.
- Secure sufficient rights-of-way to accommodate the city's future arterial/collector street system and pedestrian access to walking and trail systems.
- Develop a sidewalk and trails network within the existing developed and future developing areas.
- Provide safe, direct pedestrian and bicycle access from residential neighborhoods to schools, commercial centers and recreation areas through the use of sidewalks and/or bicycle trails.
- Maximize the safe and efficient movement of railroad traffic, while minimizing street conflicts and reducing the creation of barriers created by rail corridors.
- Where conditions permit, the thoroughfare system should have adequate landscape treatment to maintain the appearance of the community and reduce the undesirable impact of heavy traffic on abutting private property.

Strategies

- Local streets perform a basic and vital function of providing access to private properties. Generally, these local streets will be dedicated as part of residential subdivisions in new areas. Existing local streets may be revised, as needed, to accommodate through traffic and reduce traffic hazards in residential areas.
- Parking lanes should be prohibited, where possible, on defined arterial and collector thoroughfares. Where on-street parking is to be permitted, parking lanes, ten (10) feet in width should be provided. Near intersections, on-street parking should be prohibited for ease of turning and greater safety.
- Boulevard strips are located between curb and sidewalk or right-of-way line. These strips should be wide enough to provide adequate pedestrian safety and space for snow storage and landscape plantings. To minimize the undesirable impact of traffic on abutting properties, the width of the boulevard plantings strip should be increased in relation to speed of traffic.
- View all street projects as elements of community design and the public environment, and incorporate this perspective into project design.
- Sidewalks and recreational trails are absolutely necessary in areas where pedestrians congregate -- i.e., The Central Business District, schools, churches, and other public use areas.
- It is recommended that as the city continues to grow, the city should plan for and develop minor and major collector streets. The extension of existing north-south and east-west collectors combined with the development of collectors on section and half-section lines will aid in transporting traffic from local streets to arterial and major collectors.
- Regarding the extension of existing streets into new undeveloped areas of the community. The Planning Commission recommends that the streets identified on the Major Street Plan Map should be extended as future development warrants. These extensions would ensure the continuance of the existing grid pattern. The Major Street Plan Map designates where proposed streets should be extended to accommodate future development.
- When sections of streets are planned for reconstruction, the city should also address any necessary water, sanitary sewer, and/or storm sewer improvements and incorporate those costs into the project.
- It is recommended that the city incorporate capital improvements programming practices regarding the city's street system.
- As to expansion of future streets, it is important to state that the city believes that future developers may be required to pay for street improvements within a new subdivision.

Environmental Protection Goal:

It is the goal of the City of White to avoid development in areas that:

1. Are environmentally fragile or unique.
2. Present health and safety hazards to the city's residents.
3. Could degrade or otherwise negatively impact neighboring property.

Objectives

- Soil characteristics, depth to aquifer, topography and other construction limitations should be carefully considered in project site planning.
- Development shall be limited within areas that are known to experience regular and/or severe flooding.
- Drainage, air quality, noise, and other environmental factors will be considered for their impacts on neighboring property.

Strategies

- The city shall be provided assurances of environmental protection measures, prior to the approval of any required permit or legal document, in areas having obvious or documented development limitations.
- The development of stream corridors, the aquifer, natural floodplains and drainageways and other significant natural areas that are unsuitable for construction shall be precluded.
- The city shall strive to protect surface water and groundwater, especially in those areas that are designated wellhead and shallow aquifer protection areas.

Growth Management Areas Goal

Growth management is a comprehensive program to determine the types, locations, and phasing of land uses. Growth management also provides for economical provision of municipal services by coordinating public facility improvements with private development.

For purposes of the Plan, the growth management strategies address the following development areas.

- Urbanized Area (existing development)
- Planned Urbanized Area (development has been approved but not completed)
- Future Urbanized Area (agricultural land along the urban fringe where development has not been proposed but may be expected)
- Rural Area (Agricultural land beyond the future urban growth area where the existing rural character is to be maintained)

Urbanized Area Objectives:

- Preserve, protect and promote the character and unique features of urbanized area neighborhoods, including historical and architectural elements.
- Provide and maintain parks, streets, and other public facilities at a uniformly high standard in all neighborhoods.
- Zone stable neighborhoods to prevent encroachment by incompatible industrial and commercial uses and excessively high-density residential development.
- Maintain suitable transition zones between low-density residential areas and more intensive non-residential uses.
- Preserve the character of urban neighborhoods through maintenance of existing housing stock and encouragement of compatible design in new housing.
- Provide for the separation of residential areas from more intensive and incompatible uses through natural (open space) and manmade buffers.
- Allow conveniently located neighborhood commercial centers in locations that will not create land use conflicts or traffic problems.

Planned and Future Urbanized Area Objectives:

- Maintain an adequate supply of development land within the city.
- Allow only compact, contiguous growth along the city's fringe.
- Encourage only the subdivision of land, adjacent to the corporate limits, which would enhance future development.
- Require annexation of the land adjacent to the corporate limits prior to development.
- Discourage leapfrog development on land that cannot be economically provided with public services and facilities.
- Discourage scattered residential developments.
- Require that new development be compatible with existing adjacent development.
- Preclude the development of stream corridors, the aquifer, natural floodplains and drainageways and other significant natural areas that are unsuitable for construction.
- Require clustering of neighborhood and convenience commercial uses in accessible locations.
- Provide for sufficient multi-family housing around commercial and industrial areas.
- Allow high-density housing only in close proximity to major streets and activity centers.
- Allow flexibility in density and land use subject to detailed project review by the city.

- Secure suitable park, school, and other public sites ahead of development within growth areas.
- Integrate park and open space areas into residential neighborhoods wherever feasible.
- Provide direct pedestrian and bicycle access from residential neighborhoods to schools, commercial and recreation areas.
- Secure sufficient rights-of-way with development to accommodate the city's major street system.
- Require adequate provision of municipal services before development is approved in future growth areas.

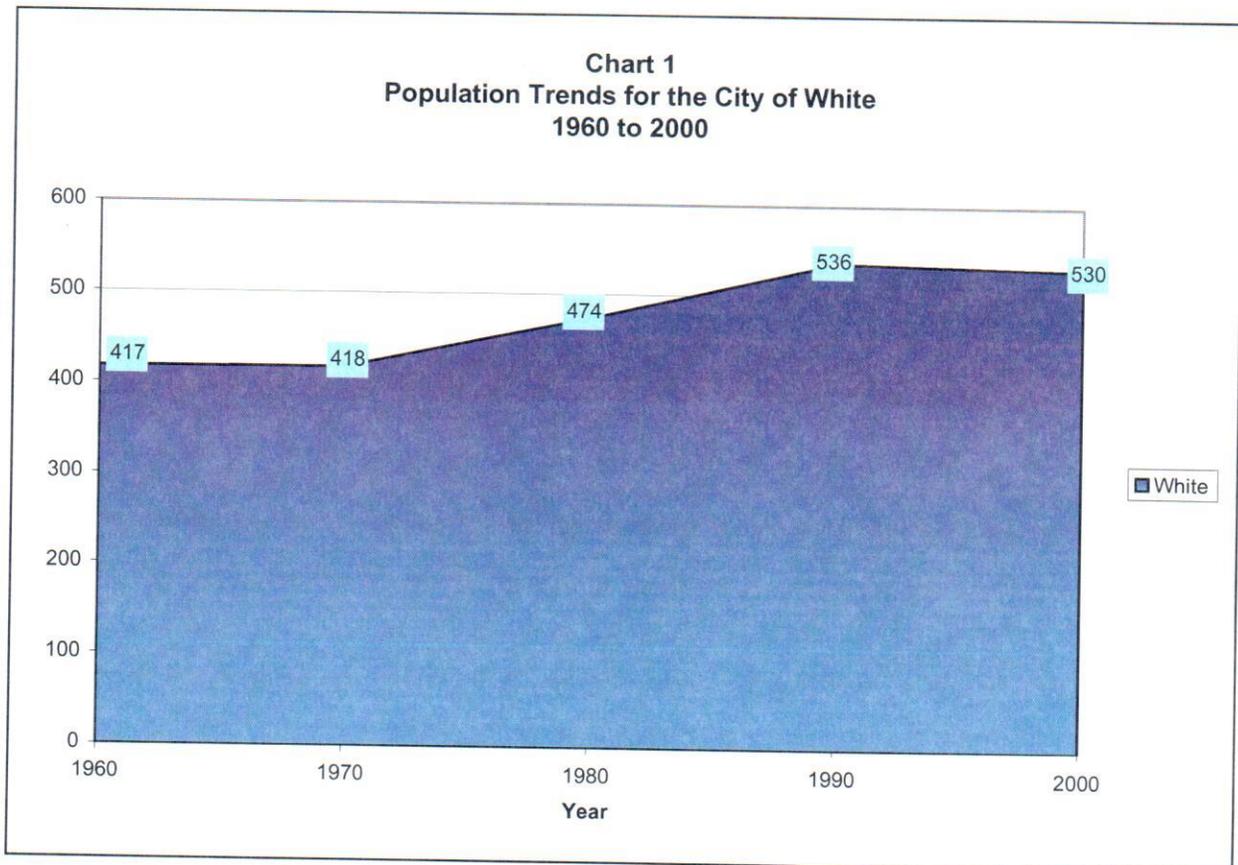
Rural Area Objectives

- Beyond the future urban growth area, encourage agriculture to remain the dominant land use activity and minimize the cost of providing future public services and facilities by maintaining a rural population density and preserving agricultural lands.
- Limit the subdivision of land for non-farm related residential development outside the urban service area to low-density projects that will not conflict with agricultural operations or create negative economic impacts on local governments for provision of public services and facilities.
- Avoid scattered or strip commercial and industrial development outside the urban growth area and direct such uses into existing developed locations where adequate services are available including major street access, and proper water and sewer systems.
- Discourage driveway entrances onto highways and other major roads where locations may result in traffic hazards or impede traffic flow, and provide adequate right-of-way for future arterial traffic routes in accordance with the adopted major street plan.

DEMOGRAPHIC TRENDS

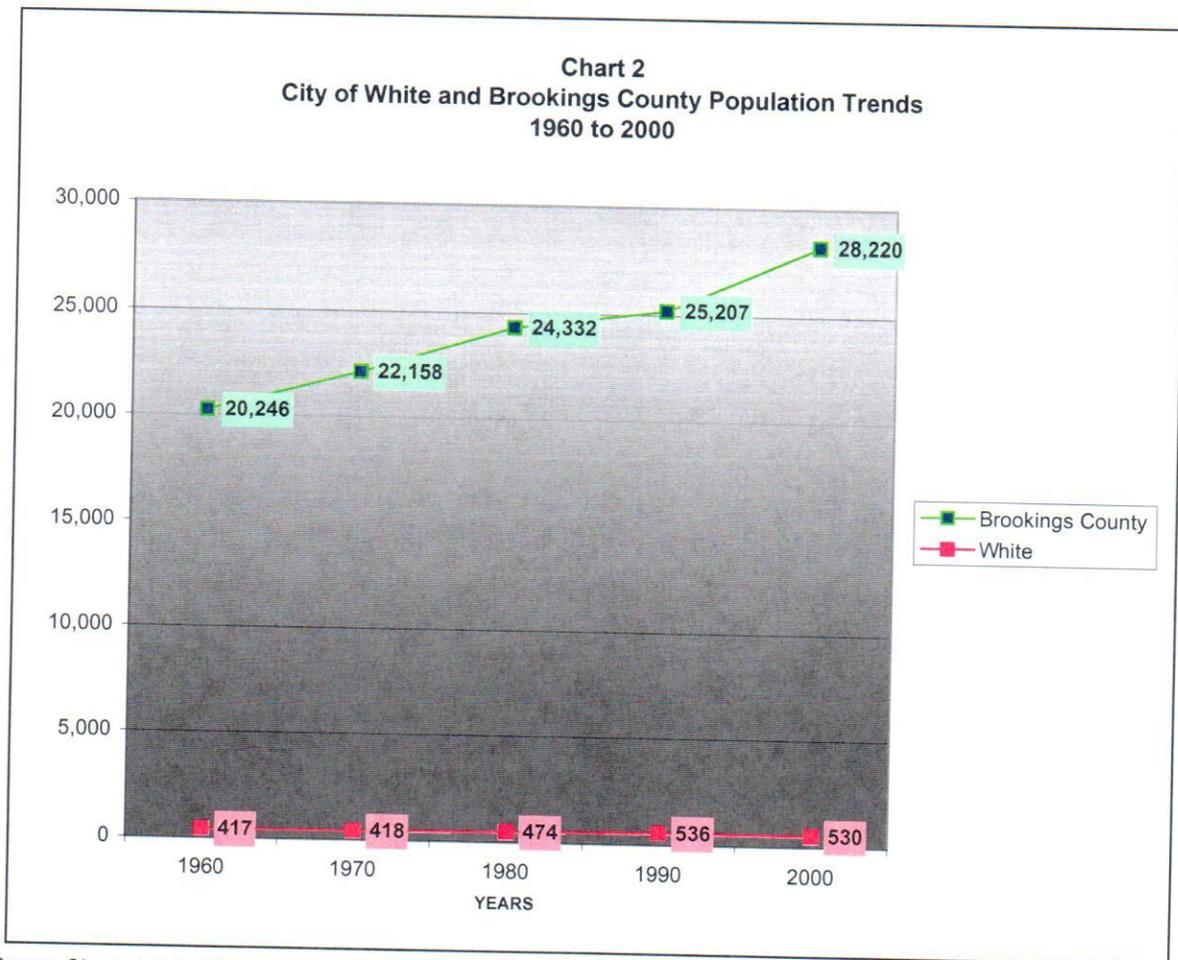
General Population Trends

The study of a community's population is one of the essential components in the development of a comprehensive land use plan. By understanding the makeup of its population, a community is then better prepared to plan for the future needs of its citizenry. The first section examines the population of the City of White with respect to such factors as population growth, migration trends, and age structure.



White is a community comprised of five hundred thirty (530) residents (2000 Census). Chart 1 provides information on the population trends of the city from 1960 to 2000. Since 1960 the city has experienced an increase of twenty-seven (27) percent in its population (113 individuals). Between 1990 and 2000 the community decreased its population by six (6) persons (1.1% decrease).

Chart 2 and Table 1 show the city's relationship to the population of Brookings County and the other communities within Brookings County. Chart 2 indicates that the city has mirrored the population trends of Brookings County. Table 1 further shows that excluding the communities of Aurora, Bushnell, and White, all other communities and rural area of Brookings County experienced population increases. It should be noted that between 1990 and 2000, the city experienced a decrease in its respective proportion of the Brookings County's population. Further, the U.S. Census Bureau recently estimated According to the South Dakota State Data Center, Brookings County's population is expected to increase an additional 16.3% by the year 2020 (thus resulting in a population of 32,825). This data continues to support the historical migration patterns, which shift the rural/urban mix of this county.



Source Charts 1 & 2: US Bureau of the Census, Census of Population 1960, 1970, 1980, 1990 and 2000.

Overall Change in Population 1960-2000
 White: +27.1%
 Brookings County: +39.4%

Table 1
Brookings County Population Analysis
White, Other Communities, and Rural Area Proportions

	Population 1990	Proportion of Brookings County 1990	Population 2000	Proportion of Brookings County 2000	Change in Proportion 1990-2000
Aurora	619	2.5%	500	1.8%	-0.7
Brookings	16,270	64.6%	18,504	65.6%	+1.0
Bruce	235	0.9%	272	1.0%	+0.1
Bushnell	81	0.3%	75	0.3%	0.0
Elkton	602	2.4%	677	2.4%	0.0
Sinai	120	0.5%	133	0.5%	0.0
Volga	1,283	5.0%	1,435	5.1%	+0.1
White	536	2.1%	530	1.9%	-0.2
Rural	5,481	21.7%	6,094	21.6%	-0.1
Total	25,207		28,220		

Sources for Table 1: US Bureau of the Census, Census of Population 1990, 2000.

Age Distribution

The aging of the population is evidenced by an increase in the median age. While the State's median age (35.5) is higher than the national median age (35.3), it should be noted that White's Median Age (33.8) is less than both the State and national averages. The city's median age of 33.8 was due to the fact that nearly thirty-seven (37) percent of the population is under the age of twenty-five (25) combined with the significant decrease in the number of individuals in over the age of sixty (60) between 1990 and 2000.

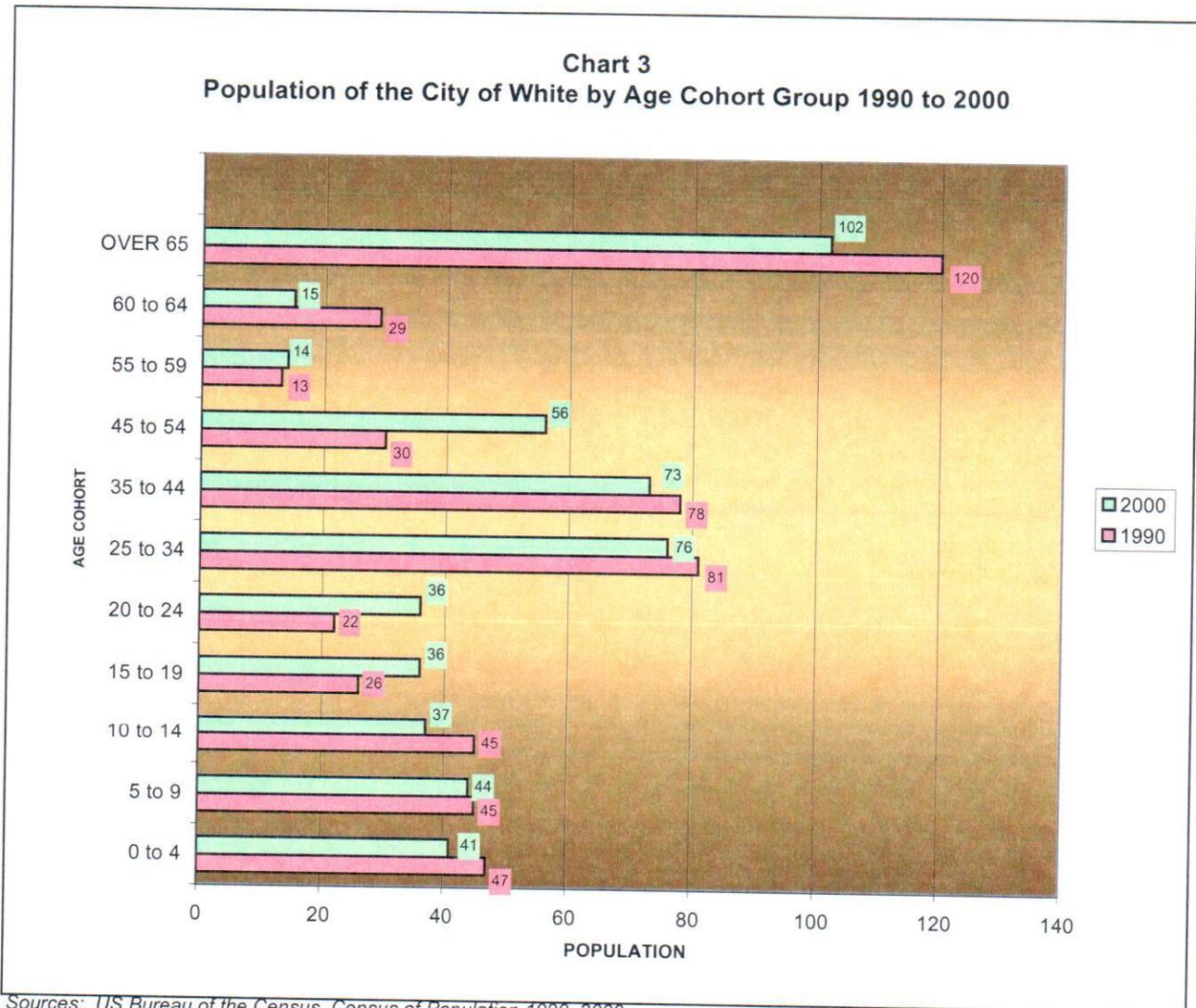


Chart 3 shows the age distribution of White's residents in 1990 and 2000. Several conclusions about the city's age distribution trends become apparent after reviewing the 1990 and 2000 Census Statistics. The most notable observation is that the city experienced decreases in all but four (4) age cohort groups (15 to 19, 20 to 24, 45 to 54, and 55 to 59).

Between 1990 and 2000, the number of the city's children under the age of fifteen (15) decreased by approximately eleven (11) percent (15 individuals). During the same period, the State experienced a decrease of 2.2% in this cohort group. The city's decrease in population in this cohort group may be attributed to several reasons. First are the decreases in the 10 to 14

age cohort group (17.8% decrease, 8 individuals) and the 0 to 4 age cohort group (6 individuals). The thirteen (13) percent decrease in the 0 to 4 year old age cohort group, a cohort that typically throughout the state did not experience growth, may be attributed to the fertility ratio. Upon examination of the fertility ratio, (the number of children under the age of five (5) compared to the number of women in their childbearing years, ages 15 to 44) one can see a decrease in the city's potential birthrate. The fertility ratio in 2000 decreased by 18.1% (3.6 births per ten (10) women ages 15 to 44 in 2000 compared to 4.4 births per ten (10) women in their childbearing years in 1990). Also there were fewer women in their childbearing years in 1990 as opposed to 2000, and those women in 1990 were proportionally having more babies than the women in 2000.

The second observable trend is that of the population increases in the age cohorts of younger to middle age adults. Individuals in the 15 to 24 age cohorts increased by fifty (50) percent (24 persons). Also important is the six (6) percent decrease (10 persons) in the 25 to 34 year age group. Generally, there is a decrease in 25 to 34 cohort group because of several factors. The first is being that of the "baby boom/baby bust eras". The individuals who comprise the 25 to 34 age categories in 1990 were the final children born into the baby boom era. Meanwhile, individuals 25 to 34 years old in 2000 were the first children of the baby bust era. Also these age cohort groups consistently across the state have historically experienced a high out-migration rate. Between 1990 and 2000 the State experienced a loss of 8.2% in the same cohort groups. While all cohort groups are important, the 15 to 34 age cohort groups are especially important for a community wishing to grow businesses and families. The significant increases in the 15 to 24 age cohort group combined with the nominal decrease in the 25 to 34 age cohort group are positive indicators of potential growth for the community.

The third trend is the nearly twenty (20) percent increase in the number of individuals in the 35 to 54 age cohort groups. These individuals were born at the height of the "baby boom". During the same time frame the State experienced an increase of over 35.1% in this age cohort group.

Finally, the number of individuals over the age of sixty (60) experienced a 21.5% decrease (32 persons). Between 1990 and 2000 the State's population of individuals 65 years of age and older increased by 5.7%. It should be noted that with extended life spans, migration of elderly individuals from rural areas, lower birth rates, and the increased number of the baby boomers getting older, the "Graying of White" will continue at a higher pace over the next fifteen (15) years.

Socio-Economic Conditions

Education Attainment

The educational attainment of the citizens in White is an asset which cannot be overemphasized in regard to economic development. Further, high educational attainment levels are the result of sound educational systems. Information provided in Charts 4 and 5 show the educational attainment of individuals over the age of twenty-five (25) in the City of White.

Chart 4 compares the percentages of the city's residents over the age of twenty-five (25) who are high school or college graduates with county, state and national levels. The percentage of the city's residents who have graduated from high school is less than the Brookings County average but greater than state and national levels. Regarding collegiate graduation rates, the city's level of 12.6% is less than Brookings County, South Dakota, and national levels of 32.2%, 21.5% and 24.4% respectively.

Chart 4
Percentage of White Residents Over the Age of Twenty-five
Who Are High School and/or College Graduates
(Census 2000)

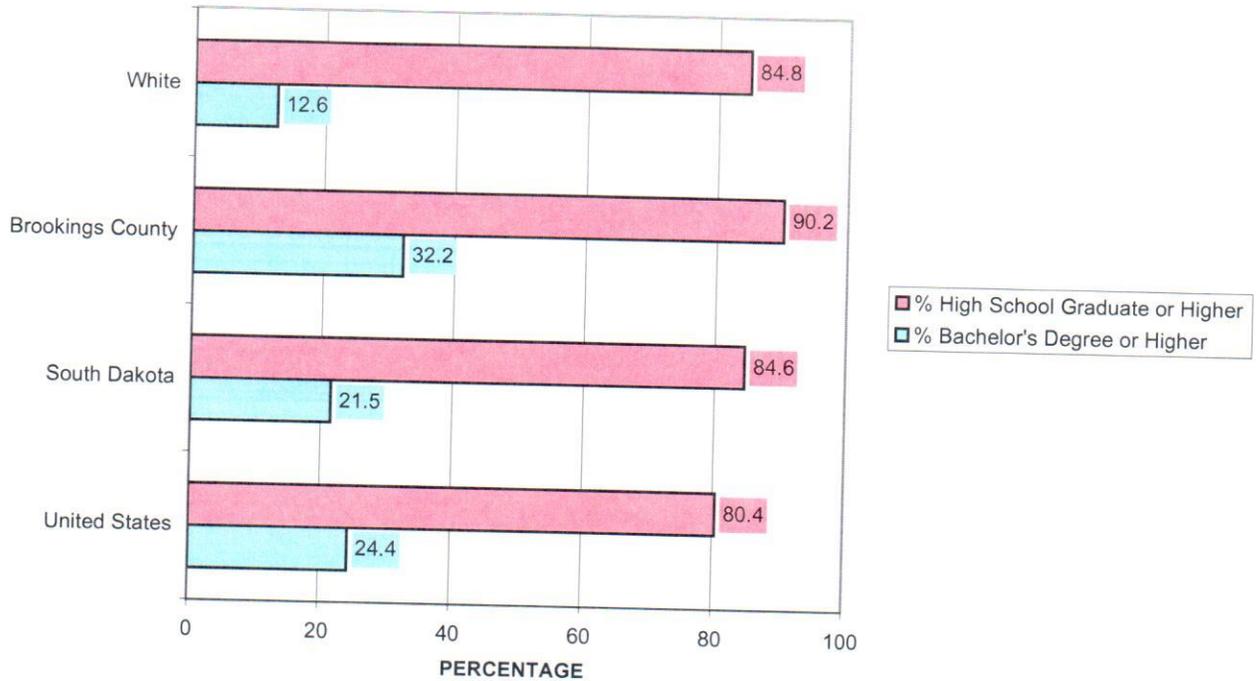


Chart 5
Years of School Completed
Percentage of Persons 25 Years Old and Over
1990 and 2000

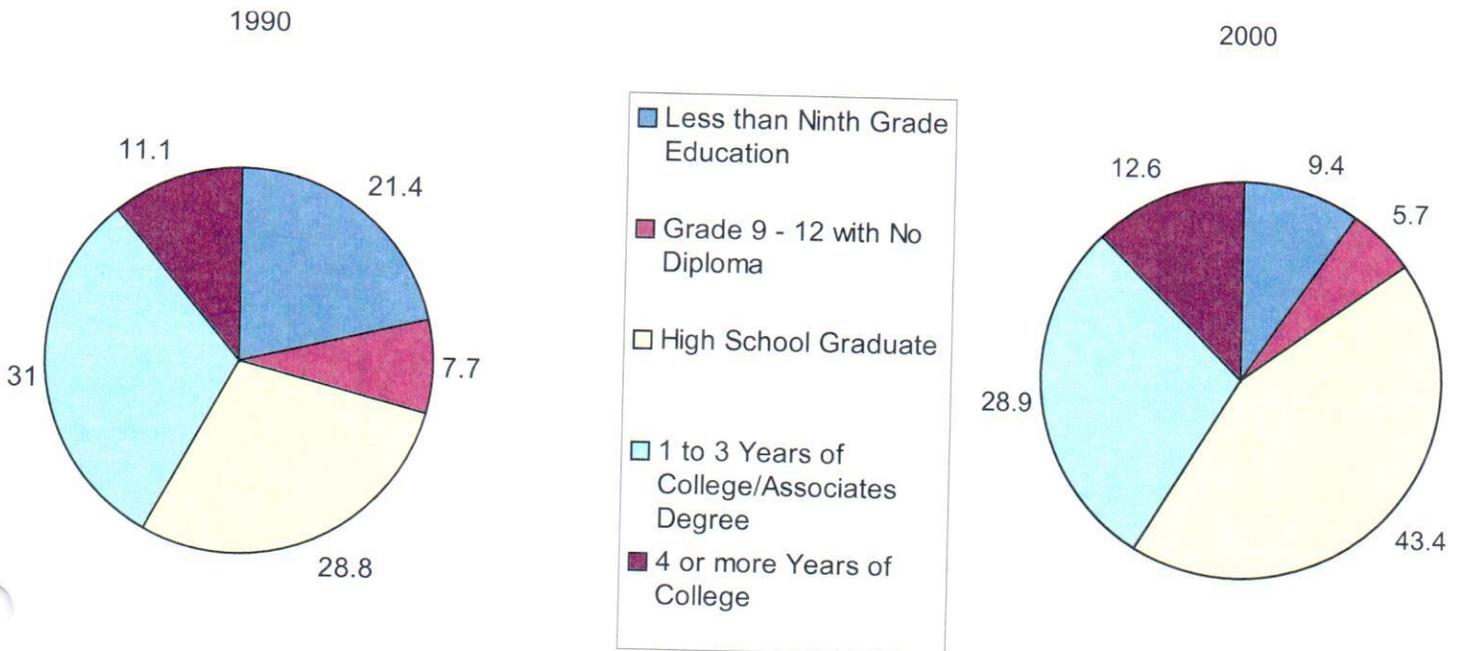
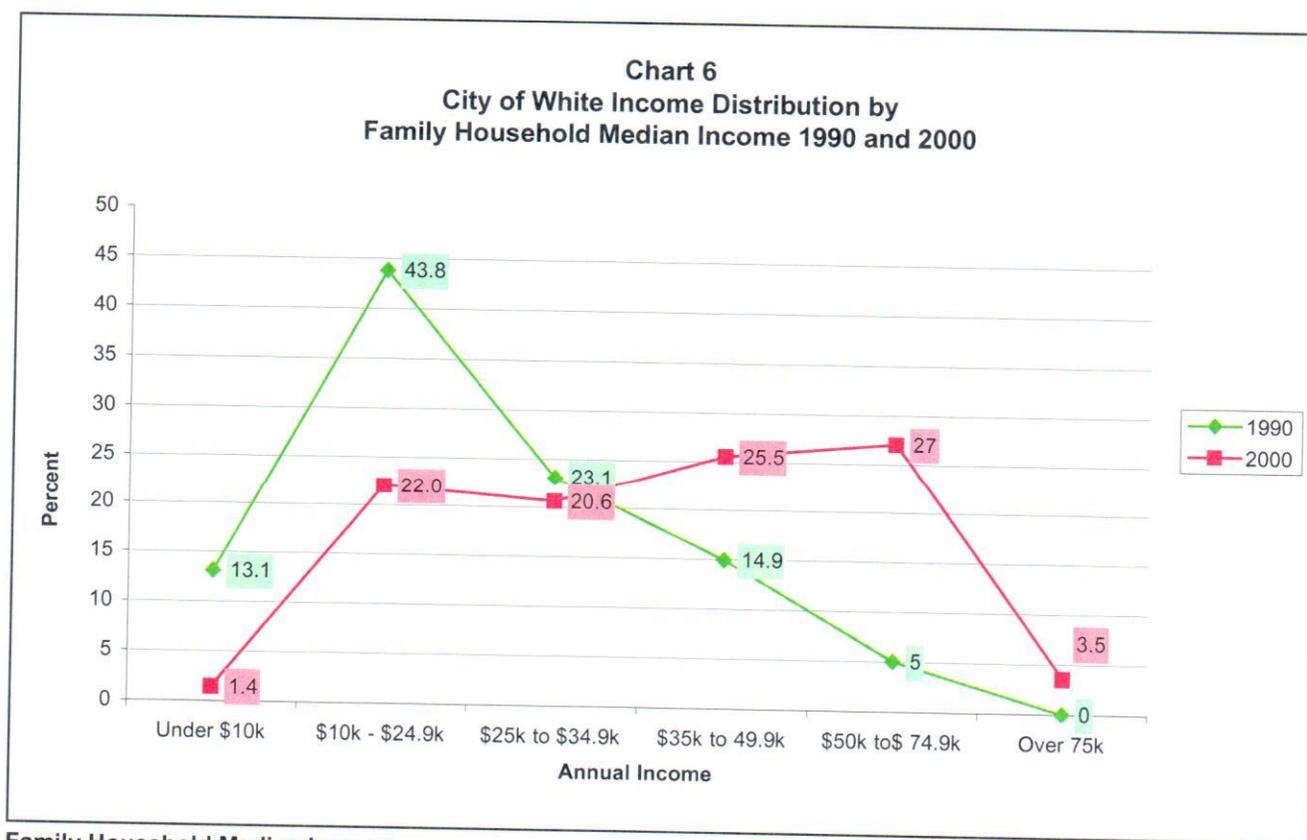


Chart 5 shows that between 1990 and 2000 the percentage of individuals over the age of 25 with high school diplomas increased by nearly fifteen (15) percentage points and individuals with less than twelve years of formal education decreased by fourteen (14) percentage points. Further, the number of individuals which completed at least a four-year post-secondary degree increased from 11.1% to 12.6%. Inference from this data would suggest that the overall educational background of the citizenry of White has improved since 1990.

Income

In 2000 the median income (both household and family) in the City of White was less than the Brookings County and State median averages.

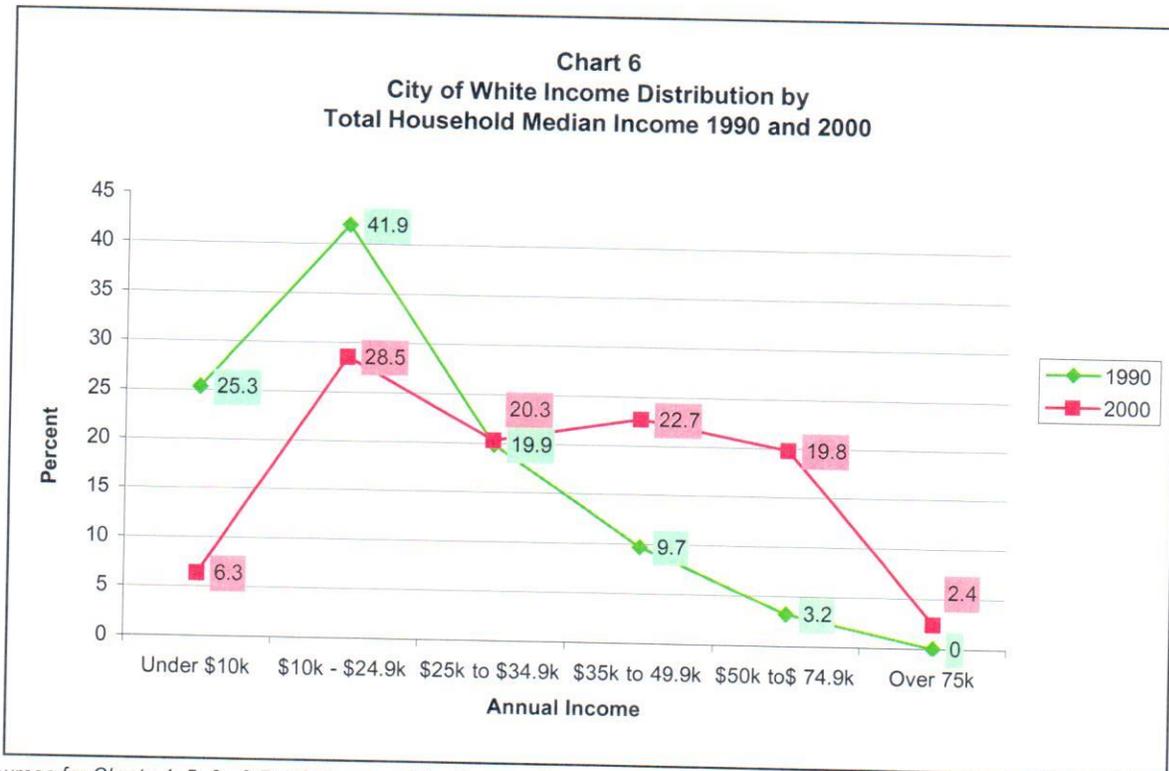
Charts 6 and 7 illustrate the city's distribution of median family household and median total household income levels. Family household income is the combined total income of all family members fifteen (15) years of age and older residing in the household. Total household income is a combination of family and non-family households. Total household income is usually less than that of family household income because many non-family households consist of a single person.



Family Household Median Income

	1990	2000	% Change 1990-2000
White	\$21,406	\$40,547	+ 89.4
Brookings	\$29,457	\$48,052	+ 63.1
South Dakota	\$27,602	\$43,237	+ 56.6

Chart 6 depicts the city's distribution of family household median income levels. In 2000 the city increased its median family household income level from 1990 by nearly ninety (90) percent to \$40,547. This improvement can be seen in the distribution shifts of family income levels above and below \$35,000. Compared to 1990, there were 56.5% fewer family households with a combined income of less than \$35,000 (97 family households in 1990 and 62 family households in 2000). Also between 1990 and 2000 the number of family households that made over \$35,000 increased by 229% (24 family households in 1990 versus 79 family households in 2000).



Sources for Charts 4, 5, 6, & 7: US Bureau of the Census, Census of Population 1990 and 2000.

Total Household Median Income

	1990	2000	% Change 1990-2000
White	\$17,667	\$31,528	+ 78.5
Brookings County	\$21,807	\$35,432	+ 62.5
South Dakota	\$22,503	\$35,282	+ 57.2

As stated before, total household income is usually less than that of family household income due to the incidence of households comprising a single individual. Chart 7 shows the city's distribution of total household income levels. In 2000 the city increased its median total household income level from 1990 by 78.5% to \$31,528. This improvement can be seen in the distribution shifts of income levels above and below \$35,000 (Chart 7). Between 1990 and 2000, the percentage of total households with a combined income of less than \$35,000 decreased from 87.1% to 55.1%. In actual household numbers there were ninety-eight (98) fewer households in 2000 earning less than \$35,000 a year (160 households in 1990 and 62 households in 2000).

Employment

Employment by Industrial Sector

The ten (10) industrial sectors of the City's economy are shown in Table 2. The largest to smallest in terms of employment are as follows:

**Table 2
Industrial Sector Employment**

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

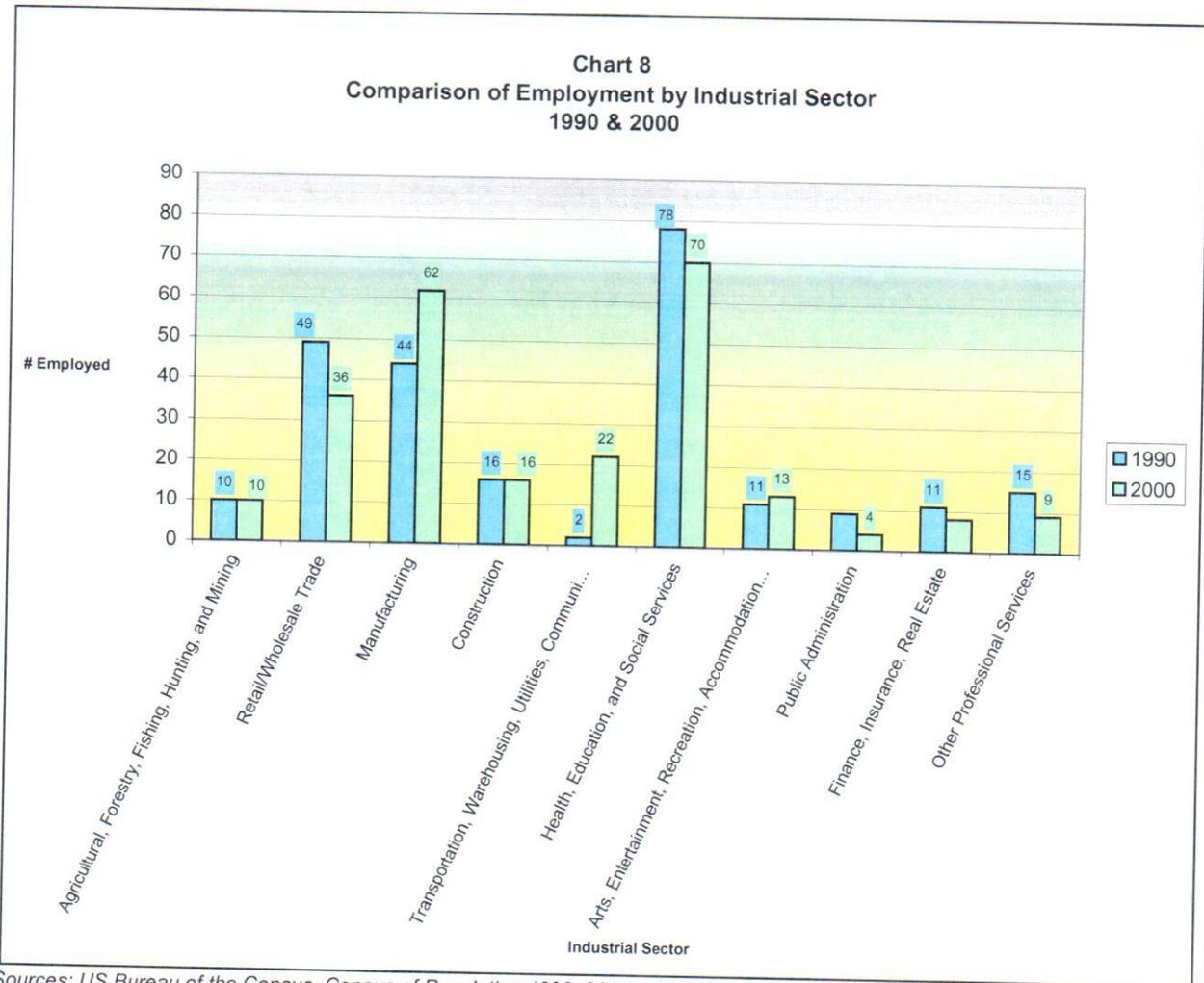
The city continues to strive to evolve its industrial base to be more diversified. Table 3 and Chart 8 display information regarding employment in the manufacturing and other industrial sectors.

Although employment in Educational, Health and Social Services Sector decreased by eight (8) employees between 1990 and 2000, employment in Educational, Health and Social Services Sector was the industrial sector with the highest employment numbers (70 or 28% percent of total employed).

**Table 3
Comparison of Employment by Industrial Sector, 1990 & 2000**

	1990	% of Total Employed 1990	2000	% of Total Employed 2000
Agricultural, Forestry, Fishing, Hunting, and Mining	10	4.1%	10	4.0%
Retail/Wholesale Trade	49	20.0%	36	14.4%
Manufacturing	44	18.0%	62	24.8%
Construction	16	6.5%	16	6.4%
Transportation, Warehousing, Utilities, Communications, & Information	2	0.8%	22	8.8%
Health, Education, and Social Services	78	31.8%	70	28.0%
Business and Repair, Arts, Entertainment, Recreation, Accommodation, and Food Services	11	4.5%	13	5.2%
Public Administration	9	3.7%	4	1.6%
Finance, Insurance, Real Estate	11	4.5%	8	3.2%
Other Professional Services	15	6.1%	9	3.6%

In 2000 the Manufacturing Sector became the industrial sector with the second highest employment numbers (62 or 24.8% of total employed). Employment in the Manufacturing Sector experienced a 40.9% increase in employment (18 employees). The increase in this sector may be attributed to the creation of new industries and the expansion of existing industries in White and Brookings County during the 1990's.



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

Housing

The number of housing units in the city increased from two hundred one (201) in 1990 to two hundred twelve (212) in 2000 (Table 4), an increase of 5.5%. During this same time period, the average household size increased while the average family household size increased. The population loss of thirty-six (36) persons combined with the changes in the average household size indicates that the supply of housing, based upon new construction and vacancy rates outpaced demand during the 1990s. The 2000 Census determined that 93.4% of all housing units were occupied.

The overall housing tenure has remained relatively stable between 1990 and 2000, with the percent of home ownership ranging between sixty-eight (68) and seventy-one (71) percent. Between 1990 and 2000 the number of owner-occupied units increased while the number of renter occupied units decreased. The 2000 Census shows that owner-occupied housing units represent four hundred seventeen (417) persons or 78.7% of the population.

The composition of the housing stock has also changed. Structures defined as single-unit decreased from 81.0% of all housing units in 1990 to 79.7% in 2000. While the number of manufactured homes remained stable, the number of multiple family units increased during the 1990's.

Table 4
City of White Housing Facts, 1990 & 2000

	1990		2000	
	Number	%	Number	%
Total Housing Units	201		212	
Owner Occupied	138	68.3	151	71.2
Renter Occupied	51	26.2	47	22.2
Vacant and Vacancy Rate	12	5.5	14	6.6
Single Unit	163	81.0	169	79.7
Two-unit	2	1.0	2	1.0
Multiple Unit (5-9)	18	9.0	23	10.8
Mobile/Manufactured Home Unit	18	9.0	18	8.5
Average Household Size	2.51		2.54	
Average Family Household Size	3.15		3.02	

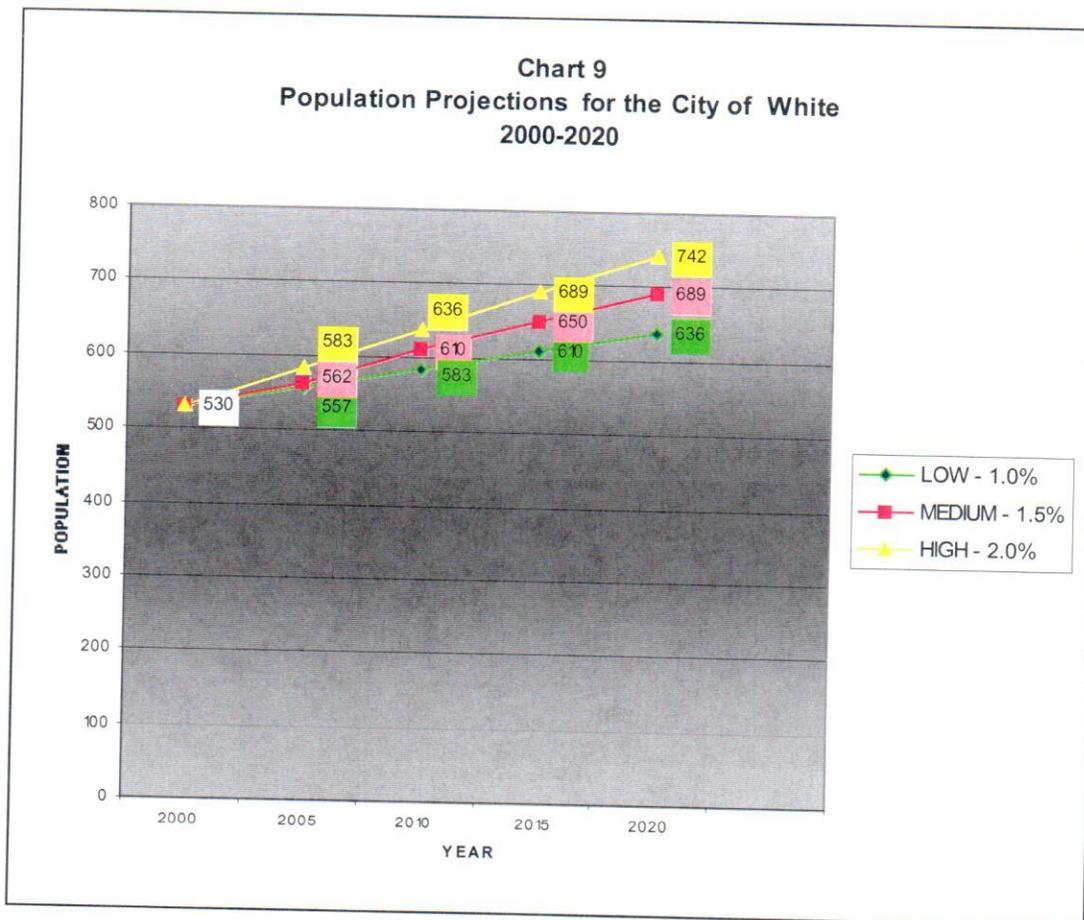
Sources: US Bureau of the Census, Census of Population 1990, 2000

Projections

Presently it could be assumed that the trends of growth in the number of the elderly, people living longer, individuals marrying and starting their families at a later age, and having fewer children per family, more females entering the workforce, the increasing number of families headed by a single parent, and the possible increase in the out-migration pattern of individuals 20 to 34 years old will continue to have an impact on the city's potential for future growth and thus should be noted. Although the face of White's population may have a different look in 2020 than in 2000, the city has the potential to experience population growth.

In addition to past demographic trends, the City of White's physical location should add to its potential for growth. The city is located between two of South Dakota's growth centers. Watertown, located 50 miles to the north, is one of the State's fastest growing communities. Brookings, located ten (10) miles south, is an educational hub with South Dakota State University being situated there. As these two communities continue to prosper, the City's proximity may lend itself to the potential of a bedroom community. In addition as the I-29 corridor develops, the city should be able to reap benefits of future growth.

The previously addressed demographic and socio-economic statistics provides insight into what has happened in the past. This information is utilized in projecting trends for the city. The city's low, medium, and high growth calculations were based upon projections of annual expansion levels of 1.0%, 1.5% and 2.0% respectively. Using the low projection of ten (10) percent per decade the city could experience a population increase of approximately five (5) individuals per year (resulting in a population of approximately six hundred thirty (636) by the year 2020). This projection is higher than housing and economic development trends of recent years.



The housing demand exerted by the population should remain constant if employment opportunities, potential in-migration, and housing affordability remain stable or improve. Under the assumption of a 1.0% annual population growth, there will need to be approximately forty-two (42) additional housing units constructed during the planning period. This projection took into account a vacancy rate of 6.6 percent during the planning period through 2020.

**Table 5
City of White Projected Housing Demand**

	2000	2005	2010	2015	2020
Total Population	530	557	583	610	636
Household Size (Persons Per Unit)	2.54	2.53	2.52	2.51	2.50
Single-Family	169	175	184	194	202
Multiple-Family	25	26	27	28	30
Manufactured Home	18	19	20	21	22
Total Housing Units	212	220	231	243	254

DEVELOPMENT ELEMENTS

Development elements are those base requirements necessary for sustainable development to occur. For the purpose of this Plan, development elements include basic infrastructure requirements such as transportation, water, sanitary sewer, and storm water sewer systems.

Transportation

The transportation system for the City of White involves a variety of modes of transportation used for the achievement of safe, efficient, and convenient movement of persons and goods. The transportation system includes streets and highways, trails, and sidewalks.

Street and highway improvements are a critical planning consideration because of the interactive relationship between transportation and land use. The growth patterns for a community can be directly related to the accessibility between commercial, industrial, and residential areas and the resulting movement of people and materials. It is necessary for the economic viability of a community to have convenient and efficient accessibility to major national travel routes that link the community to nearby metropolitan centers and transportation terminals of national importance. This livelihood is further dependent upon the efficient circulation of people and goods within the city and county.

With proper consideration to the development of this transportation plan, unwanted impact to existing and future land use patterns may be avoided. Adherence to the plan will hopefully allow the city to avoid the pitfalls of leapfrog development and reactionary planning which may result in gridlock, safety hazards, and higher economic costs.

Street Classification And Design Standards

Streets support diverse volumes of traffic. Commercial and industrial uses generally locate along higher-speed multi-lane roadways which carry a substantial amount of traffic. Conversely, lower density residential uses are normally found on two-lane suburban streets which carry mainly local neighborhood traffic. Before a transportation plan can be implemented, the determination and development of the city's existing street system according to classification must be undertaken. The development of these classifications is specifically related to the expected performance function of a particular street. Developmental expectations are dependent upon the varying amount and type of street traffic. The following generally recognized hierarchy of street classifications are used to assist in the development of long-range transportation needs.

Arterial Streets. The basic function of arterials is to facilitate movement of medium and long distance, high-speed traffic between regions outside of, and sub-areas within the city with a minimum of impediments. Since arterials serve for traffic movement between regions and sub-areas, parking and all direct access to abutting property should be restricted. Further, parallel frontage or service roads may be required, where appropriate, to maintain traffic carrying capabilities of the thoroughfare. Minor Arterial streets connect important locations within the city to access points on the State and County Highway systems. South Dakota Highway 30 and 478th Avenue (Brookings County Highway 25) are considered arterial streets.

Collector Streets. form an intermediate category between arterial and local streets. Collectors serve as a link between arterial and local streets by "collecting" traffic from local streets and transferring it to arterial streets. Establishing and properly maintaining collector routes may avoid unwanted and unnecessary traffic on residential streets. Collector streets may further be classified into major and minor collector categories. Major Collector and minor collector streets are normally spaced one mile and one-half mile, respectively, apart and include two lanes of traffic with turn lanes at major intersections; limited on-street parking and may be adjacent to either residential or commercial uses. Hooker Avenue and Main Streets are considered major collector streets. While Fifth Street and Railroad Avenue are primarily local streets they have the potential to be become minor collector streets.

Local Streets. Local Streets primarily provide access to abutting properties from low-density residential developments to collector and arterial streets. They are not designed to carry large amounts of through traffic and are primarily characterized by short trip length and low traffic flows and speeds. Most streets in the city are considered local streets.

Alleys. Alleys provide access to rear lots of property and right-of-way or easements for the placement of various utilities. Due to their design, alleys are not designed to carry through traffic.

The Major Street Plan includes current and future hierarchy of street classifications for use in identifying and prioritizing the transportation needs of the City of White urban area. Included are the interstate system and the local system of streets and roads. The four (4) main roadway classes depicted on the Major Street Plan Map include Arterials, Collectors, Local and Future Streets.

Street System

The city's street system is generally laid in a rectilinear grid system with a majority of the streets having either eighty (80) or sixty (60) foot right-of-ways. Local streets with an average width of approximately twenty-eight (28) to thirty (30) feet represent the largest proportion of the streets in White.

The majority of the traffic within the city travels Brookings County Highway 25 (also known as Hooker Avenue), and Main Street. Nearly all of the community's streets are asphalt paved streets and in generally good repair. The Major Street Plan Map show the designation of streets by their respective classification. It should be noted that collector and arterial designations have been made for thoroughfares outside White's corporate limits.

Presently, the city maintains the existing streets when funds are available in the General Fund. The City Council reviews the condition of existing streets on an annual basis. Improvements to the transportation system are identified and prioritized according to need and ability to complete the necessary improvements. Paved streets are scheduled to be resealed on a three (3)-year rotation basis.

Streets and roads are the most efficient when their design and construction coincide with the intended function they are to fulfill. The importance of uniform design standards for street systems cannot be over emphasized. This is because street systems are affected by hazardous road conditions and traffic volume capacity when standards are not developed and maintained. Suggested design requirements for the city's street system are provided in Table 6.

These standards are generalized and allow for some adjustment in view of local conditions and engineering feasibility at the time of construction.

**Table 6
Minimum Street/Road Right-of-Way**

	<u>Right-Of-Way Width</u>	<u>Pavement Widths Curb To Curb</u>
Arterial Street	100'	60'
Collector Street	80'	38'
Local Street	66'	30'
Alleys	16'	16'

Regarding the extension of existing streets into new undeveloped areas of the community. The Planning Commission recommends that the following streets be extended as future development warrants:

1. Railroad, Lincoln, School, and Stella Avenues south of Fifth Street.
2. Second Street west of Railroad Avenue and east of Wilson Avenue.
3. First Street east of Evans Avenue.
4. Sixth Street east of Patrick Avenue and west of Hooker Avenue.
5. Wilson, Evans, Lincoln, School, and Railroad Avenues north of First Street.

These extensions would ensure the continuance of the existing grid pattern. However, there are several problems with bringing these recommendations to fruition. The first obstacle is that the city does not have enough dedicated right-of-way on First Street east of Evans Avenue to accommodate a local street. If and when First Street is extended, adequate right-of-way should be acquired prior to construction. Further, it should be noted that adequate right-of-way should be acquired prior to any future development. An additional problem is the location of structures or uses currently situated where several streets and avenues would normally be extended. These issues will need to be addressed and resolved before the expansion of future development. The Major Street Plan Map show where proposed streets should be extended to accommodate future development.

Water

Current System

White's public water system has been in operation since the 1930's. The city maintains and makes improvements to the water system from revenues generated from water fees. Improvements are made to the water distribution system and water tower when funds are available. The city does not have a master capital improvements program for replacing existing water main lines.

The city obtains its water supply from Brookings-Deuel Rural Water System (BDRWS). The city utilizes a well, which was constructed in 1968 with an average capacity of one hundred (100) gallons per minute, for emergency standby purposes. Currently the city is using approximately 1,200,000 gallons per month with a peak usage occurring during the summer months. The city utilizes a sixty thousand (60,000) gallon elevated storage facility for providing a reserve supply of water in addition to maintaining distribution pressures. The delivery system consists of 2-inch to 6-inch PVC and 4-inch to 8-inch cast iron lines.

The city is fortunate to have an excellent water source, Brookings-Deuel Rural Water System, and capacity for future growth does not appear to be a major concern.

Development Requirements

The city does not provide water service beyond the corporate limits of the city. This policy provides for contiguous growth, and will further allow for efficient short and long range planning and management of the system. The policy will further limit the incidences of inefficient and problematic dead-ends within the system.

Future Improvements

Presently there are no significant issues of concern with the existing distribution system. It should be noted that there are several locations within the community that have inadequate water pressure. Looping of lines, especially at the eastern and western ends of Main Street would improve these pressure problems. Further, water mains will need to be extended prior to any development outside of the presently established areas of the community. Finally, the city will need to continue monitoring its existing distribution lines and storage facilities to insure adequate delivery to the residents of the community. It is recommended that the city develop a capital improvements plan for water improvements.

As to expansion of future water main lines, it is important to state that the city believes that future developers may be required to pay for water improvements within a new subdivision.

The Water Facilities Map (see appendix) provides information on the existing water system.

Sanitary Sewer System

Current System

The principle mission of the wastewater system is to collect and treat wastewater from residential, commercial, and industrial customers within the corporate limits of the city. The collection system primarily utilizes an assortment of eight (8) inch clay and PVC lines (primarily clay) to transport wastewater by gravity flow. These lines were constructed approximately fifty (50) years ago. There are several areas with 6" PVC collection lines.

The collection lines of the sewer system transport sewage to the wastewater treatment facility. The facility is located approximately one-third (1/3) mile southwest of the city. The existing wastewater treatment facility consists of a three-cell stabilization pond. The facility, which serves as a total retention wastewater treatment system was constructed in 1978. Water is discharged from the facility twice a year. The original design capacity for the treatment facility was for a target population of seven hundred (700) persons. Therefore, there should be adequate capacity to accommodate the growth projections contained within this plan.

The existing sanitary sewer collection and treatment system will continue to be an important locational factor in regard to future development. Currently the condition of the collection lines seem to be adequate. However, the city should continuously monitor the condition and effectiveness of the lines in a timely fashion. With adequate maintenance and replacement of lines which experience infiltration problems, and any future treatment facility improvements,

Development Requirements

The city does not provide sanitary sewer service beyond the corporate limits. This policy promotes contiguous growth, allowing better control of treatment capacity and long-term development of the system. As to expansion of future sanitary sewer collection lines, it is important to state that the city believes that future developers may be required to pay for sanitary sewer improvements within a new subdivision.

Future Improvements

Presently there are no major concerns relating to the existing collection and treatment system. It should be noted that there are several areas of the community which would require the placement of a personal lift stations or a community lift station prior to additional development. Those areas include:

1. Those undeveloped areas south of Fifth Street and west of Hooker Avenue.
2. Those undeveloped areas south of Mains Street and east of Evans Avenue.
3. Those undeveloped areas adjacent to Hooker Avenue and south of 5th Street.

Presently, the city tries to maintain the sewer system when funds are available. It is recommended that the city develop a capital improvements plan for sanitary sewer improvements.

The city should be able to accommodate the wastewater collection and treatment needs of its citizenry and industry for the near and intermediate future (capacity for approximately 75 homes). This observation is based upon the condition of existing collection lines and available capacity of the treatment facility.

It is recommended that the city promote development of areas which would not need to be serviced with a lift station.

The Sanitary Sewer Facilities Map (see appendix) provides information on the existing sanitary sewer system.

Storm Water Drainage

Storm water drainage is an important concern to any community that continues to expand. This is because with urbanization comes an increase in the amount of impervious surfaces that have a direct impact upon the amount and intensity of storm water runoff. Presently, the community utilizes streets, ditches, and other natural drainageways for storm water drainage.

Fortunately, other than in an area near the school, there are very few developed areas within the community which have historically experienced drainage and flooding problems. However there are Federal Emergency Management Agency (FEMA) identified flood plains in the community. Normally, the flood plain has two constituents – a floodway and a flood fringe. Together they comprise the flood hazard area generally referred to as the 100-year flood plain identified by the Federal Emergency Management Agency (FEMA), where the chance of experiencing a flood of such magnitude is one (1) percent every year. In addition to the identified flood plain, there are several areas within the city that could experience inundation with a one hundred-year storm event or heavy snowmelt. Development without plans for accommodating storm water drainage should be discouraged in areas that have historically experienced storm water drainage problems.

Presently, the city maintains eligibility in the National Flood Insurance program by enforcing the Flood Damage Prevention Ordinance. Participation in the program enables residents of flood plain areas to purchase special insurance at subsidized rates. The ordinance requires that residential structures be flood-proofed. This is done by requiring the lowest floor of residential structures to be constructed to a standard of one (1) foot above the base flood elevation. Structures are prohibited from being constructed in flood ways while encroachments, including fill and new construction, are prohibited unless engineering certification demonstrates that the activity will not result in an increase in flood levels.

When planning for improvements and/or extensions to an existing storm water drainage system, design criteria that would maintain the maximum amount of storm water runoff without overloading the system should be taken under consideration. The primary criteria to consider are standard rainfall, street, curb, and pipe design, and protective zoning. The establishment of standard rainfall criteria assists in the planning of a system that insures that all portions of the system are compatible with each other. Since 100 and 500-year rainfalls are often difficult and expensive to plan for, the criteria for most street, curb and storm pipe design are based upon five-year reoccurrence intervals. Further, it should be noted that as the city expands, storm water drainage needs change. Storm water drainage may be impacted by the size of the existing lines or detention/retention ponds that tend to become inadequate as the city continues to grow.

Finally, in order to maximize the effectiveness and efficiency of natural floodplains and drainageways, protective-zoning ordinances should be developed, continuously reviewed, and updated. Establishment, maintenance and enforcement of these criteria are necessary for efficient storm water drainage control.

EXISTING LAND USE

Where and how a community will develop is influenced by the usage of the community's existing land resources. In order for a future land use plan to properly develop, an understanding of the existing types of land use within the community is necessary. Staff from the First District Association of Local Governments conducted a land use inventory within the study area. Existing land development was categorized into one (1) of five (5) general land use classifications. They include residential (single-family, multiple-family, or manufactured home), commercial, industrial, public/quasi-public, and vacant/open space/agricultural. Table 8 and the Existing Land Use Map show the land area presently developed and being used within each classification. Comparing the number of acres presently developed (approximately 212) with an urban population of five hundred thirty (530) indicates that approximately forty (40) acres of land are required to support every one hundred (100) persons within the study area. This ratio is similar to other cities in South Dakota and the surrounding states comparable in size and character of the City of White.

Table 7
Existing Land Use Inventory – White Urban Area

Land Use	Number of Acres	Percent of Developed Area	Developed Acres per 100 Persons*
Single Family	69	32.5	13.0
Multiple-Family	6	2.8	1.1
Manufactured Housing	12	5.7	2.3
Total Residential	87	41.0	16.4
Commercial	6	2.8	1.1
Industrial	10	4.7	1.9
Public/Quasi-Public	109	51.6	20.5
Total Developed Area	212	100	39.9
Public Rights-Of-Way	58		
Open Space/Vacant/Agricultural	290		
Total Area	560		

Source: City of White Land Use Inventory, March - 2008.

(*) Based on assumed urban area population of 530

Residential

The residential land use category is subdivided into three (3) subcategories (single-family, multiple-family, and manufactured home). Excluding public/quasi-public use acreage, residential development is the largest category of existing land use within the city representing forty-one (41) percent of all development (approximately 87 acres). The residential land use area consists primarily of single-family homes organized into neighborhoods. Public/quasi-public and institutional facilities such as parks, schools and churches may be found within these neighborhoods. Residential land usage is further characterized by the minimal amount of traffic circulation within the neighborhood. In addition to single-family homes, there are four (4) multiple-family residential area and approximately nineteen (19) manufactured homes dispersed throughout the community.

Commercial

White has a land use pattern oriented to traditional development of mid-western cities. The community has nearly all of its business uses in the centrally located business district located on Main Street. This central business district contains the city's commercial facilities, governmental offices and public buildings.

Industrial

Currently there are five (5) industrial areas located throughout the community. These uses are related to the grain elevator, truck company, lumber, warehousing, seed sales, salvage operation and feedlot.

Public/Quasi-Public

The public/quasi land use classification consists of facilities provided by public and quasi-public agencies. White has two (2) established recreation areas: There is a municipal park at the intersection of Main Street and Evans Avenue, and an athletic field located in the southwestern corner of the community, and there is a play area next to the public school. The remaining public/quasi-public land uses consist of McKnight Hall/City offices, fire hall, public school, post office, museum and four (4) churches.

Open Space/Vacant/Agricultural

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

FUTURE LAND USE

To accommodate growth, the future land use plan will direct its focus toward both the fringe and established, developed areas of the community.

Since it is unlikely that there will be major changes to the established, developed areas of the city during the planning period, the plan will primarily concentrate on the infill areas within the primary development area of the community and those suitable areas on the fringe and outlying areas of the community. Redevelopment efforts that improve upon the existing land uses in the older, established areas of the city are encouraged. These efforts may come in the form of rehabilitating existing structures through modernization or from the demolition, removal and replacement of obsolete structures. It should be stressed that all redevelopment efforts within established areas of the community must comply with existing adjacent land uses and/or recommendations of the Planning Commission.

In selecting potential sites for future development, goals and objectives relating to general land use, residential land use, transportation and public utilities were considered. Locational factors used in determining these sites considered issues of compatible adjacent land uses, traffic access and safety, and public utilities topics such as topography and drainage, existing infrastructure and cost efficiency.

Although the city is not land locked, there is a limited amount of land available in which the city can reasonably be expected to grow. Six Mile Creek forms a natural boundary to the north of the community and further contains a FEMA one hundred year flood plain. The location of the river poses several development issues regarding drainage and the provision of sanitary sewer services. Topography to the south of the community will act as a constraint on development from a sanitary sewer perspective. While these restraints limit the number of development areas within and adjacent to the city, the Plan identifies areas for a variety of future development types.

The city's future land use development is classified into six (6) future land use categories. These include residential, commercial, industrial, mixed use, public/quasi-public, vacant/open space/agricultural. The Future Land Use Map identifies areas within and outside the community for future development of each land use classification.

Residential

Similar to existing residential areas, the main goal when developing areas for future residential use is to create an area, which provides a strong, cohesive environment that does not intrude upon or mix with industrial or commercial uses. Factors to consider when determining an area's residential land use are availability of utilities, the development's impact on the local and regional traffic system, vehicle accessibility, and proximity to and impact upon community facilities such as schools, parks, and open space. Vehicular, bicycle, and transit routes should be accessible, yet residential areas should be protected from heavy traffic. Most residential areas should be within convenient proximity to neighborhood retail centers. Public and other institutional uses such as churches and schools are generally allowed within residential districts. Assisted care residential facilities (elderly care, nursing homes, etc.) will generally be allowed in single-family, multi-family, or planned development land use categories. These will be reviewed on a case-by-case basis, taking into consideration surrounding uses, intensity of development, and traffic impacts.

Single-Family

The single-family land use classification is designated for conventional single-family dwellings. Lot sizes may vary according to the characteristics of each area. Housing densities in most of the newer residential subdivisions will generally range from two and one-half (2.5) to three (3) units per acre.

Multiple-Family

The multiple-family use classification provides areas within the community for medium to high-density neighborhoods (six to forty units per acre). Housing types in the multiple-family use classification would include duplexes, townhouses, condominiums and apartments. Duplexes and similar multiple-family units may be placed in most neighborhoods with single-family residences as long as the overall appearance and density of the neighborhood is neither affected nor exceeded. In most cases medium to high density residential development (apartment, townhouses and condominiums) is a compatible use in areas adjacent to major traffic corridors or near major centers of employment or education. Besides the locational factors pertaining to single-family developments, multiple-family land use developments will need adequate sized lots to provide necessary space for on-site parking.

Manufactured Housing

Manufactured housing developments should have requirements similar to other single-family neighborhoods. The principle distinction is that the density of the manufactured home development is usually greater than typical single-family neighborhoods. Type I manufactured homes on permanent foundations may be placed in most neighborhoods with single family residences since the overall appearance and density of the neighborhood is neither effected nor exceeded. Type II manufactured homes and manufactured home parks will be handled on a case-by-case basis.

Recommendations:

Based upon the previously mentioned locational factors and land use planning policies, it is expected that the following areas be recommended sites suitable for residential land use development within and along the fringes of the corporate limits.

Presently the city feels that it has the existing water and sanitary sewer capacity to accommodate infill residential development. Presently, there are more than thirty-five (35) development sites (with a minimum width of fifty (50) feet) with access to water and sanitary sewer, which could be used, for residential development. Further there are several larger areas, adjacent to water and sanitary sewer – not presently platted, which could accommodate and additional twenty (20) residential. If the aforementioned development sites could be transferred to future developers/homebuyers, said sites would provide all of the needed supply of residential development land through the year 2020.

Also, there are lots which could be developed after either water or sanitary sewer extensions are constructed. The following general areas have been identified by the Planning Commission for residential development if and when the need becomes apparent.

- ❑ The area north and south of First Street between Hooker Avenue and Wilson Avenue.
- ❑ The area north of Main Street between Wilson Avenue and Kennebeck Avenue.
- ❑ The area south of Main Street and west of Complex Avenue.
- ❑ The area west of Railroad Avenue and north of Fifth Street.

The following are areas currently listed in an open space/agricultural land status, the acquisition of right-of-way and the construction of streets, water, and sanitary sewer services will need to be completed prior to future development. It is recommended that these areas be developed in a pattern that discourages haphazard development. Emphasis should be placed on areas that would require the least amount of public expenditure and avoid leapfrog development. The following areas may not have direct access to water and sanitary sewer services, however they are in close proximity to said services.

- ❑ The area north of Main Street and west of Complex Avenue. A lift station would be necessary if development occurs beyond three hundred (300) feet north of Main Street.
- ❑ The area south of Main Street and east of Wilson Avenue. Only after consideration of individual or community lift station(s).
- ❑ The area south of 6th Street and east of Hooker Avenue.

It is possible that in the long-term, beyond 2020, land south of Fifth Street and west of Hooker Street may be an appropriate area for residential development. However, there will be several development constraints. Right-of-way acquisition and street construction will be necessary requirements in order for development to occur. This area is also an example of where residential development may be appropriate, but may presently not have current adequate water and sewer services. Finally, the further south that development extends, the greater potential there is for the need of a lift station for sanitary sewer service.

The Future Land Use Map provides for areas for general residential development. Type I and Type II manufactured homes, manufactured home parks/subdivisions and multiple-family projects may be appropriate in various identified future residential land use areas. However, those types of developments will be handled on a case-by-case basis.

Commercial and Industrial

A well conceived land use policy should consider the development of land use areas designated for various types of commercial and industrial usage. Today's commercial and industrial uses need areas which will afford opportunities for expansion and the provision of quality municipal services.

Locational factors to consider when planning for commercial and industrial land use development include compatible adjacent land uses, existing infrastructure, topography/drainage, traffic (congestion, access, parking, safety), and in addition - type of commercial/industrial activity.

Retail commercial areas in the city tend to serve either neighborhood or regional retail needs and can be comprised of a variety of uses. The design of retail areas should provide for convenient access, efficient pedestrian and vehicular circulation, and a comfortable pedestrian environment. The design of retail commercial areas must contribute to the aesthetic character of the area.

Commercially developed areas should be compact and well defined so that their impact on adjacent neighborhoods is minimal. Major streets or natural barriers should be used as district boundaries to discourage encroachment of commercial uses into residential neighborhoods. Multiple-family housing or office uses are the most appropriate transition between commercial areas and single-family areas.

Prior to construction, each commercial and industrial development project should be subject to a specific site design, review and approval process. This should ensure that the development would have an attractive and uniform architectural design. The arrangement of the on-site buildings should provide for efficient and viable long-term usage. Further, disruption to on-site circulation or adjacent land use should be discouraged by appropriately locating and designing the development's service areas.

Vehicular access to highway commercial and industrial areas should be sufficiently set back from intersecting streets with appropriate sight distance maintained at all entry points. Also, in order to enhance vehicular traffic flow on adjacent streets, strict controls affecting the number and location of accesses to the highway commercial and industrial areas should be established.

When designating sites for industrial usage, the future land use plan needs to consider the various types of industrial activities that may be involved. The plan will provide areas within and adjacent to the city for the development of planned industrial parks as well as smaller sites for limited industrial uses. Industrial uses may have a high volume of truck traffic. Therefore, an important consideration in locating industrial type businesses is the convenience of access to major transportation routes. Generally, the industrial sites are located in large consolidated areas to accommodate large modern industrial practices. In addition, these areas are located so as to minimize their impact on residential areas.

When selecting these areas, the Planning Commission considered the following:

- Compatible adjacent land use;
- Traffic issues such as the proximity to arterial transportation routes and/or railroad access, and the site's probability of conflicting with residential or commercial traffic;
- The economic feasibility in providing services to these areas; and
- The type of commercial or industrial use and room for expansion.

Recommendations

- It is the City of White's intention to preserve the existing business district of the community. Presently there are at least eleven (11) vacant lots and several lots with vacant buildings in the central business district available for future commercial uses. Regarding commercial and industrial ventures that would require more land than would be available in the existing central business district, and based upon the above criteria the following areas were selected as sites which could possibly be designated for future commercial and/or industrial land use development.
 - ❑ The area north of Second Street and west of Railroad Avenue (Industrial).
 - ❑ The area south of Main Street and west of Railroad Avenue (Industrial).
 - ❑ The area adjacent to Hooker Avenue and south of Sixth Street. Only after consideration of individual or community lift station(s). (Commercial)
 - ❖ Since many of the areas listed above are currently in an open space/agricultural land status, the acquisition of right-of-way and the construction of streets, water, and sanitary sewer services will need to be completed prior to future development. It is recommended that these areas be developed in a pattern that discourages haphazard development. Emphasis should be placed on areas that would require the least amount of public expenditure and avoid leapfrog development. The city will address areas for industrial uses on a case-by-case basis.

Mixed-Use

Mixed-use areas will provide space for retail uses in addition to office parks and industrial development, public and quasi-public uses, and higher density residential (multiple-family) uses in appropriate locations. These areas provide for the location of employment centers at sites which are convenient to residential development and accessible from existing or proposed transportation facilities.

- The Planning Commission has identified the following area as a site which could possibly be designated for mixed-use development.
 - The area adjacent to Hooker Avenue and south of Sixth Street. Only after consideration of individual or community lift station(s).

Public/Quasi-Public/Institutional

Public and quasi-public areas are intended to contain uses related to general community services, such as parks, fire stations, elementary/secondary and post secondary schools, community centers, hospitals, municipal centers, police stations, water and sewage treatment facilities, and municipal maintenance yards. Future public and quasi-public uses such as schools, churches, and parks and recreational facilities, although not shown specifically on the future land use maps, are generally allowed in residential areas subject to review and approval.

Recommendations:

- Presently, there is no specific plan for future public/quasi-public uses in the short term. However, there has been an indication for the need of additional designated lands for perhaps a new fire hall/city office.
- It is also recommended that in future developments, adequate amounts of land should be set aside for public parks.

Open Space

Open space is a desired amenity of the urban environment. Circumstances and conditions under which open space areas should be set aside relate largely to a community's commitment for improving the visual appearance of the city.

- At a minimum, wetlands, floodway and land areas with twenty (20) percent grade or greater should be protected from extensive urban development;
- Areas within and around the community that have a scenic value that enhances the quality of life should be identified and protected whenever possible;
- Roadway and utility improvements, as well as buildings and signage, should be controlled so that they are sensitive to adjacent scenic areas.

Agricultural

Land areas not expected to be developed within the planning period have been designated as agricultural in the future land use plan. No attempt has been made to project which, if any, of these areas should be permanently maintained for agricultural purposes.

The Future Land Map provides the general arrangement of land uses which the community should seek to achieve over the planning period with locations for open space, residential, commercial, industrial and mixed-use land development. Table 8 contains land use location and design criteria for land use types which form the basis of future growth of the City of White.

Table 8
Land Use Location And Design Criteria

Residential

Low density (3 to 6 units/acre)

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

Medium density (6 to 16 units/acre)

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

High density (16 to 40 units/acre)

- Adjacent to collector or arterial street system
- Well designed transition to adjacent land use
- Provision of usable open space based on project size

Commercial

Highway oriented

- Adjacent to collector or arterial street/regional highways
- Controlled access to arterial streets
- Quality architecture and well designed transition to adjacent uses

Neighborhood retail, office, and convenience services

- Convenient vehicular and pedestrian access to residential areas
- Adjacent to collector/arterial street intersections
- Design compatible with surrounding uses
- Well designed transition to adjacent uses
- Located within residential, employment, or institutional neighborhoods

Central business district

- Pedestrian orientation
- Quality urban design standards
- Mixed uses including office, retail, institutional, cultural, residential, and entertainment
- Consolidate off-street parking areas
- Residential uses within walking distance of CBD

Industrial

General light industrial

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

Limited heavy industrial

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

Mixed Use

Institutional, office, and other mixed use development

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

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

Land Use Consumption and Projections

The number of acres that will be needed to accommodate new development is shown in Tables 9 and 10. The calculations show assumptions used to estimate the land needs of each land use type throughout the planning period. The estimates for each land use category include a multiplier based on the amount of development land considered necessary to meet market demands.

**Table 9
Land Consumption Projections**

Single-family Residential	33 units @ 2.5 units/acre + 50% multiplier = 20 acres
Multiple-family Residential	5 units @ 12 units/acre + 50% multiplier = 0.5 acres
Manufactured Home Residential	4 units @ 2.75 units/acre + 50% multiplier = 2 acres
Commercial	0.05 acres per year +100% multiplier = 2.0 acres
Industrial	0.20 acres per year +100% multiplier = 8 acres
Parks	0.03 acres/person = 3.0 acres

**Table 10
Future Development Land
Projected Supply And Demand (In Acres)**

	Needed	Available (With Infrastructure)
Single-Family	20	----
Multiple Family	0.5	----
Manufactured Housing	2.0	----
Total Residential	23.0	31.0
Commercial	2.0	1.0
Industrial	8.0	1.5
Public/Quasi-Public	3.0	Sufficient acres available in existing parks to accommodate projected growth
	36 acres	

In order for the city to accommodate future development, sufficient land area must be designated for both residential and nonresidential development. Based on housing projections nearly thirty-six (36) acres of development land area will be needed through the year 2020. Nearly twenty-three (23) acres are needed for future residential uses. This is based on a projected demand of thirty-three (33) single-family, five (5) multifamily and four (4) manufactured home dwelling units at an over-all density of approximately 2.8 units per acre and a fifty (50) percent multiplier factor. Presently there are approximately thirty-one (31) acres currently available for residential development (Table 11). In addition, there appears to be sufficient acres available to meet the projected need for additional land to accommodate future public/quasi-public uses such as parks, churches, schools, government buildings, etc.

A projected demand of approximately ten (10) acres of land is anticipated to provide for the expected economic growth until 2020. This projection is based on approximately .05 acres of land per capita of population growth and a one hundred (100) percent multiplier factor. The multiplier factors for residential and nonresidential uses are added to maintain an adequate supply of development land and to provide for suitable selection of project sites.

Presently there is approximately one (1) acre currently available in the central business district for commercial development (Table 11). While there is a supply of identified industrial development land within the community, most of the land is not serviced with water and sewer. Presently there are approximately 1.5 acres serviced with water and sewer available for industrial development.

It should be noted that the above projections are only estimates and therefore are to be used only as a guide. It is very possible that there may be a need for additional acres in any of the designated land uses.

IMPLEMENTATION

This Plan is a broad policy guide which will assist the community in its development efforts. It should be viewed as a framework within which a range of specific growth management policies are discussed. It must be both dynamic and flexible to accommodate the ever-changing needs of the community, yet steady enough to allow for reasonable long term investment strategies by both the public and private sectors

It should be noted that the completion of a comprehensive land use plan is only one element of the community's growth management system. This Plan is merely a guide for achieving an orderly and attractive community. Other elements of growth management include private market supply and demand for land, land use regulations, public capital investment, and private capital investment for new development.

The city will need to take a number of steps in order for the plan to be successful. The first is the identification and prioritization of public improvements required to support and serve the future development areas. Second, is the adoption or modification of applicable implementation tools, such as regulatory ordinances to ensure that the objectives embodied in the plan are adhered to as future parcels and tracts of land are developed. These tools may include geographic information systems, zoning and subdivision ordinances, building codes, etc. Further, the city should continue to review all matters affecting physical development and remain active in promoting the plan with other public and private developers in the area. Finally, the community's decision-making should be balanced and include consideration of all elements within the Plan.

Zoning Ordinance

The basic function of the zoning ordinance is to carry out the goals, objectives, and policies of the comprehensive land use plan. The zoning ordinance, which reflects these long-range goals, is the primary regulatory tool utilized by the city for various land use activities in White. It is recommended that to insure the policies embodied within this plan are implemented, the zoning ordinance should periodically be reviewed and appropriate changes incorporated.

Joint Jurisdictional (Extraterritorial Zoning)

Since the future land use plan projects land use designations outside the existing corporate limits, the topic of extra territorial jurisdiction needs to be addressed. State law provides several approaches for cities and counties to jointly deal with future land use. A formal joint jurisdictional agreement between the city and Brookings County may be implemented. However, this may add an additional level of bureaucracy to the process. Another approach is to have effective communication between the governing bodies. Coordination with Brookings County will be essential if the goals and objectives, and recommendations within this plan are to be realized. Without a coordinated approach, efforts by the city to control scattered development could simply push the problem out beyond the extraterritorial jurisdiction. A high priority should, therefore, be placed on resolving any policy conflicts that might exist between the city and Brookings County.

Recommendations:

- It is recommended that the lines of communication between the city and Brookings County Planning be kept open. This can be accomplished with the use of liaisons on each Planning Commission.
- South Dakota Codified Laws enable municipalities to adopt zoning regulations for areas within their corporate limits and, with county approval; they may exercise zoning powers in areas up to six (6) miles outside of their municipal boundaries. Presently the city does not share joint jurisdictional zoning with Brookings County. If deemed necessary it is recommended that the city work with Brookings County to develop a joint jurisdictional ordinance which would establish land use planning and regulatory policies in the areas identified within this Plan that are outside of the corporate limits of White. The development of joint policies will aid the city and counties in a coordinated approach to manage sprawl and scattered development.

Subdivision Ordinance

Subdivision regulations are enforceable by communities that have adopted comprehensive land use plans and a major street plan. The Subdivision Ordinance constitutes another tool that the city may utilize in carrying out the objectives of the comprehensive land use plan. The ordinance regulates the development of property by identifying for street right-of-way, lot layout, and drainage and utility improvements. The Subdivision ordinance not only applies to lands within the city, but also includes those lands covered by the major street plan.

It should be noted that with the development of the major street plan, all new plats within the planning area are required by SDCL 11-3-6 to be presented to the White Planning Commission and City Council, in addition to the County Commission, prior to approval.

Building Code

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

Currently the city does not maintain a building inspection program. However, if deemed necessary, the city could institute a building inspection program by enforcing the nationally recognized International Building Code (IBC). By enforcing the building code, the community ensures that construction meets minimum structural and life safety standards.

Site Development Review

The city's current ordinances utilize site plan and conditional use permit/variance processes for development review purposes. It is recommended that these practices continue and be further refined to address specific design requirements such as screening, setbacks, landscaping, site configuration, access, etc. These procedures will accelerate the administrative review process and expedite the Planning Commission/Board of Adjustment decision-making process.

Capital Improvements Plan (CIP)

Public capital improvements are a powerful influence in the growth and development of the community. In order to implement the Plan and provide for orderly growth and coordination of public improvements, the city needs to initiate a formal capital improvements budgeting process. This program provides a coordinated staging plan for all major capital improvements needed by the community. Projects generally conform to needs in the planned growth area and existing areas of the city as projected in the Plan.

Annexation

A primary benefit of annexing key growth areas prior to actual development is that it permits the city and/or private developers to extend major streets and utilities on an efficient scale rather than on a piecemeal basis. Advance annexation of future growth areas will ensure that new development is designed to meet community standards and is provided with municipal utilities and services.

If the orderly growth of the City of White is to continue over the planning period, it is essential that the city continue pursuing an active annexation program. The following policies will provide guidance regarding annexations by the city:

- The boundaries for providing municipal services should generally coincide with the corporate limits.
- The extension of water and sewer service shall be predicated upon annexation, which shall occur before the land is provided with water or sewer service.
- Voluntary annexation agreements may limit or outline the phasing, timing, or development of utility services and may include specific or general plans for the financing of infrastructure improvement and the land uses of the area.
- Areas designated by the Plan as future growth areas of the city should be annexed in advance of major developments. This policy will assure that sufficient development land to accommodate the future growth of the urban areas is maintained.

While annexation actions initiated by the city are often controversial and difficult, many problems may be avoided simply by adhering to an established annexation process. If key issues are resolved prior to annexation approval much of the public misunderstanding and opposition can be prevented. The following annexation guidelines should be consistently applied in the future:

- Delineate annexation areas which represent logical service areas for the extension of major streets and utilities.
- Identify and mitigate any potential adverse economic, social, or environmental impacts resulting from annexation actions
- Make preparations to ensure an orderly transition of service responsibilities from the county and township level to the city.
- Complete the timely expansion of public services and facilities into annexed areas through coordination with the Capital Improvements Plan.

Plan Review and Amendments

The Plan recognizes the ever changing market place and the need to remain poised to meet those changes. Major new development opportunities may arise during the planning period which were not foreseen during the development of this Plan. In addition, major economic development or social changes may arise within the planning period. Such significant developments or changes would be likely to impact many elements of the plan. As such, the continuing planning process needs to include provisions for review of major changes and innovative development opportunities.

Similarly, major decisions facing the community about the street system, storm water management, joint jurisdiction, and other issues may result in changes which should be considered and recognized with this plan. These decisions may cause a major revision to this plan before the end of this planning period.

The Plan has been designed to provide guidance for future growth for approximately fifteen (15) to twenty (20) years. With any plan of this nature, it needs to be reviewed periodically to ensure conditions and circumstances affecting development are occurring as originally anticipated. The White Planning Commission recommends that this document is reviewed on an annual basis and that a minor update be undertaken every five (5) years to determine the adequacy of the projected assumptions and to determine the validity of the land use, transportation, utilities, and other public facility elements of the plan.