# HARTFORD

# Comprehensive Plan 2017 - 2037

*Prepared by the South Eastern Council of Governments at the direction of the Planning Commission of Hartford, South Dakota*

ACKNOWLEDGEMENTS

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

City Council

Mayor: Jeremy Menning

Council Members: Mark Brenneman, Mark Monahan, Ryan Horn, Scott Nelson, Arden Jones, Travis Kuehl

City Administrator: Teresa Sidel

Finance Officer: Audra Sternke

Planning Commission

Chairman: Rick Freemark

Board Members: Eric Bartmann, Bob Bender, Matt Cain, John McMahon, Stephanie Olson-Voth, Tony Randall

The South Eastern Council of Governments prepared this document under the direction of the Hartford Planning Commission.

# I. INTRODUCTION

## A. PURPOSE, AUTHORIZATION AND ADOPTION

### 1. PURPOSE OF THE COMPREHENSIVE PLAN

There are two primary purposes of this document:

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

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

### 2. AUTHORIZATION UNDER STATE LAW

Under 11-6-14 of South Dakota Codified Laws, the planning commission of a municipality is directed to *"propose a plan for the physical development of the municipality...[to] include the general location, character, layout and extent of community centers and neighborhood units...".*

### 3. DEVELOPMENT AND ADOPTION

The Hartford City Council has adopted this document in accordance with state law. In developing this Comprehensive Plan, the Hartford Planning Commission has used background research, detailed inventories and assessments, and discussion sessions at Planning Commission meetings and Planning Commission public hearings. The land uses identified in this document are not set in stone. The Comprehensive Plan is a general guideline, and **neither endorses nor prohibits** development of a certain kind in a certain area. It is intended to guide the City in its implementation of zoning regulations, subdivision regulations, capital improvements plans and other related policies.

### 4. AREA OF PLANNING JURISDICTION

The City of Hartford shall, under South Dakota statutes, have the authority to control development within the corporate limits of Hartford.

## B. INTERGOVERNMENTAL CONSIDERATIONS

A comprehensive plan affects not only those living in the study area, but also (to some extent) those living and working throughout the Hartford area. As a result, the City Council provided a draft of this plan to, and has requested input from the Minnehaha County Planning Commission and the Hartford Economic Development Corporation.

## C. APPROPRIATE USE OF THE COMPREHENSIVE PLAN

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

# II. DEMOGRAPHIC DATA

## A. DEMOGRAPHIC CONDITIONS

The population of Hartford grew steadily from 1960 to 1980. From 1980 to 1990, the population leveled off with a slight decrease. However, the population of Hartford increased by 46 percent between 1990 and 2000, and increased again between 2000 and 2010 by another 37 percent. The population growth is the result of natural increase and net in-migration. There is a natural increase when the number of births exceeds the number of deaths. A net in-migration occurs when the number of people moving into the community is larger than the number leaving.

The median age in Hartford steadily increased between 1960 and 2000, then had a slight decrease between 2000 and 2010. As can be seen in Table 2 the median age in Hartford remains well below that of Minnehaha County and the State of South Dakota.

**Table 1. City of Hartford General Population Facts**
**1960 – 2010**

| | 1960 | 1970 | 1980 | 1990 | 2000 | 2010 | 2015* |
|---|---|---|---|---|---|---|---|
| **Total Population** | 688 | 800 | 1,281 | 1,262 | 1,844 | 2,534 | 2,965 |
| **% Increase/ Decrease** | NA | 16.3% | 60.1% | -1.5% | 46.1% | 37.42% | 17.01% |
| **Median Age** | NA | 25.5 | 25.9 | 30.3 | 32.2 | 31.9 | NA |
| **Under 18 Age Group** | NA | 330 | 446 | 415 | 590 | 829 | NA |
| **18-44 Age Group** | NA | 224 | 466 | 532 | 756 | 923 | NA |
| **45-64 Age Group** | 117 | 141 | 181 | 188 | 332 | 571 | NA |
| **65+ Age Group** | 110 | 105 | 114 | 127 | 166 | 211 | NA |

Source: U.S. Census Bureau, 1960-2000.
* Based upon City of Hartford Building Permit Data 2011 - 2015

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**Table 2. Comparison Analysis of Population Data**
**1980 – 2010**

| | Hartford | Minnehaha Co. | S.D. |
|---|---|---|---|
| **1980 Pop** | 1,281 | 109,435 | 690,768 |
| **1990 Pop** | 1,262 | 123,809 | 696,004 |
| **2000 Pop** | 1,844 | 148,281 | 754,844 |
| **2010 Pop** | 2,534 | 169,468 | 814,180 |
| **2000 – 2010 % Change** | 37.42% | 14.29% | 7.86% |
| **Median Age (2010)** | 31.9 | 34.5 | 36.9 |

Source: U.S. Census Bureau

## HOUSEHOLDS BY TYPE

Between 2000 and 2010, Hartford experienced an overall increase of 149 "family" households. There were increases in all categories of "family" household with the largest increases being in married couples without own children and married couples with own children.

During the same time the City of Hartford had an increase of 103 "non-family" households. There was an increase of 78 one-person households and an increase of 25 households that had unrelated individuals living together.

**Table 3: Household Composition**
**2000 to 2010 (Source: U.S. Census Bureau)**

| | 2000 Census | 2010 Census | Change |
|---|---|---|---|
| | ***Family*** *Households* | | |
| Married Couple with own children | 246 | 311 | +65 |
| Single Parent with own children | 75 | 87 | +12 |
| Married Couple without own children | 190 | 257 | +67 |
| Family Householder without spouse | 24 | 29 | +5 |
| Total Families | 535 | 684 | +149 |
| | *Non-Family* ***Households*** | | |
| Single Person | 105 | 183 | +78 |
| Two or more persons | 21 | 46 | +25 |
| Total Non-Families | 126 | 229 | +103 |

## B. HOUSING TRENDS

Growth of the Hartford housing stock has exceeded population growth during the past decade. During this period, the average household size in the city increased slightly from 2.77 to 2.78 persons per household, as shown in Table 4. The population increase of 690 people from 2000 to 2010 and the 2.78 average household size indicates that a need for 264 additional housing units was generated. The actual number of housing units of all types added during the same period totals 264. This indicates that a surplus of available housing units is potentially available.

While the percentage of renter-occupied units increased in the past decade, the percentage of owner-occupied units decreased. Even though the percentage decreased, home ownership continues to be an important characteristic of the Hartford community as the percentage of owner-occupied units is still quite high. However, diversity in the housing stock should be encouraged to ensure Hartford maintains affordable housing options for younger families and individuals on a fixed income.

According to the City of Hartford Housing Study, completed in 2016, the median sale price of homes in Hartford between August 2015 and July 2016 was $176,808. As can be seen in Table 5, home sales in Hartford have typically been in the moderate price range with about 52% of home sales falling between $125,000 and $200,000.

**Table 4. City of Hartford Housing Facts**
**1980 – 2010**

| | **1980** | **: %** | **1990** | **: %** | **2000** | **: %** | **2010** | **: %** |
|---|---|---|---|---|---|---|---|---|
| **Total Housing Units** | 417 | : 100 | 465 | : 100 | 675 | : 100 | 939 | 100 |
| **Owner Occupied** | 298 | : 71.5 | 333 | : 71.6 | 533 | : 79.0 | 708 | 75.4 |
| **Renter Occupied** | 94 | : 22.5 | 117 | : 25.2 | 128 | : 19.0 | 205 | 21.8 |
| **Vacant (and Vacancy Rate)** | 25 | : 6.0 | 15 | : 3.2 | 14 | : 2.0 | 26 | 2.8 |
| **Vacancy Rate, owned units only** | NA | NA | 0.6% | | 0.4% | | 1.0% | |
| **Vacancy Rate, rental units only** | NA | NA | 0.8% | | 3.0% | | 4.6% | |
| **Persons per Household** | 3.1 | | 2.80 | | 2.77 | | 2.78 | |

Source: U.S. Census Bureau

**Table 5. Hartford Home Sale Prices**
**August 1, 2015 to July 30, 2016**

| Sale Price | Number of Sales | Percent of Sales |
|---|---|---|
| Less than $100,000 | 8 | 10.7% |
| $100,000 - $124,999 | 4 | 5.3% |
| $125,000 - $149,000 | 13 | 17.3% |
| $150,000 - $174,999 | 10 | 13.3% |
| $175,000 - $199,999 | 16 | 21.3% |
| $200,000 – $224,999 | 6 | 8.0% |
| $225,000 – $249,999 | 7 | 9.3% |
| $250,000 or more | 11 | 14.7% |
| Total | 75 | 100% |

Source: Minnehaha County Equalization; Community Partners Research, Inc.

## C. EMPLOYMENT TRENDS

As can be seen in Table 6 employment in the “other services” grew by 42 percent from 2000 to 2010, making it the fastest growing area of employment. The trade sector also increased by more than 30 percent during this decade. The civilian labor force increased by 23 percent over the past decade, while the unemployment rate increased slightly.

The Sioux Falls economy is a major factor in the employment statistics of Hartford. Many residents commute the approximately 15 miles to Sioux Falls for employment as can be seen by the average travel time to work for 2010 being 20.7 minutes. It is important that Hartford not become entirely dependent on the Sioux Falls area for employment. The community should encourage the retention and expansion of current businesses while also seeking additional commercial/industrial development.

In 2010, median household income was estimated to be $54,878. This figure increased to an estimated $69,773 by 2015. As can be seen in Table 8 there have been major gains in the number of households who have an income of over $100,000.

**Table 6. Employment**

| | 2000* | 2010** | % Change |
|---|---|---|---|
| Manufacturing | 126 | 113 | -10.32% |
| Construction and Mining | 77 | 86 | 11.69% |
| Transportation | 73 | 60 | -17.81% |
| Trade (retail and wholesale) | 174 | 233 | 33.91% |
| Finance | 168 | 210 | 25.0% |
| Services | 354 | 468 | 32.2% |
| Other | 64 | 91 | 42.19% |
| Total Employment | 1,036 | 1,261 | 21.72% |

Source: *U.S. Census Bureau 2000 Decennial Census Summary File 4 Sample Data
**U.S. Census Bureau 2006-2010 American Community Survey 5-Year Estimates

**Table 7. Civilian Labor Force and Unemployment**

| | 1980 | 1990 | 2000 | 2010 |
|---|---|---|---|---|
| Labor Force | 510 | 697 | 1,070 | 1,320 |
| Total Unemployment | 16 | 18 | 34 | 59 |
| Unemployment Rate | 3.1% | 2.6% | 3.2% | 3.6% |
| Average Travel Time to Work | 17.2 min | 21.3 min | 21.7 min | 20.7 min |

Source: U.S. Census Bureau

**Table 8. Hartford Household Income Distribution 2010 to 2015**

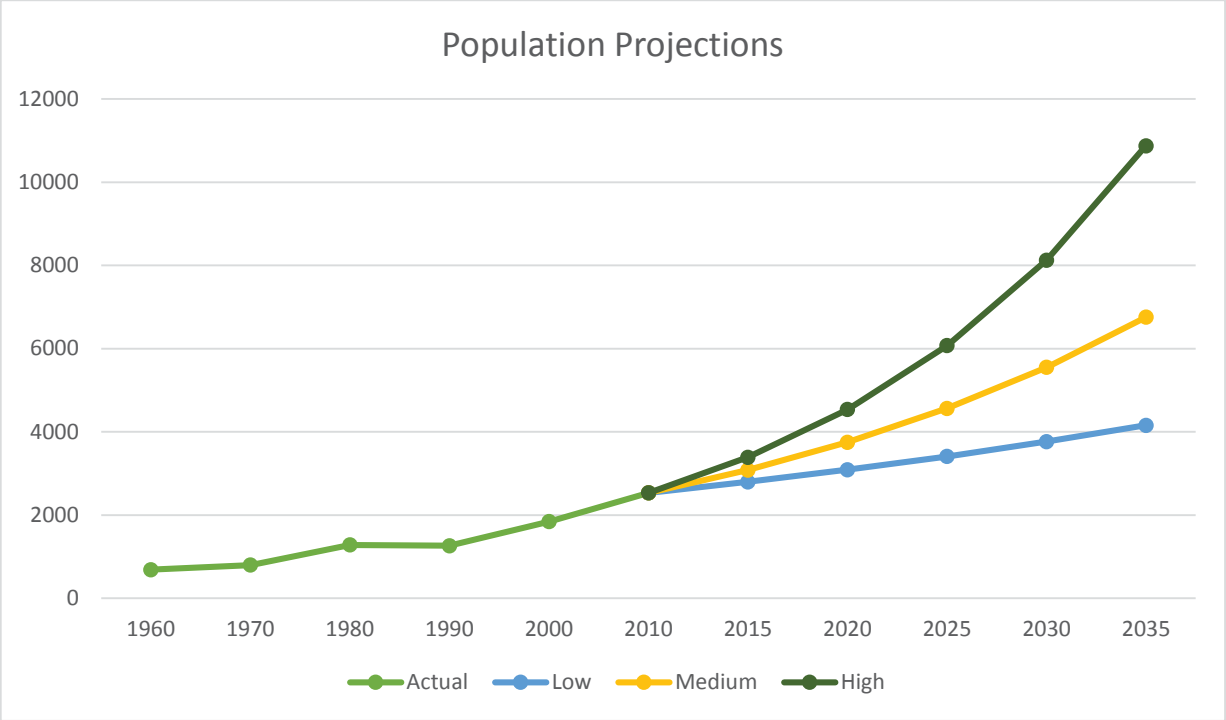
| Household Income | Number of Households 2010 | Number of Households 2015 | Change 2010 to 2015 |
|---|---|---|---|
| Less than $10,000 | 16 | 27 | +11 |
| $10,000 - $14,999 | 41 | 10 | -31 |
| $15,000 - $24,999 | 93 | 48 | -45 |
| $25,000 - $34,999 | 67 | 96 | +29 |
| $35,000 - $49,999 | 135 | 139 | +4 |
| $50,000 - $74,999 | 185 | 207 | +22 |
| $75,000 - $99,999 | 186 | 138 | -48 |
| $100,000 - $149,999 | 95 | 231 | +136 |
| $150,000 - $199,999 | 11 | 51 | +40 |
| $200,000 or more | 11 | 27 | +16 |

Source: U.S. Census Bureau 2006-2010 American Community Survey 5-Year Estimates and U.S. Census Bureau 2011-2015 American Community Survey 5-Year Estimates

## D. POPULATION PROJECTIONS

To explore future growth, the City of Hartford desired to forecast a low, moderate, and high growth rate to ensure that they have sufficient plans in place for all future growth. Based on projections through the study period the City of Hartford will have a population between 4,157 and 10,876 by the year 2035.

| Year | Actual | Low | Medium | High |
|---|---|---|---|---|
| 1960 | 688 | | | |
| 1970 | 800 | | | |
| 1980 | 1,281 | | | |
| 1990 | 1,262 | | | |
| 2000 | 1,844 | | | |
| 2010 | 2,534 | 2,534 | 2,534 | 2,534 |
| 2015 | | 2,798 | 3,083 | 3,391 |
| 2020 | | 3,089 | 3,751 | 4,538 |
| 2025 | | 3,410 | 4,564 | 6,073 |
| 2030 | | 3,765 | 5,552 | 8,127 |
| 2035 | | 4,157 | 6,755 | 10,876 |



# III. ENVIRONMENTAL CONSTRAINTS

## A. PHYSICAL GEOGRAPHY

Hartford is located in the southeastern portion of South Dakota. The City is situated on an upland area approximately two miles west of the Skunk Creek Valley. The terrain of the study area includes very gentle slopes in the northwest, gentle to somewhat steep slopes in the east, and gentle to moderate slopes in the south. Hartford is directly north of Interstate 90. The elevation is fairly consistent, ranging from 1600 feet in the northwestern portion of the City to 1550 feet in the southeast.

## B. DRAINAGE AND FLOOD HAZARDS

Proper drainage ensures that surface and groundwater are properly removed without causing excessive erosion and sedimentation. The eastern half of the study area is relatively well drained, while the western half is not as well drained. The primary source of drainage within the study area is a stream which flows from west to east along the southern portion of Hartford. Small, intermittent tributaries extend north and south of the creek, draining the adjacent uplands.

To better understand the implications of a potential flood hazard, a map indicating such hazards is included in this Comprehensive Plan. This map is referenced as **Map 1**.

## C. SOILS

The soils in the Hartford study area are generally suitable for development. However, their engineering properties present some limitations for urban development. Soil types found in many areas have moderate or severe limitations for various aspects of development including roads and streets, and dwellings with basements. These limitations are largely due to the following characteristics:

1. water table
2. hydric soil
3. shrink-swell
4. shallow depth to rock
5. steep slopes

While these limitations do not rule out development, they do require compensating construction techniques and soil modification. On site investigation of a potential development area is necessary to determine the suitability of such soil composition. The severe soil development limitations of the Hartford area are shown on **Map 2**.

Map 1

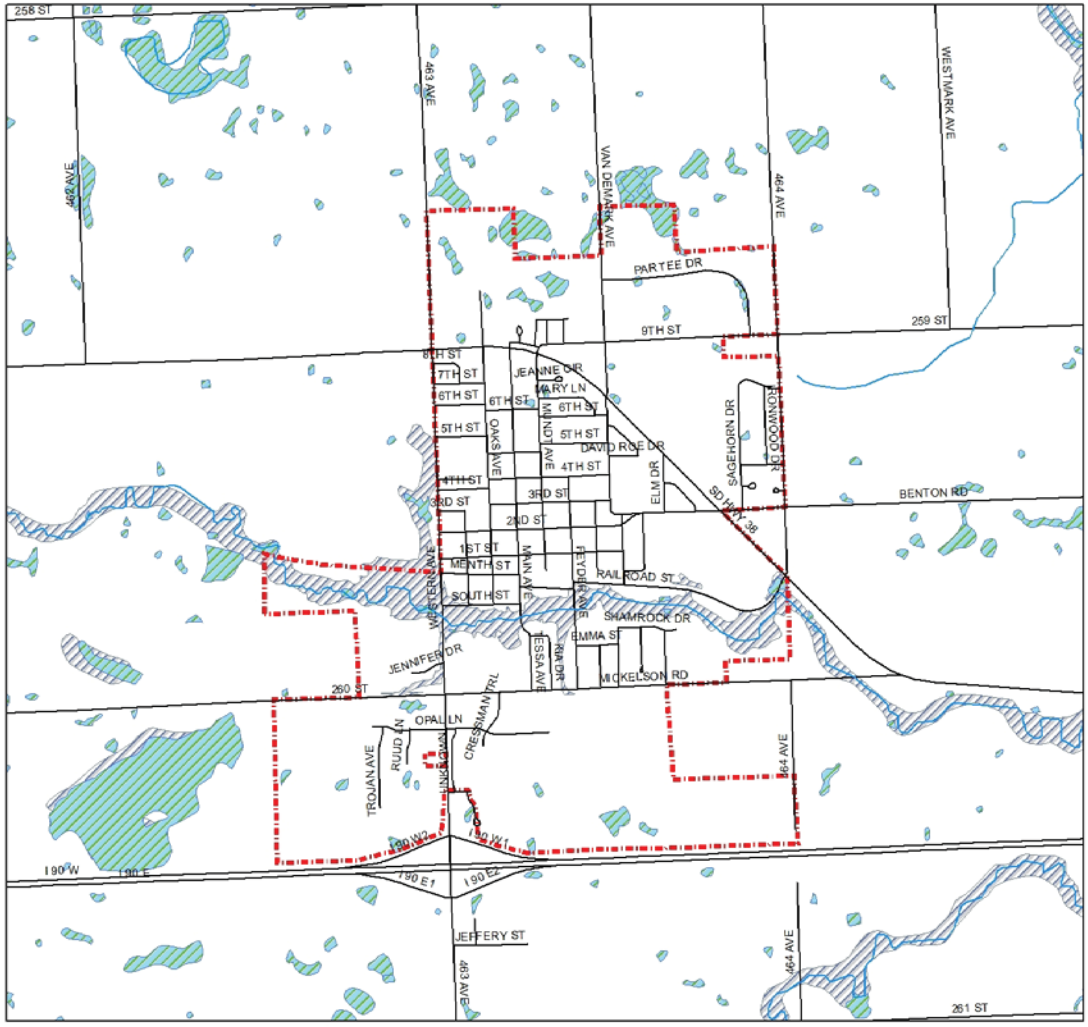
# Environmental Constraints

City of Hartford

**Legend**

- Floodplain
- Wetlands
- Creeks, Rivers & Lakes
- Roads
- City Limits

0 375750 1,500 2,250 3,000 Feet




SECOG
SOUTH EASTERN COUNCIL OF GOVERNMENTS
SOUTH DAKOTA

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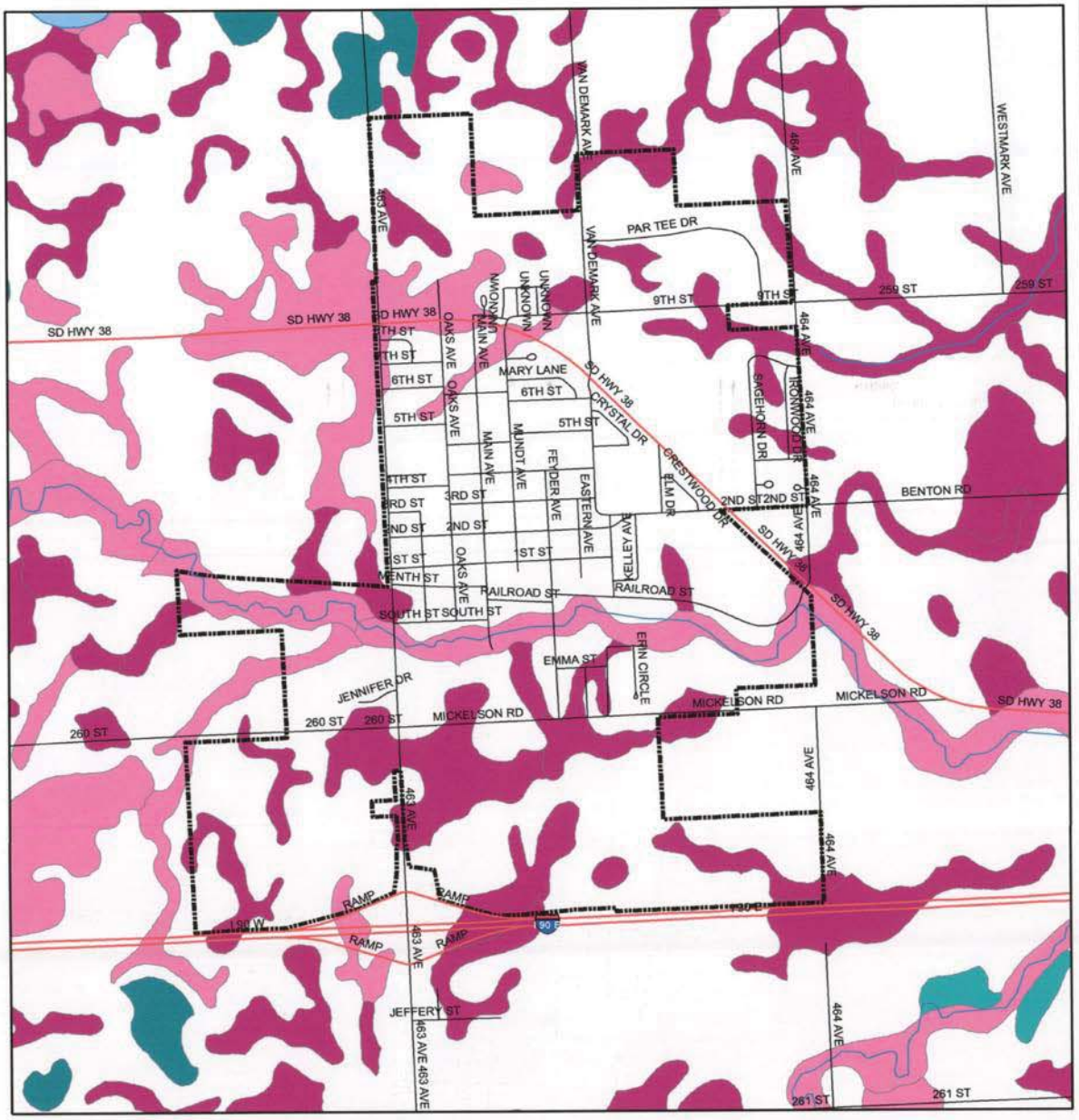



Soils data provided by the Natural Resources Conservation Service
Hydrology provided by the US Census Burea's TIGER/line data
All other data supplied by SECOG

This information has been served from sources we believe to be reliable,however, we do not guarantee the accuracy of the information contained herein. This map does not eliminate the need for on site investigation

*This map was compiled by South Eastern Council of Governments*

# MAP 2

## SOIL CONSTRAINTS

N
W E
S

0 0.15 0.3 0.6
Miles

## HARTFORD
## SOUTH DAKOTA

- GRAVEL/S AND PITS
- HIGH CLAY AND WATER TABLE
- HIGH FLOODING POTENTIAL
- HYDRIC
- SHRINK-SWELL
- STEEP SLOPE
- STEEP
- INTERSTATES AND HIGHWAYS
- ROADS
- CREEKS & RIVERS
- LAKES
- City limits

# IV. INFRASTRUCTURE ASSESSMENT

## A. TRANSPORTATION

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

Arterial streets are designed to carry a large volume of traffic at higher speeds. Within the city, the function of arterials is to facilitate the movement of goods and people with few obstructions. These streets are generally adjacent to commercial uses.

Collector streets are designed to provide connectivity between arterials. They allow local traffic an access onto the arterial system. Collector streets are normally spaced one-half mile apart and include two lanes of traffic with turn lanes at major intersections, limited on-street parking, and may be adjacent to either residential or commercial uses.

Local streets provide access from low-density residential developments to collector or arterial streets. There are no spacing requirements because their function is based on development patterns. Local streets operate at low speeds, with on-street parking and few traffic signals.

A Major Street Plan includes a list of current and future road and street improvement projects for the transportation needs of the City of Hartford. Added details on the programed projects can be found in the most recently adopted Capital Improvement Plan. The Major Street Plan, showing projected future arterial and collector streets, has been developed as a part of the Comprehensive Plan (**see Map 3**). While the Major Street Plan focuses on preserving adequate right-of-way for future roads, another important element of the transportation network is the continual maintenance and reconstruction of existing streets. It is recommended that the Planning Commission and City Council review the Capital Improvement Plan on an annual basis to minimize transportation conflicts associated with construction as well as to budget for future projects.

# Streets Capital Improvement Plan

**2018** Mickelson Road – Patrick Avenue to Highway 38

**2019** 6th Street Improvements – Mundt Avenue to Vandemark Avenue

**2020** Vandemark Avenue – Highway 38 to City Limits

**2021** Western Avenue – Mickelson Road to Interstate 29

# Future Projects (Not Prioritized)

Future Street Connection from Mickelson Road to Railroad Street

Ironwood – Sagehorn to Fariway Lane

Elm Road – Highway 38 to 2nd Street

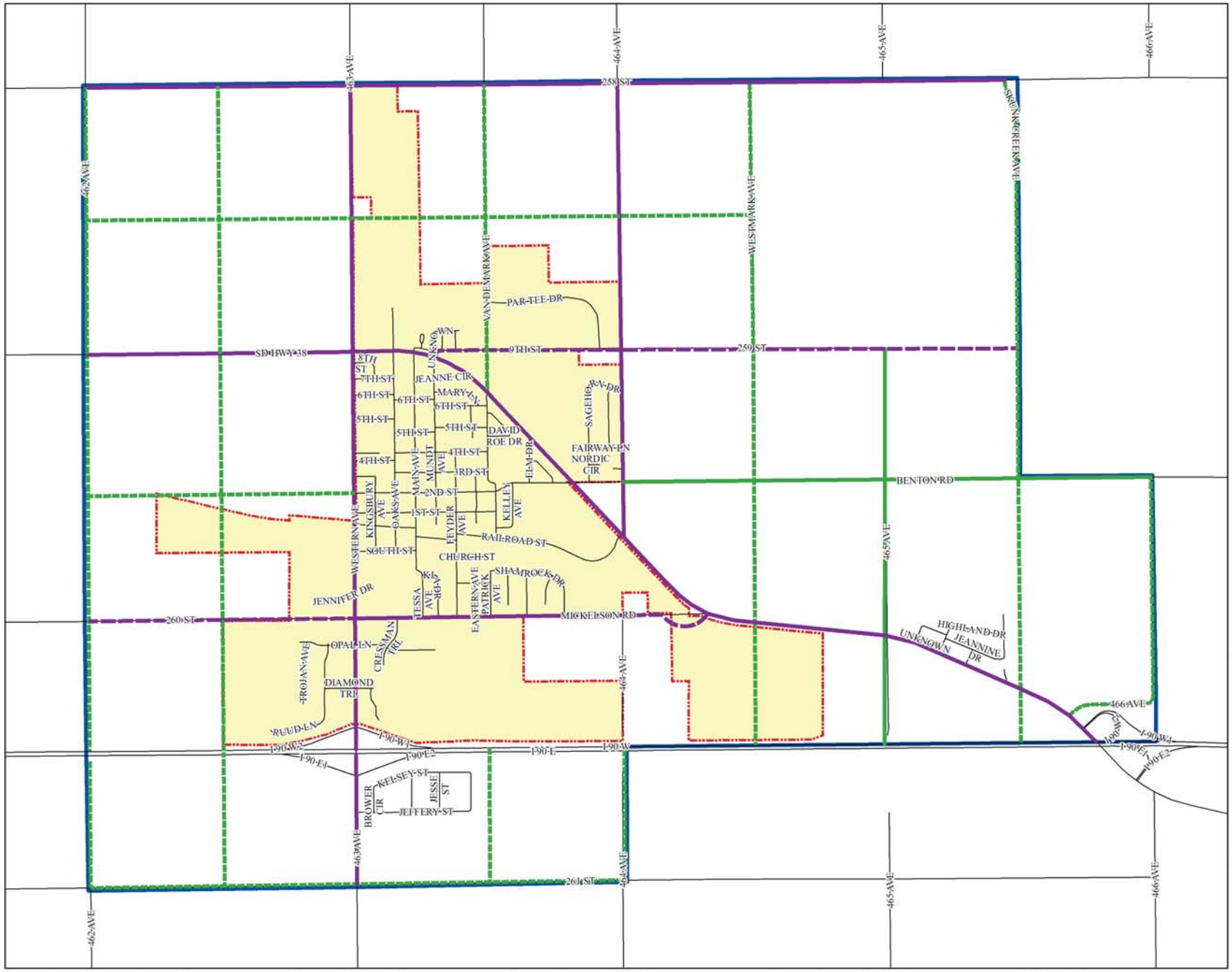
4th Avenue – Western Avenue to Oaks Avenue

Kelly Avenue – 2nd Street to Vandemark Avenue

Menth Street – Western Avenue to Main Avenue including Kingsbury

Railroad Street – Main Avenue to Highway 38

# Map 3
# Major Street Plan
**Hartford Comprehensive Plan**




## Major Street Plan

### Type

- Existing Arterial
- Future Arterial
- Existing Collector
- Future Collector
- MSP Boundary

### Other Features

- Roads
- City Limits (2017)

N W E S

0 1,000 2,000 4,000 Feet

## B. WATER FACILITIES

A report on Water System Improvements for the City of Hartford was completed in June of 1999 to investigate present and future water system needs. In December of 2015, a Water Distribution Hydraulic Model and Analysis was completed for the City of Hartford to provide an updated analysis of the present and future system needs. The goals of the model were to determine working pressures and fire flows of the existing system, project future working pressure and fire flows, and make recommendations for improvements to the system.

The analysis concluded that the current system is operating within acceptable ranges of pressures. All residential areas meet the current fire flow requirements. Typical commercial and industrial fire flows range from 2,000 to 3,500 gallons per minute (gpm). Currently there is 2,500 gpm available near I-90 and along Highway 38. 3,500 gpm is available north of Mickelson Road and East of Western Avenue. There is currently one 500,000 gallon water tower for storage. The required storage at the time of the study was 325,000 gallons. In the year 2036, the total desired storage is projected to be 630,000 gallons.

Three recommendations made in the Water Distribution Hydraulic Model and Analysis were as follows:

1) Looping of oversized water mains is recommended to help facilitate growth in the City. In general, 12-in mains are sufficient to supply 3,500 gpm of fire flow. 16-in mains should be used near I-90 to facilitate growth south of the interstate as it is anticipated water main construction under I-90 will be limited. This will result in inadequate looping during development.

2) Currently, Par-Tee Drive has the lowest system pressures ranging from 41-45 psi during the peak hour simulation. Future looping between Oaks and Vandemark Avenue will alleviate potential pressure issues and ensure adequate fire flow. Future development areas of concern potential low system pressure northwest of the water tower, definite high system pressures along 465$^{th}$ Avenue near Highway 38, and definite high system pressures along 465$^{th}$ Avenue near 464$^{th}$ Avenue south of I-90.

3) The current storage of 500,000 gallons is sufficient until the city population reaches 4,800. At the current projected growth rate of 3.33%, this will occur in 2029.

In addition to the recommendations made by the Water Distribution Hydraulic Model and Analysis for the City of Hartford, a Future Pipe Diameter Map was developed as a guide for future water system expansion and improvements.

## C. WASTEWATER FACILITIES

A Facility Plan for Wastewater Collection and Treatment was completed for the City of Hartford in 2017. The purpose of the study was to comprehensively look at the current wastewater collection and treatment systems and identify deficiencies in the system based on the South Dakota Design Criteria Manual as well as proposing long term treatment options for the City.

Several conclusions were derived in the Facility Plan. Among those conclusions are as follows:

1) Growth in Hartford is starting toward the east, but elevations of the existing sanitary sewer collection system will not allow further expansion in that direction due to existing topography. If Hartford, is going to continue to grow in this area, improvements to the existing collection system are necessary.

2) The South Dakota Design Criteria Manual was used to evaluate the maximum allowable infiltration rate for Hartford. The calculated maximum allowable infiltration rate for the existing system was 10,758 gpd. The average infiltration rate of the current system based on data from 2010 through 2016 was determined to be 61,901 gpd.

3) The existing treatment system is not currently overloaded, but may become overloaded within 10-20 years. Furthermore, during wet years there is potential for issues which will worsen as the population grows.

4) Hartford's current discharge permit is expired, but operation under that permit is still authorized. It does not appear that the SD DENR expects the discharge limits to change much if at all except for required monitoring of phosphorous and nitrates. Previous conversations with the SD DENR indicate that phosphorous and nitrate limits are expected to be implemented within the next decade. Any future wastewater treatment improvements should include provisions to add additional treatment processes for nutrient removal.

After the conclusions were made about the existing wastewater facilities. Alternatives for improvements to the wastewater collection system and treatment system were developed and analyzed. The following are the alternatives recommended for implementation:

1) Collection Alternative 2 "Southeast Growth Area" is recommended for implementation, and is planned for 2017 and 2018 construction. This alternative includes adding a lift station, force main, and collection line on Mickelson Road.

2) Collection Alternative 3 "Mundt Avenue – 4$^{th}$ Street to 6$^{th}$ Street" is recommend for implementation in the future. This alternative includes

replacing VCP sanitary sewer mains and services with PVC to reduce the amount of infiltration.

3) Collection Alternative 4 “Continue to Replace VCP and Reduce I&I” is recommended for implementation in the future. This alternative includes budgeting and planning for the replacement of all remaining VCP pipe to reduce the amount of infiltration.

4) Treatment Alternative 2 “Investigate Treatment Difficulties” is recommended for implementation. This alternative includes further testing of influent at the treatment facility, sludge in the ponds, and investigating changes to the treatment facility operation to increase efficiency and meet discharge requirements.

Treatment Alternative 3 “Acquire Land for Future Treatment Facility” is recommended for implementation. This alternative includes planning for a future treatment facility because the current facility does not have space for additional ponds or modifications necessary to meet future nutrient removal requirements. The City should pursue acquiring land for the facility, east or southeast of the existing facility to reduce or eliminate the need for lift stations.

# V. SCHOOL PLANS AND PROJECTIONS

## A. SCHOOL FACILITIES

The West Central School District services the cities of Hartford and Humboldt. Four facilities make up the West Central School District. There are two elementary school facilities, one in Hartford and one located in Humboldt. Both the middle and high schools are located in Hartford. The district lies in Minnehaha County and the southeastern edge of McCook County.

According to the school district it is estimated that there is currently enough space in the elementary schools to accommodate about 10 years of growth as they have the space to add one classroom for each grade between Pre-Kindergarten and 5th grade. The middle/high school would likely have to consider the addition of a wing to accommodate growth before the 10-year time frame. However, there is enough land at the existing school to accommodate an addition without the need to acquire more land or move.

## B. GENERAL INFORMATION AND FUTURE ISSUES

- The average bus ride for students is approximately 30 minutes
- Current enrollment is 1,375 students
  - Enrollment is expected to rise over the next 20 years

# VI. PARK AND OPEN SPACE INVENTORY AND NEEDS INVENTORY

## A. CURRENT AND FUTURE PARK NEEDS

Neighborhood parks are generally between five and ten acres in size. The effective service area of neighborhood parks is one mile, depending on location, facilities, and accessibility. School/park sites also serve as neighborhood parks and include playground equipment in addition to play fields, parking lots, and multi-use paved areas for court games.

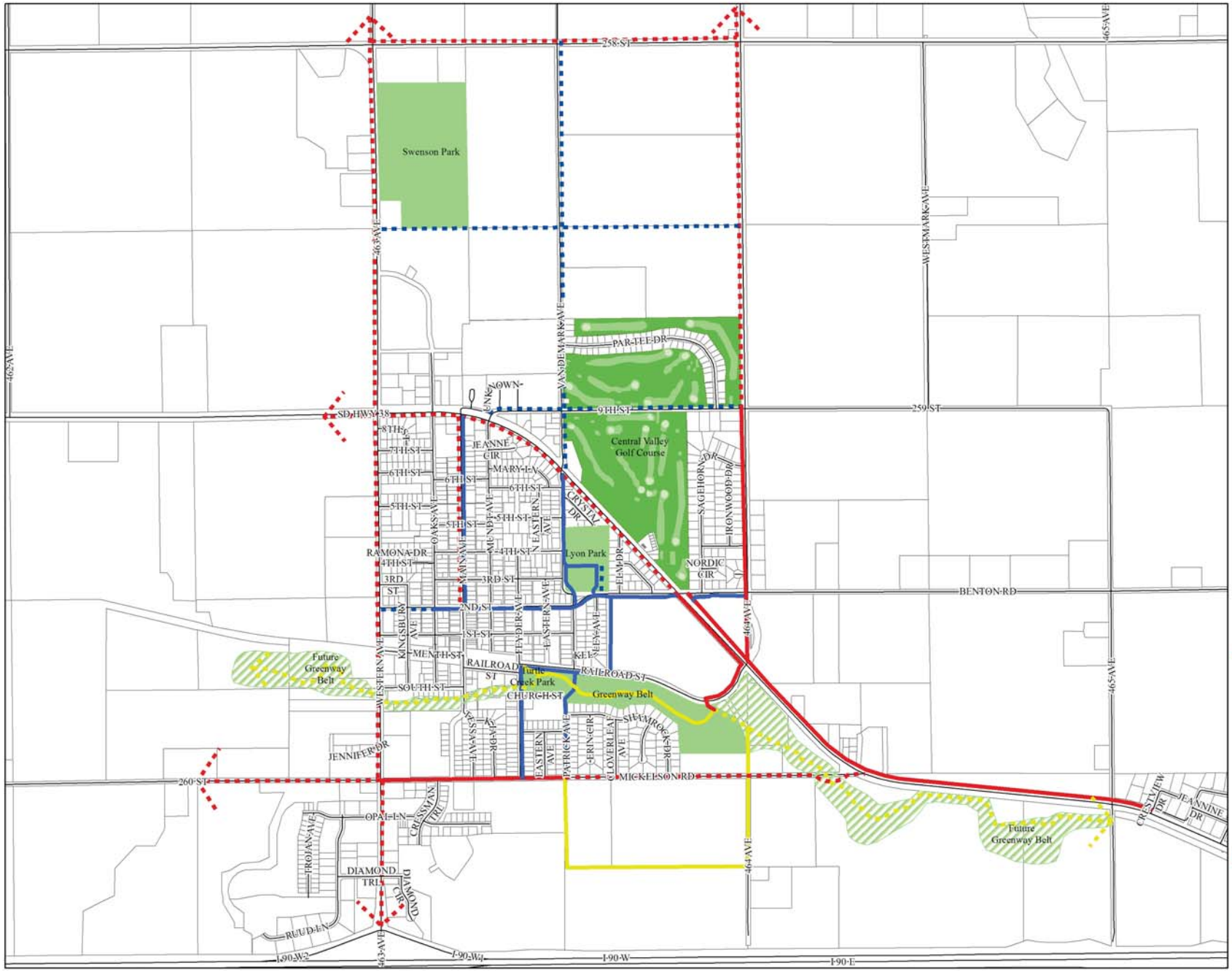
Community parks, because of their larger size, provide a much wider range of activities and facilities than neighborhood parks. The land area requirements generally range from 20 to 40 acres. Specialized facilities such as swimming pools, picnic areas, and athletic complexes can be accommodated in community parks. Community parks that should be provided include areas for passive uses, nature conservation, pools and aquatic centers, and athletic fields. Each of these four types of uses might include other uses such as neighborhood playground space, but generally larger parks will focus on one major type of activity.

Conservation and nature areas are specialized locations which preserve wildlife habitat, woodlands, and wetlands through open space development. Most commonly developed along the stream corridors and natural drainageways are linear parts or greenways which provide variety of recreational opportunities to adjacent neighborhoods. These activities easily accommodate the development of a bike trail system.

The parks and open spaces on the Parks and Open Space Map **(Map 4)** identify existing park facilities. Future park facilities should bring nearly all residential development within the service area of both neighborhood parks and community parks. The specific improvements provided within a park facility should be tailored to meet the needs of the nearby population that it will primarily serve. Where feasible, proposed parks sites are integrated with future elementary school sites to permit joint use of facilities. In addition, potential combinations of detention pond sites and neighborhood parks should be reviewed wherever feasible to allow more efficient land utilization and consolidation of maintenance costs.

If new parks are to be provided at reasonable cost and in proper locations, it is essential that park land acquisition take place prior to residential development. Integration of park and school sites will likewise be feasible only if land acquisition occurs well ahead of residential development.

# Map 4
# Parks and Open Space
**Hartford Comprehensive Plan**



# VII. NEIGHBORHOOD CONSERVATION IDENTIFICATION

Blighted neighborhoods tend to grow into adjacent areas and invite additional deterioration. Visual deterioration gives the impression that nobody cares, creating an atmosphere which fosters crime, antisocial activities, and further blight. Declining neighborhoods demand additional health, social, and public safety services, weaken the tax base, and make activities to promote new economic development in the city more difficult.

Strategies to strengthen and preserve the older residential neighborhoods will maintain the supply of safe, decent, affordable homes and limit the need for costly increases in public services and avoid the need for dramatic revitalization programs. The goals of affordability, variety, safety, and preservation are emphasized.

**1. Land Use**. Zoning changes to allow multifamily or commercial land uses into older neighborhoods should be carefully analyzed. Conservation of single-family homes is encouraged. Commercial uses are ideally limited to business which service the neighborhood needs and that have minimal impact on adjacent properties.

**2. Infrastructure.** Streets, utilities, and public facilities should be maintained and improved on an ongoing basis. Schools and parks contribute to neighborhood stability, and should set an example for residential areas in terms of maintenance and appearance. Parks near or within the city's south and west conservation areas will help stabilize and improve the appearance and image of the area.

**3. Property Maintenance.** Inspections and enforcement of building and zoning codes, and effective nuisance abatement activities help prevent neighborhood decline. Other activities include Fire Department inspection of apartment units and enforcement of health code requirements. Legal assistance through the City Attorney's office is a key component for the effectiveness of these activities.

**4. Special Programs**. A public program geared towards neighborhood conservation areas can be implemented, utilizing volunteers, city personnel and equipment to help maintain environmental conditions and provide assistance in cleaning up targeted older residential areas.

# VIII. LAND USE PLAN

## A. EVALUATION OF LAND USE IN RURAL MINNEHAHA COUNTY

The rural area of Minnehaha County is dominated by agricultural uses. However, a great deal of rural residential structures (hobby farms, rural subdivisions) have been constructed over the past 30 years. A land-use dilemma is the rural/urban fringe area along and near the city-limits of Hartford. A common goal of the Minnehaha County Planning Commission and all Minnehaha County cities is to cooperate near all city limit boundaries.

## B. EVALUATION OF URBAN LAND USE IN HARTFORD

To simplify preparation of this plan, land uses have been grouped into nine categories for Hartford:

(1) Industrial includes light manufacturing, warehouses and other similar uses.

(2) Commercial includes retail businesses, offices, etc.

(3) Mixed-Use includes lots that have been developed with commercial space on the lower level and multi-family residential above.

(4) Residential includes single-family, residential, duplexes.

(5) Multi-Family Residential includes all apartments.

(6) Manufactured Housing includes all manufactured housing in manufactured housing parks.

(7) Institutional includes schools, churches, government offices, power substations, water/wastewater treatment facilities and similar uses.

(8) Parks, Recreation, and Open Space includes parks and athletic fields. Also included are areas that should be protected from development to facilitate movement of flood water and runoff. Some types of development may be appropriate for such areas, as long as the development does not dramatically increase the incidence or severity of flood or drainage problems.

(9) Vacant includes land not yet developed for one of the other seven uses. Also included are areas that provide farming and agriculturally related uses.

Hartford contains 1,391 acres. Map 5 is a physical land use inventory that was prepared by SECOG in 2017. Table 9 contains the estimated area in each land use category. The primary purpose of this map is to illustrate the overall pattern of development in Hartford.

Some key aspects of the existing land use pattern include:

- Single-family residential is the primary land use in the community followed closely by parks and open space.
- Commercial uses are located mainly in three nodes in the community: The Interstate-29 exit, the traditional downtown, and a corridor along Highway 38.
- Distribution of vacant land suggest development can occur in the south and the north areas of the community.

***Table 9: Area by Land Use (2017)***

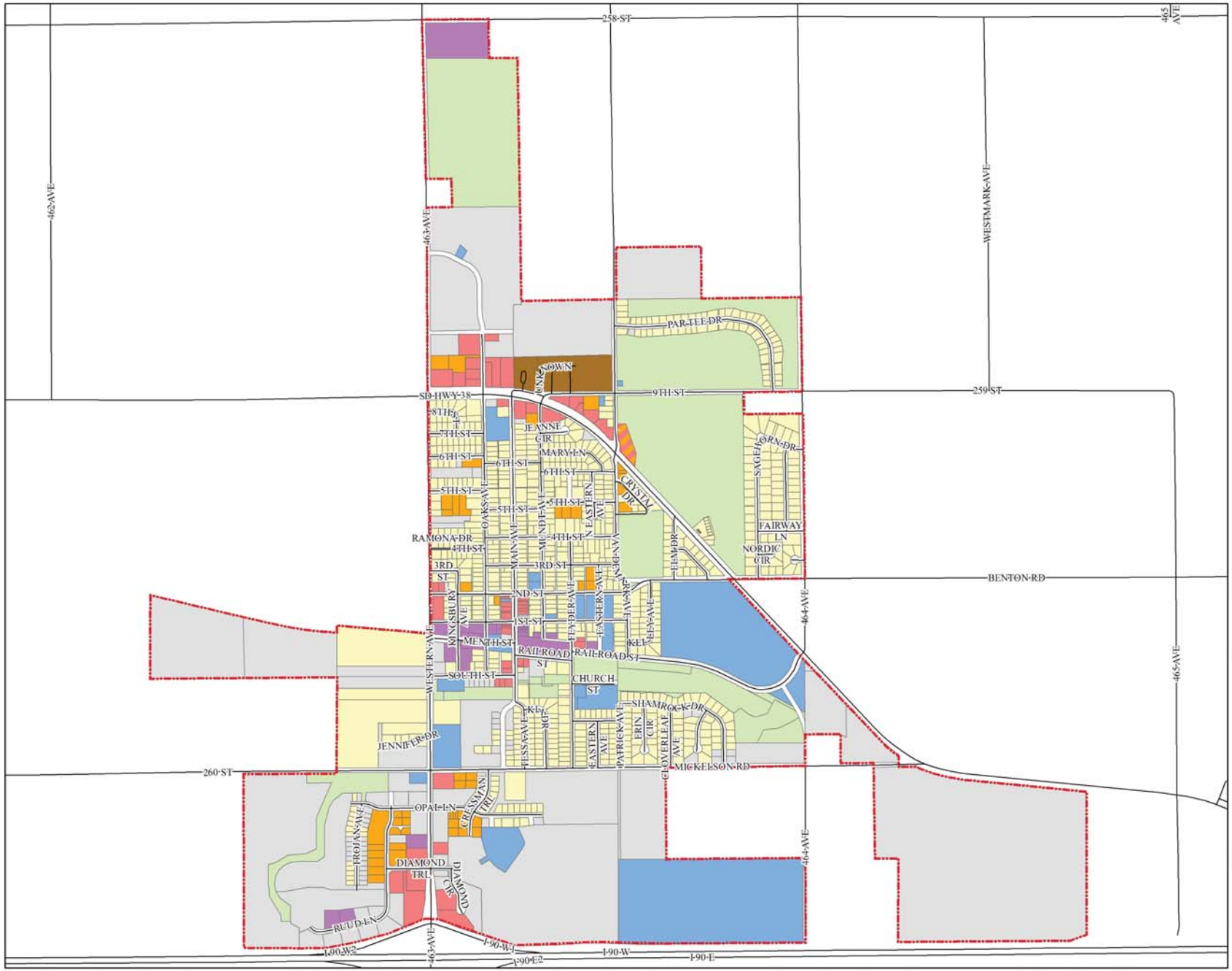
| | Acres | % Total |
|---|---|---|
| Single-Family Residential | 295 | 21.21% |
| Multi-Family Residential | 27 | 1.94% |
| Manufactured Housing | 16 | 1.15% |
| Institutional | 151 | 10.86% |
| Mixed-Use | 2 | 0.14% |
| Commercial | 38 | 2.73% |
| Industrial | 26 | 1.87% |
| Park/Open Space | 250 | 17.97% |
| Vacant | 586 | 42.13% |
| Total Acres | 1,391 | 100% |

**Land Use Plan Map**

The Land Use Plan map (see Map 6) shows the preferred land use for all property in Hartford. Further, this map lays the foundation for land use controls that are used by the City to implement the Comprehensive Plan. A review of the population projections and land use consumption needs should be reviewed every five years to ensure enough land is available for anticipated land use needs. The estimated land area contained in each category is shown in Table 10.

***Table 10: Anticipated Land Use Calculations***

| | Acres | % Total |
|---|---|---|
| Residential | 3,585 | 63.74% |
| Commercial | 565 | 10.05% |
| Light Industrial | 70 | 1.25% |
| Heavy Industrial | 545 | 9.69% |
| Park/Open Space | 81 | 1.44% |
| Current Land Use | 778 | 13.83% |
| Total Acres | 5,624 | 100% |




# Map 5
# Current Land Use

**Hartford Comprehensive Plan**

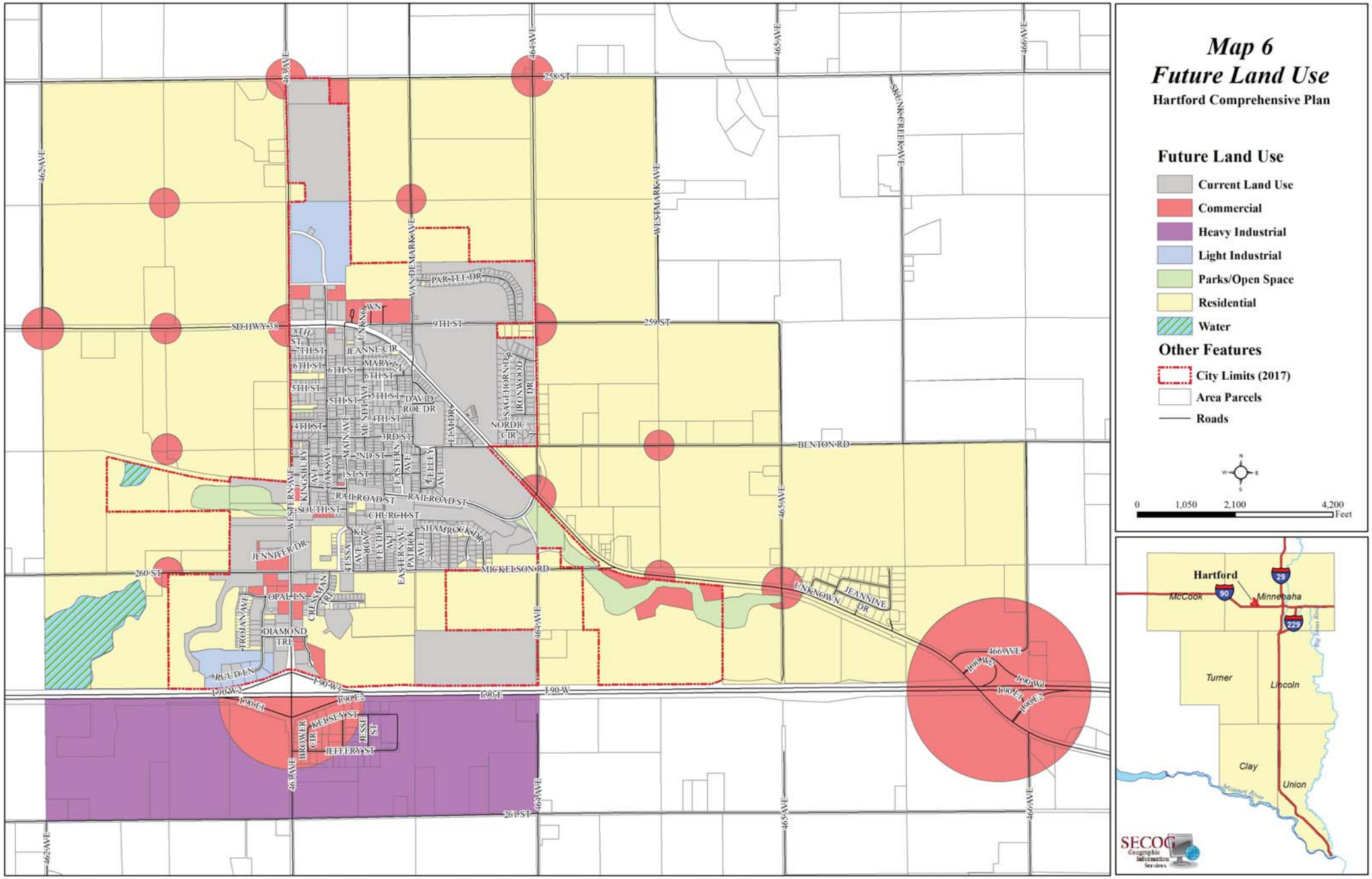
## Current Land Use

- Residential
- Multi-Family
- Manufactured Housing
- Mixed Use
- Commercial
- Industrial
- Institutional
- Parks/Open Space
- Vacant

## Other Features

- City Limits (2017)
- Roads

0 500 1,000 2,000 3,000 Feet


Map 6
Future Land Use
Hartford Comprehensive Plan
Future Land Use
Current Land Use
Commercial
Heavy Industrial
Light Industrial
Parks/Open Space
Residential
Water
Other Features
City Limits (2017)
Area Parcels
Roads
0
1,050
2,100
4,200
Feet
Hartford
McCook
Minnehaha
Turner
Lincoln
Clay
Union
SECOG
Geographic Information Services

# IX. GROWTH AREA ANALYSIS

The costs of extending water and sewer services are the primary considerations in designating future growth. However, other factors must also be considered which includes capacity of the transportation system, environmental suitability, and compatible land uses. The following analysis is intended to provide the City of Hartford and Minnehaha County with a guide to land use decisions and direct implementation through subdivision and zoning regulations. This analysis provides both the *limitations and potential* for future growth within the respective growth areas. **Map 7** illustrates all growth areas by the letter indicated.

## GROWTH AREA "A"

1. Current use plan

2. Most major infrastructure is in place to allow for further development of subdivisions currently under expansion.

## GROWTH AREA "B"

1. This area is considered most desirable due to ease of development based on ability to provide utilities.

2. Sewer – Some challenge exists but is serviceable with proper planning. No sewer exists on Western, but should be considered if Western Avenue is ever reconstructed. Sewer is most likely to be extended west across Western near the unnamed creek running east and west through town. The creek would most likely be the lowest point of this growth area.

3. Water – An 8 inch watermain exists along Western Avenue from South Street to 9$^{th}$ Street, a 12 inch main exists between South Street and Opal Lane, and 12 inch and 16 inch mains existing from 9$^{th}$ Street to 258$^{th}$ Street. All of these would allow for connection and serving the growth area. Consideration should be given to the Future Pipe Diameter Map in the 2015 Water Distribution Hydraulic Model and Analysis for sizing and layout of mains to provide optimum capacity for fire protection and growth and to eliminate dead end mains.

## GROWTH AREA "C"

1. Sewer – Sewer in the west half of this growth area could gravity flow. Two lift stations have been planned to serve the two sanitary basins for this growth area. The two basins are identified as the North Primary Basin and the East Primary Basin. It is most important to recognize that this growth area will also require a sanitary lift station to be constructed in Growth Area E prior to developing Growth Area C to accommodate the pumping sequence as per the 2017 study.

2. Water – There is a 16 inch watermain along 258th Street between Western Avenue and 464th Avenue which would allow for connection and serving the growth area. Consideration should be given to the Future Pipe Diameter Map in the 2015 Water Distribution Hydraulic Model and Analysis for sizing and layout of mains to provide optimum capacity for fire protection and growth and to eliminate dead end mains.

**GROWTH AREA "D"**

1. Sewer – No sewer currently exist in this area. Sewer is available north of the interstate. Would require a utility crossing of Interstate 90. A new lift station has been identified to be generally located on the east side of Growth Area D.

2. Water – Would require a utility crossing of Interstate 90. There exist a 12 inch main on Mickelson that may possibly be extended south, if development does not close it in. There also exists a 12" main on Rudd Lane that could be tapped and extended south across I-90. Consideration should be given to the Future Pipe Diameter Map in the 2015 Water Distribution Hydraulic Model and Analysis for sizing and layout of mains to provide optimum capacity for fire protection and growth and to eliminate dead end mains.

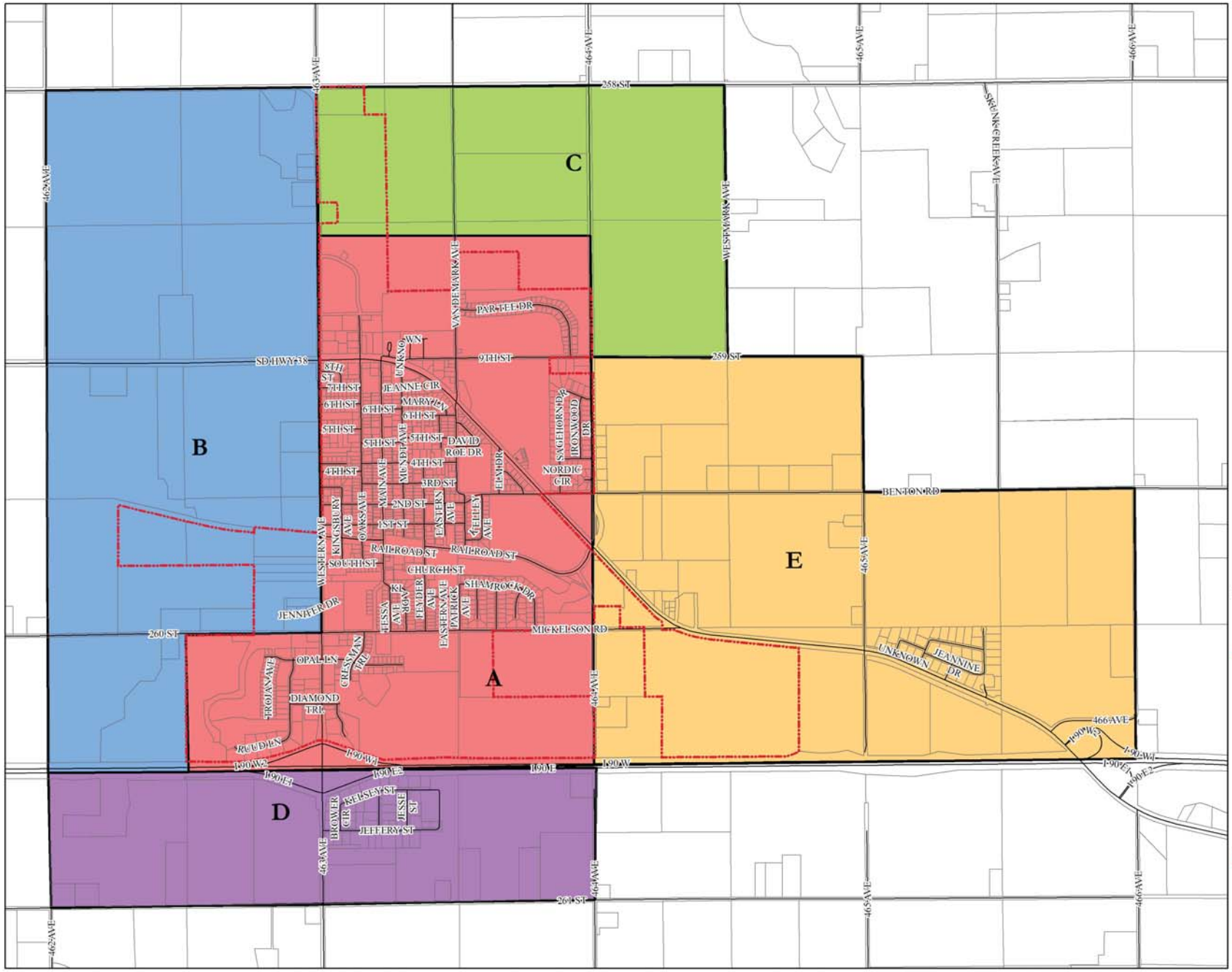
**GROWTH AREA "E"**

1. Sewer – A temporary lift station is planned for construction in the west side of this growth area near the intersection of Mickelson Road and Highway 38. This lift station will be able to serve the west portion of the Growth Area. This lift station would also be used to transfer wastewater from the Growth Area C, which contains two sanitary basins. A larger lift station would need to be constructed farther south and east to allow for development in the remaining portions of Growth Area E. The 2017 Facilities plan also recommended acquiring land for a new treatment facility in Growth Area E. If the treatment facility was relocated to the east portion of the growth area, it could potentially eliminate the need for future lift stations.

2. Water – A planned construction project will extend 12 inch water main across Highway 38 on Mickelson Road. The 12 inch main could be extended east along Highway 38 to serve other portions of Growth Area E. Consideration should be given to the Future Pipe Diameter Map in the 2015 Water Distribution Hydraulic Model and Analysis for sizing and layout of mains to provide optimum capacity for fire protection and growth and to eliminate dead end mains.

## REFERENCES


1. Facility Plan for Wastewater Collection & Treatment - May 2017 by Stockwell Engineers, Inc.
2. Water Distribution Hydraulic Model – December 2015 by Stockwell Engineers, Inc.
3. Comprehensive Plan 2006-2026 by SECOG
4. City of Hartford Sanitary Sewer Map
5. City of Hartford Watermain Distribution Map




# Map 7
# Growth Areas
**Hartford Comprehensive Plan**

## Growth Areas

**Zone**

- Growth Area A
- Growth Area B
- Growth Area C
- Growth Area D
- Growth Area E

**Other Features**

- City Limits (2017)
- Roads
- Area Parcels

0 1,050 2,100 4,200 Feet

# X. PLANNING POLICY FRAMEWORK

## A. GROWTH MANAGEMENT STRATEGY

The City of Hartford details within this plan the types, locations and phasing of land uses. Growth management provides for economical provision of city services by coordinating public facility improvements with private development. To create a focus for the plan, listed below are the following growth management goals, policies, and objectives.

### Goal 1. Focus New Development within Existing City Limits Area

Objective 1 – Allow development within existing sanitary sewer and drainage basins as detailed by the growth areas map and prescribed in Chapter IX (Growth Area Analysis).

*Policy 1* – Determine and encourage growth areas most accessible to sewer hookups.

Objective 2 – Allow compact and contiguous urban growth within city-limits.

*Policy 1* – Maintain the growth area boundary as the division between urban and rural densities and services, and encourage growth and development that will promote an efficient use of present and future public investments in roads, utilities and other services.

*Policy 2* – Strip commercial development is discouraged. Commerce centers should not be developed in a linear strip along a roadway nor be completely auto oriented. Avoid scattered or strip commercial and industrial development outside the urban service area and direct such uses into existing developed locations where adequate services are available including major street access and proper water/sewer systems.

*Policy 3* – Require that properties served by municipal utilities be located within the City.

*Policy 4* – Maintain an addressing system that creates consistency for safety and convenience of businesses, visitors and local citizens.

*Policy 5* – Establish an area-wide approach to cooperatively manage future growth including city and county governments, school districts, townships and other public utility providers.

*Policy 6* – For newly developing areas, transitional uses (such as offices or commercial uses) should develop between industrial and residential

uses. In redeveloping areas, lesser setbacks may be acceptable due to the existing conditions, as long as industrial zoning does not get closer to existing residential uses.

*Policy 7* – Commerce Centers should develop as compact clusters or hubs with appropriate site design features to accommodate shared parking, ease of pedestrian movement, minimize impacts on adjacent areas, and possess a unique character.

Objective 3 – Enhance the character, identity and historic preservation of the community.

*Policy 1* – Guide new development with urban design amenities that enhance community aesthetics and local identity.

*Policy 2* – Protect historic dwellings and other architecturally significant buildings from incompatible development and encourage rehabilitation and reuse for the redevelopment of historic buildings.

*Policy 3* – Encourage downtown revitalization.

**Goal 2. Direct New Growth Into Designated Future Growth Areas**

Objective 1 – Establish development patterns/requirements for each of the described Growth Areas.

*Policy 1* – Review and revise, on an as needed basis, those specific development patterns established under Chapter IX – Growth Area Analysis.

**Goal 3. Construct and Upgrade the Major Street System to Handle New Growth**

Objective 1 – Enhance the current road system to provide optimum traffic mobility.

*Policy 1* – Because road reconstructions, resurfacings and other related projects are funded by a limited budget, it is incumbent upon the City Council to evaluate the need for various improvements and appropriate annual funds accordingly.

*Policy 2* – Collector street development is the responsibility of the developer.

*Policy 3* – Adopt a developer agreement to facilitate construction and formalize the developer's obligation to provide specified facilities.

Objective 2 – Minimize ingress and egress onto major roadways.

*Policy 1* – Utilize driveway access points off of local roads rather than arterials whenever feasible so as to alleviate congestion from heavily traveled roads.

Objective 3 – Complete projects to enhance the safety of the transportation system.

*Policy 1* – Develop sidewalks in all areas of town to create safe neighborhoods by requiring developers to construct or assessing landowners at the directive of the City.

**Goal 4. Improve Community Services for All Residents of Hartford**

Objective 1 – Improve public services and buildings.

*Policy 1* – Promote continuous review and updating of the city's Capital Improvement Plan.

Objective 2 – Improve park and recreation opportunities for all citizens.

*Policy 1* – Expand the existing bike path with consideration toward connection with the Sioux Falls system.

*Policy 2* – Promote the planting of trees within city limits.

Policy 3 – Develop and Maintain a sports complex/park area.

*Policy 4* – Increase the number of youth activities offered by the City.

**Goal 5. Preserve the Function and Character of the Rural Area**

Objective 1 – Encourage agriculture to remain the dominant land use activity.

*Policy 1* – *Only* agricultural uses will be allowed in the City's agricultural zones.

Objective 2 – Discourage scattered residential, commercial or industrial development.

*Policy 1* – Work with Minnehaha County to ensure all proposed development within Hartford's growth areas are annexed and serviced with municipal utilities.

*Policy 2* – Discourage rezoning until municipal utilities are available.

# XI. PLANNING STRATEGY

The City of Hartford has committed to shape the future of the community to enhance economic development and maintain a high quality of life for all citizens of the community. The following goals, objective, and policies will guide the planning commission and city council and are the basis for enforcement of their zoning and subdivision ordinances.

Goal 1. Ensure the Health and Safety of Citizens

Objective 1 - Separate structures for health and safety

Policy 1 Require all buildings meet IBC minimum fire resistance standards through either a separation requirement or building code standard

Policy 2 Ensure buildings and structures do not encroach on residential building air space

Objective 2 - Design lots and blocks to emphasize cost efficiency and community values

Policy 1 Require that the city's consulting engineer reviews the utility plans before a plat is approved

Policy 2 Review the lot and block designs based upon subdivision design standards

Objective 3 - All streets need adequate visibility at intersections and driveways

Policy 1 Ensure adequate visibility at intersections and driveways by ensuring structures do not obstruct the view of intersecting traffic

Objective 4 - Design local streets to emphasize land access and safety

Policy 1 Design residential streets with no more than 37 feet pavement width

Objective 5 - Design major streets to emphasize mobility, safety, and adequate off-street parking

Policy 1 Ensure single-family developments and other low intensity uses have driveway access off local or collector streets and not off major arterial streets

Goal 2. Protect Natural Resources

Objective 1 - Retain runoff with open natural drainage systems

Policy 1 Utilize open space such as parks or backyards to help naturally drain new developments

Policy 2 Complete drainage basin plans ahead of development

Objective 2 - Create greenways and linear open spaces within floodplain areas

Policy 1 Maintain floodplains for open space, recreation areas and bike path opportunities

Policy 2 Do not allow development to encroach upon a floodplain

Objective 3 - Design around significant wetlands

Policy 1 Preserve wetland areas as a part of drainage systems and park system where possible

Objective 4 - Do not allow development on steep slopes

Objective 5 - Limit development in areas with poor soils and high water table

Policy 1 Do not allow high intensity development into the floodplain-conservation district

Policy 2 Require further investigation for new development to occur in areas with severe soils

Goal 3. Enhance the Visual Quality of the Community

Objective 1 - Separate heavy industrial and residential uses

Policy 1 Do not allow single-family residential housing areas to infringe within the area of the proposed industrial park

Policy 2 Create buffer zones with other uses such as commercial or multi-family zones

Objective 2 - Soften the look of all uses to enhance the community's image as an attractive place

Policy 1 Institute appropriate landscape regulations for all uses including landscaped front yard setbacks and parking lot landscaping

Policy 2 Encourage development to comply with the land use location and design criteria located in Appendix 1

Policy 3 Front and rear yard setbacks will provide reasonable separation for residential living

Objective 3 - Create a transition from commercial to residential areas

Policy 1 Require the use of berms, fences, and additional setback as measures to create an appropriate transition to single-family uses

Objective 4 - Encourage the appropriate siting and concentration of uses and structures that can clutter the landscape

Policy 1 Create a manufactured housing zoning district regulation to create separation and buffering from incompatible housing units

Policy 2 Add telecommunication tower regulations to ensure the appropriate placement and mitigate negative visual features

Policy 3 Allow appropriate fences that do not obscure peoples view

Policy 4 Allow signs of an appropriate size relative to the lot size and limit the number

Policy 5 Allow accessory buildings in a rear yard location with appropriate setbacks

Policy 6 Require the appropriate siting of adult uses

Policy 7 Allow home occupations that do not disturb the residential nature of the area

# XII. PLAN IMPLEMENTATION

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

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

Local Regulatory Tools. Perhaps the most widely utilized administrative tools are the Zoning and Subdivision regulations. It is essential to revise either or both of these documents when they conflict with the Comprehensive Plan. It is especially important to create a cooperative agreement between Minnehaha County and the City of Hartford to insure the Hartford urban growth area is developed as the Comprehensive Plan recommends.

Annexation. If the orderly growth of Hartford is to continue over the planning period, it is essential the city continue an active annexation program. The boundaries for providing municipal services should generally coincide with the corporate limits. Areas designated by the land use plan as future growth areas of the city should be annexed in advance of major development as should existing rural subdivisions which lie adjacent to the city. This policy will assure that sufficient development land to accommodate the future growth of the urban areas is maintained.

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

# APPENDIX 1

**Land Use Location and Design Criteria**

Residential

Low density (3 to 6 units/acre)

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

Medium density (6 to 16 units/acre)

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

High density (16 to 40 units/acre)

*Adjacent to principal arterials near major commercial, institutional, or employment centers
*Well designed transition to adjacent land use
*Provision of usable open space based on project size

Commercial

Highway oriented and regional centers

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

Community centers

*Intersection of arterial streets and along transit routes
*Mixed use development including office, institutional, or multifamily residences
*Well designed transition to adjacent uses

Neighborhood retail, office, and convenience services

*Convenient vehicular and pedestrian access to residential areas
*Adjacent to major street intersections
*Design compatible with surrounding uses
*Well designed transition to adjacent uses
*Located within residential, employment, or institutional centers

Downtown area

*Pedestrian orientation
*Quality urban design standards
*Mixed uses including office, retail, institutional, cultural, and entertainment
*Orientation to greenway where feasible
*Consolidate off-street parking areas
*Residential uses within walking distance of Central Business District

<u>Industrial</u>

General light industrial

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

Limited heavy industrial

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

<u>Mixed Use</u>

Institutional, office, and other mixed use development

*Convenient to intended market area
*Vehicular access to major streets
*Minimization of traffic impact on adjacent uses
*Orderly expansion of institutional uses near residential areas
*Design compatibility with adjacent uses
*Include retail, multi-family, and business-technology land use