

## Transition Areas

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

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

A broad transition area is designated around Sioux Falls, extending east to Brandon, but the two cities are not expected to grow together during the planning period. Sioux Falls' year 2015 growth boundary is delineated on the Future Development Plan, and Brandon's urban border is expected to extend only to the Big Sioux River, with the intervening land supporting several large lot rural subdivisions. Transition areas around the other cities should more closely reflect future municipal boundaries.

## Policies

Promote optimum land use relationships and minimize land use conflicts.

Promote cooperative efforts with the cities in dealing with development issues in municipal fringe areas.

Utilize the planned development zoning district to accommodate a mix of land uses, promote the arrangement of uses on a comprehensive rather than piecemeal basis, and address problems related to existing land use patterns.

Encourage new residential construction to locate on previously platted lots and other parcels which already qualify as building sites.

Consider limited development in those areas where parcel size and competing land uses have substantially reduced the economic viability and future success of agricultural operations.

Restrict development of transition areas so service improvements are not needed before municipal infrastructure can be economically extended.

Employ a density standard of one dwelling per quarter-quarter section in those areas where current land use patterns have not significantly impacted farming operations.

Work with the Minnehaha Community Water Corporation to ensure that future water system improvements do not conflict with county development policies and the long term viability of agricultural operations.

Limit rural densities so that current service levels are not exceeded, thereby avoiding the creation of special purpose districts (i.e. sanitary, water and road districts).

Coordinate the siting of industrial uses with the Minnehaha County Economic Development Association.

Enhance industrial development by restricting incompatible land uses in areas where rail access is available.

Preserve and protect natural drainage systems within development areas. Storm water management plans for the entire drainage basin should be required as a prerequisite to development.

Restrict development in areas where unsuitable soils and other physical limitations are present.

Preserve sensitive environmental areas through the development review process.

Minimize soil erosion and siltation by requiring proper site preparation and construction techniques.

Maintain an inspection program that ensures proper installation of on-site wastewater treatment systems.

Discourage strip development along transportation arteries, particularly those which serve as gateways to the cities and major activity centers.

Restrict development along major transportation corridors for future right-of-way acquisition and to minimize future construction costs.