

OFFICIAL MINUTES
SUMMERSET PLANNING AND ZONING COMMISSION
REGULAR MEETING
TUESDAY, FEBRUARY 11, 2025 @ 6:00 P.M.

The meeting was called to order by Vice-Chairman Dustin Hirsch at 6:00 p.m.

Roll Call: Dustin Hirsch, Mike Martin, and Mitchell Woldt were present. Absent: Brittni Bjorum. Also present was the City Administrator Lisa Schieffer.

Swearing in of Planning Board Members

City Administrator Lisa Schieffer swore in Board Members Brody Oldfield and Casey Kenrick for three-year terms. Both Oldfield and Kenrick were then considered present for the meeting.

Election of Chairman/Vice-Chairman of Planning and Zoning

Motion by Kenrick, second by Hirsch to nominate Brody Oldfield as Chairman to the Board of Planning & Zoning. There being no further nominations, a motion was made by Martin, second by Woldt that nominations cease, and a unanimous ballot be cast for Brody Oldfield as Chairman. Motion carried. Hirsch then handed over the meeting to Chairman Oldfield.

Motion by Kenrick, second by Hirsch to nominate Mitchell Woldt as Vice-Chairman to the Board of Planning & Zoning. There being no further nominations, a motion was made by Martin, second by Kenrick that nominations cease, and a unanimous ballot be cast for Mitchell Woldt as Vice-Chairman.

Call for Changes: Motion by Hirsch, second by Martin to approve the agenda of the meeting for February 11th, 2025. Motion carried.

Consent Calendar: Motion by Kenrick, second by Woldt to approve the minutes of the regular meeting of December 30th, 2024. Motion carried.

Zoning Hearing – Tom Norman

Motion by Hirsch, second by Kenrick, to open discussion on the zoning hearing. Motion carried.

City Administrator Lisa Schieffer informed the Board that all notices have been sent to the landowners within 250 feet, publication was made in the Rapid City Journal and Mr. Norman has put up the sign, all within the required timeframe set by ordinance. No one has come in opposition or has spoken to the same. Schieffer stated that Lots 4 and 5 are consistent with the lots surrounding them with a status of C-1 General Commercial.

Motion by Martin, second by Kenrick to close discussion. Motion carried.

Motion was made by Woldt, second by Kenrick to recommend to the Board of Commissioners approving the zoning designation of C1-General Commercial on Lots 4 and 5 of Norman Estates. Motion carried.

Summerset Comprehensive Plan – Kailey Snyder from Black Hills Council of Local Governments

Motion by Martin, second by Kenrick, to open discussion on the Summerset Comprehensive Plan. Motion carried.

Kailey Snyder introduced herself to the Board and asked that each of the Planning and Zoning Board Members tell a little bit about themselves and their background.

Snyder went over what the Comprehensive Plan is and what the purpose of the same entails. Snyder outlined the benefits of the Comprehensive Plan in that it:

- Provides guidance for future decision making by elected officials and staff.
- Makes zoning and subdivision regulations stronger and less susceptible to legal challenges.
- Provides the community and potential residents or developers advance knowledge of the intentions of the city.
- Strengthens eligibility of grant and funding applications for public infrastructure improvements.

- Positive growth and change in the community.

Snyder went over what the planning involves, the elements of the plan, process, and timeline of the same. There will be a project website wherein the public can go in and review the progress that is being made. There will also be public hearings to get citizen input.

At the next meeting of the Planning and Zoning Board the members will come back with their thoughts on the current Summerset Comprehensive Plan and what changes need to be made to the same.

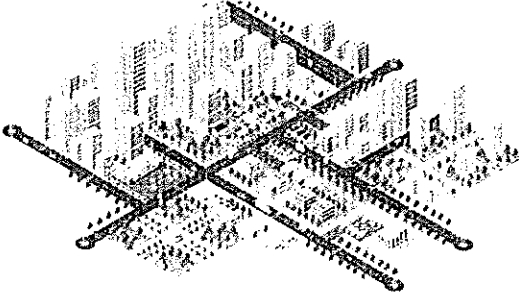
Motion by Martin, second by Woldt to close discussion. Motion carried.

ADJOURNMENT

Motion by Hirsch, second by Martin to adjourn the meeting at 6:31 p.m. Motion carried.

Brielle Schrock, Finance Officer

Brody Oldfield, Chairman



CITY OF SUMMERSET COMPREHENSIVE PLAN

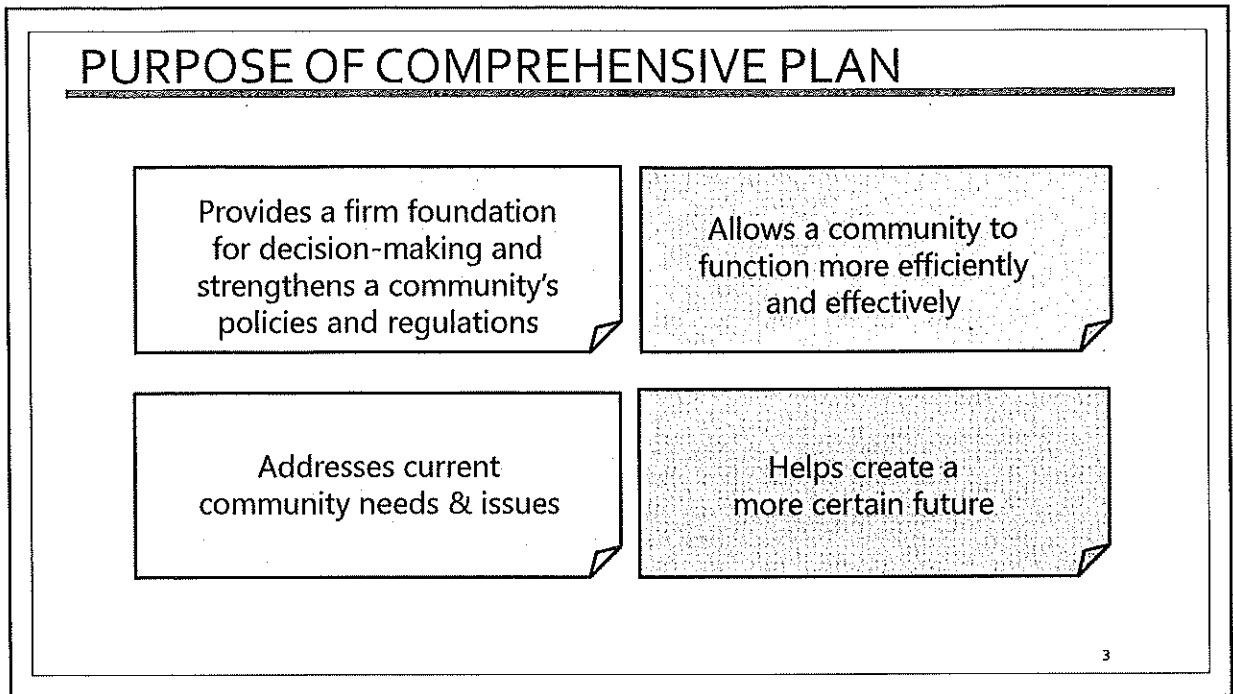
Planning and Zoning Commission Meeting

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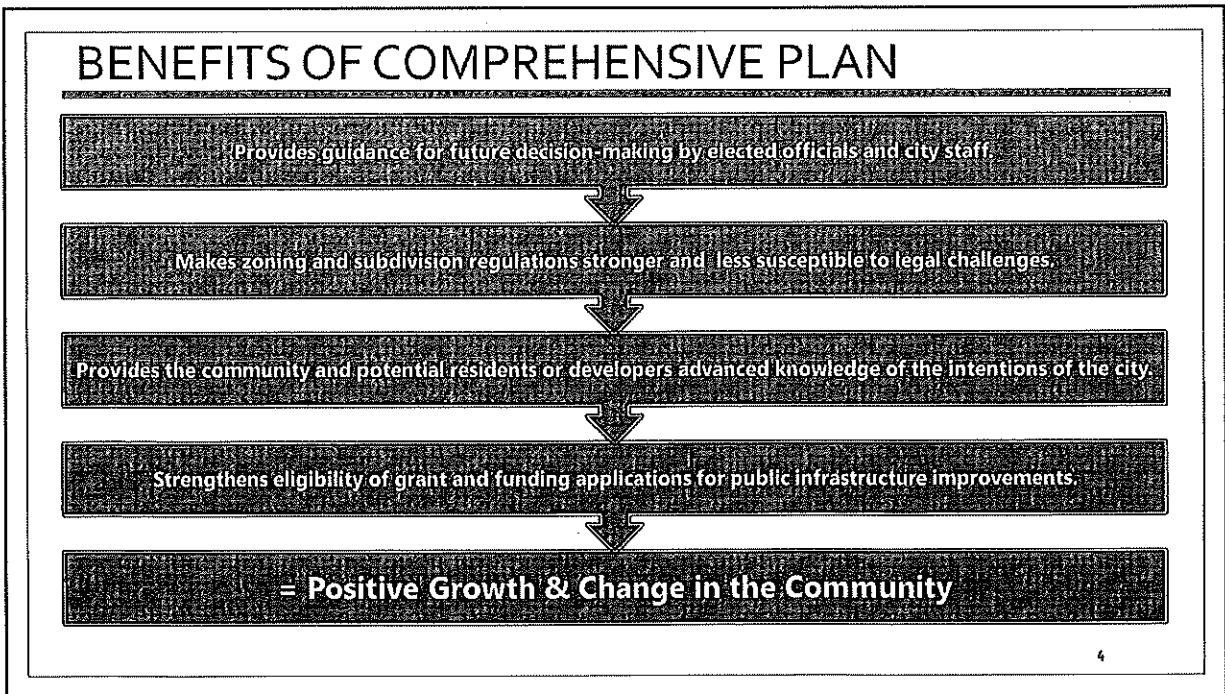
COMPREHENSIVE PLAN

<ul style="list-style-type: none">• A collection of information and materials designed to guide the future development of a city• Also known as a general plan or master plan• Typically includes a future land use map and other visuals• Easy to read• Updated regularly to reflect changing community conditions• A community "to do list" or "road map" used to create a more desirable future	<ul style="list-style-type: none">• A strict plan for regulating development• Zoning Ordinance• Zoning Map• Subdivision Regulations• Capital Improvement Plan• Building or Fire Codes• These are specific documents intended to help implement the vision and goals of the comp plan
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COMPREHENSIVE PLANNING INVOLVES:

- ✓ Analysis of past, current, and anticipated future conditions
- ✓ Public input about the needs and desires of the community
- ✓ Visioning and goal-setting, as well as policies and strategies for achieving goals
- ✓ Careful consideration of the community's future growth and development (10-20 years into the future)

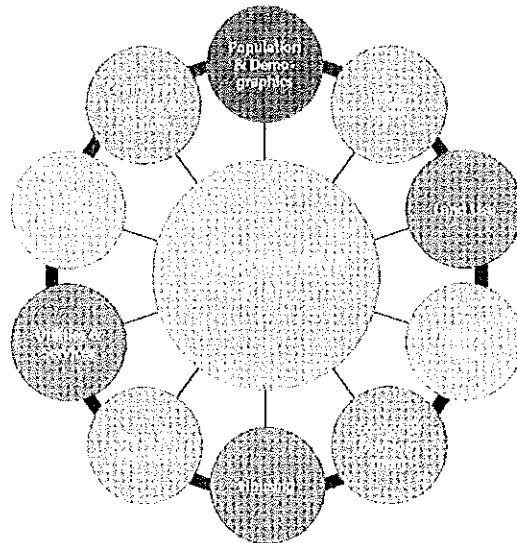
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COMPREHENSIVE PLAN ELEMENTS

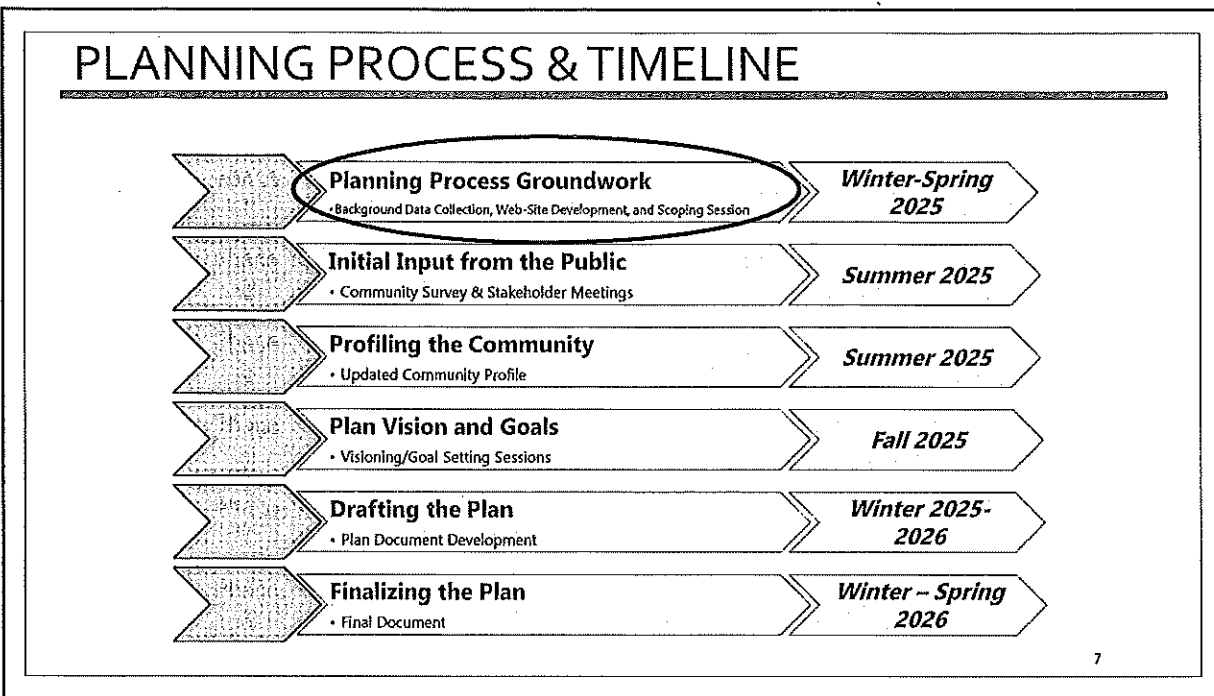
• **Addresses more than Land Use:**

- Population & Demographics
- Transportation
- Parks & Open Space
- Housing
- Utilities & Services
- Urban Design
- Community Facilities
- Economic Development
- Environment & Natural Resources
- Historic & Cultural Resources



6

6



7

PROJECT WEBSITE	COMMUNITY DATA
<p>Preferences on website URL: Suggestions:</p> <ul style="list-style-type: none"> • plansumerset.com • Summersetplan.com • Summersetsdplan.com • Other suggestions... <p>Preferences on color scheme?</p> <p>Photos for the plan...</p> <ul style="list-style-type: none"> • Have permission to use • Note if credits needed • Permission if people in photo 	<p>Preferences for comparison communities:</p> <p>We will be also comparing with Meade County and the State of South Dakota.</p>

8

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NEXT MEETING

For our next meeting we will be reviewing the current plan. I will also provide a walk through the project website.

Homework:

Review current plan:

- What has been completed? Any major achievements or noteworthy projects since last update?
- What still need to be worked on? Any areas of the plan we want to keep in this update?
- What needs removed? Any areas that don't apply anymore to be removed?

9

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QUESTIONS?

► Kailey Snyder

Community Development Planner

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SUMMERSET COMPREHENSIVE PLAN



ACKNOWLEDGMENTS

MAYOR

George Mandas

CITY COMMISSION

Bryce Lutz
Michael Kitzmiller
Mike Pogany
Alyssa Pogany

PLANNING COMMISSION

Mike Martin, Chairman
Gregory Wilson, Vice Chair
Lori Schlecht, Secretary
Dale Bewley
Karen Bielefeldt

CITY STAFF

Jeff Mizenko, City Administrator
Candace Sealey, Municipal Clerk
Don Allen, Police Chief
Lonnie Harmon, Police Officer
Justin Taylor, Police Officer
Jon Ambrose, Wastewater Treatment Plant
Bob Pieper, Wastewater Treatment Plant

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PLANNING FOR OUR BEST FUTURE

THE COMPREHENSIVE PLAN

THE ROLE OF THE COMPREHENSIVE PLAN

Summerset has witnessed tremendous growth since the city was incorporated in 2005. Our challenge now is to ensure that we continue to grow and evolve in a way that reflects our community values. This comprehensive plan will provide the framework for moving forward in an intentional way by examining where we've been, where we are today, where we'd like to be, and how to get there.



The comprehensive plan provides a basis for public decision making, most notably in regard to land use planning and proposals. However, the comprehensive plan also addresses the interconnectedness of all of the elements that city governments are typically responsible for: land use; transportation; housing; economic development; public facilities and services; infrastructure; and, parks and recreation. Therefore, the comprehensive plan establishes an overall vision for the future of the community and sets specific actions related to each of these elements in order to help the city realize its vision.

South Dakota law enables local governments to establish land use regulations; however, these land use regulations must have a basis in a comprehensive plan. Summerset adopted zoning and subdivision regulations following the adoption of the city's first comprehensive plan in 2008. Upon the adoption of this comprehensive plan, the city may find it is necessary to examine these regulations to ensure that they are still effective and reinforce the vision established through this plan.

A DIFFERENT KIND OF PLAN

Comprehensive plans typically extend out over a 20-30 year time frame and take a broad approach to future planning with general goals and objectives; however, this plan is different.

With an eye toward 2026, the Summerset Comprehensive Plan is action-oriented and strategic, setting a vision for the city and identifying specific action items to help Summerset reach this vision within the next 10 years.

The Summerset Comprehensive Plan is focused around a core set of principles:

- Community Character
- Collaboration
- Citizen Engagement

Working through the lens of these core principles will allow the city to be more focused and effective in its future planning, policy making, program development, and decision making. The city's overall vision for the next 10 years and the action items established in this plan are organized around these three principles.

THE FUTURE OF SUMMERSET BEGINS WITH YOU

The development of the Summerset Comprehensive Plan began by asking the community two simple questions: How are we doing today? And, what can we do to improve the lives of the people that live and work in Summerset over the next 10 years? Through outreach to each household in Summerset, residents responded with their ideas for the future of Summerset. Those ideas are the basis for this comprehensive plan.

WHO WE ARE

SUMMERSET PAST & PRESENT

HISTORIC CONTEXT

The city of Summerset is located in southwestern Meade County, tucked between the city of Piedmont and the unincorporated community of Black Hawk. This area is known as the Piedmont Valley. The Piedmont Valley was a historic route for Native Americans and early pioneers. Eventually, stage and wagon roads, and a railway were built through this valley.

The gold rush created a need for better routes through the area. The Sidney-Deadwood State Road was developed through the Piedmont Valley to connect Rapid City, Sturgis, and Deadwood and was widely used by 1878.

Rail was first developed through the area in 1897. The Fremont Elkhorn and Missouri Valley Railroad extended from Rapid City through the Piedmont Valley to Whitewood. The development of rail in this area resulted in an influx of settlers. An extension of rail to Lead by the Homestake Mining Company further increased residential and commercial development in the area, and specifically led to the platting of Piedmont in 1890 for Homestake employees and their families.

The first section of Interstate Highway in South Dakota was built through the Piedmont Valley in 1958, paving the way for new development. Since the 1970s, the area has seen the development of numerous housing subdivisions.¹

The Summerset Subdivision, which comprises the majority of the city's residential development, was originally platted in 2000, and the first home was constructed there in early 2001. Initiated by the subdivision's developer, the city was incorporated in an election held in July 2005.

PLANNING PROGRESS

Summerset's Planning and Zoning Commission was formed in 2006. The city's first comprehensive plan was adopted in 2008, and the development of land use regulations soon followed.

The 2008 comprehensive plan established an overall vision for the community and set a number of goals for its future development. The comprehensive planning process also functioned to gather and report basic demographic information about the city's residents and gather their input regarding

community needs.

Through the planning process for the 2008 plan, a community vision was formed to "enhance the health, welfare, safety, economic opportunities, education opportunities and quality of life" of Summerset's citizens. The overall vision for Summerset was that of a small town with family-oriented development.

Through a survey of Summerset residents a number of community strengths were identified, like the clean and well-maintained developments, friendly people, quiet community, scenery, fresh potential and opportunities, and location.

There were also many challenges that citizens identified: negative publicity, taxes, code enforcement, public relations, confusion over homeowner association versus city roles, damaged and unfinished streets, ATV and dirt bike traffic, and the lack of a post office.

Survey respondents also relayed community project needs for Summerset, such as street lighting, weed abatement, bike and pedestrian paths, a community

¹Honerkamp. *At the Foot of the Mountain*, 1978.

center, swimming pool, parks and playgrounds, athletic fields, and a gym. Respondents also identified the need for more restaurants in the area.

Out of the planning process nine goals were identified in 2008: Create a unique identity; Encourage orderly and efficient growth; Preserve natural beauty and cultural assets; Become self sufficient with respect to water and sewer services; Provide adequate urban services; Plan, provide and maintain a local transportation network; Protect the environment; Pursue the planning, financing, and construction of appropriate community facilities; and, Plan, develop, and maintain a system of city parks and recreation facilities.

Summerset has made progress on meeting these goals. Through the adoption of ordinances, like zoning, subdivision, nuisance, and flood damage prevention ordinances, the city has taken steps to ensure that growth and development is orderly with a basis in good planning principles.

In 2008, the city purchased the sewer treatment plant in order to become self sufficient in terms of sewer services. Summerset also participated in the Piedmont Valley Shared Use Path Study to plan the development of recreational trails throughout the area. Since the plan was adopted, the city has also acquired and developed additional park property. Finally, Summerset has worked with FEMA

to study and correct a number of drainage issues within the city. While progress has been made on meeting the goals established in 2008, there are still goals to be realized, as well as a new community priorities.

PLAN UPDATE

In early 2015, the Summerset City Commission decided it was time to take a fresh look at the city's needs. From the fall of 2015 through the summer of 2016, the city's Planning and Zoning Commission led the update of the comprehensive plan.

The public input process for the update included a community survey, a website dedicated to the planning process (www.mysummerset.us), and a series of public input meetings. In July and August of 2015, the Planning and Zoning Commission and the City Commission held preliminary public meetings to reflect on community successes, talk about what they wanted to accomplish with the comprehensive plan update and the best methods to gather input from the community.

Among the community successes that were highlighted at these initial meetings were the development of new parks, a more positive public perception of the city, increased efficiencies in city government, new infrastructure, and new development. The need for a **more unified Piedmont Valley** was also a common theme at these meetings, as well as the need for more **retail development**

PLAN UPDATE PROCESS

JULY 2015 - SCOPING SESSION
What have we accomplished and what do we want to accomplish with the plan update?

AUGUST 2015 - PUBLIC INPUT STRATEGY
Who do we need to talk to and how do we reach them?

OCT. 2015 - STAKEHOLDER MEETINGS
What are our assets and what are our challenges?

JANUARY 2016 - VISIONING SESSION
What kind of community do we want to become?

FEB.- APRIL 2016 - WORK SESSIONS
What are our priorities?

JUNE 2016- PUBLIC OPEN HOUSE
Does the plan accurately articulate our desires?

within the city and more pedestrian and bike connections

throughout the city.

Public stakeholder meetings were held in October 2015. Representatives from neighboring communities within the Piedmont Valley, business community stakeholders, and the general public were invited to participate in these meetings. Participants were posed a series of questions in order to gather information about their

perceptions of community assets and desires for future development.

The Summerset strengths that emerged from these meetings were the city's location along Interstate 90, between Rapid City and the Northern Hills; the city's small-town feel and the fact that the neighborhoods are clean and safe; and, finally, the natural beauty of the area. Many of the same assets were highlighted in the 2008 plan.

The major desires for the future of Summerset were the development of a defined community brand, or niche; more collaborations between the various political entities

within the Piedmont Valley was also frequently mentioned as a future goal; many participants also felt that a school within the city would be a welcome addition, not just for convenience, but that the presence of a school would help to build community within the city; and, finally, due to the prevalence of young, active residents, along with the city's proximity to natural areas, many participants voiced the need for a greater focus on developing recreational opportunities and trail connections within the city and throughout the Piedmont Valley.

In February 2016, a visioning workshop was held. Participants were asked what kind of community

IN 2016, MY SUMMERSET...

Participants in the visioning workshop developed the following vision statements that represent their desires for the future of Summerset.

"...will be prosperous and centered on community with a diverse group of citizens and outdoor friendly with paths (biking and walking)."

"...will have small town business and big business, recreation activities--'leave it to Beaver' type town."

"...will be a family friendly community with recreational opportunities and small businesses that support the community."

COMMUNITY SURVEY HIGHLIGHTS

HOUSING The majority of survey respondents would like the city to dedicate more attention to planning for shopping and commercial areas within close proximity to residential areas, promoting mixed use development, and promoting unique, identifiable neighborhoods. Overwhelmingly, they would also like to see more single-family homes priced at \$150,000-\$300,000 and single-family homes priced over \$300,000 developed, as well as retirement housing.

TRANSPORTATION According to survey respondents, the top three transportation priorities are developing bike paths/lanes, developing and maintaining city sidewalks, and maintaining city roadways. The survey also asked which areas within Summerset should be prioritized for sidewalks and Sturgis Road, Elk Creek Road, and crossings at I-90 were the top three areas noted.

ECONOMIC DEVELOPMENT Attracting new retail businesses, working together with neighboring communities to market the Foothills Valley, creating more job opportunities for local residents, and helping existing businesses grow were the top economic development priorities for survey respondents. The most important businesses for the city's economy and quality of life were identified as restaurants, grocery stores, and schools.

COMMUNITY FACILITIES AND SERVICES The top priorities for respondents in the area of community facilities and services were more public notifications about development, activities for kids, and nuisance code enforcement. Fire and police protection were also high priorities for respondents.

they wanted to become, and what the city should focus on in order to realize that community vision.

Much of the discussion at this session focused on maintaining the “bedroom community” character; however, focusing on retail conveniences for residents like restaurants was also a common theme. In addition, participants focused on developing a community brand around outdoor recreation: walking/biking paths, parks, athletic fields, and connections to the nearby National Forest trail system.

Visioning session participants also discussed the importance of

building community engagement within Summerset, through the development of a school, organized sports, involvement in business, and economic development. Finally, participants in the visioning session were asked to create a statement that reflected their vision for Summerset in 2026. The statements that were used to create the guiding vision for this comprehensive plan.

A community survey also provided a way for people to provide their insights and ideas. The survey garnered 101 responses, and asked about priorities in the areas of housing, transportation, land use, economic development,

community facilities and services, parks and recreation, and public infrastructure. The survey also asked about Summerset’s strengths and desired improvements. The top strengths that were identified were the city’s location and its safety. The top desired improvements were the enforcement of ordinances, and more businesses, specifically restaurants.

LAND USE In terms of land use, respondents felt that more attention should be dedicated to maintaining the city’s “bedroom character”, encouraging commercial development in designated areas, and tightening land use regulations. Respondents believe that the city could develop a unique identity by focusing on more parks and recreation facilities, consistent landscaping, streetscape designs, and gateway elements. Fifty-five percent of respondents feel the city should focus on growth within current city boundaries and 32 percent believe that the city should focus on development both inside and outside current boundaries.

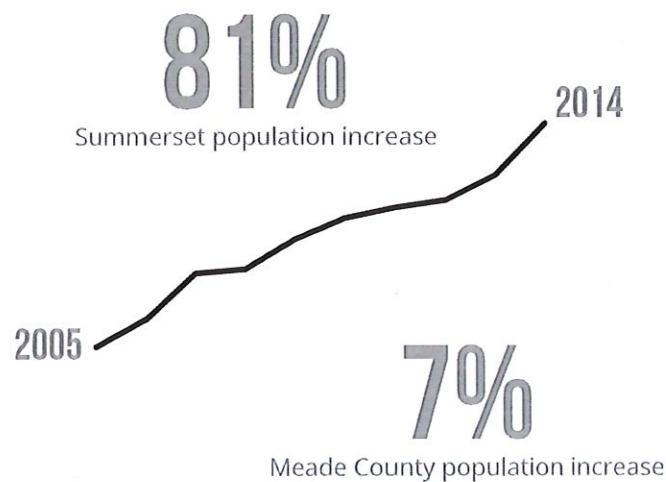
PARKS AND RECREATION Developing an off-street trail system for biking and walking, creating a community recreation center, and developing playgrounds and athletic fields were the major priority areas for respondents. In addition, the survey asked how satisfied respondents were with existing parks and recreation facilities. Forty-two percent were either highly dissatisfied or somewhat dissatisfied. Thirty-two percent were somewhat satisfied and four percent were highly satisfied.

PUBLIC INFRASTRUCTURE The importance of walking and biking to Summerset residents was also apparent in the public infrastructure section of the community survey. The top priority for respondents was to develop pedestrian and bicycling paths. This was followed by upgrading the city’s wastewater treatment plant in order to address increases in demand within the city and fixing existing drainage issues. Adopting a Capital Improvement Plan that identifies and schedules public infrastructure projects over a five-year time frame also ranked highly among respondents.

MY SUMMERSET

COMMUNITY PROFILE

Summerset has many unique qualities that set it apart from the rest of the region, and even the rest of South Dakota. Today the city is defined by its new residential developments and its bedroom community character. In general, Summerset is made up of young, highly-educated families. Incomes are high, and the vast majority of residents work in professional careers in neighboring communities. The city continues to see a boom in housing development and rising home values.



In 2005, when Summerset was incorporated the city's population was 1,237. Most recent Census estimates place Summerset's population at 2,240 people. In comparison, Meade County experienced a 7% population increase in the same time period. Piedmont was the only community in the region to surpass Summerset's population growth rate from 2005-2014; the majority of Piedmont's growth can be attributed to voluntary annexations.

3.05

Summerset average household size



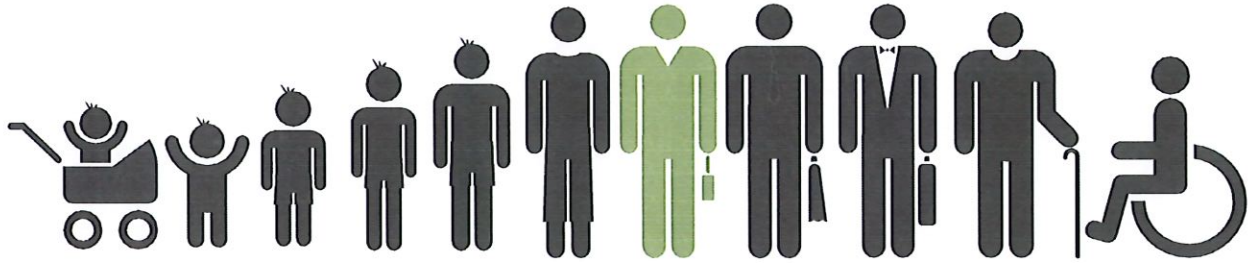
2.45

South Dakota average household size

Household size also sets Summerset apart from the rest of South Dakota, with an average of 3.05 people per household, the majority of which are family households. The average household size for South Dakota is 2.45 people per household.

THE SUMMERSET MARKET

ESRI Tapestry lifestyle data looks at demographic and socioeconomic characteristics for neighborhoods and zip codes throughout the United States. Each neighborhood is then put into one of 67 unique segments based on lifestyle choices, buying habits, and how people spend their free time. Summerset fits into two



28.5

Summerset median age

Summerset is a young city in more ways than one. The median age for the city is 28.5 years old. Compare this to the median age for South Dakota of 36.8. Further, almost one-third of the city's population is 14 years old or younger; in both Meade County and South Dakota, 20 percent of residents fall within this age group. Only 5 percent of Summerset residents are 65 years old and over, compared to 13 percent of Meade County and 15 percent of South Dakota.

36.8

South Dakota median age



\$179,300

Summerset median home value

\$135,700

South Dakota median home value

The Census estimates that as of 2014 there were 785 housing units in Summerset, 734 of which were occupied. Sixty-eight percent of the occupied units were owner-occupied. The median home value for owner-occupied units in Summerset is \$179,300. In South Dakota the median home value for owner-occupied units is \$135,700 and for Meade County it's \$158,100.

segments: "Green Acres" and "Middleburg." Those that fall into the Green Acres group are described as avid DIYers and outdoors enthusiasts. Middleburgs are described as "more country than rock and roll...thrifty...rely on mobile device to stay in touch...prefer to buy American and travel in the US." To find out more visit: ersi.com.

MY SUMMERSET

COMMUNITY PROFILE

\$75,698

Summerset average household income



\$65,425

South Dakota average household income

The average annual household income for Summerset is \$10,000 higher per year than that of South Dakota. Eighty percent of Summerset's population 16 years old and over are in the labor force. Thirty-one percent are employed in management, business, sciences and arts occupations and 26 percent are employed in sales and office occupations.

96%

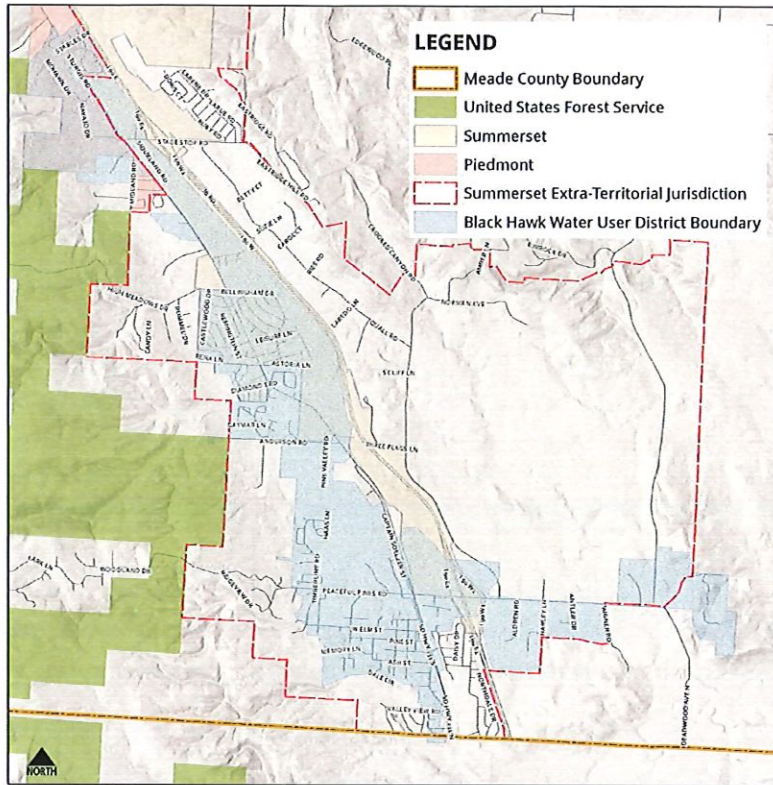
Summerset residents with high school diploma



90.7%

South Dakota residents with high school diploma

Ninety-six percent of Summerset residents 25 years old and over have a high school diploma, and 28 percent have a bachelor's degree or higher. Sixty percent of residents enrolled in school are in grades 1st through 8th and 9 percent are in grades 9-12.



WATER SERVICE

The Black Hawk Water User District provides water service to the majority of Summerset. The Diamond D Water Company provides service to the Sun Valley Estates Subdivision.

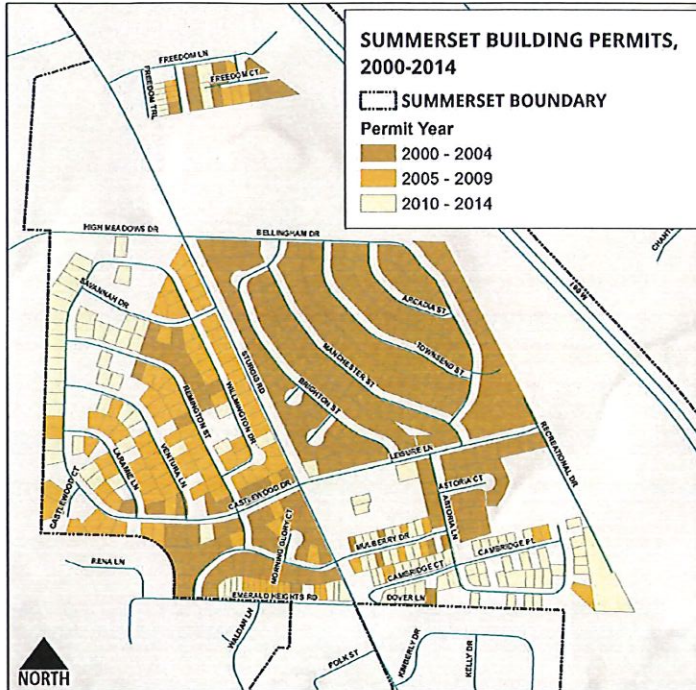


SEWER SERVICE

Summerset owns and operates its own sewer system. The city is currently working on a facilities plan in order to determine a plan and schedule of improvements to the sewer treatment plant.

MY SUMMERSET

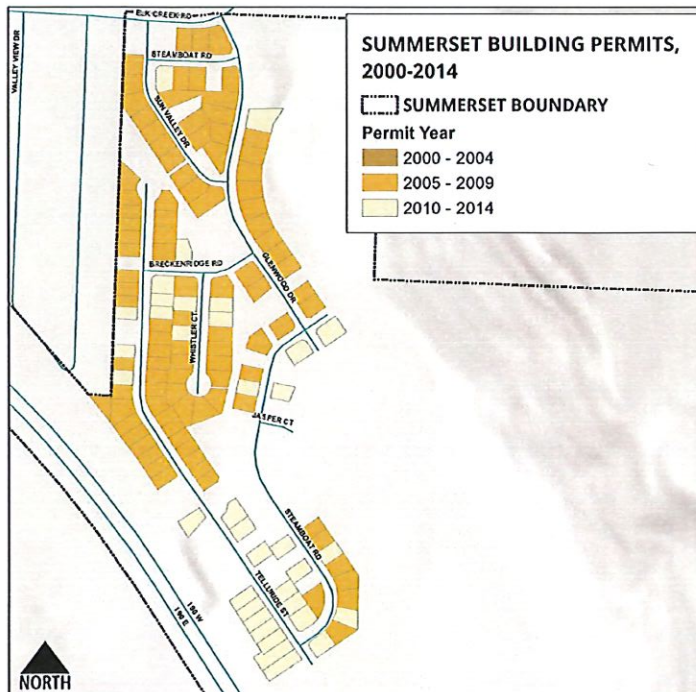
COMMUNITY PROFILE



RESIDENTIAL DEVELOPMENT

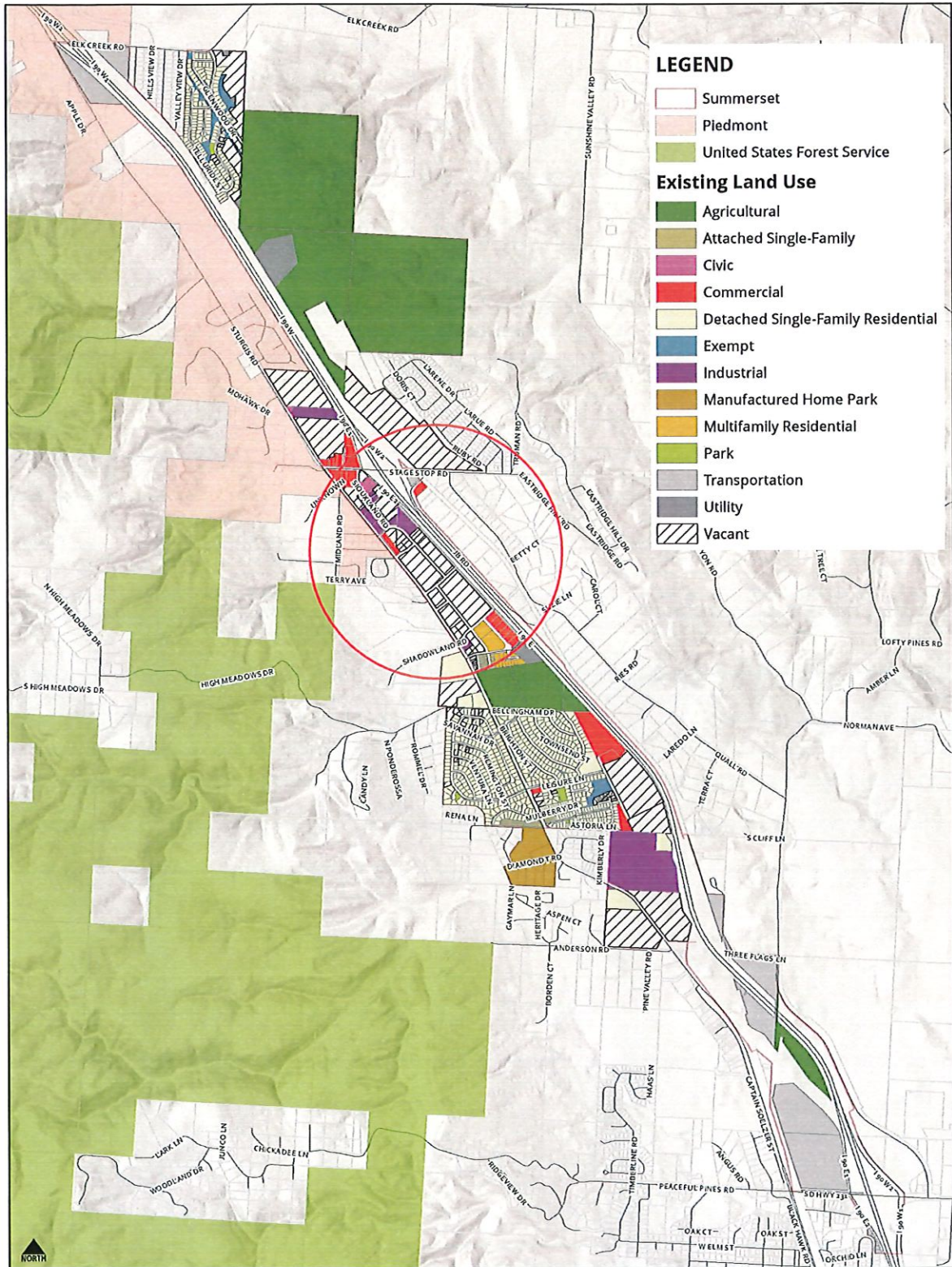
The maps to the right show the progressive development of Summerset's residential areas. The Summerset Subdivision (top), located in the southern portion of the city developed first. The initial phase of construction occurred east of Sturgis Road, and was for the most part complete by the time the city was incorporated. There are still a few vacant lots west of Sturgis Road, but the majority of the subdivision is built out.

The Sun Valley Estates Subdivision (bottom) developed after incorporation. The remaining platted lots are being developed with homes, and the remaining unplatted portion of the subdivision is expected to be developed within the next 2 to 3 years.



COMMERCIAL DEVELOPMENT

Over 50 percent of the vacant land within Summerset city limits is zoned as General Commercial. The commercial area between Stage Stop Road and Freedom Lane has been slow to develop, and much of the development that has occurred is light industrial in nature.



WHO WILL WE BECOME?

A VISION FOR SUMMERSET'S FUTURE

Through the planning process, a number of major themes emerged: the importance of establishing a more defined sense of place and community within Summerset; the desire for more commercial development and outdoor recreation opportunities; the value placed on maintaining quality residential development within the city's neighborhoods; the efficiencies that can be realized by building partnerships among the various entities within the Piedmont Valley; and, the important role that citizens will play in moving the city forward.

Based on these themes, three guiding principles were developed to provide a framework for refining the vision set forth by Summerset's citizens: Community Character; Collaboration; and, Citizen Engagement. These principles and their related goal statements serve as the basis for Summerset's vision for 2026, provide focus to the city's planning efforts, will guide project and program development, as well as public policy and decision making.

These principles and their related goals are further supported by action items, outlined in the following sections, which detail specific strategies that serve to advance the guiding principles, and therefore, the city's vision. Specific action items under each principle were established in the areas of land use, transportation, economic development, housing, community facilities and services, public infrastructure, and parks and recreation. Therefore, these principles will be integrated into every city department and service. The Action Plan Tables in the following section prioritize each action item, sets a 5-year or 10-year time frame for implementation, link each item to its related city element (department or service), and identify implementation champions who will be responsible for taking the leadership role on the item's implementation, and partners who will provide support.



MY SUMMERSET 2026



COMMUNITY CHARACTER

Summerset will be defined by its high-quality residential neighborhoods, outdoor recreation amenities, and vibrant commercial areas.



COLLABORATION

Summerset will partner with homeowners' associations, developers, non-profit organizations, neighboring communities, and political entities within the region to enhance the quality of life for all residents of the Piedmont Valley.



CITIZEN ENGAGEMENT

Summerset's citizens will be involved in local government and public decision making.





COMMUNITY CHARACTER

Summerset will be defined by its high-quality residential neighborhoods, outdoor recreation amenities, and vibrant commercial areas.

As growth continues it will be important to preserve those things that Summerset residents value about their city: its family-friendly atmosphere; clean and quiet neighborhoods; easy access to surrounding employment centers; the natural environment; and, high-quality housing. It will also be important to further define the city's character. Exploring the development of design guidelines for residential, commercial, and gateway areas will help create a defined physical character for the city. Many feel that a focus on building the city's parks and recreation assets and the development of a network of trails will also help to create a community image for Summerset. The continued planning and development of outdoor recreation will also provide an opportunity to attract new residents, create an economic niche, provide alternative transportation options, and add value to the city's residential neighborhoods.

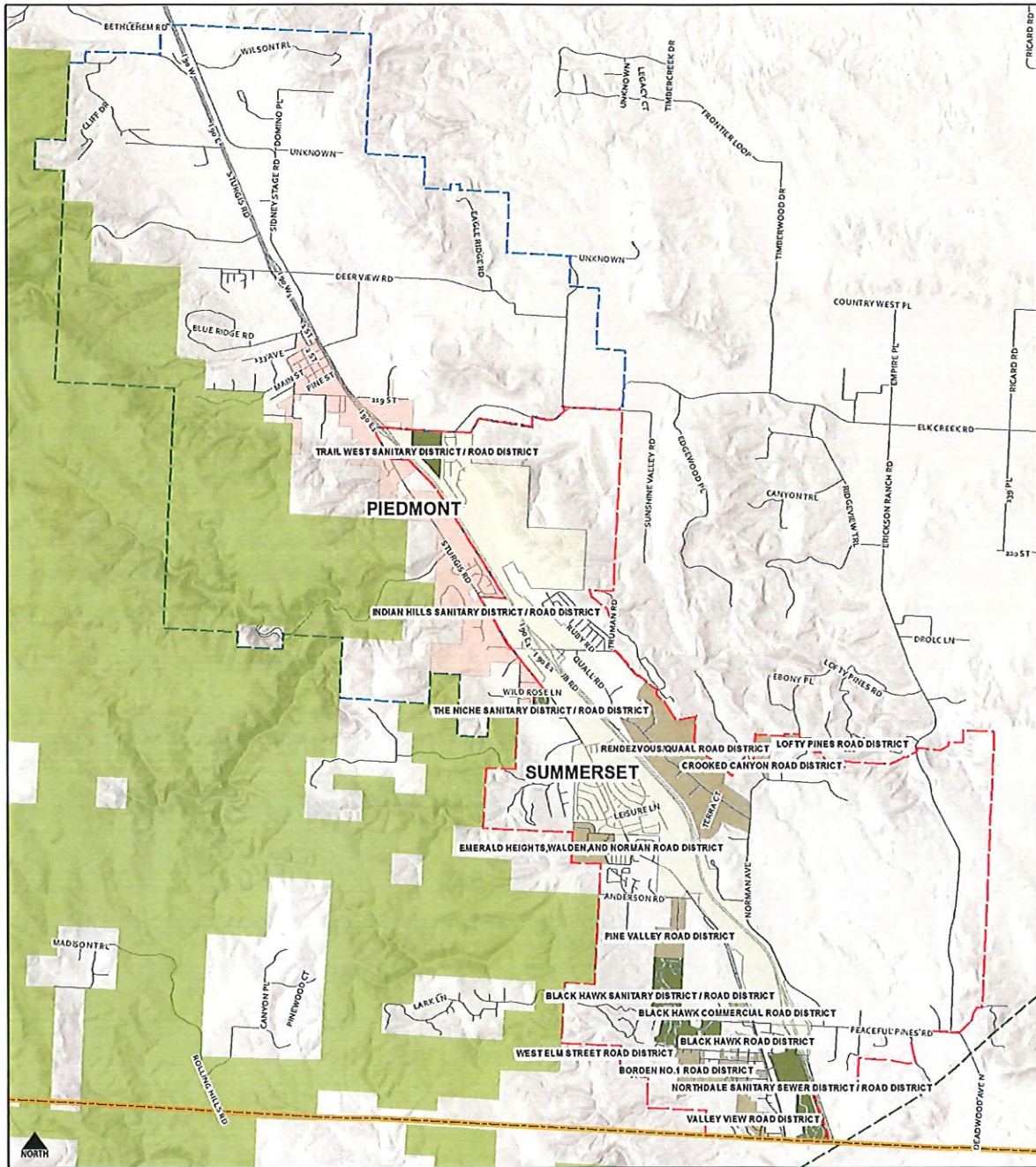
Protecting the safety and quality of the city's residential neighborhoods is also a major concern for citizens. Strengthening the enforcement of property maintenance ordinances and the development of new regulations and programs aimed at maintenance and construction standards will ensure that the quality of life in Summerset's residential areas is protected. New housing types will be necessary for the future of Summerset. The majority of the city's existing single-family lots have been developed, and there is little room within city limits for additional single-family housing development. Either zoning changes will need to occur to allow more single-family residential housing, or higher-density housing types will need to be developed. If higher-density housing is developed, the community must have input into where and how it develops to ensure that it adds value to the city's existing housing stock.

Finally, the lack of development of locally-oriented retail and service uses, and the continuing development of light industrial types of uses within the city's commercially zoned areas are an issue. Throughout the planning process, it was clear that there is a strong desire for the commercial areas to be commercial, not industrial. The city will need to continue to work with developers to explore ways to tap into the city's market potential and review their zoning regulations to ensure that the desired character of commercial areas is reinforced in each development proposal.

COMMUNITY CHARACTER ACTION PLAN

ACTION ITEMS	ELEMENT	CHAMPION	PARTNERS
5-YEAR ACTIONS			
Focus efforts on the enforcement, review, and updating of property maintenance ordinances.	COMMUNITY FACILITIES & SERVICES	LAW ENFORCEMENT COMMISSIONER	P & Z Commission Code Administrator City Administrator Police Department Residents
Develop and adopt a Capital Improvement Plan to ensure that public infrastructure improvements support the continued development of high-quality residential areas, vibrant commercial areas, and business development.	PUBLIC INFRASTRUCTURE	PUBLIC WORKS COMMISSIONER	City Engineer Black Hills Council City Administrator Finance Officer
Initiate the development of a marketing plan in order to spur interest in developing Summerset's commercial areas.	ECONOMIC DEVELOPMENT	CITY ADMINISTRATOR	Black Hills Community Economic Development Black Hills Business Council Foothills Chamber
Encourage transitions between commercial development and adjacent residential uses, such as landscaping buffers, greater setbacks, and site design considerations to mitigate potential negative impacts on residential neighborhoods from commercial development.	HOUSING	PLANNING AND ZONING COMMISSION CHAIR	City Administrator City Clerk Black Hills Council Developers
Explore the development of residential design guidelines to ensure that new development, single-family, townhouses, retirement housing, and apartments are compatible with the desired residential design character of Summerset.	HOUSING	PLANNING AND ZONING COMMISSION CHAIR	City Administrator City Clerk Black Hills Council Developers Residents
Monitor police, fire, and emergency management functions to ensure that public safety needs are met as the city continues to develop and grow.	COMMUNITY FACILITIES & SERVICES	CHIEF OF POLICE	Code Administrator Piedmont VFD Black Hawk VFD Meade County Emergency Management
Explore the implementation of developer incentives and/or requirements to incorporate parks, trails, or public squares into both commercial and residential developments.	PARKS & RECREATION	CITY ADMINISTRATOR	Planning and Zoning Commission City Clerk
Initiate a review of existing land use regulations to ensure that they are effectively guiding the physical development of Summerset's commercial and residential areas.	LAND USE	PLANNING AND ZONING COMMISSION CHAIR	City Administrator Black Hills Council
Encourage the integration of parks and trails throughout new housing development areas.	HOUSING	PARKS BOARD CHAIR	Planning and Zoning Commission City Administrator SD Game, Fish, and Parks
Ensure that considerations for walkers and bicyclist are incorporated into the development of new streets.	TRANSPORTATION	PUBLIC WORKS COMMISSIONER	City Engineer City Administrator Rapid City Metropolitan Planning Organization SD Department of Transportation

ACTION ITEMS	ELEMENT	CHAMPION	PARTNERS
10-YEAR ACTIONS			
Develop a parks and recreation plan that will offer a phased approach to the development of public parks and connects residential neighborhoods, commercial areas, schools, natural areas, and neighboring communities via a trail system.	PARKS & RECREATION	PARKS BOARD CHAIR	City Engineer Rapid City Metropolitan Planning Organization SD Department of Transportation SD Game, Fish, and Parks
Initiate the development of an economic development plan that identifies potential niche businesses and industries for Summerset.	ECONOMIC DEVELOPMENT	CITY ADMINISTRATOR	Black Hills Community Economic Development Black Hills Business Council Foothills Chamber
Explore policies and incentives to attract new businesses within targeted industries in Summerset.	ECONOMIC DEVELOPMENT	CITY ADMINISTRATOR	Black Hills Community Economic Development Black Hills Business Council Foothills Chamber
Explore the development of landscaping, lighting and signage standards at Summerset's gateways.	LAND USE	PLANNING AND ZONING COMMISSION CHAIR	City Administrator Black Hills Council
Explore ways to strengthen the connections to, and market Summerset's proximity to the Black Hills National Forest.	ECONOMIC DEVELOPMENT	CITY ADMINISTRATOR	Black Hills Community Economic Development Black Hills Business Council Foothills Chamber
ONGOING ACTIONS			
Ensure that all proposed development conforms to the city's adopted design criteria manual.	PUBLIC INFRASTRUCTURE	PLANNING AND ZONING COMMISSION	City Engineer
Ensure that new development has multiple points of access for emergency response.	TRANSPORTATION	PLANNING AND ZONING COMMISSION	City Engineer
As new development is proposed, ensure that the Summerset Major Street Plan is followed.	TRANSPORTATION	PLANNING AND ZONING COMMISSION	City Engineer
Encourage the incorporation of pedestrian and bicyclist amenities, such as bike parking and convenient sidewalk connections into commercial development in order to encourage walking and biking throughout the city.	TRANSPORTATION	PLANNING AND ZONING COMMISSION	Developers
As the city grows, maintain compliance with FEMA's Flood Insurance Program and encourage flood insurance participation in flood prone areas.	LAND USE	CITY ADMINISTRATOR	Meade County Planning City Engineer Meade County Emergency Management
Regularly monitor existing parks and athletic facilities to identify maintenance issues and address changing needs.	COMMUNITY FACILITIES & SERVICES	PARKS COMMITTEE	Residents
Continually monitor the availability of land for further housing development and initiate zoning changes in the event of shortages.	HOUSING	PLANNING AND ZONING COMMISSION	Developers Real Estate Agents
Schedule periodic reviews of the Summerset Major Street Plan and amend the plan as conditions warrant.	TRANSPORTATION	PLANNING AND ZONING COMMISSION	City Engineer



LEGEND

- Meade County Boundary
- United States Forest Service
- Summerset Extra-Territorial Jurisdiction
- Piedmont Extra-Territorial Jurisdiction
- Rapid City Extra-Territorial Jurisdiction
- Summerset
- Piedmont
- Road Districts
- Sanitary Districts

PIEDMONT VALLEY ENTITIES

As shown on this map there are numerous political entities within the Piedmont Valley. Coordinated planning and partnerships will provide efficiencies in the delivery of services and the continued development of the area.



COLLABORATION

Summerset will partner with homeowners associations, developers, non-profit organizations, neighboring communities, and political entities within the region to enhance the quality of life for all residents of the Piedmont Valley.

Many issues cross jurisdictional lines, and nowhere is that more evident than in the Piedmont Valley. There are numerous political entities within the Piedmont Valley all working independently to provide various basic services to their residents. As the area continues to see aggressive growth and development, coordination and collaboration will be key to the future of Summerset, and of the entire Piedmont Valley.

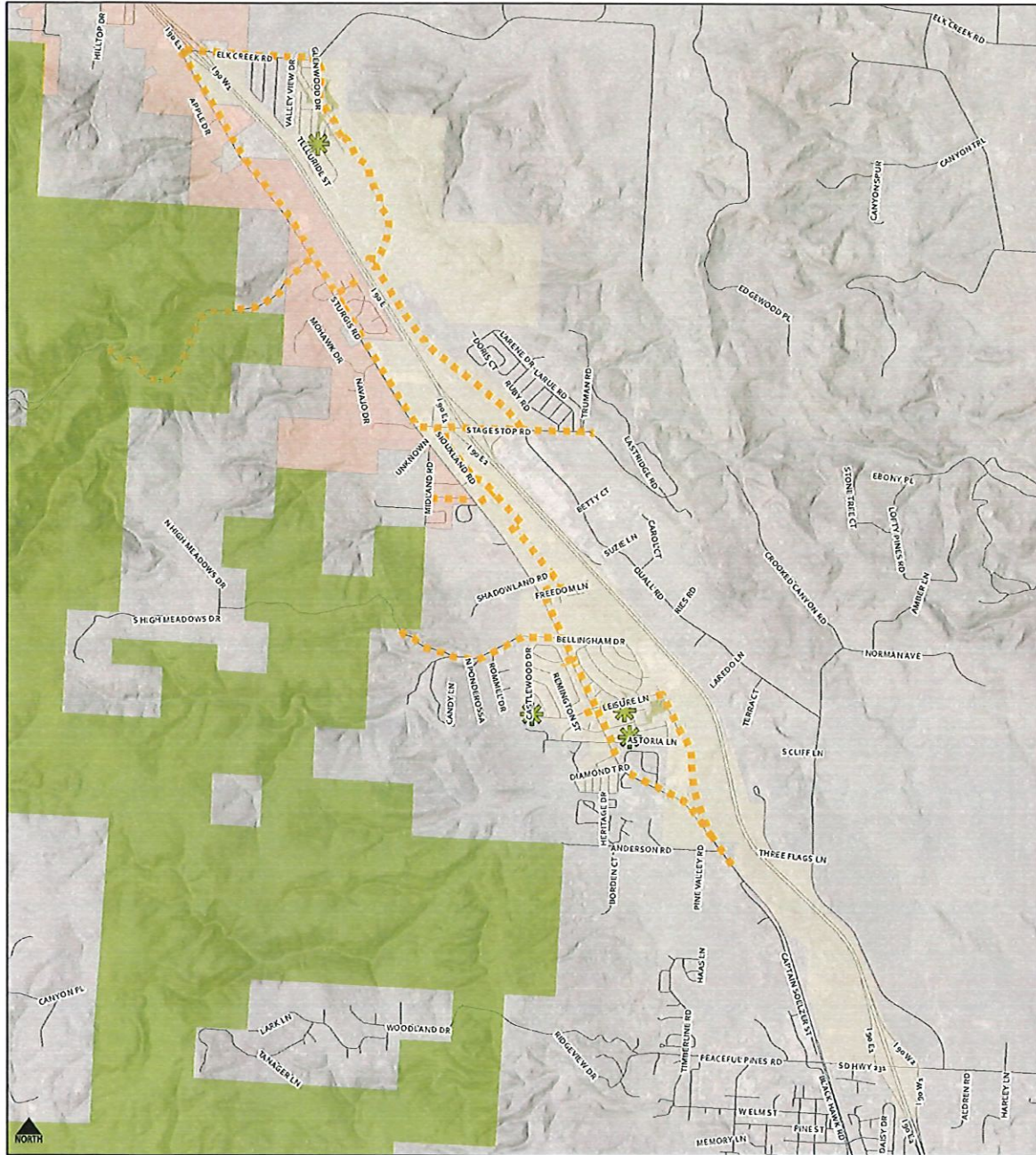
In recent years, great strides have been made particularly between Piedmont and Summerset on partnering on projects and planning that affects both cities. However, there are still many areas in which Summerset would benefit from further collaboration with other neighboring entities. For example, there are multiple water and sanitary districts within the area; therefore, exploring a more regional approach to the delivery of these services may provide long-term efficiencies and cost savings.

In addition, transportation planning within the Piedmont Valley affects many different entities, including the State of South Dakota, Meade County, Rapid City and Meade School Districts, Piedmont, Summerset, Rapid City, and the area's many road districts. Continued transportation planning coordination will benefit the entire Piedmont Valley.

COLLABORATION ACTION PLAN

ACTION ITEMS	ELEMENT	CHAMPION	PARTNERS
5-YEAR ACTIONS			
Partner with existing economic development groups to build capacity and highlight regional assets to attract commercial development and businesses to Summerset.	ECONOMIC DEVELOPMENT	CITY ADMINISTRATOR	Black Hills Community Economic Development Black Hills Business Council Foothills Chamber Rapid City Economic Development Sturgis Economic Development
Explore the possibility of periodic joint meetings between the Meade County, Piedmont and Summerset Planning and Zoning Commissions to discuss proposed development within each city's extra-territorial jurisdiction as well as long-range planning issues.	LAND USE	PLANNING AND ZONING COMMISSION CHAIR	Piedmont P & Z Meade County P & Z
Continue to reach out to the sanitary and water districts within Summerset and its extra-territorial jurisdiction in order to coordinate facility planning and promote efficiency in the provision of sewer and water services.	PUBLIC INFRASTRUCTURE	PUBLIC WORKS COMMISSIONER/ UTILITY COMMISSIONER	City Administrator Regional Water & Sanitary Districts
Partner with Piedmont and Meade County to implement a mosquito control plan.	COMMUNITY FACILITIES & SERVICES	CITY ADMINISTRATOR	Meade County Weed & Pest Piedmont
10-YEAR ACTIONS			
Partner with Piedmont and the Meade School District to explore the implementation of a Safe Routes to Schools Program for the Piedmont Valley.	TRANSPORTATION	MAYOR	Black Hills Council Piedmont Meade School District SD Department of Transportation
Explore opportunities for shared athletic fields and park space with Meade School District.	PARKS & RECREATION	MAYOR	Meade School District
Continue to support Meade School District in the development of a middle school and high school in Summerset.	COMMUNITY FACILITIES & SERVICES	MAYOR	Meade School Board Black Hawk Piedmont Parent Teacher Associations
Partner with local organizations and neighboring political entities to initiate a housing study for the Piedmont Valley.	HOUSING	CITY ADMINISTRATOR	SD Housing Authority
Partner with the South Dakota Department of Transportation and Piedmont to develop sidewalks along Sturgis Road and Elk Creek Road.	TRANSPORTATION	MAYOR	SD Department of Transportation Meade County Piedmont
Work with existing homeowners' associations to identify areas within private covenants that would be more effectively enforced by the city, and consider ordinances to implement these.	HOUSING	PLANNING AND ZONING COMMISSION CHAIR	Homeowners Association

ACTION ITEMS	ELEMENT	CHAMPION	PARTNERS
Work together with Piedmont, Meade County, the South Dakota Department of Transportation, and the Rapid City Metropolitan Planning Organization to secure funding to construct the Piedmont Valley Shared Use Path.	PARKS & RECREATION	MAYOR	Black Hills Council Piedmont Meade School District SD Department of Transportation SD Game, Fish, and Parks
ONGOING ACTIONS			
Continue to support the emergency services work of the Piedmont and Black Hawk Volunteer Fire Departments.	COMMUNITY FACILITIES & SERVICES	BOARD OF COMMISSIONERS	Meade County
Continue to seek input and coordinate with Meade County regarding platting proposals within the city's extra-territorial jurisdiction.	LAND USE	PLANNING AND ZONING COMMISSION	Meade County Planning Department
Continue to work with the South Dakota Department of Transportation, Meade County, Rapid City Metropolitan Planning Organization, and the city of Piedmont on the planning and implementation of local transportation projects.	TRANSPORTATION	BOARD OF COMMISSIONERS	Planning & Zoning Commission SD Department of Transportation Piedmont Rapid City Metropolitan Planning Organization
Partner with the Meade County Planning Department to maintain utility, transportation, and land use mapping data for the city and its extra-territorial jurisdiction.	PUBLIC INFRASTRUCTURE	CITY ADMINISTRATOR	Meade County Planning Department
Work with Meade County to limit development in floodplain areas.	LAND USE	BUILDING OFFICIAL	Meade County Planning Department City Engineer

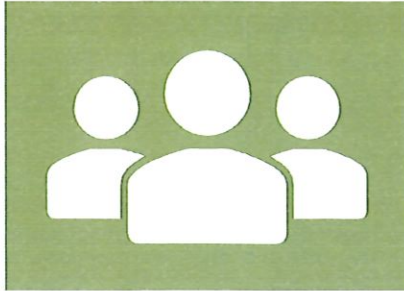


LEGEND

- Summerset
- Piedmont
- United States Forest Service
- Piedmont Valley Shared Use Path Routing
- Open Space
- Park

PIEDMONT VALLEY SHARED USE PATH

The Piedmont Valley Shared Use Path Study was completed by FourFront Design, Inc. in 2013. The Study provided recommended long-term plans to incorporate a shared-use path to improve pedestrian and cyclist options in the region.



CITIZEN ENGAGEMENT

Summerset's citizens will be involved in local government and public decision making.

The implementation of this comprehensive plan, and its vision, will not happen without its citizens. Summerset has a small staff of busy employees, and some of the responsibility for the implementation of this plan will fall upon these staff people. However, in order for the plan to be successful it will take a concerted effort on the part of Summerset's citizens to move it forward, take on the areas that mean the most to them, and encourage their neighbors to do the same.

Because Summerset is a new city, there is still a lot of community building that is happening. Encouraging citizen involvement, and building the capacity of the city's volunteer organizations will help to further build connections, and community among its residents, while at the same time helping Summerset realize its vision.

CITIZEN ENGAGEMENT ACTION PLAN

ACTION ITEMS	ELEMENT	CHAMPION	PARTNERS
5-YEAR ACTIONS			
Explore additional means of public notification to ensure that residents are informed about, and have the ability to comment on proposed development.	LAND USE	MAYOR	Planning & Zoning Commission City Administrator
Encourage Summerset business owners, city staff, and residents in their involvement in local economic development and business groups.	ECONOMIC DEVELOPMENT	CITY ADMINISTRATOR	Black Hills Community Economic Development Black Hills Business Council Foothills Chamber
Incorporate public engagement into all infrastructure planning.	PUBLIC INFRASTRUCTURE	PUBLIC WORKS COMMISSIONER	City Administrator City Clerk
Engage citizens in the development of a parks plan.	PARKS & RECREATION	MAYOR	Parks Board
Work with local residents to perform a walk audit of Summerset in order to help inventory sidewalk locations, conditions, gaps, and safety.	TRANSPORTATION	PUBLIC WORKS COMMISSIONER	City Administrator SD Department of Transportation

ACTION ITEMS	ELEMENT	CHAMPION	PARTNERS
10-YEAR ACTIONS			
Work with neighborhood associations to improve natural disaster awareness and preparedness in the event of wildfires and flooding.	COMMUNITY FACILITIES & SERVICES	CHIEF OF POLICE	Meade County Emergency Management
Encourage the development of neighborhood associations.	HOUSING	MAYOR	City Administrator
Encourage public involvement in neighborhood and city safety issues, as well as the development of neighborhood watch groups.	COMMUNITY FACILITIES & SERVICES	CHIEF OF POLICE	Residents
ONGOING ACTIONS			
Support the efforts of the city's Parks Board and their work to further develop the parks and recreation opportunities within Summerset.	PARKS & RECREATION	BOARD OF COMMISSIONERS	City Administrator
Support the efforts of the Summerset Planning and Zoning Commission in the development and updating of the city's long-range plans, review of development proposals, and the development of new programs.	LAND USE	BOARD OF COMMISSIONERS	City Administrator
Support Summerset's homeowners' associations and neighborhood associations in their efforts to make improvements to their neighborhoods.	HOUSING	BOARD OF COMMISSIONERS	City Administrator
Continue to inform the residents of state, local, and regional transportation planning efforts and construction projects.	TRANSPORTATION	BOARD OF COMMISSIONERS	City Administrator
Continue to provide a welcoming environment at City Hall that focuses on customer service and encourages citizen participation.	COMMUNITY FACILITIES & SERVICES	BOARD OF COMMISSIONERS	City Staff
Ensure that Summerset is represented on Rapid City Metropolitan Planning Organization committees.	TRANSPORTATION	BOARD OF COMMISSIONERS	City Administrator

FUTURE LAND USE & MAJOR STREET PLAN

FUTURE LAND USE PLAN

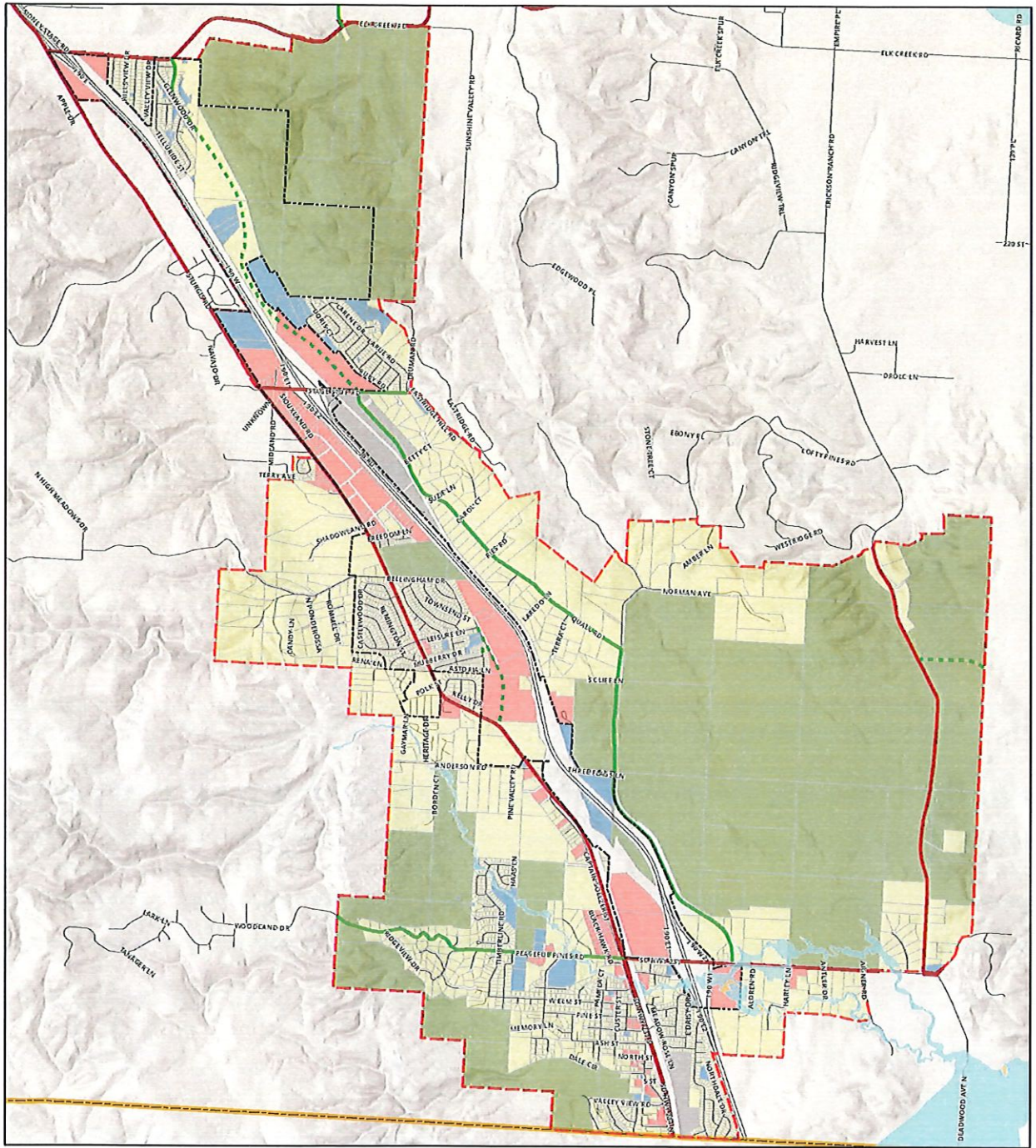
The Summerset Future Land Use Plan is a guide for future development decisions and infrastructure improvements. The Future Land Use Plan provides generalized future land use patterns within the city and within its extra-territorial platting jurisdiction as shown on the map. The Future Land Use Plan also serves as a guide for future zoning changes. The land use categories presented in the Future Land Use Plan are intentionally broad and are defined as follows:

- **Residential:** The Residential land use category is intended for the creation and maintenance of residential neighborhoods.
- **Commercial:** The Commercial land use category is intended for a full range of retail and service businesses with a local or regional market.
- **Industrial:** The Industrial land use category is intended for manufacturing, processing, and warehousing businesses.
- **Agricultural:** The Agricultural land use category preserves land for agricultural purposes.
- **Public/Quasi-Public:** The Public land use category is intended for parks, governmental, educational, non-profit, religious, and public works uses.

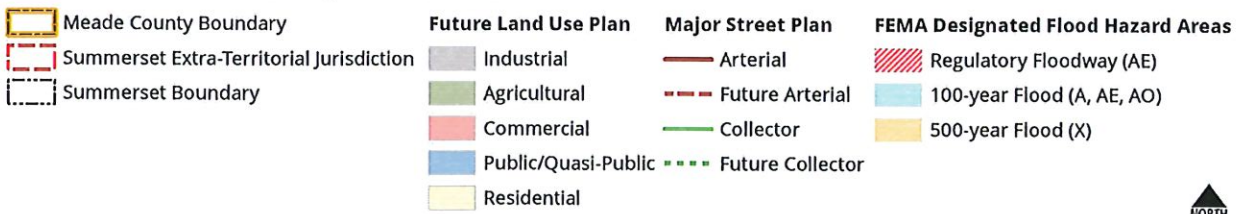
MAJOR STREET PLAN

In order to integrate transportation planning with land use planning, Summerset's Major Street Plan is also included on the city's Future Land Use Plan. The Major Street Plan identifies the most efficient and appropriate street system to meet the needs of Summerset. The purpose of the plan is to identify roadways that provide linkages within the community and to the surrounding region and as development occurs along these routes that the appropriate alignments and right-of-way widths are created or preserved. The proposed alignments are conceptual; the actual alignments may vary depending on proposed development plans and engineering designs. By planning for an efficient and connected street system, congestion is minimized, emergency response is enhanced, and the character of different areas of the city is reinforced. The street classifications are defined as follows:

- **Arterial Streets:** Carry longer-distance trips for regional, inter-community, and commuting purposes. There are a limited number of intersections and direct property access is limited. These streets have higher speeds and higher traffic volume.
- **Connector Streets:** Distribute traffic between Arterials and Local Streets. Trip lengths are moderate and there are moderate to high travel speeds. Intersections are typically stop controlled with rare instances of signalization.
- **Local Streets:** Provide access to adjacent uses and serve access functions for neighborhoods or developments. The streets are shorter, limited lengths with lower travel speeds.



FUTURE LAND USE AND MAJOR STREET PLAN



AMENDMENTS & REVIEWS

It is anticipated that the comprehensive plan will require amendments due to changes in community trends and development. As other plans, like a parks plan, are developed, the comprehensive plan will need to be reviewed and amended to be consistent. In order to ensure that the comprehensive plan remains an effective guiding document, it is recommended that the plan be reviewed, evaluated, and updated as follows:

- The Planning and Zoning Commission will conduct a minor review and evaluation of the comprehensive plan annually. This review will have three components: proposed amendments submitted by the public; a review any changing conditions that might impact the goals and action items established in this plan; and, a review and report on progress toward meeting the plan's action items. The Planning and Zoning Commission will establish a schedule and procedure for this annual review. In addition, it may be required to amend the comprehensive plan to maintain consistency with other newly adopted or amended city plans and new development proposals.
- The Planning and Zoning Commission will conduct an update of the comprehensive plan every ten years. The Planning and Zoning Commission will establish a schedule for this update. This update will include an of the background information contained in the plan, a public participation process, a review and update of the principles, goals, and action items contained in the plan.

As part of these reviews and evaluations, the Planning and Zoning Commission shall make a recommendation on the proposed amendments and revisions to the comprehensive plan for formal consideration by the City Commission. Any such proposed amendments will be reviewed and considered following the process and procedures required for preparation and adoption of a comprehensive plan; and if adopted, will be incorporated into a revised comprehensive plan document. The Planning and Zoning Commission has established criteria to assist in the evaluation of proposed comprehensive plan amendments as required.

ADOPTION RESOLUTION

RESOLUTION 2016-26

RESOLUTION AMENDING THE SUMMERSET COMPREHENSIVE PLAN, PROVIDING FOR THE REVIEW THEREOF, AND PROVIDING FOR THE PHYSICAL DEVELOPMENT OF THE CITY HEREWITH

WHEREAS, the City of Summerset has engaged in the comprehensive planning process for the physical development of the municipality, including the areas outside the boundary and within its planning jurisdiction since the initial Summerset Comprehensive Plan was adopted in 2008; and

WHEREAS, the Planning and Zoning Board of the City of Summerset, after careful study and a public hearing in accordance with SDCL 11-6-7, recommends to this Commission a comprehensive plan for the Summerset area; and

WHEREAS, the City Commission of Summerset, South Dakota, carefully considered the document dated August 3, 2106 with the accompanying maps, charts and explanatory matter, and encompassing the basic principles, goals, and action items of the Summerset Comprehensive Plan is hereby reaffirmed; and

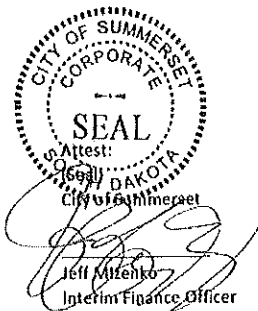
WHEREAS, the Comprehensive Plan constitutes a suitable, logical, and timely plan for future development of Summerset.

NOW THEREFORE BE IT RESOLVED, that in order for the Comprehensive Plan to be current with the needs of the Summerset area, the Planning and Zoning Board shall prepare an annual update that summarizes all of the action items that were completed during the year or are in progress.

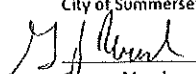
BE IT FURTHER RESOLVED, that minor updates to the Comprehensive Plan may occur at least every five years and shall include an updated or new Community Profile, and updated Action Plan and new or revised principles and goals.

BE IT FURTHER RESOLVED, that the principles, goals and action items developed in the Comprehensive Plan shall be the basis for developing the priority driven budget process for the City of Summerset.

Dated this 3rd day of November, 2016



Attest:
 Jeff Milenko
 Interim Finance Officer

City of Summerset

 George Mandas
 Mayor

CITY OF SUMMERSSET

CAPITAL IMPROVEMENT PLAN

SOUTH DAKOTA

GOVERNOR'S OFFICE OF ECONOMIC DEVELOPMENT

FISCAL YEARS | 2025-2029



FOR:

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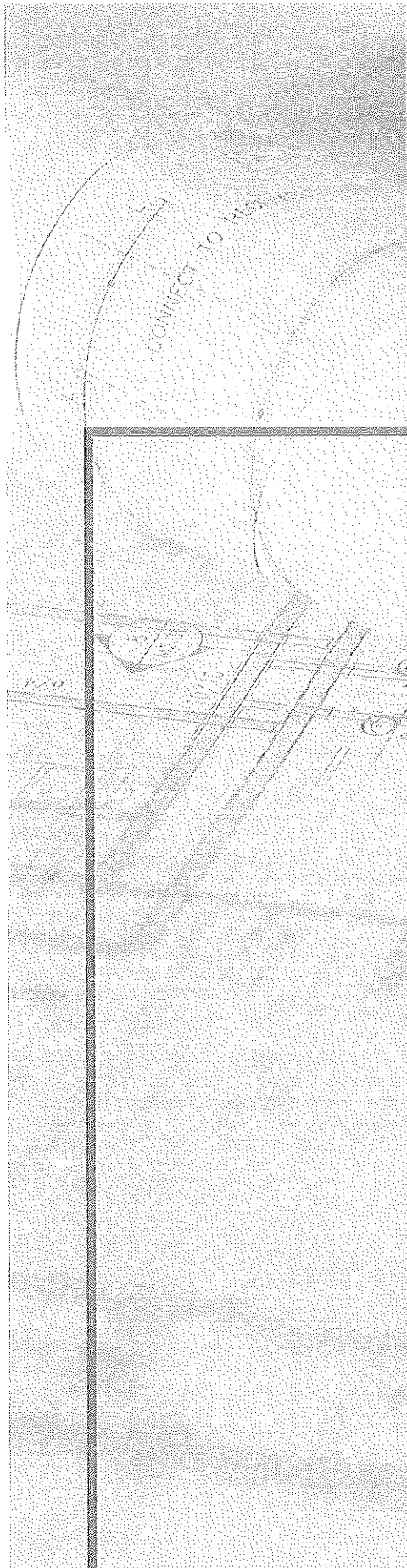
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PROJECT # 23-27968

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INTRODUCTION + PURPOSE

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INTRODUCTION + PURPOSE

OVERVIEW

The Capital Improvement Plan (CIP) is a community planning and budgeting tool used to coordinate the identification, timing, and financing of public improvements and major expenditures to a City's infrastructure, equipment, and structures. The CIP includes priority ranking, schedules of project funding, an estimate of project costs, and anticipated financing sources. ISG recommends using this CIP as a living document that is reviewed and updated annually to reflect changes in community needs and priorities.

The CIP provides a working blueprint for sustaining and improving the community's infrastructure and assets and ensuring there is collaboration amongst the City's departments on large-scale improvements. The CIP coordinates strategic planning, financial capacity, and physical development.

CAPITAL IMPROVEMENT PLAN SUMMARY

The CIP is a flexible plan based on improvement planning, equipment and technology needs, and financial projections. Identifying these needs helps to schedule the major public improvements that may be incurred by the City over the next five years. A major public improvement or capital expense is any project or item costing at least \$10,000. Flexibility of the CIP is established through annual review and revision if necessary. The annual review ensures that the program becomes a continuing part of the budgetary process and that it is consistent with changing demands, as well as changing patterns in cost and financial resources.

The CIP can be used to describe the overall objectives of City development, the relationship between projects with respect to timing and need, and the City's fiscal capabilities. If the City has a comprehensive plan, the CIP will serve as a tool for implementing the goals and objectives as they relate to major public improvements or expenditures.

The CIP assists with the following:

- » Providing a systematic approach to planning and initiating capital projects and forecasting the anticipated location, timing, and financing of needed public improvement projects
- » Developing a realistic program of capital spending within the City's projected fiscal capability to finance such projects, avoiding significant changes in the tax levy or bonded indebtedness
- » Coordinating public and private improvement projects to allow adequate time for design and engineering, eliminating duplication of effort and expense
- » Informing the public about proposed future projects and expenditures and providing a guiding document for elected and appointed officials
- » Providing the necessary planning and lead time, in addition to meeting other prerequisites required for successful applications, to certain federal and state grants and funding



PROGRAM DEVELOPMENT

The development of this CIP helps provide clarity to determine short- and long-term needs. In addition to determining needed improvements, it is necessary to identify how to fund the improvements. The following factors are taken into consideration in developing plans for project funding.

Identify Funding Sources

The City has two main sources of revenue for projects: property taxes, which make up the general fund, and enterprise funds, which are primarily used for sanitary sewer and water system improvements. Property taxes and general funds are also used to fund other types of projects, such as transportation and parks and recreation improvements.

Grants + Loans

Private, federal, and state grants and loans are often designated toward applicable projects like sanitary sewer, water utility improvements, trails, and playground equipment.

Explore Project Alternatives

Identifying project alternatives provides flexibility in design, which may result in possible cost savings.

Borrowing Versus Budgeting

Borrowing has administrative and bond counsel costs associated with it and an interest rate that may vary. Budgeting and building special improvement funds each year allows a project reserve to be developed. This will give the City more flexibility to use cash reserves instead of borrowing the full amount for a project. The City should consult with their financial advisor when planning for a large capital expenditure to determine which method is most appropriate.

Economies of Scale

It may be advantageous to group projects together when planning improvements. Doing so potentially creates a more desirable and competitive bidding environment, typically resulting in lower overall project costs. In addition, each project is presented and discussed with City representatives to determine the need and priority.

These conversations include the following considerations:

- » Imminent need
- » Public health and safety concerns
- » Extending the life of infrastructure
- » Potential savings in operating and maintenance costs
- » Funding and grant opportunities

SOURCES OF FUNDING

To fund the anticipated capital improvements, the City can use a variety of sources for specific purposes. For instance, the water utility fund will finance water meter installations but not a street overlay. Therefore, it is important to identify the uses and limitations of the various revenue sources. A brief description of potential sources follows.

General Fund Reserves

General Fund Reserves are the funds remaining after subtracting cash flow and emergency amounts from the City's cash balance, sometimes referred to as the fund balance. The use of the General Fund Reserves is not recommended for capital improvements without significant City staff and Council review.

General Obligation (GO) Bonds

General obligation bonds are backed by the full faith and credit of the subject municipality. GO bonds typically have a lower interest rate than revenue bonds and are repaid through the City's power as a taxing entity.

Intergovernmental Transfers

Intergovernmental transfer funds include revenue sharing from a variety of state and county funding programs per State of South Dakota statute, as well as any special funds or grant dollars received from federal or state programs that are designated for a specific project.

Municipal Sales Tax + Municipal Gross Receipts Tax (MGR)

South Dakota has a base sales tax of 4.5% and allows local governments to add a general municipal sales tax of up to an additional 2%. The City receives approximately \$570,000 annually in municipal sales tax dollars. This funding source is a line item in the City's general fund.

Private Sector Funding

This funding source consists primarily of payments made by developers for the purchase of land, the installation of water, sewer, streets, or other related expenditures. It can also refer to donations made to the City by individuals or groups.

Revenue Bonds

These are bonds issued for improvements made for a specific revenue-producing facility or operation. The debt incurred is repaid from the revenue generated by the facility. If the revenue generated is insufficient, then the difference becomes an annual obligation of the taxpayers and an additional tax levy; these are generally not subject to referendum unless the City will exceed their debt capacity. The debt of the City shall not exceed 5% based upon the assessed valuation of the taxable property for the year preceding. A 10% limit is allowed for the purpose of providing sewer and water subject to voter referendum.

Additional information is provided in the financial analysis in the appendix.

Utility Funds

SANITARY SEWER

Sanitary sewer funds consist of revenue generated from charges for sewage disposal. The cost of operations, existing debt service, and system (capital) improvements determines the ultimate charge levied for the service provided.

The City has utility rate surcharges for the following debt services:

- » CWSRF #1 (Sewer Relining), maturity date 2053

STORM SEWER

Storm sewer funds consist of revenue generated by charging storm sewer utility fees that are used to either partially or fully fund stormwater projects and improvements. The City currently does not have a storm sewer utility fee.

Tax Increment Financing (TIF)

In many cases, cities establish special funds to support capital improvements. TIF is an example of a special fund. TIF revenue is a result of improvements or new development that incrementally increases existing tax value over time. This type of funding mechanism is often used to eliminate blighted conditions or fund economic development activities. The City has five TIF districts:

- » TIF #1 (10)
- » TIF #1 (10A)
- » TIF #1 (Overlap)
- » TIF #2 (SS2)
- » TIF #2 (SS2A)

Special Assessments

Special assessments are specific taxes levied with property taxes to meet the cost of public improvements that benefit the property affected. The City has not previously used special assessments to finance improvements.

Cost Recovery

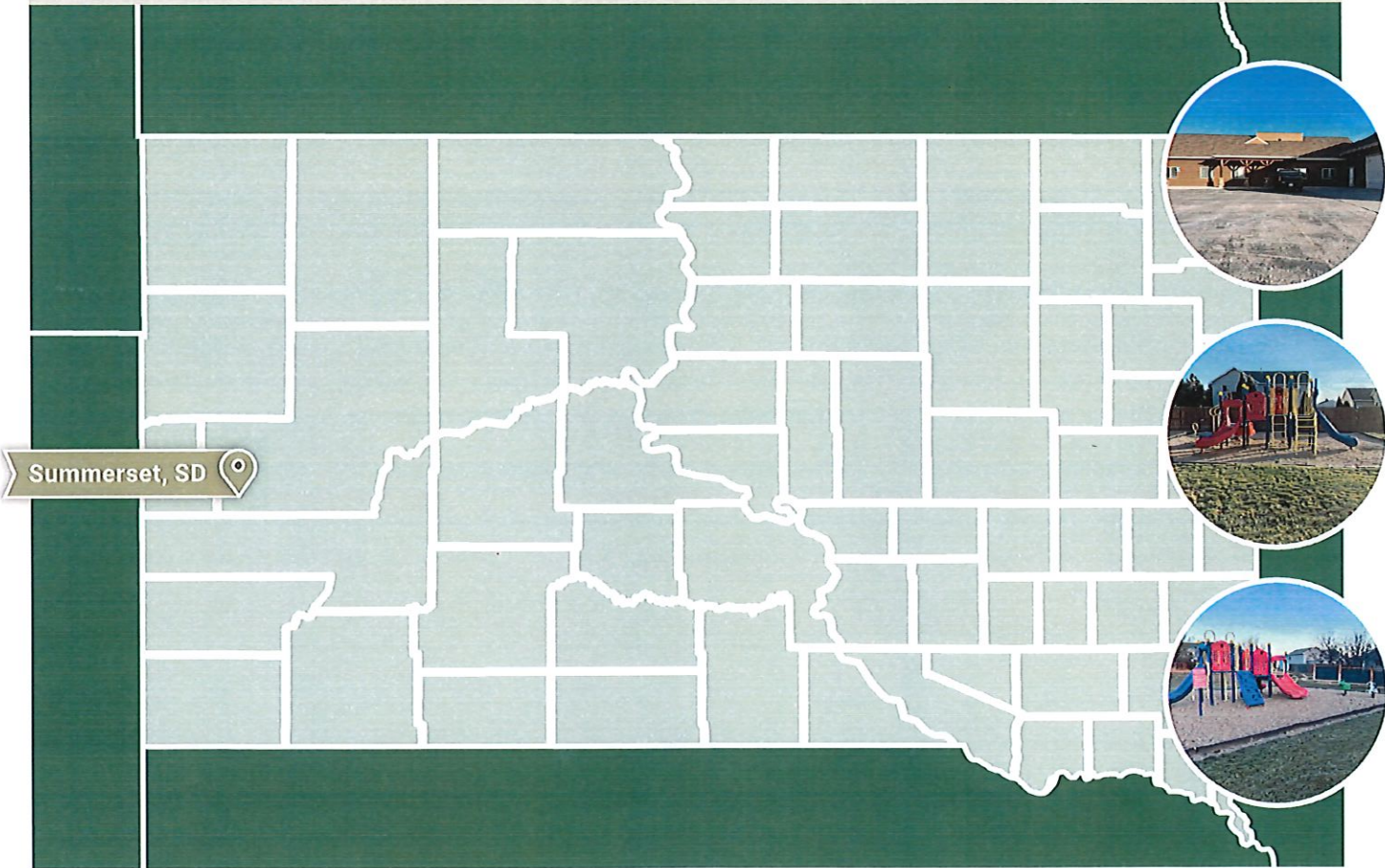
A Cost Recovery is another assessment that can be used to reclaim improvement costs from benefiting properties. Interest cannot be applied to the Cost Recovery area, or Cost Recovery District, and fees are paid at time of platting, replatting, or connection to the facilities. The City has not previously used a Cost Recovery for any previously constructed improvements.

COMMUNITY OVERVIEW

Summerset, South Dakota, is a growing community located in Meade County. The town offers residents a suburban/rural mix feel, combining the best of both worlds for those who appreciate a balance between urban amenities and countryside living. A traditional downtown Main Street hosts a variety of local businesses and contributes to the town's economic vitality. The community takes pride in its vibrant parks, which serve as gathering spaces for residents and provide recreational opportunities for families and individuals of all ages.

One key attraction is proximity to the Black Hills and outdoor recreation. The nearby trails offer exciting activities for nature enthusiasts, hikers, and cyclists, making it an ideal location for those who enjoy an active lifestyle. This blend of small-town charm and access to outdoor adventures contributes to the town's appeal.

The City's leadership is focused on growth and development while preserving its community spirit. The town offers relatively affordable housing options compared to larger urban areas. The City's combination of traditional values, modern amenities, and natural beauty makes it an attractive place for both families and individuals looking for a community that balances small-town charm with opportunities for growth and outdoor recreation.



SUMMERSET DEMOGRAPHIC OVERVIEW

KEY FACTS 2023

3,001

Population

1,621

Daytime Population

39.4

Median Age

1,083

Total Households

2023 HOUSING

81%

Owner Occupied
Housing Units

15%

Vacant
Housing Units

19%

Renter
Occupied Housing

224

Housing Units

2023 AVERAGE HOUSEHOLD EXPENDITURES

\$77,473

Annual
Budget Expenditures

\$2,726

Property Taxes

\$1,397

Education

\$6,396

Health Care

\$5,579

Groceries

\$3,462

Home
Maintenance

\$8,745

Transportation

INCOME

\$77,378

Median Household Income

\$32,526

Per Capita Income

\$255,847

Median Net Worth

\$235,204

Median Home Value

BUSINESS

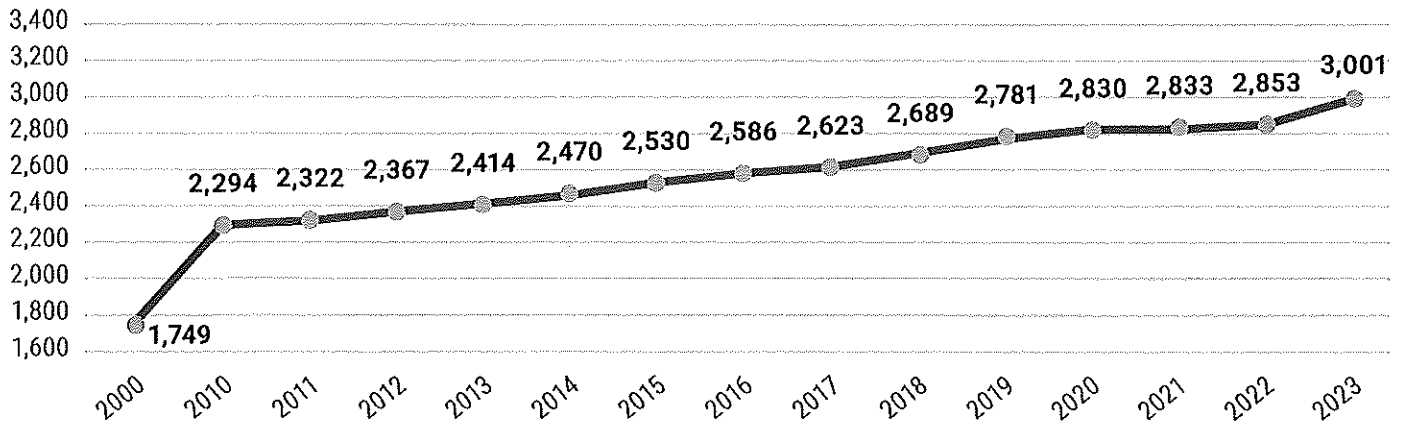
62

Businesses

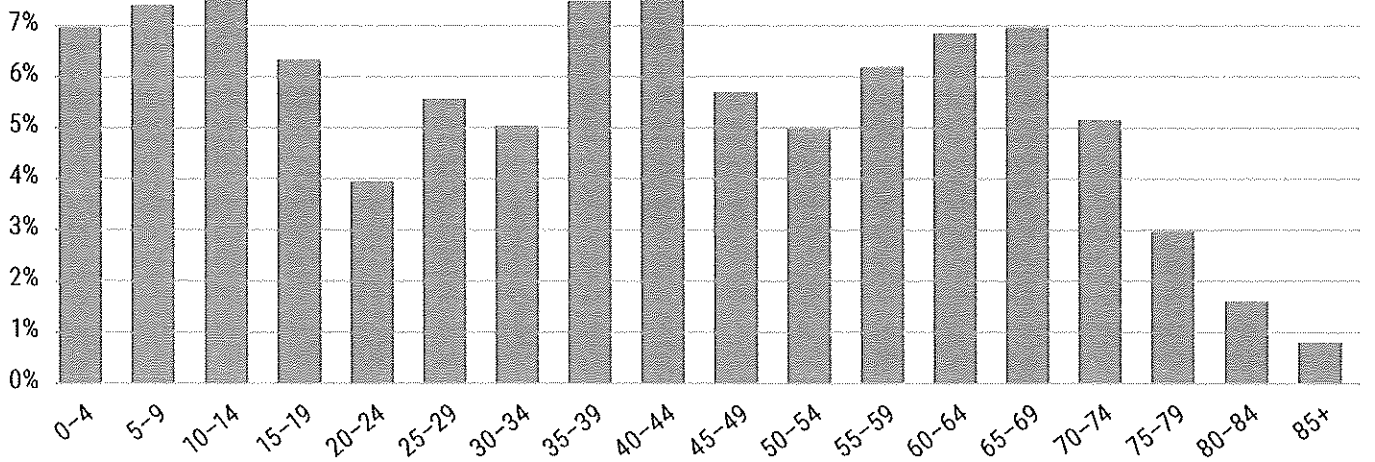
418

Employees

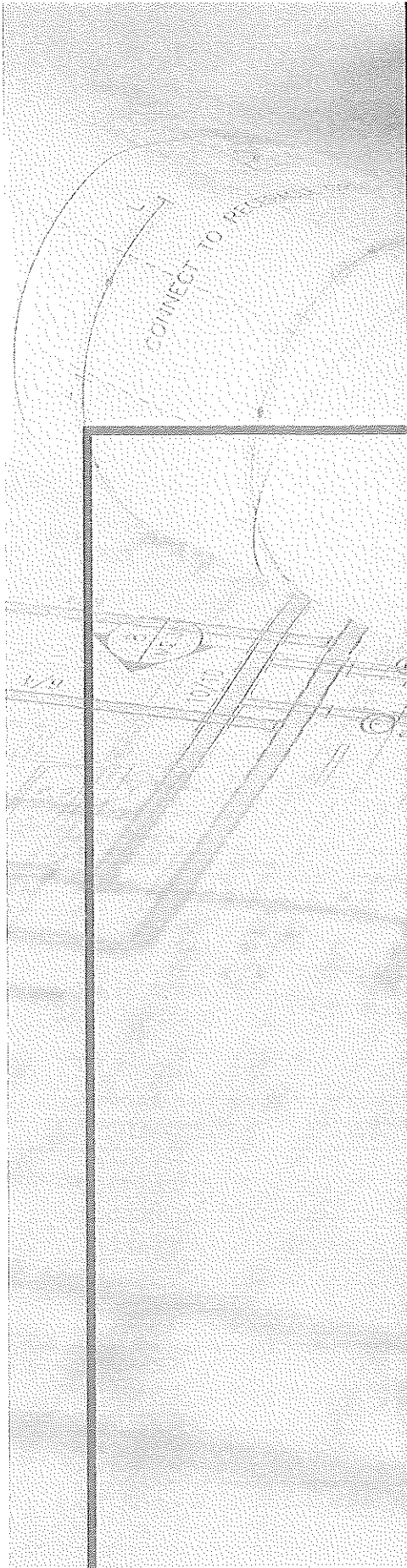
2000-2023 POPULATION TIME SERIES



2023 AGE DISTRIBUTION



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CAPITAL IMPROVEMENT PLAN

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CAPITAL IMPROVEMENT PLAN

CIP DESIGN

To effectively plan for and manage the projects contained in the CIP, activities are placed into program and department categories. The City's activities are divided into four categories:



Infrastructure

UTILITIES

- » Wastewater
- » Stormwater + Drainage

TRANSPORTATION

- » Streets



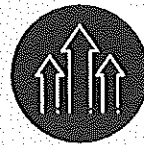
Facilities

- » City Hall + Police
- » Public Works
- » Wastewater Facility



Parks + Recreation

- » Leisure Lane Park
- » Steamboat Park



Growth + Development

- » Commercial
- » Residential

CITY OF SUMMERSET CIP

To create the City's first CIP, ISG worked with the City Administrator, Public Works Manager, and Wastewater Treatment Plant Superintendent to identify and assess department needs and the condition of City-owned infrastructure. City infrastructure for sanitary sewer, and storm sewer utilities were evaluated by reviewing existing studies and maps, analyzing existing infrastructure, and discussions with City staff. City parks, buildings, and other facilities were also evaluated by ISG staff. Additional input for purchasing and budgeting needs were provided by the City Council and Staff.

An expanded list of proposed projects and expenditures was developed for the City through the evaluation and review process completed by ISG (see Appendix B). City staff and Council members were asked to provide input on prioritizing and narrowing the list of programmed projects by year (see Appendix A).

ISG's multi-disciplinary team created an updated, comprehensive CIP for the City. The results are outlined with implementation strategies in the following pages. While ISG provided a full list of recommended or potential projects, City staff and Council members worked to prioritize and select a list of programmed improvements that are proposed for the next five years as part of this CIP. Additional projects from the full list may be replaced or eliminated at the City's discretion.

Potential funding sources have been identified for programmed improvements within this report. A full list of potential grant programs listings and more information are provided in Appendix C. The appendix also includes the effect financing will have on the City's GO debt capacity.

APPENDICES

The CIP includes the following appendices for reference:

Appendix A: Programmed Improvements + Project Priority List

The programmed improvements are scheduled for the next five years, beginning in Fiscal Year 2025. The programmed improvements are based on the Project Priority List that was determined by City Council and City Staff. ISG recommends City Council and City Staff review the Project Priority List on a yearly basis and adjust or update the CIP accordingly.

Appendix B: Project List + Itemized Project Cost Opinions

A full list of identified projects and expenditures are outlined, along with itemized opinions of probable costs.

Appendix C: Financial Analysis

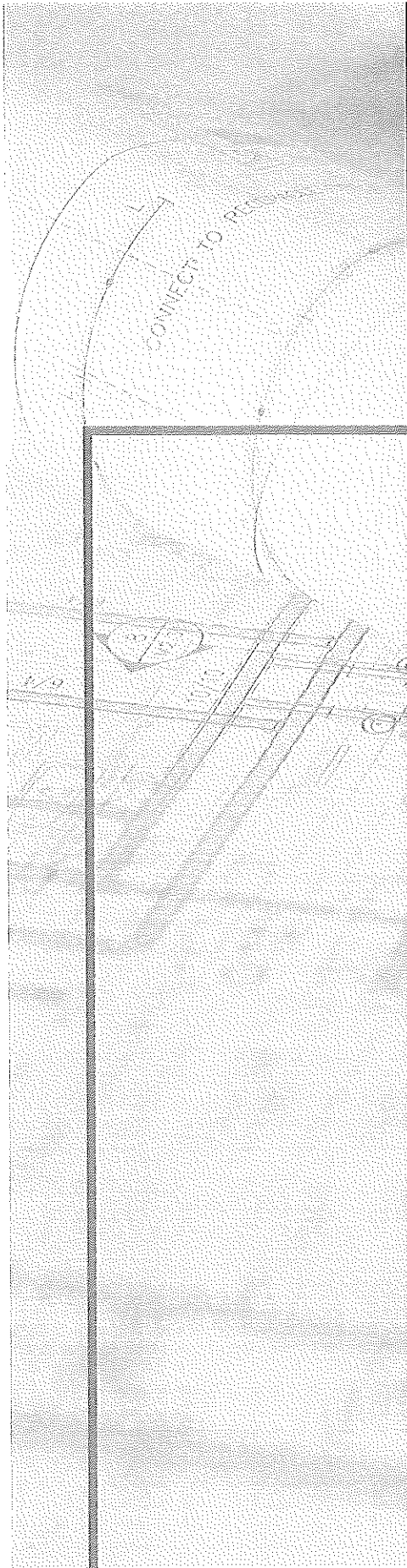
A summary of existing debt, projected debt capacity with planned projects, and a snapshot of projects using general funds.

Appendix D: Utility Maps

Utility maps have been developed for the City to be used for future reference.

Appendix E: Supplemental Information

Supplemental information provided to prepare this CIP. This includes a location map of projects, utility capacity assumptions and calculations, and any documents used for reference in the report.



**SYSTEM OVERVIEW,
RECOMMENDATIONS,
AND PROGRAMMED
IMPROVEMENTS**

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SYSTEM OVERVIEW, RECOMMENDATIONS, AND PROGRAMMED IMPROVEMENTS

INFRASTRUCTURE



WASTEWATER

Collection System

The City provides sanitary sewer service to residential and commercial properties within the City limits. The existing collection system is composed of polyvinyl chloride (PVC) gravity main, and PVC force main pipe. With the collection system containing only PVC pipe, it is likely that the system does not experience significant Inflow and Infiltration (I/I) from cracked or damaged pipes.

Table 1.1 Wastewater Collection System

Pipe Size + Material	Total Length (Feet)
6" PVC	2,500
8" PVC	48,310
10" PVC	9,405
6" PVC FM	10,330
12" PVC	1,400
Total	71,945

Lift Stations

There are three lift stations that are part of the City's collection system:

- » Northeast Lift Station
- » Plant Lift Station
- » Southwest Lift Station

The northeast and southwest lift stations are local lift stations, which means they take wastewater collected from a smaller area and pump it up to another part of the collection system. The main plant lift station pumps all wastewater from the collection system up into the Summerset Wastewater Treatment Plant (SWWTP) for treatment.

Table 1.2 Lift Stations

Facility ID	Type	Main Size (in.)
Northeast Lift Station	Wet Well/ Dry Well	6 Force Main
Plant Lift Station	Wet Well/ Dry Well	12
Southwest Lift Station	Wet Well/ Dry Well	6 Force Main



Southwest Lift Station



Lift Station Locations

Wastewater Treatment

Summerset operates a mechanical wastewater treatment facility in the northern section of the City along Interstate 90. The facility began operation in 2004, the plant had upgrades in 2012 to add reed beds for solids treatment and 2018 to add effluent equalization and effluent filtration to enhance removal of total suspended solids (TSS). The treatment process is as follows:

1. Pretreatment: Influent enters a submersible influent lift station, and is lifted into a spiral screen channel.
2. Screened effluent is sent through a six-inch Parshall flume to the sequencing batch reactor (SBR) tanks.
3. SBR effluent flow is sent to filter in the equalization tanks.
4. Effluent is lifted into cloth media filters for ultraviolet (UV) disinfection.
5. UV disinfection of final effluent discharges into an unnamed tributary of Stagebarn Canyon Creek.

Capacity

The system is designed for an average of 0.17 million gallons per day (MGD) according to a Wastewater Treatment Plant Expansion Report prepared by HDR. The current expansion of the facility will increase the capacity to 0.37 MGD. The reported average daily flow is at or exceeding the 0.17 MGD design flow.

RECOMMENDATION

- » Complete Wastewater Treatment Plant improvements

WATER SYSTEM

Supply + Demand

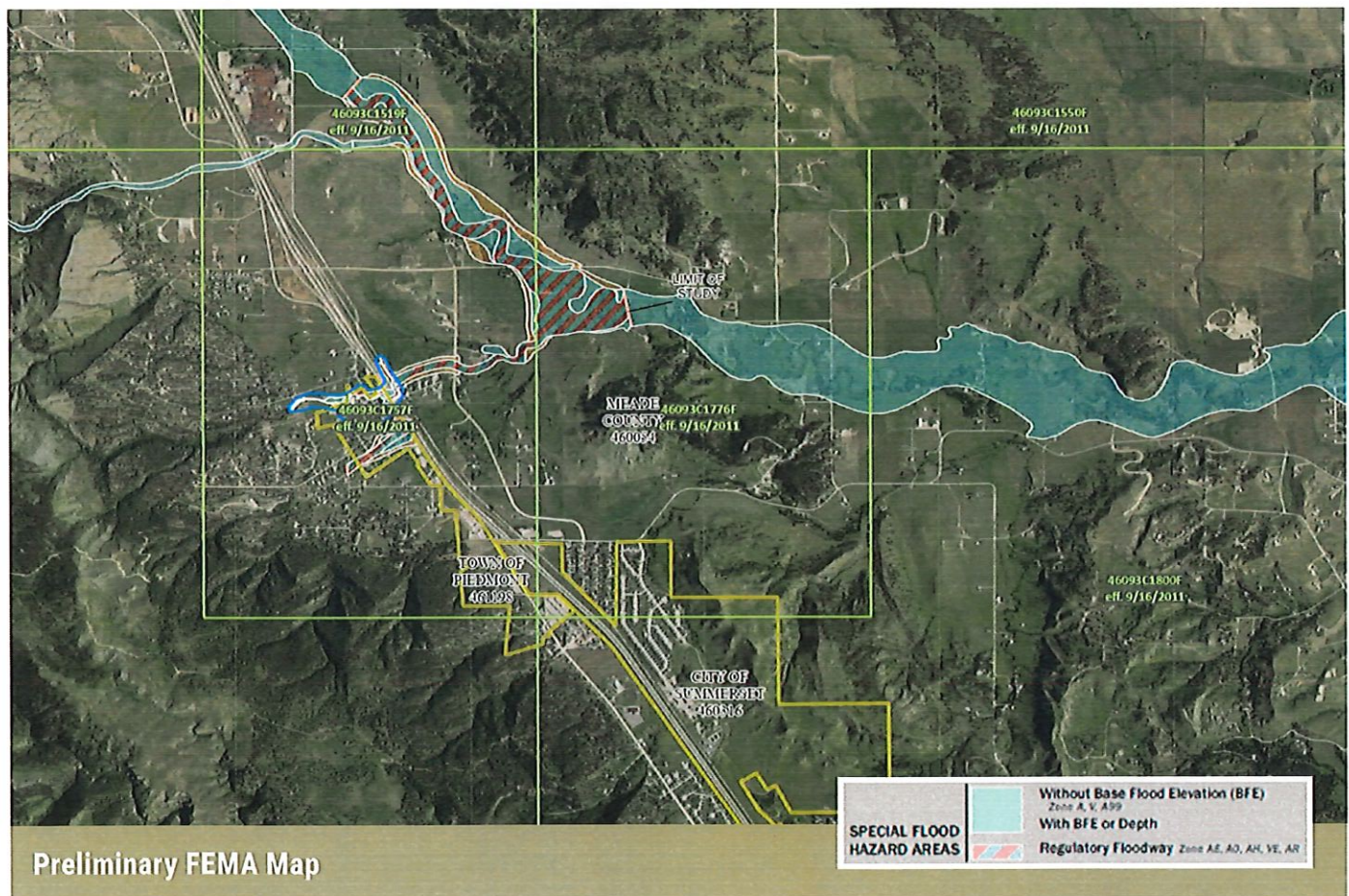
Water is supplied to residential and commercial users within City limits. The water is mainly sourced from Black Hawk Water User District. Diamond D Water Company provides water service to the Sun Valley Estate Subdivision along County Highway MC-4. Water users are billed directly from Black Hawk Water User District or Diamond D Water Company rather than by the City; therefore, the City does not have a water contract with either water provider. All water distribution lines are serviced maintained and improved by the respective water companies.

STORMWATER

Existing Conditions

Stormwater is primarily conveyed through curb and gutter to storm sewer inlets where it enters regional open channels. Culverts are used where roads cross the open channels. Storm sewer is present throughout the City, flowing water to regional detention ponds. The City has a water basin divide near High Meadows Drive. Storm water south of High Meadows Drive is generally conveyed to the southeast towards Boxelder Creek, while stormwater north of High Meadows Drive is conveyed to the north towards Elk Creek.

Flood plain boundaries are under development by the Federal Emergency Management Agency (FEMA). Prior to this, Summerset was mapped by FEMA in 2011. Once the final map is effective, it will be used to determine flood plain boundary for both 100-year and 500-year events.



Development within the 100-year floodplain boundary requires flood insurance for structures, unless the topography is changed with development. In this case, a Letter of Map Revision (LOMR) would need to be approved by FEMA to show the area is no longer within the 100-year floodplain.



STREETS

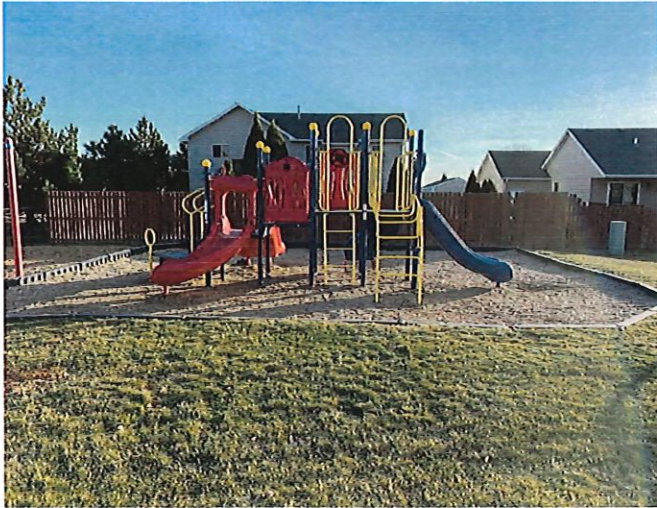
Existing Conditions

Interstate 90 bisects the City. Sturgis Road is the main thoroughfare in Summerset, running parallel to Interstate 90. It goes as far south as Rapid City, transitioning into Main Street. Sturgis Road also goes as far north as Tilford transitioning into County Highway MC-8A. There are two crossings over Interstate 90 within City limits allowing access to the east/west side of the City. Sturgis Road is a rural section with asphalt surfacing. A majority of the remaining streets are rural or urban sections with asphalt surfacing. A limited number of streets are gravel.

RECOMMENDATION

- » Develop and maintain a Pavement Management Plan (PMP). A PMP will establish a yearly plan for street construction, maintenance practices, and a budget or funding sources. This should include a plan and budget for patching, chip seals, overlays, full reconstruction, and other options as desired.

PARKS



Leisure Lane Park

Leisure Lane Park is located in the heart of Summerset on Leisure Lane. The park contains multiple playground areas, picnic shelters and tables, a basketball court, an asphalt parking lot, and fenced in open space for outdoor events and gatherings. Leisure Lane Park also provides portable restrooms and a community garden area. The park is fully maintained by the City.

RECOMMENDATION

- » Provide sidewalks throughout the park connecting the different sections of the park together.

Steamboat Park

Steamboat Park is located in the northeast section of Summerset along Steamboat Road. The park contains playground equipment, a picnic shelter and tables, park benches, and a basketball court. The back side of the park contains a drainage channel that conveys stormwater west under Interstate 90. The park is maintained by the City.

RECOMMENDATION

- » Provide sidewalks throughout the park connecting the different sections of the park together.

FACILITIES



City Hall + Police

The existing combined City Hall and Police Station is located at the intersection of Leisure Lane and Sturgis Road. The existing police station garage floor drains toward the back wall, the floor needs to be modified to drain to the floor drain. An existing vestibule needs to be replaced with high-impact gypsum board. Doors and door hardware need to be replaced. Other needed improvements include replacing the rooftop units and light fixtures.

Public Works

The Public Works Shop is located at the end Glenwood Drive near the existing water treatment plant. The metal sided building is in good operating condition. There is no potable water in either the public works shop or the wastewater office. Potable water service should be installed to the building. Other improvement to the building include adding a concrete apron to be used for washing equipment, and paving the parking lot to reduce dust around the shop. Installing additional exterior receptacles, security cameras, and an automatic gate opener would improve the usability and security of the building.

Wastewater Facility

The Wastewater Facility is located south of the Sun Valley Estates adjacent to Interstate 90. The facility is in good condition and an expansion is under construction. There are no security cameras outside of the building. Cameras should be installed. The furnace and associated outdoor condenser needs to be replaced as it is nearing the end of useful service life. Security fencing needs to be installed around the reed ponds.

GROWTH + DEVELOPMENT



Existing Conditions

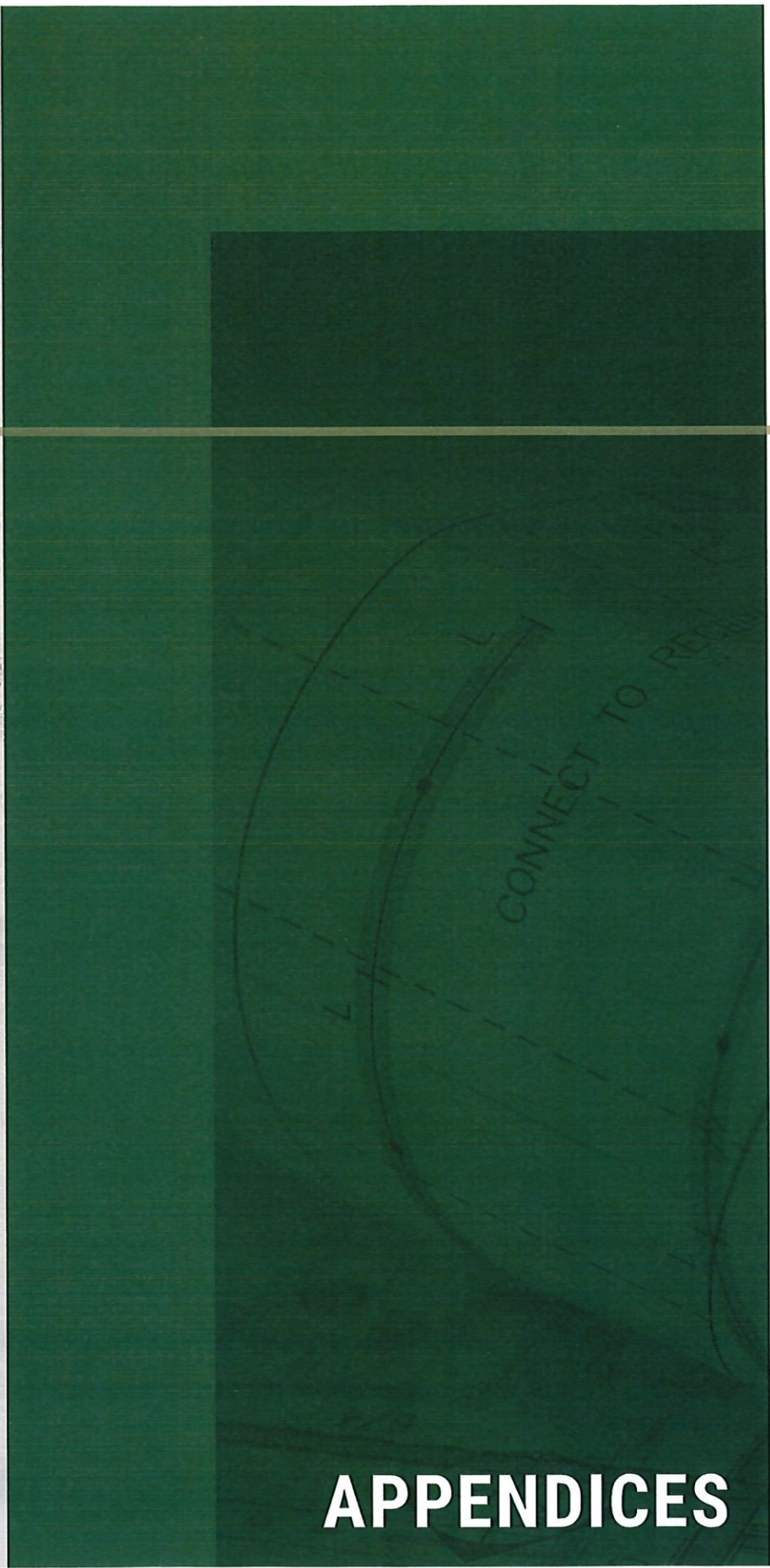
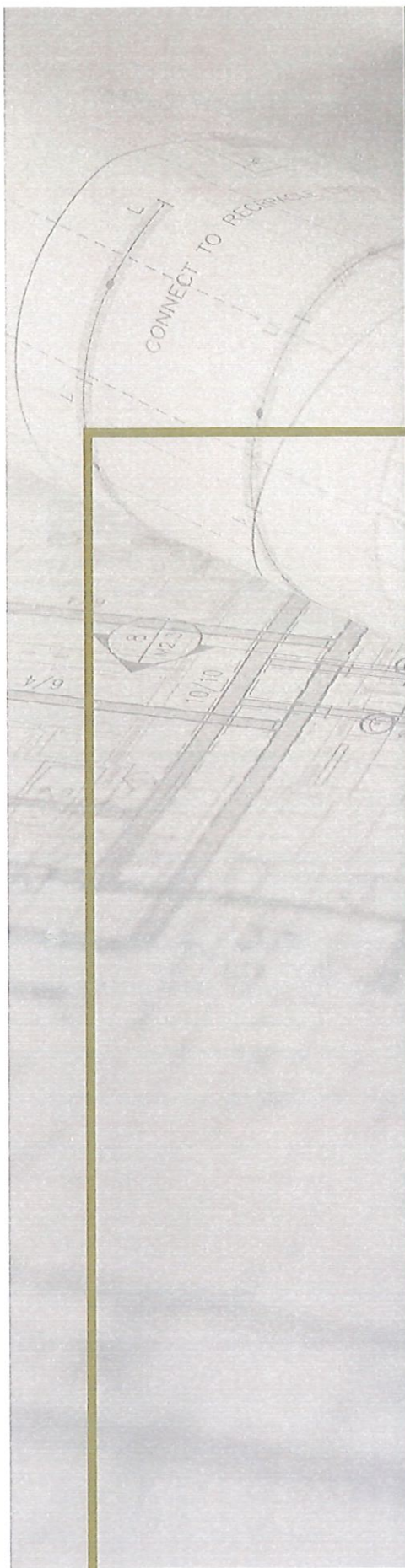
The City has identified a possible area for residential development on the south side of the City. There are many details that need to be coordinated to finalize adequate land for the proposed 160-acre residential development. The proposed development would supply space for 324 future homes. A lift station would need to be constructed to serve the development and surrounding area with sanitary sewer.

The City's goal is to lead future development and plan future infrastructure rather than having a developer guide growth. The City's control of local wastewater would give them the ability to plan and provide wastewater for development, leaving coordination of water and road development for the developer.

Summerset has identified a need for a second access on the south end of the Sun Valley Development to allow for emergency access. The City has also identified a potential area of annexation in the central part of the City. This annexation would help assist in the City's goal of doubling the current population in the next five years.

RECOMMENDATIONS

- » Coordinate with South Dakota Department of Transportation (SDDOT) on the second access point for the Sun Valley Development
- » Plan for long-term growth to the south of the City
 - Growth determination will provide size and location for a new lift station



APPENDICES

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APPENDIX A: PROGRAMMED IMPROVEMENTS BY YEAR

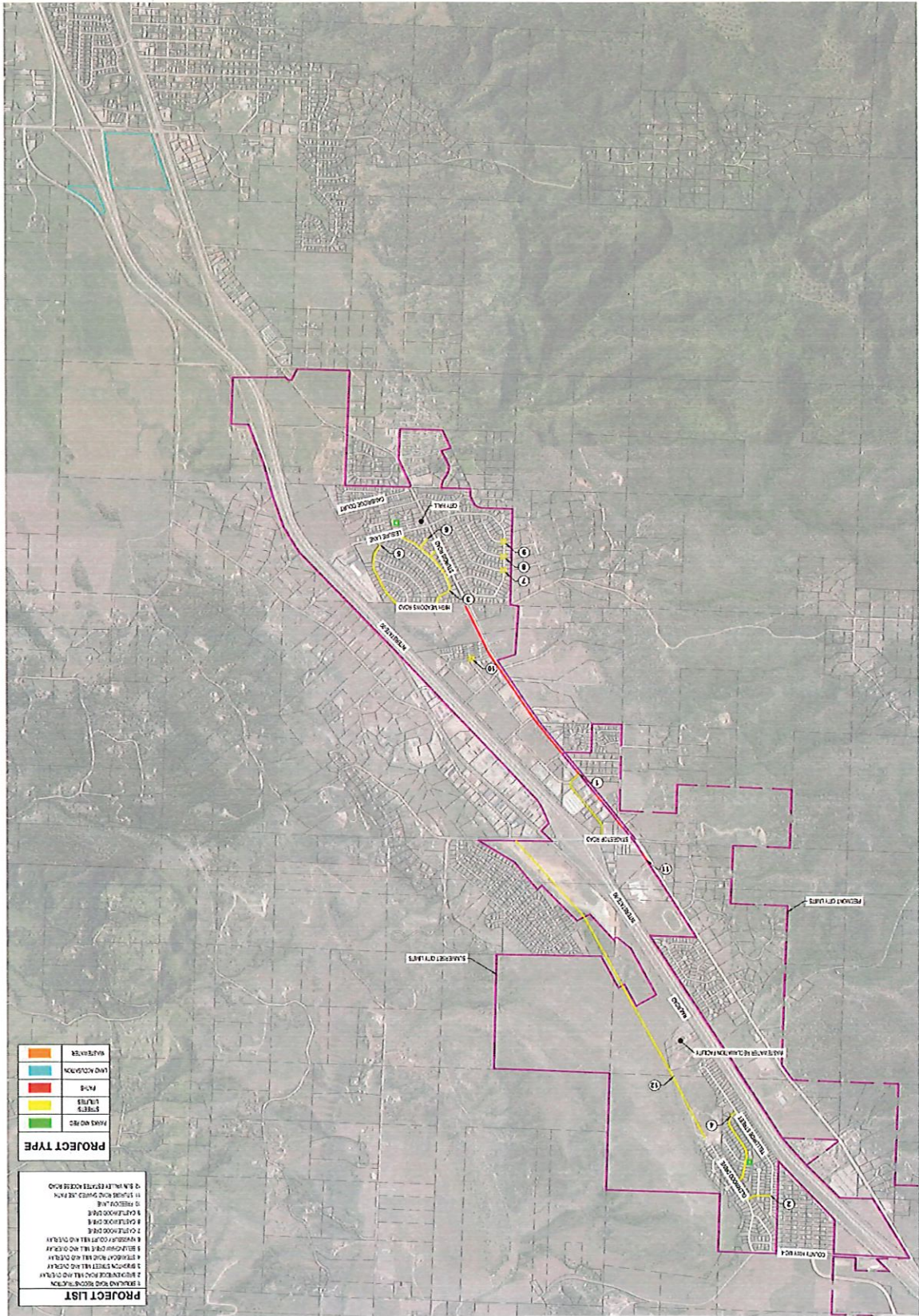
ISG recommends the City Council review the CIP on an annual basis to adjust priorities accordingly. A project priority list shows the five-year schedule of programmed improvements by year beginning in 2025.

Table 1.3 Project Schedule

No.	Project	2025	2026	2027	2028	2029	Future
1	Siouxland Road Reconstruction	\$67,180	\$877,200				
2	Breckenridge Road Mill + Overlay		\$6,290	\$82,019			
3	Brighton Street and Green Point Court Mill and Overlay			\$24,670	\$322,030		
4	Steamboat Road Mill + Overlay				\$18,530	\$241,948	
5	Bellingham Drive Mill + Overlay					\$16,530	\$215,800
6	Kingsbury Court						\$61,550
7	Remington Street and Castlewood Drive Drain Pan and Fillets			\$22,000			
8	Ventura Lane and Castlewood Drive Drain Pan + Fillets			\$22,000			
9	Laramie Lane and Castlewood Drive Drain Pan + Fillets			\$22,000			
10	Freedom Place + Freedom Lane Drain Pan			\$16,090			
11	Sturgis Road Shared Use Path						\$1,701,378
12	Sun Valley Estates Access Road						\$8,140,120
Yearly Totals		\$67,180	\$883,490	\$188,779	\$340,560	\$258,478	\$10,118,848

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APPENDIX B: EXPANDED PROJECT LIST



PROJECT LIST

1	TRAILING ROAD	ROADS
2	REPAIR ROAD	ROADS
3	REPAIR ROAD	ROADS
4	REPAIR ROAD	ROADS
5	REPAIR ROAD	ROADS
6	REPAIR ROAD	ROADS
7	REPAIR ROAD	ROADS
8	REPAIR ROAD	ROADS
9	REPAIR ROAD	ROADS
10	REPAIR ROAD	ROADS
11	REPAIR ROAD	ROADS

PROJECT TYPE

ROADS	ROADS
LAND ACQUISITION	LAND ACQUISITION
NEW	NEW
EXISTING UTILITIES	EXISTING UTILITIES
EXISTING AND NEW	EXISTING AND NEW



PROJECT LOCATIONS



Architecture + Engineering + Environmental + Planning

SUMMERSSET CIP
SUMMERSSET, SD - 05/26/2021
RFS PROJECT NO. 23/27008

ISGinc.com

CAD FILE NAME: 23RFS_WEP_SUMMERSSET

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Table 1.4 Itemized Project Cost

No.	Project	Cost	Description	Composite (1-10, 1=Highest)
1	Siouxland Road Reconstruction	\$944,380	Proposed improvements include full reconstruction of Siouxland Road with 6" HMA pavement (minimum thickness via 2016 Design Criteria), as well as replacement of existing culverts along Siouxland Road.	
2	Breckenridge Road Mill + Overlay	\$88,309	Project includes 2" cold milling and HMA overlay. Street signs and light poles will need to be removed and reset during construction. Manhole adjustments will also be necessary.	
3	Brighton Street/ Green Point Court Mill + Overlay	\$346,700	Project includes 2" cold milling and HMA overlay. Street signs and light poles will need to be removed and reset during construction. Manhole adjustments will also be necessary.	
4	Steamboat Road Mill + Overlay	\$260,478	Project includes 2" cold milling and HMA overlay. Street signs and light poles will need to be removed and reset during construction. Manhole adjustments will also be necessary.	
5	Bellingham Drive Mill + Overlay	\$232,330	Project includes 2" cold milling and HMA overlay. Street signs and light poles will need to be removed and reset during construction. Manhole adjustments will also be necessary.	
6	Kingsbury Court	\$61,550	Project includes 2" cold milling and HMA overlay. Street signs and light poles will need to be removed and reset during construction. Manhole adjustments will also be necessary.	
7	Remington Street and Castlewood Drive Drain Pan and Fillet	\$22,000	Project includes replacement of drain pan and fillets.	
8	Ventura Lane and Castlewood Drive Drain Pan and Fillet	\$22,000	Project includes replacement of drain pan and fillets.	
9	Laramie Lane and Castlewood Drive Drain Pan and Fillet	\$22,000	Project includes replacement of drain pan and fillets.	
10	Freedom Place and Freedom Lane Drain Pan	\$16,090	Project includes replacement of drain pan.	
11	Sturgis Road Shared Use Path	\$1,701,378	Project includes construction of a shared use path along Sturgis road from Summerset subdivision to Stagebarn Middle school.	
12	Sun Valley Estates Access Road	\$8,140,120	Proposed improvements include new access road that extends from Glenwood Drive to the south to provide a second access point to the Sun Valley Estates housing development.	

APPENDIX TABLE KEY			
LS: Lump sum	TN: Ton	RCP: Reinforced concrete pipe	PCC: Portland cement concrete
CY: Cubic yard	SF: Square foot	SDR: Standard dimension ratio	PEX: Cross-linked polyethylene
EA: Each	SY: Square yard		
LF: Linear foot			

Table 1.5 Engineer's Opinion of Probable Cost: Siouxland Road Reconstruction

No.	Item Description	Unit	Qty	Unit Price	Total
1	Traffic Control	LS	1	\$15,000	\$15,000
2	Remove HMA Pavement	SY	4,300	\$12	\$51,600
3	Remove PCC Pavement	SY	550	\$15	\$8,250
4	Remove and Reset Mailbox and Post	EA	10	\$150	\$1,500
5	Remove Storm Sewer Culvert	LF	420	\$35	\$14,700
6	Remove Gravel Surfacing	CY	25	\$8	\$200
7	Unclassified Excavation	CY	1,875	\$30	\$56,250
8	Subgrade Preparation	SY	5,400	\$3	\$16,200
9	Subbase, Crushed Aggregate, 6"	TN	1,525	\$30	\$45,750
10	Storm Sewer, RCP, 12" Culvert	LF	400	\$95	\$38,000
11	Storm Sewer, RCP, 15" Culvert	LF	40	\$115	\$4,600
12	Driveway Pavement, 6"	SY	550	\$85	\$46,750
13	HMA Pavement, 6", 24' Width	TN	1,685	\$150	\$252,750
14	Geotextile Fabric for Subgrade Stabilization	SY	5,400	\$10	\$54,000
15	Testing	LS	1	\$10,000	\$10,000
16	Mobilization	LS	1	\$43,000	\$43,000
Construction Cost					\$658,550
20% Construction Contingency					\$131,710
Total Estimated Construction Cost					\$790,260
Survey					\$7,910
Design Engineering					\$59,270
Bidding + Contract Documents					\$7,910
Construction Engineering					\$55,320
Administration + Legal					\$23,710
Total Estimated Project Cost:					\$944,380

Proposed improvements include full reconstruction of Siouxland Road with 6" HMA pavement (min thickness via 2016 Design Criteria), as well as replacement of existing culverts along Siouxland Road.

Table 1.6 Engineer’s Opinion of Probable Cost: Breckenridge Road Mill + Overlay

No.	Item Description	Unit	Qty	Unit Price	Total
1	Traffic Control	LS	1	\$5,000	\$5,000
2	Cold Milling Asphalt Concrete, 2"	SY	2,261	\$6	\$13,566
3	Adjust Manhole	EA	3	\$1,500	\$4,500
4	HMA Pavement, 2", 28' Width	TN	210	\$150	\$31,500
5	Mobilization	LS	1	\$7,000	\$7,000
Construction Cost					\$61,566
20% Construction Contingency					\$12,313
Total Estimated Construction Cost					\$73,879
Survey					\$740
Design Engineering					\$5,550
Bidding + Contract Documents					\$740
Construction Engineering					\$5,180
Administration + Legal					\$2,220
Total Estimated Project Cost:					\$88,309

Project includes 2" cold milling and HMA overlay. Street signs and light poles will need to be removed and reset during construction. Manhole adjustments will also be necessary.

Table 1.7 Engineer’s Opinion of Probable Cost: Breckenridge Road Mill + Overlay

No.	Item Description	Unit	Qty	Unit Price	Total
1	Traffic Control	1	10,000	\$10,000	\$10,000
2	Remove and Reset Mailbox and Post	11	250	\$2,750	\$1,650
3	Epoxy Pavement Marking Paint, 4" White	90	5	\$450	\$450
4	Cold Milling Asphalt Concrete, 2"	8,300	6	\$49,800	\$41,500
5	Adjust Manhole	8	1,500	\$12,000	\$12,000
6	HMA Pavement, 2", 28' Width	1,005	150	\$150,750	\$145,725
7	Mobilization	1	16,000	\$16,000	\$15,000
Construction Cost					\$241,750
20% Construction Contingency					\$48,350
Total Estimated Construction Cost					\$290,100
Survey					\$2,910
Design Engineering					\$21,760
Bidding + Contract Documents					\$2,910
Construction Engineering					\$20,310
Administration + Legal					\$8,710
Total Estimated Project Cost:					\$346,700

Project includes 2" cold milling and HMA overlay. Street signs and light poles will need to be removed and reset during construction. Manhole adjustments will also be necessary.

Table 1.8 Engineer's Opinion of Probable Cost: Steamboat Road Mill + Overlay

No.	Item Description	Unit	Qty	Unit Price	Total
1	Traffic Control	LS	1	\$10,000	\$10,000
2	Remove and Reset Mailbox and Post	EA	16	\$250	\$4,000
3	Remove + Reset Luminaire Pole	EA	3	\$700	\$2,100
4	Salvage Traffic Sign for Reset	EA	6	\$80	\$480
5	Reset Sign	EA	6	\$95	\$570
6	Cold Milling Asphalt Concrete, 2"	SY	5,790	\$6	\$34,740
7	Adjust Manhole	EA	6	\$1,500	\$9,000
8	HMA Pavement, 2", 28' Width	TN	705	\$150	\$105,750
9	Mobilization	LS	1	\$15,000	\$15,000
Construction Cost					\$181,640
20% Construction Contingency					\$36,328
Total Estimated Construction Cost					\$217,968
Survey					\$2,180
Design Engineering					\$16,350
Bidding + Contract Documents					\$2,180
Construction Engineering					\$15,260
Administration + Legal					\$6,540
Total Estimated Project Cost:					\$260,478

Project includes 2" cold milling and HMA overlay. Street signs and light poles will need to be removed and reset during construction. Manhole adjustments will also be necessary.

Table 1.9 Engineer’s Opinion of Probable Cost: Bellingham Drive Mill and Overlay

No.	Item Description	Unit	Qty	Unit Price	Total
1	Traffic Control	LS	1	\$10,000	\$10,000
2	Remove and Reset Mailbox and Post	EA	17	\$150	\$2,550
3	Cold Milling Asphalt Concrete, 2"	SY	5,325	\$6	\$31,950
4	Adjust Manhole	EA	6	\$1,500	\$9,000
5	HMA Pavement, 2", 28' Width	TN	650	\$150	\$97,500
6	Mobilization	LS	1	\$11,000	\$11,000
Construction Cost					\$162,000
20% Construction Contingency					\$32,400
Total Estimated Construction Cost					\$194,400
Survey					\$1,950
Design Engineering					\$14,580
Bidding + Contract Documents					\$1,950
Construction Engineering					\$13,610
Administration + Legal					\$5,840
Total Estimated Project Cost:					\$232,330

Project includes 2" cold milling and HMA overlay. Street signs and light poles will need to be removed and reset during construction. Manhole adjustments will also be necessary.

Table 1.10 Engineer’s Opinion of Probable Cost: Kingsbury Court Mill and Overlay

No.	Item Description	Unit	Qty	Unit Price	Total
1	Traffic Control	LS	1	\$3,000	\$3,000
2	Remove and Reset Mailbox and Post	EA	2	\$150	\$300
3	Cold Milling Asphalt Concrete, 2"	SY	1,470	\$5	\$7,350
4	Adjust Manhole	EA	1	\$1,500	\$1,500
5	HMA Pavement, 2", 28' Width	TN	185	\$150	\$27,750
6	Mobilization	LS	1	\$3,000	\$3,000
Construction Cost					\$42,900
20% Construction Contingency					\$8,580
Total Estimated Construction Cost					\$51,480
Survey					\$520
Design Engineering					\$3,870
Bidding + Contract Documents					\$520
Construction Engineering					\$3,610
Administration + Legal					\$1,550
Total Estimated Project Cost:					\$61,550

Project includes 2" cold milling and HMA overlay. Street signs and light poles will need to be removed and reset during construction. Manhole adjustments will also be necessary.

Table 1.11 Engineer’s Opinion of Probable Cost: Castlewood Drive and Remington Street Drain Pan Improvements

No.	Item Description	Unit	Qty	Unit Price	Total
1	Traffic Control	LS	1	\$1,500	\$1,500
2	Remove Concrete Pavement	SY	60	\$35	\$2,100
3	Remove Concrete Curb + Gutter	LF	50	\$20	\$1,000
4	PCC Fillet Section, 6"	SY	45	\$110	\$4,950
5	Concrete Approach Pavement, 6"	SY	15	\$135	\$2,025
6	PCC Curb and Gutter	LF	50	\$45	\$2,250
7	Mobilization	LS	1	\$1,500	\$1,500
Construction Cost					\$15,325
20% Construction Contingency					\$3,065
Total Estimated Construction Cost					\$18,390
Survey					\$190
Design Engineering					\$1,380
Bidding + Contract Documents					\$190
Construction Engineering					\$1,290
Administration + Legal					\$560
Total Estimated Project Cost:					\$22,000

Project Includes replacement of drain pan and fillets.

Table 1.12 Engineer’s Opinion of Probable Cost: Castlewood Drive/Ventura Lane Drain Pan Improvements

No.	Item Description	Unit	Qty	Unit Price	Total
1	Traffic Control	LS	1	\$1,500	\$1,500
2	Remove Concrete Pavement	SY	60	\$35	\$2,100
3	Remove Concrete Curb + Gutter	LF	50	\$20	\$1,000
4	PCC Fillet Section, 6"	SY	45	\$110	\$4,950
5	Concrete Approach Pavement, 6"	SY	15	\$135	\$2,025
6	PCC Curb and Gutter	LF	50	\$45	\$2,250
7	Mobilization	LS	1	\$1,500	\$1,500
Construction Cost					\$15,325
20% Construction Contingency					\$3,065
Total Estimated Construction Cost					\$18,390
Survey					\$190
Design Engineering					\$1,380
Bidding + Contract Documents					\$190
Construction Engineering					\$1,290
Administration + Legal					\$560
Total Estimated Project Cost:					\$22,000

Project Includes replacement of drain pan and fillets.

Table 1.13 Engineer's Opinion of Probable Cost: Castlewood Drive/Laramie Lane Drain Pan Improvements

No.	Item Description	Unit	Qty	Unit Price	Total
1	Traffic Control	LS	1	\$1,500	\$1,500
2	Remove Concrete Pavement	SY	60	\$35	\$2,100
3	Remove Concrete Curb + Gutter	LF	50	\$20	\$1,000
4	PCC Fillet Section, 6"	SY	45	\$110	\$4,950
5	Concrete Approach Pavement, 6"	SY	15	\$135	\$2,025
6	PCC Curb and Gutter	LF	50	\$45	\$2,250
7	Mobilization	LS	1	\$1,500	\$1,500
Construction Cost					\$15,325
20% Construction Contingency					\$3,065
Total Estimated Construction Cost					\$18,390
Survey					\$190
Design Engineering					\$1,380
Bidding + Contract Documents					\$190
Construction Engineering					\$1,290
Administration + Legal					\$560
Total Estimated Project Cost:					\$22,000

Project Includes replacement of drain pan and fillets.

Table 1.14 Engineer's Opinion of Probable Cost: Freedom Place/Freedom Lane Drain Pan Improvements

No.	Item Description	Unit	Qty	Unit Price	Total
1	Traffic Control	LS	1	\$1,500	\$1,500
2	Remove Concrete Pavement	SY	40	\$35	\$1,400
3	Remove Asphalt Concrete Pavement	SY	20	\$20	\$400
4	Concrete Approach Pavement, 6"	SY	20	\$135	\$2,700
5	PCC Fillet Section, 6"	SY	40	\$110	\$4,400
6	Mobilization	LS	1	\$800	\$800
Construction Cost					\$11,200
20% Construction Contingency					\$2,240
Total Estimated Construction Cost					\$13,440
Survey					\$140
Design Engineering					\$1,010
Bidding + Contract Documents					\$140
Construction Engineering					\$950
Administration + Legal					\$410
Total Estimated Project Cost:					\$16,090

Project Includes replacement of drain pan.

Table 1.15 Engineer’s Opinion of Probable Cost: Sturgis Road Shared Use Path

No.	Item Description	Unit	Qty	Unit Price	Total
1	Traffic Control	LS	1	\$25,000	\$25,000
2	Remove Asphalt Concrete Pavement	SY	725	\$20	\$14,500
3	Remove Concrete Pavement	SY	480	\$23	\$11,040
4	Remove Granular Surfacing	CY	500	\$8	\$4,000
5	Unclassified Excavation	CY	14,000	\$25	\$350,000
6	Scarify and Recompact Subgrade	SY	9,500	\$3	\$28,500
7	Subbase, Crushed Aggregate, 6"	TN	2,850	\$30	\$85,500
8	Geotextile Fabric for Subgrade Stabilization	SY	9,500	\$8	\$76,000
9	6" Concrete Sidewalk	SF	59,650	\$8	\$477,200
10	Type A Detectable Warnings	SF	240	\$80	\$19,200
11	Erosion Control	LS	1	\$12,500	\$12,500
12	Concrete Washout Area	EA	2	\$2,500	\$5,000
13	Mobilization	LS	1	\$78,000	\$78,000
Construction Cost					\$1,186,440
20% Construction Contingency					\$237,288
Total Estimated Construction Cost					\$1,423,728
Survey					\$14,240
Design Engineering					\$106,780
Bidding + Contract Documents					\$14,240
Construction Engineering					\$99,670
Administration + Legal					\$42,720
Total Estimated Project Cost:					\$1,701,378

Project includes construction of a shared use path along Sturgis road from Summerset Subdivision to Stagebarn Middle School.

Table 1.16 Engineer’s Opinion of Probable Cost: Sun Valley Estates Access Road

No.	Item Description	Unit	Qty	Unit Price	Total
1	Traffic Control	LS	1	\$8,000	\$8,000
2	Unclassified Excavation	CY	23,000	\$30	\$690,000
3	Clearing and Grubbing	LS	1	\$75,000	\$75,000
4	Strip, Salvage, and Spread Topsoil	CY	5,500	\$15	\$82,500
5	Subgrade Preparation	SY	35,000	\$3	\$105,000
6	Subbase, Crushed Aggregate, 6"	TN	15,000	\$40	\$600,000
7	Storm Sewer	LF	8,000	\$110	\$880,000
8	Box Culvert	EA	2	\$150,000	\$300,000
9	Rectangular Grate Intake	EA	40	\$5,000	\$200,000
10	HMA Pavement, 4" 28' Width	TN	8,500	\$150	\$1,275,000
11	Geotextile Fabric for Subgrade Stabilization	SF	35,000	\$5	\$175,000
12	PCC Curb + Gutter	LF	17,000	\$50	\$850,000
13	Seeding, Fertilizing and Mulching	LS	1	\$50,000	\$50,000
14	Testing	LS	1	\$15,000	\$15,000
15	Mobilization	LS	1	\$371,000	\$371,000
Construction Cost					\$5,676,500
20% Construction Contingency					\$1,135,300
Total Estimated Construction Cost					\$6,811,800
Survey					\$68,120
Design Engineering					\$510,890
Bidding + Contract Documents					\$68,120
Construction Engineering					\$476,830
Administration + Legal					\$204,360
Total Estimated Project Cost:					\$8,140,120

Proposed improvements include new access road that extends Glenwood Dr to the south to provide a second access point to the Sun Valley Estates housing development.

APPENDIX C: FINANCIAL ANALYSIS

For budgeting and planning purposes, the most useful tool in the CIP will be Appendix A, which includes the programmed and future projects and budgetary cost. During the budgeting process, the City can use current balances and projects, in parallel with the programmed and future projects, to appropriately plan for the upcoming year. For this CIP, a summary of existing debt and a projected debt capacity with planned projects are provided to assist the City in planning capital improvements over the next five years. Additionally, a snapshot of programmed projects and recommended funding sources is included for the City's reference as well.

Table 1.17 Summary of Existing Debt

Loan Title	Maturity Date	2025	2026	2027	2028	2029
Tax Increment Revenue + System Revenue Bond	2028	\$2,000,000	\$1,500,000	\$1,000,000	\$500,000	\$0
Clean Water Project Revenue Bond	2043	\$5,360,641	\$5,079,440	\$4,798,239	\$4,517,039	\$4,235,838
Total Outstanding Debt		\$7,360,641	\$6,579,440	\$5,798,239	\$5,017,039	\$4,235,838

Estimated annual repayment based on City's 2024 budget

Table 1.18 Programmed Improvements + Proposed Funding Source

Project	Year	Project Cost	Proposed Funding Source
Siouxland Road Reconstruction	2025	\$67,180	General Funds
	2026	\$877,200	GO Debt
Breckenridge Road Mill + Overlay	2025	\$6,290	General Funds
	2026	\$82,019	General Funds
Brighton Street + Green Point Court Mill + Overlay	2027	\$24,670	General Funds
	2028	\$322,030	General Funds
Steamboat Road Mill + Overlay	2028	\$18,530	General Funds
	2029	\$241,948	General Funds
Bellingham Drive Mill + Overlay	2029	\$16,530	General Funds
Remington Street + Castlewood Drive Drain Pan + Fillets	2027	\$22,000	General Funds
Ventura Lane + Castlewood Drive Drain Pan + Fillets	2027	\$22,000	General Funds
Laramie Lane + Castlewood Drain Pan + Fillets	2027	\$22,000	General Funds
Freedom Place + Freedom Lane Drain Pan	2027	\$16,090	General Funds

Table 1.19 Debt Analysis

Loan Title	2025 (Projected)	2026 (Projected)	2027 (Projected)	2028 (Projected)	2029 (Projected)
Total Property Valuation*	\$207,063,576	\$211,204,847	\$215,428,944	\$219,737,523	\$224,132,273
Debt General Obligation Debt Capacity (5% Max)	\$10,353,179	\$10,560,242	\$10,771,447	\$10,986,876	\$11,206,614
Estimated Outstanding Debt	\$7,360,641	\$6,579,440	\$5,798,239	\$5,017,039	\$4,235,838
Estimated Remaining Debt Capacity	\$2,992,538	\$3,980,802	\$4,973,208	\$5,969,837	\$6,970,776
Programmed Improvements					
Siouxland Road Reconstruction	-	\$877,200	\$834,543	\$791,886	\$749,229
Remaining Debt Capacity (Projected)	\$2,992,538	\$3,103,602	\$4,138,665	\$5,177,951	\$6,221,547

*Assumes a conservative 2.0% annual increase in property valuation

**Assumes a 20-year note at a 3.5%

The GO Debt analysis is based on current project prioritization and does not factor in outside grant funding. ISG recommends reviewing debt capacity with a Municipal Advisor prior to issuing debt for any large capital improvements to ensure the City has adequate debt capacity and annual revenues are enough to cover anticipated debt service.

Drinking Water State Revolving Loan Fund (DWSRF)

The DWSRF provides low-interest loans to support drinking water infrastructure projects, ensuring safe and reliable water supplies for communities. By accessing DWSRF funds, municipalities can enhance water quality, address aging infrastructure challenges, and comply with regulatory standards. The project must be on the SWP prior to submitting the funding application.

Interest Rates (As of Nov. 2023):

- » 5 year: 2.5%,
- » 10 year: 3.25%
- » 20 year: 3.5%
- » 30 year: 3.75%

Application Deadline: Quarterly—January 1, April 1, July 1, October 1. SD Board of Water and Natural Resources (BWNR) board reviews applications quarterly.

Requirements:

- » Projects must be on SWP. Applications are due by October 1, but SWP can be amended quarterly by submitting applications by February 1, May 1, or August 1.
- » Planning Districts assist communities with the applications. An engineer prepares a Facility Plan as part of the application.

Award Limits: Dependent on project specifics and eligibility.

Eligible Projects: Drinking water infrastructure upgrades, including water treatment facilities and distribution systems.

Land and Water Conservation Fund (LWCF)

The LWCF provides grants for the acquisition and development of public outdoor recreation areas and facilities, promoting conservation and enhancing community access to natural spaces. With LWCF support, municipalities can expand parks, develop trails, and protect valuable land while supporting recreation.

Matching Funds: Requires a 100% cost share.

Application Deadline: Announced annually, typically in August. Award date typically in January.

Award Limits: Minimum: \$250,000—Maximum: \$5,000,000

Eligible Projects: Acquisition and development of public outdoor recreation areas and facilities.

South Dakota Community Development Block Grants (CDBG)

CDBG grants offer flexible funding to address a wide range of community development needs, including housing rehabilitation, infrastructure improvements, and economic development initiatives. By leveraging CDBG funds, municipalities can revitalize neighborhoods, create affordable housing opportunities, and stimulate economic growth. Applicants should work with their local planning district to apply.

Matching Funds: No required match.

Application Deadline: Due semi-annually on April 1 and October 1.

Award Limits: Determined by federal allocation and project needs.

Eligible Projects: Broad range including housing rehabilitation, infrastructure improvements, and economic development initiatives.

Recreational Trails Program

The Recreational Trails Program supports the development and maintenance of recreational trails, promoting outdoor recreation opportunities and enhancing community connectivity. Through RTP grants, municipalities can create accessible trail systems, improve trail infrastructure, and provide recreational amenities for residents and visitors, encouraging health, wellness, and outdoor enjoyment. Payment takes place on a reimbursement basis: the project sponsor must incur costs for work completed, and then submit reimbursement request form and supporting documentation to the grants coordinator for payment.

Matching Funds: 20% match required.

Application Deadline: Announced annually typically in April.

Award Limits: Generally, range between \$40,000 and \$200,000.

Eligible Projects: Motorized and non-motorized trail development, maintenance, and accessibility enhancements.

Transportation Alternatives Program (TAP)

TAP provides funding for non-traditional transportation projects, including pedestrian and bicycle facilities, recreational trails, and safe routes to school initiatives. By accessing TAP funds, municipalities can enhance multimodal transportation options, improve safety for pedestrians and cyclists, and promote active transportation alternatives, thereby creating more walkable communities.

Matching Funds: 18.05% match required.

Application Deadline: Announced annually typically in October.

Award Limits: Generally, range between \$50,000 and \$600,000 depending on annual funding allowance.

Eligible Projects: Non-traditional transportation projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school initiatives.

GRANT FUNDING OPPORTUNITIES FOR CAPITAL IMPROVEMENT PROJECTS

Introduction

External funding sources play a pivotal role in supporting capital improvement projects outlined in the Capital Improvement Program (CIP). These grants offer financial assistance to municipalities and organizations, facilitating the realization of critical infrastructure initiatives. By leveraging these opportunities, communities can alleviate financial burdens and expedite the implementation of essential projects, ultimately enhancing public services and quality of life.

Clean Water State Revolving Loan Fund (CWSRF)

The CWSRF offers low-interest loans to finance water quality improvement projects, aiding communities in meeting federal Clean Water Act requirements. Through this program, municipalities can address critical needs such as wastewater treatment and stormwater management. By leveraging CWSRF funds, communities can advance environmental sustainability while minimizing financial strain. The project must be on the State Water Plan (SWP) prior to submitting the funding application.

Interest Rates (As of November 2023):

- » 5 year: 2.5%,
- » 10 year: 3.25%,
- » 20 year: 3.5%,
- » 30 year: 3.75%

Application Deadline: Quarterly – January 1, April 1, July 1, October 1. SD Board of Water and Natural Resources (BWNRR) board reviews applications quarterly.

Requirements:

- » Projects must be on SWP. Applications are due by October 1, but SWP can be amended quarterly by submitting applications by February 1, May 1, or August 1.
- » Planning Districts assist communities with the applications. An engineer prepares a Facility Plan as part of the application.

Award Limits: Varies based on project scope and eligibility.

Eligible Projects: Water infrastructure improvements such as wastewater treatment plants, stormwater management, and green infrastructure.

Community Access Grant

The Community Access Grant program supports infrastructure projects aimed at enhancing community access and connectivity. By securing Community Access Grants, municipalities can improve transportation networks, enhance public facilities, and promote equitable access to essential services, promoting inclusivity, and community well-being. Town must be less than 5,000 in population to be eligible for these grant funds.

Matching Funds: 20% match required.

Application Deadline: Announced annually typically in July.

Award Limits: \$600,000 maximum.

Eligible Projects: Enhancing community access and connectivity through infrastructure improvements.

GOED Infrastructure Improvement Program (South Dakota)

The GOED Infrastructure Improvement Program provides funding for infrastructure projects that promote economic development, job creation, and community enhancement within South Dakota. By accessing GOED grants, municipalities can invest in critical infrastructure, support business growth, and strengthen the state's economy.

Matching Funds: No match required.

Application Deadline: Applications accepted quarterly on January 31st, April 30th, July 31st, and October 31st.

Award Limits: Dependent on project specifics and available funding.

Eligible Projects: Infrastructure projects aimed at economic development, job creation, and community enhancement within South Dakota.

South Dakota Community Facilities Direct Loan and Grant Program

The South Dakota Community Facilities Direct Loan and Grant Program offers financial assistance to rural communities for the development of essential community facilities. Through a combination of low-interest loans and grants, this program aims to improve infrastructure, enhance public services, and foster economic growth in underserved areas of the state. By accessing funds through this program, municipalities can address critical needs such as healthcare facilities, public safety buildings, and community centers, thereby enhancing the quality of life for residents and promoting community development.

Matching Funds and Interest: No matching funds for grant portion. Market: 3.75%, Intermediate: 4.125%, Poverty: 4.5%

Application Deadline: Open year-round.

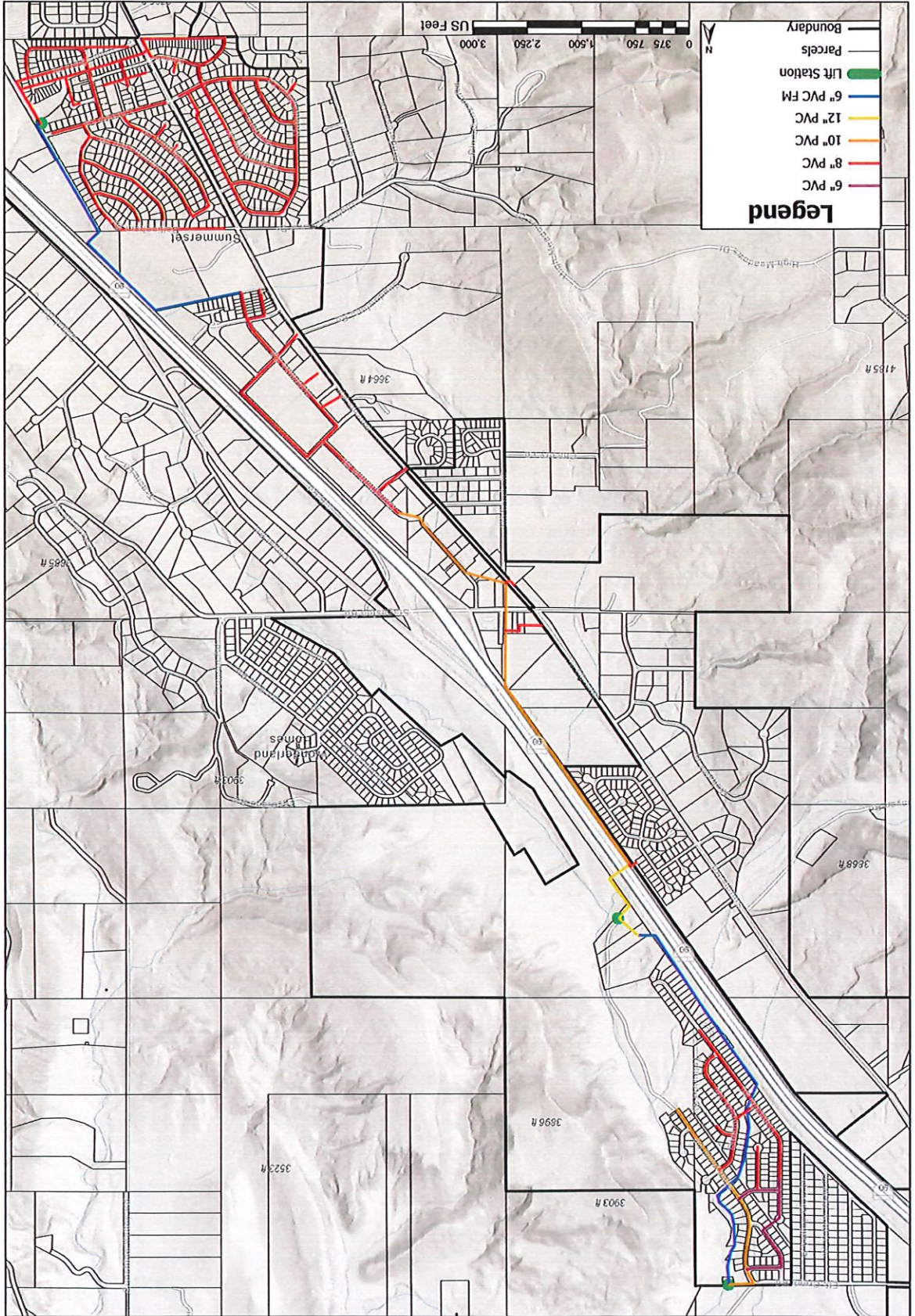
Award Limits: Determined by community population and income.

Eligible Projects: Construction, renovation, or expansion of essential community facilities such as healthcare facilities, public safety buildings, and community centers in rural areas of South Dakota.

Conclusion

Preparing well ahead of the application window for grant funding is crucial. Success depends on careful planning, aligning with state plans, understanding deadlines, and meeting eligibility criteria. By preparing proactively, municipalities and organizations can increase their chances of accessing these resources, speeding up critical infrastructure projects and improving community well-being. Investing time and effort into thorough preparation is essential for making the most of grant funding opportunities and advancing sustainable development.

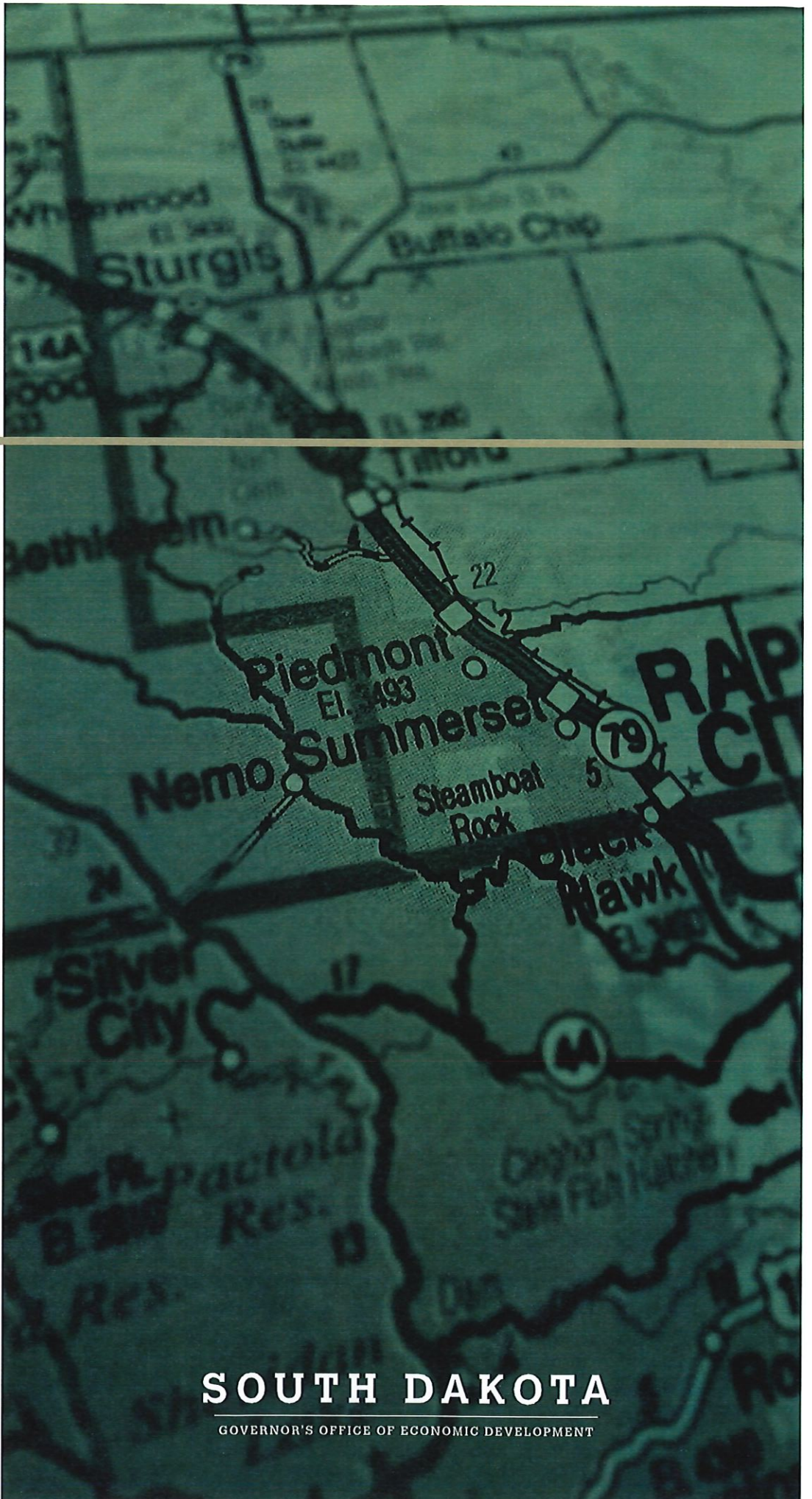
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APPENDIX D: UTILITY MAPS

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JULY 2024

SOUTH DAKOTA

GOVERNOR'S OFFICE OF ECONOMIC DEVELOPMENT