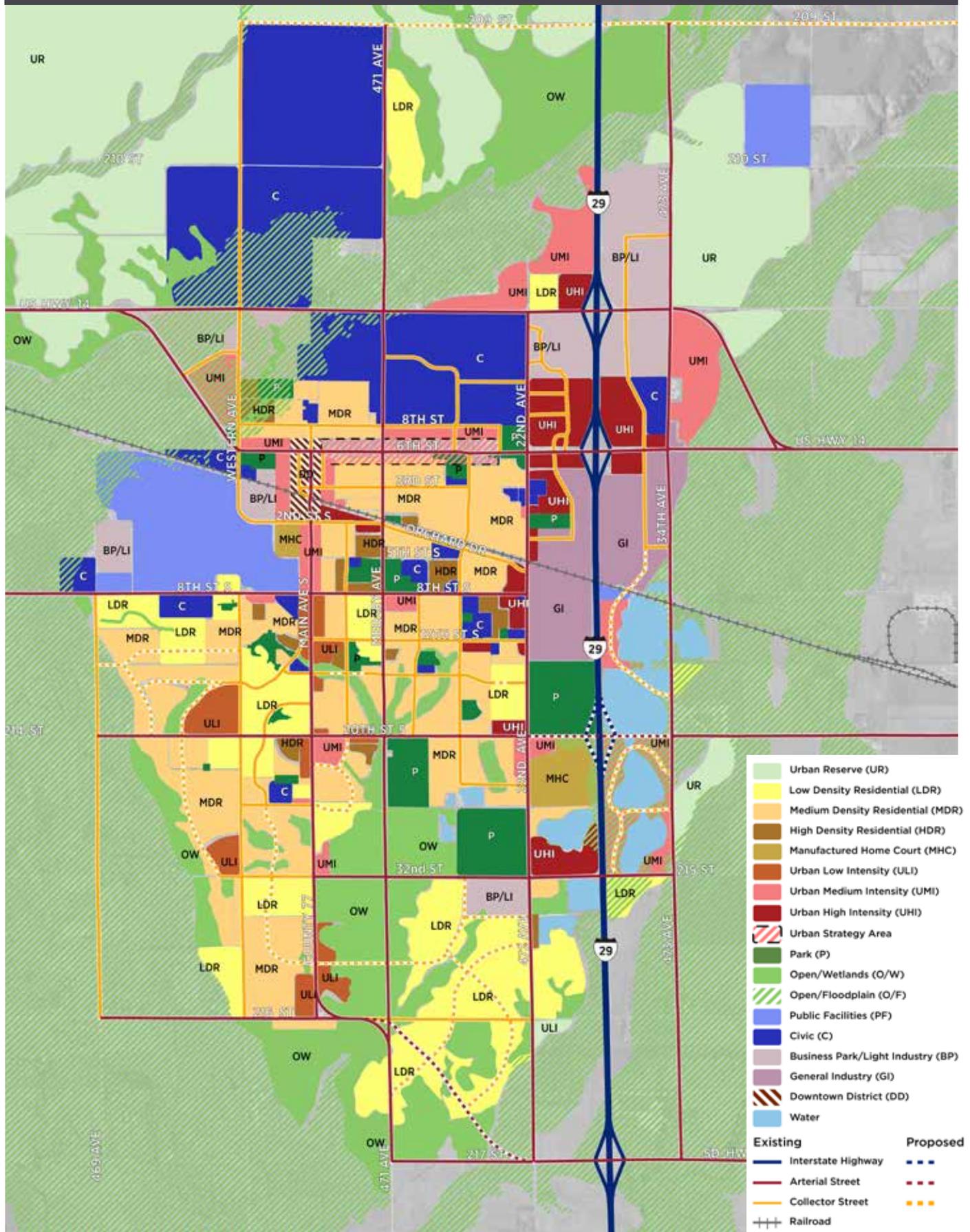


FIGURE 3.5: Future Land Use Plan



LAND USE: LOW DENSITY RESIDENTIAL



DESCRIPTION:

- Neighborhoods emphasizing single-family detached homes, although other single-family attached and small lot single-family homes may be permitted based on location.

POTENTIAL ZONING:

- Single-Family Dwelling District

INTENSITY (DU/A):

- 1-4

USES:

Restrictive land use, emphasizing single-family detached development, although innovative single-family forms may be permitted with special review. Civic uses are generally allowed, with special permission for higher intensity uses. Developments will be provided with full city services.

FORM:

Developments should provide connectivity within and between developments both for cars and pedestrians. A framework of streets and open space should create a sense of neighborhood. Densities should be higher at transition points with other more intense uses or districts.

COMPATIBILITY:

Compatible with most single-family detached housing, attached single-family and some townhome developments. Traffic and higher intensity uses should be directed away from these areas and along major thoroughfares. Building elements and scale should be consistent with surrounding development.

PARKING:

- Majority accommodated off-street in private garages and driveways with a limited amount of overflow parking allowed onstreet.
- Due to the limited demand for on-street parking, neighborhood streets can often be narrow with parking limited to one-side.

LAND USE: MEDIUM DENSITY RESIDENTIAL



DESCRIPTION:

- Neighborhoods that incorporate a mix of housing types, including single-family detached, single-family attached, townhouse, and small lot single-family. Civic uses would also generally be allowed.

POTENTIAL ZONING:

- Single-Family Dwelling District; Manufactured Housing District; Townhouse Dwelling District; Two-Family Dwelling District

INTENSITY (DU/A):

- 4-12

USES:

Restrictive land use, emphasizing a mix of housing styles including single-family detached, single-family attached, and townhouses. Limited multi-family development may be allowed with special review and criteria. Civic uses are generally allowed, with special permission for higher intensity uses.

FORM:

High level of connectivity between and within developments. Connections to neighborhood commercial services and civic destinations should provide a sense of neighborhood. Developments should have articulated scale and maintain the identity of individual units. Densities should be higher at transitions points with other more intensive districts.

COMPATIBILITY:

Applies to older established neighborhoods of the city which have diverse housing types, and in developing areas that incorporate a mix of development types. Projects may be incorporated in a limited way into UR-L districts and into mixed use projects and planned areas.

PARKING:

- Accommodated off-street in private garages and driveways with a limited amount of overflow parking allowed on-street.
- Due to the limited demand for on-street parking, neighborhood streets can be narrow with parking limited to one-side.
- Parking facilities should to manage storm water and be screened from adjacent land uses.

LAND USE: HIGH DENSITY RESIDENTIAL



DESCRIPTION:

- Neighborhoods that incorporate a mix of housing types, including multi-family housing and tiny homes. These areas may also allow small scale office and commercial uses but the primary use is residential.

POTENTIAL ZONING:

- Manufactured Housing District; Townhouse Dwelling District; Two-Family Dwelling District; Multi-Family Dwelling District; Business/Office District

INTENSITY (DU/A):

- 12+

USES:

Allows multi-family and compatible civic uses. Some limited office and convenience commercial within primarily residential areas may be appropriate.

FORM:

Located at sites with access to major thoroughfares and activity centers. Should be integrated into the fabric of nearby residential areas, while avoiding adverse traffic and visual impacts on low-density uses. Traffic should have direct access to collector or arterial streets to avoid overloading local streets. High level of pedestrian access and connectivity, avoiding the creation of compounds.

COMPATIBILITY:

Conflicts with low density residential developments should be resolved or minimized through project design. Traffic and other external effects should be directed away from lower-intensity uses. Landscaping, buffering, and screening should be employed to minimize negative effects. May be incorporated into mixed use projects or planned areas.

PARKING:

- Accommodated through surface parking lots, parking structures, and underground parking facilities.
- Parking facilities should to manage storm water and be screened from adjacent land uses.
- When adjacent to a sensitive frontage, parking should be screened behind a residential or commercial space when possible.

LAND USE: MANUFACTURED HOME COURT



DESCRIPTION:

- Neighborhoods where HUD certified manufactured homes or tiny homes may cluster.

POTENTIAL ZONING:

- Manufactured Housing District; Townhouse Dwelling District; Two-Family Dwelling District

INTENSITY (DU/A):

- 8-12

USES:

Restrictive land uses, emphasizing manufactured housing and tiny homes. Areas should include storm shelters and shared open spaces.

FORM:

High level of connectivity between and within developments. Traffic should move at a slower speed and create a safe and comfortable environment for pedestrians and bicyclist. High level of connectivity to shared open spaces and recreation areas.

COMPATIBILITY:

Compatible with most MDR and HDR districts. Individual manufactured homes or tiny homes may be allowed within higher intensity residential or small-lot single family developments but clustering of these uses should be only allowed within the MHC district.

PARKING:

- Vehicle parking should be accommodated within walking distance of the manufactured home in shared parking lots, in the unit driveway, or along the private drives.

LAND USE: URBAN-LOW INTENSITY (U-L)



DESCRIPTION:

- Neighborhoods with relatively low-density housing and easily accessed neighborhood commercial services. As compared to denser areas, U-L has more space and separation of uses, with farther distances between destinations and fewer shared amenities.

POTENTIAL ZONING:

- Single-Family Dwelling District; Manufactured Housing District; Office District; Local Retail District

INTENSITY (DU/A):

- 2-7

USES:

A mix of complementary uses including mostly single-family, with some attached, townhome and small multi-family projects, schools, small parks and churches, and neighborhood retail or mixed use

FORM:

Uses are integrated so that residents can access them by walking or biking. U-L areas use a high connectivity grid street pattern to expand viable locations for low intensity commercial uses, and allow multiple access points and route choices between all uses.

COMPATIBILITY:

Compatibility will be achieved through gradual increases of intensity transitioning from one land use to another. A cross-section of this area may show large lot single family next to medium lot single family, next to small lot single family, next to townhomes, next to small commercial. Although the focus is on gradual changes in intensity, these changes should occur at a small enough scale to ensure inclusion of a range of land uses within roughly a quarter square mile (160 acres) in order to encourage walking, biking, and the reduction of auto trips.

- Different intensity uses are positioned to create a smooth transition from lower to higher intensity uses.
- Larger commercial or office uses should cluster around arterial streets.
- Smaller commercial uses may be appropriate on collector streets

PARKING:

- Majority accommodated off-street in private garages and driveways with a limited amount of overflow parking allowed onstreet.
- Due to the limited demand for on-street parking, neighborhood streets can often be narrow with parking limited to one-side.

LAND USE: URBAN-MEDIUM (U-M)



DESCRIPTION:

- Vibrant, urban areas that draw customers and employees from outside the immediate area. A mix of housing types (see MDR), neighborhood and community commercial, office, and service uses.

POTENTIAL ZONING:

- Single-Family Dwelling District; Townhouse District; Office District; Local Retail District; Mixed Use Residential / Business

INTENSITY (DU/A):

- 7-12

USES:

A mix of complementary uses, including single-family housings, multi-family housing, schools, mid-sized parks and churches, commercial and mixed use. Amenities such as parks, plazas and quality streetscapes should be more prevalent than in U-L areas.

FORM:

A high-connectivity grid pattern expands viable locations for commercial land uses, and allows multiple access points and route choices between uses. As compared to U-L, U-M encourages closer proximity between transportation, housing, and shopping choices.

COMPATIBILITY:

Land uses and intensities should be integrated at a finer grain than within the Urban—Low Intensity designation. As compared to U-L areas, compatibility should be achieved through increased attention to traffic circulation and parking, site and building design, and on-site operations.

- Land uses are sometimes mixed vertically, resulting in complementary and alternating times of use and the ability to share parking areas.
- Different types of land use are positioned to create a smooth internal transition from lower to higher intensity uses; however, this transition happens over a shorter distance than within the U-L designation.
- Larger commercial or office uses should cluster around arterial streets.
- Smaller commercial uses are appropriate on any street provided that a smooth transition in intensity of uses is maintained.

PARKING:

- Accommodated off-street in private garages, driveways, onstreet (limited) and surface parking lots.
- Parking facilities should to manage storm water and be screened from adjacent land uses.

LAND USE: URBAN-HIGH (U-H)



DESCRIPTION:

- These areas improve economic performance and opportunities for social interaction, by locating diverse and complementary uses in close proximity. Higher-density mix of housing (see HDR), major commercial, office, and service uses, and limited industrial in suitable locations.

POTENTIAL ZONING:

- Townhouse District; Multi-Family Dwelling District; Office District; Commercial District; Mixed Use Residential / Business

INTENSITY (DU/A):

- 12+

USES:

A mix of complementary uses, including multi-family residential, large offices, medical buildings, regional commercial, limited industrial, institutional uses such as churches, schools, or hospitals, and other regional attractors. Residential uses range from townhomes/rowhouses up to apartment towers. Parking garages or public parking lots may be found in these areas. Higher levels of urban amenities are used to offset the area's intensity level.

FORM:

Access to freeways, highways, arterials, and transit, yet still designed around pedestrians. A high-connectivity grid pattern provides viable locations for higher intensity land uses, and allows multiple access points and routes between uses.

COMPATIBILITY:

Land uses and intensities should be fully integrated and mixed. Compatibility should be achieved through increased attention to traffic circulation and parking, site and building design, and on-site operations.

- Different land uses can be close together because design and amenities take into account these juxtapositions and make appropriate accommodations.
- Form and design rules and performance regulations address aesthetic and functional compatibility.
- Limited industrial uses may be allowed with requirements that they mitigate any anticipated negative impacts on adjacent land uses and that they are located on arterial streets or rail lines.
- Land uses should be fully integrated horizontally and mixed vertically, resulting in complementary and alternating times of use and the ability to share parking areas.

PARKING:

- Accommodated through surface parking lots, parking structures, and underground parking facilities.
- Parking facilities should to manage storm water and be screened from adjacent land uses.
- When adjacent to a sensitive frontage, parking should be screened behind an active storefront when possible.

LAND USE: URBAN STRATEGY AREA



DESCRIPTION:

- Similar to Medium Intensity areas. A mix of housing types, neighborhood and community commercial, office, and service uses. Uses may be mixed both vertically and horizontally.

POTENTIAL ZONING:

- Single-Family Dwelling District; Townhouse District; Office District; Local Retail District; Mixed Use Residential / Business

INTENSITY (DU/A):

- 7-12

USES:

Same as U-M. Developments should be based on a more strategic master plan for the 6th Street corridor.

FORM:

Transitions between higher intensity uses along the 6th Street corridor and adjacent neighborhoods should be carefully buffered. These areas should maintain a high level of connectivity between the corridor and surrounding neighborhoods, especially for pedestrian and bicycles. Design and form should follow a strategic vision for each block along the corridor.

COMPATIBILITY:

Even more than other U-M districts, land uses and intensities should be integrated at a finer grain. Like other U-M districts, compatibility should be achieved through increased attention to traffic circulation and parking, site and building design, and on-site operations.

- Land uses may mix vertically, like the Downtown District. Combined with good transportation options parking may be shared or limited.
- Different types of land use are positioned to create a smooth internal transition from lower to higher intensity uses; however, this transition happens over a shorter distance than within the U-L designation.

PARKING:

- These areas are focused on creating visually cohesive and human scale environments. Interruptions such as parking lots and drive aisles should be minimized in the street frontage
- Vehicle parking can be accommodated through surface parking lots (screened from adjacent land uses), shared parking structures, and underground parking lots.
- Site design should emphasize transitions between land uses using landscape treatments, screening parking areas behind buildings, and designing parking areas in a way to reduce the impact on adjacent properties, especially residential neighbors.

LAND USE: DOWNTOWN



DESCRIPTION:

- Brookings downtown is the civic and commercial heart of the city. It should offer small to moderate scale commercial development along with housing. The district should remain connected to and surrounded by a mix of housing types including townhomes and small lot single family

POTENTIAL ZONING:

- Central Business District; Office District; Local Retail District; Mixed Use Residential / Business

INTENSITY (DU/A):

- 12+

USES:

A broad range of retail services, excluding large-scale stores and services, auto related services, and large offices. Multi-family uses can be mixed in with commercial, but commercial would be the dominate use.

FORM:

Low to moderate building and impervious coverage, located along major streets in areas close to residential growth centers or at nodes created by significant intersections of streets. Developments should emphasize pedestrian scale and relationships among businesses and accommodate automobile access without being dominated by an automotive scale. Good pedestrian circulation should connect businesses and surrounding residential uses.

COMPATIBILITY:

The emphasis for the downtown should be on creating a unique neighborhood center or village. Compatibility should be achieved through increased attention to traffic circulation and parking, site and building design, and on-site operations

- Land uses may be mixed vertically in smaller scale two to three story buildings.
- Horizontal mixed use must create smooth internal transitions from lower to higher intensity uses in distances similar to U-M or U-H.
- Larger commercial uses should cluster around arterial streets.
- Smaller commercial uses are appropriate on any street provided that a smooth transition in intensity of uses is maintained.

PARKING:

- Parking in the downtown should encourage customers to park on Main Avenue and employees/business owners in off-street parking lots. It is appropriate to institute measures to discourage on-street parking for more than two hours.
- Off-street parking lots should be a secondary option for downtown customers. Parking facilities should manage storm water and be screened from adjacent land uses.

LAND USE: BUSINESS PARK



DESCRIPTION:

- Areas preserved for larger business development essential to Brookings’ economic stability and future growth. These areas protect larger acreages to maximize clustering for specialization, synergy, transportation efficiency, and knowledge exchange.

POTENTIAL ZONING:

- Business Park District; Regional Retail District

INTENSITY (DU/A):

- 12+

USES:

Centers with major office and business uses, such as technology and research centers, corporate headquarters, and lower intensity industries with larger scale visitor services located at the major intersections. Multi-family may be appropriate when integrated as part of a holistic development that incorporates retail and office uses.

FORM:

Areas should have a strong emphasis on high design and landscaping standards. Transportation improvements should enhance connectivity, efficiency, and capacity. Special consideration should be given to the image that travelers see for those areas adjacent to Highway 12 and I-29.

COMPATIBILITY:

Adjacent and internal development should not compromise the viability of employment lands. Incompatible uses such as lower density residential or K-12 schools should not be located within BP areas.

- Development abutting a BP boundary, whether inside or outside the boundary, should be held to higher design standards to ensure compatibility between uses and possible adjacent residential uses.
- In cases where transportation infrastructure has been installed with the purpose of providing capacity to BP areas, any proposed rezone or subdivision outside of the BP area must not reduce the transportation capacity of the BP area below the level intended.

PARKING:

- Typically accommodated through off-street lots. Surface lots can be shared with other complementary ventures.
- Parking facilities should to manage storm water and be screened from adjacent land uses.

LAND USE: GENERAL INDUSTRIAL



DESCRIPTION:

- Areas intended to accommodate industrial uses that are difficult to integrate with less intensive uses due to negative impacts from heavy traffic, noise, or odors.

POTENTIAL ZONING:

- Industrial District

INTENSITY (DU/A):

- Not applicable

USES:

All types of industrial: manufacturing, warehousing, distribution, and office/industrial flex space. Uses in this area can be smaller in size than in the Business Park areas and aesthetic standards are less stringent.

FORM:

Designation of any new GI areas should be done with consideration of the following factors:

- Freeway and rail access;
- Availability and capacity of water and sewer service;
- Proximity to existing employment centers;
- Compatibility of neighboring land uses;

- Brownfield status;
- Impact of added employee/truck traffic to the level of service of roadways in the surrounding area and impact on the non-industrial uses along those roadways.

COMPATIBILITY:

Development within GI areas will be similar in nature, so compatibility is less difficult to manage. However, in areas where industrial abuts other land use categories, the following should be considered.

- Design standards: including land buffers, architectural and site design standards, and other appropriate standards implemented through PUDs or new codes or guidelines.
- Operational standards that consider traffic, noise, lighting, and air quality.
- Areas adjacent to I-29 and Highway 14 should have a higher level of landscaping and avoid outdoor storage visible from these corridors.

PARKING:

- Typically accommodated through off-street lots. Surface lots can be shared with other complementary ventures.
- Parking facilities should to manage storm water and be screened from adjacent land uses.

LAND USE: PARK/OPEN SPACE



DESCRIPTION:

- Areas intended to remain undeveloped and natural or recreational in character.

POTENTIAL ZONING:

- Various

INTENSITY (DU/A):

- Not applicable

USES:

Limited, primarily natural. Any development is recreational and low impact in nature (such as park shelters or ball fields), while complementary to the purpose of the wider area as open natural space.

FORM:

Traditional park and recreation areas including both passive and active recreation. Brookings' many wetlands, floodplains, and any other sensitive areas should be preserved and incorporated into the city's stormwater management system.

COMPATIBILITY:

These areas are valuable for the natural character and uses within them should have minimal impact. This requires minimal visual, auditory, and other pollutants that would reduce the pristine character of areas. Aids for compatibility may include:

- Heavy landscaping screening, very large buffers; height limitations, zero odor emissions, strict ambient noise requirements.

More intense recreation uses, like sports complexes should be treated like comparable commercial uses for the traffic and compatibility issues that they can generate.

LAND USE: CIVIC/INSTITUTIONAL/SCHOOL/UNIVERSITY



DESCRIPTION:

- To provide space for educational, institutional, assembly, and other public uses, including hospitals, major campuses (high school, SDSU), cemeteries, airport, landfills, water plant, and major utilities.

POTENTIAL ZONING:

- Various

INTENSITY (DU/A):

- Not applicable

USES:

- Educational: Public, private and parochial institutions at K-12 and post-secondary level, or trade/business schools and their accessory uses.
- Institutional and Assembly: Community or cultural facilities, religious institutions, public health care or human services facilities and their accessory uses.
- Other: Government or non-profit organizations and accessory uses.

FORM:

Government facilities should be held to the same standard for site design and connectivity as any private enterprise of similar intensity

COMPATIBILITY:

Civic uses may be permitted in a number of different areas, including residential areas. Maintenance, operating facilities and public works yards should generally be located in industrial areas. Individual review of proposals requires an assessment of operating characteristics, project design, and traffic management. Industrial operating characteristics should be controlled according to same standards as industrial uses.

PARKING:

- Typically accommodated through remote parking lots that allow visitors to park their vehicle one-time, then navigate the campus on foot.
- Overall parking supply should be managed at a campus-wide level including the location of parking, permit supply and cost, and the creation of transportation alternatives on campus and routes leading to campus.
- Bicycle parking facilities should be integrated throughout the campus including at all potential origins and destinations, such as residence halls, academic buildings.