



# CITY OF FORT PIERRE COMPREHENSIVE PLAN 2016-2036



FortPierre.com

## HISTORY YOU CAN TOUCH

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## FOREWORD

Fort Pierre is a unique and special place. It is a vital community full of great people with a deep attachment to this place, a location on two scenic rivers, and a heritage rich in history. Indeed, a respected historian and author identified Fort Pierre as “the most historic spot in South Dakota.”

If you are considering a move to this area, you will find within these pages a great deal of information about Fort Pierre – its land use, trade area and economy, infrastructure, historic attractions and other assets. The asset that is harder to define, but most important to quality of life, is its people. “What,” you may be asking, “would my neighbors be like?”

A journalist recently made an interesting observation that most South Dakota towns can be identified by their major industry: farming, government, industry, tourism, gaming, etc. But he found Fort Pierre didn’t fit in any of those categories. “Spend a day in Fort Pierre,” he said, “and you’ll have a hard time pigeon-holing the place. The growing city of 2,500 hasn’t lost its old West atmosphere, but other cultures are emerging. We categorized four distinct groups in a day spent there – suburbanites, cowboys, historians and entrepreneurs.”

After reading that line, I couldn’t think of anyone in Fort Pierre who doesn’t fit in at least one of those categories. Sometimes you will find combinations, like cowboy historians, or suburbanite entrepreneurs. No wonder we are unique, and no wonder we have so many perspectives!

One defining characteristic of Fort Pierre is that the majority (85%) of residents who are employed work in Pierre. We enjoy many of the benefits of living a stone’s throw from the seat of state government. But the independent nature of our residents means we continue to be a separate city in a separate county with its own school district and quite frankly, our own way of looking at life.

Our little river city enjoys growth and progress without losing the feel of our cowtown roots. The big 4th of July parade, Friday night football games, weekly rodeos, and community dinners are who we are. We wouldn’t have it any other way.

Proud to be a Fort Pierre native,



Gloria Hanson, Mayor  
CITY OF FORT PIERRE

## INTRODUCTION

### What is a comprehensive plan?

A comprehensive plan is a document created in an attempt to establish guidelines for the future growth of a community. The document is required by South Dakota State Statute and serves as a policy guide to decisions about community development. The concept of comprehensive planning is strongly tied to the economic prosperity of communities. A comprehensive plan is a tool for planning the future growth of a city. Most importantly, a comprehensive plan is a statement about the constant change and evolution of a city.

The Fort Pierre comprehensive plan will address compatibility concerns between various uses of land, management and preservation of natural resources, identification and preservation of historically significant lands and structures, and adequate planning for infrastructure needs, recreation, open space, and housing.

### Looking at the Fort Pierre of tomorrow

The City of Fort Pierre desires to promote the future. Our vision is that Fort Pierre will have a development process that preserves the small-town-feel, promotes the city's historical tourism, maintains and enriches the residential environment and character of the community through a balanced housing inventory, provides the optimum amount of active and passive recreation for the enjoyment of all Fort Pierre residents and visitors, and encourages business growth.

#### Preserve the Small Town Feel

1. Friendly people
2. Neighborhood Safety
3. Has local businesses, churches, schools, a post office, museums, and service organizations
4. Community Events

Fort Pierre's small town feeling can be attributed to a number of different factors that all work together. People of Fort Pierre are friendly and will say hello when you pass them on the street. Neighborhoods have identity, character, and most importantly a sense of safety. The community is rich with local businesses, churches, schools, a post office, museums, and service organizations. Events such as the 4<sup>th</sup> of July parade bring about a sense of community pride unmatched by other communities. The crucial part of preserving Fort Pierre's small town feel is to understand that not changing does not mean not growing. Many elements work together to lend Fort Pierre the feel of a smaller town.

### Promote Historical Tourism

1. Develop Historic Tourism Master Plan
2. Develop a city tourism budget
3. Create a social media presence
4. Quantify tourism activities' effectiveness

Fort Pierre has a prominent history and is a community that treasures its many historical assets. The city should develop a master plan that includes structures, events, people, signage, funding, scheduling, and advertising. This plan would help connect the historical assets and create cohesiveness across the community.

The city would benefit from a single tourism component within the city budget. This would offer better efficiency in delivering tourism services. Additionally, there should be support for events and advertisement with the city tourism taxes. Part of this would be creating a social media presence to promote historical tourism which would also help the city learn about potential visitors and connect with that audience. The city should determine the effectiveness of its tourism activities through methods such as measuring visitor numbers.

### Maintain and Enrich the Residential Environment and Character of the Community Through a Balanced Housing Inventory

1. Encourage developers to provide a mix of residential housing types and lot sizes
2. Zone new developable areas with the proper mix of residential zoning
3. Correct and prevent deterioration in the city's housing stock

Fort Pierre currently has a fairly balanced housing inventory regarding home values and housing types. The city wishes to maintain and improve the housing inventory by encouraging developers to provide a mix of residential housing types and lot sizes. The other half of that equation is residential areas being zoned properly to create a mix of housing types.

By ensuring housing complies with the standards in the building code, the city can correct and prevent deterioration of the city's housing stock. The city is tasked with the difficult job of code enforcement. Yet enforcement is necessary so that housing complies with the standards of the city's building codes. Creating and maintaining a desirable place to live means preserving Fort Pierre's existing housing stock.



An aerial view of a Fort Pierre neighborhood. Photo courtesy of South Dakota Tourism.

### **Provide the Optimum Amount of Active and Passive Recreation**

1. Develop a comprehensive city-wide pedestrian pathway/corridor plan
2. Map, designate, and protect sensitive environmental areas from development so as to protect, conserve, and enhance natural resources

Fort Pierre should provide the optimum amount of active and passive recreation for the enjoyment of all Fort Pierre residents and visitors. The city should maximize the use of existing park facilities and strive for the creation of new parks and recreation areas through the development of a comprehensive city-wide pedestrian pathway/corridor plan. Fort Pierre should continue to map, designate, and protect sensitive environmental areas from development so as to protect, conserve, and enhance natural resources within and adjacent to the city for the long-term benefit of the community and its environment.

### **Encourage Business Growth**

1. Create a Downtown Master Plan
2. Encourage zoning to create an ample supply of vacant developable land that is zoned commercial and industrial

The city can encourage business growth through the revitalization of declining commercial areas through redevelopment and rehabilitation. There should be a focus on the downtown area with the creation of a Downtown Master Plan. The city should continue to provide the adequate infrastructure capacity to support existing and new development, as well as ensure an ample supply of vacant developable land that is zoned commercial and industrial.



The Fourth of July Fireworks over the Missouri River. Photo courtesy of South Dakota Tourism.

## HISTORY

As you look out from the bluffs overlooking the Missouri River, you can almost imagine what French explorers must have thought about their discovery of this new land; the rugged terrain, a mighty winding river, the raw beauty of an endless land. And lying at your feet is the City of Fort Pierre.



The Verendrye Monument. Photo courtesy of South Dakota Tourism.

Fort Pierre is the oldest continuous white settlement in South Dakota, dating back to 1817. On a hilltop overlooking the Missouri River, the Verendrye National Monument marks the spot, where in 1743 the brothers Chevalier and Louis la Verendrye buried a lead plate. These French explorers, in search of a Northwest Passage to the Pacific, lay the basis for French sovereignty on the Upper Missouri, seeking to define the bounds of French Louisiana to include the entire Mississippi River drainage. In 1803, the Louisiana Purchase made the area a part of the United States.

In 1804, one of the greatest expeditions in America's history left St. Louis, with President Jefferson's orders to explore the land, flora, and fauna of the newly-acquired Louisiana Purchase; to establish friendly relations with the native inhabitants of that vast region; and to find a new water route to the Pacific Ocean. The Lewis & Clark Expedition arrived in this area on September 24, 1804. They anchored about 100 yards from the mouth of the Bad River. Lewis

and Clark met for the first time with the Lakota people, known to them as the Teton Sioux. A lack of interpreter and differences in objectives lead to an armed confrontation that fortunately ended without violence.

The area that is now Fort Pierre is a central location on a major river and was a powerful attraction to early explorers, settlers and traders. In 1817, the French trader, La Framboise, established a fur post near the mouth of the Bad River. In 1822, the Columbia Fur Company established Fort Tecumseh on the south bank of the river, and sold it to the American Fur Company in 1828. In 1832, after Fort Tecumseh was dismantled due to the shifting of the Missouri River, the American Fur Company built Fort Pierre Chouteau as a trading fort. Fort Pierre Chouteau was the largest fur trading post on the upper Missouri River. Settlement here helped pave the way for major routes west, including the Bozeman and Oregon Trails, and the historic Fort Pierre-Deadwood Trail. The fort was sold to the Army in 1855. At this time, the river landing was poor, there was no building timber, fuel, or forage within close range and

most of the buildings were decayed and beyond repair. The Army dismantled the fort two years later in 1857 to build Fort Randall, and today little remains of the above-ground structure of the Fort Pierre Chouteau and associated buildings.

The land known as the City of Fort Pierre was originally a “Mile Square” section on the western bank of the Missouri obtained by the Dakota Central Railway, a subsidiary of the Chicago and Northwestern Railway, which was laying track in eastern South Dakota and heading toward Pierre. The railway company entered into an agreement with the Sioux Indians on June 12, 1880, for the right to occupy this section for a railroad freight depot, for the residences of the railway company employees engaged in operation of its road, for forwarding freight, and for no other purpose. The Sioux also granted a 200-foot wagon road from this section of land north to the Fort Pierre-Deadwood wagon road. In 1890, voters agreed to incorporate Fort Pierre, making it the only incorporated town in Stanley County.

Some major infrastructure advances were made in Fort Pierre shortly after the turn of the century. In 1904 a \$30,000 bond issue was approved to build a water system. In 1907, a sewer system was constructed while the streets were torn up to install the gas and water lines. In 1909, the city condemned all plank boardwalks throughout the town and ordered in concrete sidewalks. Deadwood and Main streets were given a fresh gravel base of eight inches to complement the newly installed curb and gutters. Fort Pierre received electricity in 1911 when



Fishing on the Missouri River. Photo courtesy of South Dakota Tourism.

the city council granted a franchise for a private power plant to Adolph Winkler. For many years movement between Fort Pierre and Pierre was done either by a natural ice bridge or by ferryboat, depending on the season. In 1905, a temporary railroad bridge marked a first major transportation upgrade, and 1907, was replaced by a permanent steel bridge. In 1926, a highway bridge was dedicated and opened to traffic.

In 1948, an ambitious civil engineering project began construction in the form of the Oahe Dam. It took nearly 15 years to complete construction on the Oahe Dam. Those years had a tremendous impact on Fort Pierre. The population peaked at an all-time high of 2,649 according to the numbers of the 1960 census and declined by approximately 1,000 after the completion of the Oahe Dam. The Oahe Dam has proved an asset to the City of Fort Pierre creating an increase in tourism in the area largely because of fishing, hunting and camping opportunities the dam created.

## LAND USE AND DEVELOPMENT

### Goal

Optimize the value of residents and businesses in the City of Fort Pierre in order to promote growth and preserve the small town characteristics.

### Strategies

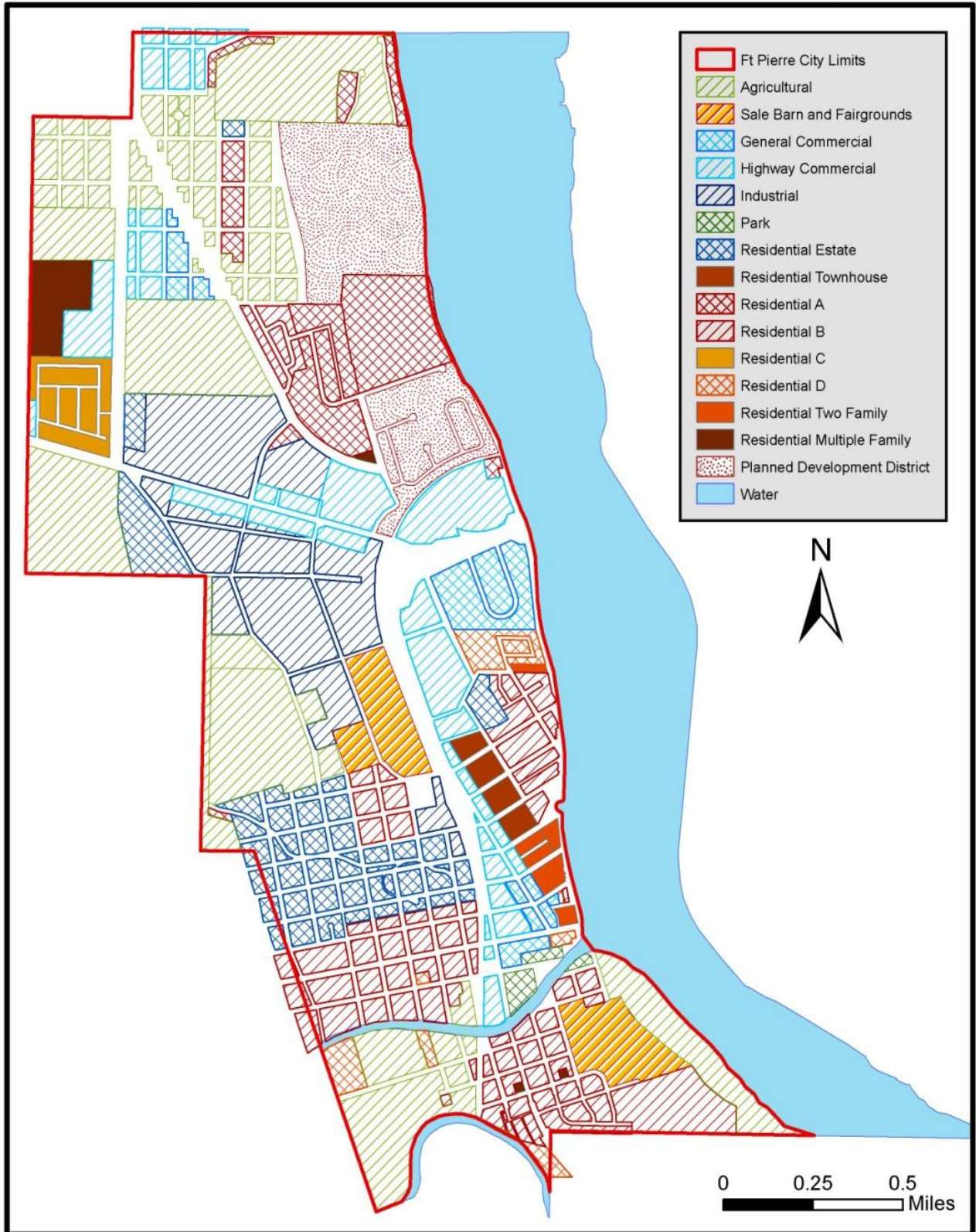
- 1) Develop opportunities for long-term new development by encouraging sustainable development.
- 2) Develop solutions in order to be able to encourage development of land throughout the city.
- 3) Recognize the long-term future growth opportunity of undeveloped land outside of Fort Pierre city limits.
- 4) Develop opportunities by encouraging redevelopment among the existing commercial/industrial areas.
- 5) Develop solutions to regain ownership over the Corps of Engineers buy-out land within city limits.
- 6) Redevelop and rehabilitate the older and underutilized properties within the downtown area.

### Implementation

The City of Fort Pierre should undertake the following implementation steps as part of its ongoing planning and zoning activities:

- 1) Adopt zoning, subdivision, and development tools that will allow for the co-existence of current and future land uses.
- 2) Pursue area studies that define and identify community development strategies on a continual basis.
- 3) Be proactive in finding opportunities for development of vacant land within the city limits of Fort Pierre. Development is anticipated to occur among the existing commercial/industrial areas to the north and west of the sale barn.
- 4) Explore opportunities to connect the downtown area with the river in order to fully utilize this resource. Downtown lies only one city block from the Bad River boat dock facilities which provide great access to the Missouri River. A great opportunity exists for the downtown area to link with a river theme and utilize this resource.
- 5) Develop a plan for improving and extending infrastructure into areas best suited for development of residential and commercial areas.

Figure 1: City of Fort Pierre Zoning Map\*



\*The map above reflects the zoning map as of June 2016 and is subject to change.

**Figure 2: Land Use Type Descriptions**













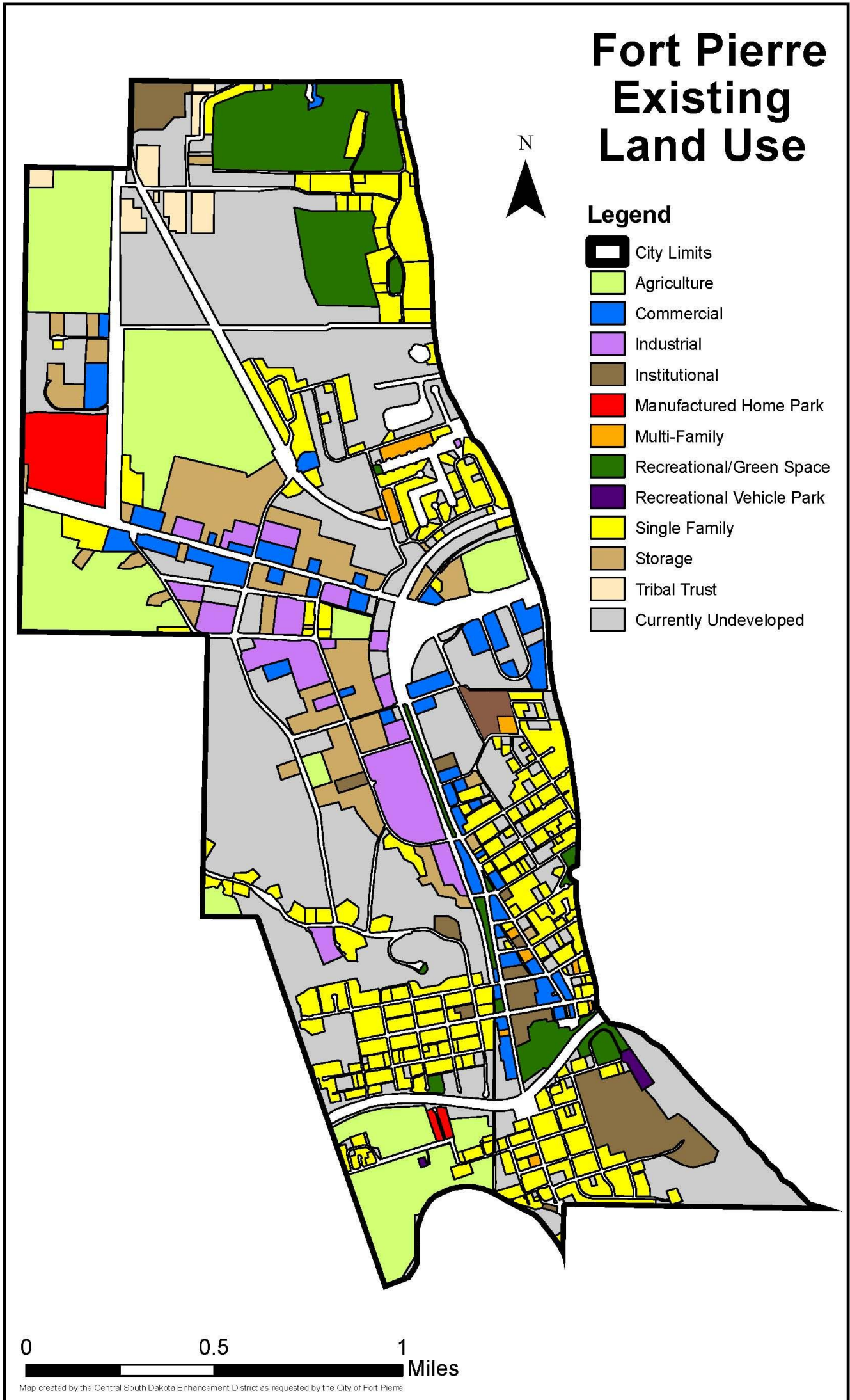
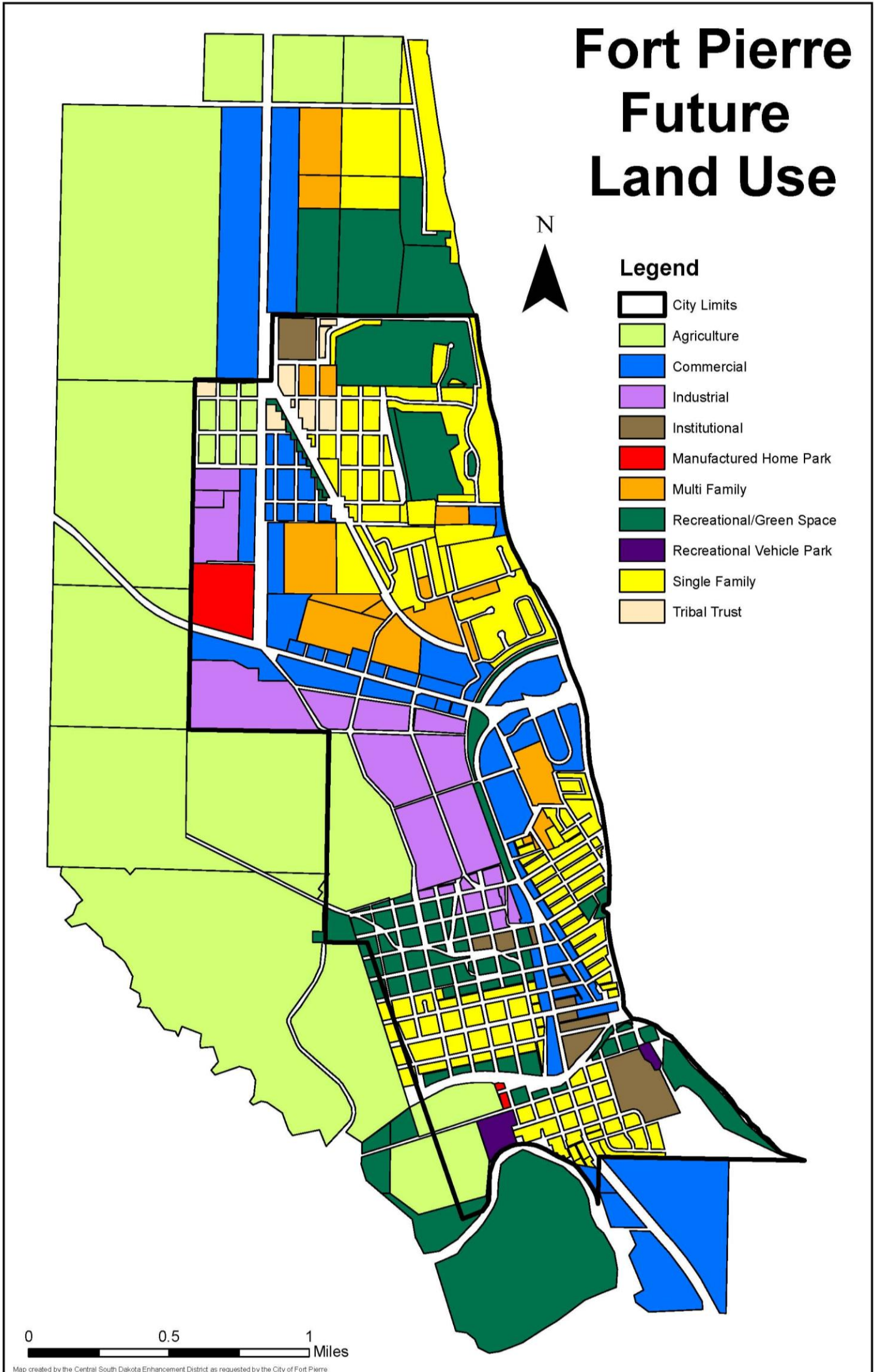
	<p><b>Agricultural:</b> Includes areas designed to provide an environment where agriculture can operate compatibly with a greater density of population than normally found in rural areas. Within the extra-territorial land, agricultural land can be used for large acreages.</p>
	<p><b>Commercial:</b> Includes land used for commercial purposes including building offices, shops, and restaurants.</p>
	<p><b>Industrial:</b> Includes industrial which can be broken into two groups: light industrial and heavy industrial. Light industrial is a low-intensity type of manufacturing. Examples of light industrial include lay-down yards, warehouses, storage units, and machine shops. Heavy industrial involves one or more characteristics such as large and heavy products. Examples of heavy industry include manufacturing of chemicals and plastics, steel and oil refining, mining, industrial machinery.</p>
	<p><b>Institutional:</b> Includes schools, churches, museums, and the Wakpa Sica.</p>
	<p><b>Manufactured Home Park:</b> Includes manufactured homes (also called Mobile Homes) located within a designated area.</p>
	<p><b>Multi-Family:</b> Includes multi-family residential housing which is where multiple separate housing units for residential inhabitants are contained within one building or several buildings within one complex. A common form is an apartment building.</p>
	<p><b>Recreational/Green Space:</b> Includes parks and other green space. It should be noted that the Verendrye Site and Fort Chateau site are listed on the National Register of Historic Places and therefore should not have planned future development. Additionally, areas around those historic areas should be sensitively planned.</p>
	<p><b>Recreational Vehicle Park:</b> Includes designated parks for Recreational Vehicles. These are strategically placed in areas near the Bad River and the Missouri River in order to have mobility due to being in the flood plain in case of a flooding event.</p>
	<p><b>Single Family:</b> Includes single-family detached homes which are free-standing residential buildings.</p>
	<p><b>Storage:</b> Includes storage units.</p>
	<p><b>Tribal Trust:</b> Includes land owned in trust by a tribe(s).</p>
	<p><b>Currently Undeveloped:</b> Includes land without any current structures.</p>

Figure 3: City of Fort Pierre Existing Land Use Map 2016\*



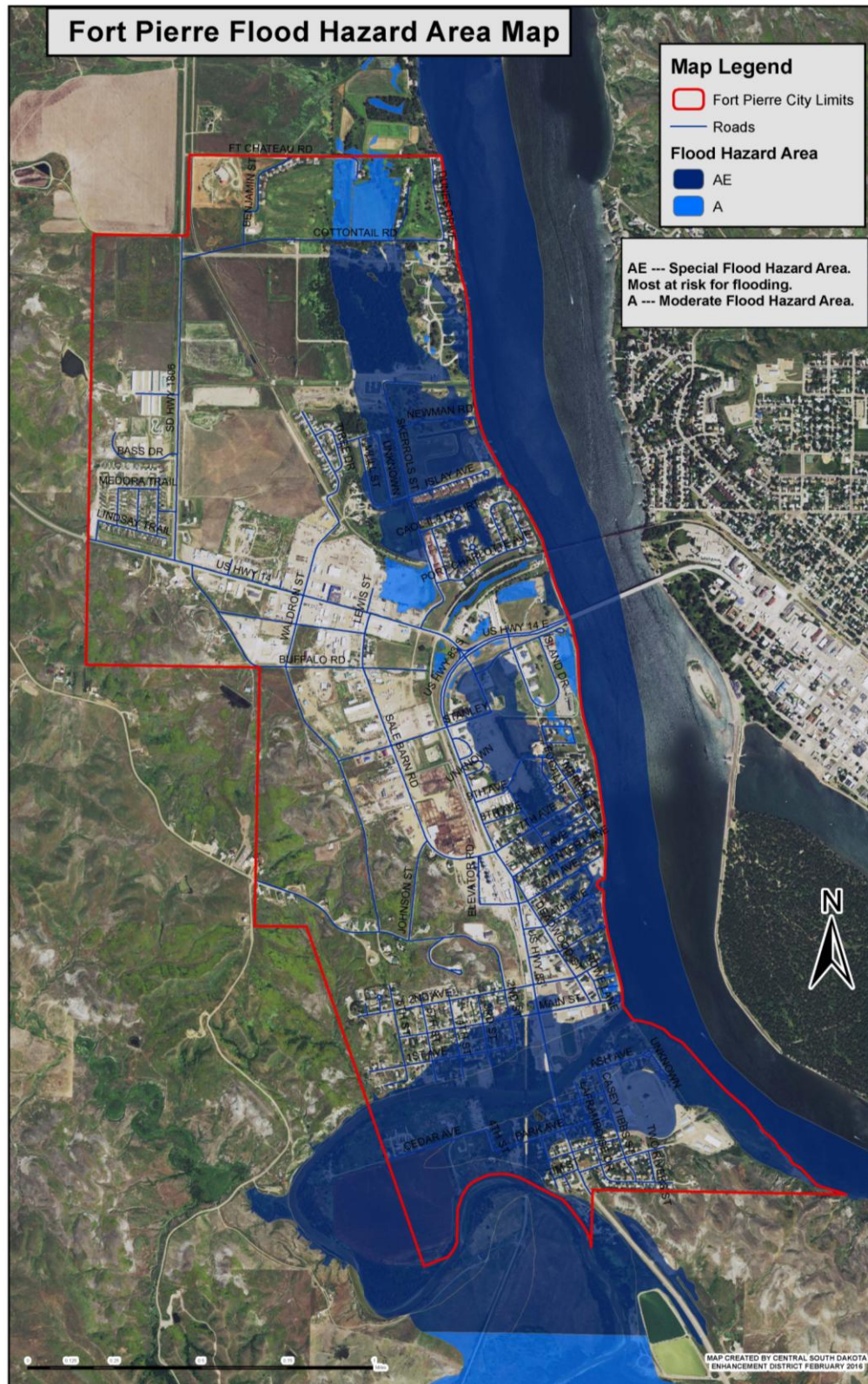
\*The map above reflects the current existing land use map as of June 2016 and is subject to change.

Figure 4: City of Fort Pierre Future Land Use Map\*



\*The map above reflects the future land use map as of June 2016 and is subject to change.

Figure 5: City of Fort Pierre Flood Hazard Map



\*The map above reflects the current FEMA National Flood Insurance Program (NFIP) map as of June 2016 and is subject to change.

## TRANSPORTATION

### Goal

Provide for the safe and convenient movement of all Fort Pierre residents through a network of multi-modal routes that serve the public's transportation needs for emergency response, commerce, recreation, and basic transportation.

### Street System Strategies

- 1) Apply priorities for expenditures in those areas identified as most in need.
- 2) Stress easiest route(s) in and around the city to destination locations by user-friendly signage.
- 3) Encourage development that does not conflict with future arterial routes.

### Pedestrian, Bicycle, and Mass Transit Strategies

- 1) Extend and maintain the city's recreation path to increase pedestrian activity and multi-modal transportation.
- 2) Incorporate ideas and programs that promote safe routes to school, work, and recreation in both city projects and in private development ventures.

### Implementation

- 1) Create a Master Transportation Plan to serve as the primary policy document in transportation decision making.
- 2) Support projects, programs, facilities, and routes that encourage bicycling as a transportation choice.
- 3) Identify appropriate locations for trails within the city's open space that provide opportunities for all ages and abilities to enjoy non-motorized recreation.

### The Structure of the Local Street System

The transportation system should serve the varied land uses within the community and ensure the free flow of traffic and accessibility to all parts of the community. Fort Pierre's street inventory classifies all streets and roads according to the transportation and service function they perform.

Fort Pierre's street system grows from the natural barriers created by the Missouri River and Bad River as well as the hills and river bluffs. Much like other similar cities, additions to the original grid has reduced street continuity. This evolving pattern tends to focus on the arterial and collector streets, thereby emphasizing street hierarchy versus continuity.

### Missouri River Bridge

The John C. Waldron Memorial Bridge crosses the Missouri River between Pierre and Fort Pierre. Studies are underway to replace the existing bridge. The replacement bridge options for

this study will be positioned either slightly to the north or south of the existing location. The expected year of opening for the new bridge is 2025.

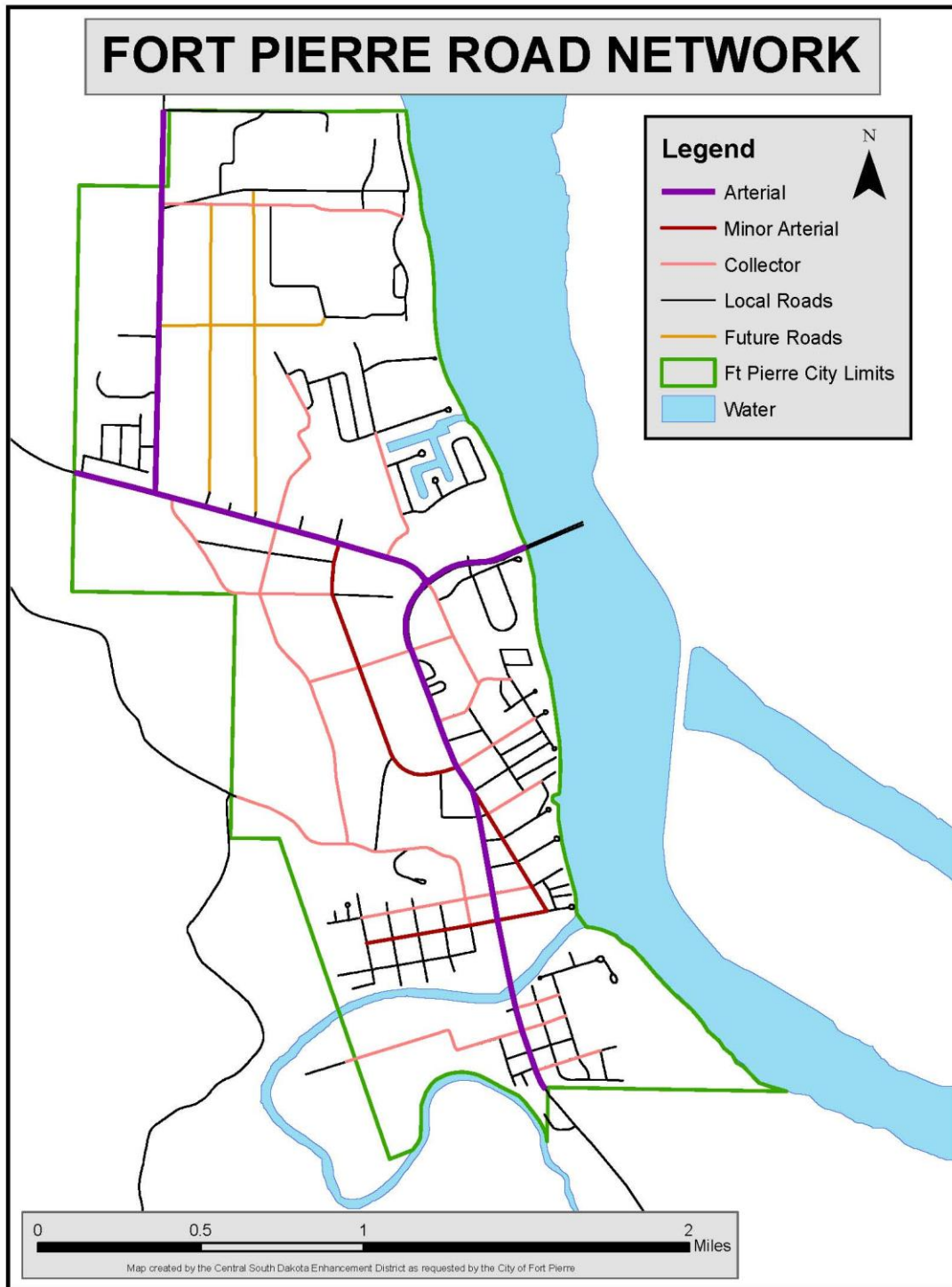
### Street Classification System

Fort Pierre streets can be placed into four functional categories: Principal Arterials, Minor Arterials, Collectors, and Local Streets.

**Figure 6: City of Fort Pierre Street Classifications**

Functional Categories	Description	Fort Pierre Streets
Principal Arterials	These roads provide expeditious movement within and to and from the community, for cross-town traffic in Fort Pierre, for circulation between areas within the city, and for access to abutting property.	The city is served by three primary arterial roads including U.S. Hwy 14/ SD Hwy 34, U.S. Hwy 83, and SD Hwy 1806.
Minor Arterials	Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system.	The minor arterials include Deadwood Street, a portion of Main Avenue, and Sale Barn Road.
Collectors	Collectors provide for traffic movement between arterials and between local streets and arterials; also provides access to abutting property.	The collector streets include Ninth Avenue, Seventh Avenue, Fifth Avenue, Second Avenue, Main Avenue, Buffalo Road, Cedar Avenue, Park Avenue, Scotty Philip Avenue, Skerrols Street, Verendrye Drive, and Waldron Street.
Local Streets	The remaining streets are classified as local streets and provide access to individual properties. The original Stanley town site was laid out with a gridiron pattern of streets, typical of the times.	The gridiron pattern of streets resulted in a number of the local streets being dead end or cul-de-sac streets where the street grid meets the river or steep hillsides.

Figure 7: City of Fort Pierre Road Network\*



\*The map above reflects the current road network map as of July 2016 and is subject to change.

**Total Miles of Roads**

Concrete – 1.37 miles

Asphalt – 15.8 miles

Gravel – 5.26 miles

Total – 22.43 miles

## PUBLIC USE, MUNICIPAL FACILITIES, AND INFRASTRUCTURE

### Goal

Fort Pierre will balance short-term needs for convenience and cost with long-term concerns such as functionality, sustainability, open space conservation, neighborhood beautification, and environmental protection.

### Public Use and Open Space Strategies

- 1) Maximize the use of existing park facilities and strive for the creation of new park and recreation areas.
- 2) Develop a comprehensive city-wide pedestrian pathway/corridor plan.
- 3) Continue to map, designate, and protect sensitive environmental areas from development.

### Municipal Facility Strategies

- 1) Public meeting rooms and event facilities should be viewed as a complement to the existing inventory of similar venues in the community, but not as a competitor to privately owned facilities.
- 2) Encourage the development of recreation areas adjacent to, or in conjunction with, existing or proposed school sites.
- 3) As public interest brings forward new ideas for use of existing city property, or new facilities, prioritize these ideas for short and long term implementation.

### Infrastructure Strategies

- 1) Expand the city's water and sewer systems according to the recommendations of water and sewer system engineering studies, as well as the adopted standards of the public works department.
- 2) Create opportunities for future utility connections beyond the property being served, as well as upgrade utility extensions to serve future growth needs.
- 3) Balance the need for keeping construction costs down, with the need for what will be the most cost efficient solution for long term operation.
- 4) Require utility coordination to take place as early in the planning process as possible with evidence of this coordination submitted before development approval.

### Implementation Strategies

- 1) Continually update and actively enforce all regulations pertaining to erosion control to protect public streets, open and closed drainage systems and streams from storm water runoff resulting from construction sites, or sites that have been disturbed but not re-vegetated.
- 2) Maintain a clean community by creating and actively enforcing city codes and ordinances concerning property maintenance.
- 3) Provide an adequate level of staffing to inspect all public infrastructures.

## ECONOMIC DEVELOPMENT

### Goal

Fort Pierre will have an economic strategy which balances the need for development with other city goals and objectives and maintains a sound local economy which attracts investment, increases the tax base, creates employment opportunities for Fort Pierre residents and generates public revenues.

### Strategies

- 1) Revitalize commercial areas through redevelopment, rehabilitation and other available means.
- 2) Continued expansion of visitor and tourism activity.
- 3) Provide adequate infrastructure to support existing and new development.
- 4) Ensure an ample supply of developable land is zoned commercial and industrial.

### Implementation

- 1) Create a Downtown Master Plan to encourage business growth.
- 2) Continue to work closely with the Fort Pierre Development Corporation to better expand opportunities for economic vitality.

### Demographic Study

In 2014, E.D. Hovee & Company LLC completed an area demographic study for Fort Pierre. This report provided an updated demographic and retail market assessment for the community and trade area served by Fort Pierre. The objective was to assess the current potential depth of the Fort Pierre market to support additional retail opportunity in categories where there is currently substantial sales leakage, as well as to accommodate population growth from 2015-2019.

“Since 2002, trade area employment growth has lagged behind the state; however job growth in Stanley County (Fort Pierre) has outpaced the state. On a per capita basis, overall trade area tourism expenditures are below the statewide average – but above average for several counties including Hughes (with Pierre as the state capitol).”<sup>1</sup>

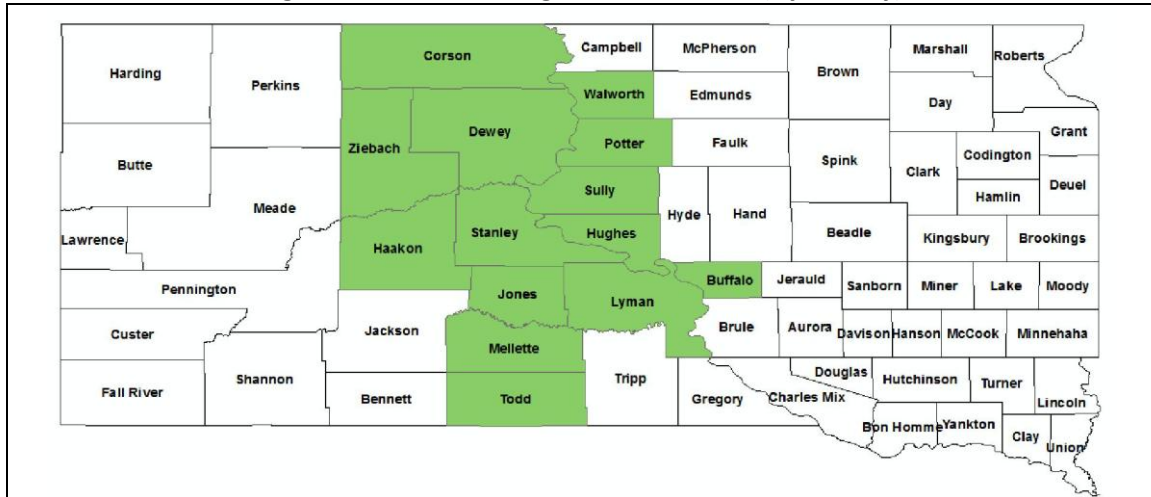
According to the demographic study, the Fort Pierre regional trade area has been defined as 14 counties in central South Dakota: Corson, Dewey, Ziebach, Walworth, Potter, Sully, Hughes, Stanley, Haakon, Jones, Lyman, Buffalo, Mellette, and Todd. While encompassing a significant portion of the state’s land area, this regional trade area represents a relatively small share of the state-wide population – due to relatively low population density. Many retail and service businesses find a need to serve a minimum population base of 50,000+, drawing customers from throughout this mid-state region who otherwise have few similar shopping and service

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<sup>1</sup> E.D. Hovee & Company for City of Fort Pierre: Fort Pierre Trade Area Demographic & Retail Market Update, 2014

opportunities locally. This makes the Fort Pierre/Pierre area an ideal location from which to centrally serve the full regional trade area geography.

**Figure 7: Fort Pierre Regional Trade Area (By County)**



**Trade Area Demography & Economy**

The regional trade area served by retail and related businesses has been defined to encompass a 14-county central South Dakota geography. As of 2014, this trade area had over 63,640 residents. After experiencing some population loss during the recession, the full trade area is forecast for a 4-5% population increase from 2014 to 2019.

Located at the center of the trade area, Fort Pierre and Pierre together account for over one-quarter (26%) of the trade area population. Compared to the rest of the state, the trade area tends to have a younger population with larger households, and above average share of Native American population – together with household incomes on par with the state-wide average.



The Buffalo Interpretive Center. Photo courtesy of South Dakota Tourism.

## PARKS AND RECREATION

### Goal

Fort Pierre will provide the optimum amount of active and passive recreation for the enjoyment of all Fort Pierre residents and visitors; use the park system as a means to enhance the environment of each neighborhood and the city as a whole; and protect, conserve, and enhance natural resources within and adjacent to Fort Pierre for the long-term benefit of the community and its environment.

### Strategies

- 1) Strive for the creation of new park and recreation areas while maximizing the use of existing park facilities.
- 2) Develop a comprehensive city-wide pedestrian pathway/corridor plan.
- 3) Continue to map, designate, and protect sensitive environmental areas from development.
- 4) Promote the current parks, green spaces, and trails in order to maximize the use of existing facilities.

### Implementation

- 1) Actively search out grants and other funding opportunities for the creation of more neighborhood parks.
- 2) Allow for a wider variety of parks by updating current ordinances.



Golfers at Dunes Golf Course. Photo courtesy of South Dakota Tourism.

### Parks

Parks, open space, and recreational facilities are essential parts of a healthy, quality, and sustainable community. They provide necessary components for events outside of the home, after work and beyond school activities. Whether for passive or active use, park areas and recreation facilities are an important part of everyday active living. Much like roadways and

sidewalks, water and sewer lines, parks and open space are integral components of the municipal infrastructure.

Parks and open space warrant a significant level of attention and commitment of resources to be adequately acquired, constructed, operated, and maintained. A comprehensive system of parks, open space and recreational opportunities that respond to the needs and values of the community contribute to a higher quality of life and increased livability. Recreational opportunities are also important in attracting visitors to the City of Fort Pierre and, thus, contribute to tourism and economic development.

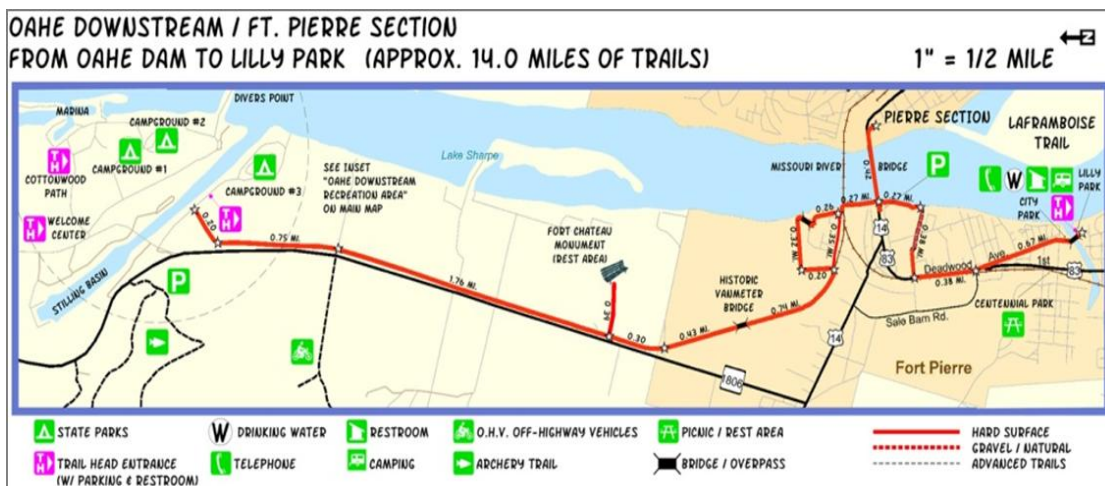
### Natural Resources

Fort Pierre contains an abundance of natural beauty, environmentally sensitive areas, and culturally significant sites. The Missouri River and Lake Oahe are the region’s primary source of outdoor water recreation. To the west, bluffs formed by the Missouri River provide the city with a variety of scenic vistas. The Bad River runs through Fort Pierre before it joins the Missouri River. The area is home to a variety of plant and animal life, and a source of recreation and enjoyment for residents and visitors alike. Protection of these significant and sensitive areas contributes to the quality of life for Fort Pierre residents.

### Trails

Multi-use trails for walking, jogging, running, and bicycling are an important component of a city's quality of life. Trails contribute to the community's recreation needs by providing connections between parks and other public facilities, and opportunities for biking, walking, and nature viewing. Additionally, bicycle and pedestrian facilities also serve as an alternative mode of travel to conduct business within the community. Two primary recreational trails serve the community. One runs from Fischer’s Lilly Park north to the Corps of Engineers land and the other runs from the west side of the Missouri River Bridge to Farm Island. The Fort Pierre/Pierre area boasts a total 53 miles of trail.

Figure 9: City of Fort Pierre Trails



## APPENDIX

### Appendix A: City Information, Officials, Committees, and Support Staff

#### City of Fort Pierre

PO Box 700  
08 East 2nd Ave.  
Fort Pierre, SD 57532  
(605) 223-7690

#### Elected Officials

Mayor – the chief executive officer for the city  
Council Member Ward I – 2 members  
Council Member Ward II – 2 members  
Council Member Ward III -- 2 members

#### Appointed Officials

Finance Officer  
Director of Public Works  
City Attorney

#### Standing Committee Appointments

Finance Committee  
Park Committee  
Personnel Committee  
Utility Committee  
Ambulance Committee  
Transit Board  
Expo Steering Committee  
Law Enforcement  
Fort Pierre Economic Development Corporation Council Representative  
Board of Adjustments and Appeals  
Planning and Zoning Commission  
Teton Island Design Review Committee  
Fort Pierre Civic Pride Committee  
BID Board

#### Support Staff

Assistant Director of Public Works  
Utility Superintendent  
Building Inspector  
Administrative Staff  
Administrative Specialist

## Appendix B: City of Fort Pierre List of Historic People, Places, and Assets

### Casey Tibbs Rodeo Center

Casey Duane Tibbs was born March 5, 1929, 50 miles northwest of Fort Pierre, South Dakota, in a log cabin on the family homestead on the Cheyenne River. At 14 years of age, Casey started riding in rodeos in South Dakota. By 15, he was trailing bucking stock from rodeo to rodeo for Bud Anis and had moved on to nationwide competition. In 1949, at age 19, Casey became the youngest man ever to win the national saddle bronc-riding crown. Between 1949 and 1955, he won a total of six PRCA saddle bronc-riding championships, a record still unchallenged, plus two all-around cowboy championships and one bareback-riding championship. Casey passed away on January 28, 1990, and is buried in the Scotty Philip Cemetery in Fort Pierre. The Casey Tibbs Foundation, formed in June 1989, established the Casey Tibbs South Dakota Rodeo Center. The Center sits on a hilltop overlooking Fort Pierre and the Missouri River. The Center houses Casey's memorabilia (along with that of other cowboys and cowgirls of all ages), promotes the sport of rodeo and preserves its heritage.

### Cedar Hill Cemetery

Cedar Hill Cemetery is a nearly 14-acre cemetery owned by the city. Established by Fort Pierre at the end of the 19th century, it was originally broken into Protestant and Catholic sides. The cemetery is located on Cedar Hill Road southwest of the city.

### Fischer's Lilly Park

In June of 2004, Lilly Park was expanded and renamed Fischer's Lilly Park with donations from the Fischer family. The park was certified by the National Park Service as a Lewis and Clark National Historic Trail site. Fischer's Lilly Park hosts 12 RV pads with electrical outlets, available on a first-come, first-serve basis with no stay limit. A modest fee per night is charged. There is a dump station and water and electric is available at each pad. The park also has playground equipment and a picnic shelter with electrical outlets and bathrooms. A boat ramp can also be found on the city park side of the Bad River and the boat ramp off Deadwood Street is accessible to the park by a walking bridge over the Bad River.

### Fort Pierre National Bank

L. E. Goldsmith and C.D. Goldsmith announced in May of 1906 that they would open the Fort Pierre Bank. The new wood-framed, twenty four by thirty foot bank would be covered on the exterior by galvanized iron and plaster on the inside. The bank was located on the west side of Deadwood about a half-block north of the Stockgrowers' Bank. The bank opened for business on August 10, 1906 with \$10,000 capital. In November of 1909, it became the Fort Pierre National Bank; In June of 1910, the bank purchased Lots 49 and 50 of Block 16 on the

southwest corner of the intersection of Deadwood Street and Second Avenue and began construction of a two-story brick building in 1911.

### **Fort Pierre Railroad Depot**

With the planned 1907 construction of a railroad bridge across the Missouri River from Pierre to Fort Pierre, the Chicago and NorthWestern railroad track was quickly laid from Fort Pierre to Rapid City. Along the route, depots were built to handle the passengers and freight along with providing supplies for the early steam engine powered trains. The Fort Pierre depot was completed in 1906 and served the community for over 50 years. Eventually trucks, cars, and airplanes largely replaced trains for personal travel and freight movement. By 1964, the railroad abandoned many depots, including the Fort Pierre depot, and the buildings were sold as surplus.

Mr. Shirley Miller, a rancher from Mud Butte, South Dakota, bought the surplus Fort Pierre depot. He cut the high portion of the roof off to get under power lines and hauled the depot to his ranch, a distance of about 170 miles. Over the next 50 years, the building was used as a storage shed, a sheep shearing facility and a wool storage area. Because of Mr. Miller's careful cribbing and maintenance of the depot, it remains a solid and serviceable building. Mr. Miller agreed to donate the building to the Verendrye Museum in Fort Pierre for use as a museum artifact. Subsequently, the Verendrye Museum established a "Bring It Home" Committee to oversee the return of the depot, its placement on a permanent foundation, and its restoration as a community historic structure. In March 2013, the depot was placed successfully near the intersection of Highway 83 and 4th Avenue in Fort Pierre. The depot has been restored to the likeness of the original structure as a museum, and is open to the public during visiting hours.

### **Fort Pierre School House**

On April 26, 1892, Fort Pierre voters approved a \$5,000 bond issue to build a new schoolhouse on Lots 1 through 5, Block 28 at the northeast corner of Second Avenue and Second Street. The two-story school had four classrooms and was used at first for teaching the elementary grades. In 1894, 130 students were enrolled in this school and the building is still standing.

### **Fort Pierre Stockyard**

In the later 1880s, Fort Pierre had a large fenced area used as a holding area for cattle driven from the western ranges. This fenced area as shown on an 1890 map was just west of the present highway bridge across the Missouri. The Chicago and Northwestern Railway Co built a bridge from the Fort Pierre side across the slough to the northerly end of Marion's Island where they maintained stockyards.

## Missouri River Bridges

With a growing population in western South Dakota and prospects for continued growth, the Chicago and Northwestern Railway announced in September of 1905 that a steel bridge would be built between Pierre and Fort Pierre, and the track extended to Rapid City.

A temporary wooden bridge was finished in December of 1905 to haul supplies back and forth. It took 200 men almost two years to complete the steel bridge which was finished in October of 1907. A few hundred feet south of the railroad bridge, an auto bridge was constructed by South Dakota and opened for traffic on June 27, 1926. The bridge was 1,900 feet across and supported by seven white concrete piers, fifty feet above the river. This bridge was abandoned in 1962 when the state built a new concrete bridge further south. In 1986 the old highway bridge was demolished and sold for scrap iron.

## Scotty Philip

At the end of the 1800s, there were only a few dozen buffalo left alive in the United States. James "Scotty" Philip purchased a buffalo herd owned by Fred Dupree. By the time of Philip's death in 1911, the herd had grown to about 1,000. After his death, estate officials began to disperse the herd, gradually selling buffalo over the next 13 years for meat, to Midwest ranches, and to a Wild West Show. A sale was made to Custer State Park, which still owns a large herd today. Scotty Philip earned the nickname "The Buffalo King" for his role in preserving the nearly extinct American bison, or buffalo. A documentary film of the same name commemorates the life and triumphs of "The Buffalo King."

## Scotty Philip Cemetery

On the south side of the old buffalo pasture, Scotty Philip created the Scotty Philip Cemetery where he and many family members are buried. Scotty Philip, rancher, real estate man, banker, Stanley County Commissioner and State Senator is best remembered for helping save the buffalo from extinction. He was named to the National Cowboy Hall of Fame in Oklahoma City in 1958. The cemetery still exists today just west of Hwy 1806 about 2 miles north of Fort Pierre.

## Stanley County Fairgrounds and Expo Center

Fort La Framboise, originally built on the south side of the mouth of the Bad River in 1817 by Joseph La Framboise, a French Ottawa Canadian, was the first trading post and the first permanent white settlement in South Dakota. The same land is now home to the Stanley County Fairgrounds and Expo Center which includes an ice skating and hockey arena, rodeo grounds and a pari-mutuel horse racing track. La Framboise moved to the north side of the Bad River in 1818 and stayed at his trading post until about the time the Columbia Fur Company built Fort Tecumseh about a mile north of the mouth of the Bad River.

### **Stanley County Jail**

In 1905, the county built a jail at the rear of their lots on the corner of First Street and Main Avenue which is still standing. In 1907, the county decided to build a new brick courthouse on their lots just east of the location of the older wooden courthouse which was on the northeast corner of Main Avenue and First Street.

### **Stockgrowers' Bank**

The Stockgrowers' Bank, incorporated on April 26, 1890, moved their wood back building to the corner of Deadwood and Main in December of 1890. One corner of the remodeled bank projected several feet on Deadwood Street and had to be sawed off. The building remains today.

### **Verendrye Museum**

The Verendrye Museum in Fort Pierre is named for Louis and Chevalier Verendrye, two French brothers who explored the upper reaches of the Missouri River. In 1743, they buried a lead plate in a hill claiming the entire Missouri River drainage for France. The Verendrye Museum is located in the old American Legion Hall, a 1930s vintage building owned by the City of Fort Pierre. The Historical Society of Old Stanley County had a vision of establishing a museum, which was realized in 1968 with the opening of the Verendrye Museum as a 501(c)3 non-profit corporation. The museum houses a collection of South Dakota and regional artifacts documenting the early history of the area and is located on 115 Deadwood Street in downtown Fort Pierre.

### **Wakpa Sica**

The Wakpa Sica center is located on the northern city limits of Fort Pierre on a greater-than-40-acre campus-like facility. The center was built and designed to promote cultural understanding among South Dakota's American Indian tribes and non-Indians.

### **Properties in Fort Pierre, South Dakota on the National Register of Historic Places**

1. Fort Pierre Chouteau
2. La Verendrye Site
3. Jefferson Davis Carr House – 236 W. 2nd Ave
4. Old Fort Pierre School – 2nd Ave and 2nd Street
5. Stockgrowers' Bank Building – Deadwood St. and Main St.
6. Gaylord Sumner House – 2nd and Wandel Sts.
7. United Church of Christ, Congregational – 2nd and Main St

## Appendix C: City Parks and Recreation List and Amenities

### Fischer's Lilly Park

Location: South side of the Bad River at the end of Ash Avenue

The largest park within Fort Pierre city limits

- Large Covered Picnic Area with grills
- RV sites and hook-ups
- Large green space
- Boat Dock (no loading ramp)
- Historic Lewis & Clark landmark
- Bathrooms

### City/School Park

Location: North side of Bad River 1 block south of downtown

- Boat ramp and dock with fish cleaning station
- Outdoor swimming pool
- Playground
- Bathrooms
- Football and Baseball Sports Fields
- Running Track

### Triangle Park

Location: Next to Missouri River at the end of 5th Avenue

- Boat parking, ramp and dock
- Greenspace area

### Casey Tibbs Roadway Turn-out

Location: just off Highway 83 OR the corner of 4th Avenue and First Street

- Casey Tibbs information plaque
- Greenspace area

### Stanley County Fairgrounds & Expo Building

Location: 2 blocks east of Highway 83 at the end of Park Avenue

- Rodeo area
- Horse Racing
- Ice Hockey
- Ice Skating

### Dunes Golf Course

Location: 111 Fort Chouteau Road in Fort Pierre

Dunes is an 18 hole full service public golf course located within the city limits of Fort Pierre

### **Oahe Downstream Recreation Area**

Location: 5 miles north on Hwy 1806

One of South Dakota's premier boating and fishing destinations the Oahe downstream area provides ample opportunities for recreation. The facility is open year round with camping available from April through October in 3 campgrounds from tents to large motor homes, as well as cabin rentals. The park has a sandy swimming beach, boat docks, recreational trails, disc golf and more.

### **Fort Pierre National Grasslands**

Location: 8 miles south on Hwy 83

Encompassing over 116,000 acres of public land providing many outdoor recreational opportunities:

- Pond fishing
- Hiking and biking
- Hunting of big and small game
- Horseback riding
- Primitive camping
- Wildlife viewing



Buffalo on the Fort Pierre National Grasslands. Photo courtesy of South Dakota Tourism.

## **Appendix D: Development and Adoption**

### **Comprehensive Plan Public Hearings**

On June 29, 2016, the City of Fort Pierre Planning and Zoning Commission held a public meeting regarding the content of this Comprehensive Plan. On July 5, 2016 and July 18, 2016, the Fort Pierre City Council held a second and third public meeting. The purpose of these meetings were to discuss Fort Pierre's plans for future growth and development through the year 2036. The plan was adopted on July 18, 2016 by the Fort Pierre City Council.

### **Development and Adoption**

The Fort Pierre City Council has adopted this document in accordance with state codified law. While creating this Comprehensive Plan, Fort Pierre with the assistance of the Central South Dakota Enhancement District, has used historical research, detailed inventories and assessments, and discussion sessions at Planning and Zoning Commission and City Council meetings. This Comprehensive Plan is intended to direct the City in its implementation of zoning regulations, building regulations, capital improvements, plans, and other related policies.