

Chapter 10
Shape Implementation



Chapter 9
Shape Resources



Chapter 1
Shape Community



Chapter 2
Shape Growth



Chapter 8
Shape Foundations



Chapter 7
Shape Facilities



Chapter 3
Shape Neighborhoods



Chapter 6
Shape Corridors



Chapter 4
Shape Transitions



Chapter 5
Shape Places



Sioux Falls Comprehensive Development Plan
September 2016
Minor Amendment August 2019



Table of Contents

Introduction.....	5
1. Shape Community.....	9
2. Shape Growth	23
3. Shape Neighborhoods.....	39
4. Shape Transitions	49
5. Shape Places	63
6. Shape Corridors.....	131
7. Shape Facilities	139
8. Shape Foundations.....	157
9. Shape Resources	177
10. Shape Implementation	187
Appendix 1	195
Appendix 2	245

Also online at www.sioxfalls.org/shape-sf







Maps

Map 1.A: Current Land Use	20	Map 6.A: Corridor Development Patterns	135
Map 1.B: Annexed Areas	21	Map 8.A: Neighborhood Conservation Areas.....	167
Map 2.A: Development Areas.....	27	Map 8.B: Historic Districts.....	173
Map 2.B: Sanitary Availability.....	31	Map 9.A: Critical Open Space and Environmental Assets.....	180
Map 2.C: Water and Roads.....	32	Map 9.B: Man-Made Development Constraints	185
Map 2.D: Public Facilities and Proposed Drainage Basins.....	37	Map 10.A: Annexation Priorities	191
Map 3.A: Future Land Use.....	47		



Exhibits

Exhibit 1.A: City of Sioux Falls General Population Facts, 1970–2010	12	Exhibits 2.A–2.E: Annual Growth Rates	25–26
Exhibit 1.B: City of Sioux Falls Housing Facts, 1970–2010	13	Exhibit 2.F: Future Development Land Projected Supply and Demand	30
Exhibit 1.C: Housing Permits	14	Exhibit 3.A: Future Land Use Table ...	43–46
Exhibit 1.D: Nonfarm Employment, Sioux Falls MSA	15	Exhibit 4.A: Summary of Zoning District Compatibility.....	61
Exhibit 1.E: Civilian Labor Force and Unemployment, Sioux Falls MSA.....	15	Exhibit 4.B: Full Zoning District Compatibility Chart	62
Exhibit 1.F: Population Projections for the City of Sioux Falls	16	Exhibit 7.A: Public Buildings and Facilities.....	141
Exhibit 1.G: Population Projections by County for the City of Sioux Falls MSA.....	16	Exhibit 7.B: Formula for Projected Increase in Elementary School Students.....	147
Exhibit 1.H: Population Projections by Age for the City of Sioux Falls.....	16	Exhibit 7.C: Summary of Park Land Needs.....	151
Exhibit 1.I: Housing Units Trends for the City of Sioux Falls	17	Exhibit 7.D: Facility and Infrastructure Improvements Summary of Needs 2010-2040	152
Exhibit 1.J: Land Use	18		



Introduction



Why Shape Sioux Falls 2040

It is a comprehensive plan.

- A comprehensive plan develops policies that will help guide future ordinances, budgets, and master plans.
- A comprehensive plan guides future land development.
- There is a need to plan out to the next generation.
- The future is “shaped” today!

The Shape Sioux Falls 2040 Comprehensive Development Plan marks a continuation of the progressive planning tradition in the Sioux Falls area. In November 1950, The City of Sioux Falls adopted the Harlan Bartholomew Plan. In 1979, the City, along with Lincoln and Minnehaha Counties, adopted the Year 2000 Comprehensive Land Use Plan. That plan provided for continued growth and development of the community. It encouraged sustainability by acknowledging that growth is contingent upon both demands of the private marketplace and fiscal resources of the community. In 1996, that 2015 Growth Management Plan was adopted and continued that tradition.

Sioux Falls continues to be a dynamic, growing community. Economic expansion and housing construction all attest to the city’s strong business climate. While the immediate benefits of growth are very apparent, certain problems often associated with unmanaged growth are more difficult to foresee. Financing of public facilities, conservation of older neighborhoods, sustainability of the community, managing growth, and updating zoning ordinances are but a few important

issues facing the city. As many other communities have discovered, the cost of unmanaged growth can far outweigh its benefits.

For Sioux Falls, the challenge is very clear: The community must be prepared to deal with the problems accompanying continued growth and change or lose the unique quality of life which the city now enjoys. The Comprehensive Development Plan is intended to provide the city with the tools it will need to respond to this challenge. Its purposes are to improve the physical environment of the community, to facilitate implementation of community development policies, to inject long-range considerations into short-range actions, and to bring professional and technical knowledge to bear on the making of political decisions concerning the physical development of the community. If fully utilized by decision makers, the plan will serve as a practical working guide for the continued orderly development of Sioux Falls and its environs.

This plan provides an update of the 2015 Growth Management Plan and suggests a

number of continuing, expanded, or new policy initiatives for the management of growth and development in Sioux Falls. The phrase “planning period,” when used in this document, refers to the roughly 25-year time span which extends to the year 2040.

What Are Policies?

Policies are typically promulgated through official written plans and adopted through a legal process by a governing body. The term “public policy” always refers to the actions of government and the intentions that determine those actions. A policy is also a deliberate plan of action to guide decisions and achieve rational outcome(s).

Government implements policy by the execution of policies through ordinances, budgets, or administration rules/standards.

Definition of Policy

1. A definite course of action adopted for the sake of expediency, facility, etc. E.g., “We have a company policy.”
2. A course of action adopted and pursued by a government, ruler, political party, etc. E.g., “our nation’s foreign policy.”

Source: *Dictionary.com from Unabridged (v. 1.1) Random House Dictionary*





1. Shape Community

1. Shape Community

The first stage of any planning process is the identification of general community goals. The three main goals for the Shape Sioux Falls 2040 plan include:

GOAL 1: Effectively Manage Growth

GOAL 2: Plan Neighborhoods, Land Use, and Urban Form

GOAL 3: Improve the Sustainability of the Community

Each goal has a number of objectives to help to begin to define a strategy for attaining these goals. A detailed strategy for the goals and objectives is within the following chapters of this plan. Each goal lists chapters in the plan to provide main strategies to attain each goal. However, all strategies will provide a significant benefit to any of the goals and objectives.

This plan also complements the Sioux Falls Tomorrow 2014 action plan goals. Those goals included action items for implementation within six different areas, including economic vitality, education, local government services, quality of life, social services, and Sioux Falls cultural plan. The full Sioux Falls Tomorrow 2014 Final Report is included as an appendix to this plan.

The general goals of the Sioux Falls Comprehensive Development Plan are as follows:

A. Goals

GOAL 1: Effectively Manage Growth

Objective 1A—Orderly and Efficient

Growth: Facilitate the orderly and efficient development of the urban structure for the benefit of all city residents while maintaining services and quality of life.

Objective 1B—Rural Preservation: Protect the character of the surrounding rural area and other communities in the region.

Objective 1C—Planned Growth: Achieve an urban area which functions as a unified entity, to make a full range of services and facilities available to the entire community, and to achieve a compact urban area.

For strategies, please see Chapter 2: “Shape Growth.”

GOAL 2: Plan Neighborhoods, Land Use, and Urban Form

Objective 2A—Arrange Neighborhoods:

Provide a suitable living environment for all residents—regardless of income—and preserve the city’s neighborhoods as the valuable resource which they represent. Develop neighborhood schools, parks and community centers, commercial service centers, and a mix of types and densities in all neighborhoods.

Objective 2B—Land Use Transitions:

Achieve an arrangement of activities which will promote harmonious interaction among

the various elements of the community and minimize land use conflicts.

Objective 2C—Develop places, not just spaces: Encourage development to emphasize the form, appearance, design, and function of development, along with pedestrian-oriented features on the site, rather than just the particular uses that occur in a building.

Objective 2D—Community Identity: To enhance the identity of Sioux Falls as a place of unique heritage, culture, and setting in which all residents can take pride.

Please see the following chapters for strategies:

Chapter 3: “Shape Neighborhoods”

Chapter 4: “Shape Transitions”

Chapter 5: “Shape Places”

Chapter 6: “Shape Corridors”

GOAL 3: Improve the Sustainability of the Community

Objective 3A—Environmental

Stewardship: Attain an aesthetically attractive urban development which is compatible and sustainable with the ecological systems of the areas, and maintain air and water quality standards and area historic, cultural, and natural resources.

Objective 3B—Economic Health:

Part 1—Enhance the Economy:

Preserve and enhance the existing economic base of Sioux Falls and achieve continued and well-balanced economic development and employment opportunities.

Part 2—Diversify the Economy:

Develop Sioux Falls as a diversified regional center and encourage the preservation of the agricultural economy of the region.

Part 3—Efficient Economy: Minimize the total economic cost of providing housing, utilities, transportation, public facilities, and services.

Part 4—Neighborhood Conservation:

Prevent neighborhood blight through housing rehabilitation, code enforcement, dispersal of affordable housing, cleanup programs, and public capital improvement investments.

Objective 3C—Social Equity:

Part 1—Foster Diversity: Provide residents with a reasonable choice of living environments, vocational and education opportunities, and cultural and recreational amenities; and respect the right of each individual to be unique.

Part 2—Social Well-Being: Achieve an urban environment which supports the social well-being of all citizens, where people enjoy personal safety and have social and health services available.

Part 3—Encourage Participation:

Optimize the participation of citizens and organizations in public decisions affecting the development of the urban area (as an example, see Sioux Falls Tomorrow 2014).

Part 4—Accountable Government:

Maintain a government that is accessible, effective, and cooperative with citizens and other public and private jurisdictions (as an example, see Sioux Falls Tomorrow 2014).

Please see the following chapters for strategies:

Chapter 7: “Shape Facilities”

Chapter 8: “Shape Foundations”

Chapter 9: “Shape Resources”

Appendix 2: “Sioux Falls

Tomorrow 2014—Final Report”

B. Community Trends and Projections

Population Trends

The population of Sioux Falls has grown steadily since its incorporation as a village in 1876. Rapid growth transformed the city during the “Dakota Boom” decade of the 1880s, when the population mushroomed from 2,100 to more than 10,100 by 1890. Population growth continued throughout the following decades and made Sioux Falls a regional urban center.

According to Census statistics, Sioux Falls grew from 72,488 in 1970 to 153,888 in 2010. (The next decennial census is on April 1, 2020.) The population increased 12 percent between 1970 and 1980, and increased

24 percent from 1980 to 1990, and increased 23 percent between 1990 and 2000, and increased 24 percent between 2000 and 2010. Sioux Falls grew between 2000 and 2010 at the same pace as the two decades preceding it even though the United States of America went through the Great Recession.

[According to the U.S. Bureau of Labor Statistics, the Great Recession went for 18 months from December 2007 to June 2009 and had an unemployment rate that peaked at 10.0 percent in October 2009, just months after the recession officially ended.]

The Census also shows that the Sioux Falls MSA had a positive net in-migration of 23,000 people from 1990 to 2000 and 30,000 people from 2000 to 2010; a substantial increase from 8,700 net in-migration from 1970 to 1980. (Net in-migration is the number of additional people moving into an area over moving out of an area.)

Sioux Falls is slowly becoming a more ethnically diverse community. Although the population is still predominantly white, the minority population increased to 3.2 percent in 1990, up from 1 percent in 1970. In 2000,

Exhibit 1.A:
City of Sioux Falls General Population Facts, 1970–2010

	1970	1970 %	1980	1980 %	1990	1990 %	2000	2000 %	2010	2010 %
Total Population	72,488	100.0%	81,343	100.0%	100,836	100.0%	123,975	100.0%	153,888	100.0%
Median Age	25.9		28.3		31.3		33.0		33.6	
Under-5 Age Group	5,973	8.2%	6,082	7.5%	7,989	7.9%	9,072	7.3%	12,329	8.0%
5–19 Group	23,148	31.9%	19,504	24.0%	21,094	20.9%	26,153	21.1%	29,704	19.3%
20–39 Group	18,480	25.5%	28,440	35.0%	36,820	26.5%	40,883	33.0%	48,306	31.4%
40–64 Group	17,450	24.1%	18,302	22.5%	23,156	23.0%	34,135	27.5%	46,753	30.4%
65+ Group	7,437	10.3%	9,015	11.1%	11,777	11.7%	13,732	11.1%	16,769	10.9%
Racial Makeup, White		99.0%		97.7%		96.8%		91.9%		86.8%

All data from the U.S. Census Bureau.

Exhibit 1.B: City of Sioux Falls Housing Facts, 1970–2010

	1970	1970 %	1980	1980 %	1990	1990 %	2000	2000 %	2010	2010 %
Total Housing Units	23,536	100.00%	32,976	100.00%	41,568	100.00%	51,680	100.00%	66,283	100.0%
Units in Structure: one only	16,726	71.07%	20,852	63.23%	25,190	60.60%	30,968	59.90%	43,387	65.10%
Vacancy Rate, owned units only		1.20%		2.00%		1.00%		2.00%		1.70%
Median Household Size	3.07		2.52		2.53		2.40		2.40	

All data from the U.S. Census Bureau.

the percentage claiming a race other than white rose to 8.1 percent; the 2010 figures continue the trend and our diversity increased to 13.2 percent.

Exhibit 1.A: “City of Sioux Falls General Population Facts, 1970–2010” illustrates some of the local population trends. The median age in Sioux Falls increased from 31.3 in 1990 to 33.6 in 2010, but remained lower than state and national averages. An examination of the city’s population by age cohort reveals several trends over this time period. Most age groups continued to show growth between 1990 and 2010. The following changes occurred from 1990 to 2010:

- The 40–64 age group increased from 23.0 percent in 1990 to 30.4 percent in 2010 of the total population, reflecting the aging of the “Baby Boom” generation.
- The 5–19 age group grew by over 8,600 between 1990 and 2010, but became slightly reduced as a percent of the total population.
- The 20–39 age group grew by nearly 11,500 people between 1990 and 2010, but increased from 26.5 percent in 1990 to 31.4 percent (2010) of the total population.

Housing Trends

Growth of the Sioux Falls housing stock outpaced population growth slightly during the last three decades. During this period the average household size in the city decreased from 2.53 (1990) to 2.40 (2010) per household, as shown in Exhibit 1.B: “City of Sioux Falls Housing Facts, 1970–2010.” The population increase of over 53,000 people from 1990 to 2010 and the 2.40 average household size indicates that a need for 24,715 additional housing units was generated between 1990 and 2010.

This does not imply the creation of a large surplus of available housing units. The growth of demand for housing was slightly behind new construction, with supply and demand in the housing market marginally separated. The 2010 U.S. Census figures showed an increase in overall vacancy rate for *all* housing types when compared to the previous decade: 6.9 percent in 2010 compared to 3.8 percent in 2000, 4.3 percent in 1990, and 6.4 percent in 1980.

The percentage of household income going to owner cost payments or rent is a significant issue in Sioux Falls, as it is elsewhere in the

country. In 2013, 19.2 percent of Sioux Falls households paid more than 30 percent of their income to owner household costs compared with 15.9 percent in 2007. Additionally, 40.8 percent of Sioux Falls renter households paid over 30 percent of their income to rent expenses, compared to 39.5 percent in 2007.

There was significant growth in both the number of owner-occupied and renter-occupied units. The number of owner-occupied units increased by 26 percent from 1980 to 1990, by 30 percent from 1990 to 2000, and by 22.5 percent from 2000 to 2010. The number of rental units increased by 34 percent from 1980 to 1990, by 18 percent between 1990 and 2000, and by 16.5 percent from 2000 to 2010. As a result, the traditionally high rate of home ownership in Sioux Falls has increased 6 percent from 1990 to 2000.

The specific increases over this 20-year period have been from 56.3 percent (1990), to 58.8 percent (2000), to 62.3 percent (2010).

The composition of the housing stock has also changed. Structures with only one unit (basically the single-family home), accounted for 71 percent of all housing units in 1970 dropped to around 61 percent by 1990, and have dropped further to around 55.7 percent by 2015. A larger portion of the city's housing stock is now made up of duplexes, townhomes, and apartments. From 1970 to 1990, multifamily housing increased from 27 percent in 1970 of all housing units in the city to 33 percent in 1990 of all housing units. Modular homes and manufactured housing also constitute a larger portion of the housing stock. These units grew from 1.8 percent of the total housing in 1970 to 5.6 percent in

Exhibit 1.C: Housing Permits Single Family/Duplexes/Townhouses

	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979
Single Family	259	305	292	362	260	335	408	518	516	614
Multifamily	45	603	780	631	266	417	1,087	1,204	360	284
	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
Single Family	639	188	159	516	610	426	368	325	350	339
Multifamily	235	180	175	484	876	183	279	100	509	558
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Single Family	406	469	586	534	531	517	626	730	854	891
Multifamily	175	539	259	652	679	547	427	341	239	306
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Single Family	1,088	1,129	1,085	1,286	1,298	1,216	1,278	1,231	722	513
Multifamily	737	780	451	474	281	401	290	516	772	636
	2010*	2011*	2012*	2013*	2014*	2015*				
Single Family	522	517	884	1,023	835	932				
Multifamily	232	310	485	1,016	1,069	804				

*Two-Family Units figured as Multi-family Units Starting in 2009.

Exhibit 1.D: Nonfarm Employment, Sioux Falls MSA

	1980	1985	1990	1995	2000	2005	2010	2015
Manufacturing	8,241	8,373	10,400	13,300	13,300	12,572	11,190	13,600
Construction and Mining	2,677	2,718	3,600	4,600	6,300	7,633	6,896	8,000
Transportation	4,898	4,720	3,500	4,400	4,500	4,165	4,355	5,600
Trade (retail and wholesale)	17,051	17,666	17,000	19,500	21,600	22,718	23,269	26,500
Finance	3,433	6,040	9,100	10,200	14,900	15,374	15,262	16,100
Services	13,550	17,258	30,000	37,300	46,800	59,982	55,205	67,000
Health/Education			13,000	16,100	19,300	20,990	24,840	30,400
Leisure/Hospitality			7,400	9,200	10,900	12,138	12,732	14,600
Information			1,900	2,100	2,800	2,881	2,930	2,700
Prof/Business			3,900	5,600	8,800	9,200	11,209	14,400
Other Services			3,800	4,300	5,000	3,348	3,494	4,900
Government	7,361	7,919	9,500	10,300	11,100	11,425	12,683	13,500
Total Employment	57,211	64,694	83,100	99,600	118,500	122,444	129,179	150,300

Source: South Dakota Labor Market Information Center

Exhibit 1.E:

Civilian Labor Force and Unemployment, Sioux Falls MSA

	1980	1985	1990	1995	2000	2005	2010	2015
Total Unemployment	2,899	3,139	2,103	2,305	2,330	4,080	6,350	3,805
Unemployment Rate	4.6%	4.6%	2.8%	2.3%	2.1%	3.4%	4.8%	2.6%
Labor Force	63,142	67,971	74,228	97,790	111,195	120,565	133,560	144,580

Source: South Dakota Labor Market Information Center

1990. Exhibit 1.C: “Housing Permits,” with building permit data for the city of Sioux Falls, also reflects this trend. The 2000 and 2010 census continues to document this trend with the percentage of single-family homes decreasing and multifamily homes increasing. Between 1990 and 2000, single-family homes decreased from 61 percent to 57 percent, multifamily increased 3 percent, and modular and manufactured homes increased 1 percent. Between 2000 and 2010, single-family detached homes increased from 57 to 58.4 percent, multifamily (including attached single family dwellings) stayed the same and accounted for 37.3 percent, and modular and

manufactured homes decreased from 6.4 percent to 4.2 percent.

Employment Trends

Nonfarm employment in the Sioux Falls Metropolitan Statistical Area—which includes all of Lincoln, Minnehaha, Turner and McCook Counties—grew 16.4 percent from 2010 to 2015. The number of jobs expanded rapidly, increasing by over 21,000 workers during that time. The unemployment rate remained lower than the national employment number, with 2.6 percent unemployed in 2015. The positive net in-migration

Exhibit 1.F: Population Projections for the City of Sioux Falls***

	2000*	2010*	2015**	2020	2025	2030	2035	2040
Low	123,975	153,888	169,800	180,000	195,000	211,000	228,000	247,000
Medium	123,975	153,888	169,800	185,000	202,000	217,000	233,000	251,000
High	123,975	153,888	169,800	188,000	208,000	230,000	255,000	282,000

*U.S. Census **City of Sioux Falls estimate All projected population figures are rounded to the nearest 1,000 people.

***Projections = range from 1.64% to 2.12% yearly increase.

Exhibit 1.G: Population Projections
by County for the City of Sioux Falls MSA

	2000*	2005	2010*	2015	2020	2025	2030	2035	2040
Lincoln	24,131	32,600	44,828	57,450	71,525	89,049	110,866	138,028	157,000
Minnehaha	148,281	161,000	169,468	178,800	199,362	221,292	244,527	268,980	305,000
Turner/McCook	14,681	14,450	13,965	14,000	14,500	15,050	15,300	15,600	16,000
Total	187,093	208,050	228,261	250,250	285,387	325,391	370,693	422,608	478,000

*U.S. Census

Exhibit 1.H: Population Projections by Age for the City of Sioux Falls

	2000	2000 %	2010	2010 %	2015	2015 %	2020	2020 %
Total	123,987	100.01%	153,888	100.00%	169,800	100.00%	185,000	100.00%
0-4	9,075	7.32%	12,173	7.91%	14,110	8.31%	14,819	8.01%
5-19	26,159	21.10%	29,916	19.44%	32,075	18.89%	34,651	18.73%
20-39	40,887	32.98%	48,213	31.33%	52,230	30.76%	56,499	30.54%
40-64	34,130	27.53%	46,967	30.52%	51,840	30.53%	55,907	30.22%
65+	13,736	11.08%	16,620	10.80%	19,544	11.51%	23,125	12.50%

	2025	2025 %	2030	2030 %	2035	2035 %	2040	2040 %
Total	202,000	100.00%	217,000	100.00%	233,000	100.00%	251,000	100.00%
0-4	15,857	7.85%	17,208	7.93%	18,500	7.94%	20,105	8.01%
5-19	37,835	18.73%	40,579	18.70%	44,084	18.92%	45,958	18.31%
20-39	61,610	30.50%	66,879	30.82%	72,766	31.23%	76,756	30.58%
40-64	60,762	30.08%	62,800	28.94%	71,554	30.71%	80,973	32.26%
65+	25,937	12.84%	29,534	13.61%	26,096	11.20%	27,208	10.84%

statistics indicate a large demand for employees being exerted on the labor market. While both overall employment and the labor force expanded strongly during the 1980s, growth in both areas accelerated significantly during the 1990s and early 2000s. Figures for nonfarm employment appear on Exhibit 1.D:

“Nonfarm Employment, Sioux Falls MSA.”

Employment in the transportation industry grew by 28.6 percent from 2010 to 2015, making it the fastest-growing area of employment. The manufacturing and services sectors also grew more rapidly than the rate for total employment during the same period, increasing 21.5 and 21.4 percent, respectively.

Employment in the construction and mining sector increased by 16 percent from 2010 to

Exhibit 1.I: Housing Units Trends for the City of Sioux Falls

	1970	1970 %	1980	1980 %	1990	1990 %
Single-Family (includes manufactured housing)	17,147	72.85%	21,492	65.20%	27,526	66.67%
Multifamily	6,389	27.15%	11,469	34.80%	13,763	33.33%
Total	23,536	100.00%	32,961	100.00%	41,289	100.00%

	2000	2000 %	2010	2010 %	2014	2014 %
Single-Family (includes manufactured housing)	34,260	66.24%	45,331	68.39%	50,010	68.90%
Multifamily	17,464	33.76%	20,952	31.61%	22,574	31.10%
Total	51,724	100.00%	66,283	100%	72,584	100%

2015. This increase is reflective of some increases in construction projects over the years but held down due to low unemployment numbers. Employment in the wholesale and retail trade sector grew substantially, but at a rate slightly below the growth rate for total employment. The wholesale and retail trade sector increased 13.9 percent from 2010 to 2015.

Population and Housing Projections

A continued, steady rate of population and housing growth is anticipated for the future of Sioux Falls. Exhibit 1.F: “Population Projections for the City of Sioux Falls,” Exhibit 1.G: “Population Projections by County for the City of Sioux Falls MSA,” and Exhibit 1.H: “Population Projections by Age for the City of Sioux Falls” show population projections for the city, with breakdowns by county of residence and age group, and for each of the four counties which comprise the Sioux Falls Metropolitan Statistical Area (MSA).

The major trends in Sioux Falls population statistics include:

- Natural increase (more births than deaths) and net in-migration (more residents arriving than leaving) are both expected to make strong, roughly equal contributions to future population growth.
- Population trends reflect that people are living longer, marrying, and starting their families at a later age, and are having fewer children per family.
- The “Baby Boom” generation (born between 1946 through 1964) will help show strong increases in the over-65 population over the next 13 years.

The demand for housing will be based upon the following trends as projected:

- The Sioux Falls MSA had almost a positive 5,000 net-in migration. This statistic means that more people moved into the MSA than moved out of the MSA. About 43 percent of the Sioux Falls MSA growth from 1995 to 2000 can be attributed to the influx of new residents. This explains the continued housing demand in Sioux Falls.

- The population under the age of 40 will experience increases in population, but experience a slight decrease in the percentage of the total population over the next 8 years. This is because of the more rapid growth in the older age groups, until the “Baby Boom” generation are all over 60 years old during the study period.
- The medium-range population projections shown in Exhibit 1.F: “Population Projections for the City of Sioux Falls” assumes the population will increase by 31,000 people in the first 10 years (2010 to 2020) and 18,000 persons in the last 10 years (2030 to 2040) of the study period.
- The 40–64 and 65-and-over age groups will have significant increases in the percentage of total population, primarily due to the aging of the baby boomers and the rise of millennials (born between 1981 and 1997). However, near the end of the planning period and after 2030, this group will begin to experience a reversal in this

trend as the “Baby Boom” generation has all reached retirement age.

- Millennials, as of the first quarter of 2015, make up the largest share of the American workforce of any generation. It is likely this growth will continue into the future as more of the generation finishes schooling and enters the work force. This large and growing segment of the economy will represent a shift in population trends and drive future development needs throughout the study period.
- The housing demand takes into consideration the declining average household size, an increase in the demand for elderly units, as well as in-migration.
- The percentage of single-family housing units as a portion of the whole will decrease over the planning period as housing affordability and lifestyles change.

Exhibit 1.J: Land Use

	2009		2011		2013		2015	
	Acres	%	Acres	%	Acres	%	Acres	%
Single-Family	10,412	26.9%	10,626	27.3%	10,765	27.7%	11,328	28.3%
Multifamily	1,173	3.0%	1,223	3.1%	1,260	3.2%	1,441	3.6%
Office/Institutional	3,052	7.9%	3,259	8.4%	3,267	8.4%	3,424	8.6%
Commercial	1,891	4.9%	1,997	21.8%	2,010	5.2%	2,085	5.2%
Industrial	2,466	6.4%	2,468	6.3%	2,457	6.3%	2,545	6.4%
Mining/Airport	2,824	7.3%	2,869	7.4%	2,866	7.4%	2,811	7.0%
Open Space	4,957	12.8%	4,961	12.8%	5,016	12.9%	5,199	13.0%
Agriculture	8,150	21.1%	8,160	21.0%	7,816	20.1%	8,023	20.1%
Serviceable Lots	3,563	9.2%	3,057	7.9%	3,157	8.1%	2,864	7.2%
Other	207	0.5%	269	0.7%	287	0.7%	269	0.7%
Totals	38,694	100.0%	38,888	100.0%	38,894	100.0%	39,989	100.0%

Data as of end of the calendar year

Current Land Use

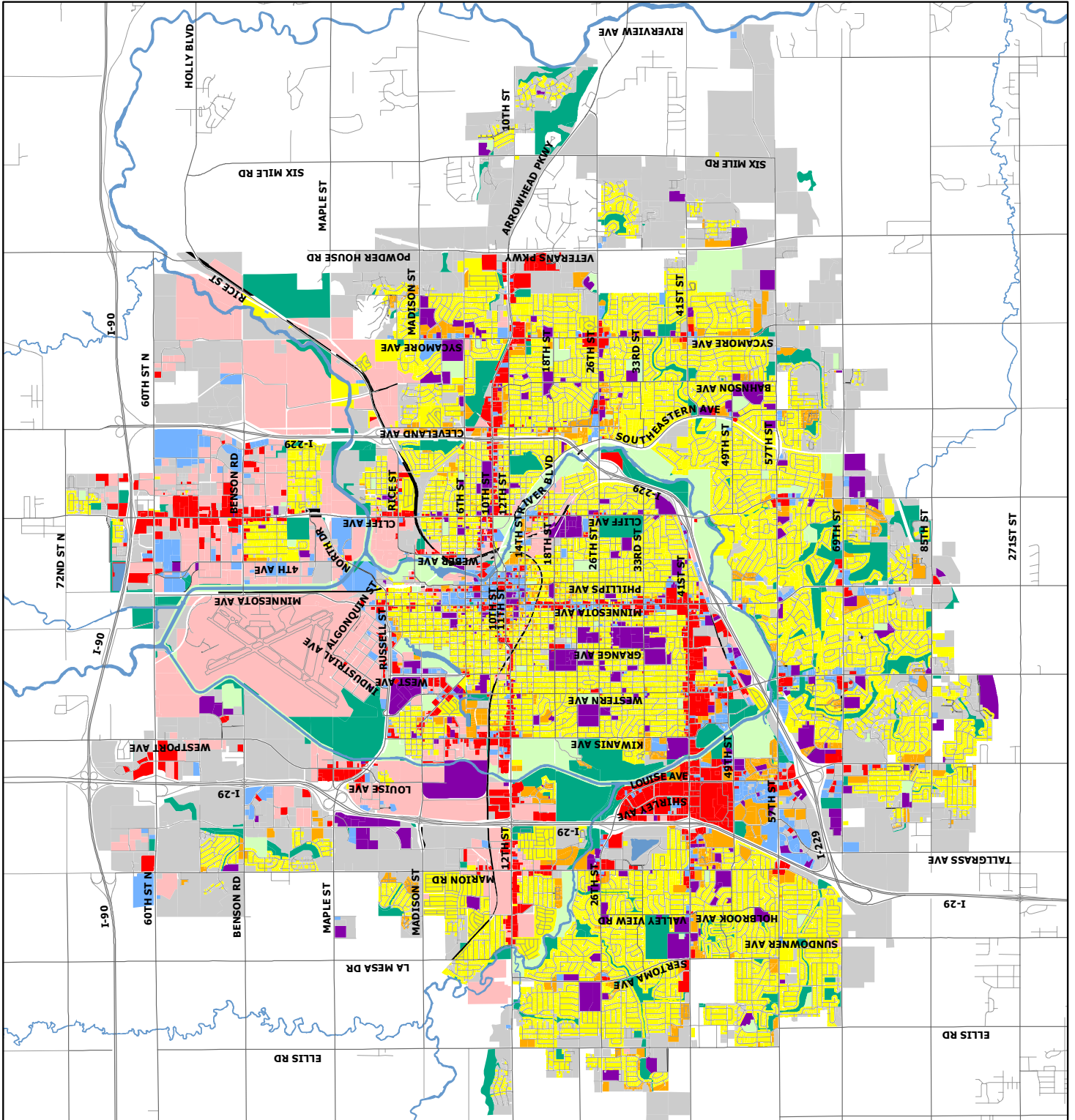
A current land use database for parcels and structures is maintained by City of Sioux Falls Planning and GIS division of Public Works Engineering. Below, Exhibit 1.K: “Land Use” is an inventory for odd-numbered years from the previous seven years. Map 1.A: “Current Land Use,” includes the current land use as of January 1, 2015.

The number and percentage of acres by various land use categories are summarized below in Exhibit 1.J for 2009, 2011, 2013, and 2015.

Land Area Projections

Since adoption of the Year 2000 Plan, city limit expansion has consistently followed growth area boundaries. Map 1.B: “Annexed Areas,” shows land areas annexed between 1970 and 2016. During this time the city limits increased from 26 square miles to 77.6 square miles.

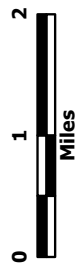
Map 1.A: Current Land Use



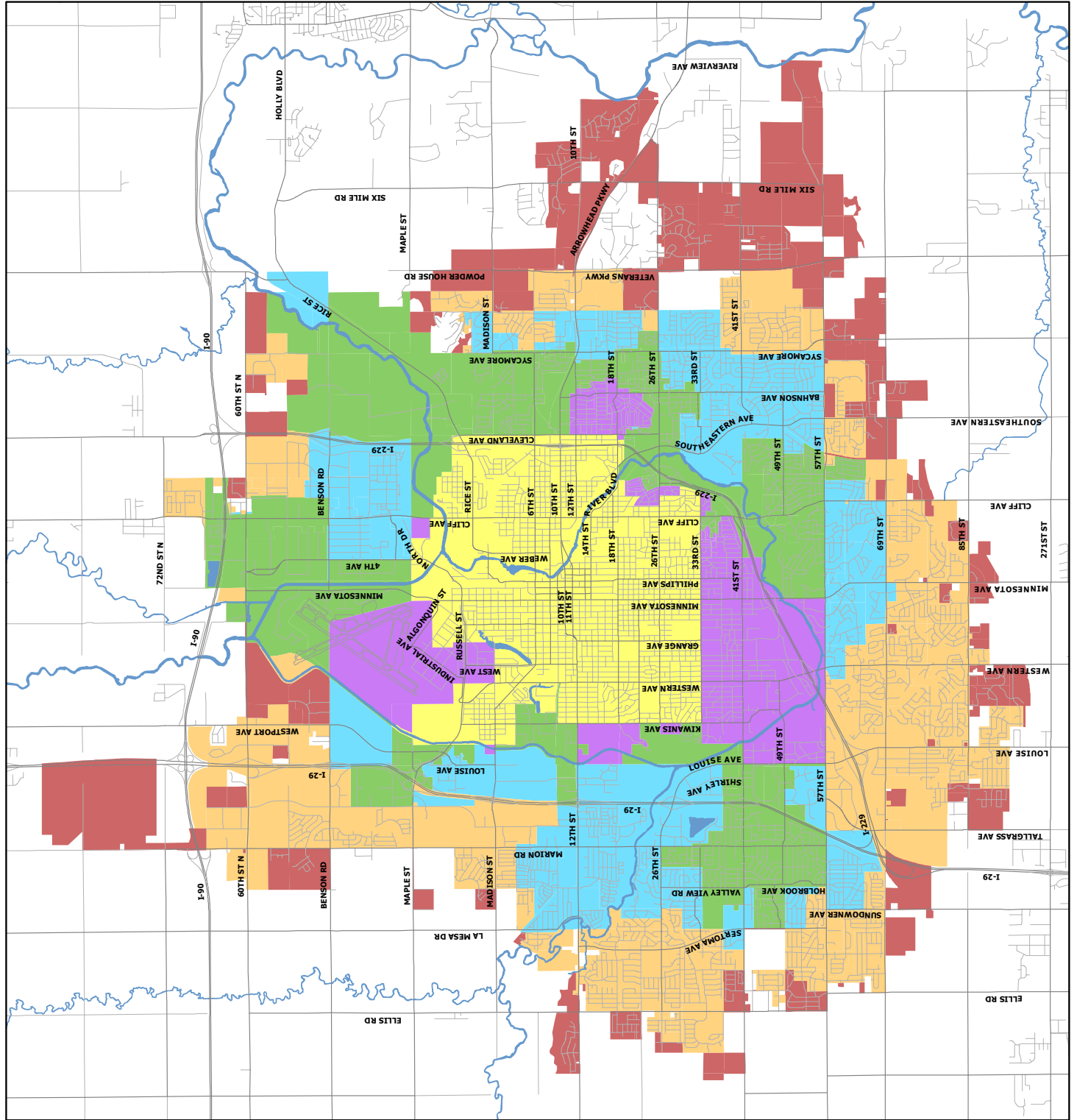
Current Land Use

Land Use
(as of January 1, 2015)

-  Single Family Residential
-  Multi-Family Residential
-  Office and Public Service
-  Institution, Education, and Public Assembly
-  Commercial
-  Industrial, Mining, and Airport
-  Parks, Trails, and Athletic Fields
-  Conservation and Other Green Space
-  Agriculture and Transition Sites
-  Public or Private Right-of-way



Map 1.B: Annexed Areas



Annexed Areas

July 29, 2016

- Pre-1935
- 1936 - 1960
- 1961 - 1975
- 1976 - 1990
- 1991 - 2005
- 2006 - Present







2. Shape Growth

2. Shape Growth

The goal of effective growth management is based on a plan which designates where different types of new development should go, and determines when those areas should be opened for development. Identification of desirable future growth areas with sufficient land appropriate for development is a central component of the Comprehensive Development Plan. The growth management philosophy of Sioux Falls is to provide developable land when it is needed in amounts sufficient to prevent limited supplies from artificially driving up land costs. It is also important that the timing and location promotes orderly, compact new growth that allows the most cost-effective provision of public and private services.

The capital costs of providing schools, parks, streets, and fire and police protection to service new growth are generally quite comparable, regardless of location. The costs of extending utility lines, however, differs



Growth Management Strategy

Overall Intent: To determine the location and phasing of new development out to the year 2040.

Strategy: Ensure that City utilities can be provided in a timely manner to planned development.

Implementation Method:
Annexation

greatly according to location. The cost differential is particularly true for sanitary sewer service. For this reason, the designated growth areas have been examined on the basis of sanitary sewer basin boundaries.

While the costs of extending sewer is the primary consideration in designating future growth areas and the timing of their development, other factors have also been considered. The capacity of the transportation system to serve each area efficiently, the environmental suitability of land for development, and existing land use patterns are other key considerations. Both the quality and efficiency of development may suffer if the plan does not recognize these factors.

Exhibits 2.A–2.E: Annual Growth Rates Growth Inventory—How do we determine our growth rates?

EXHIBIT 2.A: All Platted Land (Consumption)	1995	2000	2005	2010	2015	5-YR AVG.	15-YR AVG.	AVG. GROWTH by Sq. Mile
No. of Annexations	4	19	25	3	8	6.2	14.00	
No. of Annexations (acres)	195	1,048	1,195	45	242	273.40	728.63	1.14
No. of Rezoning	33	41	50	21	71	49.4	51.40	
No. of Rezoning (acres)	889	762	734	138	1,019	783.20	1,131.20	1.77
No. of Preliminary Plans (PP)	5	11	11	2	7	6.8	13.13	
No. of Preliminary Plans (acres)	127	491.7	609	50	303	295.80	821.37	1.28
No. of Plats (lots)	1,524	1,685	2,261	500		614.00	1,221.67	
No. of Plats (acres)	N/T	1,461	2,062	533	1,392	997.20	NA	1.56

EXHIBIT 2.B: Developable Platted Lands	Actual 2009*	Actual 2010	Actual 2011	Actual 2012	Actual 2013	Actual 2014	Actual 2015	Median
Platted Residential	534	174	134	387	602.3	364	290	364
Platted Industrial	48	9	25	52	35.3	32	41	35
Platted Commercial	124	46	19	81	102.2	22	55	55
Platted Office	13	34	4	186	70.1	16	29	29

*January 1, 2009, platting fees effective

EXHIBIT 2.C: Acres by Land Use	Platting Average	26 Years [Annual Figures]	
		High	Low
Residential	355	439	293
Industrial	35	40	20
Commercial	64	70	35
Office*	50	152	76
Subtotals	504	701	424

*Office average does not include institutional plats

EXHIBIT 2.D: 2040 GMP, 26-Year Period		
Single Family	10,856	418
Multifamily	2,046	79
Public/Semi-Public*	1,750	67
Industrial	5,200	200
Commercial	2,600	100
Office	2,080	80
Total	24,532	944

*Not including ag or public lands

Sioux Falls is platting an average of 504 acres a year. However, Sioux Falls had a high of 810 and a low of 182.

The amount of platted land is a fairly true indicator of land development within our community. Projecting our land use needs forward, and using the table at below left, the City consumes 944 acres per year. Comparing our actual platting figures, based upon land use, we have been fairly accurate.

EXHIBIT 2.E: Land Use Demand

2040 PROJECTIONS [revised and amended]				2040 Plan/26 Years	
Land Uses		High (acres)	Low (acres)	High (acres)	Low (acres)
Single Family Residential	18,094 units at 2.7 /acre + 50% multiplier	10,052	6,701	387	258
Multiple-Family Residential	16,370 units at 18 / acre + 50% multiplier	1,364	909	52	35
Public/Semi-Public*	1,450 acres of parks	1,450	1,450	67	56
Industrial	20 acres per year + 100% multiplier	1,040	520	40	20
Commercial	35 acres per year + 100% multiplier	1,820	910	70	35
Office	50 acres per year + 100% multiplier	3,952	1,976	152	76
Total Developable Acres		19,978	12,466	768	479
Total Sq. Miles		31	20		

*Not including ag or public lands

18,094 is the number of additional single family homes projected through 2040.

16,370 is the number of additional multifamily units projected through 2040.

The projected demand for land needed to accommodate future development is over 48 square miles, while about 53 square miles is identified for land supply within the 2040 plan horizon for future development.

Growth Areas

Growth management also provides for economical provision of City services by coordinating public facility improvements with private development. For purposes of long-range planning, the growth management strategy addresses the following development areas (see Map 2.A: “Development Areas”):

Urbanized Area (*Existing or recently approved development/annexed areas.*)

Land is either developed or considered in-fill development within this area. Development in this area should have the infrastructure maintained at high standards with any redevelopment consistent with Shape Neighborhoods, Shape Transitions, and Shape Places (Chapters 3, 4, and 5). Because City services are already available within this area, opportunities should be explored to develop and redevelop this area.

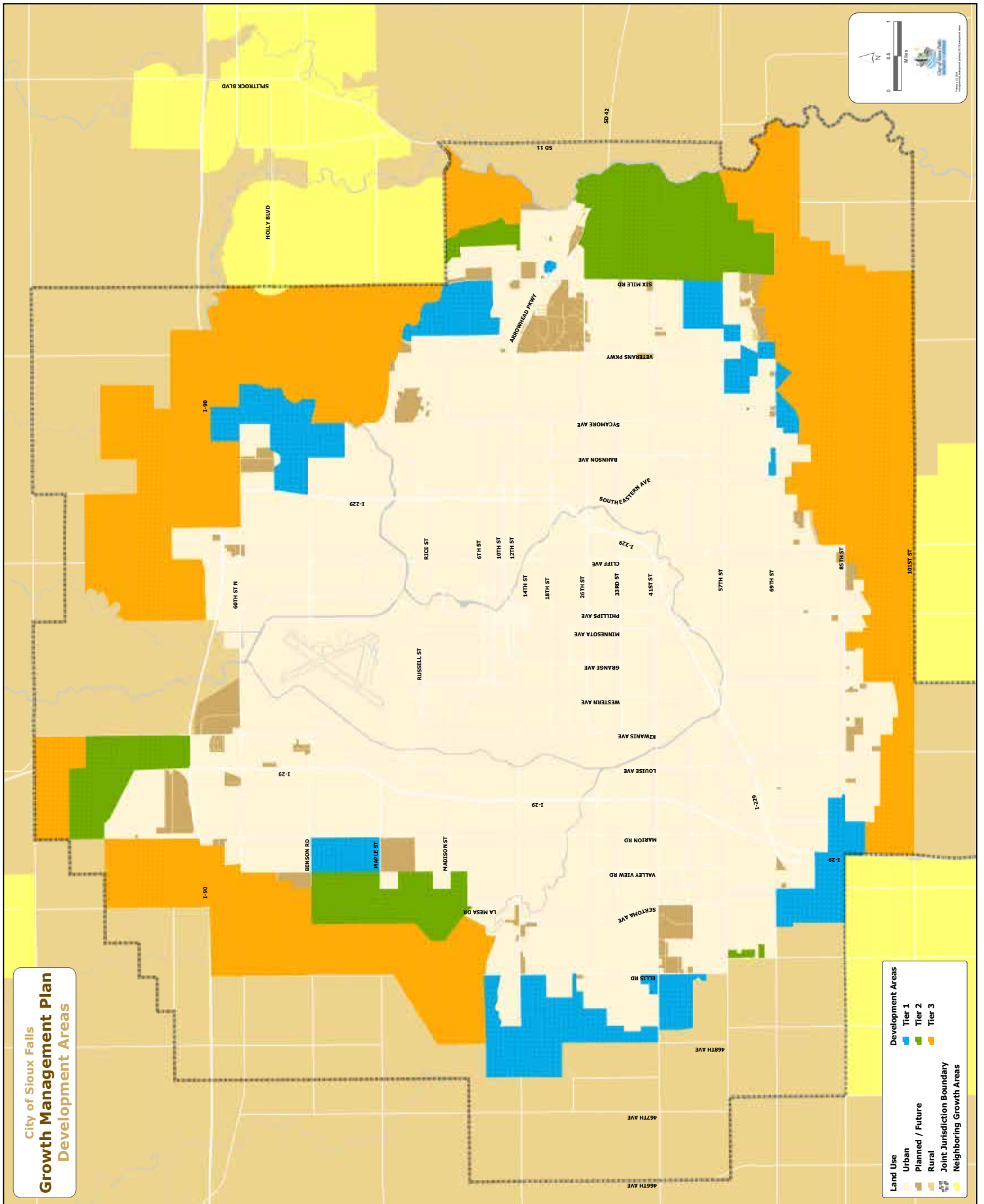
Planned Urbanized Area (*Urban services are available and new development is able to be approved.*)

Infrastructure is available to this land area and it can be annexed. This area should be a priority for new facilities such as libraries, parks, fire stations, and schools. **Any infrastructure that has not been completed should be included within the five-year CIP consistent with Chapter 7: “Shape Facilities.”**

Planned Urbanized Boundary (*Boundary that separates serviceable vs. unserviceable area.*)

Boundary between area where city infrastructure and services are currently available for new or existing urban development and the area where city services are not available for urban development at this time.

Map 2.A: Development Areas



Future Urbanized Area *(Generally outside city limits and urban services will be available when programmed in CIP.)*

The areas of future development consist of lands along the urban fringe where new development will occur through the year 2040, thus creating new demands on City resources for new public facilities and services. Three tiers of phase growth are delineated in the Growth Management Plan:

Tier 1: Annexation advised within five years. All City services available within the five-year CIP period.

Tier 2: Annexation not advised. City services are projected to be available for development within 6 to 15 years (additional monetary resources needed).

Tier 3: Annexation not advised. City services are projected to be available for development within 16 to 25 years (additional monetary resources needed).

Rural Areas

This is agricultural land beyond the future urbanized area and planned urbanized service area where the existing rural character is to be maintained.

Rural Area

(Agricultural uses outside city growth area.)

The extraterritorial planning jurisdiction surrounding Sioux Falls contains vast areas of agricultural land on which urban

development will not be desirable during the planning period. Both city residents and the rural community have a fundamental interest in preventing scattered and haphazard development patterns in outlying areas. Rural area development policies should continue to be planned jointly by the City of Sioux Falls, Minnehaha County, and Lincoln County. In areas where development would result in problems which require extensive public and private expenditures to correct, existing and future property owners will be protected and governmental expenditures minimized by managing development in accordance with these policies.

Map 2.A: “Development Areas,” shows all growth management development areas (urbanized, planned urbanized, future, and rural) and provides a utility phasing plan for future urbanized development. The map should be updated each year to keep the citizens and development community updated as to the areas of the city that are available for urban services and development of the Growth Management Policy Framework.

For growth management to be successful, policies guiding the provision of urban services are needed. The growth management policy framework is intended to focus and direct the actions of the City into a consistent, workable growth management approach.

Growth Management Policies

Phasing of New Development

- Allow infill and contiguous growth along the city's boundaries.
- Maintain an adequate supply of development land within the urban service area at all times.
- Prevent unlimited outward expansion by maintaining **growth area boundaries**, with provisions for annexation timing and extension of streets and utilities according to the availability of services and infrastructure.
- Require adequate provision of City services before development is approved in future growth areas.
- Allow development agreements in tier 2 or tier 3 **future urbanized areas** that allow expansion of the urban growth area only if the developer pays for all infrastructure costs.
- Recognize the **growth area boundary** as the division between urbanized and rural areas, and maintain a sustainable and orderly pattern of urban growth and development that will promote an efficient use of present and future public investments in roads, utilities, and other services.
- Beyond the urban growth area, encourage agriculture to remain the dominant land use activity and minimize the cost of providing future public services and facilities by maintaining a rural population density and preserving agricultural lands.

- Limit the subdivision of land for nonfarm-related residential development outside the urban service area to low-density projects that will not conflict with agricultural operations or create negative financial impacts on local governments for provision of public services and facilities.
- Establish an area-wide approach to cooperatively manage future growth, including City and county governments, schools districts, townships, and public utility providers. (See also Chapter 7: "Shape Facilities.")
- Avoid scattered or strip commercial development and direct appropriate land uses into commerce center locations where adequate services are available, including transportation elements and proper water and drainage systems. (See also Chapter 3: "Shape Neighborhoods.")

Provision of Public Facilities

- Provide and maintain parks and other public facilities at a uniformly high standard in all neighborhoods of the city. (See also Chapter 7: "Shape Facilities.")
- Maintain the river greenway corridor for public use and protect it from encroachment by incompatible uses. (See also Chapter 9: "Shape Resources.")
- Streets and public utilities should be maintained and reconstructed uniformly to City engineering standards. (See also Chapter 7: "Shape Facilities.")

- Avoid widening and signalization of arterial streets and other major streets where the livability and safety of adjacent neighborhoods would be diminished by such action. (See also Chapter 6: “Shape Corridors.”)
- Secure suitable park, school, and fire station sites ahead of development within growth areas. (See also Chapter 7: “Shape Facilities.”)
- Integrate park and open space areas into residential neighborhoods based upon the master plan. (See also Chapter 7: “Shape Facilities.”)
- Provide direct pedestrian and bicycle access from residential neighborhoods to schools, commercial centers, and recreation areas. (See also Chapter 5: “Shape Places.”)
- Design residential street layouts to utilize existing contours, and encourage street connectivity with limitations on cul-de-sacs and dead-end streets. (See also Chapter 6: “Shape Corridors.”)
- Prevent heavy through-traffic on minor residential streets by requiring a system of collector streets between adjacent subdivisions. (See also Chapter 6: “Shape Corridors.”)
- Secure sufficient rights-of-way with development to accommodate the City’s major street system, including a system of arterial streets. (See also the document *Sioux Falls MPO Long-Range Transportation Plan*.)
- Coordinate school impacts associated with future development with the appropriate school districts, and continue the policy of

Exhibit 2.F: Future Development Land Projected Supply and Demand (in acres)

This is a summary of the vacant land area available for development in each growth area, both within and outside of the current city limits.

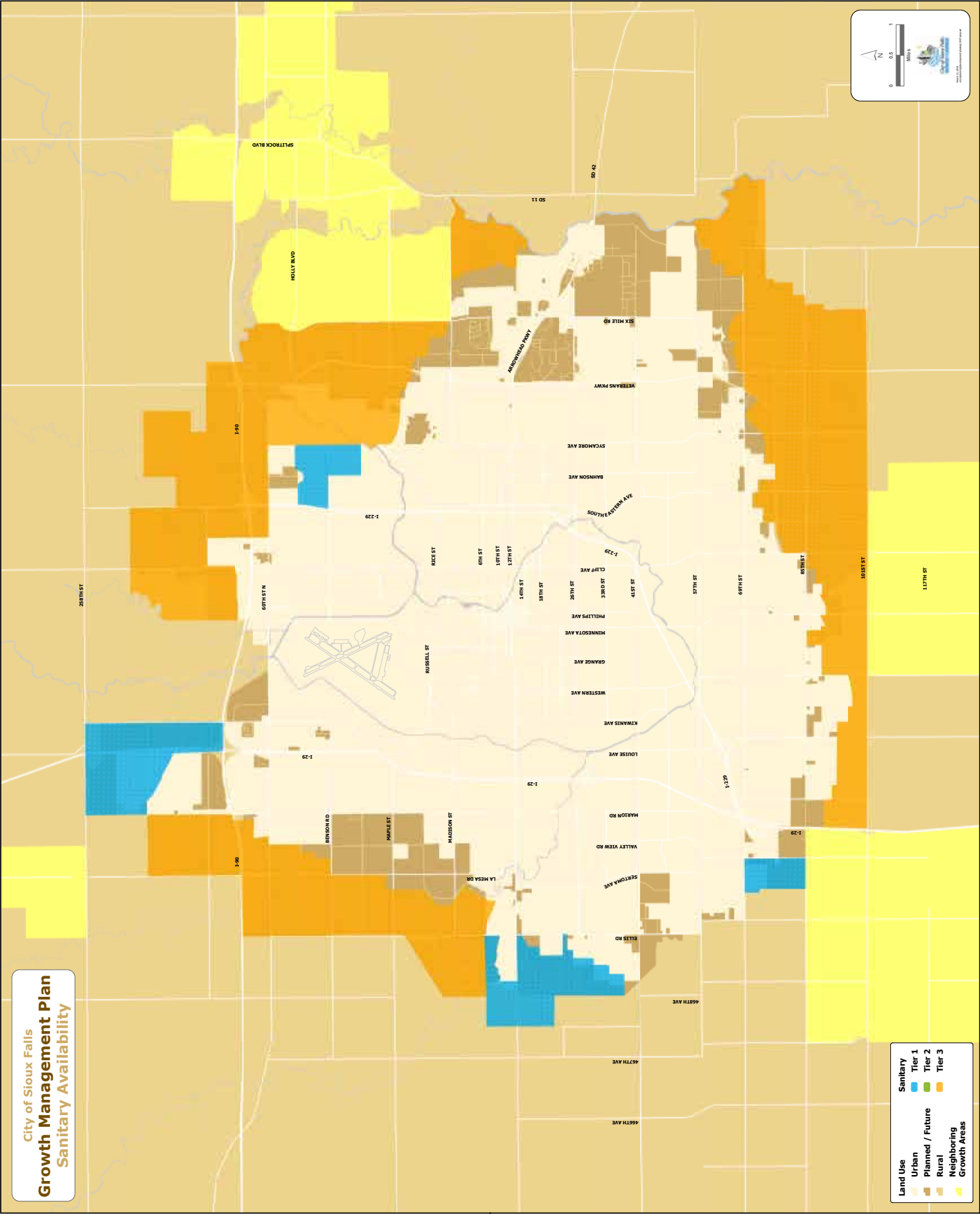
Land Uses	Demand	Supply
Single-Family	10,052	10,854
Multifamily	1,364	1,502
Industrial	1,040	3,161
Commercial	1,820	1,820
Office/Institution	3,952	3,991
Public	1,450	1,520
Total Developable	19,678	22,848
Conservation	3,895	3,895
Right-of-Way	5,425	5,425
Existing Rural Res.	2,200	2,200
Total Acres	31,198	34,368
	(≈48.7 sq. miles)	(≈53.7 sq. miles)

Notes:

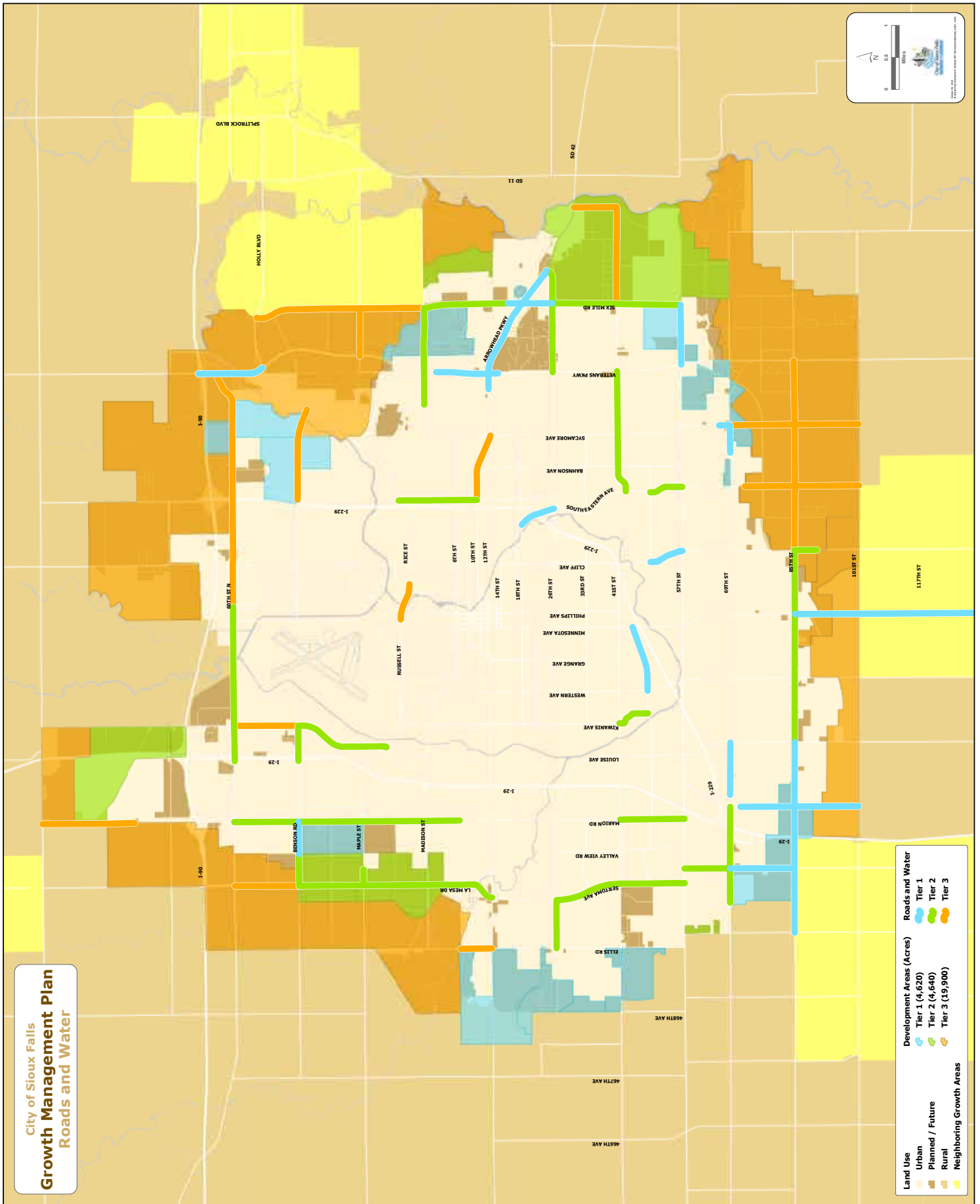
1. Demands is derived from Exhibit 2.E.
2. Supply is determined by the amount of acres identified in the future land use map subtracted by an undeveloped acres ratio (Source: Nexus Study for Aterial Street and Water Distribution Platting Fees).

Nexus Study Ratios	
Single-Family	75%
Multifamily	75%
Industrial	85%
Commercial	80%
Office	80%
Public	85%

Map 2.B: Sanitary Availability



Map 2.C: Water and Roads





cooperative neighborhood-based school-park land acquisition and construction in new residential areas. (See also Chapter 7: “Shape Facilities.”)

- Discourage driveway entrances onto highways and arterials where locations may result in traffic hazards or impede traffic flow, and provide adequate right-of-way for future arterial traffic routes in accordance with the adopted major street plan. (See also the document *Sioux Falls MPO Long-Range Transportation Plan*.)

Environmental Considerations

- Prevent development in areas that are environmentally unsuitable for buildings or septic systems, and protect floodplains, major drainageways, steep slopes, or other natural areas from incompatible development which may result in environmental problems.

Land Use Consumption Projections

The number of acres that will be needed to accommodate new development is shown in Exhibit 2.C: “Building Permit Acres by Land Use.” The calculations show the assumptions used to estimate the land needs of each land use type throughout the 25-year planning period. The estimates for each land use category include a multiplier based on the amount of development land considered necessary to meet market demands.

Growth Area Analysis

The location and phasing of private and public development is contingent upon the efficient use of limited resources. Over the last five years, the City of Sioux Falls spent approximately \$93 million a year on capital projects. Therefore, it is critical that the funds are allocated in the right areas at the right time. Through the careful deliberation of areas to be annexed, the City will be able to logically extend facilities and utilities. (See Chapter 10: “Shape Implementation.”)

Although growth areas are generally determined by sanitary sewer basins (see Map 2.B: “Sanitary Availability”), growth areas should also be analyzed by all infrastructure needs. Without looking at other infrastructure needs, growth areas could be prematurely identified as serviceable and later determined to require infrastructure (water, roads, drainage) that is not available or not programmed into the City’s CIP. For that reason, Shape Growth also has taken into consideration all infrastructure based upon each utility’s master plan. Infrastructure and facilities master plans (see Chapter 7: “Shape Facilities”) have been mapped consistent with the growth areas.

Water and Arterial Streets

Water mains are typically installed when a major arterial street is improved. Map 2.C: “Water and Roads” identifies a ten-year phasing of all arterial street and water main projects. Arterial streets must be paved before new urban



development connects to the arterial street. Water mains must be available to the new development area and must be provided in a looped manner so that long, dead-end lines (and stagnant water) are avoided.

Drainage and Flood Hazard Areas

Drainage mainly concerns the collection of water from specific sites to more general locations. Floodplain mainly deals with the general collection of waters during rain events and the different stages of water movement and storage during flood events.

Drainage is serviced through two methods: (1) on-site drainage ponds, and, (2) regional drainage basins. On-site drainage ponds will need to provide for the rainfall and snow melt needs of the development site and detain it on the site. Regional drainage basins will have one or several drainage facilities which serve large drainage basin areas; these basin areas drain naturally through low areas into settlement facilities to improve the overall water quality. Each of these regional drainage basins is phased on Map 2.D: “Public Facilities and Proposed Drainage Basins” (at end of chapter).

Flood hazard areas contain two separate areas: (1) floodways, and, (2) floodplains. Floodways provide an area of fast-moving water during a flood event while floodplains provide an area of water storage and slower water flow during a flood event. There are multiple kinds of floodplains and floodways, but mainly those identified by the Federal Emergency Management Agency (FEMA) are the ones that are regulated. There may be some instances of localized flood areas that are not identified by FEMA but are identified

by the City of Sioux Falls. These regulations help to protect property values, community safety, and the environment by providing limits, restrictions, or retrofits to development in or along these flood areas. Flood maps can change more frequently than long-range plans such as a comprehensive plan, but the current effective floodplain (as of early 2017) areas are shown on Map 9.A: “Critical Open Space and Environmental Assets.”

Park and School Sites

New park land is acquired according to the guidelines within the Parks and Recreation System Plan. Neighborhood parks should be accessible and within a one-half-mile service area of all residential areas, and consist of five to ten acres for a play structure, picnic shelter, and play fields. Most neighborhood parks are coordinated with the neighborhood elementary school.

Community parks are 20 to 40 acres and include off-street parking to allow access to multipurpose facilities, such as aquatic centers and athletic fields.

Regional parks are 80 to 100 acres and include off-street parking to allow access to multipurpose facilities, including athletic fields, playgrounds, and recreation centers.

Conservation and nature areas are specialized park types in locations which preserve wildlife habitat, woodlands, and wetlands through open space development.

Schools are identified by each school district according to their needs. Generally, elementary schools should be located every mile and a half from each other.



Map 3.A: “Future Land Use” indicates the general location for all school and park sites to provide guidance to developers and City officials in the development review process.

Fire Stations

Fire stations are located based upon access and response times maintained by the Fire Rescue staff. For a more detailed description of fire station location criteria, see Chapter 7: “Shape Facilities.” These standards assist the community in ensuring their structures have fire protection. Future fire stations are identified on Map 2.D: “Public Facilities and Proposed Drainage Basins.”

Rural Development Considerations

Problems can occur when urban growth takes place in scattered and inappropriate areas next to agriculture and rural residential properties. Conflicts may include increased traffic and noise for rural residential properties and increased groundwater pollution from septic tanks.

Long-range planning and joint decision-making involves both the City and two counties and is necessary to ensure that future urban development makes orderly transition from rural areas to urban areas. The Shape Sioux Falls 2040 Plan pertains directly to special areas of development concern. The intent of this plan is to provide both Sioux Falls and the two counties with information needed to respond during joint-jurisdictional proceedings and annexations.

Wayne Township Growth Area

- Poor soil characteristics and an ill-defined surface drainage system pose significant problems to the outward expansion of the urban area south of 41st Street.
- Annexation of the Prairie Meadows Sanitary District will occur as the City addresses storm drainage and transportation elements in this area.
- Maintain present lot sizes which exist within the Prairie Meadows Sanitary District until other municipal services become available. The service area boundary of the sanitary district will not be expanded before annexation occurs.
- Preserve the floodplain area along 12th Street for open space and park use in conjunction with the Skunk Creek greenway improvements.
- Extend the greenway system along Skunk Creek and integrate future improvements with the reclamation of quarried sites.
- Limit further development around Ellis due to its location over the aquifer, and the absence of a central wastewater treatment system.

Benton Township Growth Area

- Avoid expansion of the residential subdivisions Martindale Tracts and Skyline Heights, based upon the potential for conflict between residential uses and nonresidential uses. Urban utilities will be required before expansion of Reppert’s Subdivision occurs.



- Preserve the floodplain area along Willow Creek for open space and park use in conjunction with the greenway improvements.

Mapleton Township Growth Area

- The cap of 432,000 gallons per day of sewage or 12.96 MG/month in the Renner Sanitary District will be reached if all platted lots are developed. This will leave a substantial area of the district without service. Pressure to develop these areas can be expected.
- Do not permit new development within the Renner Sanitary District boundary unless connection is made to the Renner Sanitary Sewer District central collection system.
- Several subdivision lots within the sanitary district lack development appeal due to poor or nonexistent streets, undersized lots, and the absence of other urban amenities.
- Preserve the floodplain area along the Big Sioux River and Slip-up Creek for open space and park use in conjunction with the greenway improvements.
- At one point, Slip-up Creek was identified as a future reservoir area for city water needs. However, following the emergence of the Lewis & Clark water project, the reservoir is no longer being considered for that purpose. Instead, the Slip-up Creek area should be preserved as a rural agricultural area.

Sioux Falls Township Growth Area

- Consider sand and gravel extraction as an appropriate interim use prior to industrial development, particularly in the area east of I-229 and south of I-90. Consider environmental constraints with steep terrain.
- Reserve floodplain for park and open space purposes and eventual connection with the Big Sioux River greenway system.
- Limited residential development may be allowed on the steep slopes in the northeastern portion of the growth area.
- Developing area should maintain a low density consistent with minimal provision of utilities and services.

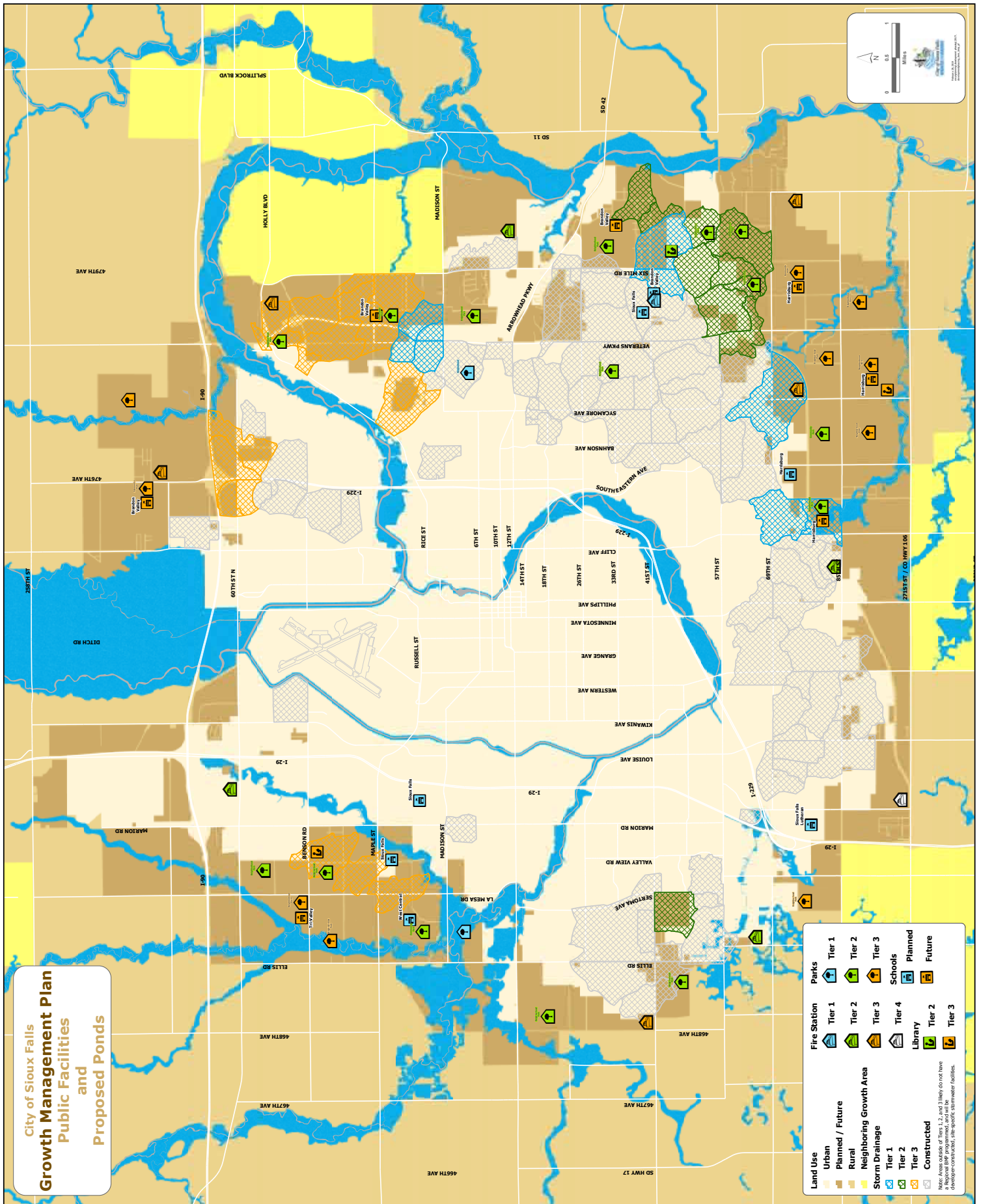
Split Rock Township Growth Area

- Many existing rural residences are located in this township. Discourage expansion and further development of rural residential subdivisions where services are insufficient to meet anticipated demands.
- Promote the use of annexation and rezoning to appropriate zoning districts. By limiting access and requiring annexation, new developments can develop better land use transitions with existing developments.

Springdale Township Growth Area

- Environmental constraints for rural development in this area include limitations for septic tank drain fields and dwellings with basements due to poor soils and a high water table.

Map 2.D: Public Facilities and Proposed Drainage Basins



- Continue to adhere to drainage plans to address stormwater runoff toward the east and south into Lincoln County. Use of natural drainageways and detention ponds should also serve as potential recreation/open space corridors for the city.

Delapre Township Growth Area

- Environmental constraints for development in this area include limitations for septic tank drain fields and dwellings with basements. A portion of Nine Mile Creek in the northwest area is included within the 100-year floodplain.
- Encourage the eventual development of central sanitary sewer facilities around the Tea Industrial Park.



3. Shape Neighborhoods

3. Shape Neighborhoods

Future Land Use Strategy

Overall Intent: To guide the arrangement of future neighborhoods and employment centers within the 2040 growth area.

Strategy: Ensure that the overall objectives, intensities, and impacts of land uses are consistent with the Future Land Use map.

Implementation Method: Review Map 3.A: "Future Land Use."

- **What types of land uses can we develop?**
- **In what general location can land uses be developed?**
- **How much land area can we develop for each type of land use?**

A future land-use plan is the fundamental element of the overall Comprehensive Development Plan. The future land-use plan depicts the general arrangement of land uses which the City should seek to achieve over the planning period. The Shape Neighborhoods section fulfills the objective of arranging neighborhoods within the goal of planning neighborhoods, land use, and urban form.

The Shape Neighborhoods Future Land Use Plan section is designed to anticipate how the city will develop, as well as be responsive to demographic and market changes. The projections of population and land area needs are not absolute indicators of what the future holds. Therefore, this plan provides for more land than is forecast to be needed over the planning period. It is not unreasonable to plan for **twice** the amount of land projected to be needed within the planning period.

Otherwise, new development land is constrained by the marketplace and by the limitations of the Capital Improvement Program, causing inflated land prices.

The Future Land Use map provides the general location, general size, and general characteristics of future land uses during future land use map reviews.

Future Neighborhoods

The single-family house has been an American dream since the end of World War II. Suburban-style development has been the predominant development method for residential subdivisions. Traditional zoning has helped protect the integrity of the single-family home to ensure that suburban residential lifestyles do not conflict with automobile-dominated developments, such as strip malls and fast food restaurants. Therefore, very few other types of development have been allowed within



single-family neighborhoods, except for parks, schools, and places of worship. Also, single-family neighborhoods have all been typically very low-density areas. However, this type of development has encouraged the heavy use of the automobile for families to travel to work, school, and shopping areas.

The Shape Sioux Falls 2040 plan encourages a variety of housing types to address the needs of those who want to live within these neighborhoods. Factors include variations in density and setbacks, as well as the possibility of mixed-use neighborhoods that develop “village” areas, allowing limited commercial and employment land uses that provide greater opportunities to reduce the dependence on the automobile. (See horizontal and vertical mixed-use policies within Chapter 5: “Shape Places.”)

Neighborhood residential areas shall generally maintain a low to medium density with transitions and convenient connections to employment centers. High-density residential areas or residentially-based mixed use areas are encouraged within or on the edges of employment centers or adjacent to major streets. (See horizontal and vertical mixed-use policies within Chapter 5: “Shape Places.”) High-density residential or residentially-based mixed use should not be allowed away from arterial and collector street networks. In that case, a future land use amendment to an appropriate employment center would need to be approved.

Future Employment Centers

- Employment centers¹ include all of the areas where people work, shop, play, or go to school. These areas are the “economic engine” of the community, and are important for the continued vitality and growth of Sioux Falls.
- Land uses where people are employed can be office, retail, medical, or institutional. The philosophy of Shape Sioux Falls locates employment centers near where people live, therefore minimizing travel distance and time between these two primary activities.
- Encourage development of employment centers which can be served by public transit, promote higher density housing, promote greater transit use, and develop pedestrian connections to allow safe pedestrian and transit access.

The intent of employment centers is to allow landowners and the City to be responsive to and accommodate changing market demands. Map 3.A: “Future Land Use” is included to provide guidance.

- Map 3.A. Future Land Use—provides guidance in both newly developing and existing redeveloping areas. The areas should be zoned in accordance with the identified employment center policies as detailed herein.

¹The commercial areas of the past, or the office park, were separated from one another, again requiring people to travel for goods and services. As the City looks to the year 2040, there is a real need for goods and services, as well as housing, to be closer together, yet functional. These areas are proposed to be employment centers.

Rather than identifying arbitrary land use “boxes” by property boundaries, several different types of employment centers have been identified on Map 3.A based upon the future traffic demand and access needs for each future street intersection. Each type of employment center has a different amount of residential and nonresidential land uses that are acceptable, plus a percentage of commercial within that total amount that is also acceptable.

- The employment center form will be determined during the rezoning (change of zone) and is intended to emphasize the appearance, design, and function of development on the entire site, rather than the particular uses that occur in a building. (See Chapter 5: “Shape Places.”)
- Less than the recommended acreage amounts (stated in Exhibit 3.A: “Future Land Use Table”) are allowed for the employment centers, as long as appropriate transitions to low-density residential areas are maintained. (See Chapter 4: “Shape Transitions.”)

- Land use acreages that are more than the recommended land use acreages are only allowed with a future land use map amendment and the approval criteria.
- Some arterial street intersections have less than four legs, and as such, a lower employment center level has been applied.
- Allocation of future land use acres should be coordinated with adjacent landowners. It is assumed that each of four corners are allocated equally from the beginning.

Exhibit 3.A: “Future Land Use Table” on the following page details the types, objectives, criteria, and proposed zoning districts available for each future land use type. (See Chapter 4: “Shape Transitions” for descriptions.) The land uses listed are anticipated and encouraged to develop during the growth management plan period. Map 3.A: “Future Land Use” details the location of all approved land uses and also includes all levels of arterial street types for access management purposes.

Exhibit 3.A: Future Land Use Table

Future Land Use Type	Future Land Use Objective	Future Land Use Criteria	Allowable Proposed Zoning Districts (see criteria in "Shape Transitions," Chapter 4)
Regional Employment Center 	A regional center is a commerce center with regional draw. The area is highly commercialized with an emphasis on creating mixed-use options and appropriate transitions to low-density residential areas. It serves the entire trade area both for employment and shopping. Spaced 6 to 8 miles apart, it serves a market of 75,000 to 200,000 people.	Over 320 total acres no more than 50% commercial	Core Districts*: Commercial 4 Support Districts‡: General Office Multifamily Residential Business Park Institutional Optional/Planned Development: Mixed Use
Subregional Employment Center 	A sub-regional center is a commerce center with a draw from outside of the community. The commerce center is typically at the intersection of a regional arterial, interstate, principal roadway, and/or a major arterial roadway. It serves a more limited trade area for employment and shopping, so therefore it is more spatially located. It is spaced approximately 4 to 6 miles apart and serves a market of 40,000 to 100,000 people.	160 to 320 total acres no more than 50% commercial	Core Districts*: Commercial 4 Commercial 3 Support Districts: General Office Multifamily Residential Business Park Institutional Optional Planned Development: Mixed Use
Community Employment Center 	A community employment center is located at the intersection of two arterial roadways—at least one of which is a major arterial. The area serves multiple neighborhoods and attracts traffic from throughout the community. Mixed-use land uses are encouraged within this area. Spaced 1 to 2 miles apart and serves a market of 5,000 to 15,000 people.	60 to 120 total acres no more than 50% commercial	Core Districts: Commercial 3 Commercial 2 Support Uses: General Office Multifamily Residential Business Park Institutional Optional Planned Development: Mixed Use

*Core districts are the most essential and define the character of the area.

‡Support districts provide land use transition options and balance the area by providing a greater mix of uses.

Continued

Future Land Use Type	Future Land Use Objective	Future Land Use Criteria	Allowable Proposed Zoning Districts (see criteria in "Shape Transitions," Chapter 4)
Neighborhood Employment Center 	A neighborhood employment center is typically located at the intersection of two minor arterial roadways. A neighborhood employment center serves the immediate neighborhoods adjacent to the intersection, providing (typically) convenience items such as gas, food, and personal services. Pedestrian links into these areas are encouraged to allow the neighborhoods to access the services without a car. These are spaced a mile apart and serves a market area within the residential density of that particular neighborhood; approximately 5,000 people at 3.5 units per acre.	15 to 60 acres no more than 50% commercial	Core Districts: Commercial 2 Commercial 1 Support Uses: General Office Multifamily Residential Business Park Institutional Optional Planned Development: Mixed Use
Business Park Employment Center 	A business park center is typically at the intersection of an interstate and/or a regional corridor. The business park employment center is designed to encourage attractive office/institutional parks, research, and specialized employment areas with commercial support. The intent of the land uses within this area is to create a buffer from the highway noise and to develop land uses nearest the roadways that are noise compatible and transition to the low-density residential areas. Commercial support services should not serve the wider community.	120 to 320 acres no more than 15% to 25% commercial	Core Districts: Business Park Institutional Support Districts: Commercial 2 Commercial 1 Optional Planned Development: Mixed Use
Low-Density Residential 	Typically includes most of the developable area of a city. Single-family residential areas are the traditional districts with other low- to medium-density housing and small institutions as transition areas.	any place identified, except that adequate transitions must be maintained as shown in Chapter 4	Core Districts: Suburban Single-Family Residential Traditional Single-Family Residential Neotraditional Single Family Residential Support Districts: Medium-Density Residential Small Institutional—Nursing Homes, Elementary Schools, Assisted Living High-Density Residential Optional Planned Development: Mixed Use (Residentially based) Manufactured Housing

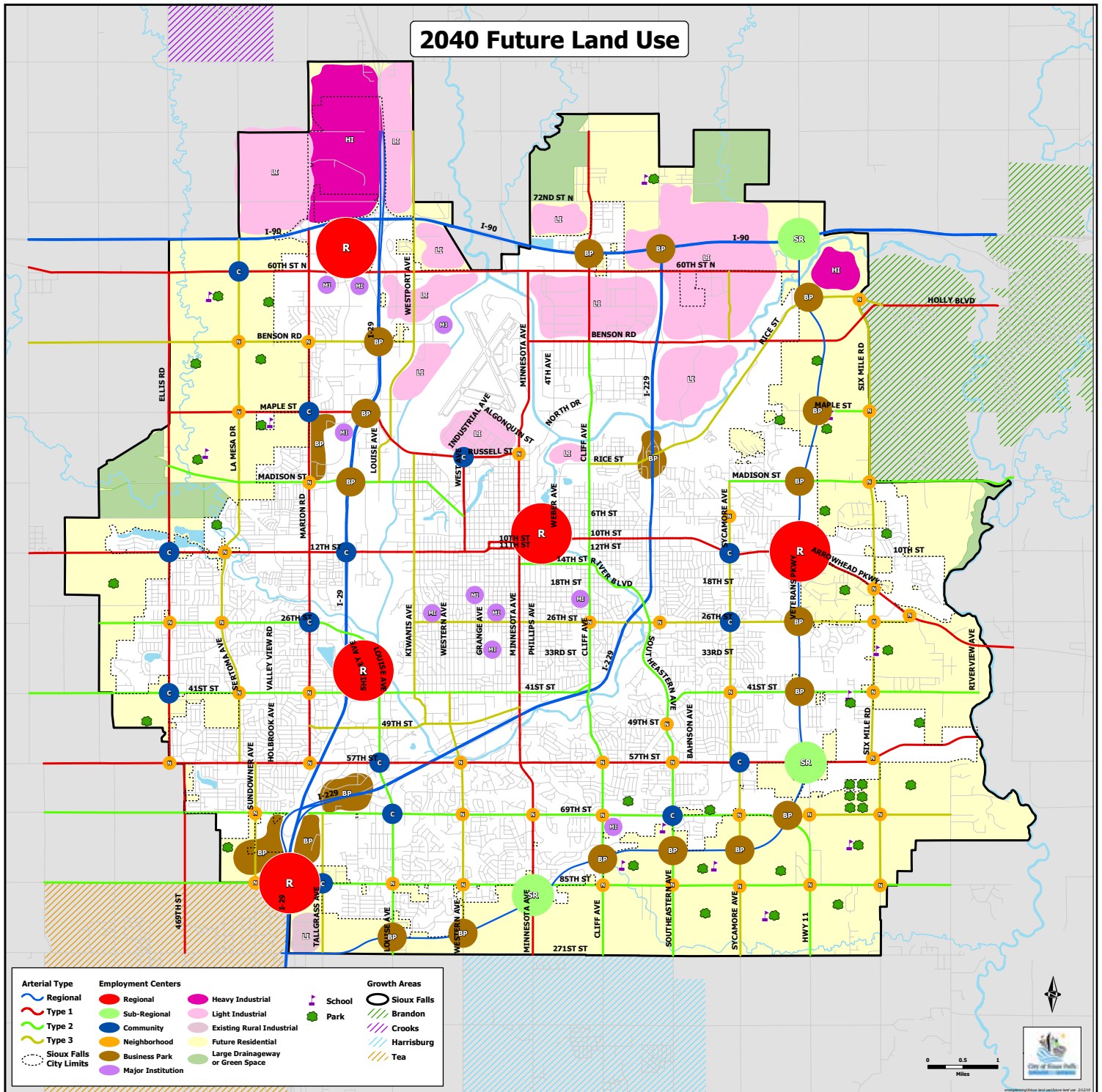
Continued

Future Land Use Type	Future Land Use Objective	Future Land Use Criteria	Allowable Proposed Zoning Districts (see criteria in "Shape Transitions," Chapter 4)
Heavy Industrial Employment Center 	This district is intended to provide for general industrial uses which may create some nuisance and which are not properly associated with, nor compatible with, residential, office, institutional, or planned or neighborhood commercial establishments. Manufacturing clearly falls into this category.	adjacent to railroad, airport, major streets	Core Districts: Heavy Industrial Support Districts: Light Industrial Commercial 1 General Office High-Density Residential Major Institutional
Light Industrial Employment Center 	Consider warehousing uses, advanced technology industries, and a wide range of industrial-related commercial functions, such as warehouse and distribution activities, appropriate for industrial areas. A light industrial center may also include a business park area if planned transitions are maintained as shown in Chapters 4 and 5.	adjacent to major streets or highways, airport	Core Districts: Light Industrial Support Districts: Commercial 1 Optional Planned Development: General Office High-Density Residential Major Institutional Option: Mixed-Use Area
Major Institutional Employment Center 	Some major institutions, such as hospitals and colleges, have master plans for future development. The Planning Commission has developed master plans to coincide with these plans, which set forth the area of development and the rules for development by those major public institutions in Sioux Falls. The master institution plans set forth the area, type, form, and location of future development which will occur for the institution during the lifespan of the master plan.	near existing arterial/collector institutions with need for expansion new institutions should be near major streets	Core Districts: Major Institutional Support Uses: High-Density Residential Commercial 1 Light Industrial Option: Mixed-Use Area
School Institution 	This identifies the approximate location of a future elementary, middle, or high school.	spaced every 1.5 miles for new primary school needs 20 acres: elementary school 40 acres: middle school primary access onto a collector street	Core Districts: Small Institutional Major Institutional Support Districts: Suburban Single-Family Residential Core Single-Family Residential High-Density Residential Medium-Density Residential

Continued

Future Land Use Type	Future Land Use Objective	Future Land Use Criteria	Allowable Proposed Zoning Districts (see criteria in "Shape Transitions," Chapter 4)
Parks and Recreation Open Space 	Park and recreation land use areas identify the recommended locations for public parks, some types of public and private outdoor recreational facilities, and are not recommended for eventual development with more intensive uses. Also, conservation areas, some storm-water management drainageways and detention areas, cemeteries, and similar relatively extensive uses that have an open space character.	spaced every one-half mile for new parks in new neighborhoods	Core Districts: Natural Resource Conservation
Developed Area 	Area has been zoned. Any zone adjustments must be consistent with the existing zoning districts and Chapter 4. Significant changes to zoning districts shall require a FLU amendment.	developed or zoned area	consistent with Chapter 4, including compatibility chart
Urban Streetcar Commercial 	Consists of higher-density mixed-use buildings that accommodate retail, offices, row houses, and apartments. It has a tight network of streets, and buildings are oriented to the street and are close to the sidewalks. Streetcar zoning forms are encouraged along these areas to develop a mixed-use and appropriate conventional redevelopment within the streetcar context. Redevelopment should not encroach into the abutting neighborhoods without proper transitions.	only allowed in existing Urban Streetcar identified areas	Core Districts: Commercial 2 Commercial 1 Support Uses: General Office Multifamily Residential Institutional Optional Planned Development: Mixed Use
Suburban Arterial Strip 	Consists of mainly commercial land uses, with parking lots oriented to the streets with buildings set back. Access to the street is high, with sidewalks tight and close to parking lots. This style of development is limited to specific areas, due to the high traffic accidents that occur with the high number of accesses allowed with strip development. However, strip development with limited access may allow for a unique opportunity for mixed-use development within redevelopment areas. Redevelopment should not encroach into the abutting neighborhoods without proper transitions.	only allowed in existing Suburban Arterial Strip identified areas	Core Districts: Commercial 2 Commercial 1 Support Uses: General Office Multifamily Residential Institutional Optional Planned Development: Mixed Use

Map 3.A: Future Land Use







4. Shape Transitions

4. Shape Transitions

Zoning District Policies

Overall Intent: Maintain neighborhood character by creating compatible transitions that minimize land use conflicts.

Strategy: Define the character of zoning districts and develop methods to transition those zoning districts through a zoning district compatibility chart.

Implementation Method: Zoning and rezoning amendments.

The land use types lead us to look at proper transitions between zones. The proposed zoning districts will be used as a guide and will be incorporated into the City zoning ordinance.

The following policies should be used to help develop decisions on *rezoning* developable and redevelopment land as a part of the zoning process. The “Shape Transitions” chapter of the “Shape Sioux Falls” plan will help to guide the **objective of land use transitions as a part of the goal of planning neighborhoods, land use, and urban form.**

Step 1: Zoning Process Options

There are three options when zoning and rezoning land:

Option A—Single Zoning District Developments

When a development is requesting amendment of zoning for a single-use project, the developer should also take into consideration the existing land uses adjacent to their property, as well as the future land uses for land use compatibility. See Exhibit 4.B: “Full Zoning District Compatibility Chart” at the end of this chapter for more information.

Option B—Multi-Zoning District Developments

When a development has two or more zoning districts:

1. Consider the recommendations of the Exhibit 4.B: “Full Zoning District Compatibility Chart” in regard to existing and proposed adjacent land use compatibility.
2. There should be options within planned unit districts to combine zoning districts that are generally compatible.

Option C—Mixed-Use Planned Unit Developments

As another option, developers may look to the mixed-use planned unit development (PUD)

option to afford additional design options. Mixed-use employment centers are also an option with this plan. Increased density, added land use flexibility, and the addition of residential uses are advantages with this option. As an example, the Sioux Falls **downtown area** is a mixed-use area and should be afforded the same PUD design options.

The intent of the **mixed-use PUD option** is to allow landowners and the City to be responsive to and accommodate changing market demands, allowing for new sustainable options, while mitigating known impacts. Rather than primarily regulating the use of a property, the mixed-use PUD areas are intended to emphasize the form, design, and function of development on the site, rather than the particular uses that occur in a building. (For more information, see “Mixed Use Options,” later in this chapter.)

Other PUD Options

Other types of development may apply for the PUD option in order to receive increased density or reduced setbacks, as long as the policies of Shape Places (land use and development policies) are maintained.

Step 2: Define Proposed Zoning Districts

Before transitions between uses can be determined, the character of zoning uses must be clearly defined. Zoning districts and their policies below are defined and detailed to help developers and citizens to understand in greater detail each type of zoning district. The policies should also be utilized in providing direction

for developers throughout the development review process, and zoning ordinance districts shall be based upon the proposed zoning districts in this chapter. Many policies are cross-referenced with land use and development policies in Chapter 5: “Shape Places” for each of the planned zoning uses. In addition, each use should be consistent with the approved Map 3.A: “Future Land Use” and Exhibit 3.A: “Future Land Use Table,” found in Chapter 3: “Shape Neighborhoods.”

■ Single-Family Residential Uses

Single-family residential uses will primarily consist of single-family residential units. Also, uses that are acceptable include schools, parks, places of worship, neighborhood utilities, small group homes, home day cares, and home occupations. Any other use should have appropriate transitions. (See Exhibit 4.B: “Full Zoning District Compatibility Chart” at the end of this chapter.)

General criteria for low-density residential include:

1. Affirm and encourage one household residential use as the principal use in single-family residential areas, and the primary use permitted outright.
2. Limit the number and types of nonresidential uses permitted in single-family residential areas in order to protect those areas from the negative impacts of incompatible uses.
3. In order to maintain single-family areas in residential use, limit parking lots. **When**

necessary, mitigate the negative effects of expansion, like parking lots (or other uses) that are accessory to permitted uses in abutting higher intensity zones from expanding into single-family residential areas. (See Chapter 5: “Shape Places,” sections E. Parking and F. Transitions.)

4. Allow flexibility in setbacks and yard requirements (while maintaining green space) to allow homes to be upgraded and to enhance the neighborhood. (See Chapter 5: “Shape Places,” sections A. Streetscape and D. Open Space.)
5. Do not allow rezonings unless land use transitions are incorporated. (See Chapter 5: “Shape Places,” section F. Transitions.)
6. Provide for different intensities of single-family areas to reflect differences in the existing and desired character of single-family areas across the city. (See Chapter 5: “Shape Places,” sections A. “Streetscape” and D. “Open Space.”)
7. Utilize a range of single-family uses to maintain the current density and character of existing single-family areas. (See Chapter 5: “Shape Places,” sections A. “Streetscape” and D. “Open Space.”)
8. Various residential districts will evolve or continue to evolve with their own defining characteristics. The City will support efforts to tailor development standards with respect to unique circumstances. Size and pattern of lots and blocks, building style, street design details, street and outdoor lighting, and landscape characteristics should be combined in ways unique to a given residential

neighborhood. (See Chapter 5: “Shape Places,” sections A. Streetscape and D. Open Space.)

9. Allow development of single-family dwellings that are compatible with the existing pattern of development and the character of each single-family neighborhood. (See Chapter 5: “Shape Places,” section F. Transitions.)
10. Establish height limitations in single-family residential areas that maintain a consistent height limit throughout the building envelope.

There are **four** types of single-family uses:

1. **Traditional Single-Family Residential** (the “core” area)

- a. Higher density; more on-street parking; fewer garages and driveways. Discourage the demolition of single-family residences and displacement of residents in a way that encourages housing stabilization, sustainability, rehabilitation, and that provides affordable housing opportunities throughout the city.
- (1) 10-yard front yard and backyard setbacks

2. **Suburban Single-Family Residential**

- a. Lower density, garage stalls, concrete parking stalls. Discourage disconnected neighborhoods; allows for more housing styles and values for

multigenerational and socio-economic connections.

3. **Neo-Traditional Single-Family**

- a. Same as 1 and 2, except allow reduced setbacks with some near-zero front yards allowed.
- b. Side yard reductions allowed, with front and rear maintained.
- c. Alleys allowed with parking; and front yard amenities.

4. **Manufactured Housing**

A manufactured home is fabricated in one or more sections and is designed to be towed on its own chassis.

Manufactured housing areas may be placed into development park areas as long as the following are maintained:

- a. Pitched roofs are encouraged.
- b. Appropriate transitions to other residential areas are maintained.
- c. Fronts of homes shall be oriented to the street.

■ **Twin Home Residential Uses**

Maintain a variety of multifamily zoning classifications to permit development for a wide variety of housing types, scales, and configurations appropriate to the context and development objectives of various neighborhoods within the city.

1. Twin homes and duplexes
 - a. Use low-density multifamily areas to provide for transitional densities between single-family neighborhoods

and more intense nonresidential and high-density residential uses.

- b. Provide opportunities for attached housing at slightly higher densities than single-family areas.
- c. Encourage a variety of twin homes and types at a scale compatible with single-family structures.

2. Three- to eight-unit structures.

- a. Encourage a variety of townhome types at a scale compatible with apartments, with less front yard and backyard setbacks than typical single or twin home structures.
- b. Allow private drives as access to decrease impervious surfaces and to decrease conflict points along streets.
- c. Consider additional height in the denser areas, when there is adequate space between apartment buildings and single-family residences in order to decrease blocked views and shadows on adjacent structures and open spaces.

■ **Apartment Residential Uses**

1. Accommodate greater concentration of housing in dense, pedestrian-oriented urban neighborhoods having convenient access to transit, employment, and commercial centers.
2. Provide public open spaces easily accessible to the public, with public amenities. (See Chapter 5: “Shape Places,” in section D. “Open Spaces.”)

3. Consider additional height in the high density areas when there is adequate space between high-rise apartment buildings to decrease view blockages and shadows on adjacent structures and open spaces.
4. Encourage owners to participate in the crime prevention program.
5. The massing should be diminished by varying the roof lines and scale. (See Chapter 5: “Shape Places,” section F. Transitions.)

■ Commercial Uses

Four types of commercial districts are proposed:

■ Commercial 1—for in-fill for old neighborhoods, core area

The Commercial 1 designation applies to building sites within in-fill and core neighborhood areas, and includes convenience types of land uses, including gas stations/convenience stores, dry cleaners, drug stores, smaller grocery stores, a limited number of fast food restaurants, and other establishments that serve the daily needs of persons living in the adjacent residential areas.

Commercial 1 building sites will typically be about 15,000 square feet of gross building area, and a one-half acre parcel in size. Compatible building height with neighborhood shall be maintained.

■ Commercial 2—new neighborhood employment zones

The Commercial 2 designation applies to building sites within neighborhood areas and includes

convenience types of land uses including gas stations/convenience stores, dry cleaners, drug stores, smaller grocery stores, a limited number of fast food restaurants, and other establishments that serve the daily needs of persons living in the adjacent residential areas.

Commercial 2 building sites will typically be about 25,000 square feet of gross building area. Compatible building height with neighborhood shall be maintained.

■ Commercial 3

The Commercial 3 designation applies to building sites within community commercial areas, and includes uses such as larger grocery stores, clothing stores, hardware stores, sit-down and fast-food restaurants, and other establishments that serve the shopping needs of the larger community of Sioux Falls. You would leave your neighborhood to do business here, but you would not go out of your way to shop at these businesses.

Commercial 3 building sites will typically be about 75,000 square feet of gross building area. Height limitations should also be addressed.

■ Commercial 4

The Commercial 4 district is intended to be the most intense business-use area in the city. Appropriate land uses include, but are not limited to: malls, big box stores, super grocery stores, warehouse clubs, department stores, and furniture stores. They are regional in nature; people travel across the city to do business at these locations.

Commercial 4 building sites will have no limitation of building area, but height limitations could apply.

Commercial Site Design Requirements—

Commercial uses should typically be located in areas where the intensity of the traffic planned and the street access will safely and efficiently operate the roadways and intersections.

1. Prevent office and commercial projects from expanding into surrounding residential areas.
2. Employment centers should normally have commercial land uses located at the first full street or highway access point.
3. The zoning of land use should decrease to a lower intensity from the first access point as long as suitable land use transition zones are maintained (i.e., office/multifamily buffering commercial from single-family residential).
4. Commercial vehicle traffic shall not be forced to travel through a residential area for its main arterial access.
5. Avoid high-intensity land uses adjacent to low-density residential (“adjacent” includes across most streets), unless other buffers are included in the site design, such as drainage ponds, parks, schools, or substantial landscape buffers (perhaps 50 feet or more in width).
6. Higher-intensity land uses (commercial, office, and economic development) are encouraged within employment centers. Multifamily and office land uses are encouraged to be used as transitional land uses to low-density residential areas.

7. Require significant transitional land uses from commercial to single-family residential land uses. Transitional land uses would include office, multifamily, and some smaller institutional land uses. (See Exhibit 4.A: “Summary of Zoning District Compatibility” and Exhibit 4.B: “Full Zoning District Compatibility Chart” at end of this chapter.
8. Prevent commercial areas from growing together, which leads to strip development, and has negative impacts of parking, access, and site development.
9. Conform to conventional zoning setbacks and maximum building height requirements. No flexibility in land use is to be permitted in the conventional commercial zoning option.

Light Industrial District

This district is intended to provide for a number of light manufacturing, wholesale, warehousing, and service uses in an attractive industrial-park-like setting. These uses do not depend on frequent personal visits from the public at large, but allow for use by other park businesses, and do not include residences, apartments, or commercial uses which are primarily retail in nature. It is the intention of this district to provide low-impact, high-amenity industrial development along the major streets and adjacent to residential areas, while allowing for slightly heavier development in the interior of the industrial areas.

1. Consider manufacturing uses, advanced technology industries, and a wide range of

industrial-related commercial functions (such as warehouse and distribution activities) appropriate for industrial areas. Currently, financial centers are located within industrial districts based upon their large land holdings, parking areas, amount of employees, and shifts.

2. Permit commercial uses in industrial areas to the extent that they reinforce the industrial character of the area.
3. On sites that are along major streets, require new development to provide street trees, landscape screening, and sidewalks. Also, require appropriate landscaping, building materials, and screening of outside storage in order to promote a positive impression of the city's industrial areas. (See Chapter 5: "Shape Places," section D. Open Space.)
4. Set parking and loading requirements for various uses to provide for only adequate parking and loading facilities. It should be encouraged to allow some on-street loading and occasional spillover parking. Provide for parking reductions to encourage the use of small sites and landmarks, and the reuse of existing structures. (See Chapter 5: "Shape Places," in section E. Parking.)
5. Provide an appropriate land-use transition between industrial areas and adjacent residential or mixed-use commercial zones (including downtown). Land-use transitions can include office, institutional, and multifamily types of land uses.
6. Determine height provisions that ensure visual compatibility and transition in scale between industrial areas and less-intensive

abutting zones, with lower heights closer to less-intensive zoning uses.

■ Heavy Industrial District

This district shall provide for the same policies as light industrial areas, except the uses are intended to also provide for **heavy** industrial uses, which may create some significant noise, smell, and/or aesthetic issues to mitigate. Mitigation measures in a heavy industrial area shall include at least a one-half-mile buffer to residential areas. Measures will also ensure that health and safety issues are addressed on-site prior to impacting adjacent properties: chemicals are stored properly, rodents are controlled properly, and any outside storage is adequately screened and kept away from major street corridors and entry points to the city. Some uses that are generally regarded as heavy industrial include:

- Manufacture of chemicals and like substances
- Stockyards and slaughtering of animals
- Rendering
- Distillation of products
- Refining
- Sanitary landfills
- Paper manufacturing
- Smelting
- Boilerworks
- Tank farms/petroleum products terminal
- Processing of hides or furs
- Grain terminal/grain processing
- Salvage yard
- Mining

The City's planned heavy industrial areas should focus upon good transportation elements: rail, airport, and major street access. They should *not* be located on any of the city's

environmentally sensitive areas, such as floodplains and aquifer protection areas.

■ Major Institutional District

Hospitals and higher educational facilities play an important role in Sioux Falls. Institutions containing these facilities provide needed health, educational, and other services to the citizens of Sioux Falls and the region. They also contribute to employment opportunities and to the overall diversification of the city's economy. However, when located in or adjacent to residential and pedestrian-oriented commercial areas, the activities and facilities of major institutions can have negative impacts, such as traffic generation, loss of housing, displacement, and incompatible physical development. These policies provide a foundation for the City's approach to balance the growth of these institutions with the need to maintain the livability of the surrounding neighborhoods.

1. Provide for the coordinated growth of major institutions through review of major institution conceptual master plans and the establishment of major institution (overlay/planned development district) zones.
2. Establish major institution planned unit developments (PUDs) to allow appropriate institutional development within planned boundaries, while minimizing the adverse impacts associated with development and geographic expansion. Balance the public benefits of growth and change for major institutions, with the need to maintain the livability and vitality of adjacent neighborhoods.
3. Encourage significant community involvement in the development, monitoring, implementation, and amendment of major institution master plans, including neighborhood meetings.
4. Understand the need for individual property rights and market-driven land costs within the framework of master plans and proposals.
5. Encourage neighborhood participation in the process of revision, amendment, and refinement of the master plan proposals.
6. Require preparation of either a master plan or a revision to the existing master plan when a major development is proposed that is part of the major institution.
7. Apply the development standards of the underlying zoning classification for height, density, bulk, signage, setbacks, coverage, and landscaping for institutions to all major institution development, except for specific standards altered by a master plan.
8. The need for appropriate land use transition shall be a primary consideration in determining setbacks.
9. Identify land area needs and establish perimeter growth boundaries.
10. Urban villages and mixed uses should be considered to decrease the amount of daily vehicle traffic, while allowing service to both the institution and the neighborhood. (See Chapter 5: "Shape Places," sections G. Vertical Mixed-Use Development and H. Horizontal Mixed-Use Development.)

11. Encourage affordable housing as a buffer to core residential neighborhoods.
12. Encourage building *up* rather than *out* to preserve open space and minimize the need to acquire additional properties.
13. Identify locations for new or expanded parking lots and/or ramps, and require well-designed parking structures, parking lot landscaping, and screening from streets and abutting properties.

■ Office District

Office districts work well as transitional land uses for commercial areas, based upon their residential design elements, limited hours, reduced parking, and signage. As such, the transition to residential areas must include well-designed setbacks, landscaping, and site orientation characteristics.

1. Office districts typically require good transportation access and should be located on or near major arterial or collector roadways. They should be served by high-capacity transit routes. These transportation elements are especially important for districts with large numbers of employees. Districts should be available for flexible sites for smaller to mid-size office complexes. The size of the office district should never become a prominent portion of an employment center.
2. Office districts should be designed with connections to citywide pedestrian, transit, and bicycles infrastructure. This allows for additional modes of commuter transportation other than the typical

single-occupancy vehicle. Whenever possible, general office districts should be located close to other commercial or mixed-use districts that provide restaurants, lodging, and other services, particularly when these are not available within the district. Location close to residential areas is also recommended. (See Chapter 5: “Shape Places,” section C: Multi-Modal Access.)

3. Good office district design plans for fewer site impacts based upon parking lots. Design addresses bicycle, transit, and pedestrian traffic. Functional design within the parking areas also addresses the surface drainage and connectivity to other uses, such as retail and personal services. (See Chapter 5: “Shape Places,” in section E. Parking.)
4. Whenever possible, general office districts should include additional landscape setback adjacent to residential areas. Parking lots should be located away from residential homes, with the backs of the offices adjacent. Pedestrian connections to and through the office district and to neighborhood commercial from the residential neighborhoods should be developed. (See Chapter 5: “Shape Places,” in section F. Transitions.)

■ Small Institutional District

Small institutions are included within many of the residential areas of Sioux Falls. Elementary schools, churches, nursing homes, assisted-living facilities, and group homes are all common within and adjacent to all residential areas of the city. Because of the importance of these facilities, many of the

institutions are included as conditional uses in residential zones. Therefore, Map 1.A: “Current Land Use” shows small institutional land use areas. This is considered acceptable as long as it meets the following policies:

1. Allow small institutions and public facilities that are determined to be compatible with the function, character, and scale of the area in which they are located.
2. Development standards for small institutions and public facilities affecting setbacks, open space, landscaping, and screening shall be similar to those required of other development within the area, but should be allowed to vary somewhat because of special structural requirements of some institutional and public facility uses. Except for public schools and the spires of religious institutions, do not permit small institutions or public facilities to vary from zoned height limits.
3. Establish additional development standards for small institutions and public facilities in residential zones that mitigate adverse conditions regarding light, glare, noise, odors, parking, and transportation.

■ Mixed-Use Options

The advantage to the developer with the mixed-use planned development option is that increased density may be allowed, and, in fact, is encouraged within these areas. Mixed-use areas or **urban villages and pedestrian-oriented development** also have an advantage because they allow multiuse buildings based upon the form rather than the use. A mixed-

use area will emphasize pedestrian orientation and minimize auto-oriented uses or uses geared towards the automobile. The advantage for the community is a diverse urban environment which functions as a whole, and not as individual parts—with the neighborhood’s inhabitants living and working in proximity, working and dining together, and living and shopping collectively. (See Chapter 5: “Shape Places” for more information.)

Mixed-use planned developments differ from conventional employment centers in that they are favorable to pedestrians and public transit (versus automobiles), have integrated land uses (residential uses are encouraged), and public spaces. In order to qualify as mixed use, the Planning Commission and City Council must approve a planned unit development Zoning District that incorporates most, if not all, of the following policies:

1. Horizontal Mixed-Use—Pedestrian-oriented (employment and residential mixed) planned unit development option.
 - a. Commercial and/or office allowed up to 80 percent of the area, with at least 20 percent of the residential, with usable pedestrian connections. (See Chapter 5: “Shape Places,” in section H. Horizontal Mixed-Use.)
2. Vertical Mixed-Use—Urban village planned unit development option. (See Chapter 5: “Shape Places,” in section G. Vertical Mixed-Use.)
 - a. Commercial-centered mixed-use is allowed at current employment center locations with approximately the same land-use allocations.

- b. Residential centered mixed-use is allowed within residential areas with the following standards:
 - (1) Evidence can be shown that a high employment generator is nearby and that the market requires such.
 - (2) Nearby employment center allocations are being under-utilized.
 - (3) Transitions can be maintained.
 - (4) Commercial uses are very limited and not accessory in nature to the residential neighborhood.
- c. The downtown mixed-use area is existing and shall be maintained as vertical mixed-use area.

A PUD district incorporating those design policies would be the appropriate method to develop a mixed-use development—either horizontal or urban village. The conventional zoning district also has planned policies, but conventional zoning district regulations will apply with this option, and no options for flexibility will be allowed.

The mixed-use option is available for any of the employment centers without a future land use map amendment. However, mixed-use planned developments must adhere to the specific pedestrian, land use, and development policies provided in Chapter 5: “Shape Places.”

Step 3: Create Compatibility between Proposed Zoning Districts

A land-use compatibility guide assesses the degree of compatibility of proposed and established land uses, and establishes policy directions to address these potential conflicts and external effects. Zoning district regulations then include standards based on the compatibility guide. A summary of a compatibility chart is located on the next page. To review the full compatibility chart, see Exhibit 4.B: “Full Zoning District Compatibility Chart” at the end of this chapter.

Exhibit 4.A: Summary of Zoning District Compatibility (by degrees of compatibility)

For entire Compatibility Chart, see Exhibit 4.B.

What is this chart? The chart illustrates the compatibility level of a zoning district to an adjacent zoning district. The level is based upon 1 through 5, with 5 the most compatible and 1 the most incompatible land use. See the zoning district transition policy guidelines below for more information.

How to use this chart: Find the adjacent zoning districts in the appropriate row and column. The colored box at the intersection of the row and column provides the compatibility level rating.

Zoning District	Zoning District				
	Single-Family Residential	Apartment Residential	Office	Commercial 3	Light Industrial
Single-Family Residential	5				
Apartment Residential	3	5			
Office	3	4	5		
Commercial 3	2	3	4	5	
Light Industrial	2	3	4	4	5

See full chart on next page.

EXAMPLE

KEY:

- Compatible:** Identical to pre-existing zoning districts or totally compatible. Development should be designed consistent with good planning practice.
- Compatible, with Minor Conflict Potential:** The new zoning district is generally compatible with the existing adjacent zoning district. Traffic from higher intensity districts should be directed away from lower intensity districts. Building elements and scale should be consistent with surrounding proposed and existing development. Examples include medium density residential proposed adjacent to low-density residential districts.
 - High-density residential development proposed against lower density residential uses.
- Potential Incompatibility:** The new zoning district may have potential conflicts with existing adjacent zoning districts, which may be remedied or minimized through project design. Traffic, parking, and other external effects should be directed away from lower-intensity districts. Landscaping, buffer-yards, screening, and compatible height and scale methods should be employed to minimize negative effects. Examples include:
 - Office and light commercial development against residential uses.
- Medium Incompatibility:** The new zoning district has significant conflicts with the existing adjacent zoning districts. Major effects must be mitigated to prevent impact on adjacent zoning districts. A significant bufferyard is required. Also, other buffers and screening, land-use transitions, and other external operational impacts should be considered. Also, include methods from Policy 7 in the "Transitions" section of Chapter 5: "Shape Places." Examples include:
 - Community and general commercial development proposed against residential uses.
 - Light industrial development proposed against residential uses.
- High Incompatibility:** The new zoning district is incompatible with adjacent land uses. Any development proposal requires a significant bufferyard and extensive documentation to prove that external effects are fully mitigated. In general, proposed districts with this level of conflict should not be permitted. Examples include heavy industrial uses proposed on sites adjacent to low- or medium-density residential uses.

Exhibit 4.B: Full Zoning District Compatibility Chart*

by Degrees of Compatibility

	Adjacent new or existing zoning districts												
Zoning districts	Single Family residential	Manufactured Housing	Twin Home residential	Office	Apartment residential	Small institutional	Commercial 1	Commercial 2	Commercial 3	Commercial 4	Large institutional	Light industrial	Heavy industrial
Single Family residential	5												
Manufactured housing	3	5											
Twin Home residential	4	4	5										
Office	4	3	4	5									
Apartment residential	3	3	4	4	5								
Small institutional	4	4	4	5	4	5							
Commercial 1	4	4	4	5	4	4	5						
Commercial 2	3	3	3	4	3	3	5	5					
Commercial 3	2	2	3	4	3	3	4	4	5				
Commercial 4	1	2	2	4	3	3	4	4	5	5			
Large institutional	3	3	3	4	4	4	4	4	3	3	5		
Light industrial	2	2	3	4	3	3	4	4	4	3	4	5	
Heavy industrial	1	1	1	3	2	1	3	3	3	3	2	4	5

*The compatibility chart may need to be updated based upon the final zoning districts as a part of the approved zoning ordinance.



5. Shape Places

Land Use and Development Policies

Introduction

A. Streetscape

B. Signage

C. Multi-Modal Access

D. Open Space

E. Parking

F. Transitions

G. Vertical Mixed-Use Development

H. Horizontal Mixed-Use Development

INTRODUCTION



Overall Intent: Create lively, secure, and distinctive places.

Strategy: Develop the form of the zoning ordinance standards and provide additional development options through Planned Unit Development Districts.

Implementation: Zoning Ordinance Standards, Site Plan Review Process, Planned Unit Development District Regulations.

The Shape Sioux Falls Land Use and Development Policies will help shape the community over the next 25 years. The policies were reviewed by a committee of 20 citizens with a goal to help update development and redevelopment policies, including methods that create lively, secure, and distinctive places throughout the community.

These development policies were guided by the results of a visual listening survey completed during the spring of 2008. The survey was completed by 1,500 Sioux Falls citizens who rated a series of images used to illustrate various options for development. The Shape Places section of the plan will provide guidance toward the **objective of developing places, not just spaces**, as a part of the **goal of planning neighborhoods, land use, and urban form**.



Nearly 1,500 citizens rated 167 images from various cities to determine their urban development preferences, including these three images.

There are two objectives for this document:

1. Zoning Regulation Consistency.

The land use and design policies provided the City with detailed recommendations about how to update the City's zoning ordinances (effective in 2014) based upon the following three regulation levels:

- ☛ A **red** vote represents strong agreement and/or a desire that policy become a minimum requirement.
- ☛ A **yellow** vote represents moderate agreement and/or a desire that the policy become an incentive requirement (incentives may include such items as density bonuses, expedited plan review, and additional flexibility in the design review process).
- ☛ A **green** vote represents general agreement and/or a desire that the policy is encouraged.

2. Informed Development Community.

The public dislikes uncertainty and inconsistency about City policies and desires more predictable information, including good “up-front” design

guidelines. These very richly illustrated and detailed land use and design policies provide developers and other public and private sector decision makers with an overall direction for the site design process, and create a compendium of best practices.

Public Involvement Process

Public involvement activities for Shape Places included:

- ☛ **Visual Listening Survey**
 - Proactive Public Involvement
- ☛ **Stakeholder Meetings**
 - Interpretation of Visual Listening Survey
 - 6 meetings
 - 52 participants
- ☛ **Review Committee Meeting**
 - Assist in preparing Land Use and Development Standards—The Shape of Sioux Falls
 - Three meetings planned
- ☛ **Public Open House**
- ☛ **Planning Commission and City Council Approval**

The Sioux Falls Visual Listening Survey was a major public input component of the Shape Sioux Falls initiative. This effort encouraged community-wide participation in defining a vision for the future development of the city as part of the comprehensive plan update. The survey was administered through a web-based Internet site and 13 community survey meetings held throughout the community.

A total of 1,466 survey responses were collected. Below, 11 top citizen preferences were determined from 167 rated images:

VLS Citizen Preferences

1. Sign standards to reduce clutter and encourage more aesthetically pleasing signs.
2. Quality landscaping within street right-of-way.
3. Incorporation of quality open space.
4. Pedestrian architectural scale, traditional building materials, and design.
5. Mixed-use development.

6. Commercial districts that encourage tight building setbacks from public sidewalks and quality pedestrian amenities.
7. Active public open spaces.
8. Consideration of nonmotorized forms of travel.
9. Sensitivity to historical design character.
10. Residential development with reduced design emphasis on attached garages.
11. High-quality building and site design.

Please see Appendix 1 to the *Shape Sioux Falls 2040 Comprehensive Development Plan* for more information regarding the Public Involvement Process.

The appendix is located online at www.sioxford.org/planning/shape.

- Public Involvement Report
- Stakeholder Meetings Report
- Visual Listening Survey Technical Report

Summary of Shape Sioux Falls Land Use and Development Policies

The Land Use and Development Policies consist of eight sections, all of which have a number of recommendations and design policies. The policies are extensively illustrated to provide the greatest degree of guidance. A list of all sections, with a summary of some of the land use and development policies, follows:

A. Streetscape

- ☛ Sidewalks in mixed-use areas should be designed for outdoor activity.
- ☛ Boulevard width and sidewalk alignment may vary.
- ☛ Internal streets shall be included in mixed-use development areas.
- ☛ Private street planting should be allowed in public boulevard.
- ☛ Speeds on local streets should be limited.
- ☛ Corridors for special design treatment should be identified.
- ☛ The City should develop a streetscape elements manual to ensure consistent and attractive features.

B. Signs

- ☛ Allow signage master plans to provide flexible signage regulation.
- ☛ Permit off-site campus signs.
- ☛ Add public directional signage systems.
- ☛ Encourage creative signage design.
- ☛ Limit commercial signs in mixed-use areas to appropriate-scaled signs.

- ☛ Limit the size and duration of temporary signage.

C. Multi-Modal Access

- ☛ Identify “complete streets” corridors designed to accommodate pedestrian, bicycle, and public transportation.
- ☛ Provide direct pedestrian pathways from the public right-of-way to major building entrances and between buildings in multibuilding developments.
- ☛ Provide transit access and bicycle parking in convenient locations.
- ☛ Provide street connectivity in residential areas.

D. Open Space

- ☛ Allow flexibility to encourage private open space in residential areas.
- ☛ Allow flexibility to vary building setbacks in residential areas.
- ☛ Integrate functional private open space into commercial projects, office, and multifamily areas.
- ☛ Allow flexibility in landscaping techniques.

E. Parking

- ☛ Provide flexible parking requirements that reflect the real needs of specific projects.
- ☛ Encourage on-street parking in mixed-use areas.
- ☛ Improve parking design and circulation.

F. Transitions

- ☛ Encourage multifamily buildings to reduce their apparent scale when adjacent to lower-density development.
- ☛ Add options for smooth transitions between nonresidential and residential uses.
- ☛ Encourage contextual design options.

G. Vertical Mixed-Use (Urban Village) Development

- ☛ Allow vertical mixed-use as an option in Sioux Falls.
- ☛ In vertical mixed-use development, provide pedestrian-scale, street orientation, building details, and other attributes typical of downtown or town center districts.

H. Horizontal Mixed-Use (Pedestrian-Oriented) Development

- ☛ Integrate, rather than separate, land uses in horizontal mixed-use developments.
- ☛ Encourage pedestrian/bicycle/transit connections among land uses.
- ☛ Provide incentives for at least one public space that serves the development, designed and located to encourage active public use.

Acknowledgements

Below are members of the Shape Sioux Falls Land Use and Design Policies Review Committee:

- 1) Chad Van Buskirk—
Van Buskirk Companies
- 2) Erik Helland—
Landscape Garden Center
- 3) Chad Hanish—Howard R. Green
- 4) Chad Kucker—Brian Clarke and
Associates
- 5) David Erickson—Van De Walle
Associates
- 6) Andrew Tople—Sioux Falls
Tomorrow II
- 7) Bill Brinker—HDR Inc.
- 8) Roger Mack—Lloyd Companies
- 9) April Schave—Whittier Neighborhood
- 10) Eric Willadsen—Willadsen-Lund
Engineers
- 11) Judy Winter—Sioux Falls Tomorrow II
- 12) Steve Metli—First Bank and Trust
- 13) Dennis Gilliam—Macerich
Commercial
- 14) Doug Brockhouse—Bender
Commercial
- 15) Kermit Staggers—City Council
- 16) Monty Miller—Sayre and Associates
- 17) Mike Crane—Crane and Fowler
- 18) Pat Beckman—Beckman Construction
- 19) Jessie Schmidt—Planning Commission
- 20) Stacey McMahan—Koch Hazard
Architects

A. STREETSCAPE

Overall Goal Statement

As Sioux Falls' most visible and ubiquitous public spaces, the city's streets and corridors should provide the traveling, multi-modal public with an attractive, safe, and functionally appropriate transportation environment. Street appearance and design should reinforce quality private development on adjacent sites.

Policy 1: Sidewalks Designed for Outdoor Activity

Sidewalks in **pedestrian-oriented areas** **should** be designed or positioned to accommodate outdoor activity such as dining on either the public right-of-way or adjacent private property. Adjacent private space used for outdoor dining, plazas, or other activity should appear to be extensions of the public environment. Structural elements such as fences or low walls may be used to separate the public and private domain. (Also see section G. Vertical Mixed-Use Development.)



Streets in pedestrian-oriented districts: *With proper planting techniques and irrigation, trees can do well in wells and planting beds on urban sidewalks. Streets should encourage outdoor activities, such as outdoor dining. **Left:** Street in 29th Street Town Center, Stapleton, in Denver. **Right:** Bethesda Crescent in Bethesda, MD.*

Shape Sioux Falls Committee Recommendation:

This feature is encouraged by the committee.

Moderate agreement by committee.

Strong agreement by committee.



South Locust Street, Grand Island, Neb.: Right-of-way restrictions and required clear zones prevented street tree plantings in the boulevard setback. This was partially remedied by installation of trees, flower beds, and pedestrian lights behind the sidewalk to define the street environment. This project also provides a continuous sidewalk.

Policy 2: Varying Boulevard Width and Sidewalk Alignment

Innovative subdivision and street designs **may** vary the width of the boulevard and the alignment of the sidewalk.

A. Where right-of-way width, utilities, or required design clearances make tree planting in the boulevard infeasible, **encourage** street trees to be planted behind the sidewalk, either in remaining public right-of-way or as part of

landscaping requirements on private property. The pedestrian path should be visually and functionally separated from the back of the curb by a boulevard setback or an appropriate contrasting paving color or texture.

B. In mixed-use districts, tree wells or planters behind the curb **may substitute** for continuous boulevard setbacks. Such tree installations should provide adequate space for roots and should normally be irrigated.



In mixed-use districts, tree wells or planters behind the curb may substitute for continuous boulevard setbacks.



Interior Streets at Stapleton in Denver: *These private ways provide primary access through this multibuilding retail project, and both look and function much like public commercial streets. They include sidewalks, lighting, and street landscaping, and provide direct pedestrian access to many of the project's individual storefronts.*

Policy 3: Internal Streets in Mixed-Use Developments

Large auto-oriented and pedestrian-oriented mixed-use developments **shall** be served by a network of internal streets.

- A. Internal streets **connect public streets to parking facilities and buildings**, and provide the primary circulation ways through the site. In most cases, interior streets are private.
- B. Interior streets should have aspects of **the appearance of public streets**, including boulevards, tree plantings, and sidewalks when functionally appropriate.
- C. Buildings within a mixed-use pedestrian-oriented development **may be oriented to interior streets instead of public streets**, and may present entrances to these ways. Interior streets adjacent to buildings should have the character of streets in

pedestrian-oriented commercial districts, providing space for outdoor street-related activities such as dining. (Also see section G. Vertical Mixed-Use Development.)



Candlewood Hills, Omaha: *Project includes a mass retailer, outbuildings along a major arterial route, and a retail/office cluster, linked together by interior streets. These streets include sidewalks and street trees, and provide pedestrian access throughout the site.*



Before street landscaping buffer.



After street landscape buffer was installed.

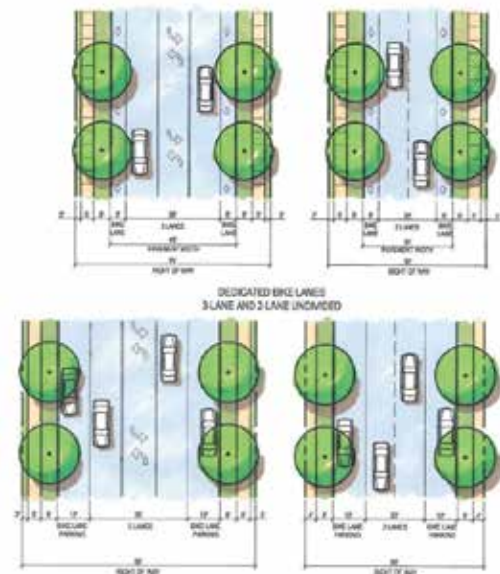
Policy 4: Street Landscape Borders

A. **Require** most developments with street setbacks (boulevards and front yards) to provide a street landscape border on private property adjacent to the street property line—with the exception of driveways, walks, porches, and related hard-surfaced areas. The street landscape border establishes a landscaped boundary between the public and private environment and reinforces the green quality of the city's streets.

B. **Require** adequately sized boulevard strips to provide healthy environments for trees, a comfortable street/sidewalk separation, and an area for snow removal storage and private and public utilities. These locations define the street edge and provide a separation between the street's vehicular and pedestrian domains. Utilities and landscaping should be planned and constructed to avoid conflicts with landscaped boulevards.



Boulevard width: Boulevards should be wide enough to provide a sufficient permeable area to allow trees to thrive and reinforce the separation of the street and pedestrian environments.





Landscaping proportionate to depth of parking: *The project on the left has only a single bay of parking between the street property line and the building line. As a result, it requires a smaller landscape border and less interior landscaping to reduce the visual impact of parking than the much larger parking field to the right.*

Policy 4: Street Landscape Borders (Cont.)

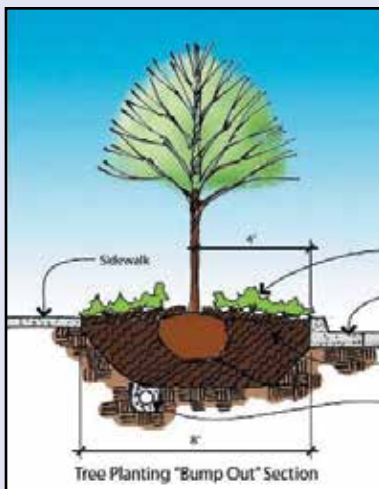
C. **Provide development incentives** for commercial or office projects to provide a regular pattern of urban landscaping, including street trees in the street landscape border.

- Generally, the depth of this border should increase as the depth of adjacent surface parking in the front yard increases.
- Outside of special identified corridors, commercial, office, and industrial streetscape **shall generally** be designed with significant street landscaping and screening of visually obtrusive elements.

Policy 5: Street Trees

Private street tree planting **should be allowed** in the public boulevard.

- A. Street trees are most effectively located in an area between the curb line and the public sidewalk, typically referred to as “boulevards” in the city.
- B. Streets should provide a relatively regular, but not necessarily uniform, pattern of street tree planting, sufficient to define the street edge.
- C. Plantings should avoid monocultures—the overuse of one species of tree that leaves the streetscape vulnerable to disease.
- D. Street tree plantings on the public right-of-way **should** be credited toward the project’s landscaping requirements.



Street tree plantings:

Planting standards should maximize street trees' chances for success and avoid overuse of a single species. Fast-growing trees like silver maples, that may present long-term hazards, should generally be avoided.



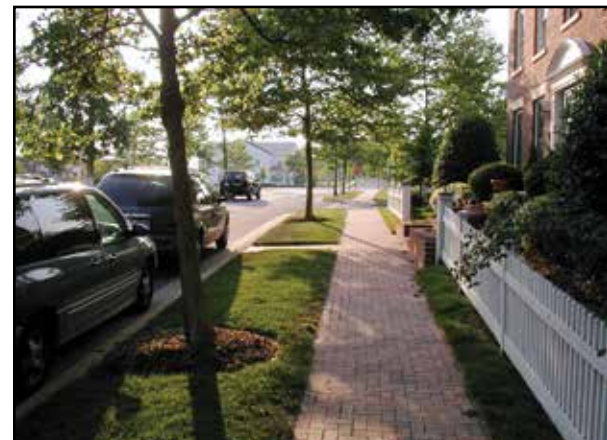


Policy 6: Limit Street Speeds

- A. **Require** streets to be designed to encourage motorists to travel at desired speeds and avoid encouraging excessive speeds. The design of streets should be appropriate to their context and functional requirements.
- B. **Provide development incentives** to design residential streets that provide an attractive environment and discourage unsafe vehicular speeds. This may be accomplished by limiting street widths and using traffic calming devices such as roundabouts, medians, and other features that also improve the quality and safety of the streetscape.



Functional speeds: A wide-open road environment, created by factors such as lack of street trees and streetscape detail, street width and capacity, and uninterrupted flow, can cause motorists to drive at excessive speeds.



Neighborhood Traffic Calming: Traffic calming techniques and on-street parking in residential areas can slow traffic to safe speeds through neighborhoods.



Distinctive elements on corridors of community importance. *Left: Casper, Wyo., installed new lights and community medallions along its Second Street corridor. Right: ML King Parkway, a new street in Des Moines, used extensive landscaping and special features at major intersections to create an important community corridor.*

Policy 7: Identify Distinctive Street Corridors

- A. **Ensure** that the comprehensive plan defines certain corridors for special design treatment. These corridors may also include streets of community importance that have high visibility, are traveled frequently by most city residents, and/or contribute to the overall image of the community.
- B. Each identified corridor **shall** be a **complete or multi-modal corridor** that integrates a balanced transportation system which accommodates pedestrian, bicycle, and private motorized transportation, and public transit.



The complete streets concept: A combination of lane narrowing where possible, introduction of bike lanes, street landscaping, and sidewalk continuity can transform the appearance and actually improve the function of highly visible community streets. Often, the private sector responds to these public initiatives with better signage and upgraded development. (Photo from Michael Ronkin, Oregon Pedestrian and Bicycle Program Manager.)

Policy 7: Identify Distinctive Street Corridors (Cont.)

C. **Encourage** local and collector streets in commercial, mixed-use, and office areas to be distinguished by distinctive streetscape

elements, such as thematic lighting, and graphics such as banners or medallions.



Streetscape in commercial contexts. Left: Street trees, boulevards, and banners at the edge of right-of-way give the US 6 strip in Coralville, Iowa, an attractive and generous look. **Right:** Landscape and lighting features on Abbot Drive in Omaha create an attractive corridor.



Policy 8: Residential Garages

Encourage accessory residential garage structures for residential properties to be less prominent than the residence itself.

Policy 9: Establish a Streetscape Elements Manual

Sioux Falls **shall** complete a menu of streetscape elements that both provides a unified character and minimizes maintenance costs, while having room to reflect the diverse quality of individual neighborhoods.

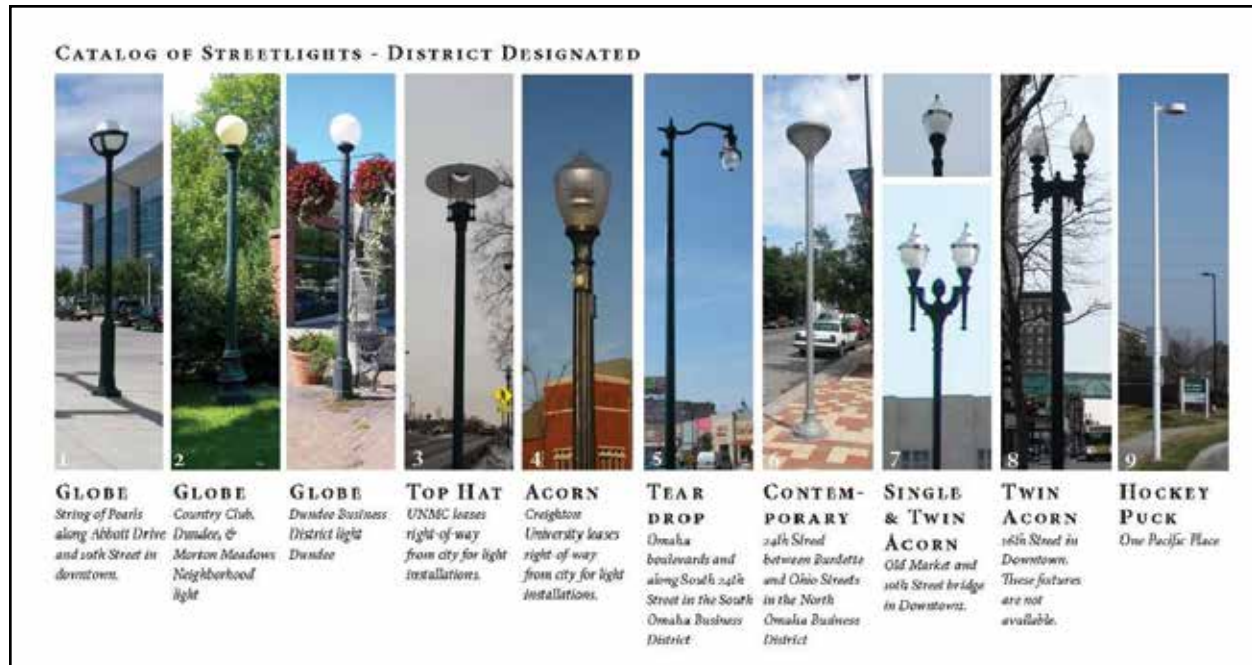
Streetscape elements include the following: benches, bike racks, bollards, bus stops, kiosks, mail collection boxes, newspaper dispensers, parking meters, public art, railings and fences, signage, utility lines, trees and other plantings, tables and chairs, drainage intakes, lighting, manhole covers, medians, waste and recycle receptacles, etc.



Outdoor furniture made of the same material creates rhythm throughout the streetscape and minimizes visual clutter.



1. Bus stop
2. Street trees
3. Street furniture
4. Planters
5. Median refuge
6. Pedestrian crosswalk
7. Co-locating signs
8. Bicycle lane
9. Public art
10. Pedestrian lighting
11. On-street parking



Vocabulary of street lights from the Omaha Streetscape Manual: Omaha adopted a Green Streets Master Plan and Streetscape Manual as comprehensive plan elements in July 2008. This urban design program has won national recognition, and establishes criteria for the design of streetscape elements in the public and private environments.



Policy 10: Fences along the Streetscape

Along the streetscape, fences **should not** negatively impact the traveling public—either pedestrian or vehicular.



High fences, too close to sidewalks, force pedestrians to drift toward the street.

High fences along streets limit the landscaping elements and aesthetic quality of the public right-of-way.

Policy 11: Utility Pole in Streetscape

Above-ground utilities **should** minimize their impacts on street corridors, including visibility, landscaping elements, and maintenance. Location of utility lines shall follow City standards. Utility lines placement should be addressed in a streetscape elements manual, and in specific corridor master plans.



Policy 12: Sidewalks on Both Sides

All streets **shall** have sidewalks conforming to at least minimum ADA standards on both sides.



B. SIGNAGE

Overall Goal Statement

Signs in Sioux Falls should be appropriately scaled and distributed—neither so small that they fail to communicate effectively, nor so large that the signs dominate the environment. Attractive and innovative sign design should be encouraged, and sign locations should minimize visual conflict and clutter.

Policy 1: Flexibility through Signage Master Plans

Allow flexibility for large-scale projects, mixed-use developments, or planned unit developments to **follow signage master plans** that are tailored to project design, and offer more flexibility than conventional sign regulations.



Shape Sioux Falls Committee Recommendation:

This feature is encouraged by the committee.

Moderate agreement by committee.

Strong agreement by committee.



Monument signs in office and retail contexts.

Policy 2: Monument Signs Preferred along Protected Corridors

Regulations should reflect a preference for monument or ground signs along corridors of **community importance**. These corridors should be defined within the City's comprehensive plan.



Multi-tenant signs. The development name is subordinated on the sign at left, while at right, the large number of individual tenant signs makes it difficult to identify any one destination at road speed.

Policy 3: Off-Site Campus Signs Allowed

Provide developers with the option for internal sign systems that identify businesses

within the “campus” of the development. Within multi-tenant developments, allow signage along public rights-of-way that identify the name of the development, and, if necessary, a limited number of anchor tenants.

Policy 4: Office Signage Typically Smaller than Commercial Signage

- A. **Require** that the total office signage area should generally be **less** in area than signs that identify retail centers or establishments.
- B. Wall and Monument Preferred Office Signs: **Provide development incentives** to ensure attached wall signs and detached monument signs are the preferred signage in office developments. Wall or projecting signs **should** be scaled to the design of the facade, and should not be the dominant element of office architecture. In general, the size of attached signs should be the minimum necessary for readability from adjacent streets or highways.



Appropriately scaled wall signs. The office building in downtown Sioux Falls (top) provides identifying signage that fits well with the scale and design of the building façade, and is readable at the speed of adjacent traffic.



Monument and wall signs in office developments. Offices are typically intentional destinations, allowing lower-scale signage to function well. These sign types are also generally consistent with the image projected by contemporary office development.

Policy 5: Industrial Signage

- A. Industrial signs **should generally** be sized to provide identity or directional information.
- B. Industrial Signage Typically Limited to Wall or Monument: **Require** industrial signage to be limited to monument or wall signs on local and collector streets, where high visibility is not ordinarily necessary. Monument signs are encouraged along arterials, and pole signs should generally be used only if other sign forms cannot produce adequate visibility from major approach routes.



High-image industrial signage. Deep Rock Water in the Five Points neighborhood in Denver incorporates community and company history in its exterior signage (note windows).



Monument and wall signs in office/industrial developments. Offices and industrial buildings are typically intentional destinations, allowing lower-scale signage to function well. These sign types are also generally consistent with the image projected by contemporary office development.



Quebec Square at Denver's Stapleton development. A large center identification sign provides monumentality at the intersection of two heavily traveled arterial streets, while smaller-scale attached signs predominate in the interior.



Even well-designed monument signs can block visibility from intersecting driveways or onto public streets and sidewalks.

Policy 6: Size Commercial Signs Appropriately

- A. **Require** commercial signs to be sized based on the adjacent streets' traffic speed, and that they should not exceed the minimum size needed for effective communication and visibility. Typically, commercial or retail uses on roadways with higher speed limits need to provide information to more people in a shorter period of time, generally warranting larger sign allowances.
- B. **Require** sign design that communicates intended messages without distracting motorists, inhibiting visibility, or presenting other visual conflicts or safety hazards.



Potential safety hazards. Sign size and conflicts tend to distract motorists, conflict with traffic controls, and provide more information than people can process at road speeds.



Cluttered corridor on 41st Street in Sioux Falls.



Cluttered corridor in Hong Kong.



Newburyport, Massachusetts. Wall and attractive projecting signs were part of the revitalization process in one of America's original Main Street communities.

Policy 6: Size Commercial Signs Appropriately (Cont.)

C. Disperse Commercial Signs

Require, when feasible, for all commercial signs to be dispersed along corridors and in commercial districts to avoid visual clutter, and to provide adequate visibility from one sign to another at road design speeds.

D. Commercial Signs Adjacent to Residential Areas

Provide development incentives for commercial signage to avoid significant visual impact, and to direct visibility away from adjacent residential neighborhoods.

E. Commercial Signs in Vertical Mixed-Use Areas

Require that commercial signs in pedestrian-oriented business districts be limited to appropriately-scaled signs, including wall signs or attached projecting signs; or monument signs when buildings are set back from the street property line. (Also see section G. Vertical Mixed-Use Development.)



Appropriately-scaled wall signs. Wall signs at a Walmart, and along a street-oriented retail project, respect the size of façades and support the buildings' architectural qualities.



The Wrangler in Cheyenne, Wyo.:
The exception that proves the rule.

Sometimes, special or iconic signs create their own architecture. Standards should be flexible enough to permit the occasionally unexpected.

Policy 6: Size Commercial Signs Appropriately (Cont.)

F. Commercial Wall Signs Scaled to Building Size

Require wall signs and other signs attached to building facades to be appropriate to the size and scale of the building. They should not dominate the architecture of the building, except under special circumstances.

Policy 7: Add a Public Directional Signage System

Strongly support integrating public directional signs into a unified community way-finding system. This system should:

- Identify key community destinations and guide travelers continuously from arrival and decision points to these destinations.
- Use the minimum number of signs needed to accomplish the objective of guiding travelers easily and clearly to community destinations.
- Be attractive, simple, and readily understandable at motor vehicle speeds.
- Avoid including too much information per sign.
- Include a graphic trademark or logo that represents Sioux Falls.



Smaller-scale wayfinding signs in the downtown Des Moines system. Here, blade signs are consistent with predominant use by pedestrians, although graphic clarity also assists slow-moving vehicles in a dense business district.

Policy 8: Creative Signage Design

Provide development incentives that encourage creative signage design and use of materials that merge art with business communication.



Wayfinding graphics at vehicular scale in downtown Des Moines. Signs feature an identifying mark, limits on the number of information items, and clarity in communication.



Sign as monument and art. Quebec Square sign at Stapleton in Denver conveys a sense of monumentality and acts as an icon for a major commercial development.



Policy 9: Temporary Signage Limited

Generally require that temporary signs remain for limited time periods, and avoid visibility hazards to the traveling public.

- Signs along the street level should be regulated by the visibility of the signs, referencing the speeds and volumes of traffic on the street.
- The total amount of signage on a site should be contemplated when considering temporary signs.



Policy 10: Minimize Telecommunication Tower Size

Require towers to be as small and unobtrusive to the community as feasible.

Other signage items to consider:

- Banners
- Interstate commercial signs
- Sign height

C. MULTI-MODAL ACCESS

Overall Goal Statement

Sioux Falls' street and transportation network should accommodate all modes of transportation, with special consideration to encourage pedestrian, bicycle, and public transportation.

Policy 1: Identify “Complete Streets” Corridors

Sioux Falls' long-range plans (comprehensive, policies addressing transportation, including bicycle and pedestrian modes) **shall** define a “**complete**” streets network that helps identify corridors which provide all transportation

modes with direct and comfortable access to major community destinations.

- “Complete” streets should be built or retrofitted during construction or reconstruction of a street to accommodate bicycles, pedestrians, and transit.
- Bicycle accommodations include exclusive bike lanes or shoulders, shared bicycle/ parking lanes or shoulders, or shared lanes marked by sharrows.
- Sidewalks should be on the edges of all streets.
- Transit accommodations include locations for bus shelters and bus pullouts.



The complete streets concept. A combination of lane narrowing where possible, introduction of bike lanes, street landscaping, and sidewalk continuity can transform the appearance, and actually improve the function of highly visible community streets. Often, the private sector responds to these public initiatives with better signage and upgraded development.

Shape Sioux Falls Committee Recommendation:
This feature is encouraged by the committee.
Moderate agreement by committee.
Strong agreement by committee.

Policy 1: Identify “Complete Streets” Corridors (Cont.)



Retrofit concept for wide residential streets. The use of corner nodes and bike lanes can change the perception of a wide street, improving both appearance and safety for all users. **Left:** A diagram of a retrofit concept. **Right:** Application of the concept to a residential collector.



Policy 2: Provide Transit Access

Require major projects to provide clear internal circulation routes and convenient stops for **public transit vehicles**, including buses and vans.



Policy 3: Provide Bicycle Parking

Require, in most situations, that developments provide convenient parking facilities for bicycles. Use bicycle parking installations that maximize efficiency and are generally flexible and unobtrusive.



Sidewalk connectedness:

Left: Hy-Vee store in Windsor Heights, Iowa. The main store and its pedestrian access is perpendicular to the major arterial. This “sideways” orientation provides an excellent, uninterrupted path from public sidewalk to front door, and combines highly visible front-door parking with street definition and good pedestrian and transit access. The store uses its private sidewalk as a sidewalk café.

Right: A Target store with a clear pedestrian pathway from the right-of-way sidewalk through the parking lot to the front of the Target entrance.

Policy 4: Provide Direct Pedestrian Pathways in Nonresidential Areas

A. From Adjacent Public Sidewalks

Require, in most cases, commercial, office, or industrial projects to provide a direct and clearly defined pedestrian pathway from the adjacent public sidewalk.

The pathway route or design should minimize conflicts or crossings of driveways or parking areas. (Also see section E. Parking.)

B. Between Multibuilding Complexes

- **Encourage master-planned developments** to develop safe and clear pedestrian ways that connect principal buildings together with minimum interruption by driveways and other vehicular conflicts.
- **Provide development incentives** for **master-planned developments** to include pedestrian ways that are furnished as site amenities, including lighting, street furniture, graphics, and other features that improve the pedestrian experience.

Policy 4: Provide Direct Pedestrian Pathways in Nonresidential Areas (Cont.)

Connecting buildings in a multibuilding complex.



Left: Sidewalk connections and crosswalks are provided along interior streets.

Right: A landscaped sidewalk connects two big-box retailers. This connection also helps divide a large parking field, and includes appealing public art.



Above and right: A parking lot redesign of a two-building shopping center connected the principal strip structure, behind the viewpoint of this photograph, with a retail outbuilding. The redesign also added substantial parking through an innovative and efficient design.

Policy 4: Provide Direct Pedestrian Pathways in Nonresidential Areas (Cont.)



Bicycle and pedestrian access. *This Target store, adjacent to a major arterial and sidepath, provides a wide sidewalk and bike lanes along the primary access drive. The retailer also provides convenient bike parking near the front door.*

C. Bicycle and Pedestrian Connections to City System

Provide development incentives for major projects to provide clear and comfortable paths for bicycles and pedestrians from adjacent public ways to key buildings and destinations within the project. Pedestrian connections should be provided as follows:

- Projects adjacent and accessible to a multi-use trail should provide a pathway connection to the trail.
- Projects adjacent to a multi-modal or “complete” street should provide a delineated bicycle route that may utilize driveways or internal streets for access to primary entrances.

D. Sidewalks on Both Sides of Street

All nonresidential streets **shall** have sidewalks conforming to at least minimum ADA standards on both sides. (Also see section A. Streetscape.)



Policy 5: Pedestrian and Bicycle Access to Residential Areas

- A. **Provide development incentives** for direct pedestrian and bicycle access from adjacent or nearby residential areas without using major streets.
- B. All residential streets **shall** have sidewalks conforming to at least minimum ADA standards on both sides. (Also see section A. Streetscape.)



Policy 6: Street Connectivity in Residential Areas

Provide development incentives when residential street patterns provide reasonably direct routes within the development and to adjacent subdivision or commercial development for all modes of transportation, including bicyclists and pedestrians.



Street connectivity in residential development. Connected street systems promote pedestrian and bicycle transportation.

Above left: Residential roundabouts can slow through-traffic and provide image features for new neighborhoods. Complaints about through-traffic sometimes cause opposition to connected systems.

Left (both): Two examples of subdivision design with high-street connectivity.

D. OPEN SPACE

Policy 1: Allow Flexible Private Open Space Options

- A. **Require** individual units to have adequate private open space, typically provided by backyards, terraces, patios, or similar features.
- B. **Strongly support allowing** smaller, private, open spaces if developments are planned or clustered around common open spaces. These common open spaces should be highly accessible, and, in many cases, central to the units that they serve.

Overall Goal Statement

Developments in Sioux Falls should incorporate open spaces in both the public and private environment. Open spaces should contribute to the overall visual and functional quality of projects and should encourage a range of uses and densities appropriate to individual developments.



Shape Sioux Falls Committee Recommendation:
This feature is encouraged by the committee.
Moderate agreement by committee.
Strong agreement by committee.



Different setbacks for different types of residential development.

Left: Tight setbacks and build-to lines are appropriate for higher-density urban development.

Right: Larger setbacks fit the scale of the low-density, single-family subdivision. This project, in suburban Montgomery County, Md., is designed to low-impact standards, with rural street sections and surface drainage swales.

Policy 2: Vary Building Setbacks and Densities

Allow flexibility with the depth of required landscaping and building setbacks and densities to vary with the character of the residential neighborhood.

Landscape and setback requirements should encourage small setbacks and tight urban patterns in appropriate neighborhood contexts, or in projects designed for small pedestrian scale.



Policy 3: Neighborhood Park Size

Neighborhood parks **should** be large enough to accommodate a range of activities, and a generally consistent menu of recreational and open space features.

Policy 4: Add Private Open Space for Commercial or Mixed-Use Projects

Provide development incentives to create at least one active and strategically located open space into the design of major commercial and office and mixed-use development projects.



- A. Create and utilize open space, such as a plaza, special planting area, water feature, or other thematic element at a key public location, such as the primary project entrance or a highly visible intersection adjacent to the project. Using the site amenity for a functional purpose, such as stormwater management, is encouraged.
- B. The space should accommodate community gatherings appropriate to the nature of the project. The space may be defined by such features as decorative lighting, distinctive paving patterns, landscaping, seating areas, shade, public art, and fountains, ponds, or other water elements.



Site amenities in mixed-use projects.

Top left: A fountain plaza at Englewood (Colo.) City Center.

Left: Re-creation of a Dutch urban canal at the Molengracht, Pella, Iowa.

Above: Pond and walkway at One Pacific Place in Omaha, Neb.



Stormwater management features. Use of a retention basin as an open space and recreational feature for a development.



Small stormwater feature. This swale in a parking lot is used for stormwater management, and is also a visual amenity for the commercial development.

Policy 5: Drainage Ponds Designed as Visual Amenities

Encourage stormwater management features to be located, designed, and managed to provide visual amenities or entryway features, or to provide opportunities for passive recreation,

including retention and detention basins, swales, surface drainageways, constructed wetlands, and greenways.

Policy 6: Add Private Open Space in Multifamily Areas

Provide development incentives for multifamily buildings to incorporate and define internal common open spaces. Common open spaces should include amenities and features that enhance the community quality of the project and are appropriate to its intended occupancy. These spaces will include most of the following:

A. Special landscaping, recreational features, site amenities, best stormwater management practices, and connections to neighboring multipurpose trails.

- B. Direct access from building entrances, and when possible, be directly observable from residential units. Internal open spaces should be integrated into the development's pathway system.
- C. Open or landscaped areas not occupied by primary or accessory structures, recreational amenities, landscaped pathways, and perimeter landscaped areas.
- D. Street environments emphasizing public walks, porches, street-oriented entrances, lighting, and street furniture, or more internalized public spaces that serve the needs of the development.





Green corners. Landscaping and well-designed identifying signs at corners improve the image of the project and enhance the cityscape's quality.



Policy 7: Green Corners

Provide development incentives for projects that provide a “green corner.”

- A. A landscaped area at the intersection of arterial streets that presents a strongly positive, identifying image, toward the intersection. The “green corner” extends approximately an equal distance along each leg of the intersection.
- B. Green corners should include substantial landscaping, including designed planting beds, flower beds, and over- and under-story trees. Each green corner may include a high-quality monument sign that identifies the project. Stormwater management devices may also be incorporated into the design of the green corner.

Policy 8: Preserve Environmental Resources

- A. **Require** public development projects to preserve environmental resources, including drainageways and swales, mature trees, wetlands, and prairies and grassland areas.
- B. **Provide development incentives for private development projects** to preserve environmental resources, including drainageways and swales, mature trees, wetlands, and prairies and grassland areas.

Environmental resources.

Above left: Elevated boardwalk developed through a wooded area within a project.

Left: Wetlands preserved within the Iowa Municipal Utilities office development.

Policy 9: Pedestrian and Bicycle Connections to Public Open Space Area



- A. **Public open spaces *should* be accessible and within convenient walking distance** of areas that generate demands for such facilities, such as residential neighborhoods. Ordinarily, feasible walking distance may be defined as a one-half mile distance unimpeded by significant natural or man-made barriers that interrupt safe pathways.
- B. **Require neighborhood parks to have safe pedestrian and bicycle routes** from most areas that they serve. Safe routes may be provided by continuous sidewalks and other pedestrian pathways, greenways, and trails.
- C. **Public and private open space *should normally* integrate pedestrian connections** from most major commercial and office developments.
- D. **Where possible,** public open spaces should be served by the City's trail system and designated bicycle routes.



Routes to neighborhood parks.

Neighborhood unit diagram locates park and school in the center of a development area, linked by greenways and local collector streets to residential areas.



Room to grow. *It is far more important to provide excellent growing space for a few trees that thrive per block, than to have a block full of trees planted in impossible growing conditions such as the crowded examples shown.*

Policy 10: Landscape Techniques for Long-Term Viability

- A. Grouping/clustering landscaping **shall** be an allowed standard.
- B. There **shall** be a minimum amount of topsoil on-site to address watering concerns.
- C. Native or adapted landscaping **shall** be an allowed landscaping technique, including regionally appropriate water-conserving landscaping.
- D. The overall intent of landscaping ordinances **shall** be addressed, versus numerical format.

Policy 11: Design for Maintenance

Utility projects should be coordinated with landscaping standards.

- A. Standards **must** be maintenance-sensitive.
- B. Low-maintenance landscaping should be **generally required** along corridors.
- C. BMPs and drainageways **shall** be designed for efficient and adequate maintenance.



An example of a green roof and patio.

Policy 12: Green Buildings

Provide development incentives to develop and promote environmentally sustainable building practices, including:

- A. Green roofs.
- B. Parking lots with open drainage areas, including snow removal areas.
- C. LEED building certification or compliance with other conservation or efficiency standards.

E. PARKING

Overall Goal Statement

Projects in Sioux Falls should provide adequate and convenient parking, but parking should not dominate the cityscape. To the greatest degree possible, parking facilities should be part of the designed environment, functioning safely and smoothly for users, minimizing negative impacts, and employing good stormwater management practices.

Policy 1: More Flexible Parking Requirements

- A. **Requirements for commercial and office developments should have flexibility to provide the amount of parking needed during normal operations**, and should avoid unnecessary parking spaces or hard surfaces.



- B. **Require parking for mixed-use projects to adjust for different peak times for different uses.** For example, each use in a mixed-use project (such as office, residential, retail, restaurants, and theaters) generates its maximum parking demand at different times. Parking requirements should adjust for these complementary demands.
- C. **Allow the flexibility for industrial developments to provide adequate parking for its needs, but do not require excessive parking.** Parking requirements should be related to employment and specific types of building occupancy. For example, office and warehouse areas in a single industrial establishment have different parking requirements. Industries may be mixed-use projects in many ways, combining offices, warehousing, and manufacturing areas—each generating different parking demands. Calculating parking based on employment and constituent parts of the development can avoid requiring excessive parking.



Minimum parking requirements lead to too much parking on most shopping days.

Policy 2: Encourage On-Street Parking in Mixed-Use Areas

Public streets **should allow** and encourage on-street parking, except on high-speed or some high-volume arterials, or where on-

street parking would seriously impede traffic function. (Also see section G. Vertical Mixed-Use Development.)



On-street parking in mixed-use settings

Top left: Head-in diagonal parking in downtown Sioux Falls.

Top right: Back-in diagonal parking in East Village in downtown Des Moines. Back-in parking provides better visibility of traffic and cyclists.

Bottom left: Curbside parallel parking in downtown Bethesda, Md.

Bottom right: Residential boulevard at Stapleton in Denver, with on-street parking, bike lane, and a single moving lane on either side of a median.



Shape Sioux Falls Committee Recommendation:
This feature is encouraged by the committee.
Moderate agreement by committee.
Strong agreement by committee.

Policy 3: Subordinate Parking with Multifamily Projects

Provide development incentives for parking that is developed in the interior of multifamily residential projects, rather than in the front yard area, with residential buildings defining the street edge.

However, the parking areas should not be so large as to cut off open space areas or other buildings from pedestrian access. This limitation would typically encourage development of apartments into smaller “pods” as illustrated at right.



Diagram of a multifamily project with interior parking and buildings along the street frontages. Garages are incorporated into the rear facades of buildings.

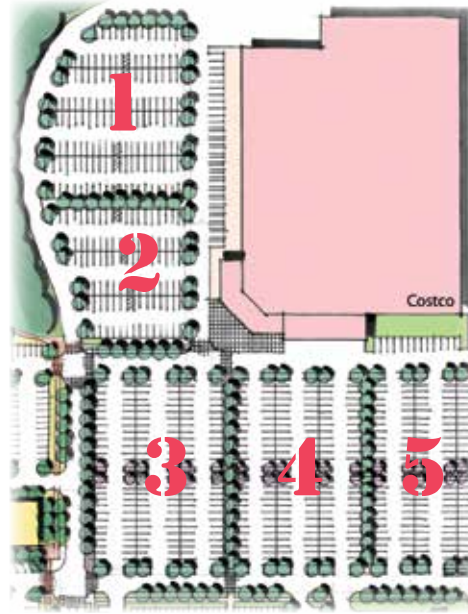


Interior parking in residential projects.

Comparison of similarly scaled multifamily buildings, with parking in the front yard and parking hidden behind the structure. Parking in the front disengages the building from the street.

Policy 4: Improve Parking Design and Circulation

- A. **Require** parking lot circulation that is clear to users, avoiding disorienting angles and intersections, poor visibility, and conflicts between pedestrians and vehicles. Parking lot designers should consider unconventional designs, including curved parking bays that provide users with clear orientation at points of intersection.
- B. **Require** large parking lots to be organized into smaller blocks to improve user orientation, and to provide users with safe pathways to destinations when they leave their parked cars and become pedestrians. Pedestrian ways, landscaped islands or corridors, bioswales, and public spaces such as plazas are among the techniques that may be used to organize a parking lot. (Also see section C. Multi-Modal Access.)



Parking blocks. This plan divides a large parking lot into five distinct blocks.

- C. **Require** parking lots to provide a high ratio of parking spaces to circulation area.
- D. **Require** that parking lots provide adequate stacking space to prevent back-ups into public streets.



Parking lot redesign. The original design to the left used conventional straight parking bays, poorly adapted to the building configuration. The result was numerous conflicts, disorienting angles, and awkward intersections. The parking lot redesign at right used curved parking bays to provide 90-degree intersections and eliminated most multi-point intersections, while adding parking stalls through more-efficient circulation.

Policy 5: Minimize Visual Impact of Parking

Provide development incentives for development design that minimizes the visual

impact of parking facilities from public streets.



Minimizing visual impact of parking.

Top left: Hidden parking garage at The Boulevard, a retail project in Saint Louis, Mo. The parking garage is wrapped by commercial and residential buildings.

Top right: Parking structure behind mixed-use development.

Bottom left: Concept for wrapped structured or surface parking, State Fair Park redevelopment in Lincoln, Neb.

Bottom right: Extensive landscaping and grade change at Countryside Village, a 1950s vintage commercial development in Omaha.

Policy 6: Parking Facility Pedestrian Connections

- A. **Require** parking facilities and site design to provide good connections between public sidewalks and principal building entrances. This should minimize the degree to which parking separates building entrances from adjacent streets.
- B. **Require** major pedestrian crossings with drive aisles and circulation ways to be clearly delineated with pavement markings and/or contrasting paving textures and materials.



Connections to street. *Left: Pedestrian paths through parking lots connect the front doors of big box stores to adjacent public streets. Right: Orienting the front façade of commercial buildings perpendicular to adjacent streets provides a direct sidewalk connection to the main entrance.*



Defined pedestrian crossings. *Contrasts in pavement color and texture mark major pedestrian ways and alert motorists to the presence of pedestrians.*



Interior parking lot landscaping. Diagram illustrates relationship of street landscape border and interior landscaping.

Policy 7: Landscape Parking Areas

Require surface parking lots to be well landscaped and employ good stormwater management practices. The amount of continuous paving uninterrupted by landscaping and/or stormwater management features should be limited.

- A. **Require** developments to have parking lots that provide interior landscaping in order to reduce large expanses of hard-surfacing, provide shade, define pedestrian and vehicular paths to and through the lots, improve user orientation, and reduce the volume and velocity of stormwater runoff.



Interior parking lot landscaping. Interior landscaping defines pedestrian and vehicular access and breaks up the hard-surfaced appearance of large parking fields. Landscaping plans also include drainage swales that help manage stormwater runoff.

Policy 7: Landscape Parking Areas (Cont.)

- B. **Provide development incentives** to ensure that large parking areas utilize drainage swales, water features, or other design techniques to manage storm runoff.

Limits should be placed on the amount of pavement that may be provided without being broken by a landscape feature.

- C. **Allow the use of permeable paving surfaces**, especially in parking areas that receive relatively infrequent use.

Stormwater management concepts.

These landscape elements slow the speed and reduce the quantity of storm runoff from parking lots.

Top: Commercial parking lot with permeable pavers.

Bottom: Small bioswale in a boulevard area off of an urban sidewalk.





Policy 8: Landscape Buffers

Require landscaped buffers to be used to reduce the impact of parking facilities from adjacent residential areas.



Policy 9: Parking Lots in Single-Family Areas

Do not allow parking lots to be located in single-family neighborhoods, unless as part of cooperative parking in a planned development.

F. TRANSITIONS

Overall Goal Statement

Developments in Sioux Falls should manage incompatibilities between land uses of different intensities, and provide seamless and smooth transitions from one use to another.



Policy 1: Land Use Compatibility

- A. **Generally, compatible land uses should be arranged within and between zoning districts** based upon transitions that step up the intensity and potential negative effects of uses.
- B. **Establish a consistent policy to moderate land use transitions.** One technique, a land use compatibility guide, assesses the degree of incompatibility of a proposed and established land use, and establishes policy directions to address these potential conflicts and external effects. Zoning district regulations then include standards based on the compatibility guide.



Policy 2: Other Transition Techniques

Other than zoning district separation, allow for flexibility of measures to help adequately transition land uses. All subsequent policies in this section provide specific transition techniques.

Shape Sioux Falls Committee Recommendation:
This feature is encouraged by the committee.
Moderate agreement by committee.
Strong agreement by committee.

Policy 3: Multifamily Transition Options



- A. **Encourage** multifamily buildings to be designed to reduce their apparent scale. For example, the design may incorporate relatively massive features at the base and lighter or smaller building elements at upper levels. Also, roofs should screen all rooftop mechanical equipment from public view.

- B. **Encourage** multifamily buildings to have features such as bays, insets, porticos, porches, or stoops to add scale and character. Features such as variation in wall planes, gables, balconies, and other features can also help to maintain residential scale.



Building elements that increase compatibility between high- and low-density housing.

Left: Porches and gables in a two-story rowhouse development.

Center: Features such as chimneys, gables and eaves, and residentially-scaled garages and roofs make a multifamily building look like a large single-family house.

Right: Balconies, changes in materials, and façade articulation make a four-story building more compatible with single-family surroundings.



Policy 4: Landscape Buffers

Require landscaped buffers to reduce conflicts between adjacent land uses of different intensities, including commercial and industrial land uses from adjacent residential property.

In addition, vertical screening should block visual and sound impacts of high-impact components such as mechanical equipment and service areas.

Policy 5: Rooftop Screening

Require roof design to screen all rooftop mechanical equipment from public view.

Policy 6: Lighting Transitions

Require all higher intensive uses to deflect light away from adjacent residential areas. This would include lighting that illuminates off-street parking areas, signs, or other structures, and should also deflect light away from adjacent public streets.

Policy 7: Nonresidential to Residential Transition Options

Commercial, office, and industrial development adjacent to residential uses **should have most** of the following transitional characteristics:

- A. **Means of access to residential areas** that do not require residents to use arterial streets for short-distance trips. These connections should not direct normal commercial traffic onto residential streets, except as part of comprehensively planned and mixed-use projects.
- B. **High-quality exterior building materials** such as brick, native, or manufactured stone.
- C. **Building scale to reflect the surrounding neighborhood context**, and placing buildings or building elements with greater mass and height away from lower-density development on adjacent streets.
- D. **Screening of drive-through windows** should be integrated into the overall **design** of buildings and landscaping, and should completely contain the visual impact of these service functions from adjacent public streets and neighboring properties. (See photo at right.)



Policy 8: Nonresidential Service Function Transitions

Require commercial and office developments to orient service functions away from residential areas. Service functions include drive-through windows, loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash collection, and processing.



Policy 9: Encourage Contextual Design

Provide development incentives that allow architectural techniques to be added as details and benefits to contextual elements within neighborhood context.

Citizens prefer building construction that incorporates design elements that create “historical character” or contextual elements.



G. VERTICAL MIXED-USE DEVELOPMENT (URBAN VILLAGE)



Vertical integration of land use. Both projects follow the traditional pattern of retail street-level use and upper-level residential development.

Overall Goal Statement

Vertical mixed-use (urban village) areas have similar goals to horizontal mixed-use, except densities are usually higher and projects frequently have the scale and character of a downtown or town center district.

In urban villages, buildings, rather than parking lots, define the street, and structures typically have two or more stories. This street orientation creates a much tighter streetscape setting, reducing traffic speeds and increasing walkability.

Urban villages also create populated places rather than just providing lots for development; consequently, appearance, design, and function of the development is emphasized along with land use.

Policy 1: Building at Least Two Stories and More than One Use

Allow and encourage the option for vertical mixed-use buildings that are at least two stories high and contain more than one use (excluding parking as an independent use).

Typically, street-level uses are different from upper-level uses. A common case is retail or other commercial development at street level, with residential uses on upper levels.

In addition, the project may include a single building on a single site, and the project may be part of a larger development that has single-use characteristics.



Policy 2: Require On-Street Parking

In vertical mixed-use areas, **require** on-street parking along adjacent local public streets or private streets internal to developments. Parallel and diagonal on-street parking are



preferable. “Back-in” diagonal parking could be considered along streets with slow-moving local traffic and substantial bicycle and pedestrian traffic.

Policy 3: Vertical Mixed-Use Design Characteristics

Generally, vertical mixed-use buildings should have most of the following characteristics:

- A. Public and private internal streets should define and be oriented to the adjacent buildings.

Buildings should be sited on or relatively close to the street property line. Off-street parking lots should not separate the building and its entrances from the adjacent public street.



Shape Sioux Falls Committee Recommendation:
This feature is encouraged by the committee.
Moderate agreement by committee.
Strong agreement by committee.

Policy 3: Vertical Mixed-Use Design Characteristics (Cont.)

- B. Parking located for convenient access, but subordinated to the buildings in the project environment.

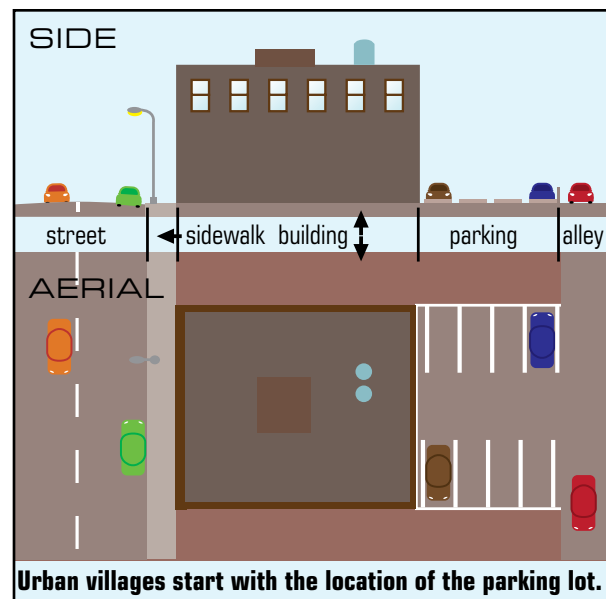
Recommended parking locations for vertical mixed-use development include the rear or sides of buildings, provided that the exposure of surface parking to streets is limited. Parking lots or structures may also be surrounded by mixed-use buildings, hidden from direct view.

- C. Multiple-building complexes should avoid parking lots that separate major buildings from each other.

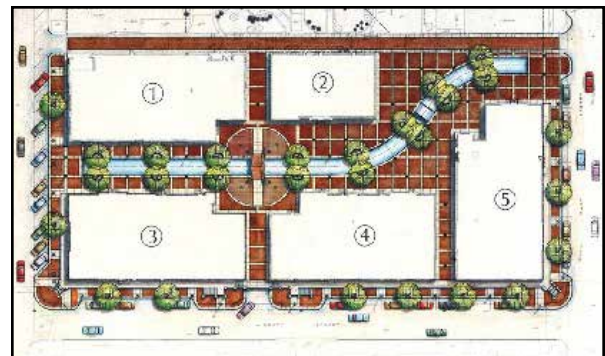
Also, parking should not separate or surround major project features such as plazas, parks, water features, and open spaces.

- D. Façades should be articulated.

A base or street level that is differentiated from upper levels by materials, window and door treatments, and features such as awnings and signage. Buildings should not present long, unarticulated walls to adjacent public or private streets.



(B)



(C)



(D)

Policy 3: Vertical Mixed-Use Design Characteristics (Cont.)



- E. Create at least one active and strategically located open space. (Also see section D. Open Space.)
- F. Entrances are clearly defined and visible.
Entrances need to be directly accessible without interruption from adjacent sidewalks or pathways. Each mixed-use building should have more than one entrance, with entrances defining individual storefronts, business establishments, and/or uses.





Corner treatments. *Left: Aksarben Village in Omaha uses a strong architectural statement. Right: Plaza and corner treatment in Pella, Iowa.*

Policy 4: Enhance Corner Features

Require vertical mixed-use buildings sited at street intersections to have features that address the corners. Possible techniques include architectural forms and details, entrances, display windows, and sidewalk seating.



There are no ground-floor uses here.



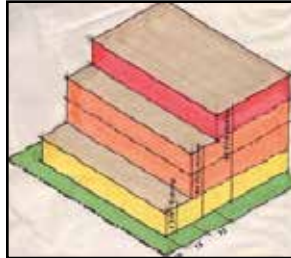
This structure provides parking, but also offers other functions, including ground-floor commercial uses here.

Policy 5: Enhance the Ground Level of Parking Structures

Provide development incentives to include street-level commercial uses in parking structures located directly along streets.

Policy 6: Step-Down for Building Transitions

Require buildings at transitions to lower-intensity areas to step down to a scale (building bulk, footprint size, and height) consistent with surrounding development.



Policy 7: Identify Vertical Mixed-Use Areas

The Sioux Falls comprehensive plan may allow areas where vertical mixed-use development is **strongly encouraged**, unless demonstrated to be infeasible. These areas may include downtown, employment centers, neighborhood mixed-use clusters, mixed-use centers, or corridors of community importance.

Policy 8: Screening of Vertical Mixed-Use Buildings

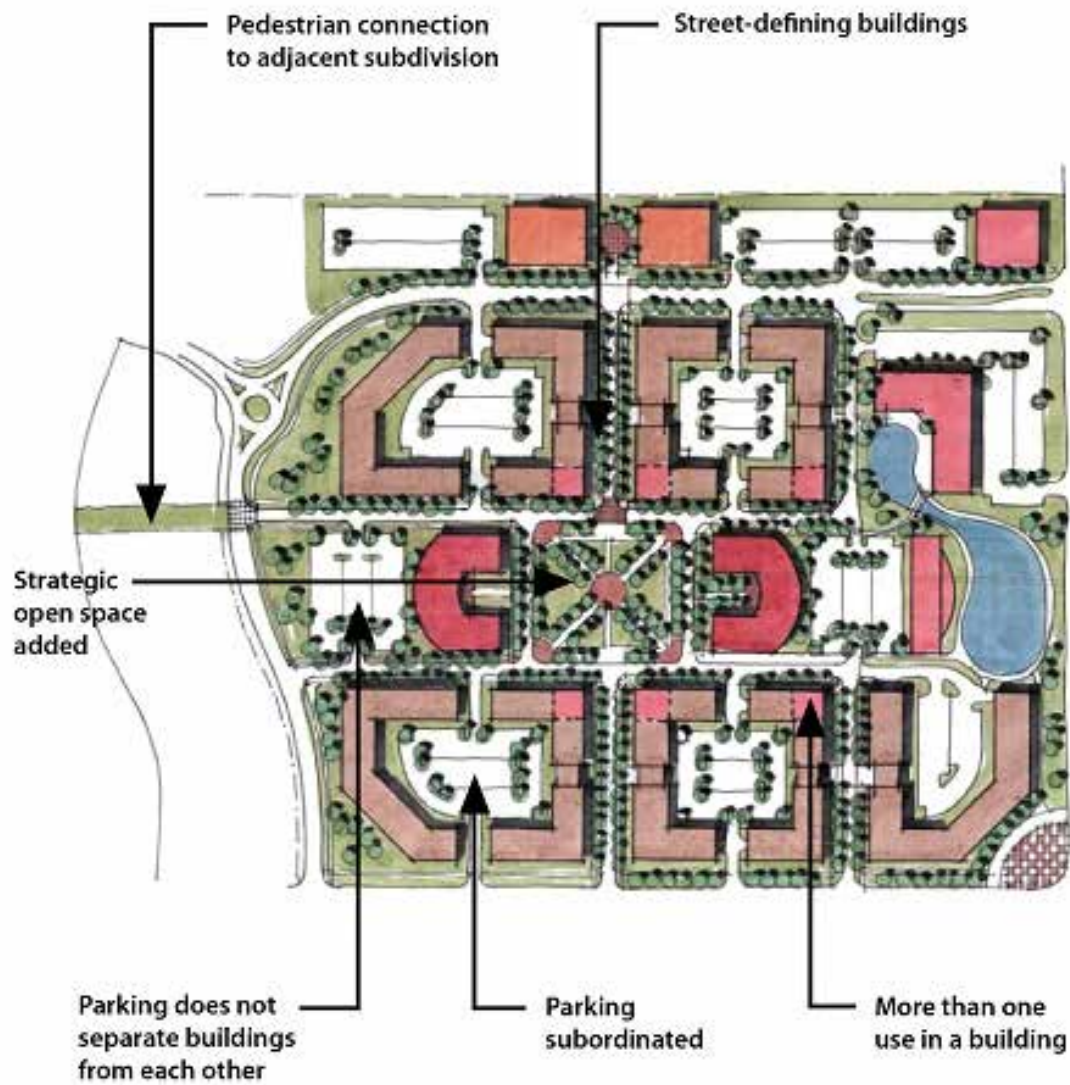
Require service elements of vertical mixed-use buildings—such as trash disposal areas, loading docks, and mechanical equipment—to be screened and located away from primary elevations and street frontages. Building-mounted equipment, such as meters, conduit, and utility services should be grouped and designed to minimize clutter and convey a sense of order.

Policy 9: Mixed-Use Signage

- A. **Require** building or business signage that contributes naturally to the primary façade design. Recommended sign types include, but are not limited to, appropriately sized projecting signs, wall signs using individual letters, awning signs, and attached accent or thematic signs using contemporary materials such as neon or LEDs. Back-lit “cabinet” signs that are either projecting or attached to building walls are generally not recommended in vertical mixed-use buildings.
- B. **Require** commercial signs in vertical mixed-use areas to be limited to appropriately scaled signs, including wall signs or attached projecting signs; or monument signs when buildings are set back from the street property line. (Also see section B. Signage.)



Conceptual Vertical Mixed-Use Site Plan



H. HORIZONTAL MIXED-USE DEVELOPMENT (Pedestrian-Oriented Development)

Overall Goal Statement

The intent of pedestrian-oriented mixed-use development is to fully integrate more than one use in a unified and fully pedestrian-connected planned project, thereby reducing vehicular trips, using land efficiently, and tending to create more active and lively urban environments.

Therefore, Sioux Falls should encourage mixed-use development by removing regulatory obstacles and providing flexibility in its ordinances, and, where consistent with the comprehensive plan, assistance with infrastructure such as trail access, park development, streets, and other improvements.

In return, the City should ensure that projects with more than one use authentically integrate those uses and offer the advantages of mixed-use development.

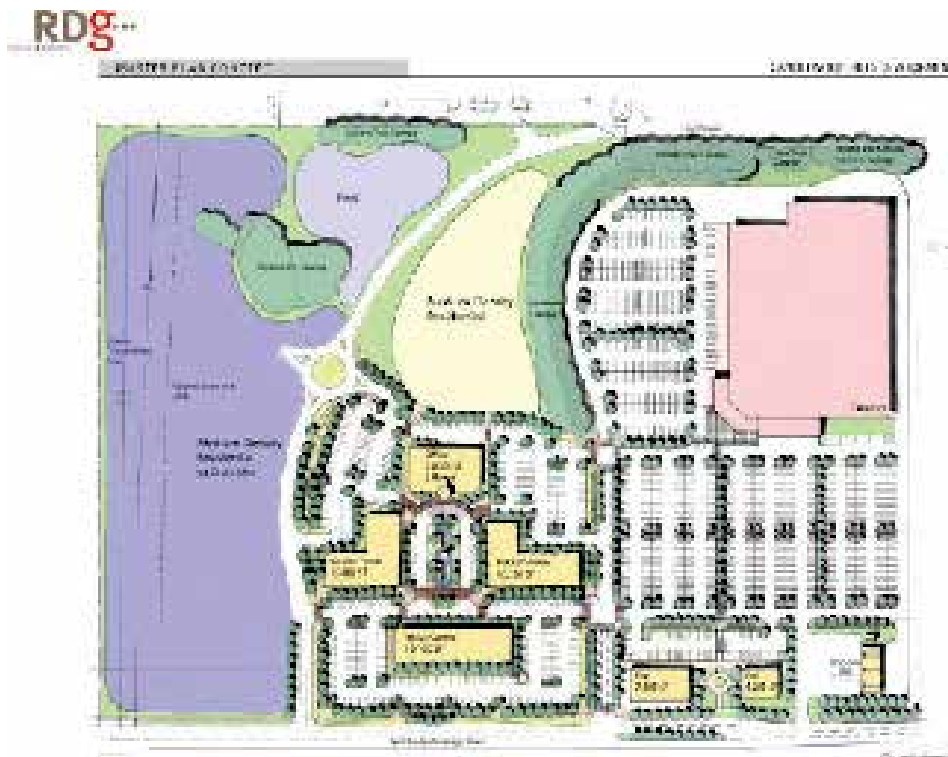


Policy 1: Characteristics of Horizontal Mixed-Use

Provide development incentives for horizontally-integrated mixed-use development that have the following characteristics:

- A. Project attributes include multiple buildings, more than one land use within the project, and a comprehensive development plan. Buildings may also accommodate one or more uses.

Shape Sioux Falls Committee Recommendation:
This feature is encouraged by the committee.
Moderate agreement by committee.
Strong agreement by committee.



Policy 1: Characteristics of Horizontal Mixed-Use (Cont.)

- B. Buildings on the site are connected by internal streets and drives, and pedestrian connections and pathways.
- C. Buildings and individual project components may have common features and support services such as parking, servicing, loading, and utility areas.
- D. The project has a minimum size of two acres, although this may be waived for special projects.



Millard Town Center Development Concept

- 

- RDCI Green Garden District, Inc.
 Landscape Architecture, Planning and Urban Design
-  Existing Building
 -  Park
 -  Commercial
 -  Mixed Use
 -  Freeway
1. St. Paul's Lutheran Church
 2. Parking
 3. Pedestrian Mall
 4. Millard Roadhouse
 5. Retail
 6. Town Center Square
 7. Depot Roundabout
 8. Roundabout near Retail & Office
 9. Canal Homes
 10. Gateway Canal
 11. Millard Arts Center
 12. Restaurant
 13. Redwood 13th Street



Millard Town Center

Policy 2: Create Horizontal Mixed-Use Zoning with “Project-Specific Regulations”

Establish a special mixed-use zoning district to address horizontal mixed-use developments. This district should require that the City and developer adopt a specific development plan for each individual project, including an agreement that establishes the following:

- A. The range and minimum/maximum mixes of permitted land uses.
- B. Maximum and minimum densities, typically expressed by floor-area ratios for nonresidential development and by

units/acre or minimum site-area-per-unit for residential development.

- C. Setbacks and building envelopes.
- D. Overall parking requirements, including adjustments for uses that generate peak demand at different times.
- E. Circulation, including internal circulation, street design, and pedestrian and bicycle access.
- F. Public space and landscape concept plan.
- G. Sign and graphics master plans.

Policy 3: Provide Pedestrian and Vehicular Connections

Provide development incentives to strongly encourage all components within a horizontal mixed-use development to be connected by attractive and convenient pedestrian and vehicular circulation systems.

These systems may use a combination of public streets and internal private streets and ways. Pedestrian access to all major destinations in the project should be pleasant, safe, and secure, and should not require crossing parking lots or other obstacles.

In addition, connections should be made to adjacent single-family neighborhoods and public open space areas. (Also see sections C. Multi-Modal Access and D. Open Space).



Policy 4: Provide One Major Public Space

Provide development incentives for each horizontal mixed-use development to provide at least one major public space, such as a plaza, park, town square, or other public gathering space.

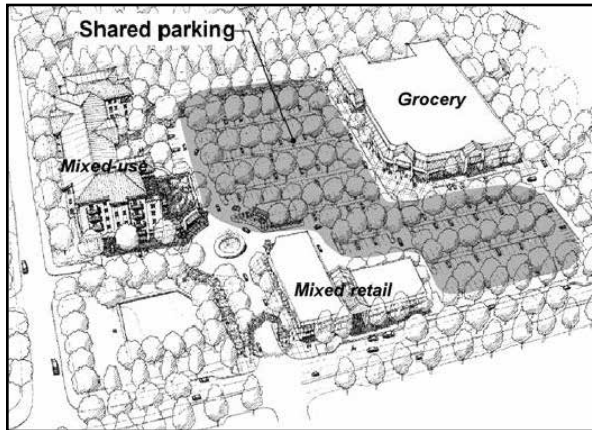
These spaces should also be designed and located for substantial public use. The public gathering space should include a significant public amenity, such as water features and/or public art.

Policy 5: Balance Land Use Components

Generally, horizontal mixed-use development **should** have no more than 60 percent of the gross floor area (GFA) devoted to any single broad land use category (residential, commercial, office, or industrial).

For example, if there is 500,000 total square feet of gross floor area, there should not be more than 300,000 square feet of residential, office, or commercial land uses.

Policy 6: Flexible Parking Requirements



Allow flexible parking requirements for horizontal mixed-use projects, recognizing that different components generate peak parking demands at different times.

Parking requirements are not necessarily the sum of requirements for each individual use. The mixed-use agreement will establish parking requirements on a project-by-project basis, and look for opportunities for shared parking. As indicated in Policy 5, shared parking to work a balance of the land uses must be maintained. (Also see section E. Parking.)



6. Shape Corridors

6. Shape Corridors

Street corridors are utilized every day by people for work, school, shopping, and entertainment trips. With this high degree of use, neighborhoods and development build-off of the adjacent corridor. The corridor then has a large effect on how the orientation of buildings, setbacks, parking, and other development patterns should be designed. Also, a future corridor that is recommended will have a large impact on the type of development pattern that will occur in that area.

The below commentary and the Corridor Development Patterns Map¹ (Map 6.A) provided a basis for development patterns, including zoning districts and forms.

Also, trails should be considered as corridors. Although trails do not have a large impact on development patterns, trails do provide important pedestrian and bicycle connections for the city, and significantly enhance the quality of life of the neighborhood.

This Shape Corridors section of the 2040 Plan helps to shape **the objective of developing places, not just spaces**, as a part of the **goal of planning neighborhoods, land use, and urban form**.

¹ *The Corridor Development Patterns Map should not be confused with the Major Street Plan. The Major Street Plan helps determine right-of-way needs and is part of the Sioux Falls MPO Long-Range Transportation Plan.*

Overall Intent: Develop attractive street corridors that enhance and reinforce adjacent development.

Strategy: Determine general density and setback areas for neighborhoods based upon each corridors environment and current development patterns.

Implementation: Corridor Studies and Zoning—zoning district setback standards.

Complete Street Corridors

All roads shall accommodate multiple modes of travel. However, special attention should be paid to new arterial roadways and highways. Existing arterial roadways should be retrofitted with complete street design facilities whenever reconstruction of the roadway occurs—for example: bike lanes and sharrows, sidewalks, bus lane pullouts and shelters, and, in the long term, street car corridors. For specific design policies, see Chapter 5: “Shape Places,” section C. Multi-Modal Access, as well as the Sioux Falls Bicycle Plan and Pedestrian Plan, available at the City Planning Office and online at www.siouxfalls.org/planning.

Distinctive Street Corridors

Chapter 5: “Shape Places” recommends that distinctive corridors shall be identified. For example, 49th Street, from I-29 to Western Avenue, and also Southeastern Avenue, from 18th Street to 49th Street, each with the river and park areas adjacent, are considered distinctive street corridors.

Many streets in Sioux Falls have distinctive qualities. Other roadways follow the river greenway areas of the community, including Kiwanis Avenue. Foundation or “core” area neighborhoods have many arterial and collector streets that should not be widened or extended in order to maintain the neighborhood’s livability and safety. Examples include 26th Street, from I-29 to Kiwanis Avenue, and Western Avenue from 41st Street to 12th Street.

Downtown streets have a historical and high-density context that is very important to maintain. All downtown streets should be designed as recommended with distinctive elements and special landscaping design considerations.

Historical local streets sometimes also have distinctive qualities, such as 21st Street from Phillips Avenue to Seventh Avenue. West Avenue is a highly landscaped roadway and should be maintained to raise the aesthetic value of the surrounding neighborhoods, and provide a nice gateway to the community.

A distinctive street study should be pursued in the future to further identify specific distinctive corridors based upon the above criteria.

Corridor Development Patterns and Neighborhood Context (Most- to Least-Dense)

Within Chapter 5: “Shape Places,” section D. Open Space, there is a recommendation to vary building setbacks and densities within the **appropriate neighborhood context**. Each corridor development pattern that is listed below provides a basis for each neighborhood’s development pattern and context. As future development and redevelopment is planned, each of these neighborhood context development patterns are available as recommended, as long as the strategies in Chapters 3 and 4 are maintained. The City’s zoning ordinance districts and standards should be consistent with each area’s corridor development pattern to ensure that the neighborhood’s context is maintained.

In some cases, corridor plans will be initiated by the City to further develop a corridor’s development form and neighborhood context.

Urban High-Density

Description: Consists of highest-density and height, with the greatest variety of uses and civic buildings. It may have larger blocks, steady street tree planting, and buildings that are close to wide sidewalks. All buildings are oriented to the street.

Recommendations: Maintaining the existing urban mixed-use development style in the downtown area is a high priority of this plan. The high-density street orientation provides a great pedestrian-oriented environment, and helps to maintain the historical character and

economic and civic importance to the Sioux Falls region.

New high-density areas would be encouraged as allowed by Chapter 3: “Shape Neighborhoods” and by Chapter 5: “Shape Places” in section G. Vertical Mixed-Use.

Urban Streetcar Commercial

Description: Consists of higher-density mixed-use buildings that accommodate retail, offices, row houses, and apartments. It has a tight network of streets, and buildings are oriented to the street and are close to the sidewalks. Historically, streetcars operated in Sioux Falls from 1906 to 1929. The streetcars operated along several street corridors and created a need for commercial structures to be close to the sidewalks and street where people were getting on and off of the streetcars. This development style is now making a come-back as light rail and new-style street cars are beginning operation around the country.

Recommendations: Only remnants are left of the streetcar commercial development in Sioux Falls. Minnesota Avenue, from downtown to 37th Street, has the most intact corridor left in the city. In areas with some streetcar development, some types of vertical mixed-use (see Chapter 5: “Shape Places”) or similar streetcar (building oriented to the street) redevelopment should be encouraged. Also, streetcar corridors should be encouraged to minimize impacts to adjacent residential developments. Streetcar zoning forms are encouraged along these areas to develop a mixed-use and appropriate conventional redevelopment within the streetcar context.

Urban Core

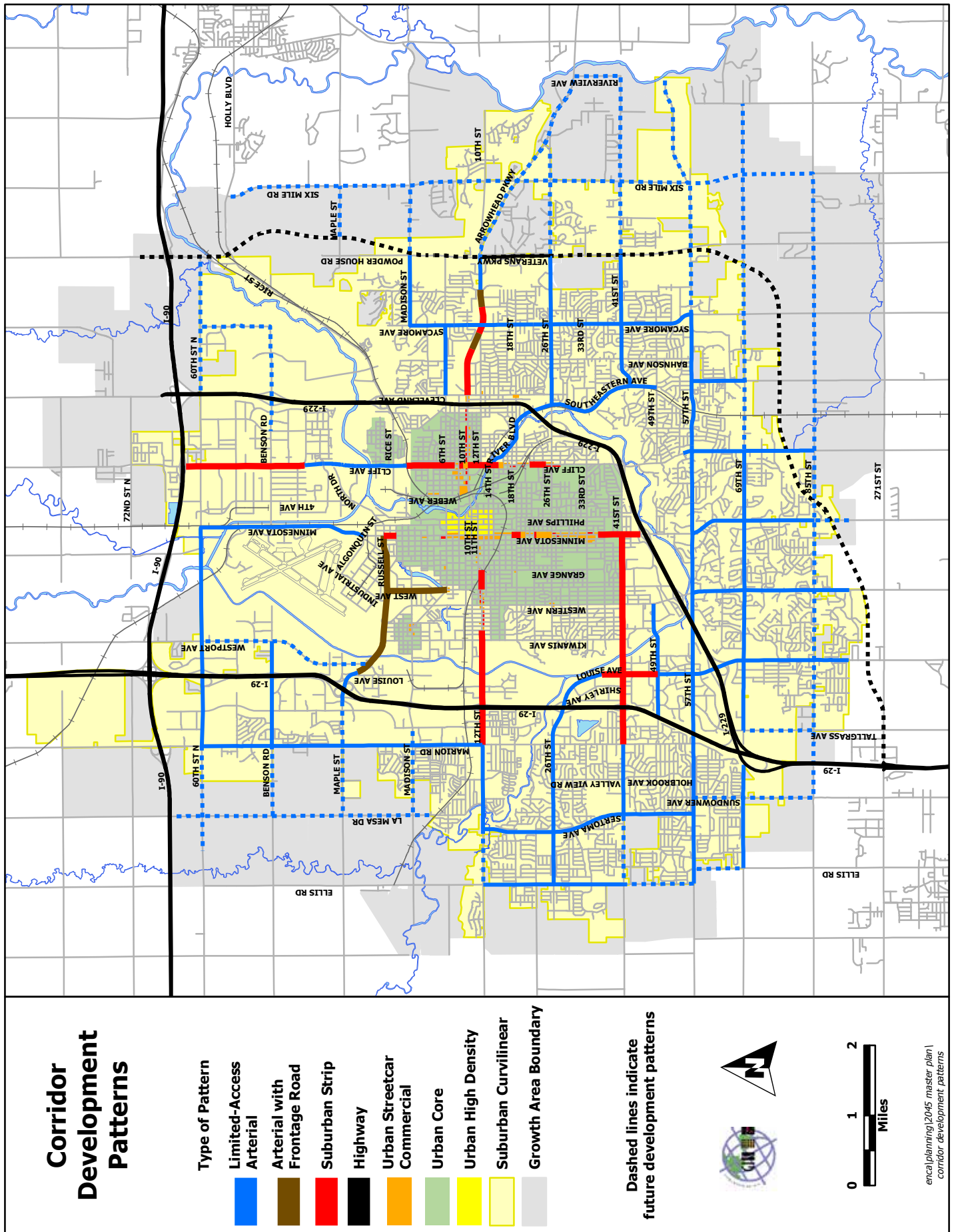
Description: Consists of a mixed-use but primary residential or institutional urban fabric. “Urban core” may have a wide range of single, side yard, and row house building types. Setbacks and landscaping are variable. The grid-style street pattern is dominant. Streets with curbs and sidewalks define small- to medium-sized blocks.

Recommendations: This style of development is typically called the “core” of the city. The grid pattern streets provide great pedestrian and street connectivity, but do not allow for efficient drainage methods. Maintaining the character of the “core” is of high importance to this plan. Allowing for traditional densities should be allowed within the urban core area. Maintaining street connectivity shall generally be maintained except along arterial roadways and institutional campuses. There, vacation of street may occur where it is shown that street connectivity is not harmed, or that pedestrian connectivity can be maintained. Several institutional campuses are located within this area, and great care should be taken to control transitions or encourage development styles that include vertical mixed-use (village) style development to help maintain and improve the neighborhood.

Suburban Arterial Strip

Description: Consists of mainly commercial land uses, with parking lots oriented to the streets with buildings set back. Access to the street is high, with sidewalks tight and close to parking lots.

Map 6.A: Corridor Development Patterns



Recommendations: This style of development is limited to specific areas, due to the high traffic accidents that occur with the high number of accesses allowed with strip development. However, strip development with limited access may allow for a unique opportunity for mixed-use development with redevelopment. Corridor overlay districts are encouraged along these areas to develop a variety of “tool-kits” for mixed-use and appropriate conventional redevelopment along strip corridors. Redevelopment should not encroach into the abutting neighborhood without proper planning.

Suburban Curvilinear

Description: Consists of residential and mixed-use characteristics that are typically along collector or local street networks. Suburban curvilinear streets have deep front yard setbacks with an automobile orientation (fronting garages or parking lots). The curvilinear style allows development to build upon more natural grades and drainage patterns. However, this type of development also is typified by a great use of cul-de-sacs, which highly limits street and pedestrian connectivity. Density is usually low to very low.

Recommendations: Maintain this as an option for development, but allow different density styles, including different setbacks and densities. Also, encourage options through alternative site plans to increase street and pedestrian connectivity. Roadway or collector connections are needed, as they are important to connecting developments at least once every one-half mile. Exceptions to this standard shall be for the following reasons:

1. River. (In this case, a pedestrian crossing should be explored.)
2. Drainage.
3. Critical Open Space (e.g., golf course, nature conservation area).

(See Chapter 5: “Shape Places,” section A. Streetscape.)

Arterial with Frontage Road

Description: Sioux Falls made limited use of frontage roads to limit access. The frontage road creates great mobility for vehicles, but does not utilize land in an efficient manner, with the extra land required for the frontage roads. Buildings adjacent to these corridors are oriented to the frontage roads.

Recommendations: The City does not build frontage road arterials because of cost and access conflicts at the frontage road locations. Existing corridors should maintain their access standards. Redevelopment of frontage roads would be allowed if access to the arterial is maintained.

Access-Controlled Arterial

Residential areas with backyards oriented to the street, and in commercial and office areas with limited access. Typically, development is oriented off of local and collector streets that access the arterial. Some existing commercial access along these corridors do have direct access, but this is not a recommended practice any longer.

Commercial/Office Recommendations:

Commercial districts are located at areas based upon the intensity of the traffic planned and the access that will be needed to safely and efficiently operate the roadways and intersection. Three types of access arterials are recommended and help to lay the basis for future employment center locations (see Chapter 3: “Shape Neighborhoods” and Map 3.A: “Future Land Use”).

Arterial 1—Preserve corridor with very limited access for commuter traffic.

Arterial 2—Allow limited partial access within one-quarter-mile area.

Arterial 3—Allow some full access within the one-quarter-mile area.

Residential Area Recommendations: This type of development pattern is encouraged along residential arterials in the future. However, plans along these corridors should include pedestrian connections into the neighborhoods. (See Chapter 5: “Shape Places,” section A. Streetscape).

Complete Street Corridor

Recommendations: Include complete street design options that may include transit bus pullouts and bus shelters, sidewalks on both sides of street with access to commercial areas, and on-street bicycle facilities including bicycle lanes or wide curb lanes with sharrows.

Highways

Description: Very limited access with backyard oriented to street. Land uses along existing corridors are mixed-uses. Residential land uses

along these corridors may have the problem of increasing noise caused by traffic volumes.

Recommendations: Highways should have high access control, with land use compatible with higher traffic noise. All nonresidential land use should be oriented away from the highway. Because nonresidential land uses are limited, it is accepted that residential land use should be an allowable option. When residential land uses are designed, additional options should be investigated to determine methods to reduce noise for future residential buildings and private outdoor areas.

Gateway: Any highway should be treated as a gateway into the community. The visible appeal along these highways needs to be positive. Attractive building design, pleasing streetscaping, and an overall positive appearance is desirable along these arrival corridors.

Complete Street Corridor

Recommendations: Include complete street design options that may include transit bus pullouts and bus shelters, pedestrian connections, and side path options.

Areas of Critical Concern

Some image-defining assets are of critical concern, because they have high-profile locations, or are in need of some attention. The areas of critical concern, which need either conservation or enhancement, include main transportation routes, points of arrival, key visitor facilities and destinations, and commercial corridors.

Main transportation routes have high impact visibility, and are important in creating a positive first impression upon arrival at Sioux Falls. Primary destination points within the city must also be consciously considered, along with the routes which connect them. Cumulatively, these features have the greatest impact on

impressions of people coming to Sioux Falls, and shape the image of the community.

Features that would raise aesthetic standards along the main street corridor should be included along highway interchanges, Interstate and regional corridors, and cross-town routes, such as 57th Street and 10th/12th Street. In addition, the area along Minnesota Avenue that is near the airport should be improved as a gateway to the city.



7. Shape Facilities

7. Shape Facilities

Facility, Infrastructure, and Services Master Plan

Overall Intent: Maintain and improve City-owned facilities, infrastructure, and services. To coordinate and provide public investment with private development.

Strategy: Provide and maintain public facilities and services at a uniformly high standard in all neighborhoods of the city.

Implementation: Capital Improvement Program (CIP), City Operating Budget, and individual facility master plans.

Goal: Sustain Quality of Life (sustainability).

munity. The City of Sioux Falls believes a strong and progressive public facilities and infrastructure program is a very important component to **sustain the quality of life** of the community.

It is encouraged, as a part of this plan, to develop shared and joint-use facility options where possible. The Shape Sioux Falls plan includes the following public facilities and infrastructure areas for future capital investment programming:

Long-Range Transportation Plan

Land use decisions are largely based on available access to various modes of transportation. Freeways and arterial streets will attract employment centers. Railroads and railyards attract industrial uses. Airports discourage residential uses, yet will attract industry. Pedestrian, bicycle, and transit facilities help create sustainable mixed-use neighborhoods.

The Long-Range Transportation Plan¹ is updated every five years and includes an extensive scientific survey to track public satisfaction with transportation and determine guiding objectives and strategic initiatives. Long-term transportation projects are taken from this plan to help in future Capital Improvement Program budgets.

Public Infrastructure Program

As a part of the Shape Sioux Falls **objectives in regard to economic health, the enhancement, diversification, an efficient economy, and neighborhood conservation** are very important components of a successful com-

¹ See the Sioux Falls MPO Long-Range Transportation Plan for a specific discussion of all modes of transportation for the Sioux Falls area. It is available from the Planning Office or from www.sioxfalls.org/planning. The Sioux Falls Regional Airport Authority has its own master plan.)

Exhibit 7.A: Public Buildings and Facilities

The City of Sioux Falls owns, operates, and maintains a number of buildings and facilities throughout the community. Among these are:

City Administration Facilities

City Hall and North and South Annexes
Carnegie Town Hall

Street Maintenance Shop
Joe Foss Field Regional Airport
(operated by Regional Airport Authority)

Cultural, Recreation, and Entertainment Facilities

Arena, Convention Center, and Denny Sanford Premier Center
Washington Pavilion of Arts and Science
Orpheum Theater
Libraries (Caille, Downtown, Oak View, Prairie West, and Ronning)
Pettigrew Museum
Great Plains Zoo and Delbridge Museum
Great Bear Chalet
Sioux Falls Baseball Stadium
Falls Park Visitor Information Center
Horse Barn Arts Center
Falls Overlook Café
Three golf course clubhouses

Public Health and Safety Facilities

Health Environmental and Vector
Siouxland Health and Human Services Building
(owned jointly with Minnehaha County)
Fire Stations (#1, 2, 4, 5, 6, 7, 8, 9, 10, & 11)
Fire Headquarters (located at station #3)
Fire Training (located at airport)
Law Enforcement Center

Public Utility Facilities

Sioux Falls Regional Sanitary Landfill
Household Hazardous Waste Facility
Light Department Plant
Water Reclamation Plant and Offices
Water Treatment Plant
Water Billing Office
Water Maintenance

Transportation Facilities

Public Parking facilities (4 ramps/15 parking lots)
Transit Central Transfer Facility (Bus Stop)
Transit Southwest Transfer Facility
Transit Bus Garage (Maintenance)

Parks Administration Facilities

Parks Administration Office
Former Parks Administration Office

The Long-Range Transportation Plan also includes the region's major street plan, which identifies all long-term transportation right-of-way needs.

Wastewater Service

The Sioux Falls Wastewater Facilities Plan provides the data necessary to provide future capital needs to continue to accommodate future growth and maintain the current services. Potential sewer basins shown on Map

2.B: "Sanitary Availability" in Chapter 2 were compared to determine per-acre costs for water and sewer service. Each was analyzed to determine costs of expanding capacity through the planning period. The per-acre costs are based on the need for additional trunk sewer mains and lift stations. For more complete information, see the current Sanitary Sewer Collection System Facility Plan. The Facility Plan addressed the entire sanitary sewer collection system and identified areas for renovation and possible growth.

Water Service

The Water Distribution System Master Plan outlines all recommended water distribution improvements into the future. This information is used to help program future Capital Improvement Program budgets.

Storm Water Drainage

The Stormwater BMP Master Plan identifies storm sewer basin areas for potential regional detention and retention facilities. Based upon these recommendations, the City Engineering Office will program regional drainage facilities into the Capital Improvement Program.

Landfill Facilities

Landfill: The Sioux Falls Regional Sanitary Landfill (SFRSL) is the largest landfill in the state of South Dakota and is operated under a permit issued by the South Dakota Department of Environment and Natural Resources.

The SFRSL has a service area covering five counties: Lake, Lincoln, McCook, Minnehaha, and Turner. Approximately 264,000 (31 percent of South Dakota's entire population) citizens utilize the services provided by the SFRSL. Currently, the SFRSL accepts approximately 525 tons per day of municipal solid waste (MSW) and approximately 300 tons per day of construction and demolition debris (C&D).

The SFRSL has a total permitted area of 709 acres. There are several material areas located at the SFRSL, including yard waste composting, tires, scrap metal, appliances,

recyclable material, C&D debris, and MSW. Surrounding these material areas are storm water management and buffer areas.

The landfill foresees the need for a landfill transfer facility in or near east Sioux Falls that may include beneficial recovery of additional materials and resources.

Recycling: Every resident within the city of Sioux Falls who subscribes to a waste hauler or rents a dwelling unit should have access to recycling pick-up. For questions related to your recycling pick-up program, please contact your waste hauler and/or property manager.

Household Hazardous Waste Facility: In December of 2004, a new facility was opened in Sioux Falls for the collection of common household hazardous waste. This facility is open Tuesday through Friday, as well as Saturday morning, to provide citizens a place to take hazardous waste, rather than risking throwing hazardous waste into the garbage and it ending up in the landfill. The landfill is looking at future expansion in this area to include an education center on sustainability-related topics, such as sustainable landscaping, alternative energy, and energy efficiency.

Library Facilities

Libraries serving Sioux Falls and adjoining areas are organized as an entity known as the Siouxland Libraries, serving residents of Sioux Falls and Minnehaha County, with the exception of Dell Rapids.

Library facilities currently operated in Sioux Falls:

- Downtown Library
- Caille Branch
- Ronning Branch
- Oak View Branch
- Prairie West Branch

Long-range plans for future library facilities as recommended by the Library Board, include:

- Northwest Branch (Benson Road and Marion Road)
- East Branch (41st Street and Six Mile Road)
- Southeast Branch
- Ongoing nonroutine facility maintenance needs

Map 2.D: “Public Facilities and Proposed Public Facilities” indicates the locations of existing and possible future library facilities.

The present direction for development of Siouxland Libraries services is a reflection of high current use of services, and increases in use (which historically have followed the pattern of population growth, and anticipated changes in library services pushed by new technologies.) Delivering services effectively will require a combination of facilities strategically located, with four primary objectives:

1. Adequate total floor space for storing collections and providing services.
2. Locations which are geographically convenient to the greatest number of citizens.

3. Use of fixed locations open at hours most suitable to the majority of users.
4. Fixed locations will be supplemented by mobile delivery units serving day cares, rural communities, under-served city neighborhoods, and other facilities that may be appropriate.

Changes in the way people are using libraries and the way libraries deliver service are being driven by the many new technological developments. Increasingly, Siouxland Libraries will be using these online and mobile solutions to connect and deliver service to the public, no matter where they are located physically. At the same time, there will continue to be a need to provide facilities where print and nonprint sources are available, and Internet access is provided with the assistance of trained staff. Professionally staffed facilities will grow in importance in response to anticipated growth and changing demographics and needs of the population. At the same time, libraries will continue to foster and encourage the joy and fun of reading in children and adults and provide a community space that is open to all. Other factors, such as increased continuing education taking place in the community and the emergence of expensive information technologies that are yet to be known, also greatly influence the future of library service.

Future growth projected for the Sioux Falls metro area will impact locational decisions for additional library facilities. Requirements for the Siouxland Libraries through the planning period will include the following elements:

- Branch libraries housing popular reading collections, providing services for children and teens, and acting as neighborhood meeting and study centers, are linked to the Main Library for access to various electronic services, in addition to collection backup and professional staff assistance.
- Changes in library use patterns, and other developments associated with library cooperation within the Siouxland Libraries system, may encourage additional public entities in the area, such as Lincoln County and Dell Rapids, to join in the joint powers agreement which created the library system. Additional participation would expand the service outlet alternatives and open library facilities to public use by populations not presently served by a public library.

Fire Protection Facilities

The mission of Sioux Falls Fire Rescue is to protect the citizens and visitors of Sioux Falls and their property from fires and other emergencies through education, prevention, and emergency management. While fire stations are only one aspect of an effective emergency response program, they are a major consideration in the City's Comprehensive Development Plan. The location of stations is critical in providing adequate fire response times to all areas of the city. Coordinating the fire protection plan with city growth through long-range land-use planning will provide proper coverage, and will maintain the City's ISO Class 1 fire insurance rating. The fire insurance rating is an important aspect of the

local economy, as it can affect premiums paid by all private property owners.

The effective service area of each fire station is the area within one-and-one-half miles of the station, and which is accessible by fire units in less than 5 minutes and 12 seconds for 90 percent of the time. Street patterns, terrain, and traffic barriers affect the size and shape of this coverage zone. The ideal arrangement of fire stations will provide the most efficient fire response to the entire city, with a minimum of service area duplication.

There are currently 11 fire stations in the city, in addition to the South Dakota Air National Guard facility at the Sioux Falls Regional Airport.

The area around Sioux Falls is served primarily by volunteer rural fire departments. The City also provides fire protection to Wayne Township, and maintains mutual aid agreements with area departments to provide emergency backup services when needed. The Split Rock Township fire station is located within the Sioux Falls projected growth area.

The comprehensive plan proposes additional fire stations to be built approximately every four years to serve future development. The general locations of these, as shown on Map 2.D: "Public Facilities and Proposed Regional Drainage Basins" in Chapter 2, were selected based on the following policies:

1. Stations should have a service area that includes approximately 1-1/2 mile driving distance, with a department response time of less than 5 minutes and 12 seconds for 90 percent of the time.

2. Locate stations along major streets for better traffic access.
3. When feasible, build stations in conjunction with City park areas or other public neighborhood facilities.

Using 2016 population estimates, the City maintains one fire station for every 15,750 persons. This ratio should be maintained in the 2040 plan.

The following fire station locations and target dates for construction are programmed in the 2016–2020 Capital Improvement Program:

- Fire Station #12—The area of 41st Street and Faith Avenue in 2018

Assuming that growth continues at the current rate, the City should expect to build a fire station at least every four years. Additional stations should be built in 2018, 2022, 2026, 2030, 2034, and 2038. Stations will likely be needed in the following areas:

- The area of West 69th Street and Tea-Ellis Road
- The area of West 60th Street North and Marion Road
- The area of South Cliff Avenue and 85th Street
- The area of Six Mile Road and East Tenth Street
- The area of Veterans Parkway and Sycamore Avenue
- The area of Veterans Parkway and Rice Street
- The area of South Tallgrass Avenue and Veterans Parkway

- The area of West 41st Street and 468th Avenue
- The area of West 60th Street North and Westport Avenue

These general service areas need to be periodically reevaluated as development and population expansion occurs.

Public Safety Facilities

A community must have a high level of safety to be considered a desirable place to live and work. Sioux Falls is generally perceived as being a safe place. The possibility that crime will increase as the city grows, however, is a concern shared by many residents. Effective delivery of police services is necessary to help maintain the city's relatively high level of safety now and into the future.

Police protection is a service. The quality of that service depends upon maintaining sufficient staff and resources in the Police Department to be able to respond to the needs of the community. It is important that the police be able to respond in a timely manner to a call for assistance from the public. The number of criminal cases that the department is responsible to investigate will also impact future staffing needs.

As the population of Sioux Falls has grown, so have the demands for service from the Police Department. As a result, additional officers and civilian staff have been added to the department to keep up with the demand. With the anticipated population growth of the city, it can be expected that service demands will continue to increase and additional staff will be needed to keep up with that growth.

The Police Department needs to be located close to the court facilities, the Minnehaha County Sheriff department, and either the county jail or a similar short-term detention facility. The Police Department facilities also need to accommodate the patrol officers and the investigators of the detective bureau so that they operate in the same building, in close proximity to each other. Centralized management of the Police Department in a centralized headquarters facility is preferred over a dispersed precinct-based system. The present baseline measurement of service delivery is response time. The Sioux Falls Police are presently able to respond to calls for assistance within an average of nine minutes from dispatch to arrival. Maintenance of this average response time into the future is recommended.

Older neighborhoods must be maintained, and new affordable housing units need to be developed on scattered sites throughout the community. A number of neighborhood crime watch areas have been established in the city to address crime prevention. In addition, businesses should be encouraged to complete security management plans before opening for business.

In addition, a school safety officer conducts programs in all public, parochial, and private schools each year. The goal in the future is to maintain the level of service for the school resource and safety officer programs.

Public School Facilities

Of all the various types of public facilities provided at the local level, schools are among the most important. The significance of

schools lies not only in the services they provide, but also in the fact that they represent the largest capital investment of any facilities provided at public expense. In addition, the influence of school location on land use and traffic patterns is substantial. It is important that future school facilities be closely coordinated with city development and the Capital Improvement Program.

An underlying assumption of this plan is that the neighborhood school concept should continue to be the basis for all elementary school facilities. The value of the neighborhood school goes beyond simple convenience and accessibility. The elementary school represents a focal point for a neighborhood, and can serve as the location for many programs and activities other than school classrooms, from community centers to recreational resources.

Eleven potential new elementary school sites are shown on Map 2.D: "Public Facilities and Proposed Drainage Basins" in Chapter 2. The map is not intended to show precise locations, nor is it intended to imply who should build or operate the facilities. The sites are based on the housing and population projections shown above.

In planning for new elementary school facilities, there are a number of design and location criteria which should be recognized. For planning purposes, each type of school should have an established service area and minimum acreage of land area to accommodate the projected enrollment. The School Facilities Plan presents one possible concept for providing school facilities to accommodate the projected Sioux Falls growth areas based on the following criteria:

Exhibit 7.B: Formula for Projected Increase in Elementary School Students

18,094 new single-family units @ .40 children/unit = 7,237.60

16,370 new multiple-family units @ .25 children/unit = 4,092.50

Additional Elementary Students Total = 11,330.10

1. All sites are within the Sioux Falls Year 2040 growth area.
2. Existing school district boundaries will remain as shown.
3. Each site represents an elementary school service area of one-and-one-half miles in diameter.
 - Each facility is assumed to be a four-section elementary school (i.e., has four classrooms for each grade level), with a recommended capacity of 650 to 700 students.
 - Each site is considered to be 20 acres in size, to provide for a combined school-park facility.
4. Locate schools away from arterial streets, but adjacent to collector streets. Minimize major street crossings for pedestrians.
5. Avoid overlapping of service areas between adjacent district boundaries.
6. Recognize that at some locations in Split Rock Township, there are existing rural residential uses that are at one acre or more in density, resulting in fewer children. Also, the projected growth in the Brandon Valley and Harrisburg School Districts may also require development of middle school sites.

7. Some sites outside the Sioux Falls District will also serve students in adjacent rural areas.
8. In all locations, some students will likely be bused from outside the one-and-one-half-mile area as individual enrollments fluctuate.

The generalized locations—and their relationship with the planned residential use growth areas—are important in guiding long-term site development. Suitable school sites must be secured well in advance of development, or they become too expensive and too difficult to obtain. The earliest possible purchase of future school sites results in the lowest cost to taxpayers, and encourages development in designated service areas. School building construction can then be undertaken when demand dictates.

The location of school district boundaries is an important factor which will be involved in the provision of additional school facilities in the future. At present, four Harrisburg elementary schools and one Harrisburg middle school are located within the city limits, while Brandon Valley and Tea each have one elementary school located within the city limits. The future growth areas of the city are mostly located within the boundaries of the five outlying school districts. The most critical step in

the implementation of the School Facilities Plan is coordination with all area school districts.

This coordination provides the City with an opportunity to cooperate in land acquisition of future school/park locations, and to expand indoor recreation facilities within school buildings. A number of school sites are identified which will allow the City to participate in the construction of enlarged gymnasiums and/or additional neighborhood community centers.

Parks

Sioux Falls is fortunate to have a positive image that is largely defined by its numerous attractive, visually pleasing physical features.

Although too numerous to list individually, the following broad categories of aesthetic assets constitute an inventory of the features which contribute to the positive image of Sioux Falls.

Big Sioux River Greenway System

The river and its tree-lined banks, natural areas, wildlife habitat, groomed public parks, and bike trail system make a positive contribution to the city's image. The Big Sioux River Greenway could also be extended along East Rice Street. The future extension of the bike trail out to Brandon and other connecting drainageways could provide a great opportunity to preserve the Big Sioux River Basin and to provide recreational opportunities for the Sioux Falls metropolitan service area.

Municipal Parks System

Parks, both large and small, are strategically located in all areas of the city. Well-

maintained parks enhance property values, stabilize older areas, and elevate the local quality of life. Public parks help create a special sense of place and often give a neighborhood or area its own identity. Collectively, the park system tells a lot about the community's commitment to stewardship and quality.

Park and Recreation Benefits

The following information provides many of the benefits of a quality park and recreation system:

Community Engagement:

Parks are one of the quickest and most effective ways to build a sense of community and improve quality of life.

- Parks provide places for people to connect and interact in a shared environment.

Economic Development:

- Real property values are positively affected.
- Municipal revenues are increased.
- Home buyers are attracted to purchase homes.

Green Infrastructure:

- Creating an interconnected system of parks and open space is manifestly more beneficial than creating parks in isolation.
- Cities can use parks to help preserve essential ecological functions and to protect biodiversity.
- Parks can help shape urban form and buffer incompatible uses.
- Cities can use parks to reduce public costs for stormwater management, flood control, transportation, and other forms of built infrastructure.

Improving Public Health:

- Physical activity opportunities in parks help to increase fitness and reduce obesity.
- Parks resources can mitigate climate, air, and water pollution impacts on public health.
- Cities need to provide all types of parks in order to provide their various citizen groups with a range of health benefits.

Source: City Parks Forum Briefing Papers, American Planning Association, 2002

The growing and changing needs of the community are also reflected in a key goal in the Sioux Falls Tomorrow II plan, which states, “Expand the recreational/leisure opportunities to meet the growing and changing needs of Sioux Falls.” A detailed Parks and Recreation System Plan has been adopted to supplement the Comprehensive Development Plan, in response to the recommendation that a more in-depth study be conducted to identify future park sites and future recreational needs.

The City of Sioux Falls faces the challenge of developing additional park and open space facilities at the same pace, and with the same vigor, as other community growth. The scope and diversity of the City’s existing park facilities can be found within the Parks and Recreation System Plan. Growth pressures are increased by the use of City parks by non-city residents. Pressure for continued expansion of existing facilities and programs can be met by long-range planning and timely land acquisition.

General Types of City Parks

A broad range of additional parks will be developed through the planning period to

accommodate projected population growth. For planning purposes, public park facilities have been categorized into three general types based on size, function, and service area:

Neighborhood parks are generally between five and ten acres in size. The effective service area of neighborhood parks is one-half mile in all directions, depending on location, facilities, and accessibility. School/park sites also serve as neighborhood parks because they usually include playground equipment in addition to playfields, parking lots, and multiuse paved areas for court games.

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

Regional parks are 80 to 100 acres and include off-street parking to allow access to multipurpose facilities, including athletic fields, playgrounds, and recreation centers.

Conservation and nature areas are specialized park types in locations which preserve wildlife habitat, woodlands, and wetlands through open space development. Most commonly developed along the stream corridors and natural drainageways are linear parks or

greenways which provide a variety of recreational opportunities to adjacent neighborhoods. These activities primarily include development of the bike trail system.

Coordination and Collaboration

Existing parks and open spaces are shown on Map 7.A, along with future residential growth areas and proposed park facilities planned for development within the growth areas. Development of new park facilities needs to be coordinated with new residential growth to bring nearly all residential development within the service area of both neighborhood parks and community parks. The specific improvements provided within each park facility should be tailored to meet the needs of the nearby population which it will primarily serve.

Parks and open space are generally compatible with a large variety of other land uses and can be developed in conjunction with other public facilities. New parks and open space facilities should be developed jointly with other public facilities whenever combined development is more cost-effective than separate development, and when the two uses complement each other.

Both elementary schools and neighborhood parks need to be located within the new residential neighborhoods. Collaboration between the City and the various school districts is, therefore, particularly important. Proposed new park facilities should be integrated with future elementary school sites, where feasible, to allow joint use and cost efficiencies. If new parks are to be provided at reasonable cost and in proper locations, it is essential that park

land acquisition take place prior to residential development. Integration of park and school sites will likewise be feasible only if land acquisition occurs well ahead of development.

Future Park Planning Issues

Some of the issues facing Sioux Falls Parks and Recreation include:

- Balancing funding needs for appropriate park maintenance against the costs of additional land acquisition and development, while still maintaining the appropriate park service area.
- Deciding whether to develop a major *centralized* indoor recreation facility while intending to develop various *neighborhood* community centers adjacent to selected elementary schools.
- Development of existing sites, such as Great Bear Recreation Park.
- Using selected drainageways for educational and nature conservation uses.
- Balancing the facility needs of all sport recreation clubs in Sioux Falls.
- Interconnecting as many parks facilities as reasonable

An additional 2,700 acres of parks and open space facilities would be needed to serve population growth through the planning period, based on the existing number of acres of land per capita. The recommendations set forth in Exhibit 7.C: "Summary of Parkland Needs" for expansion of the City's park system are generalized. The detailed Parks and Recreation System Plan more precisely

Exhibit 7.C: Summary of Park Land Needs

- A. **Currently 3,058 acres**, or **18 acres per one thousand population**, based on 169,900 population.
 - B. Year 2040 population estimate is 250,624.
 - C. $18 \text{ acres} \times 250 \text{ (thousand)} = 4,500 \text{ acres by year 2040.}$
 - D. $4,500 \text{ acres} - 3,058 \text{ acres (in 2015)} = \mathbf{1,442 \text{ more acres needed by the year 2040.}}$
-
- | | |
|---|---|
| <ul style="list-style-type: none"> 1. Breakdown Supply
[See Future Land Use Map] a. Regional parks <ul style="list-style-type: none"> i. 100 acres ii. Southeast location b. Community parks <ul style="list-style-type: none"> i. 140 acres ii. 7 parks (20 acres each) c. Neighborhood parks <ul style="list-style-type: none"> i. 230 acres ii. 23 parks (10 acres each) | <ul style="list-style-type: none"> d. Nature conservation and open space <ul style="list-style-type: none"> i. 1,050 acres ii. Great Bear Recreation Park expansion iii. West Skunk Creek/Family Park iv. Greenway extension northwest v. Greenway extension northeast vi. Slip-up Creek vii. Southwest drainage viii. Good Earth State Park |
|---|---|

assesses the amount of existing demand and projected future demand for each type of recreational facility. Some types of recreational facilities may need to be expanded more rapidly than the general rate of the city's growth. In addition to allowing a more accurate projection of the future need for specific recreational facilities, the detailed parks system plan will establish design and locational criteria for the major categories of recreational facilities.

Other Future Facility Needs

As plans are made to build, expand, or relocate public facilities, they should be done in conjunction with the comprehensive plan and Capital Improvement Program. Potential areas for future cooperative efforts should continue to be explored with other public entities, including joint city/county government facilities.

Future plans for public facilities will include additional space accommodations for city hall, including a new administration facility within the current CIP years (2017-2021) of the planning period.

In 2014, the citizens voted and approved a proposal to build an indoor recreation facility at Spellerberg Park. In the future, additional indoor recreation facilities should be programmed into a future Capital Improvement Program toward the end of the planning period.

Facility and Infrastructure Needs

The Capital Improvement Plan (CIP) budget outlines and prioritizes the City's capital funding over a five-year period. To provide long-term guidance, this comprehensive plan provides a list of major facility and infrastructure projects over

the next 25 years to help plan for future CIP budgets. (See Exhibit 7.D: “Facility and Infrastructure Improvements Summary of Needs 2010–2040” below.)

City Services

To attain and maintain the City goals of social equity, including fostering diversity, social well-being, citizen participation, and accountable government, the following City services are recommended to be either maintained or expanded:

Exhibit 7.D: Facility and Infrastructure Improvements Summary of Needs 2010–2040

A summary of capital improvement projects identified in this plan is shown below.

(For Transportation Improvements, see the **Sioux Falls MPO Long-Range Transportation Plan** at www.sioxfalls.org or www.secog.org.)

2017 to 2021

Marion Road (I-90 North)
Sycamore Avenue (57th to 69th Streets)
69th Street (Southeastern to Sycamore Avenues)
69th Street and Western Avenue
Ellis Road (26th to 41st Streets)
85th Street (Louise to Sundowner Avenues)
Tallgrass Avenue (69th to 85th Streets)
Powderhouse Road (Madison Street to Arrowhead Parkway)
85th Street (Minnesota to Cliff Avenues)
Louise Avenue (41st to 49th Streets)
Madison Street (West to Louise Avenues)
Minnesota Avenue (Russell to 14th Streets)
41st Street (Marion to Minnesota Avenues)
Rice Street (Cliff to Cleveland Avenues)
57th Street (Minnesota to Western Avenues)
Phillips Avenue (6th to 9th Streets)
6th Street (Phillips to Minnesota Avenues)
2nd Street (Main to Phillips Avenues)
8th Street Bridge
6th Street Bridge
Arrowhead Parkway (Sycamore to Highline Avenues)
26th Street Railway Overpass
85th Street I-29 Bridge
Veterans Parkway (Maple Street to I-90)
49th Street Extension (Western to Grange Avenues)
60th Street N (I-29 to Kiwanis Avenue)
Mixed-Use Parking Ramp (DT)
Levitt Pavilion
Fire Station #12
Facilities Upgrades
Fire Station #7 Addition
Zoo Improvements
Park Improvements
Expand Skate Park (Nelson Park)
New Dog Park
East and West Side Future Sanitary Sewer Trunk
Dakota Avenue (Russell Ave. to 3rd St.) Sewer Replacement
Add Water Reclamation Basin
Landfill Improvements
Extend Sewer Force Main to Foundation Park

2022 to 2025

River Greenway Phase III
Community Center
Alternative Energy Project
Eastside Solid Waste Transfer Station
Eastside Sewer Basin Trunk Line—Phase I (Southeast)
Eastside Sewer Basin Trunk Line—Phase II (Northeast)
Northwest Branch Library
Fire Station #13
Raven Oaks/Scenic Height Water Main Reconstruction
Western Heights Water Main Reconstruction
Parks Sites

2026 to 2030

Landfill Improvements
Police Administration Building Expansion or Added Facility
Fire Station #14
Recreation Center
Community Center
Park Sites
Golf Course

2031 to 2036

Landfill Improvements
East Branch Library
Fire Station #15 and #16
Aquatic Center
Community Center
Park Sites

2037 to 2040

Southeast Branch Library
Fire Station #17 and #18
Aquatic Center
Two Community Centers
Park Sites

Foster Diversity

Human Relations Commission

The Sioux Falls Human Relations Commission is the local government agency responsible for the prevention and elimination of illegal discrimination. The Commission was created by City ordinance to enforce the law of equal opportunity for all Sioux Falls citizens.

- Disability Awareness Commission—This is an extension of the Human Relations Commission and works toward disability awareness.
- ADA (Americans with Disabilities Act) Accessibility Review Board—The ADA Accessibility Review Board is an extension of the Human Relations Commission, and works toward improved access for people with disabilities. It acts as an advisory body to the City ADA Coordinator.

Diversity Council

The Diversity Council is a joint council between the City of Sioux Falls and the Sioux Falls School District. The Diversity Council's mission is to create an inclusive community by promoting and celebrating the enrichment that comes from a diverse community.

Social Well-Being

Health Services

- Falls Community Health provides open-door quality healthcare services by removing barriers (especially financial) that exist for working families without health insurance or other resources to meet their healthcare needs. It provides

complete primary healthcare and dental care for all age groups. Also, the Public Health Laboratory provides environmental and clinical laboratory testing services. This testing serves Falls Community Health, City departments, agencies, commercial businesses, private citizens, and the State of South Dakota.

- Environmental Health promotes health and quality of life for Sioux Falls citizens by preventing or controlling diseases, adverse health conditions, or deaths resulting from interaction between people and their environment. The division oversees sanitation/inspection, licensing, and nuisance abatement through code enforcement, public preparedness, community programs, and vector/mosquito control.
- Emergency Management Services coordinates planning, preparedness, mitigation, and training activities to ensure that the City is prepared to respond to natural and man-made disasters.
- Safety Services—Police and Fire. (See Fire Protection Facilities and Public Safety Facilities sections earlier in this chapter.)
- Library Services. (see Library Facilities section earlier in this chapter.)
- Educational Services. (See Public School Facilities section earlier in this chapter.)
- Recreation—Sioux Falls Parks and Recreation offers a variety of indoor and outdoor recreational activities citywide for individuals of all ages. There are currently five community centers that are open to

the public and are accessible to individuals with disabilities. Sioux Falls Parks and Recreation provides many recreation activities during the entire year for both children and adults.

- Planning and Building Services
 - » Building Services assures that private property is maintained through the administration and enforcement of uniform construction and safety codes, floodplain management ordinances, licensing ordinances, and land use ordinances which address compatibility of uses, height, density, and numerous accessory uses.
 - » Zoning provides a professional service to the citizens of Sioux Falls by assisting the public in understanding and complying with zoning, floodplain, and subdivision ordinances which are intended to carry out the comprehensive plan, preserve and protect property values, and promote the best physical development of the city.
 - » Planning promotes the orderly development of Sioux Falls in an efficient and aesthetic manner through long-range and current planning, provides public information and data on planning issues, and coordinates related areas of historic preservation, neighborhood preservation, housing, transit, and transportation planning.

- Community Development—The mission of Community Development is to improve the community by providing decent and affordable housing, as well as expanding economic opportunities for persons of low- and moderate-income. This mission is accomplished through programs and activities that address the locally defined needs identified in the Consolidated Plan.

Citizen Participation

The City is always looking for methods to better communicate with the public and foster better citizen participation. Currently, the City advances citizen participation through the following methods:

- City Council meetings.
- Board and Commission meetings, including Planning Commission, Board of Adjustment, and Infrastructure Review Advisory Board.
- The “Citizen Request Management” Program—Call or email your question or complaint.
- Websites, including www.siouxfalls.org.
- Cable channel CityLink.
- Each department strives to proactively engage the public in public involvement activities including public meetings, open houses, neighborhood meetings, and notification.

Accountable Government

The Shape Sioux Falls Plan stresses the importance of City Hall and all departments to be accountable to the people. The following offices are committed to this objective:

- City Council—Taking input from the public to create effective legislation and budgets.
- Mayor—Taking input from the public and providing effective implementation of ordinances and budgets.
- Finance—Ensuring that the budget and taxes are implemented effectively.
- City Clerk—Maintains records and ordinances; administers City Council meetings and elections.
- City Attorney's Office—Prosecutes violations of City ordinances and provides legal opinions to all City activities.

Strategies for Future Services

One of the challenges for the future is to determine at what level City services should operate. It is the policy of this plan to recommend that, generally, City services should be maintained at the same per-capita level as the city continues to grow.





8. Shape Foundations

8. Shape Foundations



Shaping Foundations and Revitalization Plans

Overall Intent: To conserve and/or revitalize the older or “foundation” neighborhoods.

Strategy: Identify neighborhood conservation areas which will be the basis of a concerted and grassroots neighborhood planning effort.

Implementation: Neighborhood planning and support programs, assistance, and development tools.

Basis of Neighborhood Conservation

Established older neighborhoods are an extremely valuable resource for Sioux Falls. These foundation neighborhoods are the building blocks of our community and provide the largest supply of affordable housing stock; their mix of home sizes, ages, styles, and types offer a wide variety of housing choices, including many starter home opportunities for first-time home buyers. These foundation neighborhoods have a dense concentration of centrally located homes with minimal commuter traffic, although some arterial routes run through or on the edge of some neighborhoods. They also contain nearly all of the city’s homes listed on the National Register of Historic Places. The age and diverse architecture of older residential neighborhoods helps establish a distinctive and appealing image for the city, defining the character and identity of the community. They serve as physical reminders of the historic growth and evolution of Sioux Falls, and create a unique sense of place.

It is of critical importance for the general well-being of the entire community that the older neighborhoods are conserved, maintained, and improved. Many neighborhoods remain positive and strong, while others require coordinated involvement with public and private partnerships to maintain their strength. The benefits of older neighborhoods are lost when they slip into a state of deterioration and blight, and costly new problems are

created which can erode the city's overall quality of life.

It is widely acknowledged that blighted neighborhoods often grow into adjacent areas and invite additional deterioration. Visual deterioration gives the impression of disinvestment, creating an atmosphere which fosters crime, antisocial activities, and further blight. Declining neighborhoods demand additional health, social, and public safety services, reduce property values, weaken the tax base, and make activities to promote new economic development in the city more difficult.

Conservation Strategies “Elements of a Neighborhood Plan”

Conservation strategies are those steps, processes, and objectives that, when implemented, foster holistic conservation and strengthen neighborhoods. This section identifies strategies emphasized through 2040.

In some neighborhoods, conditions are unique to the point where a conservation or revitalization plan is necessary to implement a more rigorous course of action. The purpose of a neighborhood conservation area plan is to devise strategies for addressing the neighborhood concerns, and set the foundation for collaborative efforts between the public, citizenry, and private sectors to help implement the plan recommendations. Specific neighborhood conservation plans do the following:

- Educate both City government and neighborhood residents about each other's concerns and visions for the future.
 - Promote collaboration between the City and the neighborhood in order to achieve mutual goals and a shared sense of responsibility.
 - Create a “sense of place” within the community by identifying and developing the assets within the neighborhood.
 - Initiate change by addressing specific issues and opportunities.
 - Identify implementation steps which will lead to quality-of-life improvements and strengthening of the neighborhood.
 - Provide realistic and fiscally responsible direction for future activities in the neighborhood.
- The **nine** broad elements below should all be included as *elements* of a neighborhood plan:
1. **Maintaining Neighborhood Character.** The uniqueness of each neighborhood should be promoted and developed. Ideally, religious, ethnic, and cultural heritage communities within Sioux Falls can maintain their identities without creating geographically concentrated enclaves. A strong demographic mix in each neighborhood, in terms of the social, cultural, and economic characteristics of the residents, is preferred. Creation of a uniform, single-heritage identity in any specific area should be avoided if the result is an avoidance of a particular neighborhood by the majority of home buyers.
 2. **Land Use and Zoning.** Foundation area neighborhoods have many opportunities

for redevelopment of mixed-use development. This type of development, when completed with proper design, has the potential to revitalize a neighborhood. In many cases, neighborhoods already have commercial strip or neighborhood commercial development within their neighborhoods. See Chapter 5: “Shape Places” for mixed-use land use and development policies. In addition, foundation neighborhoods have other opportunities to ensure that the neighborhood is sustainable and self-sufficient. Commercial goods and services located closer to the residents being served by them are beneficial in many ways. Among the benefits are reduced traffic, increased investment, neighborhood cohesion, as well as ensuring that the people who are mobility-limited have sufficient access to services.

A. Encouraging Conservation and Revitalization Improvements.

Zoning codes should encourage the improvement or redevelopment of property within the foundation neighborhoods of the community. This would include density bonuses, reduction of setbacks, and acceleration of the development permitting process. Zoning codes should take into consideration new housing market needs (such as garage space) when crafting setback guidelines, and need for accessory units when determining occupancy standards.

B. Infill Development Planning.

Current zoning regulations, coupled with small lots and other factors, restrict redevelopment of individual sites in core neighborhoods. A policy of infill development incorporated into the zoning ordinance will ease the development of vacant and dilapidated sites, and provide new opportunities for investment and reinvestment in core neighborhoods.

C. Zoning Overlay Districts. Zoning overlay districts are a tool that can assist in neighborhood conservation by adding additional zoning standards to small, selected areas which are congruent with existing and desired conditions in the area(s). Design standards, historic preservation efforts, enhanced density, or even infill development can all be implemented and strengthened by building them into the zoning code.

D. Architectural Standards.

Neighborhood design standards serve as guides for building rehabilitation and new construction by suggesting ways buildings can harmonize with and enhance their surroundings. They are not intended to limit development or innovation, but rather to offer architectural direction to property owners and builders. Design guidelines for architectural elements encourage new development in established neighborhoods to complement neighboring buildings and consider how design gives a

neighborhood its identity. Implementing design review standards will help increase a sense of identity within the neighborhood. Improving the overall appearance of existing property by utilizing land use standards from the Chapter 5: “Shape Places,” is recommended.

3. **Quality of Life**—Ensuring programs supporting quality of life are maintained and enhanced.
 - A. **Parks and Recreation.** Schools and parks provide both essential services and a sense of identity for neighborhoods, and should set an example for residential areas in terms of maintenance and appearance. Parks, open space, and recreation increase the quality of life for residents. Providing these opportunities in abundance and proximity to the core neighborhoods helps build neighborhood sustainability.
 - B. **Urban Agriculture.** It is recognized by neighborhood schools and churches, local nonprofits, social



service organizations, county extension agencies, and master gardeners that the establishment and practice of urban agriculture gardening to “revitalize, create possible income-generation projects, and provide therapy,” is another tremendous neighborhood and community benefit. Urban garden agriculture programs are encouraged.

4. **Public Investment—Provide supporting public investments and services.** Consistently maintaining new investment and reinvestment within each of the city’s neighborhoods is significant toward defining our neighborhoods as prosperous, safe, attractive, and a place where daily quality of living exists.
 - A. **Public Infrastructure.** Streets, utilities, and public facilities should be maintained and improved on an ongoing basis. Public investments coordinated through the City’s Capital Improvement Program can enhance efforts to maintain clean, safe, desirable neighborhoods. Adequate street lighting, proper water, sewer and drainage service, and road maintenance are key elements of public investment.
 - B. **Transit.** The greater density of core neighborhoods makes public transit services more practical and their central locations make transit service more efficient. Providing transit services to these areas is important, as well as the need for other activities to

foster optimal use of the transit system.

- C. **Commuter Traffic.** The need to move more traffic through the core of the city as greater growth occurs at the outskirts needs to be balanced with the neighborhood conservation goals. Expansion and extension of major arterial streets, which create barriers and cut up neighborhoods, should be avoided to the greatest extent practical.
- D. **Traffic Calming.** Measures such as traffic calming, which minimize the effect of arterial roads, are encouraged.
- E. **Bicycle and Pedestrian.** Promotion of alternative modes of transportation, including provisions for increased pedestrian transportation—as well as facilities for bicycle traffic—should be developed in these neighborhoods. The local road network should be maintained such that access is maintained to arterial streets and other parts of the city. This is vitally important in connecting our neighborhoods with safe and efficient pedestrian and bicycle pathways.

5. **Housing—Maintain the supply of safe, decent, affordable homes**

- A. **Ensure Affordable Housing Options.** The entire community benefits when a supply of safe and affordable housing exists for all residents. While many of the core neighborhoods supply affordable housing, it is important to maintain

their affordability going forward and to ensure redevelopment, and infill projects satisfy this goal as well. Affordable housing stock, which is suited to the market need of each neighborhood, should be encouraged throughout the city to prevent any area from having an extreme concentration of rental units and low-income residents.

- B. **Habitat for Humanity.** The projects of Habitat for Humanity, a nonprofit entity working for affordable housing, are generally sited in older areas where land costs are lower. The effect of their program has been stabilization and strengthening of property values in the immediate vicinity of their specific project sites.
- C. **SEHP.** The Sioux Empire Housing Partnership (SEHP) program, another nonprofit entity, is primarily a private sector partnership that is another positive step toward provision of affordable housing.
- D. **Other Partnerships.** Various social service agencies are also involved in many different aspects of housing-related assistance and activities. City activities, which support and assist these programs, are encouraged.
- E. **Maintain diversity and variety of housing.** Diversity of housing is important to serve all of the residential needs that exist in Sioux Falls. Options for ownership and leasing, as well as type, style, size, amenities, and proximity of services

to housing, will allow housing needs to be met. These factors need to be checked against the existing market demand to allow proper market supply. The City maintains a policy of scattered sites for low- and moderate-income housing projects, including those utilizing low-income housing tax credits. A strong mix of housing types and price ranges in all neighborhoods is encouraged.



6. **Property Maintenance—Promote healthy and safe conditions.** Of utmost importance is the need for the City’s neighborhoods to remain safe and healthy places for its citizens. Direct improvements that provide safety and well-being are essential. Development of programs and enforcement of regulations that maintain healthy neighborhoods and properties are recommended.

- A. **Property Compliance.** Inspections and enforcement of building and zoning codes—and effective nuisance abatement activities—help prevent neighborhood decline. Other activities include Sioux Falls Fire Rescue inspection of apartment units and enforcement of health code requirements. In certain circumstances, it may be beneficial to take proactive measures to maintain building and zoning code compliance, such as proactive inventories of code compliance and violations in core neighborhoods. This example of increased enforcement can turn the momentum

on declining property conditions. Legal assistance through the City Attorney’s office is a key component to the effectiveness of these activities. Additionally, educational programs for property maintenance, which are provided by nonprofit and other agencies, are a valuable preventative measure, and these types of programs will continue to be supported.

- i. **Project NICE and KEEP.** A public program geared toward conservation is the combined Project NICE/Project KEEP. The Neighborhood Improvement, Complaint Easement program called “Project NICE” utilizes volunteer City personnel and equipment to help maintain environmental conditions and provide assistance in cleaning up targeted older residential areas. “Project KEEP” stands for “Keep Environmental Enhancement Permanent.” It is the follow-up program, whereby enforcement of building, housing, zoning, and health codes is stepped up in pre-

vious Project NICE areas to promote further improvement. The project NICE/KEEP targets neighborhoods on a rotating basis, based upon complaints. With the Project NICE and KEEP, the City has been able to keep the number of neighborhood nuisance complaints static, despite strong population increases.

- ii. **Project TRIM** (Tree Raising Improvement Methods). Each year, the City of Sioux Falls receives complaints regarding property damage, personal injury, and general nuisance from low-hanging branches over streets and sidewalks. City ordinance identifies the abutting property owner as ultimately responsible for any damage or injury caused by low-hanging branches. In an effort to keep neighborhood streets and sidewalks safe, the City of Sioux Falls Forestry Division inspects trees for low-hanging branches.

B. **Preserve Existing Structures.**

Existing structures have the benefit of providing an inventory of safe, affordable housing stock, and nonresidential buildings which exemplify and enhance neighborhood identity and character. It is important to preserve and improve these structures to conserve the neighborhood. Homeowner and rental rehabilitation assistance programs, administered through the Community

Development department, are useful tools for maintaining the quality of housing. Highlighting local, state, federal, and agency programs provides property owners access to a variety of assistance. Continued coordination and collaboration with the Sioux Falls Housing and Redevelopment Commission, Sioux Empire Housing Partnership, Homebuilders Association of the Sioux Empire, and others is also needed.

7. **Economic Development Tools.**

Neighborhood Conservation activities should also consist of tools which directly impact positive and visible change in these neighborhoods. Through existing City programs, partnerships with other organizations, and promotion of other programs, several economic development tools are assembled to provide maximum maintenance, development, and redevelopment opportunities in the City's conservation neighborhoods. The following tools are desired to go forward, many of which are currently operational:

- Providing financial incentives, including tax reduction and tax-funded development.
- Financing programs for new construction, funded by nonprofit and other sectors.
- Promoting commercial and small business development to provide new and expanded neighborhood services.
- Micro-loans for business.

8. **Public Participation.** Grassroots neighborhood planning is one of the most important components of a successful neighborhood conservation program. Engaging the citizens of the neighborhood, and developing a solid and energetic neighborhood organization, will help ensure that the neighborhood develops an appropriate vision for a neighborhood plan and provides manpower in implementing the plan.

Continuing to promote neighborhood watch programs, neighborhood associations, and property owner involvement in neighborhood issues is a positive way to conserve strong neighborhoods. The best forms of neighborhood stabilization start with residents and small businesses, and these types of efforts are strongly promoted.

Since 2010, the Annual Mayor's Neighborhood Summit has convened to provide neighborhood leaders and citizens, nonprofit organizations, and local government officials to network together to promote healthy, safe, and beautiful neighborhood environments.

9. **Redevelopment Needs.** Redevelopment may become necessary when existing neighborhood areas are found to be better suited and compatible with new land use categories. Redevelopment areas will be identified when significant areas of blight are present. Blight is defined as vacant and badly deteriorated buildings and property.

- A. **Future Land Use Plan.** The City's future land use plan is used to guide

development and redevelopment throughout the city. Redevelopment in the foundation neighborhoods should be consistent with an adopted redevelopment plan. The land use plan should be adjusted as necessary to reflect future redevelopment activities in the identified neighborhood. A formal amendment to the land use plan should be pursued for redevelopment consistent with the plan.

- B. **Property Acquisition Funding Assistance.** With some redevelopment, opportunities to acquire property for redevelopment should be explored to help improve the vitality of the neighborhood. Partnerships with private and nonprofit developers should be encouraged. Redevelopment projects should be encouraged to utilize mixed-use options further described in Chapter 5: "Shape Places."

Neighborhood Conservation Areas

The remainder of this chapter identifies and describes the neighborhood areas identified in the 2040 plan, discusses actions and programs which will contribute to neighborhood conservation, and highlights existing planning efforts targeted to specific topics.

City neighborhood planning efforts provide long-range goals and specific programs for neighborhood conservation and redevelopment. The 2005 Community Development Consolidated Plan identified housing and

community development needs in Sioux Falls. One of the major housing problems is lower-income family households with a housing cost burden that exceeds 30 percent of their total income. Nearly 2,605 (72.6 percent) are paying more toward rent than the 30 percent standard. Of these households, 1,862 (51.9 percent) are paying more than 50 percent of their income toward housing. The households with the highest percentage of housing problems are in the extremely-low-income category, which is less than 30 percent of the median family income. Other groups with identified housing needs are the lower-income elderly and persons with disabilities.

Data from the 2014 U.S. Census Bureau indicates 68,541 housing units in the city of Sioux Falls, with 64,197 occupied and 4,344 vacant. Of the total occupied units, 25,159 (36.7 percent) were rental units and 39,038 (63.3 percent) were owner-occupied units.

In further review of the 2014 Census data regarding the city's housing stock, of the total housing units, 23.9 percent were built prior to 1960.

In 2014, approximately 32.5 percent of all households in Sioux Falls had incomes near or below 70 percent of the city's median income (\$36,825). In 2014, the median value of an owner-occupied dwelling was \$155,200, and the median rent rate for a unit was \$713. It is an ongoing objective to increase the number of affordable housing units and to expand the services and facilities available to low- and moderate-income households.

Housing and neighborhood conditions in the city as a whole are good. Windshield surveys,

taken in 2008 in two core neighborhoods with higher code enforcement complaints, show that exterior conditions were poor on 5 percent or less of the structures. Significant concentrations of substandard housing that exist in any residential neighborhood are minimal.

There are, however, areas where conditions associated with weakening neighborhoods exist in higher-than-average concentrations. It is those areas where conservation strategies are most needed. Demographic and socioeconomic data, housing condition surveys, neighborhood input, visual surveys, environmental factors, and public facility conditions are collectively reviewed to identify neighborhoods as potential conservation areas.

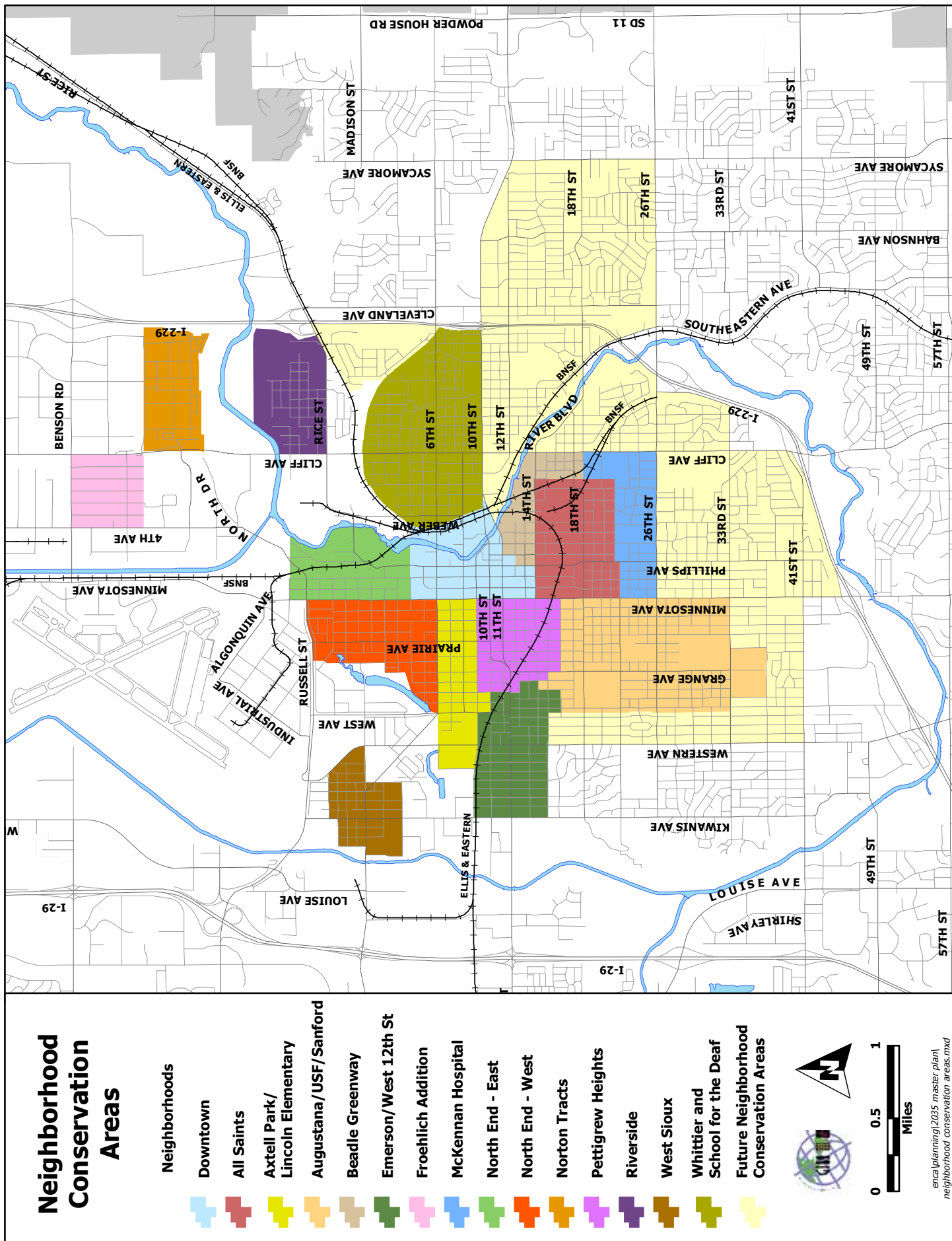
Neighborhoods with high concentrations of homes and structures built prior to 1950, those with higher-than-average housing deficiencies, and those with below-average household incomes below the city's mean are strong candidates for increased conservation activities.

Map 8.A: "Neighborhood Conservation Areas" shows areas and neighborhoods identified in the 2040 plan as conservation neighborhoods. These neighborhoods will benefit from a strategy that combines the recommended conservation measures of this plan to ensure they retain or enhance their present level of desirability. Each area has its own challenges and special considerations requiring varying levels of conservation activities. Each conservation neighborhood is described below:

Froehlich Addition

Nonconforming manufactured homes on scattered sites are mixed in with conventional

Map 8.A: Neighborhood Conservation Areas



single-family homes. Commercial uses along Benson Road and Cliff Avenue are creating expansion pressure for potential encroachments into the neighborhood. A collection of older homes from the McKennan Hospital area have been relocated successfully by the Sioux Empire Housing Partnership into a new subdivision known as Lacey Park. The neighborhood has moderately good separation from major multifamily housing development along North Fourth Avenue. Transition general housing and street conditions are positive.

Norton Tracts

Industrial development has occurred north of 34th Street North. The neighborhood has some commercial encroachment along Cliff Avenue, and a good transition to a manufactured housing development along its east side. Nonconforming manufactured homes are located on scattered sites. A collection of Habitat for Humanity homes has been successfully relocated into this neighborhood area.

Riverside

A transition area between commercial and residential uses is located in the northeast end of the area. Commercial encroachment is found along Cliff Avenue and Rice Street. There is heavy industrial zoning on developable parcels along the east side of the neighborhood. Housing is generally in good condition. Laura B. Anderson Elementary School is a principal public facility anchoring the neighborhood.

Whittier/School for the Deaf

The Sioux Falls School District has conducted school building transformations with former Bancroft and Franklin Elementary Schools. A new modern elementary school, known as Terry Redlin Elementary, has replaced Bancroft Elementary School on the same site. The former Franklin Elementary School had been converted into a school known as Joe Foss School, which focused on alternative and at-risk programs for school-age children, but was sold in 2015 and is currently working on plans for redevelopment. There are some concentrations of subsidized apartment buildings in the east area. Housing conditions range from good to excellent, with the south area east of Cliff Avenue in the strongest shape. A concentration of commercial uses along Eighth Street, from downtown to Cliff Avenue, creates a barrier; most residences lie north of Eighth Street. The west side of Weber Avenue, between Fifth Street and Falls Park Drive, is a transitional area which will likely see redevelopment activity.

All Saints

Much of the neighborhood is a National Register Historic District. The area is a mix of residential types which serves as a transition between downtown and the McKennan Park neighborhood. There are a few scattered housing units in need of repair and maintenance. Proactive conservation activities relative to code enforcement, neighborhood cleanup and beautification, and single-family rehabilitation and revitalization are particularly important for the area between 14th Street and the railroad tracks. The neighborhood's proximity to downtown and high traffic counts along 14th

Street promote redevelopment opportunities. Redevelopment along 14th Street should be encouraged for future medium-density residential and future office/institutional uses, including mixed-use developments that are compatible with both downtown and the All Saints Historic District.

Beadle Greenway

The neighborhood area became a planned development zoning district in 1981, and development since then has been influenced by the Big Sioux River Greenway Plan. The area is bounded by Second and Cliff Avenues, and extends from 12th to 14th Streets.

Included is a segment of the Sioux River. This area has been redeveloping from industrial to residential, office, and neighborhood services. Multifamily housing and expansion of the Greenway have been primary factors in the area. Proactive conservation activities—relative to code enforcement, neighborhood cleanup and beautification—are needed for a scattering of single-family homes in this area. Redevelopment along 14th Street should be encouraged for future medium-density residential and future office/institutional uses.

Augustana/University of Sioux Falls/ Sanford Hospital (Central Campus Area)

This central neighborhood contains a large number of older homes. It includes and is impacted by three growing institutions: Sanford Health, Augustana University, and the University of Sioux Falls. Redevelopment pressures near the edges of this older neighborhood are mainly due to the medical campus expansion by Sanford Hospital. Demand for student and employee housing

will continue. Housing conditions are good overall, with a few scattered units in need of maintenance. Future hospital and campus expansions may impact residential areas. Continued improvements to streets and utilities will be needed, as well as a consideration of increased parking demand. Lowell Elementary School and the Baptist Seminary are other key facilities integrated into the neighborhood.

North End, West of Minnesota Avenue

Minnesota Avenue is in transition from residential uses to a commercial corridor. The neighborhood includes a National Register Historic District and some of the oldest homes in the city. There has been considerable renovation activity, especially in and near the historic district area. Most streets have been recently rebuilt or are scheduled for substantial repairs in the near future. The northern portion of the area includes multifamily housing and commercial development. Hawthorne Elementary School is an important neighborhood facility.

North End, East of Minnesota Avenue

The Sioux River is to the east, downtown borders the south, and the Minnesota Avenue and Russell Street corridors define the north and west boundaries of this neighborhood area. Also included is the portion of Falls Park north of Falls Park Drive. The area between Minnesota Avenue and the railroad is primarily a mix of housing, with some transitional uses along Minnesota Avenue and Russell Street; however, recent trends show

there will be more pressure for commercial and strip development. If this development occurs, it is important to minimize its impact on the remainder of the neighborhood. Maintenance of existing housing will be a primary focus, with limited redevelopment activity expected, except for the Minnesota Avenue corridor and Falls Park North improvements.

West Sioux

The overall housing stock is in very good condition, with little conservation activity needed. Jane Addams Elementary School is a focal point of the neighborhood. The neighborhood is adjacent to the Denny Sanford Premier Center, which can impact the neighborhood on occasion. Madison Avenue is an arterial street that transverses the neighborhood.

Axtell Park

This older neighborhood area is generally in good condition and is not targeted for any immediate needs. The area extends from Sixth Street to Ninth Street, and from Holly to Minnesota Avenues, including Axtell Park alternative school (formerly Axtell Park Middle School). The primary uses are single-family residential, with some scattered apartments. School enrollment levels have been maintained due to the area's role as an available source of affordable housing for younger families.

Emerson/West 12th Street

This is a large area with a widely varied assortment of land uses ranging from single family homes to intensive commercial. It extends from Kiwanis to Grange Avenues,

and from 9th to 15th Streets. Housing conditions are generally good, and single-family residences predominate. Major impacts include encroachment pressures of commercial uses along 12th Street and Kiwanis Avenue. No major redevelopment sites are presently expected.

Pettigrew Heights

This neighborhood area lies between 9th and 16th Streets, extending generally from Grange to Minnesota Avenues. The Ellis & Eastern Railroad traverses the neighborhood from northwest to southeast. This area is immediately west and south of downtown and contains concentrations of commercial use and rental properties, with the predominant land use being single-family structures. Some recent public street and utility improvements have been completed. Housing rehabilitation programs and activities to encourage maintenance of the existing single-family homes are needed.

McKenna Hospital Campus Area

Redevelopment pressures near the edges of this older neighborhood are mainly due to the mix of commercial and office uses along Cliff Avenue and the McKenna Hospital campus. The homes are well maintained, with few housing rehabilitation needs. Parking demands will need continued consideration. The hospital campus has been constrained between Seventh and Cliff Avenues and is limited on the north by the railroad. Future expansions of the Avera McKenna hospital campus, which is presently a PD zone, may affect the tier of blocks immediately south of the existing complex. Avera McKenna

hospital campus, which is presently an S-2 Institutional Campus PUD zone, may affect the tier of blocks immediately south of the existing complex. The campus had a major expansion for a cancer institute and Welsh Family Village south of 22nd Street since 2009. The McKennan Park Historic District and surrounding neighborhood is immediately to the west and is a prominent part of the city. Efforts to limit campus impacts on this area are highly desirable.

Downtown

Downtown is atypical of other core neighborhoods in that there is a high concentration of commercial activities. It is the city's central business district, encumbered with an increasing residential prevalence. Downtown has been influenced heavily by changing trends and has adapted to the challenges of urban sprawl, suburban shopping malls, federal renewal programs, and other impacts.

Creative incentives to encourage private reinvestment have been coupled with investments in key public facilities to successfully maintain the economic viability of the district. A new image of downtown as a special place is emerging from the current trend of rehabilitating its distinctive old buildings for new uses. Newer construction projects should be designed for compatibility with the existing environment, and to reflect the traditional densities associated with downtown.

Maintaining and enhancing a distinct sense of place downtown is a priority.

The City maintains a partnership with Downtown Sioux Falls Inc. (DTSF) to promote and enhance the downtown. Jointly, the City and DTSF are focusing on preserving

the historic characteristics of downtown, promoting redevelopment of under-utilized sites, facilitating the development of additional housing units, enhancing art and aesthetics, and implementing public improvement projects. These approaches create a healthy and vibrant downtown, which in turn increase the overall health of the city and help build the city's image.

The historical and architectural elements of downtown are an important part of its character and should be preserved when possible. Properly maintained historical buildings offer a special environment, positively impacting their greater surroundings. Further, impacts to historic properties are often irreversible, and any demolitions or alterations should be approached with caution.

Future Neighborhood Conservation Areas

Within the planning horizon through 2040, it is probable that other city neighborhoods will be considered for neighborhood conservation designation. While this plan does not identify those neighborhoods, Map 8.A:

"Neighborhood Conservation Areas" does highlight areas of the City in which median housing structure age would make neighborhood conservation an option.

Historic Areas and Districts

Historic places and buildings, by their nature, differentiate a community from areas of tract development and provide a unique identity for the city. They are also irreplaceable, nonrenewable resources. Sioux Falls has seven historic districts and more than 50 individual

sites listed on the National Register of Historic Places. The Sioux Falls Cathedral, All Saints, Sherman, Hayes, and McKennan Park Historic Districts are residential areas on the National Register. The Old Courthouse and Warehouse Historic District, and the Sioux Falls Downtown Historic District include the majority of the city's nonresidential historic structures. The seven districts are clustered near the center of the city, as shown on Map 8.B: "Historic Districts," and overlap neighborhood conservation areas. The designated landmark districts and buildings, along with the many other places eligible for historic register listing, represent the architectural history of the city. They play a central role in creating an individual identity that is unique to Sioux Falls' heritage.

The city's inventory of historic resources remains strong, even though a number of significant buildings are endangered, and others have been lost to fire, neglect, and demolition. Ongoing planning and other measures are needed to ensure the City's historic resources remain preserved.

Just as the central business district is a crucial part of the image of Sioux Falls, the historic buildings of downtown have a crucial role in creating a sense of place not found in suburban districts. High maintenance costs, development, and redevelopment pressures on these increasingly scarce buildings intensifies as the economy expands. Incentives for conservation are needed. The ideal preservation project is one which serves more than one purpose. There have been many successful preservation projects which provide needed housing, supply functional commercial space,

or serve other development needs in an economically viable, desirable way.

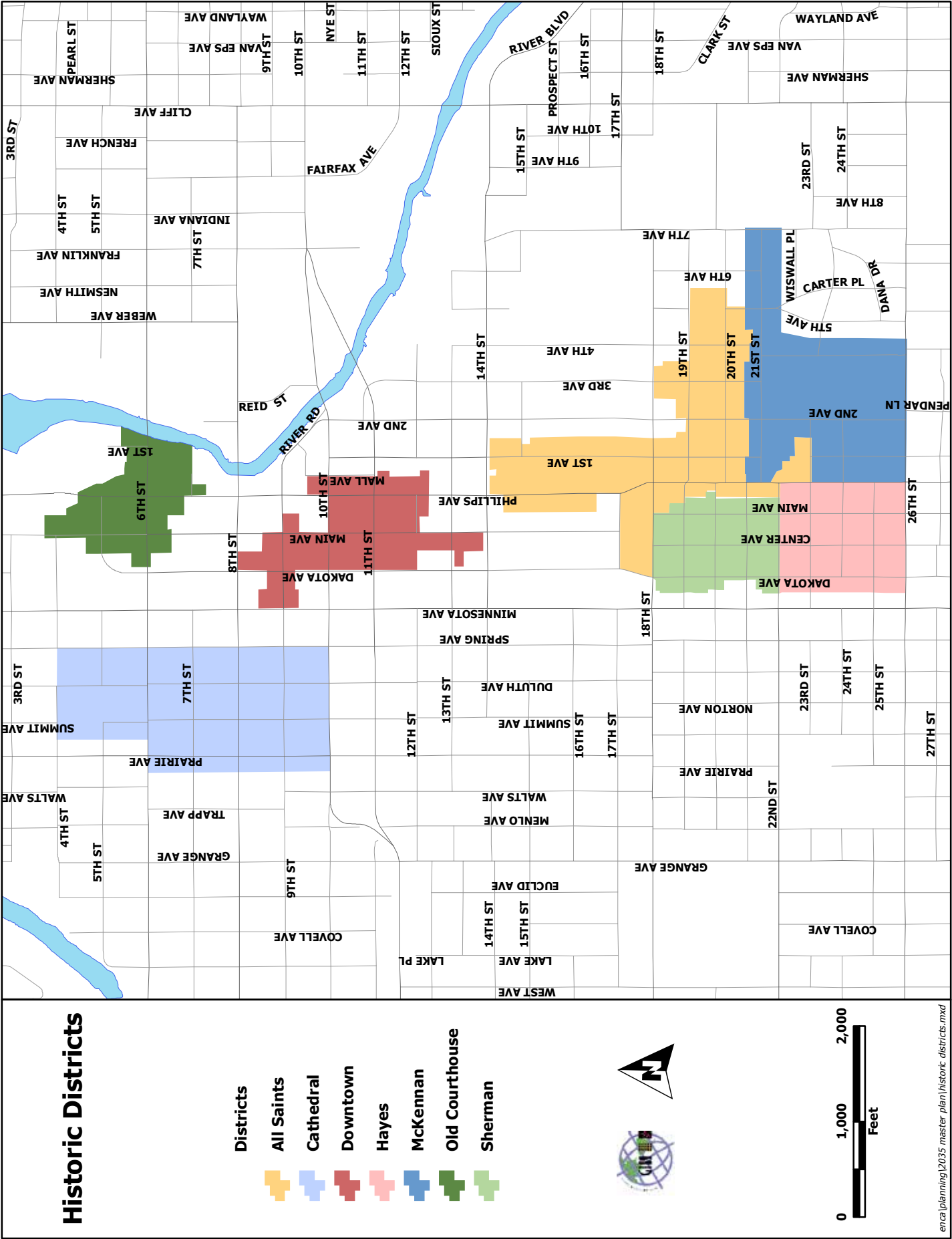
The community needs to serve as a responsible steward, conserving those features which make Sioux Falls a unique, special place that is different from everywhere else. In the contemporary atmosphere created by prefabricated, mass-produced, franchised, and strip architecture, retention of the unique charm and distinctive craftsmanship associated with old buildings and historic areas creates an appealingly distinct sense of place. This has value as a marketing tool for increasing tourism visits, and cultural value for residents. Incentives to rehabilitate historic buildings are a helpful conservation measure. All public actions which affect historic resources should consciously and publicly consider the individual and cumulative effect of the decision on the community's pool of historic buildings.

The Sioux Falls Board of Historic Preservation has prepared a historic preservation plan to identify existing historic resources, define geographical areas in need of additional site surveys and inventorying activity, and describe strategies for preserving the remaining historic assets. Among the goals of the comprehensive historic preservation plan are to conduct public education programs, prevent the unnecessary loss of historic sites, and build a positive image of preservation activities.

Visual Landmarks/Icons

Monuments, monumental buildings, structures on high vantage points, and highly unique features have become visual artifacts symbolizing the city. Examples in Sioux Falls include the clock tower of the Old Courthouse, the Veterans' Administration

Map 8.B: Historic Districts



Hospital, the spires of Saint Joseph Cathedral, the pioneer monument above North Cliff Avenue, Falls Park, the Japanese Gardens at Terrace Park, and the various buildings and improvements constructed with cut blocks of quartzite stone. These key Sioux Falls landmarks are important to the city's image, and planning efforts should be proactive in their preservation.

Recently Completed Neighborhood Plans

Highlighted below are current neighborhood planning initiatives taking a more detailed approach to conservation:

2025 Downtown Plan

The 2025 Downtown Plan aims to capitalize on the unique dynamics of downtown and strategically direct the community's near-term investment into targeted improvements, amenities, and programs that enhance downtown's overall competitiveness and quality of life. The 2025 Downtown Plan goals are categorized in three clusters of programing and improvements to guide implementation:

Economy: Initiatives to attract jobs, new businesses, and investment to downtown Sioux Falls.

- Stimulate economic growth through strategic use of public resources and attracting private sector investment.
- Increase the residential base and encourage a greater diversity of living options.

- Promote and market downtown as a great place to live, work, and play.
- Maintain and manage an effective public parking system.

Environment: Initiatives to improve the public atmosphere and the built environment of downtown Sioux Falls.

- Improve mobility and infrastructure for all modes of transportation to and within downtown.
- Protect and encourage historic preservation.
- Develop design standards that enhance the aesthetic appeal of downtown.
- Improve connections and wayfinding to and within downtown.
- Ensure that downtown continues to be attractive, clean, and safe.

Experience: Initiatives to activate, celebrate, and maintain downtown Sioux Falls.

- Create a visitor-friendly atmosphere with attractions and events during all four seasons.
- Expand recreational opportunities through new and enhanced parks.
- Be the region's hub for arts, culture, and entertainment.
- Promote active living, health, and wellness in downtown.

Pettigrew Heights Neighborhood Plan

The existing Pettigrew Heights Neighborhood Plan focuses on redevelopment and revitalization priorities for this neighborhood. Key outcomes of the plan are to promote overall neighborhood growth, reduce crime statistics, reduce code-enforcement-related complaints, increase affordable housing options through encouragement of mixed-use redevelopment along 10th and 11th Streets, increase owner-occupied housing through support of existing programs, and establishment of new programs such as Single Family Tax Reduction, foster redevelopment between 10th and 12th Streets and along Minnesota Avenue, rehabilitate historic properties, and increase neighborhood quality of life through continued development of City, nonprofit organizations', and neighborhood partnership services and programs relating to safety, affordable housing, beautification, and sustainability.

Working with the neighborhood association, the adopted 2009 Pettigrew Heights Neighborhood Plan is scheduled to be updated in the fall of 2016.

Whittier Neighborhood Evolution Summary

The 2009 Whittier Neighborhood Evolution Summary provides periodic updates of progress in all aspect of the neighborhood that are of concern to citizens. The summary entails a grassroots strategic plan developed by the

Whittier Neighborhood. The strategic plan focuses on neighborhood safety and crime, traffic, housing quality, and neighborhood identity. The summary helps the neighborhood identify improvement areas and supports the initiatives of the Whittier Resident Association.

Conclusion

Sioux Falls citizens and local government recognize that our neighborhoods are the building blocks of our overall community development, and that we all must take responsibility to conserve and/or revitalize the older or “foundation” neighborhoods through proactive and collaborative planning efforts.

The City of Sioux Falls Neighborhood Services Section of the Community Development department is committed to preserving, protecting, and empowering our diverse neighborhoods through proactive planning, teamwork, dedication, integrity, and communication between residents, businesses, and local government officials, resulting in each Sioux Falls neighborhood being a great place to live, work, learn, and play.





9. Shape Resources

9. Shape Resources



The Big Sioux River valley, outside of Sioux Falls to the east. The City has developed nature parks just to the west of this area as residential areas expand in this direction.

Environmental Stewardship Plan

Overall Intent: Conserve and protect important environmental, human, and economic resources through sustainable practices.

Strategy: Protect the environment through the identification of resources, protection through land use ordinances and land purchases, and develop other sustainable implementation strategies.

Implementation: Subdivision ordinance, CIP, Zoning Overlay Districts, and Resource Master Plans.

The environment should not only be considered as a constraint and as something to mitigate, but also as an opportunity to enhance and to improve the quality of life of the citizens. Shape Resources, from Chapter 1: “Shape Community,” addresses the objective below within the **goal of improving the sustainability of the community:**

OBJECTIVE 3A: Environmental Stewardship—Attain an aesthetically attractive urban development which is compatible and sustainable with the ecological systems of the areas, and that maintain air and water quality standards as well as area historic, cultural, and natural resources.

Through environmental stewardship practices, the City of Sioux Falls has plans that take a more proactive approach to environmental stewardship, including the Greenway Plan, the Parks and Recreation System Plan, and the Sioux Falls Master Plan for Stormwater Best Management Practices (this approach is to address both water quality and flood control). In the future, the City should also look at other master plans to further the environmental stewardship objective, including a Sustainability Master Plan.

Environmental Assets

An evaluation of environmental factors and the physical characteristics of the growth areas was made to ensure that future

development of Sioux Falls and the outlying areas will be environmentally compatible. Typically, the terrain of the planning area is gently rolling. The physical and environmental **assets** of the Sioux Falls area are shown on Map 9.A: “Critical Open Space and Environmental Assets.” A description of the Sioux Falls area environmental assets are below:

Steep Slope Areas

Exceptions are the nearly level river bottom land along the Big Sioux River and its tributaries, and the steep hills on either side of the Big Sioux River in the northeast sector of the planning area. These hills have slopes ranging in excess of 70 percent, and are prone to severe erosion when stripped of ground cover. The difficulty of building on these hills, combined with their erosion problems and the environmental need to preserve their character, create a significant barrier to development. While some lowlands are prone to shallow flooding, the topography itself presents few physical constraints on development in the remainder of the planning area. Limit these land areas through utility hookups.

Wetlands

Numerous small wetlands and potholes are found adjacent to the southwest part of the city growth area, with the large majority being shallow and intermittent in nature. Wetlands and water bodies are designated from base maps developed through the National Wetlands Inventory and other data sources. These natural resources provide a number of functions that are important to the health and welfare of the com-

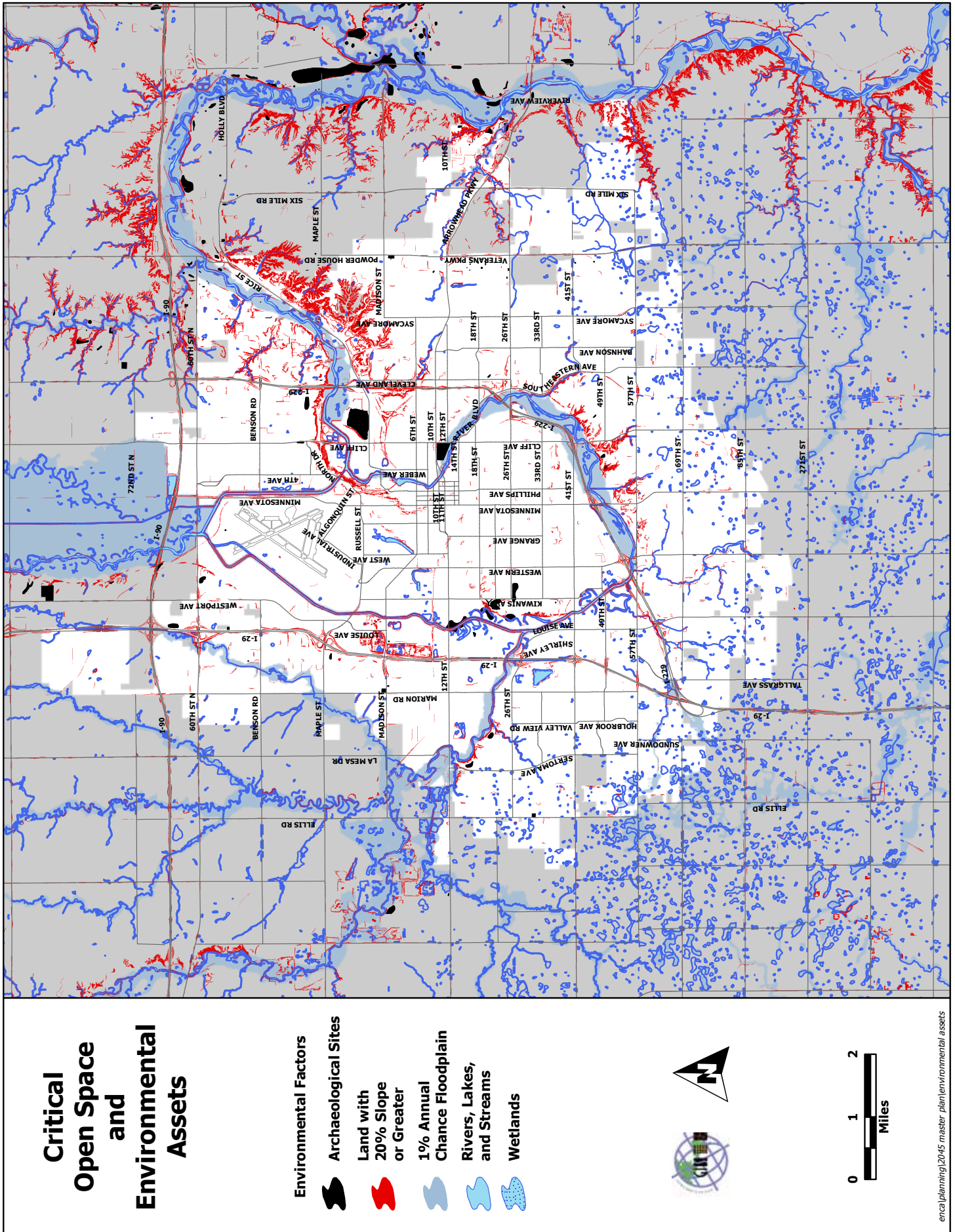
munity. They provide storage for stormwater, help to control flooding, provide wildlife habitat, improve water quality, and they can provide recreational opportunities. The purpose here is to improve, restore, and maintain the water quality of the city’s lakes, streams, wetlands, and ground water in partnership with citizens.

Rivers and Floodplains

Major surface drainage features found within the planning area are the Big Sioux River and its tributaries, all parts of the Missouri River system. The Big Sioux River flows south, loops through the city in a northerly direction, and bends northeasterly out of the city toward Brandon. It then continues south until it joins the Missouri River. Tributaries to the Big Sioux within the area include Skunk, Split Rock, Beaver, and Four Mile Creeks.

Because Sioux Falls lies partially within the floodplains of Skunk Creek and the Big Sioux River, rapid snowmelt, heavy rainfall, or combinations of both can cause flooding in the area. Normally, floods on these streams are of a relatively long duration and occur due to snowmelt runoff. An Army Corps of Engineers flood control project, completed in 1965, has prevented severe flooding of the Sioux Falls area. Features of the project include a diversion channel to bypass Big Sioux River flows around the north and east sides of the city, and levees along the Big Sioux River on the west side of the city. Due to more accurate and recent hydrological data, the Corps has updated the boundaries of the Skunk Creek and Big Sioux River 100-year floodplains, along with raising levees and other flood control modifications to the exist-

Map 9.A: Critical Open Space and Environmental Assets



ing levee and diversion channel structures to improve future flood protection.

Threatened and Endangered Species

There is a diversity of plant and animal life adjacent to the Big Sioux River. Habitat along the river provides various waterfowl, song-birds, game birds, and large and small mammals with a suitable living environment. Tree cover adjacent to the river includes pioneer tree species such as soft maple, green ash, cottonwood, and willow, as well as selected areas of mature forest which include oak, elm, and hard maple. Also found by the Big Sioux River are areas of native prairie grass. Many of the grasses and wildflowers found in the native prairie areas are on the national endangered plants list, making them of primary concern in preservation efforts.

Listed below are the nine endangered or threatened wildlife species that reside in South Dakota. Only one of the species, the Topeka Shiner, has been known to, or potential occupies, streams in the Sioux Falls area. Bald eagle nests have been found sporadically in the area.

South Dakota Federally Endangered and Threatened Species

(E)–Endangered, (T)–Threatened

- American Burying Beetle (E), invertebrate
- Bald Eagle (T), bird
- Black-Footed Ferret (E), mammal
- Eskimo Curlew (E), bird
- Dakota Skipper (T), invertebrate
- Gray Wolf (E, Statewide), mammal
- Higgins Eye (E), invertebrate
- Interior Last Tern (E), bird
- Leedy's Roseroot (T), plant

- Least Tern (E, interior continent population), bird
- Northern Long-Eared Bat (T), mammal
- Pallid Sturgeon (E), fish
- Piping Plover (T, except in the Great Lakes watershed), bird
- Poweshiek Skipperling (E), invertebrate
- Rufa Red Knot (T), bird
- Scaleshell (E), invertebrate
- Shovelnose Sturgeon (T), fish
- Topeka Shiner (E), fish
- Western Prairie Fringed Orchid (T), plant
- Whooping Crane (E), bird
- Additional specials have been identified by the State of South Dakota. Information is available via: <http://gfp.sd.gov/wildlife/threatened-endangered/threatened-species.aspx>

Soils

While the soils found in the Sioux Falls planning area are excellent for agricultural purposes, their engineering properties present some limitations for urban development. Soil types found in many areas have moderate to severe limitations for various aspects of development, including roads and streets and dwellings with basements. These limitations are largely due to unfavorable shrink-swell characteristics, poor bearing capacity when wet, susceptibility to frost action, and/or a seasonally high water table. While these limitations do not rule out development, they do require compensating construction techniques and soil modification. Although soils with a specific engineering limitation may be more prevalent in some areas of the planning jurisdiction than others, soil types with a variety of limitations are found generally across the

area. It is recommended that developers research site soils through soils and soil testing before building to ensure best construction standards are followed.

Topsoil is a gigantic reservoir for water storage. Natural topsoil depths allow plant roots to penetrate deeply and help sustain them through dry periods. Topsoil soaks up rainfall and snowmelt and allows recharging of our groundwater systems. Natural topsoil depths reduce runoff of nonpoint source pollution of fertilizers, herbicides, and pesticides. Natural topsoil also allows greater diversity and improved health of trees.

Cultural and Archeological Resources

The archeological assets within the Sioux Falls growth area are important and should be preserved, although it is very difficult to identify areas prone to have archeological or cultural significance. Typically, more archaeologically sensitive areas in the Sioux Falls area tend to occur along and within river and stream floodplains. There are many areas along the Big Sioux River that have archaeological significance. These areas should be considered for (a) future passive park areas with some limited development, or (b) active park activities with more careful review by the State Historic Preservation Office.

Critical Open Space

Many of the areas that have historical, cultural, and environmentally sensitive resources have been identified. Critical open spaces are important resources to preserve as the city of

Sioux Falls grows. Open space areas that should be preserved—based upon opportunities for purchase, dedication, easements, and zoning restrictions—are identified as a part of the Parks Facilities plan in Chapter 7: “Shape Facilities.” These lands shall be considered as conservation and nature areas as described there.

“Treat the Earth well.
It was not given to you
by your parents.
It was loaned to you
by your children.”
– Kenyan Proverb

Urban Forests

Urban forests are important to create an attractive image of the city. They enhance city gateways, promote energy conservation, reduce “heat island effects,” and reduce wind extremes. The Shape Sioux Falls 2035 visual listening survey found that street trees and other green landscaping were very highly valued by citizens. Therefore, an urban forestry program and landscape regulations are very cost-effective ways to improve and maintain the urban forests of the city.

- The scope and condition of a community’s trees, and, collectively, its urban forest, are usually the first impression a community projects to its visitors. A community’s urban forest is an extension of its pride and community spirit.

- Trees lower local air temperatures by transpiring water and shading surfaces. Because they lower air temperatures, shade buildings in the summer, and block winter winds, they can reduce building energy use and cooling costs.

Conserving Resources

Sustainability is a desire to pass on a world that is as good as, if not better than, we found it for our children and our children's children. The Shape Sioux Falls 2040 Comprehensive Plan has the following goals for conserving resources. These strategies will be the guide for City actions, furthered by a sustainability master plan.

Conservation Strategies

- A. Cleanliness—Reduce litter, continued usage of Projects NICE and KEEP.
- B. Pollution Prevention—Reduce greenhouse gas emissions, improve water quality, reduce risks of release/exposure to hazardous materials, and improve health of indoor environments.
- C. Resource Conservation—Encourage more recycling, reduce energy consumption, reduce water consumption, including incentives for adaptive and native landscaping, reuse of water, minimizing production of waste.
- D. Greening—Increase urban forest, including incentives for street trees, work toward recreational space within one-half mile, and protect the area's ecology and biodiversity with greenway conservation areas. Public composting and urban gardens should be considered within the city, and standards determined. Strongly encourage plant diversity in order to not leave landscape areas vulnerable to disease. (See Chapter 5: "Shape Places," section A. Streetscape.)
- E. Alternative Transportation—Improve transit options, including more frequent stops and broader coverage; improve bicycle and pedestrian conditions. (See Chapter 5: "Shape Places," section C. Multi-Modal Access.)
- F. Alternative Energy—Encourage the use of wind power and solar energy by providing standards within the zoning ordinance that allow their use in most, if not all zoning districts. Also, encourage the development of renewable fuel infrastructure and other alternative fuels.
- G. Land—Encourage the conservation of land consumption by adding incentives to redevelop in existing city limits, and to add density options within the zoning ordinance.
- H. Green Buildings—Encourage green building standards and LEED certification through incentives, including site standards, water use, energy efficiency, indoor air quality, and impact on atmosphere and resources. All City buildings should be LEED-certified. (See Chapter 5: "Shape Places.")
- I. Leading Green—Initiative by the City to encourage "green" options.

Man-Made Development Constraints

Airport

Airport noise and height restrictions can affect land development decisions and is a consideration for future development patterns. An airport impact area was developed in 2008 based upon the Sioux Falls Regional Airport's adopted master plan and the Land Use Compatibility Study. The Airport area was rezoned to AP (Airport Zoning District) to differentiate from the previous classification of AG (Agricultural). An overlay district was developed to protect the community based upon airport effects such as noise, dust, and fumes. The overlay limits the habitable residential uses within the boundary and includes some of the height restrictions associated with the airports runway approach zones.

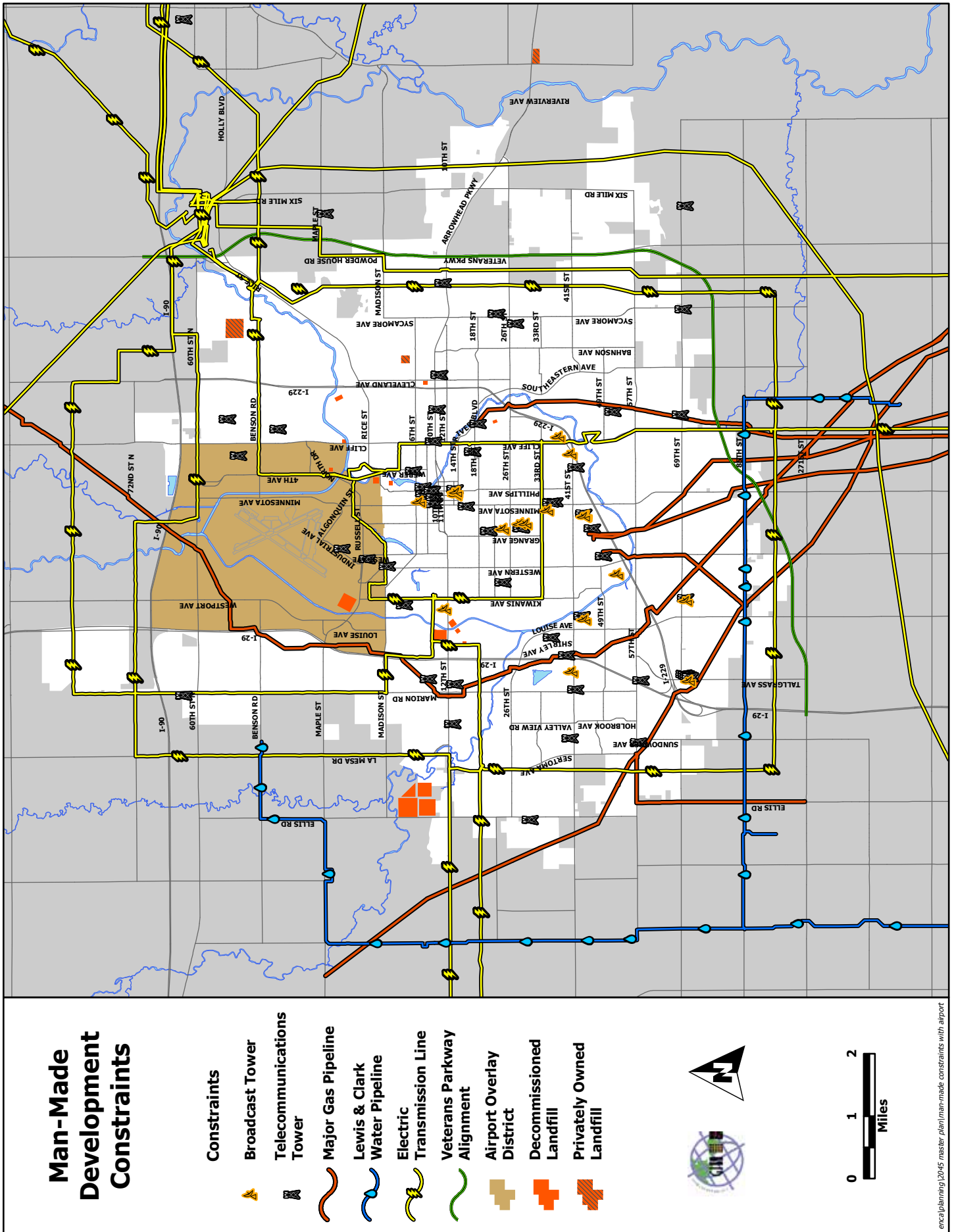
Pipelines and Other Constraints

The buried major pipelines of private enterprises can also impact the development potential of affected lands and have an impact on the arrangement of land uses. Many main lines exist in the growth area, including those of Amoco, Northern Natural Gas, Northern States Power (gasoline), and the Magellan Pipeline Company. The water source protection overlay zones adopted by the City and Minnehaha County require additional safeguards and contain restrictions for new developments within the zones, which may present a contamination risk for the municipal water supply. A special review process and zoning provisions are used to determine the extent of additional risk-reduction measures. The requirements can affect development and are an additional consideration.

Environmental land use control overlay districts (floodplain and water source protection districts) were adopted because Sioux Falls recognized that there are numerous constraints within and near Sioux Falls. In order to lessen the impacts on development, the environmental land use control district helps to ensure the safety in known impacted sites with established procedures and criteria for reviewing and restricting land uses.

The physical and environmental constraints of the Sioux Falls area are shown on Map 9.B: "Man-Made Development Constraints." The map also includes the locations of power lines, telecommunications towers, broadcast towers, and the future Veterans Parkway alignment.

Map 9.B: Man-Made Development Constraints







10. Shape Implementation

10. Shape Implementation

Implementation Program

The Shape Sioux Falls Comprehensive Plan should be viewed as a framework within which a range of specific growth management policies and recommendations are discussed. It must be both dynamic and flexible to accommodate the changing needs of a growing community, yet steady enough to allow for reasonable long-term investment strategies by both the public and private sectors. A key function of the plan is to provide some predictability about the potential land uses and timing of development so that both sectors can make informed decisions in the areas of real estate and capital investments.

The continuation of a sound development plan for the city does not, in itself, ensure that the recommendations of that plan be implemented. This plan, like the one before it, will require a strong implementation program if its objectives are to be realized. Without a firm commitment by both public and private interests, there is very little possibility of achieving the orderly, efficient development of Sioux Falls over the coming decades.

This plan provides the policies for future development, redevelopment, and conservation. Implementation of these policies will include land use regulations, public capital improvements, annexation policies, and private capital investments for new developments. To be successful, a community's decision making should be balanced and include consideration



of each of these elements. The following sections discuss specific implementation measures that the City of Sioux Falls must adopt in order to meet the objectives of the Shape Sioux Falls Comprehensive Plan:

Zoning Ordinance

This update of the Comprehensive Plan focuses on the changes that have occurred since the original 2009 update was adopted. The 2009 update also includes many recommendations for updates to the zoning ordinance. The last full-scale update of the zoning ordinance was completed in 1983. Since that time, numerous changes have been made, but the ordinance has clearly become outdated and lacks standards to meet the demands of new development trends.

In order to provide for flexibility from conventional zoning regulations and allow an increase in public review of development proposals, Planned Unit Development (PUD) districts should be considered as an option. These PUDs allow the planned and coordi-

nated mix of land uses that are compatible with surrounding properties, but are not provided for by conventional zoning procedures.

Subdivision Ordinance

The subdivision ordinance regulates the development of property by identifying standards for street right-of-way, lot layout, and drainage and utility improvements. This ordinance applies to property not only within the city limits, but also in the surrounding extraterritorial area. In 2009, the subdivision ordinance was updated to include new provisions for platting exemptions, streamlined processes, and better alignment with the Engineering Design Standards. Additional updates and amendments may need to be incorporated to implement results of Chapter 5: “Shape Places.”

The Major Street Plan has been adopted as part of the Long-Range Transportation Plan to identify future right-of-way needs and major street extensions, in addition to other major road projects needing further analysis. The City subdivision ordinance has also been updated to provide requirements for platting all rural land of 40 acres or less prior to anticipated development. Sioux Falls currently maintains platting jurisdiction on property within the extraterritorial jurisdiction.

Subarea, Neighborhood, or other Master Plans

Subarea planning, within a neighborhood or special district area, can identify and address

issues at a scale that is much more refined and responsive to local needs than can be attained under the much broader outline of a Comprehensive Plan. Subarea or neighborhood plans should address issues related to land use and zoning, code enforcement, transportation and traffic, parks and recreation, maintenance of infrastructure, public safety, and environmental concerns. The City has developed a number of subarea or neighborhood plans including the Downtown Development Plan, Beadle Greenway Plan, and the Whittier and North End neighborhood plans.

In addition, specific master plans have been approved for the River Greenway, Bicycle Trail, and North Falls Park area.

Capital Improvements Program

In order to implement the development plan and provide for orderly growth and coordination of public improvements, the City initiates a formal capital improvements budgeting process each year. This program provides a coordinated staging plan for major facility and infrastructure improvements needed by the City. It allows all projects to be identified and programmed for construction in advance of actual need. Projects generally conform to needs in the planned growth area and existing areas of the city as projected in the Comprehensive Development Plan.

A formally adopted five-year Capital Improvements Program is prepared by a CIP Committee based on project requests from City departments. The plan is updated annually with approval by the Planning

Commission and City Council. Specific funding requirements and revenue sources for all projects are identified, and the first-year component of the CIP becomes a part of the annual City budget. All projects are identified as to whether or not they are in conformance to the comprehensive development plan.

Annexation Program

If the orderly growth of Sioux Falls is to continue over the planning period, it is essential that the City continue pursuing a cost-effective annexation program. The boundaries for providing municipal services should generally coincide with the corporate limits. Areas designated by Map 3A: “Future Land Use” in Chapter 3 as future growth areas of the city should be annexed in advance of major development, as should existing rural subdivisions that lie adjacent to the city. This policy will assure that sufficient development land to accommodate the future growth of the urban areas is maintained.

Existing rural subdivisions that lie within the city’s service area can be addressed by the annexation program as well. Timely annexation of these areas will prevent illogical jurisdictional boundaries and fragmented local government responsibilities. Furthermore, severe tax inequities within the urban area can be eliminated through annexation of subdivisions that enjoy a wide range of City facilities and services toward which they contribute no property tax support.

Major development issues over the next 10- to 20-year period will continue to be aimed at avoiding conflicts between rural and urban

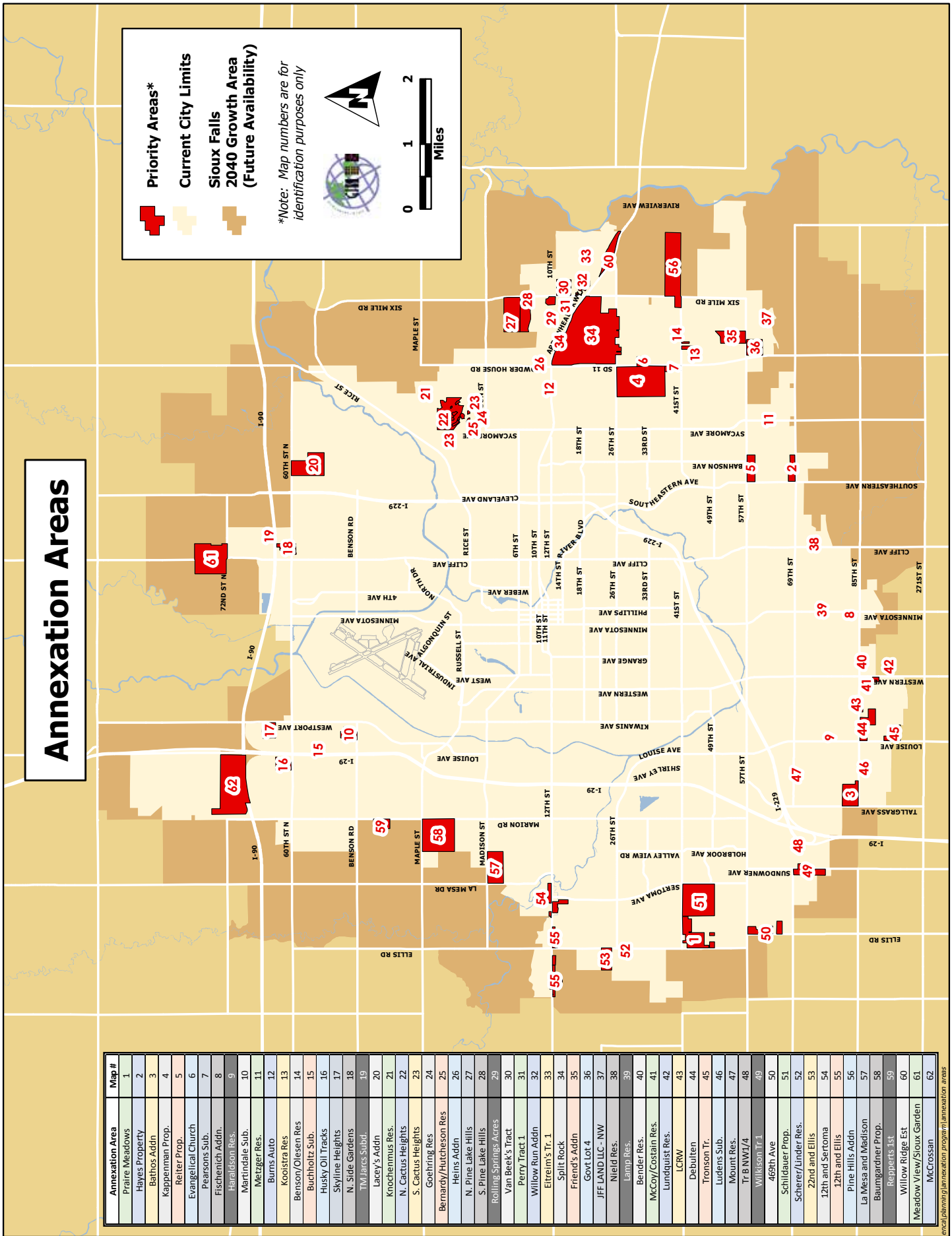
uses, and developing an efficient growth pattern for the city. As development pressure expands around the city of Sioux Falls into Lincoln and Minnehaha Counties, existing rural developments will be quickly surrounded by city limits and urban development.

Problems can occur when urban growth takes place in scattered and inappropriate areas next to agricultural and rural residential properties. Conflicts may include increased noise, traffic, flooding and erosion from storm drainage, road maintenance concerns, odors, and groundwater pollution from septic systems.

Under the provisions of this plan, existing rural development areas have been identified for future annexation as shown on Map 10.A: “Annexation Priorities.” These existing rural development areas include lands within the 2040 Growth Area where development is expected to occur. Priorities for future annexation for these transition areas will be during the planning period, and they will be assessed for public services. Existing rural development that is not within any of the future annexation phased areas will remain unincorporated until there are public services available to the area. (See Chapter 2: “Shape Growth.”) These areas are not projected to support long-term agricultural use, nor will intensive farming operations such as large-scale feedlots and confinement facilities be appropriate.

While annexation actions initiated by the City are often controversial and difficult, many problems can be avoided simply by adhering to an established annexation process. If key issues are resolved prior to annexation approval, much of the public misunderstanding and opposition can be prevented. The

Map 10.A: Annexation Priorities



following annexation guidelines should be consistently applied in the future:

1. Annex undeveloped land within the city's planned growth area well in advance of its development.
2. Delineate annexation areas that represent logical service areas for the extension of major streets and utilities.
3. Annex contiguous rural subdivisions when it becomes feasible to provide City utilities and services.
4. Identify and attempt to mitigate any potential adverse economic, social, or environmental impacts resulting from annexation actions.
5. Make preparations to ensure an orderly transition of service responsibilities from the county and township level to the City.
6. Complete the timely extension of public services and facilities into annexed areas through coordination with the Capital Improvements Program.

Of utmost importance in the annexation process is the need to sensitively deal with the concerns of affected residences and property owners. By assuming political jurisdiction over an annexed area, the City also assumes a responsibility to protect the lifestyle and economic well-being of its residents. Particularly in established residential neighborhoods, consideration should be given to such things as zoning and street and utility improvements that might adversely affect the character of the area.



From a broader perspective, coordination with the Capital Improvements Program is equally as important. Annexation of planned growth areas must occur early enough to provide adequate lead time for the construction of major street and utility improvements. This ensures that an ample supply of developable land can be maintained, and that inflated land prices resulting from municipal service lags can be minimized.

Assessments and Development Fees

The City allows use of special area assessments and platting fees to finance public improvements. In many instances, this technique is the most equitable method of providing necessary improvements that serve a well-defined geographical area. Examples of improvements for which special area assessments may be appropriate include storm drainage facilities, sewer lift stations and force mains, water reservoirs, major streets, and water and sanitary sewer services.

While area assessments should not be used to finance normal street, utility, and other rou-

tine facilities, they are appropriate where special needs are not met by other City funding programs. The benefits of an area assessment approach ensures that the city, as a whole, will not be taxed for improvements where only a few property owners or a single development will directly benefit.

Increasingly, financing for public improvements becomes a partnership between the private and public sectors. A benefit-based financing concept leads to the following general guidelines:

1. Improvements whose benefits are communitywide should generally be financed by the community at large. Examples include arterial roads, storm drainage facilities, water main platting fees, libraries, fire stations, and community parks.
2. Improvements whose benefits are area-wide, benefiting a specific development area, should be financed by an area-wide assessment. The community may also participate in a portion of these costs. This principle relieves a single developer from paying for improvements that assist other properties. Examples of such projects are sanitary trunk sewers.
3. Improvements whose benefits are specific to one development should be financed by that development through special assessments or private financing. Examples of such improvements include local streets, utility services, and sidewalks.

Joint Zoning and Subdivision (Platting) Jurisdiction

The management of scattered nonfarm development outside the urban service area—and planning for orderly extension of urban facilities and services—is strongly addressed in this comprehensive development plan. Rural lands beyond the City's planned urban service area will generally be preserved for agriculture-related uses. In order to achieve these objectives, the City and counties have the authority to establish joint zoning ordinances in the extra-territorial jurisdiction area around Sioux Falls.

The City maintains a joint zoning ordinance with Minnehaha and Lincoln Counties in the joint jurisdiction. Those portions of the growth areas outside the City's planned urban service boundary and joint jurisdiction boundary will be regulated by each county's land use ordinances. In addition, the cities of Brandon and Tea share a joint jurisdiction common boundary. Cooperation with both Brandon and Tea will then be very important during this period. It is expected that the cities of Harrisburg and Crooks will share a common boundary, or be close thereto, by the end of the plan period.

The existing county ordinances provide for maintaining low-density nonfarm uses to a minimum through an Agricultural Zoning District that provides for one dwelling unit per 40 acres, with a minimum lot size of one acre. This approach will help to evenly distribute population over the rural area at a density that can be accommodated by existing services and facilities. The opportunity for nonfarm families to reside in a rural setting

has been preserved, but without the problems associated with large-scale subdivisions. Land use conflicts will be minimized, as will problems of traffic, groundwater pollution, and demands for other urban services.

The Sioux Falls Year 2040 projected growth area boundary will include portions of the following jurisdictions: Lincoln and Minnehaha Counties; Springdale and Delapre Townships in Lincoln County; Wayne, Split Rock, Benton, Mapleton, Brandon, and Sioux Falls Townships in Minnehaha County; Prairie Meadows, Renner, and Norton-Froehlich sanitary districts; Split Rock, Tea, and Harrisburg rural fire districts; and Northern States Power, Lincoln-Union, and Sioux Valley electric companies.

Long-range planning and joint decision-making that involves several parties (such as the City, the two counties, and Tea and Brandon) is necessary to ensure that future urban development makes an orderly transition from the rural area, and to preserve the rural areas beyond the urban service boundary. This promotes orderly growth, helps to minimize conflicts between urban and rural areas, keeps the growth of the city concentrated, and effectively manages the increased costs of providing public services such as water and sewer mains, road maintenance, storm water drainage, gas lines, and electrical lines.

Shape Sioux Falls Comprehensive Plan Amendments

Including Future Land Use Map Amendments

The comprehensive development plan recognizes the ever-changing marketplace and the need to remain poised to meet those changes. Major new development opportunities may arise during the planning period which were not foreseen during the development of this plan. In addition, major economic development or social changes may arise within the planning period. Such significant developments or changes would likely impact many elements of the plan. As such, the continuing planning process needs to include provisions for review of major changes and innovative development opportunities. As an example, at the end of each decennial census, population and housing projections should be reviewed and adjusted as needed.

The future land use map is expected to have periodic amendments come before the Planning Commission and City Council. This process will ensure that the future land use map is kept current and changed to reflect the changing market demands, while maintaining all plan policies.



Appendix 1

Public Involvement Report	198
Post-It Note Comments from Shape Sioux Falls 2035 Open House, held August 25	210
Sioux Falls Stakeholder Meetings Report.....	214
Sioux Falls Visual Listening Survey Technical Report	226

Appendix 2

Sioux Falls Tomorrow 2014.....	248
--------------------------------	-----

**The Appendix is available
for viewing, downloading, and printing at
www.sioxford.org/planning/shape**

Appendix 1



shape
sioux falls
2040

Public Involvement Report

The Shape Sioux Falls 2025 Comprehensive Plan went through a minor update in 2016. This update consisted of the following public meetings:

Public Open Houses:

Number of Community Meetings – 4

Total Number of Attendance at Meetings – 29 residents

A review and update was provided at the following open public meetings

Downtown Library	May 5, 2016
Downtown Library	May 12, 2016
Downtown Library	May 18, 2016
Downtown Library	May 26, 2016

Other Group Presentations:

- Information Committee September 27, 2016
- Planning Commission October 5, 2016
- City Council
 - Public Hearing and Adoption October 11, 2016
- Joint Planning Commission Meetings
 - o Lincoln October 12, 2016
 - o Minnehaha October 24, 2016
- Joint Minnehaha/Lincoln/Sioux Falls Governing Bodies
 - Public Hearing and Adoption November 22, 2016

A significant public involvement process was completed as a part of the Shape Sioux Falls 2035 Comprehensive Plan. The public involvement had three phases

- Phase 1: Visual Listening Survey (February 2008 to April 2008)
- Phase 2: Land Use and Development Policies - Shape Places (May 2008 to June 2009)
- Phase 3: Document Review Process (August 2009 to December 2009)

Phase 1: Visual Listening Survey

Number of Community Meetings - 13

Total Surveys Received from Meetings – 288

The visual listening survey was given at the following open public meetings

Orpheum Theater	February 20th (kick-off meeting)
Ronning Library	March 1st
Ronning Library	March 4th
East Side Lutheran	March 13th
Human Services Building	March 20th
Central Baptist Church	March 20th

The visual listening survey was given at the following other community meetings

Mayor's Young Professionals	Friday March 14th
Rotary North	Wednesday, March 19th
Lloyd Companies	March 13th
United Way Agencies Mtg.	March 11th
Morning Optimists	March 13th
Downtown Lions Club	March 4th
Youth Advisory Council	March 11th

Internet Surveys were completed on Survey Monkey and resulted in 1178 received surveys

TOTAL SURVEYS = 1466

Stakeholder Meetings (interpretation of visual listening survey)

Attendees – for report of stakeholder meeting see

http://www.sioxford.org/Planning/shape/land_use_policies/members/stakeholder_report.aspx

Residential - 8:30 AM

1	Todd Anawski	Sioux Empire Homebuilders
2	Judy Winter	Sanford
3	Patrick Gale	Sioux Falls Community Foundation
4	Sue Olsen	Habitat for Humanity
5	Corey Hanson	Viereck Real Estate
6	Richard Schwanke	JSA Consulting and Engineers
7	Eric Willadsen	Willadsen-Lund Engineering
8	Steve Van Buskirk	Van Buskirk Development
9	Stacey McMahan	Architecture Inc.

Commercial - 10:00 AM

1	Jon Hart	Citizen
2	Monty Miller	Sayre Engineering
3	Beth Jensen	KELO TV
4	Dennis Gilliam	Macerich Commercial
5	Steve Metli	First Bank and Trust
6	Roger Mack	Lloyd Commercial Real Estate
7	Meredith Larson	Planning Commission
8	David Erickson	VandeWalle Architects
9	Chad Kucker	Brian Clarke Assoc.
10	Mike Hauck	Sioux Falls Commercial Real Estate

Economic Development/Business Parks - 11:30 AM

1	Matt Parker	Parker Transfer
2	Mark Vellinga	Graham Corporation
3	Dave Fleck	Sioux Falls Construction
4	Jessie Schmidt	Planning Commission
5	Erik Helland	Landscape Garden Center
6	Dale Jans	Jans Corporation
7	Bob Jamisoin	City Council
8	Doug Brockhouse	Bender Commercial
9	Spencer Ruff	Spencer Ruff Assoc.
10	Perry Kolb	Wilsey & Assoc.

Conserving and Revitalizing Communities - 2:00 PM

1	Jon Schmidt	Civil Design Incorporated
2	Dick Dempster	Architecture Incorporated



3	Paul Hegg	Hegg Companies
4	Matt Woodside	Board of Historic Preservation
5	Vicki Helwig	Whittier Neighborhood
6	April Schave	Whittier Neighborhood
7	Kent Metzger	Planning Commission
8	Lynette Olsen	Planning Commission

Institutional - 3:30 PM

1	Andrew Tople	Sioux Falls Tomorrow
2	Carl Tonjes	Citizen
3	Jeff Kreiter	Sioux Falls School District
4	Ross Winkels	The Winkels Group
5	Kurt Brost	Sanford
6	John Paulson	Sanford and Sioux Falls Tomorrow

Transportation Corridors and Open Space

1	Michael Christensen	Falls Area Bicyclists
2	Bill Brinker	HDR Engineering
3	Jennifer Sanderson	Sioux Falls Community Foundation
4	Cynthia Monnin	Friesen Construction
5	Mark Wiederrich	Goldsmith and Heck
6	Chuck Fjellin	Parker Transfer
7	Eric Berg	Mid-American Energy
8	Rick Foster	Foster Landscaping
9	Kermit Staggers	City Council

Phase 2: Land Use and Development Policies

8 Review Committee Meetings – 20 member committee

June 19th – Oak View Library

July 14th – Oak View Library

August 25th – Oak View Library

September 22nd – Human Services Center

October 15th – Human Services Center

October 28th – HDR Offices

November 12th – HDR Offices

December 9th – Cherapa Place



December 17th – Land Use and Development Policy Open House

- 46 signed in
- Estimate another 20 to 25 did not sign in

Other Public Comments

- From Visual Listening Survey – 5 written comments
- From Draft Land Use and Development Standard Open House – 11 written comments

Review Committee

- Each participant voted with red, yellow, or green cards for each land use and development policy. For a record of each vote, see land use development policies draft on city website at link below (with pie chart detailing the resulting votes).

http://www.siouxfalls.org/Planning/shape/land_use_policies/committee.aspx

Phase 3: Full Document Review

1. Open House unveiling Draft 1 – August 25, 2009 with 70 people attending open house
2. Chapter Review Meetings – all meetings at University Center

Chapter 1 and 2 – Shape Community and Growth - September 15th at 3:00 PM
11 people attended

Chapter 3 and 4– Shape Neighborhoods and Transitions - September 17th at 3:00 PM, 8 people attended

Chapter 6 and 7 – Shape Corridors and Facilities - September 22nd 3:00 at PM
14 people attended

Chapter 8 – Shape Foundations -September 29th - 3:00 PM
10 people attended

Chapter 9 and 10 – Shape Resources and Implementation - October 1st - 3:00 PM
8 people attended



3. Written Comments from Draft 1

Comments were made at Chapter meetings and sent or e-mailed. The following updates were made based upon the comments received after the release of Draft #1.

1. Consideration of estate type residential developments and narrower streets. Action: Narrower streets are discussed in Chapter 5 to slow traffic. Estate lots would be an option with diversity of private open space allowed in Chapter 5.
2. Limit amount of Dry-vit that a building can cover. Action: Chapter 5 does not required but does have options for incentives with building design and standards
3. Plant some trees along bike bath from 41st Street to Airport.
4. Further development of the public transit system including study of light rail.
5. More hotels on east side. Action: already included
6. More pedestrian-friendly development; encourage smaller residential lots; encourage geo-thermal, solar and wind energy development; discourage garage dominated architecture; light rail and other things to encourage people to leave their cars. Action: Added reference to Chapter 9.
7. Boulevards are a waste of resources. Landscaping in boulevards are a waste with watering in the streets. I would rather have bike lanes or wide sidewalks that allow for bikes. Action: City finds boulevards important to safety, but understands need for additional options for landscaping that do not required irrigation. Bicycle and pedestrian options included.
8. Need more theater and entertainment options especially for young people. Action: Included in plan already with additional commercial
9. Garage standards that ensure that there are not garage dominated homes. Action: Chapter 5 encourages and provides policies.

Comments from Chapter Meetings

Chapter 2 comments

1. Sewer basin map does not show all sewer basins outside city-limits. Action: added to map
2. Water 41st west of Sertoma why green on street/water map? Action: Updated map
3. Red line from East 57th north to Madison on street/water map. Is that a road? East 57th Street does not show up as a project. Action: Updated map.
4. This chapter should not focus only on how to expand city limits it should also lay ground work to eliminate sprawl and improve quality of infrastructure and quality of life. Really like to see something in chapter 2 that spells out city's reluctance to annex. With this I'd like to see encouragement for infill development and renewal. Action: added



comment about importance to utilize current developed area considering that services are available already.

Chapter 3 comments

1. Confusion about how multi-family housing fits into this chapter. Action: significantly updated section to clarify intent of employment center and residential areas – updated from low-intensity areas.

Chapter 4 comments

1. Better definition of manufactured housing. Action: updated definition.

Chapter 6 comments

1. What is collector continuity? Action: clarified in text of document
2. Add trails as a corridor? Action: added text to that affect.

Chapter 7 comments

1. Consider shared facilities – Action: Added this to text of Chapter
 - a. Combine EEOC with another city facility
 - b. Is Satellite Street Shop needed?
2. How do we handle cemeteries? Action: part of natural conservation area land in Chapter 3 and 4
3. There should be incentives for non-irrigation landscaping – Action: Included in chapter 9
4. Mention airport – Action: included airport master plan reference
5. Public recycling, adding trees, alternative fuel, renewable energy, public composting, community gardens – Action: included in chapter 9 as a part of the conservation strategies.
6. High intensive development near schools needs to be discouraged. – Action: This would be covered in Chapter 4
7. LEED certification for all city-owned buildings. – Action: included in conservation strategies in chapter 9.
8. Pocket parks should be considered in the 1-5 acre category. Action: added more neighborhood parks to the facilities list and map.

Chapter 8 comments

1. How do you know there is adequate public participation? Action: added public participation section to chapter.
2. What is the conservation actions section – how is it different then other sections? Action: combined three sections into one and cut-out duplication.
3. What triggers a plan. Action: Clarified and included section of elements of plan and when necessary.
4. What is allowed for development and redevelopment? Action: added cross-references to other sections of plan that discuss that in detail.

Chapter 9 comments

1. More frequent and longer hours for transit. Action: added reference to study such in conservation strategies section
2. Need to allow wind and solar power with ordinances. Action: added reference to study and look at as part of zoning ordinance.
3. Add historic landfills and additional major electrical transmission lines. Action: added to man-made development constraints maps.



4. Land should be considered as a conservation resource. Action: added as a conservation strategy in chapter
5. How can we reuse water? Action: added as potential conservation strategy.
6. Greenways should be added as ecological links with continuity. Action: added reference to importance of greenways for ecological conservation.
7. Added topsoil comments. Action: added comments in regard to importance of topsoil as a resource.

4. Presentation to other groups –

- MPO committees, Augie Green, Sioux Falls Beautiful, Minnehaha and Lincoln County Planning Commissions

- 5: Release of Draft 2 – October 30, 2009
- 6: Release of Executive Summary – October 30, 2009
- 7: City Council Informational Meeting – November 2, 2009
- 8: Planning Commission Meeting – November 4, 2009
- 9: City Council Meeting - _____
- 10: Joint Planning Commission meetings _____
- 11: Joint Governing body meetings _____



Shape Sioux Falls Initiative to be Announced with a Kick-off Meeting February 20th

Sioux Falls, South Dakota: As Sioux Falls continues to grow, change and evolve, the importance of planning for the future of Sioux Falls becomes more critical for all citizens. Shape Sioux Falls has been formed as a coalition of Sioux Falls Tomorrow II and the City of Sioux Falls. The goal of Shape Sioux Falls is to help foster development and redevelopment that creates lively, secure and distinctive places throughout the community. We believe that listening to the community is the best way to find out how to make great places

On Wednesday, February 20, from 5:30 – 6:30 p.m. at the Historic Orpheum Theatre, Sioux Falls Tomorrow II along with consultants RDG Planning and Design, will hold a kick-off meeting to fully announce this initiative. This kick-off meeting will include a visual listening survey where all citizens of Sioux Falls are invited to select their preferences among a series of images used to illustrate various options for development. Additional screenings will be held at other times and days to allow for more citizen participation. Later phases of Shape Sioux Falls will result with updated land use and development standards.



Visual Listening Survey Results to be Presented May 15

Sioux Falls, South Dakota: During the month of March, almost 1,500 people completed a Visual Listening Survey. Come and find out the results of this survey and see how it will help “Shape Sioux Falls.” The public is invited to attend this meeting on Thursday, May 15, 2008, beginning at 5 p.m. at the Orpheum Theater Center (Anne Zabel Theater). Full results of the survey will also be posted at www.sioxford.org after the public meeting.

Shape Sioux Falls is a community-wide visioning initiative to help determine the City's land use development standards. The objective is to define the vision for the future development of the City as a part of the planned update of the comprehensive plan. These land use design standards will then be incorporated into the City's planned update of the zoning ordinance.

Shape Sioux Falls Open House December 17

Sioux Falls, South Dakota: The Shape Sioux Falls initiative will unveil draft land use and development policies that will help shape the community over the next 25 years at an open house scheduled from 4 to 6 p.m. Wednesday, December 17, 2008, at the Historic Orpheum Theater, 315 North Phillips Avenue.

Members of the Shape Sioux Falls Review Committee, City of Sioux Falls Planning staff, and consultants with RDG Planning and Design will be available to answer questions.

The draft land use and development policies are a result of eight months of work by a committee of 20 citizens with a goal to help update development and redevelopment policies, including methods that create lively, secure, and distinctive places throughout the community.

These development policies were guided by the results of a visual listening survey completed during the spring. The survey was completed by 1,500 Sioux Falls citizens who rated a series of images used to illustrate various options for development.

To review and comment on the full draft development policies go to the Shape Sioux Falls webpage at www.sioxford.org.



Steps to the Open House; December 17, 2008

Step #1: Visual Listening Survey; February 20 – March 28, 2008

Summary of Fifteen (15) of the highest rated images are included in a summary to help illustrate the citizen's development preferences as analyzed from the Sioux Falls Visual Listening Survey.

Step 1a – Focus Group Meetings – April 10, 2008

Seven groups of citizens were brought in to review the high and low images and give comments as we proceeded towards policies.

Step #2: Development Policies Stations; June 19 – Dec. 9, 2008

During the past 7 months, the Shape Sioux Falls Review Committee has worked on future development policies. Each policy will help shape future development including new zoning regulations for Sioux Falls. Some the major development areas are highlighted at each of the following development area stations.

- Station #A: Streetscape
- Station #B: Signage
- Station #C: Landscaping
- Station #D: Open Space
- Station #E: Multi-Modal
- Station #F: Land Use Transitions
- Station #G: Vertical Mixed-Use
- Station #H: Horizontal Mixed-Use

What are Policies? – a definite course of action adopted for the sake of expediency and facility
A course of action adopted and pursued by government, ruler, etc; our nation's foreign policy

Dictionary.com Unabridged (v.11) Random House, Inc.
(accessed December 16, 2008)

Step #3: Put the pieces together – Shape Sioux Falls Site Plans

Marty Shukert from RDG Planning and Design is available to show example site plans and help explain how the Shape Sioux Falls design policies could be incorporated.

Step #4: Shape Sioux Falls Next Steps

What will happen with Shape Sioux Falls next? Proposed future public meetings.

Step #5: 2035 Growth Management Plan

Shape Sioux Falls will be incorporated into the proposed update of the Growth Management Plan. See additional information for the growth management plan.

Step #5: Make Your Comments

Comment forms are available, please take one and give us comments or on-line at www.sioxfalls.org.

Thank you for attending!

Post-it Note Comments from Shape Sioux Falls 2035 Open House Held August 25

<u>Board</u>	<u>Comment</u>
Shape Growth	How about a 500 K and a 1 million population plan so as to identify future crisis pinch points. Response – outside the 2035 timeframe
Shape Foundations	I agree with Strategy We agree with conservation and revitalization policies but would like to our see city funding. Response – this would occur with budgeting. Community resource centers located at community centers in these neighborhoods like Housing Resource Center & Bowden Youth Center. Response - This would occur as a result of a neighborhood plan. More support of downtown revitalization. Response - Downtown subarea plan would address
Shape Places	Front Porches on all houses. Response – This plan would look to encourage different housing styles Alleys and Parking behind houses. Response - this plan will allow this style. Yes (agreement) to first five policy section on board Perhaps add the sidewalks to the “multi-mode” lane making it 5 feet wider yet. Response - Sidewalk is not addressed in this plan
Shape Corridors	Bike Path under the airport runway – one glass tunnel so you can see fish. Response: This plan encourages biking as a mode of transportation. Airport plan would need to address this comment Bike Trails to Brandon, Dell Rapids, Hartford, and Crooks. Response: Bike trail linkages would be addressed in the MPO and Sioux Falls Bicycle Plan Keep light rail option open. Response – This option is unlikely in the plan timeframe although other options such as streetcars and expanded transit are considered in the plan. Pedestrian and bicycle orientation should include aligning collectors that draw onto arterials for ease of crossing and secondary non-arterial routes with good connectivity. Response – This comment should be addressed in the Sioux Falls Bicycle Plan More grid streets and less cul de sacs – Response - The Shape Corridors chapter addresses this comment and so does Shape Places. We need more urban street car commercial, urban core, and urban high density corridors. Response – With Shape Corridors chapter this is allowed. Suburban should be pedestrian and bicycle oriented too. Response – Shape corridors and Shape Places encourage and create incentives for this.



Shape Facilities

What taxes or options are going to pay for all the schools and a recreation center? Response – All planned facilities would need to be budgeted during the plan horizon.

Limit mowing within open spaces. Response – Chapter 9 (Shape Resources) and Chapter 5 (Shape Places) encourages landscaping that is more easily maintained.

Plan new libraries where there is housing density. Response – This is planned within Shape Facilities.

Event center needs to go downtown if you want the city core to redevelop. Putting it at the existing location will do nothing to develop the city further (one other agreement to this was also included). Response – This plan does not plan for a specific location of the event center.

Water towers in the city are ugly. Maybe include a fun mural and park at the base. Response – This should be considered as a part of the water and parks master plans

We need more money for streets. Response – This should be considered as a part of the Long-Range Transportation Plan

What about cemeteries? Response – Cemeteries are planned as a part of Chapter 4.

Shape Implementation

Updated downtown design guidelines and accompanying ordinance.

Response – Consider with a new Downtown Plan

Updated Downtown Master Plan (Existing is for 2015) Response: This plan recommends that the Downtown plan should be updated

Shape Neighborhoods

Don't allow density of neighborhoods to get too low. Response – This plan encourages higher density development

I really like the possibility of mixed-use and villages.

Shape Resources

Trees – Clumps of trees should be protected as an environmental asset. Response – This plan encourages trees to be considered as an asset

Incorporate native/sustainable landscaping when developing parks, tree-lined street etc. Response – This plan has included in Chapter 5 and Chapter 9

A pattern language: Develop the poorer land and leave the good land alone. Response – The plan has identified critical open space and environmental assets to protect

2035 Future Land Use Map

location at 72nd and Cliff (Westside Light Industrial ID) This floodplain. Can this be built on? Response – Some of land can be built on East edge of SR at 57th and SD 11 – This should be identified as medical (MI?)

Response – An employment center can include an institutional or office area also.

Multi-Modal Access

Routes and hours of transportation needs to be expanded to encourage more use. Response – This should be considered as part of Transit Development Plan

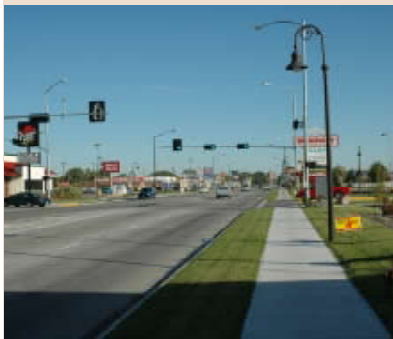
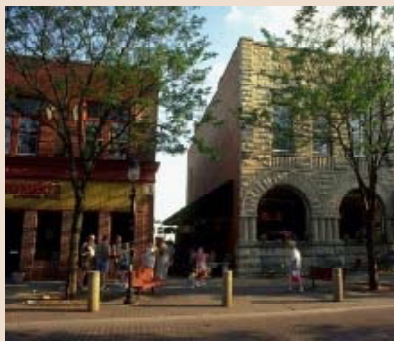
I love retrofit concept of wide residential streets such as 6th Street in Cathedral neighborhood. That looks great. Response – This plan encourages a diversity of housing and development options.



Parking	Trees within parking areas. Strip mall on S. Minnesota Avenue – Frontage buy-back program and borders to parking lots such as landscaping, walls, decorative fences, bollards, etc. Response – This plan requires landscaping in parking areas. Small numerous parking lots rather than few large lots. Response – This plan would focus on shared and reduced parking options and landscaping to break up lots. More parking structures downtown. Response – This has been included in Chapter 7.
Streetcape	More sidewalks wider for everyone – especially downtown (plus bumpouts). Response – This should be considered in Downtown Plan
Signs	Can we get away from changing copy signage + big t.v. screen billboards? Response – Signage is considered in Chapter 5 and has policies to mitigate concerns
Vertical Mixed Use	Make this required downtown and attractive and do-able elsewhere. Response – Section devoted in Chapter 5 to do just that
Growth Tier Map	Marion – from Madison to Maple (not on map and should be). Response – Now included on map
Water and Roads	



LAND USE AND DEVELOPMENT STANDARDS INITIATIVE



Sioux Falls Stakeholder Meetings Report

Submitted By:
RDG Planning and Design
June, 2008





Sioux Falls Stakeholder Meeting Report

On April 10, 2008, a series of stakeholder group meetings were held as a part of the public input process associated with the Shape Sioux Falls initiative. These sessions were facilitated by RDG Planning and Design's Marty Shukert and Gary Lozano. Sioux Falls Planner Sam Trebilcock was also in attendance. While each session included a range of participants, they were loosely organized around the indicated development issue area. The schedule, session issue area, and attendees are indicated below.

8:30 Session 1: Residential Land Uses and Development

Attendees:

Todd Anawski	Sioux Empire Homebuilders
Judy Winter	Sanford
Patrick Gale	Sioux Falls Community Foundation
Sue Olsen	Habitat for Humanity
Corey Hanson	Viereck Real Estate
Richard Schwanke	JSA Consulting and Engineers
Eric Willadsen	Willadsund-Lund Engineering
Steve Van Buskirk	Van Buskirk Development
Stacey McMahan	Architecture Inc.

10:00 Session 2: Commercial Land Uses and Development

Attendees:

Jon Hart	Citizen
Monty Miller	Sayre Engineering
Beth Jensen	KELO TV
Dennis Gilliam	Macerich Commercial
Steve Metli	First Bank and Trust
Roger Mack	Lloyd Commercial Real Estate
Meredith Larson	Planning Commission
David Erickson	VandeWalle Architects
Chad Kucker	Brian Clarke Assoc.
Mike Hauck	Sioux Falls Commercial Real Estate

11:30 Session 3: Economic Development

Attendees:

Matt Parker	Parker Transfer
Mark Vellinga	Graham Corporation
Dave Fleck	Sioux Falls Construction
Jessie Schmidt	Planning Commission
Erik Helland	Landscape Garden Center
Dale Jans	Jans Corporation



Bob Jamisoin	City Council
Doug Brockhouse	Bender Commercial
Spencer Ruff	Spencer Ruff Assoc.
Perry Kolb	Wilsey & Assoc.

2:00 Session 4: Conserving and Revitalizing Neighborhoods

Attendees:

Jon Schmidt	Civil Design Incorporated
Dick Dempster	Architecture Incorporated
Paul Hegg	Hegg Companies
Matt Woodside	Board of Historic Preservation
Vicki Helwig	Whittier Neighborhood
April Schave	Whittier Neighborhood
Kent Metzger	Planning Commission
Lynette Olsen	Planning Commission

3:30 Session 5: Large Institutional Land Uses and Development

Attendees:

Andrew Tople	Sioux Falls Tomorrow
Carl Tonjes	Citizen
Jeff Kreiter	Sioux Falls School District
Ross Winkels	The Winkels Group
Kurt Brost	Sanford
John Paulson	Sanford and Sioux Falls Tomorrow

5:00 Session 6: Transportation Corridors and Open Space Development

Attendees:

Michael Christensen	Falls Area Bicyclists
Bill Brinker	HDR Engineering
Jennifer Sanderson	Sioux Falls Community Foundation
Cynthia Monnin	Friesen Construction
Mark Wiederrich	Goldsmith and Heck
Chuck Fjellin	Parker Transfer
Eric Berg	Mid-American Energy
Rick Foster	Foster Landscaping
Kermit Staggers	City Council



Each session began with a summary of the results of the Visual Listening Survey and proceeded with discussion regarding the implications of the values and preferences expressed by the survey participants. All sessions were recorded and sessions notes indicating all significant comments were produced. These comments were then organized by development issue area and the summary of Stakeholder Group Session comments by issue area follows. The issue areas are presented in roughly the order of the number of comments made. These comments will be made public and taken into consideration in discussions regarding development regulation revisions undertaken with the Shape Sioux Falls project.

I. Landscaping

A. History

1. Twelve years ago the move was made by the planning commission to improve aesthetics. There is a problem with what has been grandfathered in and what follows the new aesthetic standards.
2. We are doing better now with landscaping, but can do even better in future.
3. Whatever happened to landscape ordinance revisions proposed in the recent past?

B. Landscaping/Open Space Standards

1. City should encourage cluster development, instead of having patches of green space in front of entrances to higher density development. It would be better to save up that green space and create one central space that really matters.
2. Much of the landscaping that we see today is voluntary.
3. There is the need for a better definition of what good landscaping practices are.
4. Pedestrian ways and islands of trees in parking lots tend to meet quite a bit of opposition.
5. Grouping of trees would be a good idea rather than strict requirement of one tree every so many feet. However, good landscape design is important, because clustering of trees to meet standards can sometimes overcrowds tree plantings on a piece of land too small to support them.
6. Living roofs and green roofs should be a option

C. Practical Issues

1. People are trying to squeeze out landscaping to make use of all the land they have available for parking.
2. Every community talks about affordable housing, but when it comes to the development of it, very little thought is given to landscaping because of the costs involved.
3. There is a limit to how much can be done. Making developers follow landscaping standards will slow development. There needs to be some degree of flexibility with enforcement of such standards.
4. There needs to be balance in efforts to create a better environment. One cannot just go and bulldoze everything and make it beautiful. There has to be a level of practicality to any standards that are established. There needs to be a balance between economics and aesthetics.



5. There are areas where the streets have been widened to the point that most of the green space between the sidewalk and the street has been lost. Rather than using trees or grass for landscaping in these areas, perhaps it would be better to use decorative pavers or planters.

6. The basic issue is that we have laws requiring landscaping and people not wanting to spend money on landscaping. You can only have so many laws and so many exceptions to the laws. We just don't make exceptions to the laws.

7. Problems with utilities and city height and width limits on trees makes it difficult to have them in the right-away between the street and sidewalk.

8. Redevelopment areas are very difficult to provide landscaping because these are typically areas with small developed lots and where widened streets have taken street landscaped areas.

D. Climate/Planting

1. Standards need to be maintenance-sensitive.

2. Water supply is a major issue for Sioux Falls and the City should ensure that ordinances reinforce sustainable practices for landscaping. Sustainable landscaping – xeriscaping - needs to be an option. Only landscaping that needs irrigation is allowable now. This needs to change.

3. There is a need for good soil foundation to help reduce the need for watering maintenance.

4. Snow removal is an issue with landscaping.

E. Implementation

1. Existing ordinances still do not require much landscaping, except for trees and grass.

2. There is a high cost involved in maintaining landscaping. This requirement falls on neighborhood associations, and is a big barrier. Perennials and trees would be more of an option instead of just grass if maintenance was easier.

3. Are there organizations or partnerships that could be created as a way to get developers and property owners to green up a facility and make it more esthetically pleasing?

4. The City cannot dictate the types of plantings that can be installed (i.e. the planting of flowers).

5. Need to approach the problem through supporting innovative design, rather than just creating further landscaping requirements.

6. Should give the choice to developers either to follow a set of guidelines in developing a site, or with the help of a landscape architect, create a landscape site plan that may not follow the regulations to the letter, but that you then work to get approved based on its design. Should stop landscaping from just being “an equation” to developers.

II. Signage

A. Sign Size



1. Major problem with commercial development is that there is an insistence on the part of businesses that they need to have a sign up along the road in order to attract people into the commercial zone, and street trees get in the way of that. Need for the use of trees that do not have dense canopies.
2. If big signs are allowed in the code people will demand it from developers as a part of their lease in strip mall or office.
3. Many scattered signs worse than one big sign.

B. Monument/Pole/Building Signs

1. Monument signs don't work very well with tree requirements
2. Islands of landscaping placed so as to not block signage should be allowed. That would allow for businesses to have their signs located prominently along the road, but also allow for the landscaping to mature and not constantly be replaced.
3. People here in Sioux Falls don't like monument signs, they want to know where an individual business is located, and that's why there is so much competition between businesses to have the largest sign.
4. Building signage is more important than monument signage, but the perception of monument signage is just the opposite.
5. Could the Skyway Liquor sign (double-pole) be allowed today? Some thought it was bad others actually liked the sign (that is not the only thing bad with the picture).

C. Sign Regulations

1. Ordinances need to have some degree of site specific standards, rather than just a one size fits all approach. There also needs to be some level of design standards for buildings, incorporating their setbacks.
2. There should be an overall sign master plan for a development, so that all signs are similar in size and style and do not overpower the streetscape. Standards need to be comprehensive and cover every development equally.
3. More office developments want signage in order to attract customers and develop brand.
4. Regulations should place more emphasis on controlling temporary/promotional signage. Does the city have the resources and the rights to forcibly remove such signs?
5. There needs to be flexibility in frontage/signage allowances. If you have a business that orients its narrowest façade to the street, this will in turn translate into less square footage for signage.
6. Different sign allowance should be created based on the type of street that is being dealt with. ("Main Street" v. Interstate Corridor)
7. Signage rules on interstate where frontage is on internal road needs to be changed to provide some allowance to use Interstate exposure. Otherwise, the sign size seems out of place and much too small.
8. Signage standards should encourage signs that are more aesthetically pleasing in design.
9. Has thought been given regarding regulation of digital signs?



10. Can regulation be established to control traveling billboards (panel trucks)?

III. Corridors

1. Streets are too wide and over-designed and it allows people to go faster than they should.
2. Traffic engineers tend to always want to get traffic through an area as quickly as possible (need to change that line of thinking/find ways to slow traffic).
3. Design speed are often 10 mph greater than desired speed limit which creates problems – it would be better to design what you need and then the road won't need to be expanded later or need other engineering improvements – it will also be a much nicer facility to live near.
4. Should turn the one-way streets in town back to two-way traffic.
5. Street widths: newer developments tend to have far wider streets than older neighborhoods, which is not needed with larger garages. The narrowing of roads could potentially lead to reduction in the speed of traffic.
6. Need to develop communities where people know their neighbors. More pedestrian-friendly corridors would encourage more walking and social interaction.
7. Arterial street standards are so strict that no one will walk along them. This leads to the conclusion that arterial streets shouldn't have sidewalks.
8. The City should hold itself to minimum standards when widening streets. They should not be allowed to leave the sidewalk up next to the curb when they widen streets. There needs to be a requirement that the city buy the additional right-away for new grass and tree landscaping.
9. Bicycle linkages are important. Maybe the City should put bike paths along major streets.
10. Low maintenance landscaping should be required along corridors.
11. Clustering trees is an option in boulevards and parking lots.
12. Adequate top soil is the most important component to making sure a tree lives – not watering. In fact, overwatering has destroyed Louise Avenue landscaping.
13. Community has trouble planting any trees along roadways except Phillips Ave, because state road engineers have told the community that the area between the sidewalk and the curb are for utilities only.
14. Fence off-set in picture – this is required by ordinance. A 4 foot high fence can be 10 feet closer to ROW line than 6 foot high fence.

IV. Pedestrian Amenities v. Auto Oriented

1. Issue of climate: Need to find a way to limit the amount of foot time between retailers in pedestrian-oriented developments. Weather is a consideration for pedestrian amenities and you have to do it differently because



of it.

2. Need to “level the scale” between the car and the pedestrian (lower the domination of the car).
3. Strip Malls need better regulations, need to change perceptions regarding new development patterns.
4. Should ask larger developments to establish a theme with their developments.
5. Pedestrian oriented locations are not easy to drive through, but are still worthwhile places to have within the community. We need buffers for bikes and pedestrians.
6. When developing pedestrian connections they should not be pedestrian-only connections. Car connections need to be considered and are a part of the pedestrian equation. For instance, the downtown pedestrian mall didn't work because the auto was not considered too.
7. Need to create bike paths with the sidewalks so that bikes are kept off the streets. Separation would make bicycle travel safer and reduce the need of the automobile, in turn reducing the width and size of new city streets.
8. Parking ratio regulations could cause some issue with creating richer pedestrian environments. The City should create overlay zones with different parking requirements.
9. Sidewalks should probably be eliminated from arterial streets because of the way business developments limit access. Sidewalks should be placed along interior streets within a development and then only travel out of the development at set points for access across the arterial.

V. Density

1. With the cost of land going up there is a need to realize that density needs to be increased. Will allow also for more creative developments and better quality structures.
2. People tend to object to having three-story apartment buildings next to their homes because the size is out of context and because of the increased traffic they also bring.
3. With density, the quality of the development is important to people's overall perception, if it is not well done people will not want it. Quality in development is more important than density.
4. Density is our future, but beware of perceptions of neighbors (must find a way to make the case there with pictures). One developer relayed a recent fight that single-family neighbors had with his multi-family development.
5. Density bonuses can help developers, but doesn't guarantee a well-designed project for the public and city.
6. Parking requirements can be a barrier to additional density – shared parking a remedy?
7. Can't have maximum density landscaping and required parking at the same time.
8. When you drive into neighborhoods where you see nothing but garages there is no feeling of community or place, it is completely oriented around the car.



VI. Mixed Use Development

1. Needed with the rise of gas prices. The concept of neighborhood commercial space located no more than a half-mile from residential was prominent during the fuel crisis.
2. There is no place where you can live, work and shop all within a short distance of each other in the community.
3. There seems to be support for mixed-use, but I am still not sure people know exactly what that truly means. It would help to show images from other cities that have successful mixed-use developments.
4. VLS Images can help sell this new type of development.
5. Neighbors' perception of loss of property values is important to consider with mixed-use proposals.
6. City ordinances do not work well with the development of mix-use projects. It is nearly impossible to create the kind of vibrant built environments that people like.
7. Regulation doesn't allow for townhouse/mix use development, or for small lots with minimal setbacks.
8. There are problems with too many hoops to jump through in order to get a mix use development passed by the commission. There is very little flexibility when it comes to transitioning uses in a development.
9. Use of PUD's for the creation of Mix Use development: Maybe the city needs a quick fix on the PD section of zoning ordinance to allow mixed-use to begin.

VII. Storm Water Management

1. BMP requirements create big muddy ponds – in some situations. Seems like many of the ponds could be much nicer looking if there was a requirement for additional area and they were not so steep-sided.
2. Should work to make BMPs and detention ponds potential green spaces and amenities that developers want to focus development around. They should be used to create common areas and green spaces in neighborhoods.
3. Need to ensure that storm water facilities are well-maintained.
4. Curb-less streets with swales for storm water management: would help to reduce the reliance that new developments have on detention ponds.
5. Is a grassy swale in front yard an option for development? This feature would remind people of rural development
6. BMPs are an issue and city development fees are a major issue that may push development to surrounding communities. This fact may make new development standards more difficult to sell.

VIII. Site Development



that can be created which people like.

2. Make it easier for setback changes to be worked through, so that development plans don't end up being stalled easily.
3. Alternate vehicle storage. (side lots – garage structures)
4. Need freight service areas for businesses. If front area is going to be public gathering then back access (alley) for loading needs to be accommodated. Need to consider other development considerations for the truck.
5. Need to consider lighting quality not just quantity.

IX. Architectural Scale/Design Standards

1. Detail and architecture make a big difference in people's impression of positive or negative
2. Black and white requirements are good for predictability, but can be very bad for good design.
3. There are no historic district design standards, any standards that do exist are purely voluntary.
4. Maybe it's not historical that matters as much as quality architecture.
5. Need to protect and reinforce good architectural design, not just in older buildings but also in new construction.
6. Create setbacks in building height to create terrace level green space.

X. Administration of codes

1. There is a need for public education on these new forms of development and design aesthetics.
2. Attitude changes are necessary for different types of neighborhoods (development patterns).
3. Planning commission looks at some of design issues now. Planning Commission needs more control over specific design issues.
4. No design review for historic properties - currently only advisory. There needs to be more consideration here.
5. P&Z site plan review needs to allow options. One size fits all does not work very well.
6. Developers stick can stick to minimum standards and guidelines or we should allow site plan process with planning commission that can be approved with innovative ideas.
7. Good design does not have to cost a lot.
8. Current standards work okay when using the PD option.
9. PD's – final development plan regulations don't make sense for everything. A PUD is a more holistic regulation environment with more flexibility for design and ability to develop new rules rather than just use underlying district regulations.



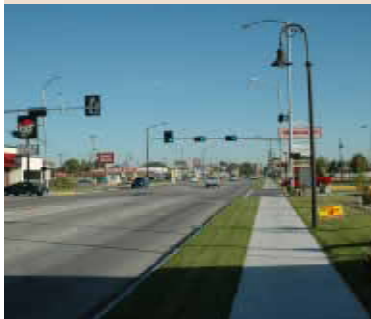
10. Predictability vs. flexibility – is planning office geared for additional flexibility?
11. Problem with the city engineers and planning departments talking with each other. Engineering and planning talk different languages and send conflicting messages.
12. City should enforce regulations equally and follow regulations that apply to themselves (the city) too. “What regulations are forced on developer should be forced on the city too.”

XI. Survey Methodology

1. Existing development/ Old ordinance requirements – many of worst pictures would not be allowed with current ordinances
2. Many of the “best” pictures in VLS seemed to be more civic or public projects. There should be distinction between private and public.
3. Top images were green, but this is difficult to control much of the time because of weather. So, Is there a weather bias in this survey? This was quite a long discussion and has some merit. Perhaps, this means that green is important, but because we only have 6 months of green we should also determine what can make a difference in non-green months such as architecture style, colored or stamped concrete, non-deciduous trees or other landscaping, other ornamental or decorative features that add aesthetic values. The VLS should control for this “green bias” and look at what comes out of development issues instead.



LAND USE AND DEVELOPMENT STANDARDS INITIATIVE



Sioux Falls Visual Listening Survey Technical Report

Submitted By:
RDG Planning and Design
May, 2008





Table of Contents

Executive Summary	1
<i>Section 1: Introduction</i>	3
<i>Section 2: Methodology</i>	3
The Land Use Issues	3
The Images	4
The Visual Listening Survey	4
Analysis of the Survey Results	5
<i>Section 3: The Highest/Lowest Rated Images</i>	7
<i>Section 4: Rated Images by Land Use Issue</i>	17
<i>Section 5: Implications for Sioux Falls Development Regulations</i>	18



Sioux Falls Visual Listening Technical Report

Executive Summary

The Sioux Falls Visual Listening Survey was undertaken as a public input component of the Shape Sioux Falls initiative. The objective of this effort is to encourage community-wide participation in defining a vision for the future development of the City as part of the comprehensive plan update. RDG was engaged to solicit public input with the Visual Listening Survey technique, which uses images to determine community values and preferences with respect to development patterns and characteristics.

Working with City staff, RDG assembled 167 images focused on ten community-defined land use issues. Positive and negative images were included in the survey. The survey was administered through a web-based internet site as well as through thirteen community survey meetings held throughout the community. A total of 1466 survey responses were collected, reflecting a good public information effort and strong community interest.

The main conclusions drawn from the results of the Visual Listening Survey point to the need to review development regulations for appropriate conformance with the following expressed values or preferences:

1. Incorporation of quality open space and landscaping.
2. Pedestrian-oriented site amenities.
3. Pedestrian architectural scale, traditional building materials and design
4. Commercial districts that encourage tight building setbacks from public sidewalks
5. Incorporation of "Complete Street" standards
6. Encouragement of active public open spaces
7. Public and private property maintenance standards
8. Encouragement of mixed-use development
9. Sign standards to reduce clutter and encourage

- more aesthetically pleasing signs
- 10. Sensitivity to historical design character
- 11. Residential development with reduced design emphasis on garages

As the next step in the Shape Sioux Falls project, a series of focus group meeting were held with identified stakeholders. These participants were presented the results of the Visual Listening Survey and asked to comment on issues with the incorporation of these values or preferences in Sioux Falls development regulations. The input from those focus group meetings is summarized under separate cover. A Steering Committee will be formed to review the Survey results and the focus group input and work with staff and the consultant on identifying specific development regulation revisions.



Introduction

The Sioux Falls Visual Listening Survey is one of the public input components of the Shape Sioux Falls project. Shape Sioux Falls is a community-wide visioning initiative to help determine the City's land use development standards. The objective is to define the vision for the future development of the City as a part of the planned update of the comprehensive plan. These land use design standards will then be incorporated into the City's planned update of the Zoning Ordinance.

The Visual Listening technique is based on the concept that citizens know what they like and don't like about community development and the best way to determine those preferences is by asking them to rate images of various components of the physical development of the community. Working with the community, we first identified the community land use issues for which we would like input, and then selected images that convey the range of development patterns possible and asked citizens to rate those images. The results of the survey begin to convey community opinions on the type of development patterns that are most desirable.

The results of this exercise are a valid representation of community-wide values to the extent that the survey participants are typical of the overall community population. This effort was not intended to be a statistically valid, randomly drawn sample survey. Rather, extensive public participation was encouraged through both a series of community meetings and a web-based survey. This resulted in participation in the survey by almost 1,500 Sioux Falls residents and stakeholders. The results of the survey constitute a representation of the preferences of those who participated and should be considered by the City as a public input exercise that generated supporting information relative to design standard alternatives.

Methodology

The Land Use Issues

Like all communities, Sioux Falls has been dealing with numerous land use issues continuously over the years. Recent Planning Commission focus on design standards and community visual quality generated staff presentations on signage and also landscaping. The concept of a Minnesota Avenue Overlay District, intended to improve the quality of development along that corridor, has been discussed. A presentation of "the good, the bad, and the ugly" development examples along that corridor was prepared, identifying areas of needed design standard improvement. Finally, Planning Commissioners and Planning and Zoning staff were polled as to their list of land use issues that should be reviewed.

All of these recent public discussions generated a list of key land use issues that are central to identifying a preferred vision for the future development of the City. Working with staff, RDG consolidated these issues into an overall master land use issue list to guide the Visual Listening Survey preparation.

A detailed listing of identified land use issues is included in the Appendix. The ten general issue categories are listed below.

1. Single-Family Development
2. Multi-Family Development
3. Commercial Development, including Downtown
4. Office/Industrial Development
5. Institutional Development
6. Mixed-Use Development
7. Open Space
8. Street Corridors
9. Signage
10. Landscaping

For each issue land use issue category, development issues such as density, building design and materials, site development standards, and the character of



the public realm were identified. These issues then guided the collection of images depicting a range of examples of how these issues are dealt with.

The Images

Images were sought depicting what might be thought of as good and bad examples of these land uses issues. The staff photo library of Sioux Falls images was heavily used, as it is generally desirable to use local images where possible. However, not all land use issues have many local examples to depict. Non-downtown mixed-use development, for example, is not common in Sioux Falls and images from other communities were sought to describe that issue.

A word about image rating bias is necessary. There is sufficient experience with these types of surveys to identify biases inherent in the methodology. It is known that a subject photographed on a nice sunny summer day will be rated higher than the same subject photographed on a gloomy winter day. Also, adding green plant life to a photo automatically raises its rating. People in the image also generally increase the rating. The images were reviewed to minimize these biases to the extent possible. For example, most of the images were taken under sunny, non-winter conditions.

All land use issues were not easily represented in available photographs. For example, the “institutional” land use category was difficult to express in photos. However, there was an attempt to select photographs that focused upon all the identified land use issues. The saying “a picture portrays a thousand words” is literally true and isolating a specific single land use issue in a photograph is virtually impossible. The effort was made, however, to select images that most clearly illustrated desired land use issues. Also, multiple images reflecting the same land use issue were included to aid in survey results analysis.

In the end, 167 images were selected to represent “good” and “bad” examples of the land use issues. It is important to emphasize the need to include bad

as well as good examples, as one can learn as much from what is not desired as from what is viewed positively. The selected images reflect development from both Sioux Falls and other localities. Where pictures from other places were used, they were limited to locations within the same general climatic region – no “palm tree” images that do not reflect the upper-midwest seasonal changes. Each image was labeled with the land use issue or issues that it depicts. However, for the actual survey, the slides were randomized and only slide numbers were visible to survey participants.

The Visual Listening Survey

The survey methodology is to have the participant rate an image from negative to positive in response to the basic questions: “Do you like this image? Do you think it is appropriate for Sioux Falls?” A rating scale of from -5 for highly negative image responses to +5 for highly positive ones was provided.

Two types of survey formats were available to Sioux Falls participants: community meeting survey sessions and a web-based survey. For the community meetings, a Powerpoint presentation providing seven seconds of exposure to each image was used. The total survey took approximately twenty minutes to complete, with participants manually indicating their image ratings on a tally sheet. The web-based survey allowed participants to take the survey at their own determined speed, with the image changing when the on-screen rating was selected. It is typical that individual response times for image rating vary from about four to seven seconds.

The first community meeting was held on February 20th, with forty-four participants. Twelve additional community survey meetings held in the subsequent 30 days. A total of 288 survey responses were received through community meetings, with individual meeting size varying from 6 to 62 participants.

The web-based survey was “open” to participants for



three weeks and generated 1,178 responses, which reflects successful public information efforts and interest in the community. The total number of responses from both survey formats was therefore 1,466. The typical random sample size for a community the size of Sioux Falls is between 300 to 400 responses. The total community response of 1,466, while not a randomly selected sample, certainly reflects a high community participation rate and lends credibility to this public input exercise.

The thirteen community survey meetings were aggregated and the results of those sessions compared with the much larger web-based survey results. While there may have been some variance between individual community meeting results and web-based totals, the combined results of the community meeting surveys was very consistent with the web-

based results.

Analysis of Survey Results

Chart 1 below shows the overall distribution of average image ratings along the -5 to +5 axis. As can be seen, the distribution is skewed to the positive, with the median score about +1.5. This means that, overall, more positive than negative images were reviewed. Also, the distribution is, as to be expected, normally distributed with the majority of images rated between “0” and “3.0”. Nonetheless, there is a significant negative “tail” to the distribution including all those images that were rated less than “0”.

There were two approaches taken to reviewing the results of the survey. The first was to review those images that were rated the highest and the lowest. Land use patterns reflected in these images at the

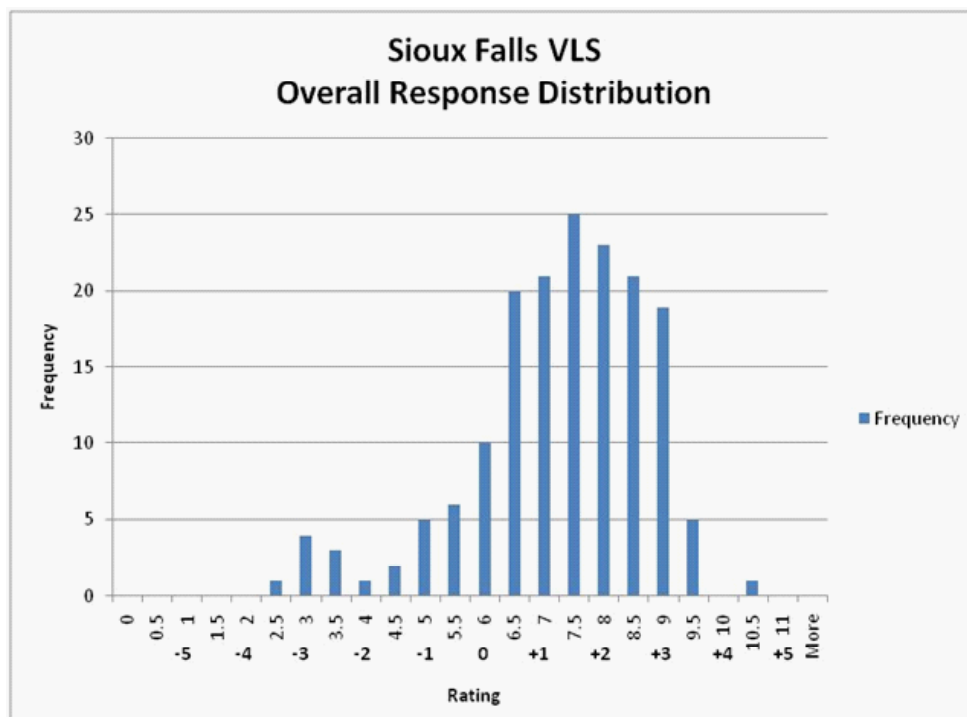


Chart 1



“ends” of the total distribution of images can convey the most regarding Sioux Falls respondents’ preferences. To define those “highest and lowest-rated” images, the distribution was analyzed and it is clear that on the negative side, those images rated less than “0” represent a good definition of the “lowest-ranked” images. Those images total 22 in number, or about the bottom 15% of all images. If one takes the top 15% of all images, those that received an average score of 3.0 fall into that category. This defined “Highest and Lowest-ranked” image class is depicted in Chart 2 below.

The second approach to analyzing the survey results was to put the rated images back into their “land use issue” categories and to review the results for additional implications. Both approaches are documented below.

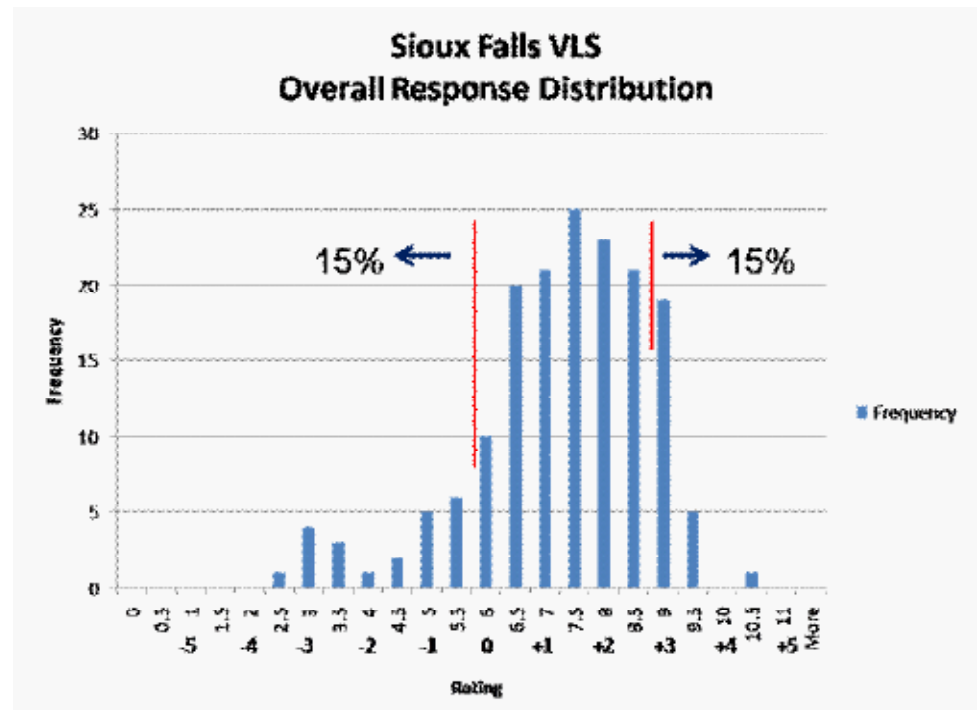


Chart 2



The Highest/Lowest-Rated Images

Top 15% of Rated Images

Reviewing Chart 2, a single image lies to the far right of the distribution, all by itself at a score of 4.3. Not only was this the highest rated image, a review of the scores for that image reveals a tight distribution of scores at the high end of positive ratings. That image is No. 52, Falls Park.

It is very typical of these visual surveys that a quality local park facility would be the highest-rated image. We have evaluated each of the top and bottom 15% of images and identified the values and/or preferences that are reflected in the image. For example, the top-rated Falls Park image reflects the values/preferences (V/P) of Nature, Recreation, Water/River, Walking/

exercise, and Historical Sensitivity. Each of the top and bottom-rated images was similarly analyzed as the first step in interpreting the implications of these rated images on development standards in Sioux Falls. These top and bottom-rated images with their associated values/preferences are listed below, starting with the top-rated images.





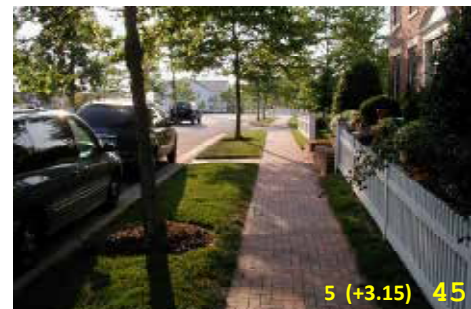
V/P: Park, Nature, Landscaping, Passive/Active Recreation, Clean-edges, Well-maintained



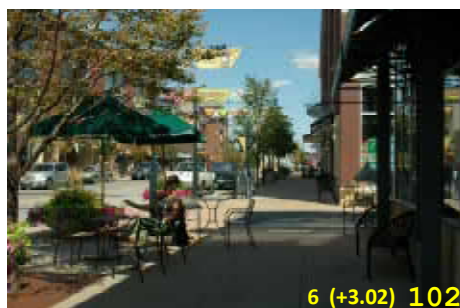
V/P: Road Diet (only 2 lanes), Bike/parking lane, Sidewalks, Separation of sidewalk from roadway, Trees in shoulder area, Green



V/P: People, Activity, Open space, Pedestrian, Outdoor dining, Mixed-use, Pedestrian-scaled architecture, Shopping



V/P: Pedestrian amenities (traditional r.o.w. section), Brick, Trees/green, Tight building setback, Picket fence defining private area, Separation/protection from moving traffic (shoulder area/parked cars), Well-maintained



V/P: Pedestrian amenities, Outdoor activity, Mixed-use, Landscaping, Banners, Traditional "main street" building scale/materials, Historical: awnings/signage



V/P: Water, Trees, Green, Trail, Apartments



V/P: Plaza, Water/fountain (interactive), Public Art, High-density housing



V/P: Traffic calming, Well-landscaped, Well-maintained, Green/trees, Historical (lights)



V/P: Park, Playground, Green/trees, Recreation, Well-maintained



V/P: Traditional "main street" building scale/materials, Pedestrian amenities, Green/trees, Brick, Banners, Historical signage, Well-maintained

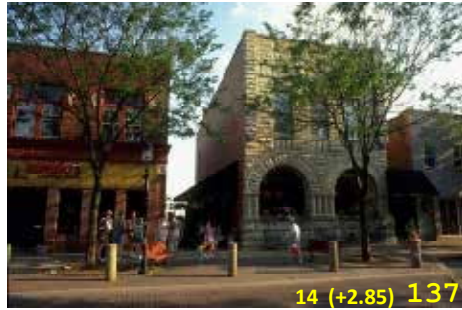


V/P: Pedestrian amenities, Outdoor dining, Green/trees, Pedestrian-scale building, Brick, Bikes



V/P: Water, Trees, Green, Trail, Apartments





V/P: Downtown, Historical, Pedestrian-orientation, Traditional Architecture, Trees



V/P: Outdoor Dining, Pedestrian Amenities, Pedestrian-scale Buildings, Trees



V/P: Water, Large Homes



V/P: Residential density, Green/trees, tight front yard setback, Nice fence defining private space, Trees in shoulder area, Traditional architecture, Historical lighting



V/P: Downtown, Historical, Pedestrian-orientation, Public art, Traditional architecture/signage, Brick, Trees



V/P: Traditional building scale/materials/signage, Pedestrian-orientation



V/P: Traditional 1920's residential building, Green/trees, Tight front-yard setback, Recessed garage (not dominant), Well-maintained.



V/P: Well-maintained, Green/trees, Brick, Picket fence, Flush garage, Sidewalk, Traditional ranch



V/P: Public Open Space, Public Art, Green/trees, High-Density Residential



V/P: Public Space, Public Art, Green/trees



V/P: Public Space, Public Art/Fountain, Brick, Pedestrian Amenities, Traditional Architecture



V/P: Single-family traditional architecture, Front porches, No visible garages, Green/trees



Bottom 15% of Rated Images

The lowest-rated 15% of all images, listed from lowest-score to highest, are shown below. As with the highest-rated images, values and/or preferences (V/P) reflected in each image are identified.



V/P: Cluttered signage/pole signs/banner signs, No green, Auto-oriented (not pedestrian), Poor architectural quality



V/P: Low quality building materials, Blank facades, No green, Utility pole/wires



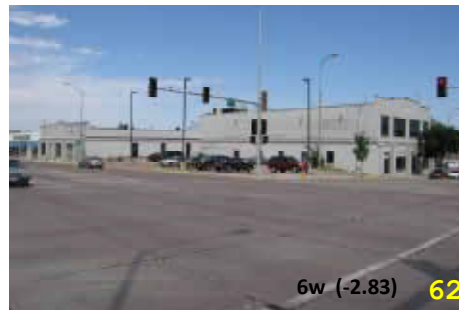
V/P: Billboard, Land Use Conflict (single family/commercial), Utility poles/wires, No sidewalk



V/P: No green, no sidewalk setback from street, Auto use, Sign Clutter



V/P: Land use conflict (residential/commercial/parking), No green, No buffer.



V/P: Bland architecture, No green, No parking setbacks (no green), Auto-oriented



V/P: Cluttered, Auto-oriented, No green



V/P: No green, No sidewalk setback from street, Auto use, Sign clutter



V/P: Cluttered Signage, Portable Signs



V/P: Pavement



V/P: Cluttered Signage, Banner Signage, Pole Sign, Metal/Plastic sign materials



V/P: High-density residential, No green, No pedestrian amenities, No green, Cold concrete first floor



V/P: No green, Low-quality Architectural materials, Sign clutter



V/P: Wide pavement (5 lanes), Minimal pedestrian accommodations, No green, No separation of sidewalk from street.



V/P: Bland Architecture, No green



V/P: Pole sign, Sign clutter, No green



17w (-0.85) 67

V/P: Cold concrete architecture, No green



18w (-0.85) 35

V/P: Sign clutter, Sign size, Sign materials



19w (-0.79) 150

V/P: Snout houses (garage dominant), No sidewalk, Multi-family, Bland color



20w (-0.76) 115

V/P: No green, Auto-oriented, No pedestrian amenities



21w (-0.74) 56

V/P: Bland Architecture, Multi-Family, No trees/plants-just grass



22w (-0.53) 33

V/P: Inappropriate sign location, Cheap pole sign, Sign clutter





V/P: Cluttered Street, Poor Landscaping, Not a good place to bike?



V/P: Cluttered street, Sign clutter, No trees



V/P: Pedestrian isolation, No trees



Rated Images by Land Use Issue

We then reviewed all the rated images from the survey, with the images placed in their original land use categories. The following are additional or clarifying conclusions drawn from review of the slides as rated in these categories.

1. Single-Family Residential Images:

- Traditional street pattern (grassed setback between sidewalk and street, street trees) seemed preferred.
- Traditional pattern and well-maintained appearance more important than housing style.
- Favor green, landscaped buffers over fences of any type.
- Support SF attached (townhomes) density with traditional architectural look and street pattern.
- Quality architecture more important than particular style of housing

2. Multi-Family Residential Images:

- Improved open space and landscape features more important than architectural style
- Favor traditional architecture over modern
- Favor hiding of automobile parking facilities
- Favor tight street yard patterns, with clear definition/delineation of public/private space with quality low fencing.
- Density less important than quality of site improvements and street pattern

3. Commercial

- Favor traditional, “Main Street” architectural character over more modern commercial building styles
- Favor enhanced pedestrian amenities within commercial developments, especially in large parking lots
- Favor outside “people activity areas” in commercial districts, including outdoor dining
- Favor incorporation of significant landscape ele-

ments in commercial developments, including green areas in large parking lots

- Favor “downtown-type” pedestrian-oriented commercial developments over “strip” auto-oriented developments
- Favor accommodation of bicycles in commercial areas

4. Office-Industrial

- Quality of architecture and building materials more important than architectural style. Plain concrete or metal clad buildings not desired.

5. Institutional (inadequate info)

6. Mixed-use

- Mixed-use images rated very high as a group
- Favor public space incorporation into mixed-use environments (highest rated mixed-use images included public space and activity)
- Favor downtown character, pedestrian-oriented mixed-use developments

7. Open Space

- Category included the highest-rated images
- Favor improved mixed-use open spaces with combination of hard and soft surfaces
- Incorporation of water is important
- Public art important as well

8. Street Corridors

- Fences along street right of way not highly rated. Review fencing requirements/provisions.

9. Signage

- Favor well-designed monument-type signs, natural materials, in a landscaped base area
- Do not favor large, pole signs, of metal and plastic, with multiple messages
- Favor traditional downtown-like wall signage.
- Favor signage designed as an element of the development or façade, rather than haphazard



placement

- Favor gateway and wayfinding public signage (do we have enough information here to say that?)
- Do not favor temporary, portable, banner, or gimmicky signage
- Do not favor billboards

10. Landscaping

- Quality landscaping is an important component of downtown streetscape improvements. Review downtown streetscape plans.
- Trees are an important component of landscaped areas

Implications for Sioux Falls Development Regulations

The following are general conclusions drawn from the above Values/Preferences as expressed in the Visual Listening Survey regarding implications for current development regulations or public policies. These general conclusions are described as “themes” and are listed roughly in relation to the dominance of the issue seen in the survey responses.

1. Green vs No Green:

21 of the top 25 rated images had good quality landscaping in them. Trees were an important element in most of the highest-rated images. 20 of the bottom 25 rated images had “no green” or poor landscaping. The consensus top-rated image was of parkland. Clearly, landscaping is a top value of survey participants. The following development regulations should be reviewed to consider their adequacy in meeting this community value/preference:

- Street tree planting requirements for new development
- Parking lot landscaping requirements
- Tree preservation ordinance
- Buffer/setback landscaping requirements (setback wasn’t as obvious as trees)
- Development open space requirements
- Open space landscaping requirements
- Residential subdivision street tree requirements

2. Pedestrian Amenities vs Auto-oriented

Most of the highest-rated images featured high quality pedestrian amenities, while most of the lowest ranking had minimal or no pedestrian amenities and were exclusively auto-oriented. Traditional street pedestrian patterns were preferred. This points to the need to review development regulations for their pedestrian-friendly components, including:

- New development public sidewalk requirements (size and spacing)
- Pedestrian amenities requirements, in addition to sidewalks (connectivity)
- Subdivision sidewalk requirements
- Trail linkage requirements
- Pedestrian amenities interior to new development projects

3. Architectural Scale, Materials, Design

Virtually all of the highly rated images with buildings reflected a pedestrian-scale and traditional, “main street” character, with storefront-like windows, awnings, and orientation to the street. Most negatively rated images included non-descript or basic architecture with no relationship to pedestrian-orientation. Applicable regulations to review this community value include:

- Downtown design review procedures and design guidelines
- General overlay district guidelines for pedestrian-oriented commercial and all other districts outside of downtown
- Historic District design review

4. Site Development: Setbacks, Building Orientation

Most of the highly rated images, commercial and residential, reflect tight yard setbacks, with buildings, not parking lots, framing the street and creating a strong pedestrian enclosure. Most of the negative images have parking lots along the streets, with buildings set back from the right-of-way. Develop-



ment regulations to consider:

- Commercial/Residential zoning district front yard setback requirements. Establish “build-to” lines in pedestrian-oriented districts.
- Building location on lot requirements. Also, parking lot/garage locational requirements.
- Encouragement of quality low fences to define private front yard areas

5. Street Corridors: Complete Streets vs. Auto Corridors

Highly-rated corridor images reflect a “complete street” character, while poorly-rated corridors were almost entirely dedicated to auto lanes, with only minimal pedestrian improvements and no alternative mode provisions. An important element of highly-rated corridors seems to be a landscaped setback between the sidewalk and the street pavement, with added value placed on corridors with on-street parking (did this show up in the survey?). Corridor landscaping with trees is a vital component of highly rated streets. Most of the impact of these values is on public policies regarding the improvement of corridors and calls for:

- Review of street design standards and requirements for street trees
- Review city sidewalk requirements. Sidewalk master plan?
- Traffic Calming provisions/opportunities
- Reconsideration of standard street cross sections for public improvements
- Evaluation of whether any corridors can be converted from 4-lane to 3-lane, with center turning lane, to provide space for bike lanes/parking and pedestrian/trail amenities (may want to be sensitive to engineering ideas here)
- Review of site plan requirements for installment of street trees with new development or redevelopment
- Review fencing provisions along corridors

6. Active public open spaces

Many of the highly-rated images involved high activity public open space, plazas, or outdoor dining activity on sidewalks. Public art is an important component of these highly-rated images as is incorporation of water features. High-density residential projects were rated highly if they included improved open space and public plazas. The following areas of regulation should be reviewed:

- General open space requirements
- Improved public open space requirements for master-planned commercial development
- Improved public open space requirements for high-density residential projects
- Parkland dedication requirements for residential subdivisions
- Incorporation of stormwater management facilities as site amenities and in parkland dedications
- Downtown sidewalk café regulations (row lease). Include liquor license requirements review.

7. Maintenance

Highly-rated images were all characterized by well-maintained landscaping, public areas and buildings. Problems in these areas were evident in some of the poorly-rated images. City regulations impacting this area include:

- Property maintenance codes
- After construction checks on maintenance of required landscaping improvements
- Building maintenance codes and procedures
- Public land maintenance policies

8. Mixed Use

Many of the quality images reflected mixed-use developments, characteristic of vital downtown areas and new areas of the city. Areas to review include:

- Review of all commercial district use provisions to insure allowance of mixed use.
- Review of residential regulations in downtown area.



- Review of parking requirements to insure inclusion of shared parking provisions
- Review of mixed-use accommodation and general user-friendliness of Planned Unit Development (PUD) district regulations

9. Signage

Highly-rated images reflect traditional “main-street”-type signage, while negatively-rated images included those with sign clutter or portable and temporary banner-type signage. Ratings favored well designed monument-type signs, of natural materials, in a landscaped base area. Areas to review include:

- Overall sign allowances (square footage/number of signs) for reasonableness
- Consideration of monument-type signs only in specific zones
- Commercial district sign design guidelines
- Pedestrian-oriented commercial district signage requirements

10. Historical Sensitivity

Highly-rated images tended to have features like street lights designed with a “historical” as opposed to a “modern” character. This is primarily applicable to public improvement projects like streetscape and parks improvements. City standards for these features should be reviewed in light of this preference, as well as downtown design standards.

11. Residential Garages

Image preferences indicate a preference for hidden, or at least recessed or non-dominant garage doors as an element of building facades. While most of the developments that impact this issue are private and likely considered beyond the scope of this consideration, any special “pedestrian-oriented” residential development should be reviewed for compliance with this preference. Also, any development in which the city is involved through provision of incentives should be reviewed for compliance.

Appendix 2



Those who funded SFT II

Sioux Falls Area Community Foundation Minnehaha County
Sioux Falls Area Chamber of Commerce
Sioux Falls Development Foundation
Sioux Empire United Way

Those who provided SFT II staff support

Sioux Falls Area Chamber of Commerce
City of Sioux Falls
Multi-Cultural Center of Sioux Falls

SFT II meeting space

Multi-Cultural Center of Sioux Falls

Those who donated food service

Qadir and Kezhal Aware Family
Julio Espino, Inca's Mexican Restaurant
Fannie Mae Partnership Office
Forward Sioux Falls
Shane Sejnoha, CBM Correctional Food
Service
Southeast Technical Institute
Xcel Energy

*Thanks for making SFT II happen!
We couldn't have done it without you.*

-- Jerry Walton, Chair, SFT II



*Stakeholders' Report to the Sioux Falls Area
June 2014*

Foreword

What makes a vibrant community? Why do some communities prosper even in hard times? While one could offer many theories, in my mind, one reason stands out — citizens who care enough to become involved in their community make the difference. And that's what Sioux Falls Tomorrow 2014 is all about.

For the third time, first in 1994, again in 2004, and now in 2014, volunteers from the Sioux Falls area — Lincoln, Minnehaha, Turner, and McCook counties — gave their time and energy to Sioux Falls Tomorrow, a community-based planning project that created a new vision for metro Sioux Falls. Their ten-year vision — that the Sioux Falls community is safe, caring, progressive and beautiful, providing opportunities and resources for each person's well-being — is further articulated by seven descriptors of our vibrant community, and by goals and action items.

Out of 143 initial volunteers, 117 stakeholders met regularly over the course of five months to define and refine that vision and goals. The stakeholders addressed five areas of community performance — economic vitality, education, local government services, quality of life, and social services. Their work reflects information from local experts regarding trends, situations, and events affecting our way of life, input from a public survey to which more than 2600 people responded, and lively discussions with those who attended a public input session. Stakeholders made decisions by consensus, a model that ensured all voices were heard and differences of opinion were resolved before the final report was adopted.

Previous Sioux Falls Tomorrow reports provided a blueprint for progress used by local government and civic leaders, caring citizens, businesses, and organizations. Likewise, Sioux Falls Tomorrow 2014 lays out a course of action for the next decade. As in the past, we are confident that many will step forward to assist in implementing its goals. At its best, this report is a reflection of the voice of the people and their dreams for our community.

Thanks go to the stakeholders for their commitment to this project and, especially, to the five moderators who led working group activities. Community Foundation staff were “spot on” in organizing and orchestrating the process. Of course, none of this would have been possible without the support of the seven organizations that sponsored the project — the City of Sioux Falls, Forward Sioux Falls (a joint venture of the Sioux Falls Area Chamber of Commerce and the Sioux Falls Development Foundation), Lincoln and Minnehaha counties, the Sioux Empire United Way, the Sioux Falls School District, and the Sioux Falls Area Community Foundation.

It's been a privilege to serve as the project chair. I'm grateful for the opportunity to see the boundless Sioux Falls spirit at work. It's exciting to think what the next ten years will bring!

A handwritten signature in blue ink that reads 'Mary Tidwell'.

Mary Tidwell
Chair, Sioux Falls Tomorrow 2014 Steering Committee



Contents

	Page
Vision	2
Key Performance Area Goals and Action Items	
Economic Vitality	3
Education	5
Local Government Services	7
Quality of Life	10
Social Services	13
Sioux Falls Cultural Plan	16
About the Process	17
Sioux Falls Tomorrow 2014 Participants	22
Sioux Falls Tomorrow 2014 Public Survey	24



Vision

The Sioux Falls community is safe, caring, progressive and beautiful, providing opportunities and resources for each person's well-being.

- Comprehensive, state-of-the-art educational opportunities will provide knowledge, understanding, and skill development for people of all ages.
- The community will provide effective, collaborative, and accessible local government services.
- The community will promote active, universal participation and leadership in local government and civic affairs.
- The community will embrace changing demographics, recognizing that there is strength in diversity, promoting engagement and involvement of all, and respecting the right of individuals and groups to be unique.
- The community will provide a business environment that allows world-class employment opportunities for all members so that they can have stimulating careers and earn more than a living wage.
- Fundamental life and safety needs will be met by ensuring access to affordable housing, quality health care — including mental health services and addiction and treatment programs — and social services programs that are results-oriented and evidence-based.
- The community will provide abundant cultural, leisure, and recreational opportunities for the enrichment of life for people of all ages, and responsible stewardship for historical, cultural, and natural environments.



Economic Vitality

In response to the Sioux Falls Tomorrow 2014 public survey, when asked to identify the “most important local issue facing cities and towns in the Sioux Falls area”, 14% of the responses focused on two economic concerns.

- Low wages. “We will not improve our quality of life if we cannot assure people of a decent income.”
- Economic development. “We need to continue to bring new businesses to town and they need to be diverse in the industries and sectors they serve.”

Economic vitality working group members shared these concerns. While citing the area’s work ethic and quality workforce, its favorable regulatory and tax friendly business environment, and its diverse economic base, members also acknowledged workforce development issues related to 1) the loss of talent due to a lack of opportunity for upward job mobility and 2) the need to continue to develop opportunities for higher education.

Ultimately, the working group took a “rising tide lifts all boats” approach to wage disparity, which is reflected in their goals.

Their strategy begins with focusing on creating a world-class business environment, one that expands the economy beyond core sectors such as agriculture, banking, healthcare, and medical research, and is designed to attract industries and businesses that require educated, skilled workers whose compensation will set a standard for other area employers.

From a supply perspective, the group advocates improving public access to higher education with financial assistance from the private sector and innovative, proactive partnerships designed to tap the skills of the existing workforce.



Economic Vitality – Goals and Action Items

Goal 1 - Focus and attract resources to create an innovative and world-class environment for growth in businesses and jobs.

- a. Establish a vibrant research environment to foster current and emerging businesses in Sioux Falls by promoting and growing the USD Research Park.
- b. Support entrepreneurship, collaboration, and non-traditional partnerships.
- c. Support quality of life efforts and improve and beautify key areas to attract and retain businesses and employees.

Goal 2 - Pursue a world-class educational ecosystem to foster innovation.

- a. Support and grow Southeast Technical Institute and The University Center as significant community resources.
- b. Explore funding and governance structure alternatives for University Center that would permit local funding and input.
- c. Increase access to higher education in Sioux Falls through lower costs via private funding models; e.g. create an endowment.
- d. Establish master and doctoral degree programs at The University Center to drive innovation that aligns with industry-led opportunities.

Goal 3 - Raise the value of the workforce to achieve higher personal income and greater earning potential by being the number-one city in this metric compared to like-sized cities.

- a. Develop and foster a process to fast-track educated immigrants and other individuals with underutilized talents or skills.
- b. Develop multiple, innovative avenues and partnerships to train individuals for industry-specific needs.
- c. Establish programs to identify underemployed and underutilized human resources in Sioux Falls and match them with unmet needs.
- d. Continue Sioux Falls' tradition of embracing competition rather than protecting existing businesses to assist in raising overall wages.



Education

Education was one of the broadest issues addressed by Sioux Falls Tomorrow stakeholders. Public survey responses focused on low teacher pay, access to pre-school, post-secondary, and life-long learning and concern over how family life affects student achievement. As one survey respondent put it, “Education —this needs to be the top concern of all cities.”

In analyzing the area’s educational strengths, weaknesses, opportunities, and threats, this working group found that educational opportunities are good at most levels. The Sioux Falls area benefits from a tradition of educational excellence and a history of good leadership and community support. This is reflected in the public-private partnerships that are enhancing opportunities at all levels of education, district-to-district cooperation, and a determination to provide educational programs that meet the needs of a diversified job market and promote continued economic growth.

Despite these strengths, the community suffers from a lack of affordable Pre-K educational opportunities, an inadequacy of funding for post-secondary education and of appropriate post-secondary alternatives for those who are not prepared or interested in pursuing further education immediately after high school graduation.

Strategically, this working group believes that to create and sustain a superior educational system, the community needs to “Begin earlier and have higher expectations.”

“Beginning earlier” means being able to confront growing poverty — children deserve to live in environments that promote mental and physical well-being. As income disparity grows, pressures on families increase, making it hard to engage them in their children’s education and negatively impacting student success.

“Having higher expectations” for educational systems is as important as having higher expectations for student success. Systems must be inclusive and responsive to diverse groups, including, but not limited to, those from different socio-economic, racial, ethnic, or cultural backgrounds. And, in the best of worlds, systems must also respond to individuals’ life-long needs for career development and personal growth.



Education – Goals and Action Items

The education KPA presents these goals with the following understandings:

- The need for adequate funding is implicit in each goal.
- As a community, we will always work to provide equal opportunities and to include all diverse groups within our population, including, but not limited to, those from different socio-economic, racial, ethnic, or cultural backgrounds.
- In an effort to be preemptive as opposed to reactive, we will strive to “Begin earlier and have higher expectations.”

Goal 1 – Create an environment that promotes the physical, mental, and emotional well-being of all children.

- a. Identify the needs of students to ensure, to the best of our ability, that each child is being served in an environment that promotes mental and physical wellness.
- b. Leverage partnerships within the community to provide mental health services.
- c. Understand and address the impact of family stressors on the education system.

Goal 2 - Give all children in the Sioux Falls area access to high-quality learning opportunities from the Pre-K through post-secondary level.

- a. Provide affordable and accessible Pre-K education for all students within the Sioux Falls area.
- b. Recruit and retain highly qualified educators within the Sioux Falls area.
- c. Provide affordable and accessible K-12 education for all students within the Sioux Falls area.
- d. Provide affordable and accessible post-secondary education for all students within the Sioux Falls area.
 - i. Provide each student who exits K-12 in the Sioux Falls area with an appropriate alternative for post-secondary training or education.
 - ii. Leverage partnerships within the community to guide this process.

Goal 3 - Increase the availability and visibility of educational opportunities for adult learners.

- a. Assist individuals with degrees from other countries in transferring those credits and knowledge to equivalent U.S. careers.
- b. Explore developing a regional community college system.
- c. Increase awareness of graduate programs within the Sioux Falls area.
- d. Expand educational opportunities for life-long learners.
- e. Identify and remove barriers to participation in educational programming.
- f. Leverage partnerships within the community to provide innovative professional development opportunities for adults within our community.
- g. Create a task force to explore a privately endowed or sponsored post-secondary education opportunity for students of all ages.



Local Government Services

Fully 47% of the comments received from those who responded to the Sioux Falls Tomorrow public survey dealt with local government issues. When categorized, their observations addressed crime and safety, traffic flow, infrastructure, planning, public transportation, and a variety of miscellaneous public services. Central to all of these was a shared concern that local government respond effectively to the needs of a growing population.

The local government services working group identified economic diversity and a strong business climate as important community assets, but noted that the area's most significant strength is the level of collaboration and cooperation among governmental entities — area counties, cities and towns, and school districts come together proactively to address the community's needs. As one group member put it, "We are practical instead of political."

When it came to identifying service challenges, the working group's thoughts closely tracked public opinion. Members noted insufficient availability of affordable housing, and acknowledged perceived public transportation needs and the demands a growing population will continue to place on infrastructure and essential services. All of these are affected by local government funding mechanisms, which are inadequate at several levels.

To meet these challenges, the group believes that local governmental entities must avoid potential jurisdictional conflict and capitalize on their capacity for collaboration. Funding, planning, conservation, infrastructure, water resource development, affordable housing, public transportation, and neighborhood safety all benefit from the synergy of a shared, regional approach to problem-solving and opportunity development.

Tactically, the group believes that greater use of shared technology systems, infrastructure, and communication media will not only further local government effectiveness and efficiency, but promote transparency and citizen engagement.



Local Government Services – Goals and Action Items

Goal 1 - Increase local and regional governmental cooperation and encourage formal associations that improve efficiency and effectiveness of government and promote citizen participation.

- a. Collectively engage in a multi-year, comprehensive, consolidated plan, to identify and analyze options for governmental synergy that would improve efficiency and reduce costs.
- b. Work with available in-state resources — USD Business Research Bureau, SD Department of Revenue, and others — to establish baseline levels of governmental efficiency and effectiveness that will provide data for decision-making in the future and be a possible catalyst for improvement.
- c. Work with our local state legislators on a continuing basis to ensure fair and adequate funding mechanisms for local government — particularly in the areas of law enforcement and education. Focus on connecting our state legislators to local city, county, and school district issues. There is a perception that our state legislators from this region do not adequately collaborate on local issues.
- d. Continue to utilize existing governmental cooperative mechanisms and tools as models to address key deficiencies relative to efficiency, funding, and overall performance.
- e. Identify and pursue opportunities to greater use shared technology systems, infrastructure, and communication media to promote citizen engagement and transparency and to further governmental efficiency and effectiveness.

Goal 2 - Provide needed affordable housing development and neighborhood enhancement measures through local government administrative systems and public financing mechanisms that encourage private investment and partnerships.

- a. Organize and develop a comprehensive regional plan that identifies gaps and deficiencies as well as solutions — including financing — related to the impact of affordable housing and neighborhood quality (adequacy) on future community development.
- b. For those factors that affect the availability of quality, affordable housing stock, analyze and set benchmarks for improvement. For example, code enforcement, identification and removal of sub-standard housing, neighborhood amenities, etc.
- c. Encourage local governments to develop an incentive program with various public-private partnership funding mechanisms to encourage development in support of affordable housing.
- d. With leadership from the city community development department, foster neighborhood support networks and organizations for the purpose of public safety, information sharing, community gardens, community centers, youth centers, neighborhood enhancement and neighborhood watch programs.



Goal 3 - Work to achieve long-range planning, partnerships, and funding for key programs and projects including regional water development, public mass transportation, and identified infrastructure needs.

- a. Improve the quality of natural water bodies in the metro area, inclusive of local lakes, ponds, the Big Sioux River, and tributaries upstream of the metro area such as Skunk Creek, Split Rock Creek, and streams originating in the metro area affecting downstream communities, such as Nine-Mile Creek and Beaver Creek.
 - i. Form a consortium of governmental bodies within the area to identify sources of contamination.
 - ii. Create a set of policies to begin mitigation efforts to address those sources.
 - iii. Develop a set of policies to guide future development along streams and around lakes and ponds to minimize impact on water quality, including actions such as identifying and setting aside public access and recreation areas.
- b. Plan and prepare for an efficient and financially sound model for public transportation.
 - i. Expand Sioux Area Metro services by reducing the cost of the paratransit system and increasing funding for the fixed-route system to provide a more vibrant public transit system for the Sioux Falls area.
 - ii. Increase capacity and foster a more efficient nonprofit community transportation system that provides essential transportation services for persons in need.
 - iii. Expand a coordinated community transportation system throughout the Sioux Falls metro area to provide a connection between all communities for employment, medical, and other transportation needs.
- c. Plan and prepare for an efficient and financially sound model for development of public infrastructure.
 - i. Expand efforts to develop new funding strategies for ongoing maintenance and expansion of the roadways, corridors, and structures (e.g., bridges, reinforced concrete box culverts, and storm sewer systems) within the Sioux Falls metro area.
 - ii. Collaborate with organizations and local officials to determine future needs and expansion opportunities as they relate to the Lewis and Clark Regional Water System. In addition, determine the viability of new and improved regional systems to include sanitary sewer plants, natural gas, electricity, telecommunications, and alternative energy options to support our growing region.
 - iii. Provide and maintain public facilities at a uniformly high standard in all neighborhoods and areas of the metro area.



Quality of Life

Quality of life proved to be the broadest topic a Sioux Falls Tomorrow working group addressed. From traffic flow to wage disparity, virtually every comment made by those who responded to the public survey was related to quality of life. When categorized, however, there were 183 comments tied directly to things that promote health and safety and enhance individuals' and families' access to amenities such as parks, recreation, and entertainment.

As they discussed existing and emerging community strengths, weaknesses, opportunities, and threats, working group members acknowledged several overlaps with other key performance areas — “quality of life” meant something different to everyone.

Much of their discussion centered on recognizing how amenities such as parks, bike trails, and the greenway contribute to a welcoming physical environment for residents and visitors alike. Recreational and leisure opportunities and access to quality healthcare were all given high marks. In the view of the working group, these attributes are a reflection of what is perhaps the area's most significant strength — a “sense of community” that promotes giving back, expects responsive government, and values strong leadership. With this sense of community as a foundation, the group believes that there are ample opportunities for expanding amenities and access to them.

Identified weaknesses and threats paralleled findings from the public survey and other Sioux Falls Tomorrow working groups — low wages, growing income disparity, and public transportation, for example.

Because the Sioux Falls Cultural Plan was under development, the working group did not address arts and cultural issues. Ultimately, as members focused on what they would like the community to achieve in the next ten years, two overarching themes emerged — the desire to create and maintain safe, healthy neighborhoods and the need to celebrate and encourage respect of growing diversity in terms of lifestyle, age, race, ethnic, and cultural differences. Strategically, the Sioux Falls area's biggest challenge will be guiding the community's transition from a small town to a metropolitan area.



Quality of Life – Goals and Action Items

Goal 1 - Ensure residents feel safe, secure, and healthy.

- a. Create a more prominent police presence in neighborhoods. Increase on-foot and/or bicycle police.
- b. Provide police and community service personnel with the cross-cultural training necessary to appropriately serve a diversifying community.
- c. Educate, encourage, and promote neighborhood watch programs and neighborhood associations.
- d. Educate the public on how to recognize signs of trouble and what to do when there is trouble.
- e. Hold emergency response services — police, fire, ambulance, etc. — to the highest standard and ensure adequate funding to these services so they can reach and maintain these standards.
- f. Maintain the infrastructure of lighting and streets to the highest level.

Goal 2 - Enrich residents' experience of the city through affordable and accessible arts and leisure options as well as indoor and outdoor recreation activities.

- a. Construct an affordable, public, indoor aquatic facility.
- b. Enhance the bike path and trail way system to make it conducive not only to recreation, but a means of year-round commuting. Enhancements such as addition of a bike lane and/or widening the current pathways should be considered.
- c. Implement a bike-share system and educate the public on how to use it. Include an educational aspect for the driving community.
- d. Increase the number of common-use outdoor ponds and trails.
- e. Provide affordable youth programs and events to ensure accessibility to children of all socio-economic levels.
- f. Develop a clearinghouse or centralized website to gather and promote all public activities.
- g. Develop partnerships with businesses and individuals to provide reduced-cost access to community events.

Goal 3 - Enhance neighborhoods to cater to the needs of all residents and provide a variety of housing and retail options for different lifestyles.

- a. Provide incentives to neighborhoods that incorporate different varieties of development through the city, both up and out — “up” being development at the core that aims for more concentrated density and “out” being development at the edges of the city.
- b. Promote movement in neighborhoods through trails, parks, and other outdoor recreation.
- c. Deliberately plan neighborhoods that include services and retail, including food options.



- d. Maintain the core of the city and beyond, through thoughtfully planned redevelopment that accurately assesses and addresses the needs of each area.

Goal 4 - Encourage an attitude of respect and acceptance in all residents.

- a. Develop and promote a sense of “one community” that respects and embraces our growing diversity through education, awareness, and mentorship.
- b. Define and develop opportunities through school programs, churches, businesses, events, and community mixers enabling all socio-economic groups to cross-connect.
- c. Establish a “Parade of Neighborhoods” to showcase neighborhoods and foster a sense of neighborhood pride.
- d. Establish an ethnic restaurant incubator that would help launch small businesses and bring residents together to learn more about different cultures through food.
- e. Foster religious alliances that enhance interfaith openness and increased understanding.
- f. Support ongoing programming in the Sioux Falls area that helps integrate new residents to the community.
- g. Engage diverse populations in community planning and collaborative efforts.



Social Services

Sioux Falls Tomorrow public survey respondents offered 255 comments related to social services provided in the metro area. When responses were categorized, the need for affordable housing and dealing with changing cultural diversity drew the most attention.

On the other hand, half of the comments addressed a wide range of social issues, most notably, access to mental health and drug and substance abuse services. One respondent put the challenge of meeting human needs this way, “It is vital to keep updating the city and adding more amenities for the public. It is also vital we continue to help the poor, the homeless, the disabled.”

The social services working group believes that the social services delivery system, which includes nonprofit organizations and public entities, collaborates well to address community needs. Members credit Sioux Empire United Way for its fundraising effectiveness and for mobilizing the business community to support programs that address human needs. In comparison to the rest of the state, Sioux Falls has a wealth of social services to offer. Building on collaboration to improve problem-solving efforts, further engaging the faith-based community in responding to social service needs, and buttressing prevention and intervention programs are opportunities the system should capitalize upon.

The results of the working group’s discussion of systemic problems correspond with public opinion. Affordable housing, response to changing cultural diversity, and access to behavioral health services and public transportation were all cited as weaknesses. Underlying the inadequacies of service delivery is a lack of funding. Spending priorities set by state and federal governments — grant money on which many service providers are dependent — do not necessarily reflect the needs of the local community. And, county welfare departments — the insurers of last resort for those who stand in need — are challenged by insufficient tax revenue.

Looking toward the future, the group believes that revitalizing civic engagement and a sense of connectedness to one another are essential to increasing capacity to respond to social issues. This is especially important in achieving inclusiveness with respect to ethnic, cultural, racial, income-based, ability, age, language, and sexual diversity.

Tactically, the group sees systemic improvement potential in pursuing a coordinated effort to use technology to identify community-based service metrics and to measure change and track service outcomes.



Social Services - Goals and Action Items

Goal 1 - Strengthen the continuum of behavioral health services, including both mental health and substance abuse services.

- a. Improve education to the community on available services and resources and how they can be accessed.
- b. Engage the faith-based community in responding to behavioral health needs/support, including support for existing programs.
- c. Develop or enhance programming that offers a sliding fee to make services more accessible to those with limited incomes.
- d. Expand availability of evidence-based interventions, including prevention and early intervention programs, trauma-informed care, case management, and recovery support.
- e. Work with behavioral health providers to develop a mental health collaborative that will support partnerships among organizations and outreach to local philanthropic organizations and individuals with the capacity to sustain efforts.

Goal 2 - Improve availability of affordable housing by increasing the number and types of available units.

- a. Develop a public fund with an ongoing, dedicated revenue source and private funding to support affordable housing efforts.
- b. Advocate for the development of incentives for private developers who develop affordable housing.
- c. Develop supportive services to help preserve housing for people in crisis.
- d. Engage the faith-based community in responding to affordable housing needs.
- e. Develop an affordable housing collaborative that will support partnerships among organizations involved in addressing affordable housing needs.

Goal 3 - Strengthen the collection of outcome measurements and performance metrics among social service organizations to assist the community in better understanding emerging needs and the effectiveness of existing programs.

- a. Improve communication among nonprofit organizations through a collaborative effort that identifies gaps in available data and establishes community-wide metrics and outcome measurements in critical areas.
- b. Research and seek funding for a system that will store critical data from organizations.
- c. Work with local funding organizations to encourage participation in data collection and aggregation efforts.
- d. Engage the faith-based and philanthropic community using the data collected through these efforts.

Goal 4 - Engage, empower, and involve community members from diverse groups in strengthening social service delivery.

- a. Improve access to translated forms in key languages and access to interpreters in social service organizations.



- b. Expand education provided to the social service community on the needs of diverse populations, including those who may have experienced significant trauma, and expand diversity training among service providers.
- c. Expand education provided to diverse populations on available services to raise awareness of resources.
- d. Involve people from diverse populations in community planning and nonprofit leadership.



Sioux Falls Cultural Plan

In 2013, the mayor of the City of Sioux Falls appointed a 26-member steering committee charged with undertaking an update of the city's 1999 Cultural Plan. Subsequently, that steering committee created task forces to address seven aspects of cultural activity and endeavor. In all, 73 volunteers met over the course of six months to complete the plan.

Knowing that the schedules for the Cultural Plan and for Sioux Falls Tomorrow would overlap, the two steering committees agreed that arts and culture could be viewed as an adjunct KPA for Sioux Falls Tomorrow.

At its final meeting, Sioux Falls Tomorrow stakeholders agreed by consensus to endorse the seven long-range goals of the Sioux Falls Cultural Plan and to include them in the Sioux Falls Tomorrow 2014 report.

Sioux Falls Cultural Plan Goals

- **Arts Education and Youth Development**
Provide lifelong school and community-based access to quality arts education opportunities in Sioux Falls.
- **Arts Funding and Support**
Develop a broad base of sustainable funding to support Sioux Falls' nonprofit arts and cultural organizations.
- **Economic, Community Development and Cultural Tourism**
Create an environment of culture and creativity that supports robust economic growth in the greater Sioux Falls area and helps develop and attract skilled, talented, and educated workers and businesses employing them.
- **Audience Development, Access, and Diversity**
Welcome all people to cultural programs in a city that is recognized for and appreciative of culture's power to build community.
- **Artists and Creative Workers**
Create an environment in Sioux Falls where artists and creative workers may thrive.
- **Cultural Facilities and Public Art**
Enhance Sioux Falls public art and cultural facilities.
- **Arts Leadership and Coordination**
Represent the cultural sector and coordinate implementation of the cultural plan.



About the Process

Sioux Falls Tomorrow is a community-based planning process designed to produce a vision and goals for the Sioux Falls area. The project brings together a cross-section of people who live in the four-county metro area, informs them of trends, situations, and events affecting the community, and asks them to reach consensus on what they would like to see changed or achieved in the next ten years.

Sioux Falls Tomorrow 2014 was the third iteration of this process, which was sponsored by the City of Sioux Falls, Forward Sioux Falls (a joint venture of the Sioux Falls Area Chamber of Commerce and the Sioux Falls Development Foundation), Lincoln County, Minnehaha County, Sioux Empire United Way, the Sioux Falls School District, and the Sioux Falls Area Community Foundation, which coordinated planning activities and the production of this report.

Getting Ready

In November 2013, representatives of the Sioux Falls Tomorrow sponsoring organizations formed a steering committee and met to define the scope of the project.

After reviewing the process and outcomes of the 2004 Sioux Falls Tomorrow II report, the group agreed to follow a similar course of action. Volunteers — known as stakeholders — would meet six times in general sessions to be led by a consulting facilitator. Stakeholders would also be expected to join one of five key performance area (KPA) working groups — economic vitality, education, local government services, quality of life, or social services.

The steering committee identified and invited five civic leaders, each with a background or special interest in one of the KPAs, to join the committee and to serve as neutral moderators for the small working groups.

In subsequent meetings, the steering committee agreed to gather public opinion by publishing a survey online and in the *Sioux Falls Argus Leader*. KPA moderators were charged with recruiting 20 stakeholders, representative of a cross-section of the community, to be members of their working group. An additional 50 stakeholders would be able to volunteer to participate after completing the public survey. Ultimately, 143 volunteers agreed to serve as stakeholders, and 117 completed the process.

The Sioux Falls Tomorrow 2014 survey went online between January 14 and 31 and was published in the *Argus Leader*. (See page 26 of this report.)



Stakeholder Session I

The first stakeholder session was held January 21. Mary Tidwell, chair of the project, described the scope of the planning process and presented a brief history of Sioux Falls Tomorrow, which began in 1994.

Project facilitator Maggie Arzdorf-Schubbe, Afton Consulting, Afton, Minn., reviewed stakeholder expectations and described the consensus decision-making model to be used to reach agreement on vision and goals.

Stakeholders reviewed the Sioux Falls Tomorrow II vision in their respective KPA working groups, rejoining the large group to reach consensus on accepting the 2004 statement as a working definition of its vision.

The statement was accepted with reservations and the understanding that it would be revisited at the conclusion of the project. Community Foundation staff collected and later transcribed comment cards on which stakeholders had noted what they liked about the statement and what they believed needed to be changed.

Mike Cooper, Director of Planning and Building Services for the City of Sioux Falls, presented “Sioux Falls Tomorrow II: A Review of What We Accomplished”, which highlighted goals that were met, partially met, or unmet over the previous 10 years.

Stakeholder Session II

Presenters at the second stakeholder session gave participants a comprehensive snapshot of the trends, situations, and events affecting the Sioux Falls area.

Stakeholders also received the results of the Sioux Falls Tomorrow 2014 public survey. (*See page 26 of this report.*) Of the 2611 responses, 398 came from the newspaper insert. While the sample was large, it was not random, and a confidence interval was not calculated.

Between this and the next stakeholder session, KPA working groups convened separately to identify the community strengths, weaknesses, opportunities, and threats (SWOTs) that would affect their respective areas of study.

Stakeholder Session III

KPA moderators presented the findings from their working groups’ SWOTs analyses to the stakeholders.

At the conclusion of the presentations, and with an eye toward avoiding duplication of effort among the KPAs, the facilitator asked stakeholders to discuss areas of potential overlap among the five KPAs — an overlap being defined as a strength, weakness, opportunity, or threat targeted as significant by more than one working group.

After considering potential overlaps, stakeholders' consensus was that because each KPA has a unique perspective

- “partnerships and collaboration”, “strong healthcare services”, “funding”, and “technology” could be addressed by any or all of the KPAs.
- “affordable housing” and “public transportation” could be addressed by local government services and social services KPAs.
- “income inequality” could be addressed by economic vitality, education, quality of life, and social services KPAs.
- “diversity”, which in the past has been broadly interpreted to include cultural, ethnic, economic, inter-faith, and racial diversity, should be addressed by all KPAs.

Stakeholders dispersed to their working groups tasked with reviewing their SWOTs analyses and brainstorming what they would like to see changed or achieved in the community over the next 10 years.

Stakeholder Session IV

Using print and electronic media, Sioux Falls Tomorrow invited the public to attend the fourth stakeholder session where KPAs would brief interested members of the community on their work to date.

When guests arrived, they were asked to join the KPA in which they were most interested. Once convened, each KPA moderator walked the group through the SWOTs analysis and a brainstormed list of things that that KPA wished to change or achieve over the next ten years. Briefing concluded, the moderator asked guests to comment and/or ask questions about the work to date. Another KPA member kept a record of the discussion and suggestions made by guests. While the number of guests who attended was low, discussion in each group was lively and thoughtful.

Between this session and the next, KPAs met separately to review their work, taking into consideration what they had learned from guests, and to develop goals and action items designed to address the working group's most significant findings.

Stakeholder Session V

KPA moderators presented their respective group's draft goals and action items to stakeholders, who provided feedback and/or asked questions about the presentation. After each presentation, the facilitator called for consensus, and stakeholders approved the draft.

With approvals to proceed in place, stakeholders returned to their KPA working groups, further modifying their goals and action items, and, for groups that so chose, identifying organizations and government entities that are likely to have an interest in and resources to pursue the goals.

Between this session and the next, the Community Foundation surveyed stakeholders, collecting data on the demographic makeup of the large group and asking for feedback on elements of the working definition of the Sioux Falls Tomorrow vision and for volunteers to serve on a Vision Draft Team.

Vision Draft Team

Six stakeholders, none of whom was a KPA moderator, met to review the working definition of the Sioux Falls Tomorrow vision.

The vision draft team took into consideration the results of the recent stakeholder survey and reservations expressed at the first stakeholder session. The group also had the comment cards from that session.

Because the stakeholder survey results indicated that the form — a vision statement short enough to print on a tee-shirt, followed by a series of descriptors — and tone of the 2004 version were generally agreeable, the group focused on restating it. They combined two social service descriptors so that the statement became more explicit regarding access to services and reflected a desire that programs be undertaken based on empirical data. Two quality of life descriptors were also combined, and the economic vitality descriptor became more aspirational in terms of business development and the effect on individuals' potential for career and income advancement.

The team also modified the diversity descriptor, and decided not to explicitly address racial, cultural, and ethnic diversity. In contemplating adding those modifiers, members concluded that if they did so, they would also need to include references to diversity due to ageism, sexism, wage disparity, sexual preference, disability, etc.

Following this meeting, the Community Foundation sent the restated vision statement and the final drafts of KPA goals and action items to stakeholders for their review. Their questions and comments were distributed to the KPA moderators at Session VI.

Stakeholder Session VI

At this meeting, stakeholders considered endorsement of the Sioux Falls Cultural Plan, the adoption of a restated vision, and the adoption of final reports from KPA working groups.

Mike Cooper, member of the Sioux Falls Tomorrow Steering Committee, and Randell Beck, member of the education KPA, presented an overview of the Sioux Falls Cultural Plan, a process in which they also participated.

The mayor of Sioux Falls appointed the steering committee in the spring of 2013. Seventy-three cultural and community leaders participated in the task force. Working groups included Economic/Community Development and Cultural Tourism, Arts Education and Youth Development, Audience Development, Access and Diversity,

Cultural Facilities and Public Art, Artist Services and Creative Workers, Arts Leadership and Coordination, Funding and Support for Arts. The plan had been endorsed by the cultural plan's steering committee, the Sioux Falls Arts Council, and the Visual Arts Commission. There are seven long-range goals with associated action items.

At the conclusion of the presentation, Cooper proposed that stakeholders endorse the seven long-range goals of the Sioux Falls Cultural Plan and include them in the Sioux Falls Tomorrow 2014 report. Stakeholders accepted the proposal by consensus.

Stakeholders broke into their KPA working groups to consider comments and suggestions made by their colleagues regarding draft goals and action items.

Amendments completed, the KPA moderators presented and proposed endorsement of their final goals and action items to the full body. Following each proposal, the facilitator called for adoption. The proposals for all five KPA working groups were adopted by consensus.

Andy Patterson, the project director, introduced members of the vision draft team and presented their proposed restatement of the 2004 Sioux Falls Tomorrow II vision. Stakeholders accepted the proposed Sioux Falls Tomorrow Vision Statement by consensus.

Wrapping Up

Sioux Falls Area Community Foundation staff compiled the reports from each KPA working group, wrote a narrative for each section, and sent draft documents to the KPA moderators for their review. With moderators' approval, the drafts were then forwarded to KPA working group members for comment.

The final report was approved by the Sioux Falls Tomorrow 2014 Steering Committee prior to publication.

Process Team

Andy Patterson, Project Director
Maggie Arzdorf-Schubbe, Consulting Facilitator
Rika Peterson, Project Intern
Grace Holsen, Interactive Specialist
Katy Nelson, Communications
Candy Hanson, Editor

Sioux Falls Tomorrow 2014 Participants

Stakeholders

Patti Abdallah	Brian Jans	Katie Reardon
Fred Aderhold	Sarah Dahlin Jennings	Gayleen Riedemann
Erin Arends	Darcy Jensen	Elaine Roberts
Robert Baker	Dennis A. Johnson	Sue Roust
Randell Beck	Anthony Johnson	Mark Sanderson
Jean H. Bender	Dick Kelly	Allison Sanderson
Paul Bennett	Rebecca Kiesow Knudsen	Jim Schmidt
Raquel Blount	Ric King	Jessie Schmidt
Erin Bofenkamp	Janet Kittams-Lalley	Richard Schriever
Scott Boyens	Laurie Knutson	Lois Schuller
Vernon Brown	Brandi Kowalczyk	Elizabeth Schulze
Matt Burkhardt	Kristi Kranz	Tim Schut
Tiffany Butler	Reggie Kuipers	Terri Schuver
Scott Christensen	Troy Larson	Tom Slattery
Jeanette Clark	Dan Letellier	Curt Soehl
Mike Cooper	Pat Lloyd	Cate Sommervold
Michael A. Crane	Michelle McMurrey	Erin Srstka
Trey Daum	Steve Metli	Nathan Stallinga
Carey Deaver	Kristi Metzger	Trent A. Swanson
Kerri DeGraff	Mark Millage	Courtney Tielke
Joel Dykstra	Doug Morrison	Stacey Tiezen
Natalie Eisenberg	Pamela Naessig	Sam Trebilcock
Dan Engebretson	Rich Naser	Carol Twedt
Jessica Evans	Jennifer Nebelsick Lowery	Celeste Uthe-Burow
Derek Ferley	Joan Neilan	Shannon Van Buskirk
Nick Fosheim	Ron Nelson	Suzanne Veenis
Jill Franken	Christy Nicolaisen	Elizabeth Venrick
Marie Fredrickson	Tracy Noldner	Monte Watembach
Dale Froehlich	Evan Nolte	Dennis Weeldreyer
Jenina Gatnoor	Nicole Osmundson	Anita Wetsch
Kris Graham	Dan Pansch	Brooke White
Gary Helder	Susie Patrick	Anne Williams
John Henkhaus	John Paulson	Steve Williamson
Lt. James Hoekman	Stephanie Perry	Robert Wilson
Dennis Hoffman	Scott Petersen	Aaron Wimmer
Jason Holbeck	Cindy Peterson	Ross Wright
Thomas R. Holmes	Ryan Pidde	Carl Zylstra
Grace Holsen	Jay Powell	
Pam Homan	Susan M. Randall	
Jon Jacobson	Shireen Ranschau	



Sioux Falls Tomorrow Sponsors

City of Sioux Falls

Forward Sioux Falls *a joint venture of the Sioux Falls Area Chamber of Commerce and the Sioux Falls Development Foundation*

Lincoln County

Minnehaha County

Sioux Empire United Way

Sioux Falls Area Community Foundation

Sioux Falls School District

Steering Committee Members

Mary Tidwell, Chair, Steering Committee

Mike Cooper

Michael Crane, Moderator, Education KPA

Candy Hanson

John Henkhaus, Moderator, Economic Vitality KPA

Pam Homan

Dick Kelly

Rebecca Kiesow Knudsen, Moderator, Social Services KPA

Doug Morrison

Evan Nolte

Susie Patrick, Moderator, Quality of Life KPA

Andy Patterson

Jay Powell

Jim Schmidt

Anita Wetsch, Moderator, Local Government Services KPA

Vision Draft Team

Economic Vitality KPA – Gayleen Riedemann

Education KPA – Anne Williams

Local Government Services KPA – Dale Froehlich and John Paulson

Quality of Life KPA – Paul Bennett

Social Services KPA – Stacey Tiezen

Presenters — Trends, Situations, and Events

“The Sioux Falls MSA”, Mike Cooper, Director of Planning and Building Services, Sioux Falls

“Preschool through Twelfth Grade Public Education”, Sharon Schueler, Curriculum Director,
Sioux Falls School District and David Pappone, Superintendent, Brandon Valley School District

“Economic Vitality”, Slater Barr, President, Sioux Falls Development Foundation

“Meeting Community Needs”, Janet Kittams-Lalley, Executive Director, Helpline Center and Amy
Olson, Director of Corporate Health, Avera McKennan Hospital

“Public Safety”, Doug Barthel, Police Chief, Sioux Falls and Aaron McGowan, States Attorney,
Minnehaha County

“Minnehaha and Lincoln Counties”, Ken McFarland, Administrator, Minnehaha County and
Jim Schmidt, Commissioner, Lincoln County



SIOUX FALLS TOMORROW A VISION FOR THE FUTURE 2014

1. Rate the Sioux Falls area in terms of the condition of Scale = excellent, good, fair, poor, DK/NR

Parks and pathways	90% excellent or good	(n=2548)
Water treatment facilities	76% excellent or good	(n=2544)
Sewage treatment facilities	72% excellent or good	(n=2539)
Arts and cultural facilities	71% excellent or good	(n=2543)
Local public transit systems	39% excellent or good	(n=2541)
Recreational facilities	73% excellent or good	(n=2527)
Waste and recycling facilities	72% excellent or good	(n=2547)
Roads	51% excellent or good	(n=2533)

2. What is the most important local issue facing cities and towns in the Sioux Falls area? Why does this concern you?

There were 1823 responses to this item. A cross-count of responses that referenced more than one issue brought the total to 2227 comments. Please see the Appendix on page 3 for a representative sample of these comments.

3. What are your two main sources of community information? (n=2547)

59.2% Television	20.3% Radio
48.9% Internet Websites	16.8% Word of mouth
43.7% Newspaper	1.6% Other
22.2% Social media	<1% DK/NR

To what degree do you agree or disagree with the following statements?

Scale = strongly agree, agree, disagree somewhat disagree, DK/NR

7. The Sioux Falls area is a community with a bright future.	89% strongly agree or agree (n=2524)
8. The Sioux Falls area is managing growth effectively.	66% strongly agree or agree (n=2519)
9. If I wanted to talk to a local government official I would feel comfortable doing so.	61% strongly agree or agree (n=2519)
10. I feel safe living in the Sioux Falls area.	79% strongly agree or agree (n=2508)
11. People in the Sioux Falls area are respectful of ethnic and cultural diversity.	56% strongly agree or agree (n=2521)
12. It is easy to access quality health care services in the Sioux Falls area.	87% strongly agree or agree (n=2514)

13. How long have you lived in the Sioux Falls area? (n=2611)

4.2% <2 years	19.6% 10-19 years
6.7% 3-5 years	56.2% 20+ years
8.9% 6-9 years	4.1% NR



14. Range of zip codes (n=2441)	15. Range of school-aged children living in home (n=2611)	16. Range of ages (n=2611)
17.6% 57103	67.1% None	1.0% 17 and under
9.5% 57104	23.0% 1-2	4.8% 18-24
15.9% 57105	5.2% 3-5	19.2% 25-34
16.7% 57106	<1% 6 or more	17.3% 35-44
3.5% 57107	4.2% NR	18.3% 45-54
13.1% 57108		17.0% 55-64
8.0% 57110		11.0% 65-74
3.4% Brandon area		7.2% 75 or older
4.5% Tea, Harrisburg area		3.8% NR
2.4% SE South Dakota		
1.0% SW Minnesota		
1.0% NW Iowa		
0.8% Other		
2.6%....NR		

*DK/NR=Don't know/No response



Appendix Sioux Falls Tomorrow 2014 Survey Item #5

Item #5 of the Sioux Falls Tomorrow survey asked respondents to reply to the following question:

"In your view, what is the most important local issue facing cities and towns in the Sioux Falls area? Why does this concern you?"

SFACF received 2611 surveys — 1823 included responses to Item #5. Of these, 48 comments were some version of "no response", were unclear, or were not able to be categorized.

Responses to Item #5 that referenced more than one issue were cross-counted, resulting in a total count of 2227 comments.

This is a representative sample of unedited responses to Item #5.

Economic Vitality – 360 Comments

Re Jobs and Wages (237)

- Low wages. We will not improve our quality of life if we cannot assure people of a decent income.
- Employers expecting too much to find an employee. There are lots of people without jobs who can't get one, because they don't meet the requirements. The requirements for most jobs is absurd.
- Low wages. People are leaving due to this problem. Same issue in many different fields.
- Wages. Jobs that do not require college, for the most part, have incredibly low wages. Trying to live off of these wages, even for just a one person household, is ridiculous. I have no idea how folks with children do it.
- The pay. Many people in South Dakota do not make a living wage. We are having trouble recruiting people to fill jobs in our State because of poor pay and benefits. You can't raise a family on \$10-12 an hour with poor or no health insurance. Until the decision makers in this state figure that out we will struggle to attract and keep workers.

Re Economic Development (123)

- Workforce Development, because unemployment is below 3% and the economy and business can't grow and develop without a good pool of employees.
- We need to continue to bring new businesses to town and they need to be diverse in the industries and sectors they serve. Our unemployment is low - almost too low. Employers are having difficulty finding good employees. We also need to find more ways to attract and retain young adults to work and raise families in our city.
- Keeping our college graduates and young people here to build the foundation of our communities. Drawing top talent to the area to improve the quality of businesses, entertainment, and overall offerings to make this a major metro area with a small town atmosphere.
- Keeping the local businesses going. Most of the rural towns are losing a lot of their local businesses and everything is becoming big box stores. We try to support downtown Sioux Falls as much as possible.
- Sustainable economic growth. The cities and towns in the area need solid manufacturing and industrial jobs more than jobs related to construction and real estate. If construction and real estate jobs account for too high of a percentage of the overall jobs, a small slow-down in development can result in a large effect to the overall economy.

Education – 115 Comments

- The low pay our teachers receive. They do more than many could ever imagine for our children and I feel the pay they receive does not reflect their impact and worth to our communities. I feel many young people that would be outstanding teachers in our area shy away from teaching because of the poor pay they would receive.

- Education, this needs to be the top concern for all cities I think making sure they get the funding they need to support all the schools city wide. Teachers should not have to worry about supplies and resources to get each child the education they need.
- Affordable higher education opportunities available. There are two amazing universities in town to accommodate students that can afford high tuition. There is the university center, but that doesn't offer the full college experience. A state school in town would be nice.
- Quality, equitable, affordable free preschool experiences for all 3-5 year olds. Every Child deserves this! It is time to make it happen.
- Schools becoming separated from family life. Parents struggle with being able to help their children learn and study. Common core does not belong in our schools.

Local Government – 1239 Comments

Re Crime and Safety (341)

- Most recently, crime seems to be more prevalent. This needs to be responded to quickly and swiftly so that we can continue to enjoy low crime rates. We always have had low crime and do not want to be complacent or apathetic. As we grow we need this can become an issue.
- I think Sioux Falls is growing a little fast. I don't think we have enough law enforcement to keep up. Seems crime is rising.
- Keeping the city safe as it grows into a larger city. It seems as cities grow, crime rate grows along with it. I hope Sioux Falls can remain a very safe place to live.
- Crime. More population brings more criminal activity.
- It's been a challenge to think of an issue — which is great news that the city is doing so many things so well!! I do have concerns with the numbers of drug and alcohol-related crimes and situations, yet know that is not specific to cities the size of Sioux Falls and the surrounding areas.

Re Roads and Traffic (294)

- I feel traffic flow is one of the biggest issues Sioux Falls has faced will continue to face as the area gains more in population. During high events population events such as the Fair or Jazz Fest, it takes twice as long for local traffic to get to where they need to go.
- Traffic in and across Sioux Falls--too few of main access roads for the number of cars. Traffic is backed up at all major intersections and off ramps every work day during travel to and from resident's work.
- Traffic control. It appears that there needs to be better timing of the stop lights at different times of the day.
- The only thing I have to complain about is the roads, which I know can't be fixed all at once. Many roads are terrible with potholes. Also when it's icy and snowy I have a hard time getting around and slide everywhere. There should be ice melt out sooner.
- Very poor roads and increasing traffic congestion.

Re Infrastructure (116)

- Managing infrastructure to keep up with growth.
- The infrastructure of the smaller towns in the area in poor condition and will need major upgrades in the next few years. Most of these communities do not have the tax base to support such large expenses and the citizens cannot afford to cover the expense on their own.
- Managing infrastructure with the growth so that nothing suffers in the growth. Concerns me because cities tend to let maintenance/upkeep slide in times of heavy growth.
- Continuing to keep a viable infrastructure at an affordable cost to tax payers. As a home owner on a fixed income it is vitally important to me. First that our infrastructure does not deteriorate and second that I will continue to be able to live in my home until the forces of aging require me to move.
- Infrastructure. If people are going to continue to move here, we need updated waterways, sewers, roadways, and enough water to sustain all the people. We also need to stop building houses where farmland should be. The City is spread out enough. Everybody that moves here does not need a brand new house where food should be growing.

Re Planning (110)

- Sprawl - as Sioux Falls grows and smaller towns lose their identity.
- Urban sprawl. Sioux Falls growing too fast into the few rural properties left around it. Some of us do not want to be part of the city.
- Urban sprawl and maintaining and improving the balance of residential neighborhoods with the growth of commercial development.
- Planning to allow for growth...we could use a better process that is inclusive and moves forward. It seems we spend too much time arguing about what goes where, instead of answering the why for people. If the "why" was answered, there would be less resistance to change.
- As the Sioux Falls area grows in population and commercial business, I would like to see that the road infrastructure is planned and implemented well in advance. I think that Sioux Falls has done an excellent job of this--Highway 11 and Dawley Farms is an example of this. Keep up the great work!

Re Transportation (80)

- You need more bus routes, later hours bus to run until 1:00 am and on Sundays and holidays so people who only ride buses and do not have people who have cars or can't pay for taxi can go church, meetings. Can work Sundays and nights or go to holiday events like July 4 picnic and fireworks, music and movies.
- Lack of facilities for alternative modes of transportation, including bicycling, walking, and transit. Citizens' health is declining and obesity is rising. Making alternative modes of transportation convenient and safe will lead to an improvement in our citizens' health.
- I think public transit is a huge issue. If the city busses could run at least until the mall closes it would be very helpful. When I was without a car & working at the mall a few years ago, I would have loved not having to either walk or bother friends to come pick me up in a blizzard.
- The SAM needs to expand its hours of operation, it needs to start earlier in the morning & end at midnight - 1 a.m., so people can get places (like work or home from work). SAM also needs to run 7 days a week. Doing these things would increase ridership. SAM also needs to expand areas of service & paratransit needs to be expanded as well.
- Flights out of Sioux Falls are not competitive with other cities such as Sioux City, Mpls, Omaha. More travelers would fly out of Sioux Falls if flight prices were more competitive. We tend to fly out of Sioux Falls because of convenience, but we know others will travel to Mpls or Omaha to save some money.

Re Government Miscellaneous (298)

- Preservation and enhancement of the "core" of Sioux Falls including downtown and surrounding neighborhoods as a complete community center and attractive location for business, education, entertainment, etc. The metro area needs to be balanced and blended as to economic conditions, housing, schools and address "free/reduced lunch" type disparities.
- Increasing the police force size to be adequately staffed for a city of this size. Sioux Falls police are understaffed when compared with other cities of this size. Proper pay and compensation would draw more officers to apply here.
- Creating growth and managing growth. Without growth we die but there will be resistance to change from established residents and unmanaged growth can kill the quality of life that attract new investment and more growth.
- The most important issue facing cities and towns in the Sioux Falls area right now is property taxes. The areas that are seeing growth are seeing increasing taxes and that hurts the economy instead of helping it. It would help if there was greater property tax relief.
- Keeping a smart budget. This concerns me because I want a secure economic future for the city.
- Leadership. We need leaders who want to do what's best for the entire community.
- Transparency between government and citizens.
- Consolidation of surrounding community's public services to improve continuity of quality while controlling costs through more efficient utilization of existing assets.

- I believe that one major issue is allowing a city to thrive economically and yet maintain the small town feel. I grew up in a small town nearby and now live within the city limits.
- Towns surrounding Sioux Falls, such as Tea, Harrisburg and Brandon, will soon be connected to SF. In other words, as Sioux Falls and each of the connecting suburbs spread out, there won't be a "gap" between them. Leadership in each location needs to be prepared to work together as we merge into one metropolis.

Quality of Life – 187 Comments

- South Dakotans have a strong bias toward maintaining the status quo. This often prevents us from bringing needed change to the community that will enhance quality of life such as building the Pavilion, the Events Center and an indoor aquatics facility. These projects take forever to get approved and the community suffers for it.
- Providing safe and affordable activities for families. Active activities. When we do not provide safe activities for the young they sometimes drift and find the wrong group and get into trouble. It is nice if they have activities and accountability to show their worth. We do have a great young community in SF keep it going.
- Opportunities for recreation & events for people of all ages, especially for young singles and empty nesters! There are lots of family events & happenings but not so much for others.
- As Sioux Falls grows, we need to consider that all areas need parks, access to bike trails; people need to be able to afford new facilities like the new arena, tennis courts, etc.
- Need to make sure that our library facilities keep up with the city's growth. The library is a jewel for all ages. With the growth of the internet, it seems outmoded but, I believe it is more important than ever if only to get people out of their homes. I have all of the electronic things but still get down there a couple times a month.

Social Welfare – 255 Comments

Re Various Needs (130)

- I think that a big problem is the homeless population in the area who have nowhere to go! The Gospel Mission & Banquet & other services are GREAT but we should consider how to do MORE to help these families. I love the direction that SF is going to help out people who need it. I'm always surprised by the generosity in this city!
- Finding a balance between serving the underprivileged and spending money to keep improving the city. It is vital to keep updating the city and adding more amenities for the public; it is also vital we continue to help the poor, the homeless, the disabled, etc.
- Mental health issues: More and more we turn people out on the streets with insufficient support to maintain a normal functioning life style. I have on both a professional and volunteer basis worked with many of these citizens. They are ostracized because they can't hold a job but appear physically normal.
- Drug and alcohol addiction. It's our biggest public health and societal issue, costing our communities almost \$200 Million per year.
- Too many handouts and not enough help in teaching people how to help themselves.

Re Housing (125)

- Affordable housing - not necessarily low income, but decent middle-of-the road apartments. I work with a lot of families that have trouble finding affordable housing, and I myself have had a really hard time finding an "average" apartment.
- The shortage of affordable housing. My understanding is that there is a 3-year waiting list for Section 8 housing assistance, and if you don't have children or a disability, you might as well not even try. When people need two jobs to be able to afford a place to live, that's not good for a city.
- The biggest issue is affordable housing. The cost of rent is only going higher and people are unable to afford a place for shelter. This puts them in a bad position and puts the city in a bad position if the homeless rate continues to increase as it currently is right now.
- I think a continued effort needs to be made to ensure that there will be adequate affordable housing. The city has a very diverse population that requires housing that can accommodate all the different income levels.
- Need more low income housing!!!! To many people work min wage and can't afford rent!!!!

Diversity – 71 Comments

- Cultural diversity and how to deal with the changes associated with that. We say we want diversity, and we say we accept diversity, but I am not so sure we embrace the idea wholeheartedly.
- Diversity. Embrace our population and welcome those who aren't from here.
- I see a lot of prejudice against Native Americans and people from other countries. I wish they could be more fully included in our community. If they are excluded, it leads to more social services needed and more incarceration.
- The influx of immigrants - legal or illegal. The industries enticing/luring these people here need to be responsible for assimilation, education, and general welfare of these 'workers'.
- Managing the continuing influx of immigrants and refugees. It continues to put a severe burden on schools and social services needs.

Sioux Falls Tomorrow 2014

Vision

The Sioux Falls community is safe, caring, progressive and beautiful, providing opportunities and resources for each person's well-being.



City of Sioux Falls
SOUTH DAKOTA

FORWARD
SIOUX FALLS
2011-2016



LINCOLN COUNTY
South Dakota



