



Weber Avenue Corridor

REPORT OVERVIEW

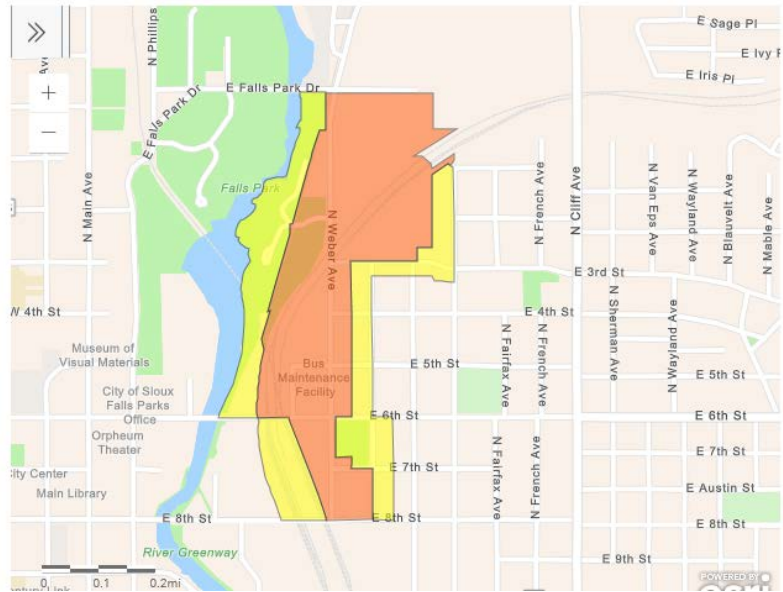


City of Sioux Falls
**PLANNING AND
DEVELOPMENT
SERVICES**

Spring 2019

I. SUMMARY

The Weber Avenue Corridor is a short collector street corridor that connects the east side of Falls Park with the east side of downtown. The corridor currently is a mix of industrial, commercial, office, and residential land uses. The Weber Avenue Corridor report is an overview of the Shape Sioux Falls Comprehensive Plan, Shape Places Zoning Ordinance, and the public involvement process—all of which shall remain consistent when development and redevelopment plans are proposed.



The entire city of Sioux Falls is 79 square miles and consists of many smaller geographic areas—communities, neighborhoods, centers, and corridors. Street corridors are utilized every day by people for work, school, shopping, and entertainment trips. With this high degree of transportation use, neighborhoods and development must find ways to best 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. The past, current, and future corridor uses therefore have a large impact on the type of development pattern within this area.

In order to study and understand the corridor and surrounding area, City staff completed a background review, survey, and public meetings. The information gathered was presented to the stakeholders, and the overall purpose of the report was presented.

Purpose:

Working with stakeholders from the area, the overall intent of the study and the subsequent report is for stakeholders to have input in how the corridor is developed. In order to meet that objective, Planning staff facilitated public discussions. The staff works toward an ongoing public input process so that viewpoints from any development or redevelopment project can have adequate conversations prior to proceeding forward.

Goals:

Goal 1: Educate landowners and neighbors about a Weber Avenue Corridor Study and to the future development options adjacent and near the corridor by encouraging well-planned development.

Goal 2: Gain feedback from landowners and neighbors about a Weber Avenue Corridor Study and future planning decisions.

How: By informing and involving landowners about development along and near the corridor and completing a Corridor Report.

Objective: Stakeholders can communicate with the City and staff about issues.

Recommendations:

Below are specific recommendations more fully described within this report that the Planning Commission and the City Council should consider as the Weber Avenue Corridor develops in the future.

1. Follow the recommendations of the corridor influence area for redevelopment projects.
2. Maintain corridor as an urban core corridor.
3. Implement Weber Avenue streetscape as the corridor is reconstructed.
4. Continue to involve and educate the stakeholders in the development process of the corridor.
5. Facilitate the development of an art colony as a preferred land use.
6. Improve signage along the corridor to include wayfinding to amenities.
7. Street design standards consistent with complete streets concepts.



Contact Information

City of Sioux Falls
Planning Division
367-8888
Planning2@siouxfalls.org

City of Sioux Falls
City Council
367-8085
clerks@siouxfalls.org

II. PLAN

Consistency with the Comprehensive Plan—Shape Sioux Falls:

Review Corridor Types: The corridor is located within an urban core area and also adjacent to an urban high-density area (the Downtown PUD), which includes these policies from Shape Sioux Falls (comprehensive plan):

Urban Core

Description: Consists of mixed-uses but primarily 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 [since traffic is allowed to flow in all directions—north/south/east/west; but storm runoff is not allowed into its natural drainage channels and must be piped around these roads and structures]. 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 streets may occur where it is shown that street connectivity is not harmed or 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 area.

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.



PROCESS

Consistency with the Zoning Ordinance—Shape Places:

Property owners within the corridor were provided information about methods to interface with the Sioux Falls Zoning Ordinance—Shape Places. All the information is included as a part of the Weber Avenue Corridor Study website. The information includes the following:

- How to check what a property is zoned?
- What forms are allowed in each zone?
- How do I rezone property?
- How do I comment about development?

Existing conditions along Weber Avenue:

Most land parcels are zoned I-1 Light Industrial. I-1 zoning allows for light manufacturing, warehousing, and freight movement.

Other secondary zoning is C-2 Commercial—Neighborhood and Streetcar and then the area transitions into the Whittier Neighborhood which is RT-1 Single-Family Residential—Traditional. C-2 allows for general retail and services, with buildings no more than 25,000 square feet.

How to check what a property is zoned?

Each parcel of land within the city is zoned to a certain classification. These zoning districts allow the parcel to be developed with certain land use rights as long as guidelines are followed. Shape Places is the zoning ordinance. In order to find the zoning district on a certain parcel, people are able to look online or contact the City staff directly.

To look online, simply go to siouxfalls.org/planning-dev/planning/weber-study/learn-steps/step3.

Click on the link to go to the Arc GIS-online map showing the zoning of each parcel with hyperlinks to the Shape Places zoning interface.

To check and get information on your parcels zoning, use the white arrow to see other parcel information.

Call Planning and Development Services at the City Center—367-8854

What forms are allowed in each zone?

Within each zoning district, there are forms that are allowed. These forms coordinate the types of land uses, parking, setbacks, and other design considerations into types of development or forms.

The information within the overview was contained with the corridor website:

HOME / Planning & Development Services / Planning / Study / Learn

LEARN - WEBER AVENUE CORRIDOR STUDY

PROCESS



TOOL-KIT

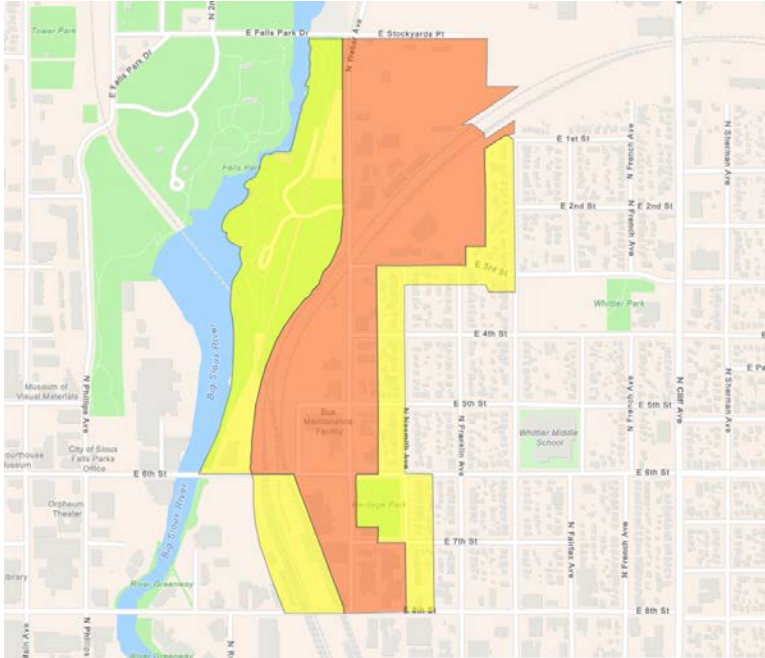


PLAN



III. CORRIDOR INFLUENCE AREAS

Three influence areas have been recommended by the Weber Avenue Corridor study. These influence areas should refine guidance of the Shape Sioux Falls Comprehensive Plan. This guidance should assist developers and landowners in determining the type of land uses that are appropriate within the corridor and help identify acceptable methods for providing transitions. Below is the Corridor Influence Areas map and policies as a guide.



1. The redevelopment area is the area near the corridor that is projected to change to a nonresidential land use, such as warehouses or retail and is most likely to redevelop in the future. In addition, transitions are required for the site development “tool-kit” that helps transition from nonresidential to residential land uses. (See Section A. Tool-kit—For Land-use Transition.)

2. The transition area is the area adjacent to any redevelopment property that includes transitional land uses such as office and multifamily. In addition, transitions are required for site development “tool-kit” that helps transition from nonresidential to residential land uses [redevelopment to maintenance areas] that are adjacent to residential uses. (See Section A. Tool-kit—For Land-use Transition.)

3. The maintenance area is the area outside and adjacent to the transition area that is recommended to maintain the same land uses into the future.

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Weber Avenue Redevelopment Area



Weber Avenue Transition Area



IV. PUBLIC INVOLVEMENT

The landowners within the redevelopment area and transition area were notified about the corridor study including invitations to complete an online survey, attend two corridor study public meetings, and to review the Weber Avenue Corridor Study website. Below is a summary of all the public involvement activities and the public input received due to these efforts.

The below section comes from the City's Weber Avenue Corridor webpage. The webpage introduced landowners, developers, or other interested stakeholders to the opportunities to learn or comment about the corridor study.

What can I do [as a stakeholder]?

Comment about the Corridor.

Please begin by completing the Corridor survey (see the Comment icon at the top of the page). No answers are right or wrong with the survey. This survey will give us a better understanding of how to best help you and your neighborhood. This includes options to attend upcoming meetings or to meet with Planning staff about your future development plans.

Learn about the Corridor.

In addition, if you are unable to attend a meeting, we also provide an online tutorial (see the Learn icon at the top of the page) to give property owners an understanding of how the corridor affects your property and the process involved to develop and redevelop land.

The City of Sioux Falls Planning and Development Services department works with citizens when development or construction comes into their neighborhood. We have heard from neighbors in the past that they are concerned about changes along major corridors. It is important that we talk with them before any development applications are considered by the Planning Commission.

Please take some time to familiarize yourself with the Weber Avenue Corridor website. We look forward to discussing these issues more with you at the public meetings, over the phone, or in person. We are committed to helping citizens shape their corridor.



Public Involvement Comments

Online survey: City Planning staff ran an online survey for four weeks and sent out notices to property owners in the area.

Meetings [February 19, 2019, and April 9, 2019]:

Two public meetings were held for the Weber Avenue Corridor Study to allow interested parties to provide input directly to City staff. Below is input provided during these meetings.

February 19, 2019—Hosted a meeting for property owners within the area.

Biggest question/concern: What's going on? What's going to happen?

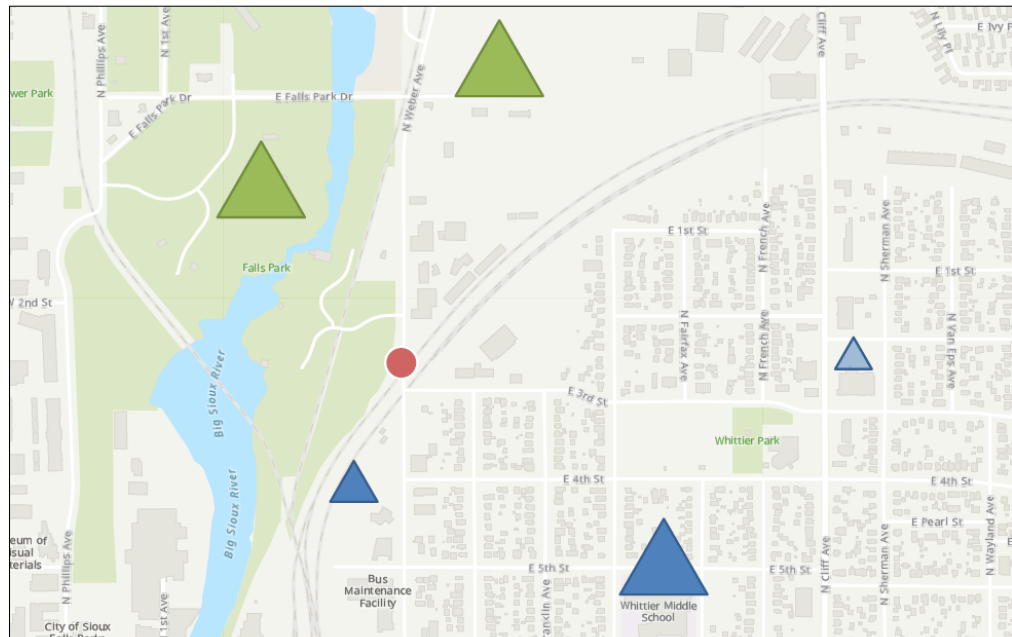
If we can reply back to these stakeholders, it will help them to make future decisions based upon what's happening along the corridor.

Put together map of [SJ1] area, show redeveloping areas, developing areas, and areas of opportunity (**See Map A on next page**).

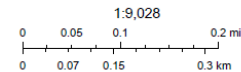
- Falls Park Master Plan
- Northern States Power (east of Weber)
- Whittier Middle School campus
- Stockyards Ag Experience Museum
- Bishop Dudley
- SAM Transit
- Weber Avenue rebuild
- Franklin/Joe Foss
- Train crossing at Weber Avenue

Map A

Areas of Opportunity



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Did you complete the survey and review the survey prior to this meeting? Very few. Wasn't a big draw.

It is available after the meetings for follow-up regarding zoning, land uses, and process.

Would like to work with City on vacating East First Street ROW (access to quarry?).

Reviewed the zoning districts along the east side of Weber Avenue from Eighth Street up to Rice Street.

Is Weber Avenue going to be designed and rebuilt as proposed earlier (more like North Phillips Avenue)?

It is not within the five-year Capital Improvement Plan (we can discuss with Public Works).

Would like to see Weber Avenue designed with medians and pedestrian connections.

How long is it going to take to see [capital] improvements? Levitt took 20 years.

Need an east/west draw to get more "traffic" over on this side. Artisans? Foundry, glass, welders, etc.

Should look to utilize city open space west of Weber Avenue and north of Third Street for more events.

What are the current and future revitalization plans for the Whittier neighborhood?
Funding? Housing?

What's the housing market? Comparable for loans.

Development/redevelopment pressure is east of downtown.

Would like to see more accessible housing? Lower end rents?

Landowners remaining—Zimmerman's, Howe's, Parkers.

The train crossings, quiet zones—no horn, gates, especially crossing Weber Avenue.

Develop tiers of growth from Weber Avenue to the east.

Including transitions—redevelopment, transition, and maintenance.

On the west side, there's Phillips Avenue and Main Avenue on the east side, there's Weber Avenue and [no other prominent avenue]...

Next Steps:

- Stakeholders report, including maps and review of development activity.

- Present concepts to larger (public) influence area for comment.

- Present report of stakeholders and public comments to the City Council prior to ordinance proposals.

- Ordinance proposal(s) in order to implement report.

April 9, 2019: Hosted a meeting of tenants, owners, and stakeholders within the area

Summary: A reoccurring theme of the meetings has been; there needs to be more activity and more investment both public and private. There's nothing being discussed or proposed that is unobtainable.

Need to improve the corridor for pedestrians. Roadway design can assist with pedestrians feeling safe and comfortable moving up the street from business to business as well as from the neighborhood into the park.

[There is no design or budget at this time for Weber Avenue reconstruct.]

Is there support, advocacy for this area to be available to artists and their trades?

- Yes, this is a good area, with more industrial land transitioning between Falls Park (event space) and the housing market in Whittier.

If and when there is an artist's colony area, would like to see front-facing store fronts along Weber Avenue. Again for the pedestrian element and the traveling public.

What about making Weber Avenue diagonal parking on both sides to assist with the pedestrian element?

Weber Avenue is 85 feet of ROW and is a collector roadway.

[EDS—**8.3 Roadway Design and Technical Criteria. 8.3.3.2** No diagonal or perpendicular parking will be allowed on any City street.]

5.5 On-Street Diagonal Parking in Urban Villages.

5.5.1 General

Generally, on-street diagonal parking is not allowed on City streets except by City Ordinance approval. The Shape Sioux Falls guidelines adopted by the City of Sioux Falls encourages a more complete streets implementation. As part of the complete streets philosophy, enhanced pedestrian and bicycle facilities, creating urban villages, and calming streets are encouraged. New developments may request diagonal on-street parking as part of their planned development. The diagonal parking will be allowed and approved by Ordinance only and should be submitted as part of the Planned Development Rezoning package.

5.5.2. Minimum Standards.

5.5.2.1 Vehicle Pulling Into the Diagonal Stall

1. Minimum street width is 32 feet, face of curb to centerline of street. Minimum right-of-way width is 40 feet from centerline of the street. Minimum stall width is 9 feet. The angle shall be 60 degrees or less.
2. Diagonal parking may be allowed on local or collector streets. No diagonal parking will be allowed on arterial streets.
3. A maintenance agreement is required to be executed between the developer and the City before the Development Engineering Plans are approved.
4. The diagonal parking will not be metered.

Is Russell Street to Rice Street in the works? It would be beneficial for adding activity into this area.

It is and will continue to be in the Long-Range Transportation Plan; however, it is not budgeted. Getting new roadways and roadway alignments budgeted is a big lift.

29 Sioux Falls Russell Street: Minnesota Avenue to Cliff Avenue New Road—4 lanes

2031–2035 cost estimate—\$66,114,000

Other ideas we would like to see to draw traffic into the area . . .

[Bicycle Route Plan—Commuter Route, Moderate—3rd Street]

Extend Weber Avenue south of East Eighth Street connecting to 12th Street with abandoned railroad ROW or along east side of railroad spurs.

If land area becomes less industrial then improved access for new development.

Area under viaduct? Underutilized/underprogrammed. What are the possibilities?

Stockyards Ag Experience—in REC area, northeast corner of Weber Avenue and Falls Park Drive.

What's the status of the substation? Parcel west of Weber Avenue on Falls Park, still owned by NSP, being transferred to the City of Sioux Falls. Land east of Weber Avenue and north of Falls Park Drive owned by NSP and constructed. (Processing by attorneys?)

What are the market forces in play along Weber Avenue?

Falls Park master plan.

Is there any direction on the bus facility being expanded or redeveloped?

There's internal work within the budget but nothing else proposed for the 1980 facility.

Where in 15 years—infrastructure or development?

Heritage Park. Housing on east side of Nesmith Avenue. Would you be able to fund and improve the facade thereby increasing ownership and value? [Nine homes, of which four are rented.]

The City has Neighborhood Project Grant funds available for public improvements. Would Whittier look to do a neighborhood grant?

Haven't heard at this point.

Are there any key redevelopment sites?

Industrial buildings have value, what's the incentive to redevelop?

Outcomes:

- Reoccurring theme of the meetings has been there needs to be more activity and more investment both public and private.
- Support, advocacy for this area to be available to artists and their trades.
- Develop tiers of growth from Weber Avenue to the east.
 - Including transitions: Redevelopment, transition, and maintenance.
 - On the west side, there's Phillips Avenue and Main Avenue. On the east side, there is Weber Avenue and [no other prominent avenue]...
- Redesign and reconstruct Weber Avenue.
 - In CIP (budget), as design or construction.
 - Public involvement; pedestrian elements, access, and landscaping.
 - Need to improve the corridor for pedestrians. Roadway design can assist with pedestrians feeling safe and comfortable moving up the street from business to business as well as from the neighborhood into the park.
 - Diagonal parking on both sides to assist with the pedestrian element.
- Redirect traffic into and onto Weber Avenue Corridor.
 - From north
 - Russell Street to Rice Street
 - Wayfinding signage
 - Bicycle Route Plan
 - Extend Weber Avenue south of East Eighth Street connecting to 12th Street
- Areas of Opportunity [Map].
 - Public involvement during design or master planning.
- Should look to utilize city open space west of Weber Avenue and north of Third Street for more events.
 - Public involvement during design or master planning.
- What are current and future revitalization plans for the Whittier neighborhood? Funding? Housing?
- Would like to see more accessible housing—lower end rentals?
- Incentives to redevelop industrial buildings.
- Train crossings; quiet zones? No horn, gates?

V. Redevelopment

Land cannot have the zoning districts changed unless there is a public hearing held in front of the City Council. Prior to that official event, Planning staff has started with this corridor study, communication with stakeholders, and the overall intent to have citizens involved in discussions about what should happen along Weber Avenue and the surrounding area.

Proactive steps in addressing redevelopment are laid out within the report and online.

The Influence Areas should be considered—whether it's within a redevelopment area or transition area addresses the intent of the redevelopment. The recommendations from this report as well as the public involvement are important to consider to understand the issues with redevelopment.

At any time, early and frequent communication with Planning staff allows for clarification of items and directions toward process and redevelopment ideas.

Planning Division
City Center
231 North Dakota Avenue
Sioux Falls, SD 57117-7402
605-367-8888

Planning2@siouxfalls.org

Prior to any public hearing, Planning/Zoning signs will be posted on the property with information regarding the scheduled meeting date, location, and item.

Property owners within a close vicinity will also receive a letter in the mail notifying them of the public hearing date, location, and item information.



Appendix

Transition Tool – Kit

Streetscape

Artist Community

Wayfinding Signage

Complete Streets

Section A: Site Development Transition Tool-kit – For Land-use transitions

<https://siouxfalls.org/planning-dev/planning/weber-study/tool-kit>

- Buffer yards
- Interior parking space tree requirements
- Parking lot landscaped islands
- Lighting within 150 feet of residential
- Landscaping requirements
- Screening of dumpsters and outdoor storage
- Screening of drive-thru service windows
- Offices adjacent or across the street from DD forms (single-family residential)

Developments in Sioux Falls should manage incompatibilities between land uses of different intensities and provide seamless and smooth transitions from one use to another. (Chapter 5—Shape Sioux Falls Comprehensive Plan). Redevelopment and transition areas (as defined in Step 1) are appropriate areas for nonresidential development because the higher traffic volumes along the corridor make it more attractive for commercial, office, and institutional developments. As land moves further from the corridor, transitions to residential land uses should be made.

The transition tool-kit is designed to help landowners to understand what is required when a new nonresidential development is proposed adjacent to an existing single-family residential home or in some cases for aesthetic purposes along the corridor. The tool-kit also identifies items that can make a better development project, but are not required by ordinance. Check out the entire tool-kit at a link at the top of this page.

Section B: What in a tool-kit could help make a better project, but not required by ordinance.

- Pedestrian Planning
- Green Buildings
- Accessibility
- Mixed Uses
- Other Considerations

Section C:

Future Guidance Regarding Development. Utilize the tool-kit options when developing adjacent or within identified transition areas. These transition tool-kit options will, in some cases, be required as a part of the zoning and building permit process.

Public review process. To create a better project, there are some cases in which the public may provide input to suggest transition tool-kit options during the zoning public review process. These options will continue to be discussed with the landowners within the Weber Avenue Corridor Study.

Outcomes—p. 14 Shape Places zoning ordinance

Streetscape

Develop a streetscape that provides a distinctive street corridor and reinforces quality private development on adjacent sites to the corridor.

As a part of the Downtown Streetscape Assessment and Standards, general streetscape standards were assigned to each street within the Downtown Area. The Weber Avenue Corridor has been defined as a moderate activity area as defined below.

- A moderate streetscape has typically 2–4 doors to businesses per block.
- The units/building facades are usually very large and predominantly office, civic, or parking structures.
- The average daily traffic volume is typically less than 10,000 vehicles per day (residential/local, collector road classification).

These guidelines are intended to provide a visual of what each corridor should generally look like in the future with coordination of future redevelopment and City reconstruction of the street. Below are example visual images how a moderate streetscape would look and what street elements could be included.

Artist Community

[If Weber Avenue were to be developed as an “artist community,” as other areas have developed, here is some background on Artspace].

Artspace

“Based on our findings, we’ll probably recommend that we do a market study to understand really what the demand is for this kind of space in a more scientific way,” Holmes said. “So we understand how many artists and creative people need what kinds of space and what they can afford to pay, what their family sizes are, and what artistic pursuits they practice.”

Wendy Holmes, senior vice president of consulting and strategic partnerships at Artspace.

“The East Colfax area has a ton of potential and there’s clearly something that’s been starting to happen through the arts district, through the performing arts spaces there, through DAVA (Downtown Aurora Visual Arts), and the ACAD space. But it’s not always obvious,” she said. “I think Aurora needs more of a critical mass in that area to scream arts district to really tell the outside world that this is a space that you might want to visit and experience art.”

At the March 1 meeting, Holmes outlined several of Artspace’s successful projects in Colorado and across the country. Locally, the company is in various phases of development in Lakewood, Denver, Loveland, Elizabeth, Pueblo, Ridgway, and among others.

Founded in 1979, Artspace has 52 projects operating or in development in 22 states across the country, according to Aneesha Marwah, manager of consulting and strategic partnerships at Artspace. The not-for-profit group has consulted in 232 locations across the country and completed 95 market studies, Marwah said.

Holmes said projects that are selected to be developed into bona fide live/work hubs typically take between three and five years to complete. She added that Artspace projects are funded through public-private partnerships and rely heavily on low-income housing tax credits—more than half of the funding for the touted Artspace project in Loveland came from the vouchers.

Wayfinding Signage

As Weber Avenue redevelops, signage and signage design may become more important. Here is background data on wayfinding signage.

A comprehensive and user-friendly wayfinding system is an essential component of successful pedestrian and bicycle networks.

Wayfinding elements, including signs, markings, maps, and informational kiosks, make a network approachable, understandable, and usable. It also encourages existing and potential pedestrians, bicyclists, and transit riders to use existing walking and biking facilities.



Complete Streets

As Weber Avenue is considered for redevelopment, here are some possible complete street design standards and possible road design characteristics.



DESIGNING THE VISION ZERO STREET

Three core functions make up the Vision Zero design standard: discourage speeding by design; encourage walking, biking, and/or public transit use; and provide accessibility to all, regardless of age or physical ability. There are 10 essential elements:

1. ADA ACCESSIBILITY

Design sidewalks to meet full ADA compliance and enable pedestrian access by people of all abilities.

2. PUBLIC AMENITIES

Install amenities like wayfinding, benches, bus stops and shelters, greenery, and bioswales to enhance the public realm.

3. PROTECTED BIKE LANES

Install Class 1 Protected Bicycle Paths to reduce speeding and protect people on bicycles.

4. NARROW VEHICLE LANES

Reduce road lane width to 10 or 10.5 feet to reduce speeding—the driving behavior most likely to injure or kill.

5. PEDESTRIAN ISLANDS

Install pedestrian islands of at least five feet on all two-way multilane streets to provide safe harbors for people walking.

Crosswalks leading to and from them should be high visibility.

6. WIDE SIDEWALKS

Expand sidewalks to offer no less than eight feet of unobstructed width in order to encourage walking and reduce speeding.

7. DEDICATED MASS TRANSIT FACILITIES

Prioritize mass transit riders and efficient surface transit operations to encourage public transit use.

8. SIGNAL-PROTECTED PEDESTRIAN CROSSINGS

Give pedestrians exclusive crossing time to reduce turning conflicts. Consider hardened centerlines and slow-turn wedges to calm turning traffic.

9. DEDICATED UNLOADING ZONE

Make commercial curb regulation business friendly with dedicated unloading zones, which reduce double-parking and the disruption it causes.

10. SIGNAL RETIMING

Retime traffic signals for a 25 mph speed limit.