



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.siouxfalls.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.



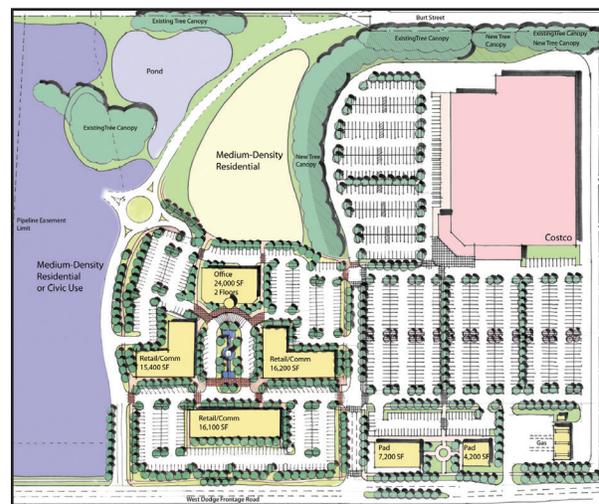
Interior Streets at Stapleton in Denver: These private ways provide primary access through this multibuilding retail project, and both look and function much like public commercial streets. They include sidewalks, lighting, and street landscaping, and provide direct pedestrian access to many of the project's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

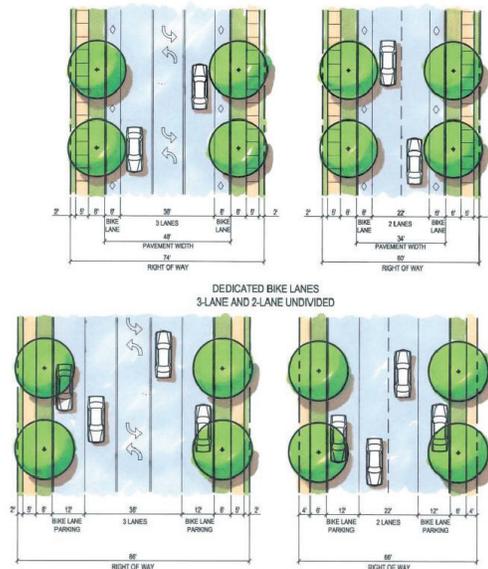
Policy 4: Street Landscape Borders

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.)

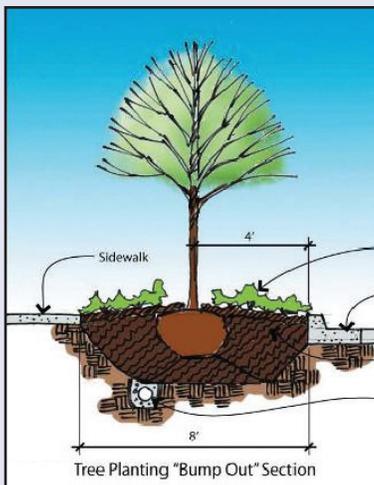
C. **Provide development incentives** for commercial or office projects to provide a regular pattern of urban landscaping, including street trees in the street landscape border.

- 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.



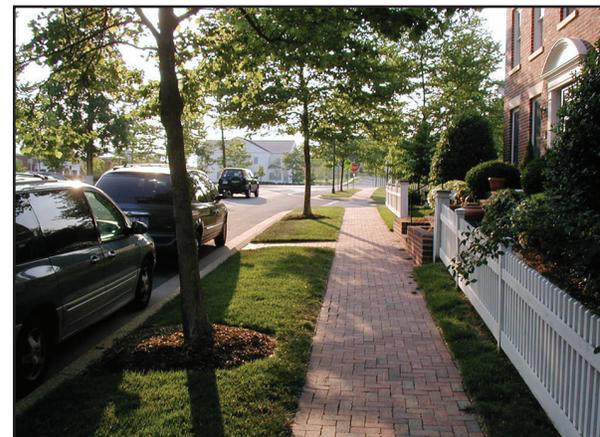


Policy 6: Limit Street Speeds

- 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.

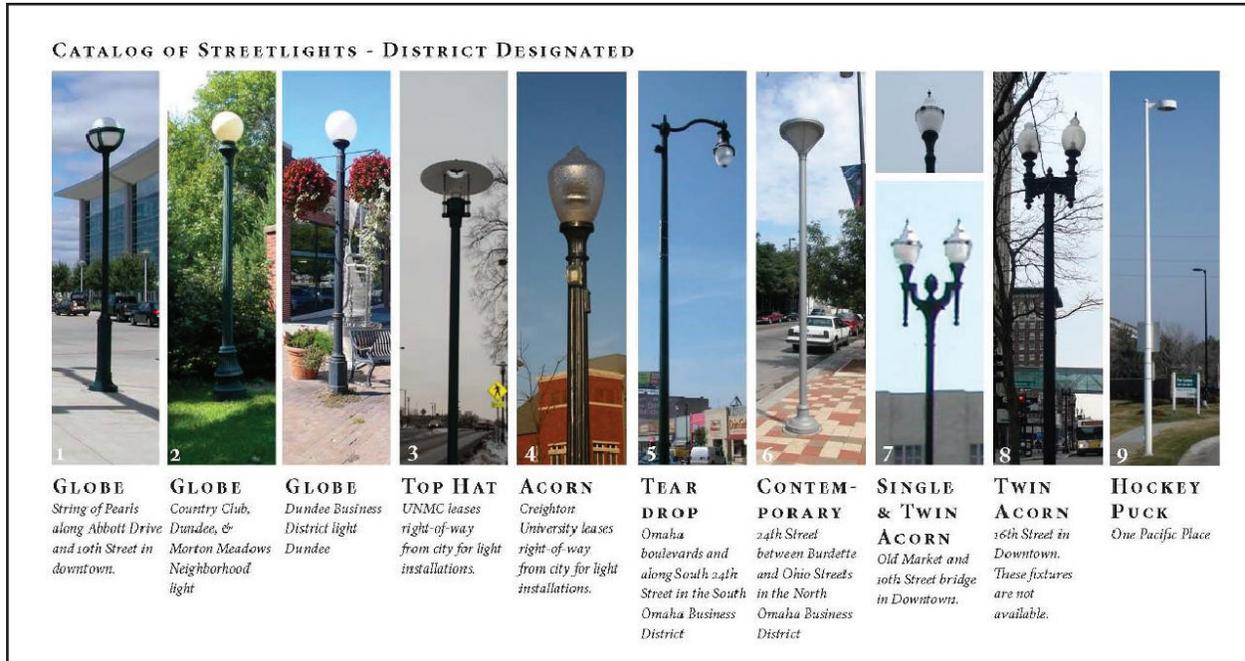
Streetscape elements include the following: benches, bike racks, bollards, bus stops, kiosks, mail collection boxes, newspaper dispensers, parking meters, public art, railings and fences, signage, utility lines, trees and other plantings, tables and chairs, drainage intakes, lighting, manhole covers,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



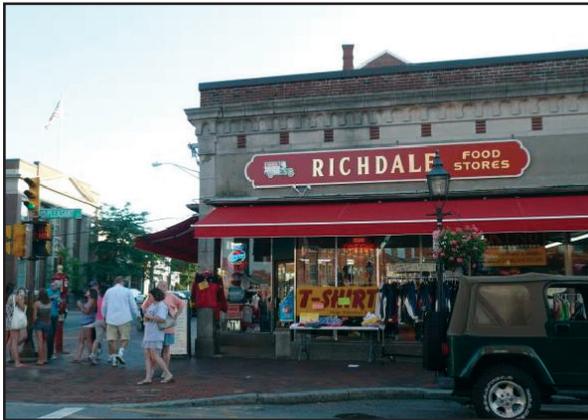
Potential safety hazards. Sign size and conflicts tend to distract motorists, conflict with traffic controls, and provide more information than people can process at road speeds.



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:

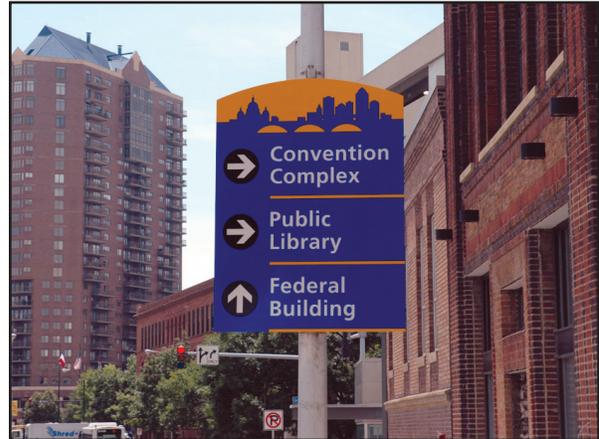
- Identify key community destinations and guide travelers continuously from arrival and decision points to these destinations.
- Use the minimum number of signs needed to accomplish the objective of guiding travelers easily and clearly to community destinations.
- Be attractive, simple, and readily understandable 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.

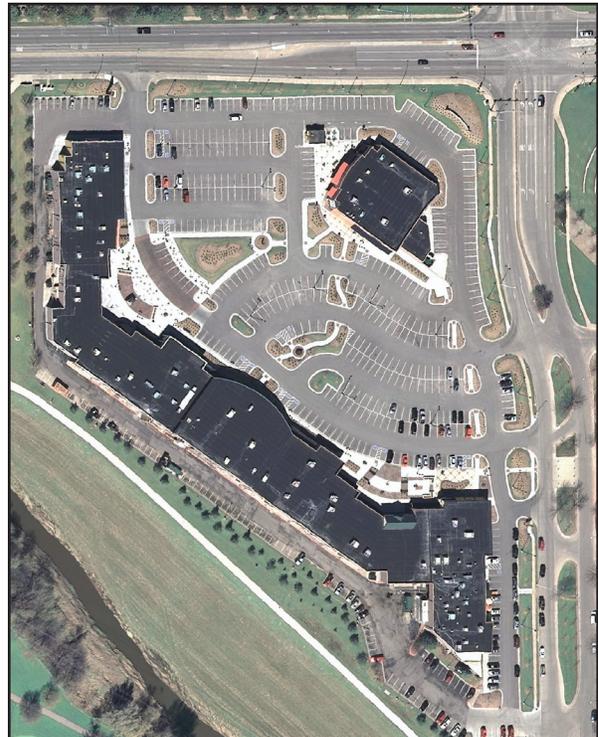
Policy 4: Provide Direct Pedestrian Pathways in Nonresidential Areas (Cont.)

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.

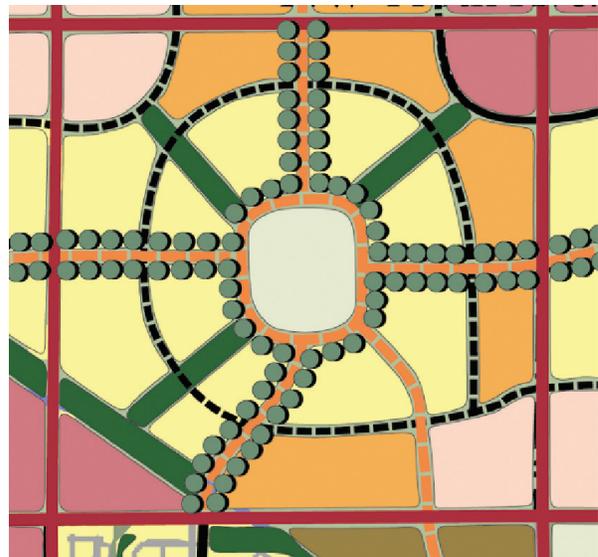
Above left: Elevated boardwalk developed through a wooded area within a project.

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.

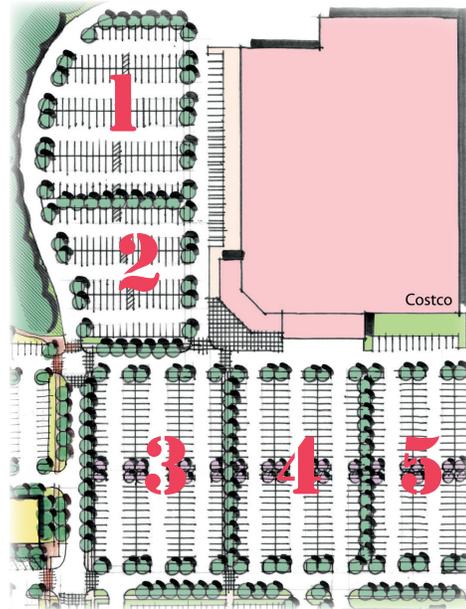


Interior parking in residential projects.

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.

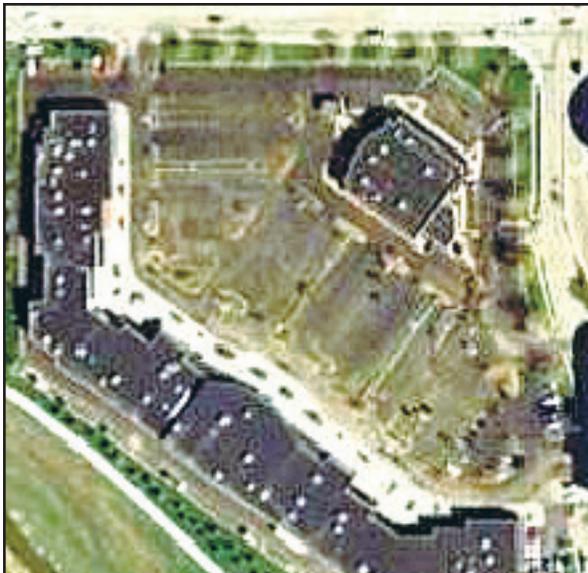
Policy 4: Improve Parking Design and Circulation

- 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 backups 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

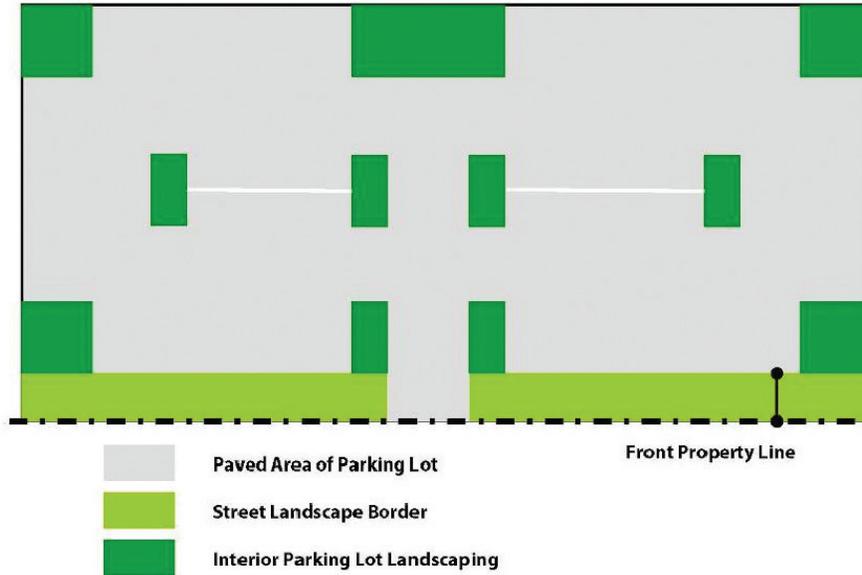
- A. **Require** parking facilities and site design to provide good connections between public sidewalks and principal building entrances. This should minimize the degree to which parking separates building entrances from adjacent streets.
- B. **Require** major pedestrian crossings with drive aisles 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 prop-

erty. 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.

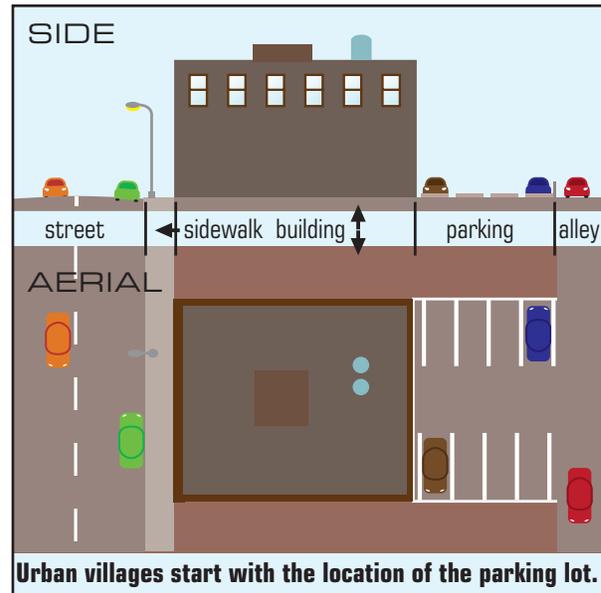
Recommended parking locations for vertical mixed-use development include the rear or sides of buildings, provided that the exposure of surface parking to streets is limited. Parking lots or structures may also be surrounded by mixed-use buildings, hidden from direct view.

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

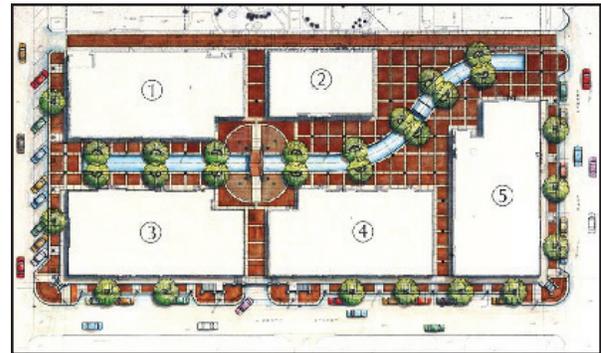
Also, parking should not separate or surround major project features such as plazas, parks, water features, and open spaces.

- 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.



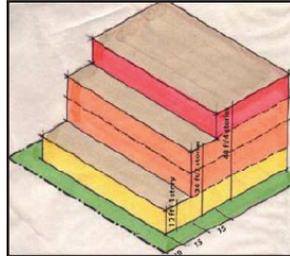
This structure provides parking, but also offers other functions, including ground-floor commercial uses here.

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

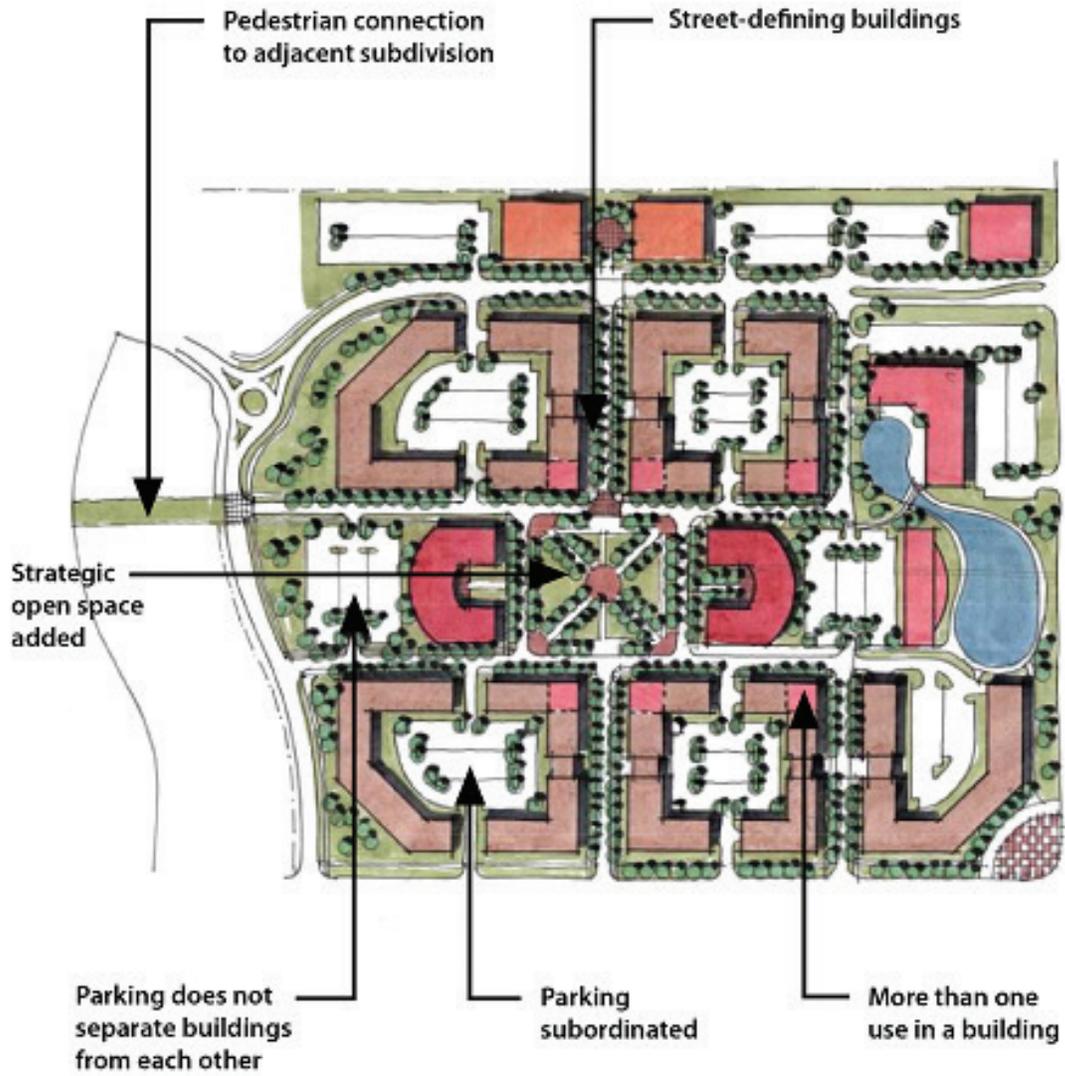
Require service elements of vertical mixed-use buildings—such as trash disposal areas, loading docks, and mechanical equipment—to be screened and located away from primary elevations and street frontages. Building-mounted equipment, such as meters, conduit, and utility services should be grouped and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

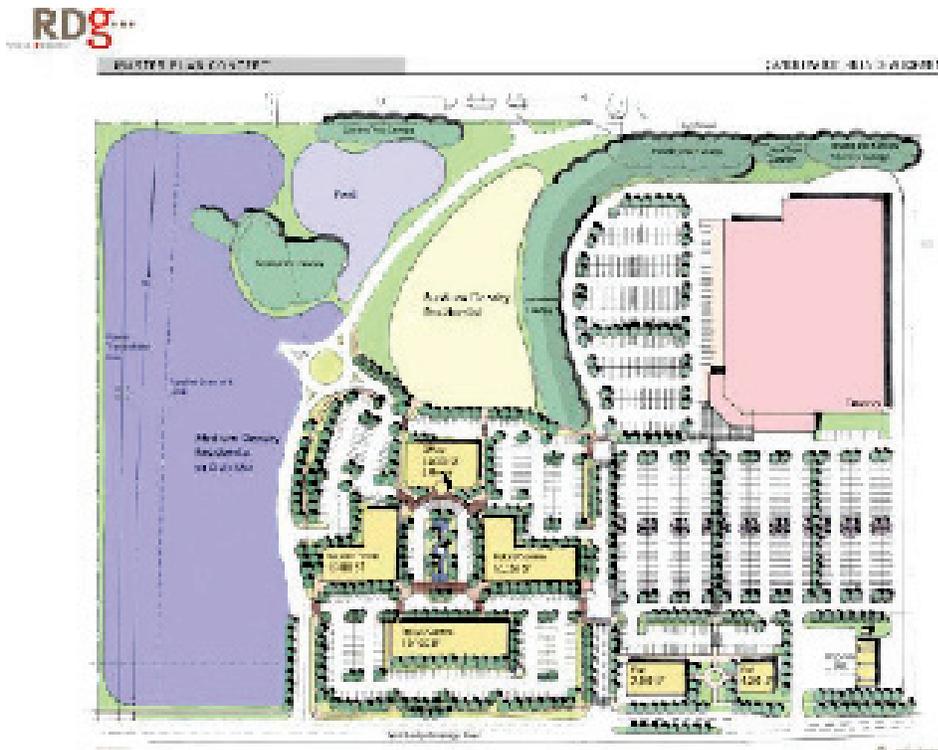


Policy 1: Characteristics of Horizontal Mixed-Use

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



RDG Greer Gardner Shults, Inc.
Landscape Architecture, Planning and Urban Design

- Existing Building
- City
- Commercial
- Mixed Use
- Transitway
- 1. St. Paul's Lutheran Church
- 2. Parking
- 3. Pickerman Mill
- 4. Millard Roadhouse
- 5. Retail
- 6. Town Center Square
- 7. Depot Roundoff
- 8. Residential over Retail & Office
- 9. Canal Homes
- 10. Gateway Canal
- 11. Millard Arts Center
- 12. Restaurant
- 13. Redigned USMh 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.

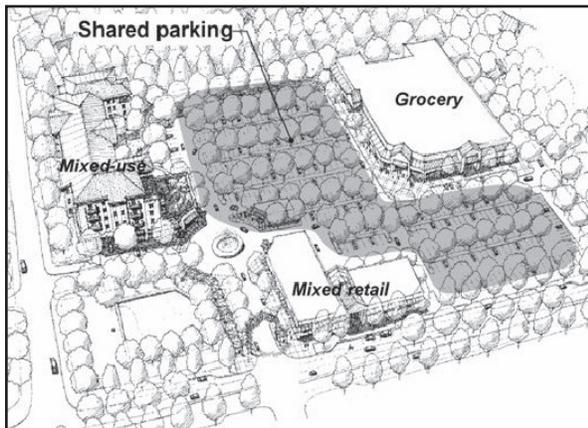
These spaces should also be designed and located for substantial public use. The public gathering space should include a significant public amenity, such as water features and/or public art.

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.)