



6. Shape Corridors

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

The below commentary and the Corridor Development Patterns Map¹ (Map 6.A) shall provide a basis for future development patterns, including zoning district and overlay districts.

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

This Shape Corridors section of the 2035 Plan helps to shape **the objective of developing places, not just spaces**, as a part of the **goal of planning neighborhoods, land use, and urban form**.

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

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

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

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

Complete Street Corridors

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

Distinctive Street Corridors

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

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

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

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

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

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

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

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

■ *Urban High-Density*

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

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

economic and civic importance to the Sioux Falls region.

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

■ *Urban Streetcar Commercial*

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

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

■ *Urban Core*

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

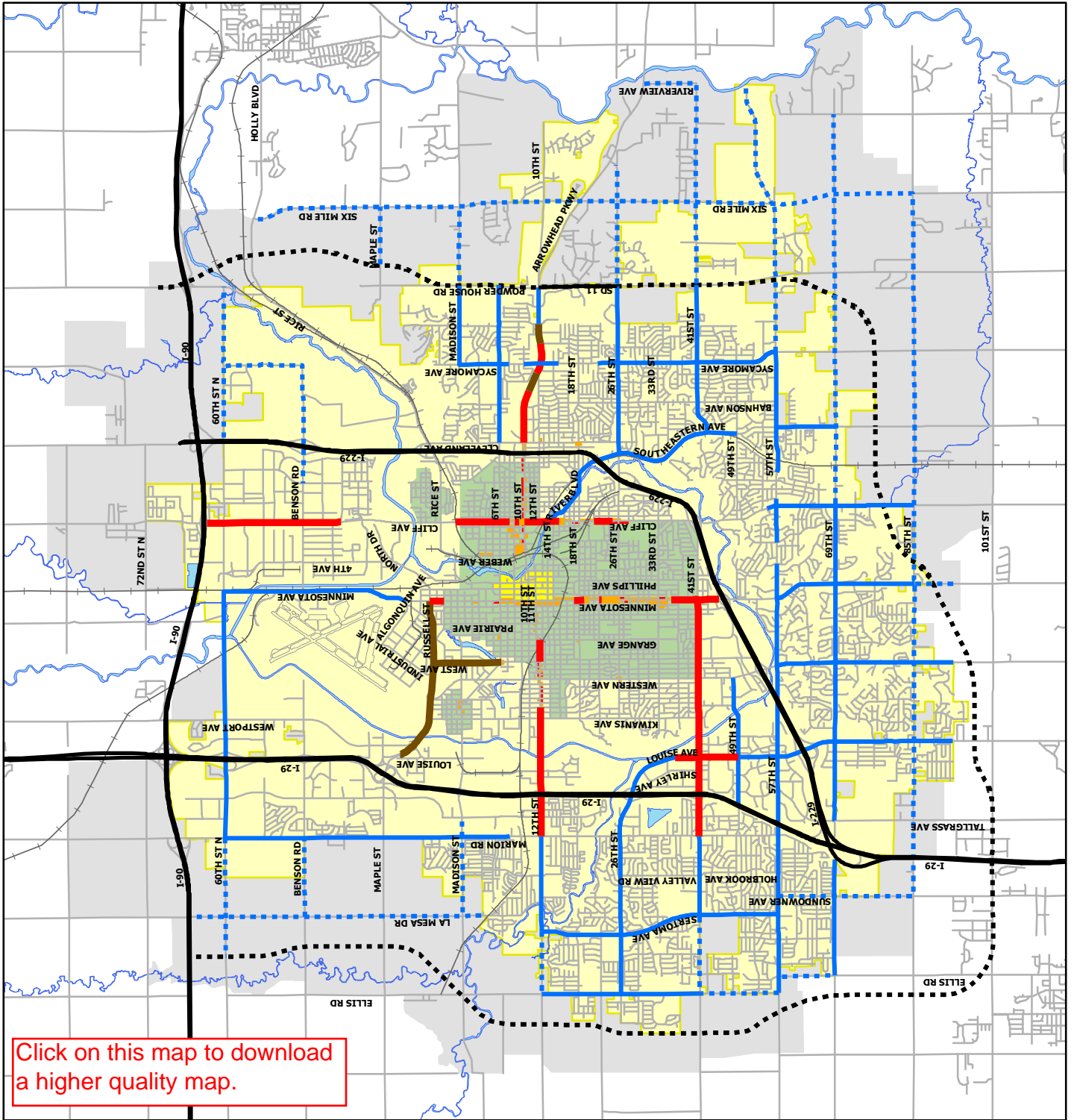
Recommendations: This style of development is typically called the “core” of the city. The grid pattern streets provide great pedestrian and street connectivity, but do not allow for efficient drainage methods. Maintaining the character of the “core” is of high importance to this plan. Maintaining street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

■ *Suburban Arterial Strip*

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

Recommendations: This style of development is no longer allowed, due to the high










Map 6.A: Corridor Development Patterns



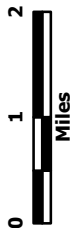
Click on this map to download a higher quality map.

Corridor Development Patterns

Type of Pattern

-  Limited-Access Arterial
-  Arterial with Frontage Road
-  Suburban Strip
-  Highway
-  Urban Streetcar Commercial
-  Urban Core
-  Urban High Density
-  Suburban Curvilinear
-  Growth Area Boundary

Dashed lines indicate future development patterns



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traffic accidents that occur with the high number of accesses allowed with strip development. However, strip development with limited access may allow for a unique opportunity for mixed-use development. Corridor overlay districts are encouraged along these areas to develop a variety of “tool-kits” for mixed-use and appropriate conventional redevelopment along strip corridors.

■ *Suburban Curvilinear*

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

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

1. River. (In this case, a pedestrian crossing should be explored.)
2. Drainage.

3. Critical Open Space (e.g., golf course, nature conservation area).

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

■ *Arterial with Frontage Road*

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

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

■ *Access-Controlled Arterial*

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

Commercial/Office Recommendations: Commercial districts are located at areas based upon the intensity of the traffic planned and the access that will be needed to safely and efficiently operate the roadways and

intersection. Three types of access arterials are recommended and help to lay the basis for future employment center locations (see Chapter 3: “Shape Neighborhoods” and Map 3.A: “Future Land Use”).

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

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

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

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

Complete Street Corridor

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

■ Highways

Description: Very limited access with backyard oriented to street. Land uses along existing corridors are mixed-uses. Residential land uses along these corridors may have the problem of increasing noise caused by traffic volumes.

Recommendations: Highways should have high access control, with land use compatible with higher traffic noise. All nonresidential

land use should be oriented away from the highway. Because nonresidential land uses are limited, it is accepted that residential land use should be an allowable option. When residential land uses are designed, additional options should be investigated to determine methods to reduce noise for future residential buildings and private outdoor areas.

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

Complete Street Corridor

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

Areas of Critical Concern

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

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



the routes which connect them. Cumulatively, these features have the greatest impact on impressions of people coming to Sioux Falls, and shape the image of the community.

Features that would raise aesthetic standards along the main street corridor should be

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