



# 3. Shape Neighborhoods



# 3. Shape Neighborhoods

## Future Land Use Strategy

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

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

**Implementation Method:** Review Map 3.A: “Future Land Use.”

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

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

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

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

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

### Future Neighborhoods

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



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

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

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

## Future Employment Centers

- Employment centers<sup>1</sup> include all of the areas where people work, shop, play, or go to school. These areas are the “economic engine” of the community, and are important for the continued vitality and growth of Sioux Falls.
- Land uses where people are employed can be office, retail, medical, or institutional. The philosophy of Shape Sioux Falls locates employment centers near where people live, therefore minimizing travel distance and time between these two primary activities.
- Encourage development of employment centers which can be served by public transit, promote higher density housing, promote greater transit use, and develop pedestrian connections to allow safe pedestrian and transit access.

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

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

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

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

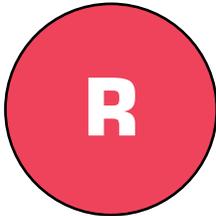
- The employment center form will be determined during the rezoning (change of zone) and is intended to emphasize the appearance, design, and function of development on the entire site, rather than the particular uses that occur in a building. (See Chapter 5: “Shape Places.”)
- Less than the recommended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

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

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



## Exhibit 3.A: Future Land Use Table

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

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

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

Continued

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

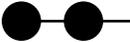
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### 3. Shape Neighborhoods



Future Land Use Type	Future Land Use Objective	Future Land Use Criteria	Allowable Proposed Zoning Districts <small>(see criteria in "Shape Transitions," Chapter 4)</small>
<p><b>Heavy Industrial Employment Center</b></p> 	<p>This district is intended to provide for general industrial uses which may create some nuisance and which are not properly associated with, nor compatible with, residential, office, institutional, or planned or neighborhood commercial establishments. Manufacturing clearly falls into this category.</p>	<p>adjacent to railroad, airport, major streets</p>	<p><b>Core Districts:</b></p> <ul style="list-style-type: none"> <li>Heavy Industrial</li> </ul> <p><b>Support Districts:</b></p> <ul style="list-style-type: none"> <li>Light Industrial</li> <li>Commercial 1</li> <li>General Office</li> <li>High-Density Residential</li> <li>Major Institutional</li> </ul>
<p><b>Light Industrial Employment Center</b></p> 	<p>Consider warehousing uses, advanced technology industries, and a wide range of industrial-related commercial functions, such as warehouse and distribution activities, appropriate for industrial areas.</p> <p>A light industrial center may also include a business park area if planned transitions are maintained as shown in Chapters 4 and 5.</p>	<p>adjacent to major streets or highways, airport</p>	<p><b>Core Districts:</b></p> <ul style="list-style-type: none"> <li>Light Industrial</li> </ul> <p><b>Support Districts:</b></p> <ul style="list-style-type: none"> <li>Commercial 1</li> </ul> <p><b>Optional Planned Development:</b></p> <ul style="list-style-type: none"> <li>General Office</li> <li>High-Density Residential</li> <li>Major Institutional</li> </ul> <p><b>Option:</b></p> <ul style="list-style-type: none"> <li>Mixed-Use Area</li> </ul>
<p><b>Major Institutional Employment Center</b></p> 	<p>Some major institutions, such as hospitals and colleges, have master plans for future development. The Planning Commission has developed master plans to coincide with these plans, which set forth the area of development and the rules for development by those major public institutions in Sioux Falls. The master institution plans set forth the area, type, form, and location of future development which will occur for the institution during the lifespan of the master plan.</p>	<p>near existing arterial/collector institutions with need for expansion</p> <p>new institutions should be near major streets</p>	<p><b>Core Districts:</b></p> <ul style="list-style-type: none"> <li>Major Institutional</li> </ul> <p><b>Support Uses:</b></p> <ul style="list-style-type: none"> <li>High-Density Residential</li> <li>Commercial 1</li> <li>Light Industrial</li> </ul> <p><b>Option:</b></p> <ul style="list-style-type: none"> <li>Mixed-Use Area</li> </ul>
<p><b>School Institution</b></p> 	<p>This identifies the approximate location of a future elementary, middle, or high school.</p>	<p>spaced every 1.5 miles for new primary school needs</p> <p>20 acres: elementary school</p> <p>40 acres: middle school</p> <p>primary access onto a collector street</p>	<p><b>Core Districts:</b></p> <ul style="list-style-type: none"> <li>Small Institutional</li> <li>Major Institutional</li> </ul> <p><b>Support Districts:</b></p> <ul style="list-style-type: none"> <li>Suburban Single-Family Residential</li> <li>Core Single-Family Residential</li> <li>High-Density Residential</li> <li>Medium-Density Residential</li> </ul>

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

# Map 3.A: Future Land Use

## 2040 Future Land Use

