

### **DEVELOPMENT DESIGN**

To implement the development goals defined in Chapter 1, Sioux City Vision design criteria have been established. The design criteria have been organized by the different building blocks identified, neighborhoods, centers, corridors, and districts.

#### **Sioux City Neighborhoods**

Neighborhoods are predominately residential geographical locations of the City that are highly identifiable. They are often physically defined by boundaries at a Center or a Corridor, and represent development patterns that occur between Centers, Corridors, and Districts. It is essential that Neighborhoods remain connected to adjacent Centers and Corridors by frequent secondary connections.

These connections should be designed to encourage pedestrian traffic, discourage use by those who do not have a destination within the Neighborhood, and disperse neighborhood traffic on a number of different alternative routes. This ensures that all elements of the community – Neighborhoods, Centers, Corridors and Districts – blend together through smooth transitions.

Neighborhoods should function as the basic component of daily life in Sioux City. Neighborhoods should be diverse; supplying a variety of dwelling types and design forms to encourage neighborhood activity throughout the day – increasing neighborhood vitality and safety whether in an urban, suburban, or rural setting. Neighborhoods should generally be no larger than ½ mile wide without an intervening Corridor. This will ensure walkable Neighborhoods accessible by a 5 to 10 minute walk from supporting Corridors.

#### ***Neighborhood Design Principles***

##### **Public Rights-of-way**

- Rights-of-way should be organized to form a series of blocks and connections throughout the Neighborhood.

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- Sidewalks should be separated from the street edge by a landscaped planting strip within the right-of-way. Where buildings are constructed to the right-of-way expanded sidewalks or tree wells may abut the street edge in place of a planting strip.
- Streets should be connected. Cul-de-sacs or dead end streets should be avoided, except for where topographic constraints or important natural features make connections impractical. However, local streets should discourage through traffic either through narrow cross sections, off-set or “T” intersections, or other traffic-calming devices.
- Collector streets should provide continuous routes to Corridors or between adjacent Neighborhoods.

#### Buildings

- Buildings should maintain a consistent or similar setback along facing sides of a single block.
- Intensity or density of uses may be mixed within a Neighborhood, with more intense sites and greater density located adjacent to Centers or Corridors.
- Buildings of different sizes should use pedestrian-oriented architectural features, such as single-story entrance features or porches, to create a similar scale throughout the Neighborhood. However, immediately adjacent buildings should have a similar mass.
- Land uses within the Neighborhood should generally be similar or complementary. However, near Centers and along Corridors a mix of uses could be appropriate. Where different uses or different intensity of uses are provided, compatibility should be ensured by maintaining a similar building and site design character within the Neighborhood.

#### Site Access and Circulation

- Individual site access for vehicles in Neighborhoods may be provided by private or shared drives or alleys, dependent on the site conditions.
- Direct pedestrian connections from the public right-of-way to building entrances should be provided on all sites.
- Off-street vehicle parking should be located and designed to provide the least intrusive visual impact on the public rights-of-way.

#### Public or Open Spaces

- Public or open space should be concentrated and located within walking distance of most Neighborhood land uses.
- Incorporate sensitive natural areas or prominent topographic features into public or open space plans.
- Locate active public or open spaces (i.e. playgrounds or plazas) in prominent areas of the Neighborhood with high visibility from adjacent land uses.
- Link public or open space to areas outside the Neighborhood through sidewalks or joint-use trails.

#### Transitions

- All Neighborhoods should have well defined edges and a concentrated focal point. Edges may often be a corridor (natural or developed) or open space, and focal points may often be an adjacent center or a significant civic use or landmark (i.e. a park, school, church, or community center).
- Suitable transitions should be provided from the center to the edge of the Neighborhood and between Neighborhoods and adjacent Corridors or Centers.
- Entrances to Neighborhoods should be clearly demarcated with entrance markers. The markers

should be of a monument type that clearly identifies the Neighborhood.

#### *Sioux City Centers*

Traditionally, planning and zoning efforts have sought to separate land uses in order to minimize the impacts of intense development or use (i.e. commercial impacts on residential neighborhoods). Many of these impacts have been mitigated through design solutions, changes in technology, and a desire to return communities to vibrant mixed-use places. For Sioux City, three different types of mixed-use centers are proposed: neighborhood, community, and regional.

Each of the centers is focused on a different level of commercial service provision and different criteria exist for each type of center. To strengthen existing centers and ensure the success of new centers the following criteria should be followed.

To ensure this practice, the International Council for Shopping Center (ICSC) standards shall be used as a guideline. ICSC recommends that the establishment of a commercial development pattern be based on the sequential actions of reinforcing existing centers with strong market characteristics, redeveloping commercial centers and strip commercial areas with weak market characteristics, and identifying and developing new centers in new market trade areas as Sioux City grows.

The criteria contained herein can apply whether a commercial, office, or institutional use is part of a center or a stand alone site along a corridor or other location.

#### *Regional Centers*

Based on the ICSC definition three centers exist – downtown, the Stockyards, and the Southern Hills Mall area, including Singing Hills Boulevard and Lakeport Commons. Note that because of the unique character of downtown it is discussed in further detail as a district.

Within these centers, residents and visitors will find retail shopping, restaurants, employment, and entertainment. A Regional Center can draw people from a market trade area of equivalent to several hours driving distance and be 100 or more acres of land with 800,000 or more square feet of floor space.

#### Development Criteria

- Commercial, office, and residential uses should be accommodated in a single development.
- A comprehensive parking plan for Regional Centers should be established.
- A comprehensive design scheme for future development and redevelopment should be created (i.e. design guidelines).
- Alternative modes of transportation should be accommodated (transit, bicycle, pedestrians, etc.).
- Parking should be given secondary site design consideration to the building.
- Interior connections should be established between uses.
- Parks and open space should be incorporated on-site.
- Larger institutional uses, such as hospitals, are considered appropriate.

#### Location Criteria

- Regional Centers should be located a minimum of 5 or more miles apart unless there is a specific unique quality or use associated with the location (downtown, a natural feature, etc.) and should be based on an average density of 641 residential units per square mile and an average household size of 2.56 persons.
- Regional Centers may be located within the market trade area of Neighborhood and Community Centers but not within the market trade area of

another Regional Center unless a unique use, market niche, or quality exists.

- Preferred locations are at the intersection of two highways, a highway and interstate, or two interstates.

#### Appropriate Uses

- Office buildings with more than 100,000 square feet
- Restaurants
- Retail stores of all sizes
- Department stores
- Motels / Hotels
- Public and private courtyards, parks, and open space
- High density residential
- Large scale institutional

#### *Community Centers*

A Community Center is a general merchandise and convenience destination for residents Citywide. It includes a wide range of commercial uses, such as big box retail, strip centers, fast food restaurants, and office space.

Community Centers should serve a 2 to 3+ mile service radius. These centers must be controlled in terms of approved uses and size of overall development to ensure that the center complements, not competes, with downtown, Regional, or Neighborhood Centers with overlapping market areas.

A Community Center should include 100,000 to 350,000 square feet of gross floor area on a total of 10 to 40 acres. Community Centers are appropriate at the intersection of major highways / arterials where existing or proposed infrastructure is or will be available to support anticipated traffic, water, and

sewage usage. A Community Center may incorporate a commercial corridor in existing areas but should not encourage new strip development in newer areas.

#### Development Criteria

- Commercial development must be compatible with adjacent land uses, appropriate to traffic flow pattern and access, and supported by existing or planned infrastructure.
- Development should have an internal parking and circulation system.
- Site design should be pedestrian oriented both among uses and between uses and neighborhoods.
- New development should be directed into a planned Commercial Center.
- Ensure that the highest quality of design and materials is used for all development to encourage long-term commitment to a location.
- Create a comprehensive design scheme for future development and redevelopment.

#### Location Criteria

- Community Centers should be located 4 to 6 miles apart, and should be based on an average density of 641 residential units per square mile and an average household size of 2.56 persons.
- Community Centers may be closer together in areas with greater residential density.
- Community Centers may be located within the market trade area of Neighborhood and Regional Centers but not within the market trade area of another Community Center (overlapping of the market trade area of two or more Community Centers is not desirable unless residential densities warrant such development).
- Preferred locations are at the intersection of two arterial streets, an arterial and a highway, or two highways.

- It is preferred that the Community Center be located on one corner of the intersection and that the commercial frontage of the center along any roadway not exceed 1,320 ft., or ¼ of a mile. If the center is located on two or more corners the maximum frontage is 660 feet per corner in any direction. This generally represents a five-minute walking distance.

#### Appropriate Uses

- Retail businesses with greater than 40,000 square feet
- Shopping center / strip mall with greater than 70,000 square feet
- Restaurants, fast food and dine-in
- Auto sales and repair services
- Motels / Hotels
- Higher density multifamily residential
- Automobile oriented services (fast food, gas stations, car wash, etc.)
- Institutional uses (churches, schools, branch libraries, etc.)

#### *Neighborhood Centers*

A Neighborhood Center is a mix of uses or a small commercial / retail development with locally focused businesses supporting the adjacent neighborhood(s).

Neighborhood Centers are intended to provide convenience goods and personal services within an approximately 1 to 1½ mile service area radius. These centers should be dispersed throughout Sioux City so that there is no overlap in service area radii and to allow each of the centers to function without market saturation due to competition from other Neighborhood Centers.

These centers are small and focused on providing neighborhood-level services, for example: grocery

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store, personal services (dry cleaning, beauty salon, bank), coffee shop, and gas station. These convenience uses can be provided in a building area of 60,000 to 180,000 square feet on approximately 8 to 18 acres. Such Neighborhood Centers should be located adjacent to the intersection of arterial and collector streets.

#### Development Criteria

- Promote the inclusion of amenities such as public focal points / spaces.
- Ensure that Neighborhood Centers have identifiable centers and edges; protect existing and developing neighborhoods from intrusion of incompatible land uses.
- Ensure that the scale and style of development is compatible with that of the surrounding neighborhood.
- Provide internal circulation and parking system for the entire development.
- Ensure ease of pedestrian accessibility and circulation.
- Encourage connections of streets, sidewalks, and other modes of transportation.
- Provide space for multiple tenants and uses in nonresidential buildings.
- Ensure that the highest quality of design and materials is used for all development.

#### Location Criteria

- Neighborhood Centers should be located 2 to 3 miles apart, based on an average density of 641 residential units per square mile and an average household size of 2.56 persons.
- Neighborhood Centers may be closer together in areas with greater residential density.
- Neighborhood Centers can be located within the market trade area of Community and Regional

Centers but not within the market trade area of another Neighborhood Center (overlapping of Neighborhood Center trade areas is not desirable).

- Preferred locations are at the intersections of two arterials, an arterial and a collector, or two collectors for all future centers.
- It is preferred that the Neighborhood Center be located on one corner of the intersection and that the commercial frontage of the center, along any roadway, not exceed 880ft. If the center is located on two or more corners the maximum frontage is 440 feet per corner in any direction.

#### Appropriate Uses

- Park or public space
- Recreation facility
- Neighborhood schools
- Day Care (children or adult)
- Religious institutions
- Small professional offices and clinics
- Neighborhood market
- Local retail and personal services
- Multifamily residential
- Single family residential

#### Sioux City Corridors

A Corridor is a linear land area, unified by a central physical element. Typically, this physical element creates a travel pattern used by citizens thus creating the perception of continuity along the length of the corridor. Although we most often think of Corridors as part of a road system for cars, Corridors may include rail or transit routes, pedestrian-oriented streets, paths, trails or bicycle facilities, or natural systems such as streams or flood plains.

Because Corridors are largely used for travel - whether by motor vehicle, bicycle, or on foot - they often function as one continuous unit, despite the fact that one area of the corridor can be quite remote from another area. Similarly, areas immediately adjacent to a Corridor may function quite differently than the Corridor itself. In essence, Corridors function as the connectors to the other elements of a city - they connect Neighborhoods, Centers, Districts, and other Corridors.

### *Corridor Design Principles*

#### Public Rights-of-way

- Predominant travel patterns are linear along the length of a Corridor. However, side streets should provide frequent access points to the Corridor. Cross-corridor travel patterns may be less frequent – typically concentrated at critical points along the Corridor.
- Sidewalks should be separated from the street edge by a landscaped planting strip.
- Streetscaping should be located to provide a definable edge to the street.
- Pedestrian crossings of the Corridor should be concentrated at strategic locations along the Corridor. Intersection treatments that shorten pedestrian crossing treatments or provide pedestrian refuge are encouraged.

#### Buildings

- Buildings should provide a stronger sense of physical definition along corridors. Buildings should provide a consistent front building line along the length of the corridor. The building line may be brought closer to the right-of-way provided sufficient space remains for green space, streetscape improvements, and improved pedestrian amenities – particularly at key corridor intersections.

- Avoid long expanses of blank building facades without architectural relief. Architectural relief typically consists of a combination of windows or storefronts, primary entrances, and structural or decorative deviations along long wall or roof planes.
- Any areas between buildings and the right-of-way should be designed and landscaped consistently along the length of the Corridor. This is most often accomplished with similar landscape treatments, which can occasionally be complemented by small decorative walls or fences.

#### Site Access and Circulation

- Where possible, vehicular access to sites should be concentrated along the Corridor. This minimizes curb cuts and provides a more consistent setting for pedestrians. Shared mid-block access points or site access from side streets is encouraged along Corridors.
- Parking behind buildings is encouraged. Where parking must be located to the side of buildings or where it must be in front of buildings, the side of buildings is the preferred location. All parking should be screened from the public right-of-way by a landscape edge or a small decorative fence or wall. Buildings should remain oriented towards the Corridor in all cases.
- Shared parking and internal circulation / connections should be encouraged between adjacent uses.

#### Public or Open Spaces

- Stream and floodplain corridors should be maintained in their natural state and serve natural functions. However, opportunities to provide linear recreation or alternative transportation routes should be incorporated into development patterns.
- Public or open spaces should generally support the linear function of a Corridor, such as trails and

greenways. However, smaller “pocket parks” or plazas may be appropriate, particularly at strategic cross-corridor connections, intersections, or at major building / development entrances.

#### Transitions

- Corridors may support a variety of land uses along their length – including residential, commercial, institutional, or industrial uses along a single corridor. Similar or compatible uses should be located on facing sides of the corridor.
- Design standards for street cross sections (street widths, landscape medians or planting strips, and sidewalk) should transition according to the adjacent land use. For example, planting strips or medians can expand to provide a buffer for residential uses but those areas can be used for expanded side walks, street amenities, or on-street parking in non-residential areas.
- Where there is a difference in intensity between uses along a Corridor and uses in adjacent Neighborhoods or Districts, suitable transitions should be developed to minimize potentially negative impacts of the more intense uses.
- Where Corridors are interrupted by Centers or intersect with Neighborhoods or Districts, gateway features should be used to signify entry into these areas. Gateway features should be coordinated with the change in design of the street cross sections. Small monument markers or special landscape treatments may serve as gateways.

#### Sioux City Districts

Districts are a type of “neighborhood” with a predominate purpose other than residential. Districts often involve a concentration or mixture of intense uses that integrate compatibly or efficiently into Corridors, Centers, or Neighborhoods, yet in this concentrated format create highly identifiable places because of the unique character or function that exists. For example, industrial uses or office parks and

campuses are often isolated from the community due to their impacts on adjacent uses. However a District designed according to unified design principles supporting the primary function can provide public and private efficiency benefiting the community as a whole.

As previously described four distinct districts exist in Sioux City today. The Hoeven Valley and the Airport/Bridgeport area are industrial districts that provide the majority of the industrial land and development in the City. The riverfront is a district that stretches the length of the City and is unique to all other areas within the Siouxland region. And, downtown which serves as a regional urban destination for many uses and users. As these districts continue to develop and redevelop, that development should be encouraged to implement the design elements that have been outlined in this section.