

# Comprehensive Plan

Sioux City, Iowa

June 25, 2020

**DRAFT**  
For Public Review



# Foreword

*The purpose of Sioux City Comprehensive Plan is to capitalize on trends that are changing the way we live, work, entertain, and do business.*

*The Plan is a detailed policy document that guides future growth, development and redevelopment, improvements to existing neighborhoods, and capital improvements to enhance overall quality of life within Sioux City. The Plan includes detailed analysis and recommendations to address growth and development, housing, parks and recreation, transportation, community facilities, and other important issues within the community. It includes recommendations for specific subareas of the City in order to provide more detailed guidance on future development opportunities. To provide the greatest benefit to the City, it also contains recommendations and strategies to guide public investments.*

*The Plan is designed to serve as a decision-making tool for the City, reflecting the community's long-range vision for Sioux City for the next 20 years.*



# Acknowledgements

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*Technical support provided by*





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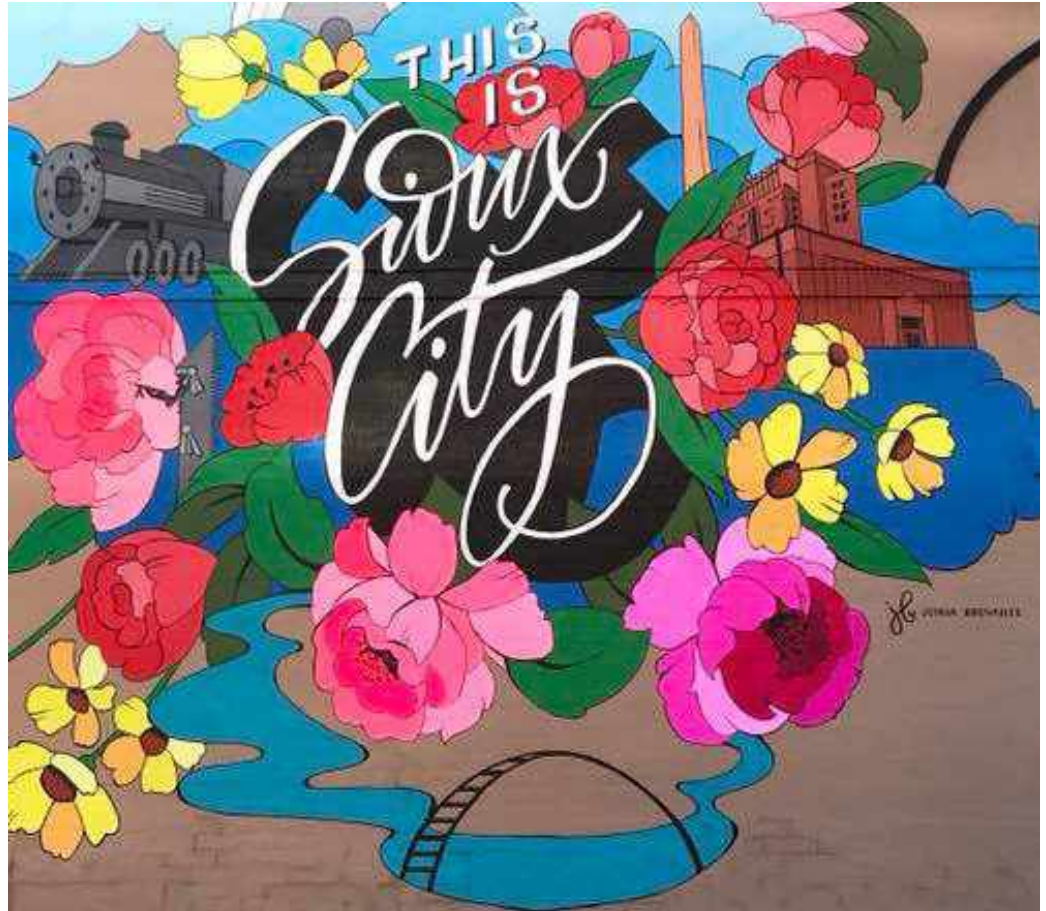


# Introduction & Planning Context

*Sioux City is Iowa's 4th largest city by population, located in the Tri-State region where Iowa, Nebraska, and South Dakota converge. The community offers "big city" amenities within a small-town setting, including diverse neighborhoods, unique entertainment and cultural institutions, and the distinctive landscape of the Loess Hills. Recognizing that the community has changed considerably since the previous comprehensive plan was completed over a decade ago, the City chose to develop a new Comprehensive Plan to identify a 20-year vision for Sioux City and help guide future growth.*

## Purpose of the Comprehensive Plan

A comprehensive plan is a detailed policy document that guides land use, development, and capital improvements to enhance overall quality of life within a community over a 15- to 20-year period. This includes detailed analysis and recommendations to address growth and development, housing, parks and recreation, transportation, community facilities, and other important issues within a community. It is designed to serve as a decision-making tool for the City, reflecting the community's long-range vision for Sioux City's future.



## **Planning Process**

The Sioux City Comprehensive Plan was developed through the following nine-step planning process:

### **1. Project Initiation**

This step included meetings with key City staff and the Comprehensive Plan Steering Committee (the “Steering Committee”) to lay the foundation for the project and research and analysis of the community.

### **2. Community Outreach**

This step included both face-to-face and web-based activities to facilitate engagement with community members and gather feedback regarding issues and opportunities in Sioux City. Opportunities for public engagement were made available throughout the planning process.

### **3. Market & Demographic Analysis**

This step included a complete analysis of market and demographics within Sioux City, taking into account the trends, supply, demand, and potential for residential, commercial, and industrial uses.

### **4. Existing Conditions & Plan Analysis**

This step included a review and analysis of conditions within Sioux City as they currently exist and identified key issues and opportunities.

### **5. Community Vision, Goals & Objectives**

This step established an overall “vision” for the future of Sioux City. It provided focus and direction for subsequent planning activities.

### **6. Subarea Plans**

This step included preparation of three detailed subarea plans to provide more specific recommendations for areas of the City that are facing unique opportunities or challenges.

### **7. Community-Wide Plans & Policies**

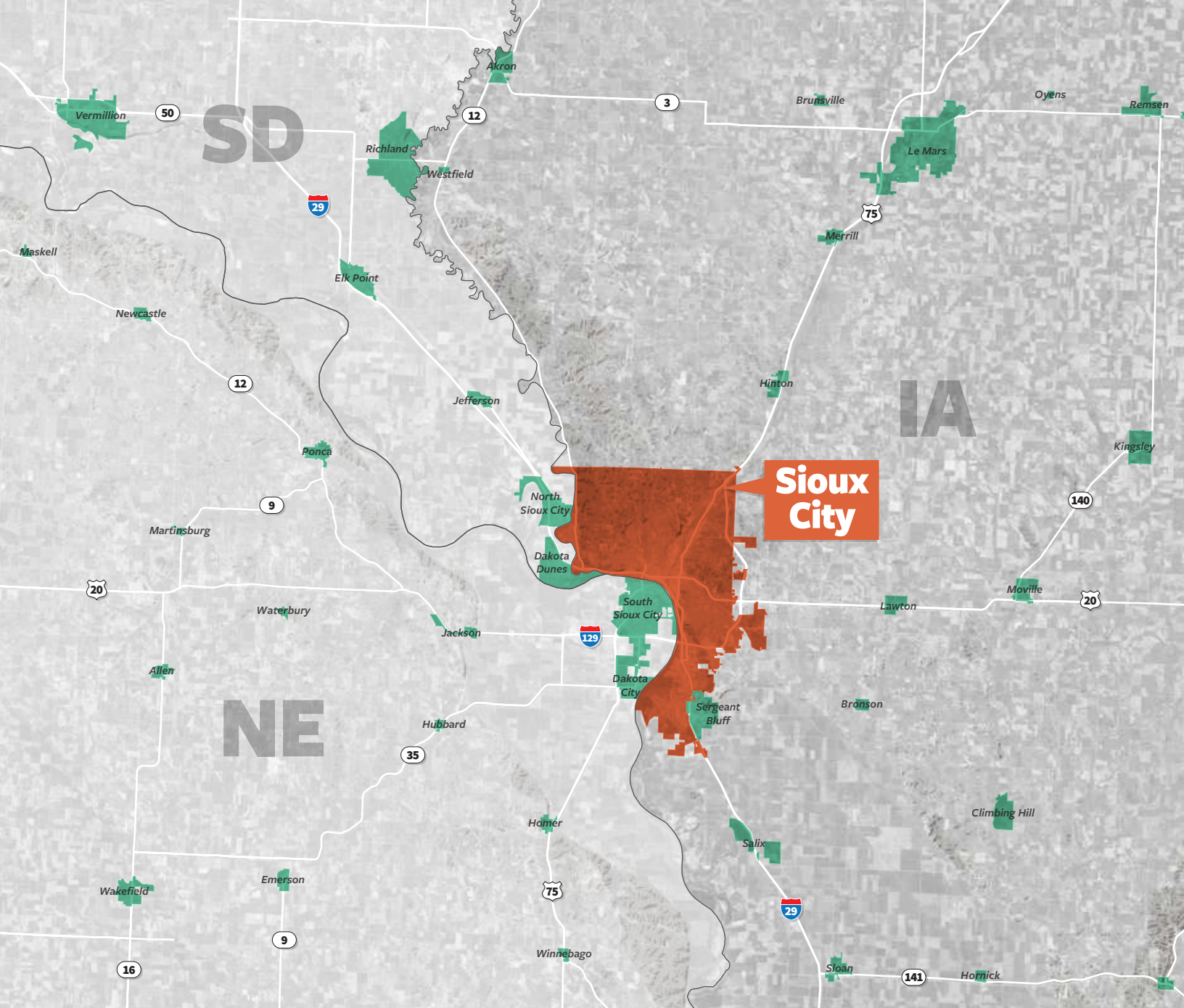
This step included preparation of future plans to address land use, transportation, parks and trails, housing, economic competitiveness, historic preservation, and community facilities. This step is the core of the Comprehensive Plan, reflecting the collective community vision for the City.

### **8. Implementation Strategy**

This step included development of a strategy for the implementation of the Comprehensive Plan, identifying necessary steps to convert recommendations and policies into actions within the community.

### **9. Plan Documents & Adoption**

The final step included preparation of draft and final versions of the Comprehensive Plan document for local review and consideration. Ultimately, the Plan was approved by the Planning and Zoning Commission and presented to the City Council for review and adoption.

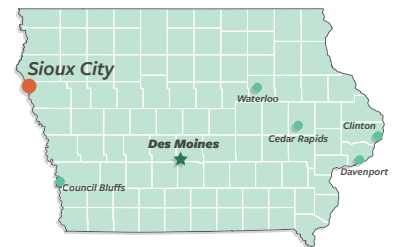


## Regional Setting

Sioux City is located in northwestern Iowa, in the tri-state region where Iowa, Nebraska, and South Dakota meet at the confluence of the Missouri and Big Sioux rivers. Regionally, the community is positioned roughly equidistant from Omaha, Nebraska to the south and Sioux Falls, South Dakota to the north, connected to both by Interstate 29 (I-29). Encompassing roughly 58 square miles, Sioux City is the 5th largest municipality in Iowa by area.

The City is located primarily in Woodbury County, of which it is the county seat, as well as partially in Plymouth County. Sioux City is defined by its waterways and topography, which have impacted the City's boundaries, growth, and land use. In particular, Sioux City is positioned at the northernmost extent of the Loess Hills, a geological formation unique to the Midwest.

Sioux City shares borders with both Nebraska and South Dakota, including the communities of South Sioux City, Dakota Dunes, North Sioux City, Sargeant Bluff, and Dakota City, in addition to various unincorporated communities. Sioux City is also the navigational head of the Missouri River, marking the furthest upstream that barges can travel on the waterway.



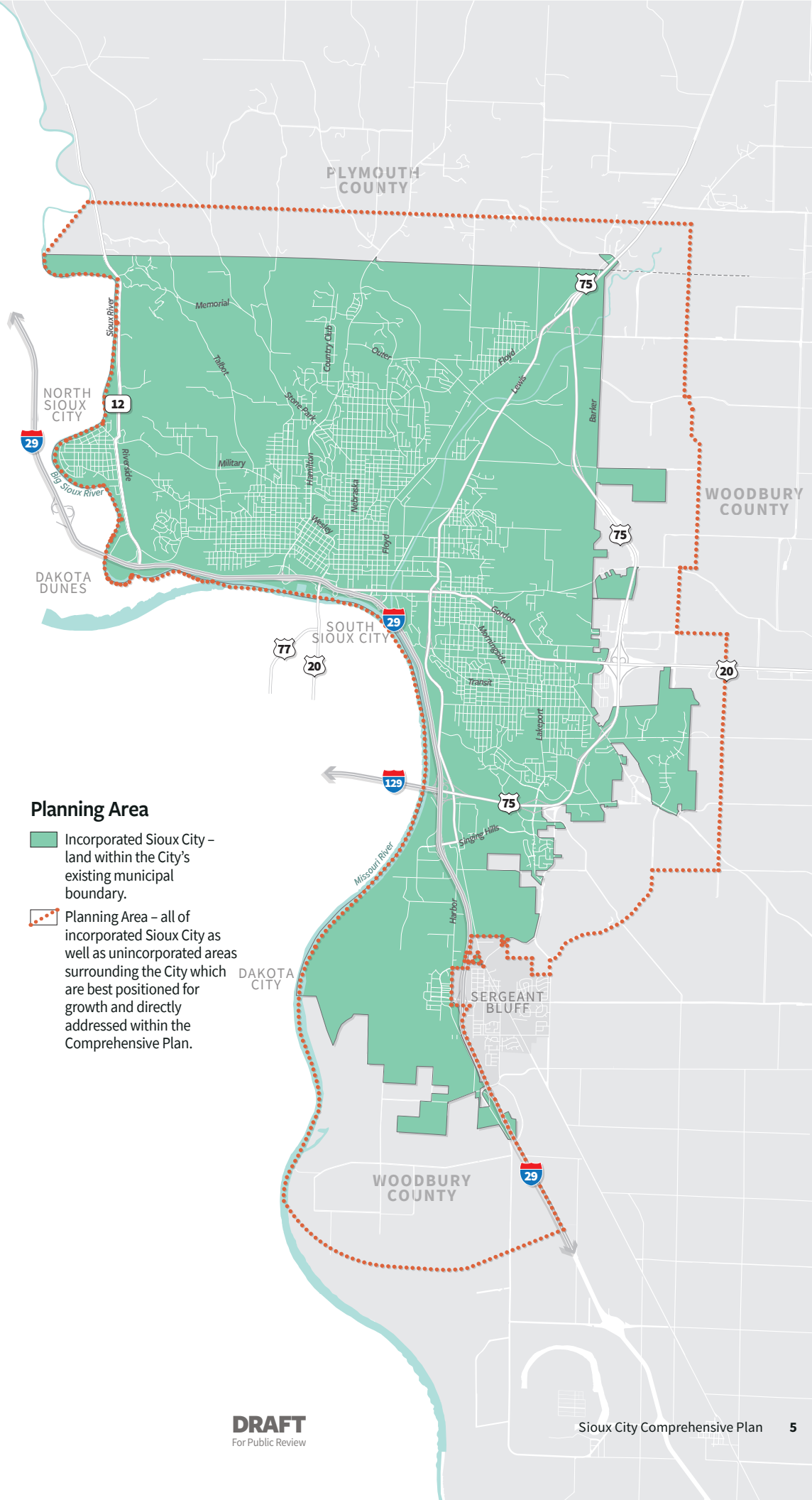
## Planning Area

Per Iowa State Code Section 414.23, Sioux City is granted jurisdiction to zone up to two miles beyond its city boundary, except for areas where a county zoning ordinance exists. Both Plymouth and Woodbury County have enacted County Zoning Ordinances. However, while the State Code identifies where a city may zone, the code does not regulate where a city does or does not have planning jurisdiction outside its municipal boundary.

To guide the Comprehensive Plan, a planning area was identified that includes all incorporated land within the City's boundary, as well as unincorporated land that is best positioned for growth and annexation. This is intended to provide a focus for the direction of the Plan by emphasizing those areas most likely to change. However, land outside the planning area should also be addressed, as appropriate.

### Planning Area

- Incorporated Sioux City – land within the City's existing municipal boundary.
- Planning Area – all of incorporated Sioux City as well as unincorporated areas surrounding the City which are best positioned for growth and directly addressed within the Comprehensive Plan.

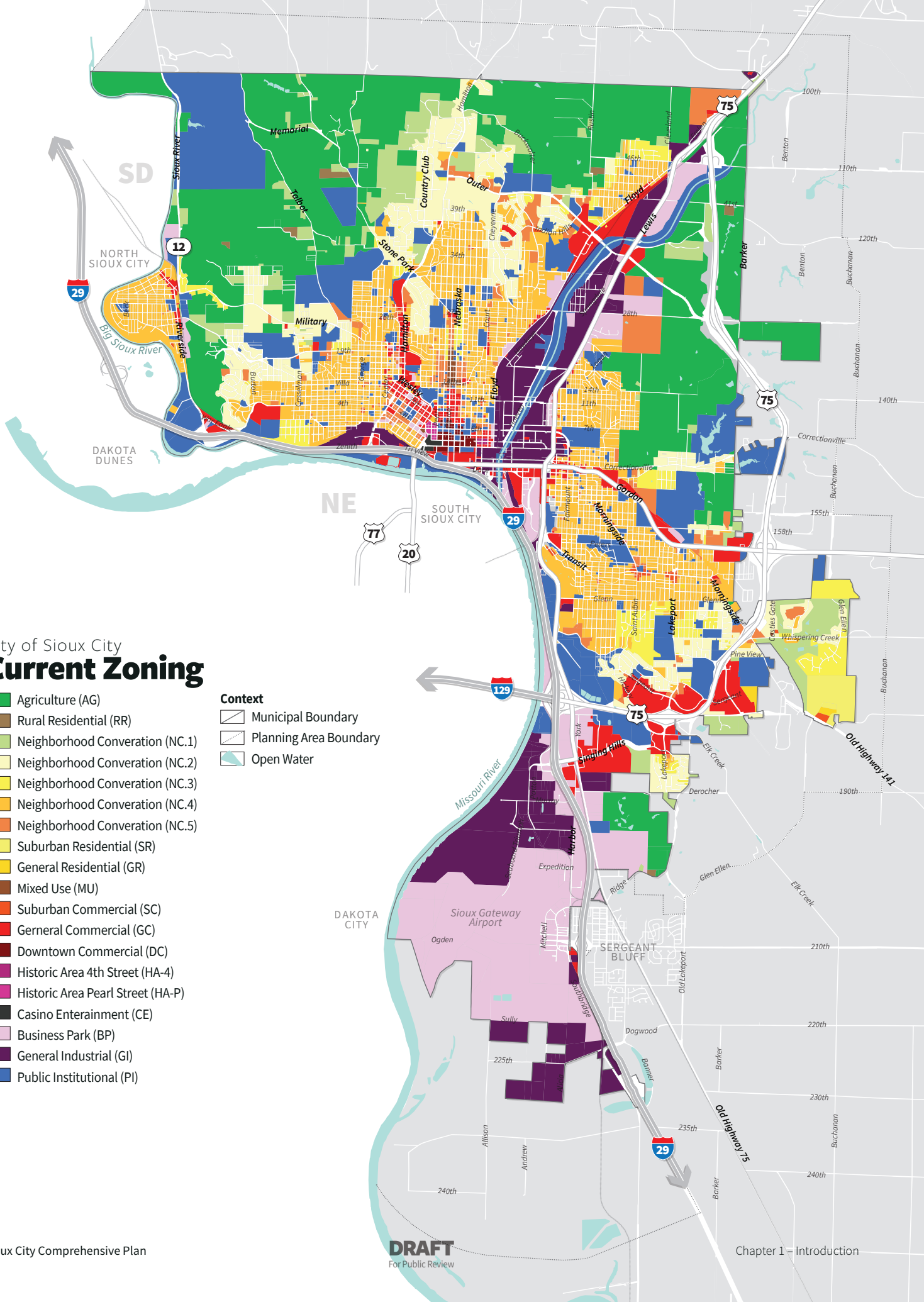


# City of Sioux City Current Zoning

- Agriculture (AG)
- Rural Residential (RR)
- Neighborhood Conervation (NC.1)
- Neighborhood Conervation (NC.2)
- Neighborhood Conervation (NC.3)
- Neighborhood Conervation (NC.4)
- Neighborhood Conervation (NC.5)
- Suburban Residential (SR)
- General Residential (GR)
- Mixed Use (MU)
- Suburban Commercial (SC)
- General Commercial (GC)
- Downtown Commercial (DC)
- Historic Area 4th Street (HA-4)
- Historic Area Pearl Street (HA-P)
- Casino Entertainment (CE)
- Business Park (BP)
- General Industrial (GI)
- Public Institutional (PI)

### Context

- Municipal Boundary
- Planning Area Boundary
- Open Water

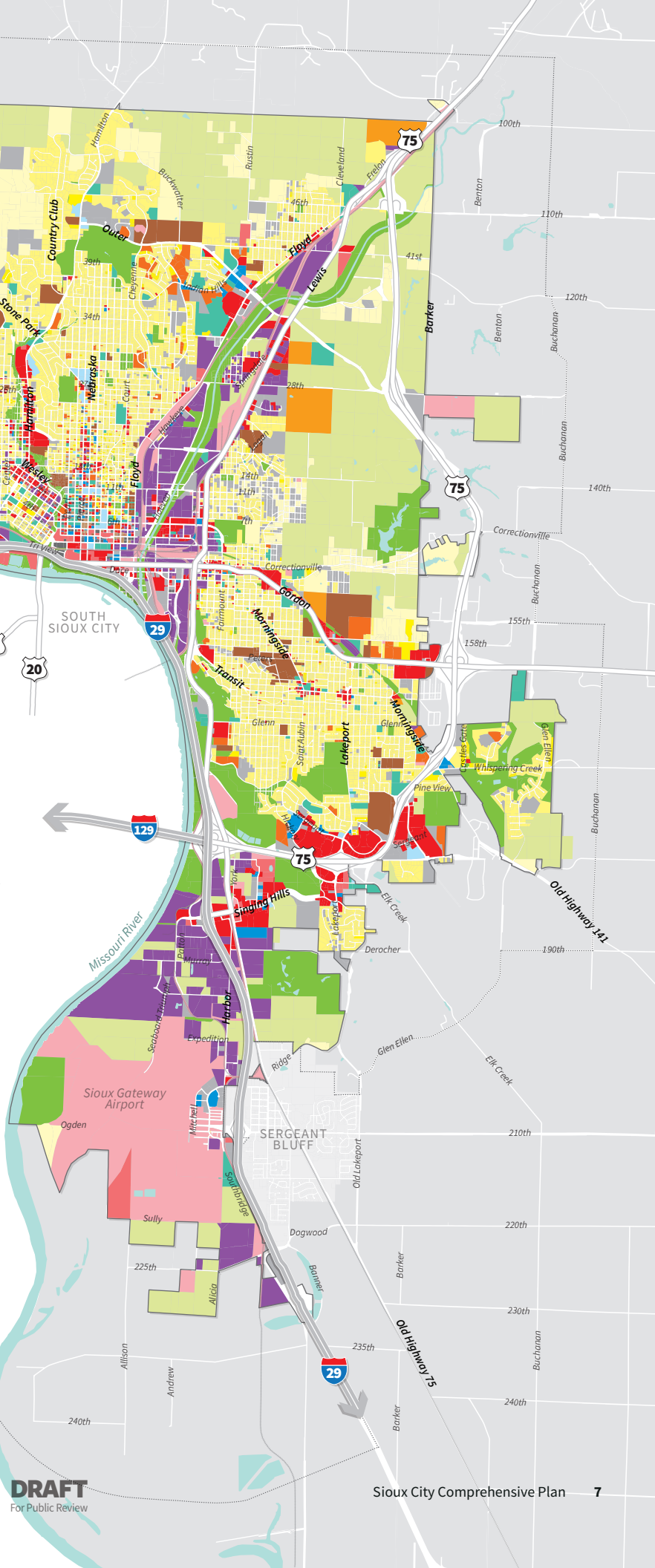


# City of Sioux City Existing Land Use

- Agriculture
- Rural Residential
- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Mobile Home
- Mixed-Use
- Commercial
- Entertainment & Culture
- Medical
- Office
- Industrial
- Public/Semi-Public
- Education
- Parks & Open Space
- Utility & Transportation
- Parking
- Vacant/Undeveloped

### Context

- Municipal Boundary
- Planning Area Boundary
- Open Water



## Demographic & Market Snapshot

A thorough assessment of Sioux City's demographics and the local and regional market was completed to ensure the goals, objectives, and recommendations identified through the planning process were viable and responsive to ongoing trends and influences. This included a review of population demographics, employment, housing, and markets for retail, office, and industrial sectors. Data for these analysis were taken from nationally recognized sources, including the American Community Survey, the U.S. Census Bureau, ESRI Business Analyst, LoopNet, and Zillow, as well as local sources with intimate knowledge of Sioux City, including Tri-State Valuation & Consulting.

See the appendix for more Demographic & Market Analysis and related resources information. The following is a summary of key findings.

## Demographics

*Projected demographic trends are a positive sign for economic growth.*

Sioux City's population is projected to remain stable over the next five years. It is also expected to age slightly, with the greatest increase expected in the 60-69 and 70-79 cohorts. Despite the projected aging of the population, the majority of the population will remain in prime employment years. The steady labor force will help the City's economy remain strong and competitive. A diversified racial composition of the City's population is an opportunity for population growth.

## Demographic Summary

Sioux City					
	2010	2017	2022	Projected Change (2010-2022)	
Population	82,639	84,088	84,892	2,253	2.7%
Households	31,555	31,929	32,165	610	1.9%
Average Household Size	2.54	2.55	2.56	0.02	0.8%
Median Age	33.8	34.8	35.4	1.60	4.7%
Median Household Income	\$40,781	\$46,599	\$49,917	3,318	7.1%
Sioux City MSA					
	2010	2017	2022	Projected Change (2010-2022)	
Population	168,563	173,397	176,500	7,937	4.7%
Households	64,271	65,886	66,972	2,701	4.2%
Average Household Size	2.57	2.58	2.59	0.02	0.8%
Median Age	36.3	37.4	38.2	1.90	5.2%
Median Household Income	\$44,343	\$52,187	\$56,545	\$ 4,358	8.4%

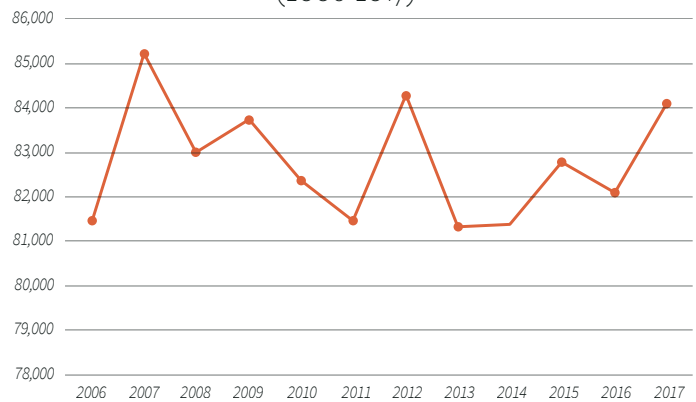
Source: ESRI Business Analyst; Houseal Lavigne Associates

## Population Projection (2017-2037)

	2017	2022	2027	2032	2037	Projected Change (2017-2037)	
Sioux City	84,088	84,892	85,704	86,523	87,350	3,262	3.9%
Sioux City MSA	173,397	176,500	178,188	179,891	181,611	8,214	4.7%

Source: ESRI Business Analyst; Houseal Lavigne Associates

## Sioux City Population Trend (2006-2017)



Source: ESRI Business Analyst; Houseal Lavigne Associates



## Labor & Employment

*Job growth could lead to population growth.*

Employment in Sioux City is growing more rapidly than in the MSA, which indicates that it is getting the majority of new jobs in the region. The healthcare and social services sector holds more than 27 percent of primary jobs and is expected to grow the most through 2024. Job growth is positive in any industry, but the City should work to ensure that employment is spread evenly across industries to help prevent large-scale job loss. More than 18,000 people commute to work in Sioux City, more than those that leave the City each day. This suggests Sioux City has desirable jobs but lacks desirable homes for those people to live within the City.

## Housing

*The Siouxland housing market is fundamentally sound; however, the existing housing inventory is inadequate.*

Housing construction in the region is likely to remain consistent based upon ongoing trends in job and population growth. Residential property demand shows vital signs for future growth, particularly to meet the need for additional housing units. Sioux City has an abundance of low-value and affordable housing; however, this is generally due to the old age and poor maintenance of homes within the community. As a result, the City lacks adequate options for mid- to high-income residents. Efforts to redevelop vacant housing, rehabilitate owner-occupied and rental units, and develop new housing stock could benefit the City. The region is experiencing an increase in apartment construction in response to growing demand for these kinds of units, both within areas like Downtown Sioux City as well as more suburban settings like Dakota Dunes.

## Market Assessment

*There is a lack of Class A office space in the region, providing an opportunity for greenfield development to fill the gap.*

Sioux City has fewer office and industrial spaces available compared to Sioux Falls and Omaha. Throughout the region, there is a lack of Class A office space. Class A represent the newest and more desirable office buildings and are generally well located. Class B offices are older than Class A and well managed but may be in need of some renovations. Class C offices are the oldest, not well located, and may be in need of significant renovations. Available greenspace listed as available could potentially fill the regional gap of Class A office space and large-scale industrial space. In addition to the physical space available for office and industrial development, investment in these greenfield sites in Sioux City is inhibited by the lack of a strong workforce pipeline. The Future Ready Iowa program is working to help solve this issue.

## Key Takeaways

**Overall, the City of Sioux City offers:**

- ◆ **A Strategic Location:** Located in the heartland of the United States – with 1-2-day ground and rail access to nearly all major markets.
- ◆ **A Stable Economic Base:** Strong agriculture and food processing sectors with steady long-term growth, and an abundant supply of energy.
- ◆ **Improving Demographics:** Median household income is rising gradually and the median age is below the state and national median ages.
- ◆ **Affordability:** Low cost of doing business, combined with a low cost of living, makes it an attractive business location.
- ◆ **A Pro-Business Climate:** Consistently ranks high nationally for economic development for communities under 200,000 population.



## Past Plans, Studies & Reports

Sioux City has a long history of community planning. This includes numerous plans, studies, and reports which are essential to understanding the City as it exists today and community aspirations over the years. Given the importance of these planning efforts, past plans were reviewed and analyzed during the preparation of the Comprehensive Plan. As appropriate, the recommendations, findings, and direction of past plans were incorporated within the planning process to establish a single, unifying document for Sioux City. The following presents a summary of those plans, studies, and reports deemed most relevant to the comprehensive planning process.

- Sioux City Comprehensive Plan (2005)
- Geneva Corridor Study (2006)
- Hamilton Corridor Study (2006)
- West End District Plan (2007)
- Pierce Corridor Plan (2012)
- IEDC Downtown Study (2012)
- West 7th Street Corridor Improvement Project (2013)
- Neighborhood Housing Study (2015)
- Active Transportation Plan (2015)
- Downtown Strategic Plan (2016)
- Strategic Plan (2016-2018)
- Distressed Housing Community Study (2018)

## Community Outreach

*Public engagement is the driving force in developing a successful comprehensive plan. Residents, business leaders, developers, and other key stakeholders offer a range of important perspectives as well as an essential knowledge and understanding of the community. As such, the planning process was designed to proactively engage the Sioux City community and provide numerous opportunities for individuals to make their voices heard. Community outreach included both in-person events that offer face-to-face discussion, as well as online tools that helped gather input from a diverse range of stakeholders. Feedback received through community outreach helped guide the vision and direction of the Comprehensive Plan and had a direct impact on recommendations and policies developed through the planning process.*

## Outreach Completed

The following outreach events, online applications, and engagement tools were utilized to receive feedback and input from the Sioux City community regarding issues, opportunities, priority projects, and assets.

**Staff workshop.** On October 2, 2017, the City held a workshop with staff members from various City Departments to establish a preliminary understanding of issues within the community.

**Community workshop.** On October 2, 2017 the City hosted a community workshop at the Sioux City Convention Center to gather feedback from residents and community stakeholders.

**Business workshop.** On October 3, 2017 the City hosted a business workshop at the Sioux City Convention Center to engage business owners and operators, developers, and members of the business community who offer a unique perspective.



**Stakeholder interviews.** On October 3 and 4, 2017, the consultant conducted interviews and focus group discussions with 39 individuals. These provided the opportunity for more detailed discussions regarding specific issues. Focus group topics included historic preservation, business climate, recreation and trails, resident quality-of-life, real estate development, architecture, housing, military operations, banking, environmental issues, healthcare, education, non-profit/religious organizations, and youth initiatives.

**Project Website.** A project website was developed to support the planning process. The website contained information and updates concerning the project, meeting notices, and project documents. In addition, the website also hosted online outreach tools to supplement in-person events, including online surveys and map.social. The website remained active throughout development of the Comprehensive Plan.

**Online Surveys.** Two online surveys were made available on the project website, designed to gather more detailed feedback from residents and business owners. More than 1,400 responses were received between June, 2017 and April, 2018.

**map.social.** map.social is an online outreach tool made available to residents through the project website. This tool allowed participants to make a map of their community and provide feedback that is tied spatially to a specific place in Sioux City. Using map.social, residents were able to identify community assets, development priority sites, problematic intersections, public safety concerns, undesirable uses, key transit destinations, desired developments, and sites with poor appearance.

## Community Outreach Takeaways

While a wide variety of topics were discussed by members of the Sioux City community, the following list highlights several of the major themes that emerged. It is important to note that these themes do not represent recommendations of the Comprehensive Plan or City policy, but is intended to characterize the input received from those who participated in the outreach process:

- Aging Infrastructure
- Downtown On The Cusp
- Population Growth & Retention
- Deteriorating Housing Stock
- Quality-Of-Life Issues
- Economic Competitiveness in the Tri-State Region
- Community Strengths & Assets

The most commonly identified strengths and assets included:

- Tri-state location
- Small-town atmosphere
- Safety and low-crime
- Countless community events
- Low cost-of-living
- Strong work ethic
- Access to regional healthcare institutions
- Loess Hills Scenic Byway and topography
- Historic Downtown buildings
- Forward momentum
- Friendly, open, and welcoming people
- Agricultural and food processing legacy
- Good school system
- Variety of recreational opportunities





# Vision, Goals & Objectives

*Driven by community and stakeholder input, this chapter details the Plan’s visions, goals, objectives, which provide the framework for planning recommendations, policies, projects, and actions expressed within the Sioux City Comprehensive Plan.*

*The 2040 Vision Statement is a narrative that paints a picture of what the City can achieve following the adoption of the Comprehensive Plan. The narrative is intended to be ambitious and inspirational, depicting the community’s collective desires, and serving as the foundation for the Plan’s goals, objectives, and recommendations.*

*Goals describe desired results toward which planning efforts should be directed. They are broad and long-range. They represent an ambition to be sought and require the culmination of many smaller actions in order to be fully achieved. Objectives describe more specific actions that should be undertaken in order to advance toward the overall goals. They provide more precise and measurable guidelines for planning action.*

# 2040 Vision Statement

*In 2040, Sioux City will remain a diverse and welcoming community that offers individuals an eclectic mix of environments to support their everyday needs. This will range from the active urban lifestyles of Downtown to picturesque suburban subdivisions and the calm serene of the rural countryside. Infill and reinvestment in traditional neighborhoods will stabilize these districts as the core of Sioux City, supported by satellite communities and neighborhoods that offer suburban and rural alternatives.*

*Efforts to bolster businesses of all scales will generate economic activity and provide unique and inviting districts for residents, employees, and visitors alike. In addition, a dedication to industrial growth will maintain the City's role as an employment hub for the region. Growth will be carefully organized, bringing new and exciting investment to the community while ensuring the highest quality of services and infrastructure.*

*Through improvements to the character, appearance, and maintenance of areas throughout the community, Sioux City will be held in high regard for its unique charm that includes historic structures and architecture carefully balanced with new development. Above all, Sioux City will be a great place to live and invest, offering all the amenities of a larger metropolitan area packed into a single, diverse community.*

*Sioux City will maintain a dynamic transportation system that ensures that travel within the community is safe, efficient, and responsive to all users. Streets will be designed in a manner that allows easy navigation while also offering a high level of service. Efforts to expand the sidewalk network while incorporating recreational trails and bicycle infrastructure will directly connect residents to key destinations within the community. Public transit will continue to serve the diverse needs of its growing ridership, providing convenient alternatives to automobile travel.*

*In addition, the combination of interstate highways connections, abundant rail service options, and the Sioux Gateway Airport will support the growth of intermodal industry, linking local businesses to the global economy. As emerging technologies continue to change the ways in which transportation operates, Sioux City will be a leader in innovation. Seeking to explore and incorporate emerging technologies, the City will continue to ensure residents enjoy efficient mobility and local industry is competitive on a regional and global scale.*

*Sioux City will have developed and implemented a Parks and Recreation Master Plan resulting in an accessible, connected, and responsive parks system including the development of new parkland in the northern portion of the City. New and unique recreation facilities will serve the City's growing and diverse population as well as attract visitors from throughout the region. Development will be balanced with the preservation and enhancement of open space and environmental features especially areas in the flood way.*

*Sioux City has grown and flourished as a community. This growth was not possible without significant investment in community facilities and infrastructure to support a high quality of life for residents, businesses, and visitors. From basic services that keep the City operating and competitive throughout the region such as water treatment and distribution to facilities that distinguish Sioux City from similar cities in the region such as the Downtown and school system. Through thoughtful and forward-thinking planning, the City has implemented policies, programs, and projects to improve and enhance the existing systems without over extending City funds.*



# Goals & Objectives

## Goal #1

Guide land use and development to balance reinvestment and preservation in established areas while allowing controlled and appropriate outward growth.

### Objectives

1. Encourage infill, redevelopment, and renewed investment in established areas at the community's core.
2. Ensure future development is aligned with infrastructure capacities and limit unnecessary service extensions.
3. Encourage growth in areas already served or proximate to existing infrastructure.

4. Foster the creation of residential, commercial, and industrial areas that are desirable and offer a range of environments for residents, business owners, and developers.
5. Protect historic and architectural heritage, seek local and national registration of historic properties, and utilize these resources to enhance the City's built environment
6. Discourage and address incompatible uses that impact the quality of individual properties.
7. Utilize a combination of enforcement and incentives to encourage maintenance and upkeep, and reduce the impacts of long-term disinvestment and elevate the character and appearance of existing development.

## Goal #2

Provide distinct commercial options that meet local and regional consumer needs in unique and exciting districts.

### Objectives

1. Support the existing hierarchy of commercial districts to provide neighborhood, corridor, and regional commercial options to local and regional consumers.
2. Address the appearance of aging commercial stock and support appropriate long-term redevelopment or reinvestment.
3. Bolster the Downtown Core as the heart of Sioux City by promoting a wide range of activity-generating, more intense development and leveraging streetscape and other place-making initiatives to foster a sense of unity between the diverse areas of the Downtown.

4. Emphasize investment within the Downtown Transition district to create a mixed-use urban neighborhood in close proximity to the City's core.
5. Address Lewis Boulevard/ Business Highway 75 through a dedicated planning effort to establish a clear vision for the future of this roadway as a catalyst for future development.
6. Require appropriate site design and landscaping for future investment and encourage improvements that elevate the appearance of existing commercial uses.



### Goal #3

Ensure a healthy and diverse housing market that supports urban, suburban, and rural neighborhoods through strategic growth and reinvestment.

#### Objectives

1. Direct residential investment to targeted areas with a focus on infill and redevelopment in traditional neighborhoods.
2. Reinforce the street grid in traditional neighborhoods that are experiencing grid deterioration.
3. Preserve and enhance existing suburban neighborhoods while limiting unnecessary residential expansion outside of the urban core.
4. Preserve and enhance existing satellite neighborhoods as alternatives to the urban environment of other residential options.
5. Direct appropriate, larger-scale residential development to identified residential growth areas.
6. Encourage a diverse housing market that provides residential options of varying densities, price points, and styles of development.

### Goal #4

Foster thriving industry by elevating the attractiveness of existing districts and preparing for appropriate long-term growth.

#### Objectives

1. Prioritize the Industrial Parks Area for future industrial growth and investment.
2. Preserve the Hoeven Valley Corridor as the industrial core of Sioux City.
3. Seek improvements to the character and appearance of industrial districts, particularly those with high visibility and significant impacts on adjacent areas.
4. Require appropriate site design and landscaping for future investment and encourage improvements that elevate the appearance of existing industrial uses.

### Goal #5

Maintain and expand roadways to provide a safe and reliable transportation network throughout Sioux City.

#### Objectives

1. Seek construction of east-west connections to complement existing north-south routes.
2. Coordinate with Iowa DOT to maximize the benefits of I-29 improvements and to maintain and enhance other roadways within its jurisdiction.
3. Evaluate and selectively convert one-way streets into two-way streets where appropriate.
4. Identify and address gaps in the street network by extending roadways and making necessary connections.
5. Create well connected neighborhoods with efficient access to the region by discouraging the construction of cul-de-sac and other dead end roadways.
6. Implement safety improvements to address existing high-crash areas and potential future safety hazards.

### Goal #6

Encourage active transportation that will support pedestrian and bicycle mobility and contribute to community health and recreation.

#### Objectives

1. Expand the sidewalk network to ensure all areas of the community are served by pedestrian infrastructure.
2. Build upon the existing trail network by closing gaps in the trail system and providing connections as new development occurs
3. Maintain and enhance the skywalk system as a valuable asset for Downtown Sioux City as the district continues to grow.
4. Regularly inventory and identify necessary projects to maintain existing pedestrian and bicycle infrastructure, particularly within the City's core neighborhoods.





## Goal #7

Develop a multi-modal system that provides the City with a diverse range of transportation options.

### Objectives

1. Retrofit select roads with Complete Streets concepts as outlined in the City's adopted policy.
2. Maintain air and rail systems as critical components of the region's economy
3. Maintain and enhance local transit systems to ensure a reliable network of transit options that meets the needs of all users.
4. Seek improvements to public and private parking that will reduce visibility and improve the character of commercial districts within the community, especially in Downtown.

## Goal #8

Maintain and enhance Sioux City's parks, trails, recreational facilities, and natural areas to provide high-quality recreational opportunities and preserve natural areas.

### Objectives

1. Develop and implement a Parks and Recreation Master Plan that engages the community to identify areas for future parks, park amenities, and recreational facilities and opportunities.
2. Create a continuous trail network that connects residents to parks, community facilities, landmarks, and key destinations, expanding upon and linking together existing trail segments.
3. Connect the existing trail system to parks and other amenities to create a loop from Downtown to Stone State Park.
4. Develop a comprehensive list of all necessary park improvements and include them in the Capital Improvement Program and budget.

5. Update the subdivision ordinance to require a land dedication to preserve open space.
6. Incentivize cluster development to preserve open space.
7. Continue to require the Floodway Fringe Overlay District to restrict any future development or substantial rehabilitation of the built environment in the floodway.
8. Develop greenways in exurban areas in the north, east, and south of the community.
9. Work with the Iowa Department of Natural Resources to develop a wayfinding campaign connecting Stone State Park and Downtown.

## Goal #9

Distinguish Sioux City from other communities in the region through the high quality and innovative nature of the community facilities and infrastructure.

### Objectives

1. Plan infrastructure capacity for areas identified in the Land Use Plan for future development.
2. Promote active transportation by connecting and expanding the existing trail and sidewalk system.
3. Identify opportunities to expand long-term stormwater and flood control infrastructure.
4. Thoughtfully prioritize new infrastructure development to areas that can easily be connected to existing systems.
5. Support the Sioux City Community School district in their efforts to upgrade or replace aging schools and facilities within the community.







# Land Use & Development

*Sioux City's municipal boundaries encompass approximately 58 square miles featuring a diverse and complex assortment of land uses, densities, and patterns of development. Providing policy and direction for how land is used and developed is a primary function of the City and a critical focus of the Comprehensive Plan.*

*To support this directive, the Land Use & Development Chapter identifies high-level policy to guide the type, intensity, and location for future land uses and long-range investment. This builds upon existing uses and development patterns within the community to establish a sustainable, compatible, and desirable mix of uses to meet the needs of current and future residents. In addition, more detailed recommendations are provided for related land use designations in housing and residential, commercial, and industrial area framework plans.*

# Land Use Plan

The Land Use Plan establishes the foundation for the use and development of land within Sioux City. As such, all parcels within the community are designated for a specific land use, accounting for existing and adjacent uses, development potential, strategic growth priorities, and other factors specific to the unique neighborhoods and districts of Sioux City. Collectively, these designations provide for the current and future land use and development needs of the Sioux City community.

## Agriculture & Estate Residential

Agriculture & Estate Residential includes larger properties used primarily for the raising of crops or livestock as well as low-density residential properties.

## Single-Family Detached

Single-Family Detached includes properties dedicated to individual single-family homes. This includes high-density neighborhoods at the City's core as well as lower density suburban and rural estate properties.

## Mixed Residential

Mixed Residential includes properties dedicated to residential structures containing two or more units. This includes single-family attached homes, such as townhomes, as well as multi-family buildings, such as apartments. Mixed Residential may be part of larger single-family detached neighborhoods or concentrated in multi-building complexes.

## Neighborhood/Corridor Commercial

General Commercial includes businesses that sell goods and services, serving both nearby residents and those from other parts of the city or region. Appropriate uses include retail, restaurants, services, and offices. Vertical mixed-use buildings are encouraged, but should be prioritized for the Downtown Core.

## Regional Commercial

Regional Commercial includes intense commercial uses consisting of larger properties along the City's most heavily traveled roadways and interchanges. These areas serve both local and regional consumer bases and contain a mix of retail from community shopping centers with multiple tenants to large, stand-alone retailers. As the most widely accommodating commercial areas, these districts are auto-oriented by nature, but should also be enhanced as pedestrian-friendly districts where possible.

## Downtown Core

Downtown Core features a diverse mix of uses including commercial, high-density residential, office, medical, and community facilities. Traditional mixed-use developments should be encouraged with a focus on design character and fostering an active pedestrian-oriented environment. Ground-floor uses should include activities that capitalize on pedestrian traffic and support street life, such as restaurants, retail, and services that create frequent patron traffic. Upper-floor uses should include offices, services not reliant on ground-floor visibility, and residential units.

## Downtown Transition

Downtown Transition features a mix of multi-family residential, historic single-family homes, mixed-use investment, and small-scale commercial businesses to create a mixed-used urban neighborhood. This district marks the progression of development from the Downtown Core to traditional neighborhoods to the north and west. Moving forward, this district should be utilized to buffer the highest density of the Downtown Core from adjacent neighborhoods while preserving the unique and historic character of these neighborhoods.

## Industrial

Industrial includes both light and heavy industrial uses. Light industrial may include low-impact manufacturing and assembly, large-scale storage, distribution, and warehousing facilities. Heavy industrial may include manufacturing, processing, or salvage activities that typically have significant environmental impacts (such as noise, odor, vibration, etc.) on surrounding properties.

## Office & Medical

Office & Medical includes properties primarily dedicated to professional employment and office space as well as medical facilities such as hospitals or clinics. These areas can include stand-alone structures or be designed as a multi-building campus or office park. Medical facilities and private practices located in commercial centers or part of in-line retail spaces are categorized within the general commercial designation.

## Public / Semi-public

Public/Semi-public includes government offices, educational facilities, religious uses, community centers, museums, large-scale regional healthcare facilities, and other uses or buildings generally open to the public and providing community-related services or amenities.

## Parks & Open Space

Parks & Open Space includes designated areas for active or passive recreation, such as municipal parks or golf courses, as well as undeveloped areas that are actively preserved or have significant challenges to development, such as wildlife preserves or wetlands.

















## Airport

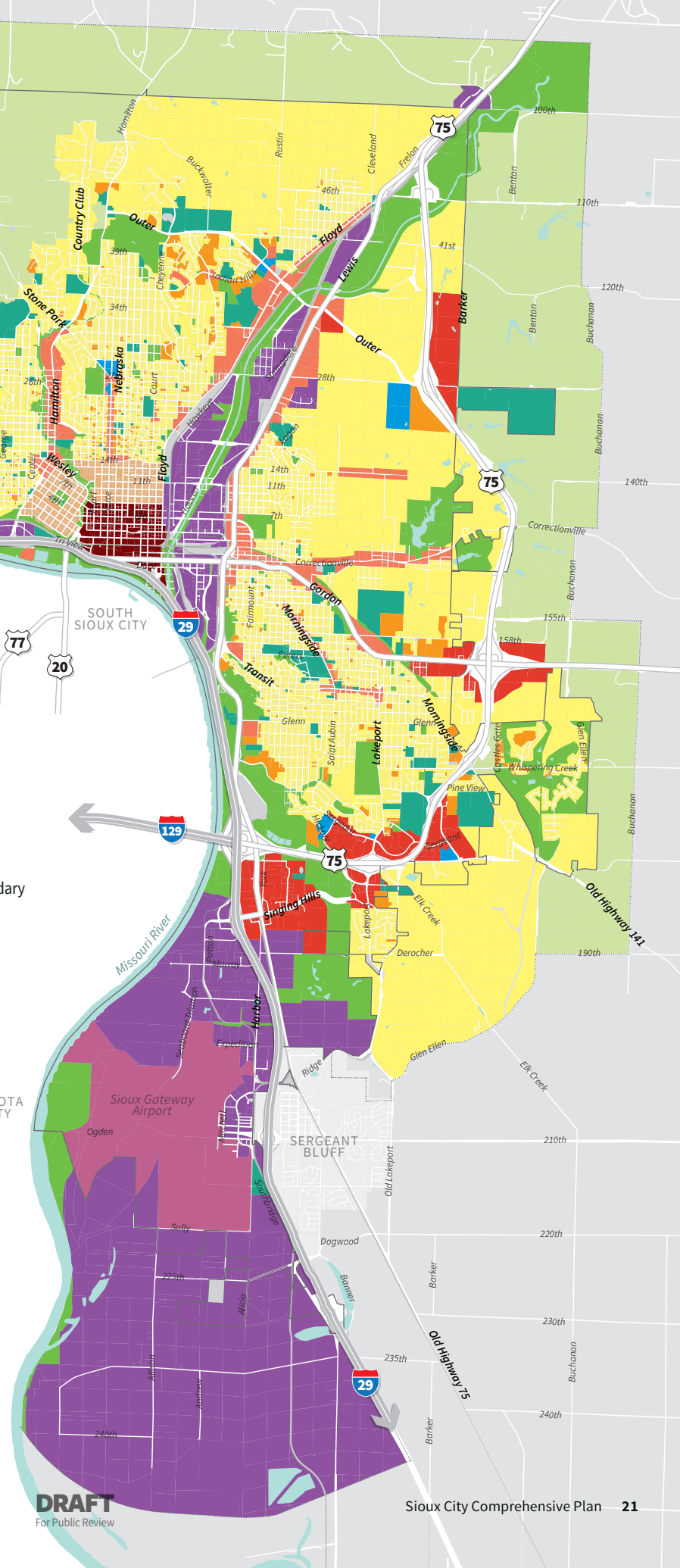
Airport includes the Sioux Gateway Airport and related uses that are specifically connected to the function and operation of the airport. This does not include industrial or office uses that utilize the airport for transportation.

## Utility & Railroad

Utility & Railroad includes land dedicated to the provision of public or private infrastructure as well as railroad rights-of-way. This includes water treatment facilities, utility substations, utility corridor rights-of-way, roadway maintenance facilities, and others.

# City of Sioux City Generalized Future Land Use Plan

- |   |                                  |   |                        |
|---|----------------------------------|---|------------------------|
|  | Estate Residential & Agriculture |  | Municipal Boundary     |
|  | Single-Family Detached           |  | Planning Area Boundary |
|  | Mixed-Residential                |  | Open Water             |
|  | Neighborhood/Corridor Commercial |   |                        |
|  | Regional Commercial              |   |                        |
|  | Downtown Core                    |   |                        |
|  | Downtown Transition              |   |                        |
|  | Industrial                       |   |                        |
|  | Office & Medical                 |   |                        |
|  | Public/Semi-Public               |   |                        |
|  | Parks & Open Space               |   |                        |
|  | Airport                          |   |                        |
|  | Utility & Railroad               |   |                        |



# Key Considerations

## Infrastructure

Infrastructure is a critical concern for Sioux City and must be a key consideration for all future growth and development. Much of Sioux City's infrastructure was first constructed after World War II and represents some of the oldest infrastructure in the country. Hindered by economic hardship and deferred maintenance, the City's infrastructure is now significantly aged and in need of widespread maintenance and replacement.

Infrastructure is also challenged by the overall cost and scheduling of necessary improvements. Infrastructure is likely to remain a top priority for Sioux City throughout the life of this plan. Future investment will have a direct impact on the infrastructure network. As growth and development continue to occur, they should be carefully organized and guided by the capacity of existing infrastructure.

The City should encourage infill and development within areas that are currently served by existing infrastructure. This could include policies to prioritize public and private investment in certain areas of the community or coordination with developers to help pay for infrastructure costs related to greenfield development.

Certain areas of the community are not well suited to large-scale development and could require significant infrastructure costs to service, such as the Zone of Limited Developability. However, infrastructure should not be seen as restrictive to future development. Instead, it should be a central consideration that is carefully analyzed as part of future development and the City's development review process. Infrastructure capacities and related impacts were used to inform the Strategic Growth Plan located at the end of this section.

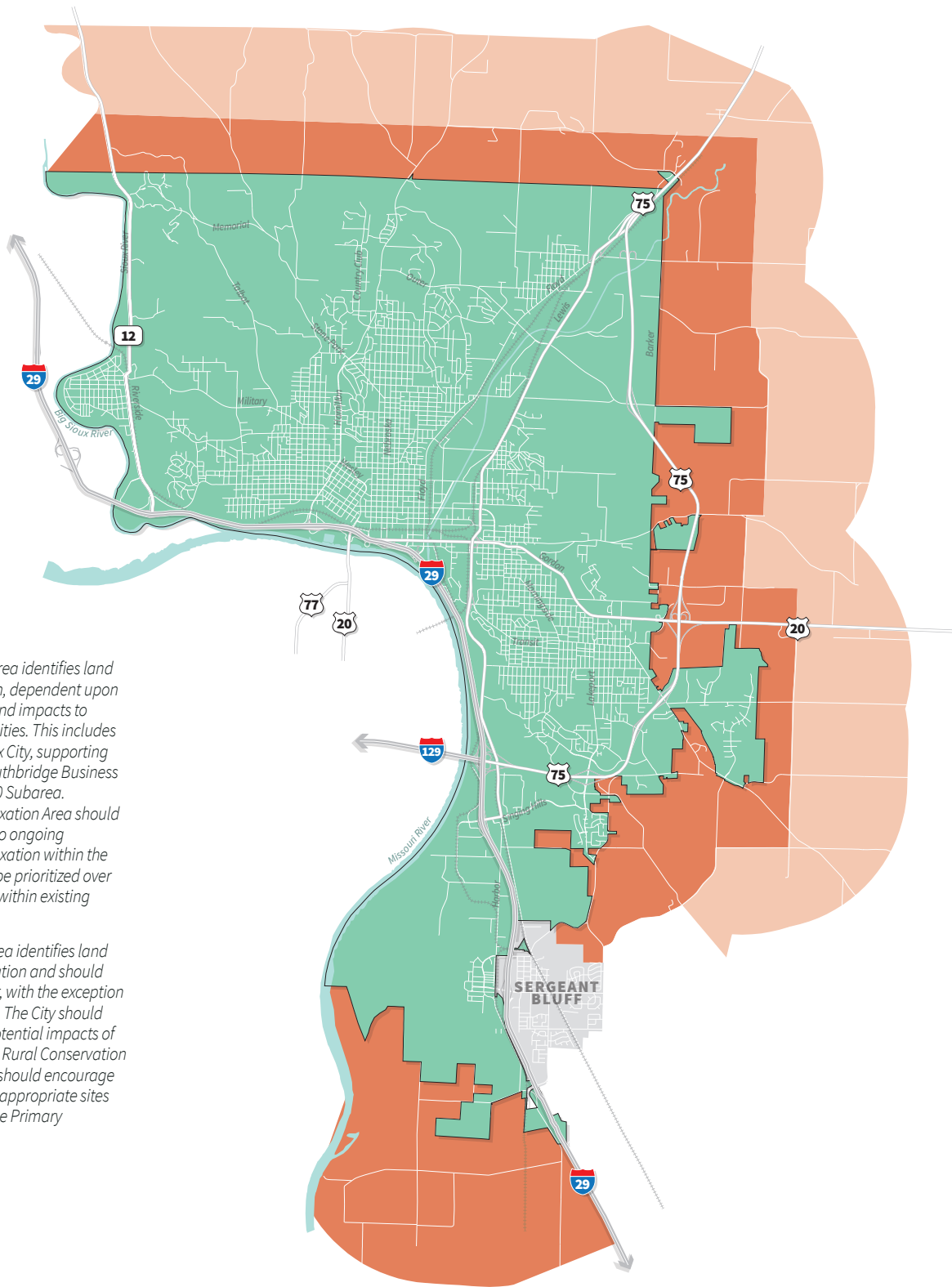
## Annexation

Sioux City has significant opportunity for outward growth and annexation, with Sergeant Bluff being the only neighboring community in Iowa. At the same time, the City also has large acreages of undeveloped and low-intensity properties within the existing municipal boundary. Managing these opportunities requires a balanced approach that enables Sioux City to capitalize on development potential to best benefit the community. This may require annexation of critical properties that will enable the City to guide growth and development patterns. This should be balanced with efforts to direct investment toward established areas of the community. This can help align growth with infrastructure capacities and place emphasis on reinvestment in the community's core.

As opportunities arise, the City should utilize the following strategy to guide annexation. This strategy is not intended to prohibit annexation. Rather, it is meant to guide annexation in a sustainable and thoughtful manner by identifying areas best suited for incorporation.

In addition, Sioux City currently reviews proposed subdivisions in Woodbury and Plymouth counties that are within two miles of their current municipal boundary. It's important that Sioux City continue to evaluate these proposed developments to ensure that they align with the Comprehensive Plan's policies and recommendations and that future infrastructure needs are taken into consideration.

The identified **planning principles** and **best practices** should be taken into consideration as the City and its partners implement land use policy and evaluate future development proposals.



### Annexation Strategy

- **Incorporated Sioux City**
- **Primary Annexation Area.** *This area identifies land which is best suited for annexation, dependent upon proposed development projects and impacts to infrastructure, services, and amenities. This includes land to the east and south of Sioux City, supporting long-term development of the Southbridge Business Park and the Business Highway 20 Subarea. Incorporation of the Primary Annexation Area should be piecemeal and directly linked to ongoing development projects. While annexation within the area is appropriate, it should not be prioritized over investment on undeveloped land within existing municipal boundaries.*
- **Rural Conservation Area.** *This area identifies land which is not well suited for annexation and should generally retain its rural character, with the exception of key development opportunities. The City should continue to review and analyze potential impacts of proposed development within the Rural Conservation Area. Where appropriate, the City should encourage these projects to relocate to more appropriate sites within municipal boundaries or the Primary Annexation Area.*

## Development Incentives

Properties in Sioux City are qualified for two national tax incentive programs that could have a dramatic impact on both economic development and land use within the community. These include the Qualified Opportunity Zones (QOZs) and New Market Tax Credits (NMTTC) programs, both funded by the U.S. Department of the Treasury's Community Development Financial Institutions (CDFI) Fund. These programs are aimed at promoting local economic growth and access to capital for underserved populations and communities. As such, QOZs and NMTTCs provide a significant and critical opportunity to encourage investment in a large portion of Sioux City.

Moving forward, the City should coordinate with property owners, eligible businesses, the Siouxland Chamber of Commerce, and other potential partners to publicize and explore the application of these programs locally. This could include promotional materials and application assistance to promote these programs as tools for economic development.

Further, the City should aim to activate both programs as a way to support strategic growth within the community. This includes not only guiding investment to specific areas of the community, but also working with property owners and developers to utilize program funds in offsetting the costs of development, such as infrastructure and utility extensions. By fostering a collaborative environment, Sioux City can support economic development that best meets the needs of residents and businesses.

## Qualified Opportunity Zones

QOZs are a new tax incentive tool designed to encourage economic growth, job creation, and investment in selected distressed communities. They provide Federal income tax benefits to taxpayers who invest via Qualified Opportunity Funds in businesses located within these zones. Investors may defer tax on almost any capital gain up to December 31, 2026. QOZs are selected by census tract; qualifying census tracts must have a median family income less than 80 percent of the area's median income or a poverty rate of 20 percent or greater.

There are three contiguous QOZ census tracts in Sioux City representing a significant portion of the City's overall area. Located primarily along the Missouri and Floyd Rivers, the QOZs span developed and undeveloped areas across a variety of zoning districts and land uses in the City.

In Sioux City, businesses in the QOZ tracts could take better advantage of their QOZ location with municipal support. Much of the available QOZ information is focused on the investor, but investors are already familiar with the basics of the investment process. Conversely, small and local businesses may not be as familiar with the process of applying for funding, and the City should program assistance for these businesses. A QOZ business assistance program could cover eligibility and qualifications to make sure Sioux City businesses put in good applications for the money available. This program would enable businesses to be more sustainable and established, providing a long-term benefit to Sioux City.

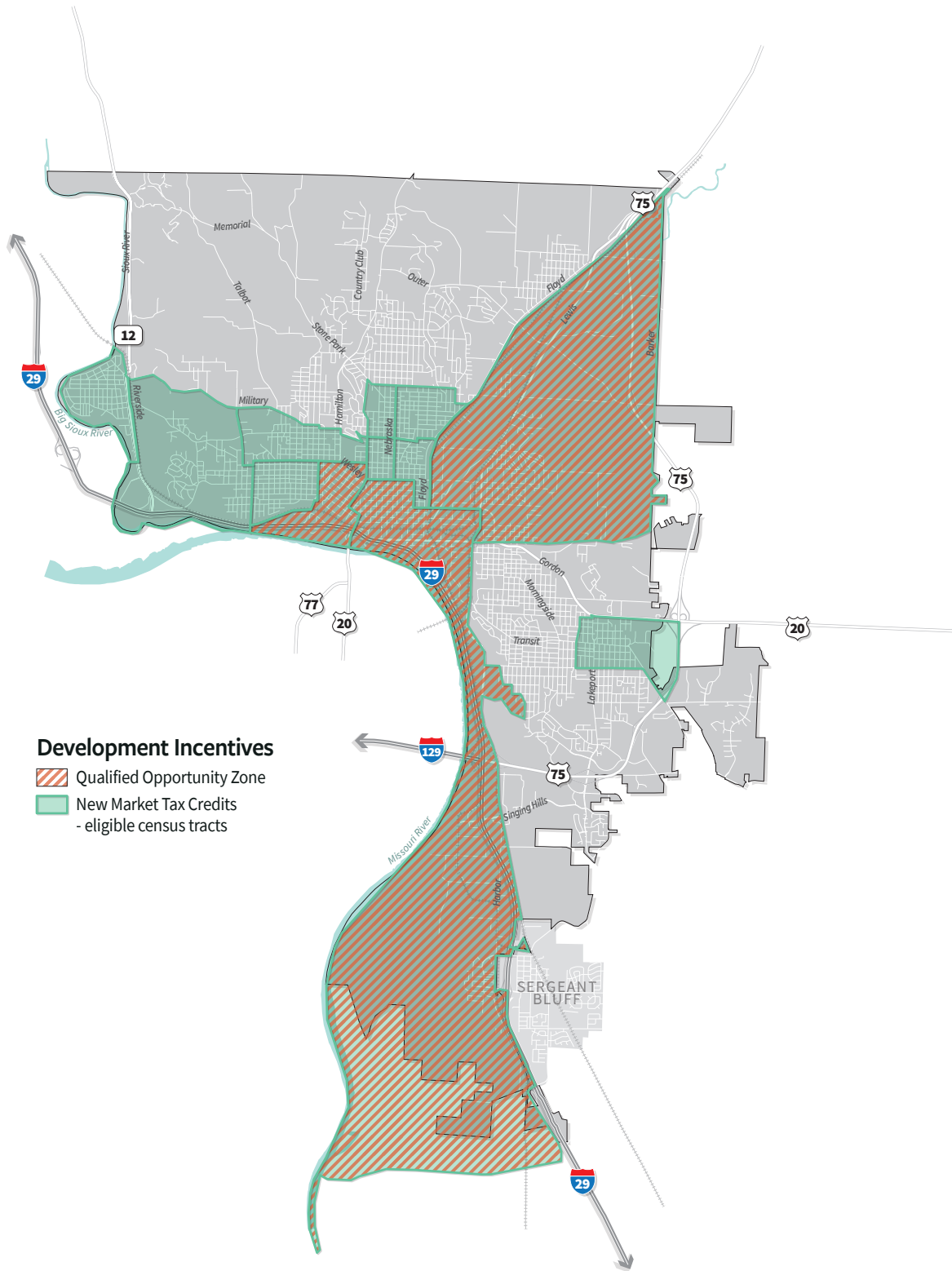


### New Market Tax Credits Program

The NMTC Program is an economic growth incentive established with the goal of encouraging private development in certain low-income census tracts. Iowa Community Development, located in Johnston, IA, was awarded \$75 million in 2016 to finance Iowa based projects with a focus on economic development in low income and rural communities.

The program provides funding for businesses in eligible NMTC census tracts that can require financing from the identified Community Development Entity (CDE). This organization is an intermediary corporation or partnership designed to review and approve loans and investment as well as offer financial counseling to low-income communities.

There are 11 census tracts in Sioux City which are eligible for the NMTC program, including the three for which QOZ funding is also approved. Comprising an even larger proportion of the community than QOZs, the NMTC program provides a significant opportunity for local businesses and economic development.





## Historic Preservation

Growth and development in Sioux City must reflect the community's historic heritage, which extends back to the expedition of Lewis and Clark in the early 1800s. Today, the community has a wealth of historic assets that contribute to the character and culture of Sioux City, including

- Three National Historic Landmarks
  - > Sergeant Floyd Monument (Designated 1960)
  - > Sergeant Floyd Towboat (Designated 1989)
  - > Woodbury County Courthouse (Designated 1996)
- Locally Designated Landmarks
  - > Old Fire Station No. 3 (Designated 2010)
  - > Warfield-Pratt-Howell Company Wholesale Grocery Warehouse
  - > Chief War Eagle Memorial
  - > Flight 232 Memorial

- Five National Register Historic Districts, containing over 150 properties
  - > Fourth Street National Historic District (Designated in 1995)
  - > Morningside College National Historic District (Designated in 1997)
  - > St. Boniface National Historic District (Designated in 1998)
  - > Rose Hill National Historic District (Designated in 2002)
  - > Milwaukee Railroad Shops Historic District (Designated in 2018)
- 48 individually listed properties on the National Register of Historic Places.

The protection and enhancement of these resources is overseen by the Historic Preservation Commission, which is charged with advising City Council and staff on preservation issues and providing resources to the community. This includes granting Certificates of Appropriateness for exterior alterations to historically zoned properties and working with staff to apply historic district design guidelines.

As development occurs over time, historic preservation and the protection of unique cultural resources must be prioritized within the community. This is particularly important given disinvestment within many established neighborhoods and areas of the community, as well as the emphasis on infill and redevelopment as part of strategic growth.

Understanding the significance of historic assets in Sioux City, the City should consider the following recommendations and strategies for historic preservation (some of which are currently in process):

- Develop a dedicated historic preservation plan for Sioux City. This document could include detailed profiles of historic assets; identify best practices and new techniques for preservation; and establish a unified approach to historic preservation in the community.
- Create a database of historic properties and sites within the community. This should inventory and profile historic properties and provide information about their status, protection, ownership, and other data necessary to ensure preservation and inform related decision making.
- Develop educational materials regarding historic preservation for homeowners, property owners, and developers, with an emphasis on national Register Historic Districts and Historic Places. These materials should include information about programs and assistance that are available for historic preservation.
- Identify and preserve historic structures or landmarks that are not appropriately protected and could be susceptible to demolition or redevelopment.
- Encourage adaptive reuse or creating solutions for aging or historic structures with unique historic architecture.
- Review and update the Sioux City Zoning Code and other regulations to incorporate best practices for historic preservation as well as new and emerging preservation techniques. This could be completed by the Historic Preservation Commission on an annual or semi-annual basis and provided to the City Council for consideration.
- Activate historic properties and sites to support community character and vitality. This could include hosting events and activities at historic sites, creating walking or guided tours of historic districts, and incorporating Sioux City's history as part of the physical and promotional branding of the community.
- Work with local service providers, community organizations, and other stakeholder groups to highlight the importance of historic preservation and foster a collaborative environment for protecting, enhancing, and elevating Sioux City's history.
- Create a comprehensive list or toolbox of available programs, grants, and funding mechanisms for historic preservation to assist the City as well as property owners and developers.
- Consider the development of new local programs and grants to assist homeowners, property owners, and developers with historic preservation as part of new development, renovations, and other construction



Example of incompatible uses, maintenance, and upkeep

projects.

## Incompatible Uses

Many areas of Sioux City suffer from adjacent incompatible uses, particularly the urban core and nearby established areas. This includes isolated uses that are incompatible with surrounding uses, such as isolated auto-repair shops and restaurants in largely residential neighborhoods, or heavy industrial directly adjacent to single-family detached homes. The image above is an example of one of these such conflicts in the City featuring a single-family home adjacent to heavy industrial. These land use conflicts negatively affect the value of surrounding properties and can impact quality of life and safety.

In accordance with the Future Land Use Plan, the City should restrict the development of adjacent incompatible uses and support appropriate redevelopment and relocation to mitigate existing land use conflicts. In addition, the City should require appropriate screening or buffering between incompatible uses in areas where relocation and redevelopment of conflicting uses is not desired. Reducing negative impacts caused by land use conflicts should be a focus for all areas of the community, including residential, commercial, and industrial districts.

## Maintenance & Upkeep

Some of Sioux City's neighborhoods, and commercial and industrial areas show visible signs of disinvestment and deterioration, including vacant structures, aging infrastructure, and properties in need to upkeep and repair. A significant contributor to this trend is the age of homes in Sioux City, with nearly 50 percent of homes (18,500 units) built before 1960. This has a significant impact on the character and appearance of residential neighborhoods, discourages future residents and potential investors, and can result in decreasing property values. Within commercial and industrial areas, disinvestment take the form of poorly maintained landscaping, vacant storefronts, cracked cement, and unsightly dilapidated outdoor storage areas visible from public rights-of-way.

Similar to site design and landscaping, the lack of maintenance can decrease property values, discourage potential homebuyers and shoppers, and result in regular and consistent vacancies. The maintenance and upkeep of both public and private property should be a critical focus for the community. The City should continue to incentivize property maintenance and repair; address structures that are dilapidated, deteriorating, and unsafe; and enforce property maintenance regulations. Where applicable, safety hazards caused by poor maintenance should be strictly addressed through code enforcement. The City should continue to explore public-realm improvements, such as streetscaping in targeted areas, which will encourage private investment by demonstrating a commitment to elevating the character of these areas.

Community-led efforts should also be encouraged and supported to address maintenance and upkeep. This could include the establishment of neighborhood and business groups, volunteer programs, and regular events that focus on cleaning up and improving the appearance of specific areas. This represents a valuable opportunity for the City to partner with residents and property owners, fostering a greater sense of community and personal investment in the neighborhoods Sioux City residents call home and the districts in which they work, shop, and dine.

# Strategic Growth Plan

The Strategic Growth Plan provides policy to guide land use and future investment in a way that allows Sioux City to efficiently provide municipal services and infrastructure and sustain a high quality of life for residents. While the Land Use Plan designates a preferred development type for each parcel within the City's municipal boundary, the Strategic Growth Plan defines a hierarchy to guide where investment should be directed. This is not intended to prohibit or restrict growth in any areas of the City. Rather, it provides guidance as to where growth and investment is most preferred. This is defined by the following three areas.

## Targeted Reinvestment Areas

This area should support reinvestment in Downtown Sioux City, the urban core, and surrounding traditional neighborhoods. Well-served by existing infrastructure and amenities, development in these areas can minimize the need for service and utility extensions. In addition, the existing street grid and pattern of development results in walkable neighborhoods with immediate access to commercial businesses, community facilities, and other destinations. Emphasizing high-density and multi-family residential could further diversify housing in the community and offer affordable options in desirable pedestrian-oriented environments. Ultimately, targeted reinvestment and more intense redevelopment of the City's core could renew vitality and excitement within Downtown and surrounding neighborhoods, directing investment to those areas that define and strengthen the community.

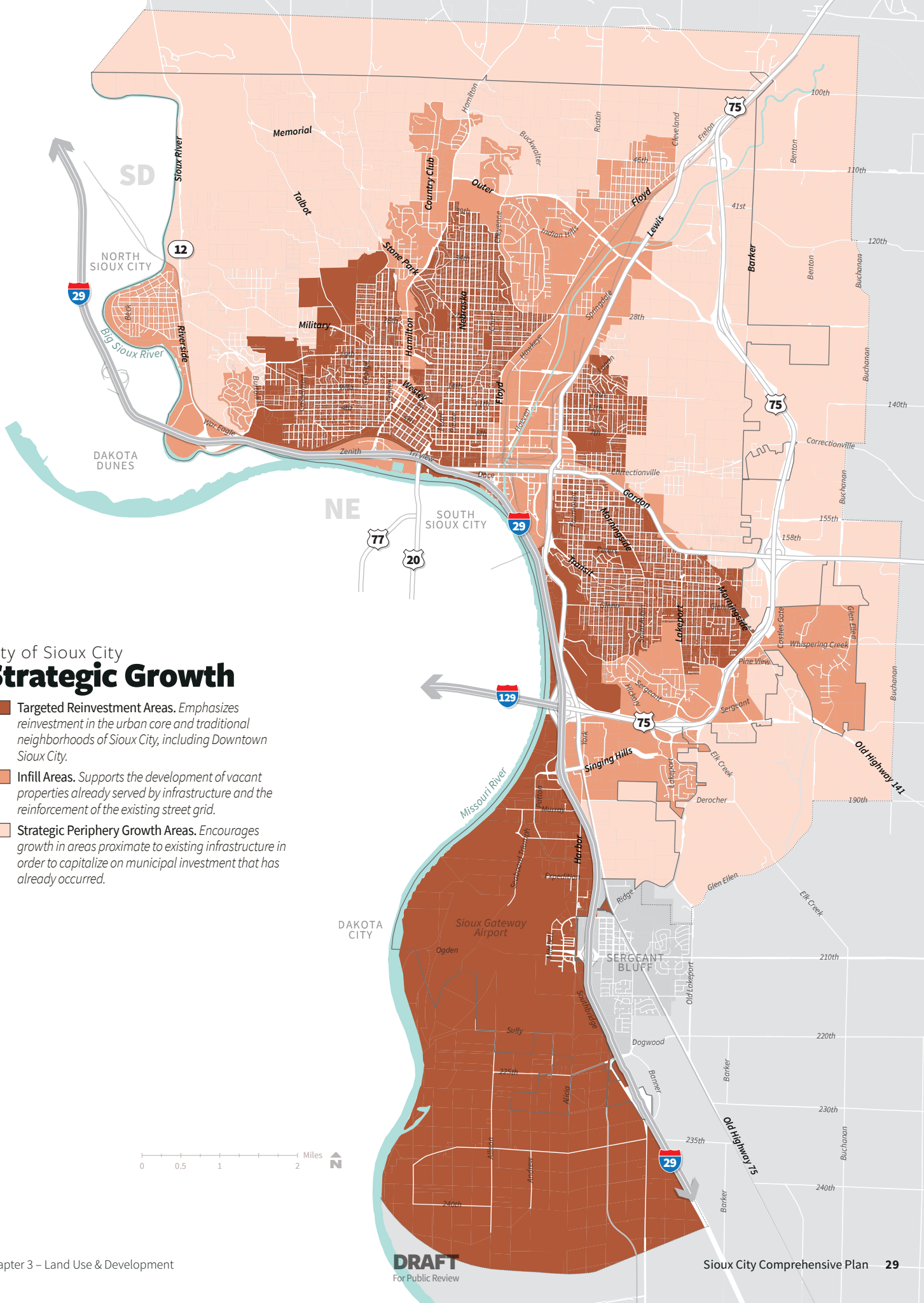
## Infill Areas

This area should support the development of properties already served by existing infrastructure as well as the reinforcement of the street grid as a pattern for development. This could help minimize service extensions while enabling appropriate investment in areas of lower density than the urban core. Development should include infill of vacant or undeveloped properties and appropriate redevelopment of underutilized or underperforming properties. Directing growth to areas that have experienced deterioration of the traditional street grid could help reinforce this pattern of development and strengthen traditional neighborhoods. Overall, strategic infill within these areas should bolster the existing suburban character, offering an alternative to the urban core while providing a high quality of life.

## Strategic Periphery Growth Areas

This area should allow growth in areas proximate to existing infrastructure to capitalize on municipal investment that has already occurred. This includes the Residential Growth Area defined within the Housing & Residential Framework. Containing many of the community's largest development opportunities, it is unreasonable to expect that growth in these areas will stop completely. However, investment here will likely have the largest impact on infrastructure and services, and thus result in the greatest municipal costs.

As such, the City should have a balanced approach to investment in strategic periphery growth that aims to direct development to properties proximate to existing infrastructure. This should allow the City to continue attracting investment and appropriate growth while minimize resulting increases on infrastructure, services, and other amenities. Noncontiguous and 'leapfrog' development should generally be discouraged.



## City of Sioux City Strategic Growth

- Targeted Reinvestment Areas.** Emphasizes reinvestment in the urban core and traditional neighborhoods of Sioux City, including Downtown Sioux City.
- Infill Areas.** Supports the development of vacant properties already served by infrastructure and the reinforcement of the existing street grid.
- Strategic Periphery Growth Areas.** Encourages growth in areas proximate to existing infrastructure in order to capitalize on municipal investment that has already occurred.



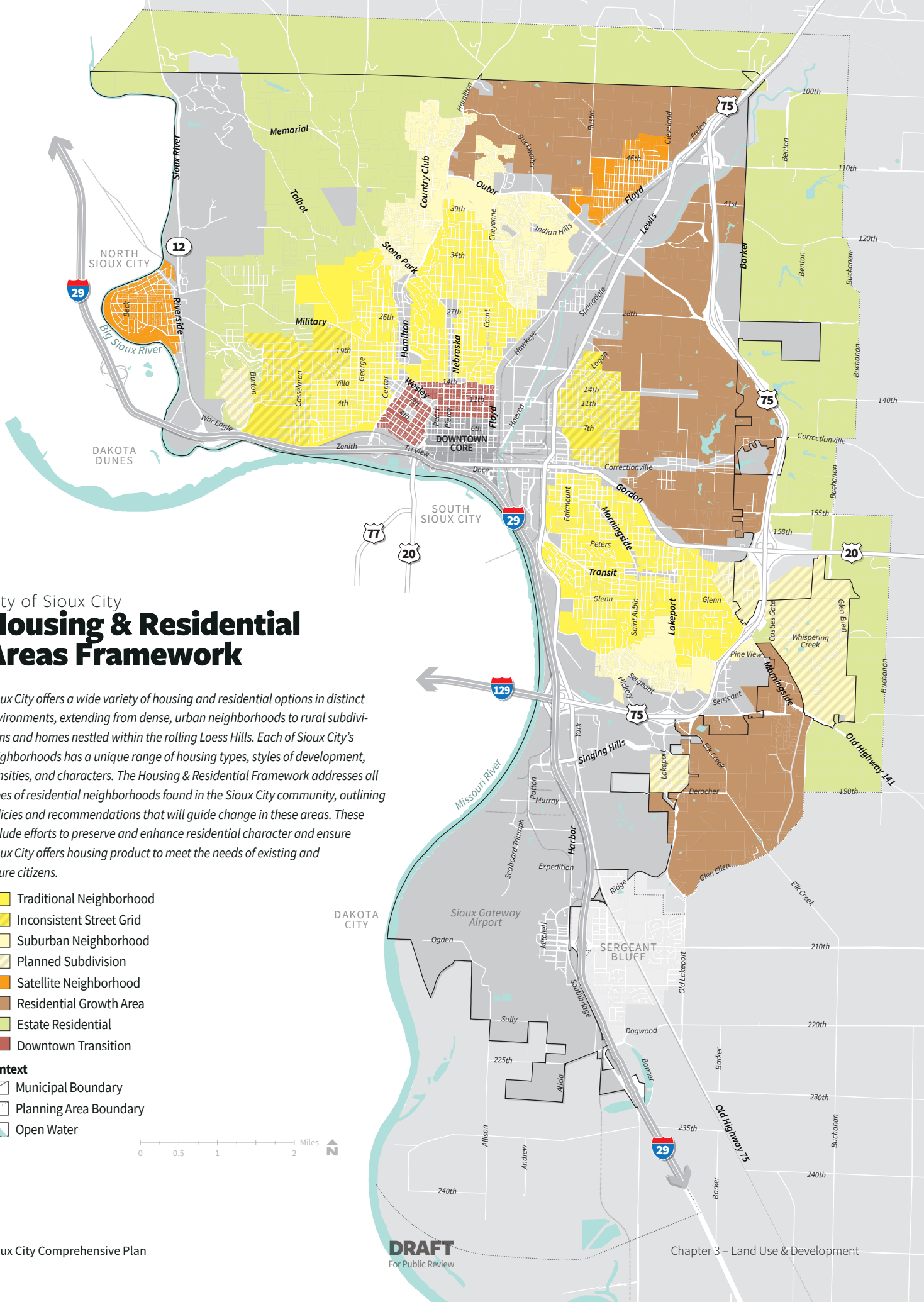
# City of Sioux City Housing & Residential Areas Framework

Sioux City offers a wide variety of housing and residential options in distinct environments, extending from dense, urban neighborhoods to rural subdivisions and homes nestled within the rolling Loess Hills. Each of Sioux City's neighborhoods has a unique range of housing types, styles of development, densities, and characters. The Housing & Residential Framework addresses all types of residential neighborhoods found in the Sioux City community, outlining policies and recommendations that will guide change in these areas. These include efforts to preserve and enhance residential character and ensure Sioux City offers housing product to meet the needs of existing and future citizens.

- Traditional Neighborhood
- Inconsistent Street Grid
- Suburban Neighborhood
- Planned Subdivision
- Satellite Neighborhood
- Residential Growth Area
- Estate Residential
- Downtown Transition

**Context**

- Municipal Boundary
- Planning Area Boundary
- Open Water



## Traditional Neighborhoods

Traditional neighborhoods represent the most prominent residential areas in the community. These are defined by older, established neighborhoods of single-family homes, interspersed with single-family attached and multi-family options. Generally extending outward from Downtown Sioux City, these neighborhoods have developed on a grid pattern, supporting higher density and greater accessibility typical of urban environments.

Traditional neighborhoods should continue to comprise the majority of Sioux City's residential uses, offering housing variety and affordability that appeal to young professionals, new families, and seniors. The City should reinforce traditional neighborhoods by encouraging infill development and making necessary infrastructure improvements and extensions. In particular, traditional neighborhoods within close proximity to Downtown Sioux City and commercial areas should provide walkable residential options that support aging-in-place and help attract new residents to the community.

Some traditional neighborhoods show signs of disinvestment and decline. Efforts to direct both public and private investment to these areas will enhance the character and desirability of traditional neighborhoods as Sioux City's principal residential districts. The City should consider the following:

- Utilize a data-driven approach to identify and track code violations, renovations, demolitions, and other information for homes in the community.
- Research and advocate for changes to state and local policies that would help address vacancy and blight. Specifically, consider lobbying for legislation that would allow land banks in Iowa to stabilize housing values by removing blighted structures and assemble properties for redevelopment.
- Seek the conversion of chronically vacant properties to parks, gardens, and green spaces that will contribute to the character of the surrounding neighborhood.
- Encourage home maintenance and develop programs that will incentivize and provide capital to improve the appearance of homes in traditional neighborhoods.

## Inconsistent Street Grid

Some traditional neighborhoods suffer from an inconsistent street grid because of missing roadway segments, unusual connections, and irregular parcel configurations. This is the result of incremental outward expansion that has deviated in the pattern of development, often marking an edge where urban and rural areas meet.

As part of reinforcing traditional neighborhoods, the City should seek to reestablish the urban street grid and reinforce the traditional residential block pattern of development. This should include roadway extensions and improvements to ensure walkability and connectivity. In addition, future housing and complementary commercial investment should be consistent with the scale of more established traditional neighborhoods, helping to 'fill in' the missing gaps of these areas.

## Suburban Neighborhoods

Sioux City's suburban neighborhoods developed as the post-WWII population expanded from the community's traditional core. They are defined by a progression to curvilinear streets, cul-de-sacs, larger properties, and the incorporation of landscaped areas and open space. Suburban neighborhoods provide a diverse range of housing options that appeal to residents interested in less-urban living environments. In many cases, suburban neighborhoods can limit connectivity and increase the proportionate cost of infrastructure extensions.

As opportunities arise, the City should carefully consider the impacts of future suburban neighborhoods, particularly as relates to infrastructure capacities. While new suburban neighborhoods should not be prohibited, the City should analyze their associated costs and long-term demands. This should help the City direct suburban residential growth to appropriate areas and account for impacts to existing neighborhoods. The City should encourage infill and redevelopment within existing suburban neighborhoods as well as general maintenance and upkeep.



## Planned Subdivisions

Planned subdivisions are suburban neighborhoods located on the periphery of Sioux City that were generally planned, organized, and constructed as part of a larger development. While other suburban neighborhoods are directly linked to the urban street grid of traditional neighborhoods, planned subdivisions are fully separated and often built upon greenfield sites. Planned subdivisions suffer from poor access and connectivity and require significant infrastructure extensions to reach isolated homes.

The City should carefully consider opportunities for additional planned subdivision developments. While new planned subdivisions should not be prohibited, they may result in significant impacts to infrastructure capacities, services, and connectivity. The City should analyze and be well informed of associated costs and long-term demands to ensure future planned subdivisions best benefit the community. In addition, the City should encourage infill and redevelopment within existing suburban neighborhoods as well as general maintenance and upkeep. Generally, 'leapfrog' development should be discouraged.

## Satellite Neighborhoods

Satellite neighborhoods are similar in character and style of development to traditional neighborhoods, but located on the periphery of Sioux City. Historically, these neighborhoods grew as their own smaller communities that were later incorporated as part of Sioux City. This includes the neighborhoods of Riverside and Leeds, both of which are separated from the urban core of the community. Directly connected to smaller commercial districts, these neighborhoods offer dense, walkable environments with immediate access to adjacent rural areas.

The City should maintain satellite neighborhoods as valuable alternatives to more urban residential options. Through appropriate infill and enhancement, these neighborhoods can remain close-knit communities that offer 'small-town' charm as well as access to the full amenities of Sioux City. Public investment should aim to enhance the quality of the satellite neighborhoods.

## Residential Growth Area

The residential growth area defines a location where new residential growth should be concentrated, roughly positioned between Lewis Boulevard/Business Highway 75 and Highway 75 Bypass, north of Highway 20. This district is defined as a Priority Three Area by the Strategic Growth Plan, intended to support long-term growth proximate to existing infrastructure and established areas. The residential growth area offers access to major roadways as well as necessary land for both redevelopment and greenfield investment. In addition, located roughly between northeast and southwest portions of the City, growth in this area should have a lower impact on infrastructure demand.

Investment within the residential growth area should mimic the character and style of either traditional or suburban neighborhoods. The City should work with developers to carefully consider investment opportunities and proposals in a manner that will address strategic growth, directing development to area proximate to existing infrastructure. This should also include considerations for housing diversity, affordability, and the overall impact of outward growth on Sioux City.

## Estate Residential

Estate residential includes low-density single-family homes on large lots that are generally located outside the urban footprint of Sioux City. These properties are generally interspersed with agricultural uses and have irregular parcel sizes, configurations, and access. Many estate residential homes are not served by municipal infrastructure and services.

Comprising a small portion of housing in Sioux City, estate residential should not generally be a focus for future investment. Instead, the City should encourage residential growth in other priority areas that are better served by existing infrastructure and incorporated in the City's urban footprint. This can help limit unnecessary infrastructure extensions and reduce residential encroachment on agricultural and related rural uses on the City's periphery.





## Multi-family

Multi-family housing in Sioux City will not be tied to a specific district, but rather, interspersed throughout the community to provide a variety of higher-density housing options in different residential environments. This can range from larger multiple structure developments, such as apartment complexes, as well as standalone buildings with fewer units.

In accordance with the Land Use Plan, the City should encourage compatible multi-family residential as part of infill and redevelopment of traditional and suburban neighborhoods. In addition, multi-family could be a component of potential long-term investment in the residential growth area. This will provide affordable options within the community that appeal to younger professionals and new families and offer age-in-place opportunities for older residents looking to downsize.

Multi-family housing should be incorporated within the fabric of existing neighborhoods. This should include considerations for density and style of development to ensure multi-family investment is compatible with the character of surrounding residential and does not negatively impact other residential uses. Where appropriate, multi-family should be encouraged as a buffer between single-family neighborhoods and higher intensity areas, such as industrial districts or high traffic commercial corridors.

Many existing multi-family structures show signs of significant decay or deterioration. The City should work with property owners to encourage maintenance and renovation, ensure code enforcement, and seek long-term redevelopment of critical properties.

## Housing Variety

The average residential unit in Sioux City is an owner-occupied, single-family detached home. While the City does provide a healthy amount of higher density and rental options, increased diversity will benefit the community and enable Sioux City to provide a comprehensive range of housing products. This should include new housing types, densities, tenures, and values to ensure local housing stock meets the needs of existing and future residents. As residential development occurs, the City should work with property owners to encourage and incentivize greater housing variety, both as part of infill and greenfield development.

Of particular focus is the potential for greater variety in home values within Sioux City. Existing housing stock includes a high concentration of units targeted to moderate-income households and renters. While affordable units exist for home buyers, the City is deficient of rental units that are accessible to low-income residents. In addition, Sioux City lacks both high-value homes and rental properties that appeal to high-income households. As a result, individuals earning the highest incomes are competing for scarce units or relocating

to adjacent communities. For example, Dakota Dunes offers desired housing and decreased taxes that greatly appeal to the highest earning individuals. Similarly, those earning low incomes are unable to afford rental units within the community. The need for greater variety in home values demonstrates significant potential for the housing market and should allow Sioux City to increase the value of homes without displacing existing residents.

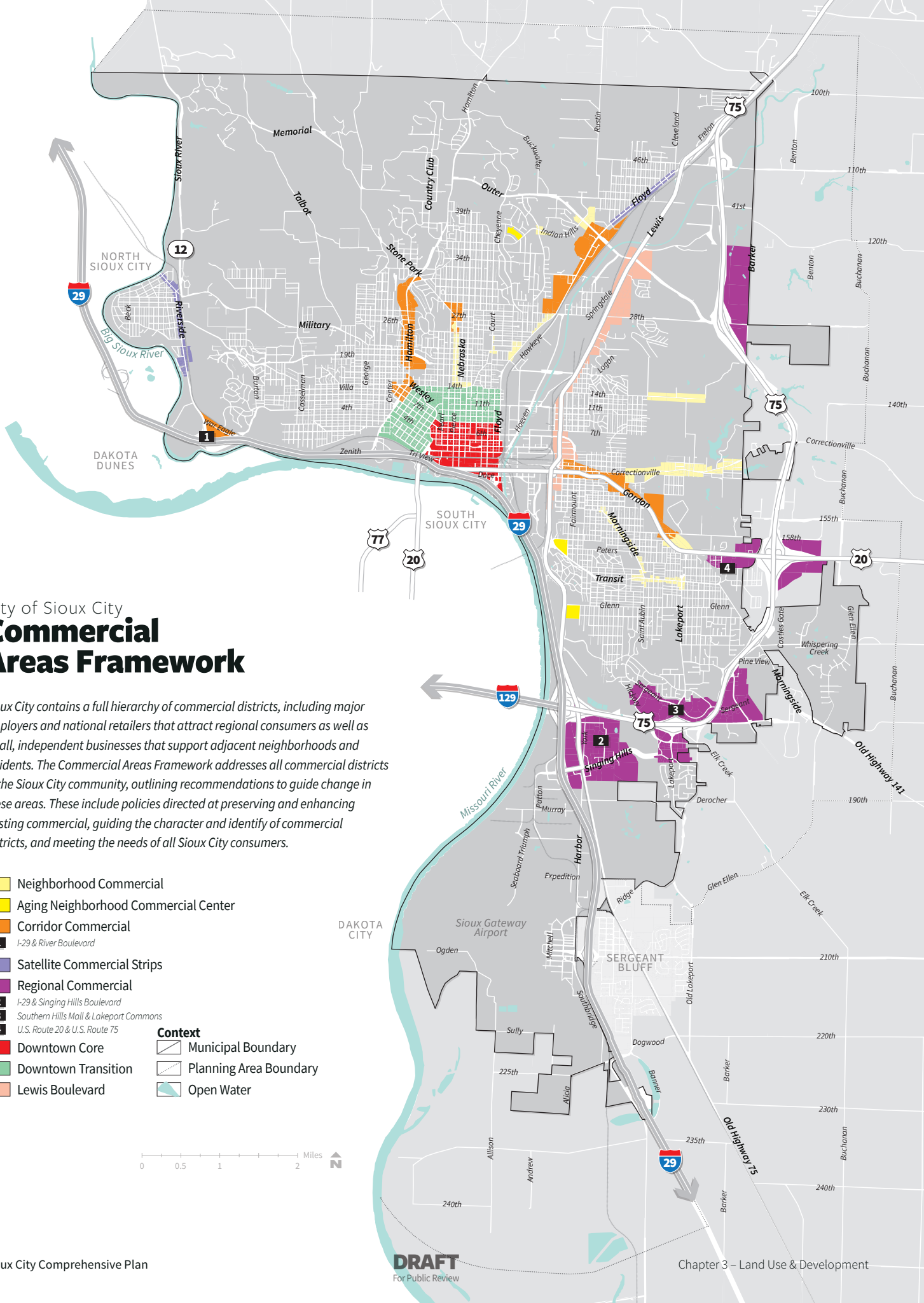
Based upon an analysis of home values and household incomes, the City should seek to increase diversity by encouraging and incentivizing development of the following residential products:

### For-Sale

- Single-family detached homes to own, valued above \$150,000, with an emphasis on units valued \$300,000 to \$449,999.
- Single-family attached homes to own, including duplexes and townhomes, that offer higher-density residential options. Units valued above \$150,000 will help to balance housing supply; however, all price points should be encouraged.
- Multi-family units to own, including apartments and condominiums, concentrated within or near the Downtown Core. Units valued above \$150,000 will help to balance the housing supply; however, all price points should be encouraged to offer higher-density residential options

### Rental

- Multi-family units to rent that offer higher-density options and appeal to a diverse range of lifestyles, age groups, and incomes. While units of all price points should be encouraged, emphasis should be placed on affordable units with monthly rents below \$500 as well as high-value units with monthly rents above \$1,250.
- Single-family attached units to rent that offer higher-density residential options. While units of all price points should be encouraged, emphasis should be placed on affordable units with monthly rents below \$500 as well as high-value units with monthly rents above \$1,250.
- Single-family detached homes with rents above \$1,250 a month. These are primarily appropriate in Traditional Neighborhoods and areas surrounding the Downtown Core.



# City of Sioux City Commercial Areas Framework

Sioux City contains a full hierarchy of commercial districts, including major employers and national retailers that attract regional consumers as well as small, independent businesses that support adjacent neighborhoods and residents. The Commercial Areas Framework addresses all commercial districts of the Sioux City community, outlining recommendations to guide change in these areas. These include policies directed at preserving and enhancing existing commercial, guiding the character and identify of commercial districts, and meeting the needs of all Sioux City consumers.

- Neighborhood Commercial
  - Aging Neighborhood Commercial Center
  - Corridor Commercial
  - 1** I-29 & River Boulevard
  - Satellite Commercial Strips
  - Regional Commercial
  - 2** I-29 & Singing Hills Boulevard
  - 3** Southern Hills Mall & Lakeport Commons
  - 4** U.S. Route 20 & U.S. Route 75
  - Downtown Core
  - Downtown Transition
  - Lewis Boulevard
- Context**
- Municipal Boundary
  - Planning Area Boundary
  - Open Water





## Neighborhood Commercial

Neighborhood commercial is the smallest in scale of the commercial districts, and features retail and service businesses that provide basic necessities and everyday needs to adjacent residential neighborhoods. Often located within traditional neighborhoods, these include small commercial centers, such as strip malls, as well as collections of small businesses on individual lots with a more urban character.

The City should maintain and enhance neighborhood commercial districts to support adjacent residential areas and bolster small business in Sioux City. This should include careful considerations for walkability and the pedestrian experience. Infill development should be encouraged; however, outward expansion and encroachment on residential uses should be restricted. Industrial uses should be prohibited, as well as auto-oriented and higher-intensity commercial uses. In addition, the City should work with property owners to ensure these uses are appropriately screened from adjacent homes.

## Aging Neighborhood Commercial Centers

Some neighborhood commercial centers in Sioux City show considerable signs of age, such as older or obsolete buildings with multiple vacancies as well as poorly maintained or dilapidated strip malls. Prominent examples include the Transit Plaza Shopping Center, the Indian Hills Shopping Center, and the shopping center at Glenn Avenue and Lewis Boulevard/Business Highway 75. Due to their age and appearance, these commercial centers are unlikely to attract stable businesses and may have consistent vacancies and temporary uses.

The City should coordinate with property owners to address the age and upkeep of these and other aging commercial centers. Emphasis should be placed on establishing a long-term vision for these properties, taking into account necessary upgrades and renovations as well as the potential for redevelopment. As opportunities arise, the City should support appropriate redevelopment, including the potential for mixed-use or high-density residential. The City should also encourage short-term improvements that will enhance the appearance and viability of these commercial centers.

## Corridor Commercial

Corridor commercial features retail and service businesses that cater to the entire community, offering both everyday necessities and specific shopping needs. This includes national retailers and chain restaurants as well as auto-oriented commercial that benefits from greater traffic. As a result, access management and flow of traffic are important considerations for these areas.

The City should support corridor commercial districts and seek appropriate improvements to ensure their continued vitality. This should include appropriate infill and redevelopment as well as commercial growth. While large-scale encroachment should be restricted, some areas could benefit from outward expansion.

In particular, pockets of aging, incompatible homes should be targeted for long-term redevelopment to yield more viable properties for modern investment. The City should encourage best practices for access management as well as pedestrian access and connectivity.

### I-29 & Riverside Boulevard

This district includes a mix of commercial uses along Riverside Boulevard and War Eagle Drive. This area should support commercial uses that benefit from direct access to I-29 and provide commercial options close to Riverside Park. This should include small-scale commercial that offers convenience goods and services. Encroachment on residential neighborhoods to the east should be restricted.

## Satellite Commercial Strips

Satellite commercial strips include Riverside Boulevard and Military Road in the Riverside neighborhood and Floyd Boulevard in the Leeds neighborhoods. These small commercial corridors function similarly to neighborhood commercial districts, providing basic goods and services to adjacent residential.

The City should maintain and enhance the satellite commercial strips as essential components of the City's satellite communities. Efforts to improve the character and appearance of these areas should bolster the 'small town' charm and more urban feel of these satellite communities.

Preferred uses within these districts should be smaller in scale and feature independent and locally owned businesses. The City should foster a small-business friendly environment. The City should encourage unique shopping destinations that have a local character and demonstrate the vitality and ingenuity of small-business and entrepreneurship in Sioux City.



## Regional Commercial

Regional commercial features businesses that cater to a larger, regional consumer base. This includes both major shopping centers that act as regional destinations as well as commercial nodes that offer goods and services for travelers adjacent to highway interchanges. Efforts to address the individual issues of each regional commercial district will allow Sioux City to capitalize on regional connectivity to support viable commercial options that attract consumers from across the Tri-State region.

## Highway 20 & Highway 75 Bypass

This district includes developed and undeveloped properties surrounding the Highway 20 & Highway 75 Bypass interchange. Given access to higher traffic volumes along both roadways, this area should support regional commercial investment. This could include large scale development and national retailers as well as smaller commercial uses that cater to highway travelers. As such, access management should be a key consideration. This district is discussed in more detail as part of the Business Highway 20 Bypass Subarea.

## I-29 & Singing Hills Boulevard

Located along Singing Hills Boulevard and Lewis Boulevard/Business Highway 75 east of I-29, this district includes a mix of large-scale commercial and industrial businesses, with a high volume of auto-dealerships. Directly north of this area is the Sioux City Explorers baseball stadium, IBP Ice Center, and Cone Park, a recently completed all-season municipal park with numerous recreation amenities.

Given recent public investment as well as commercial entertainment businesses, this area is likely to see increased traffic as a destination for residents. As such, the City should support regional commercial businesses within this district that both appeal to a regional consumer base and bolster existing entertainment and recreational uses. Industrial businesses should be encouraged to relocate to more appropriate areas of the community, such as the Industrial Parks Area to the west. In addition, the City should reinforce existing auto-dealerships by encouraging the concentration of similar uses within the area, continuing the formation of an ‘auto-row.’

## Southern Hills Mall & Lakeport Commons

This district is one of Sioux City’s primary shopping destinations, featuring the Southern Hills Mall and Lakeport Commons shopping center. These support leisure shopping, ‘big-ticket’ purchases, and everyday necessities that draw a consumer base from across the Tri-State Region. Overall, this district is well-functioning, but shows some signs of disinvestment such as vacant storefronts. This is typical of major shopping centers across the country, as shifts in consumer habits have decreased the viability of destination retail.

The City should work with businesses and property owners in this area to make necessary changes to ensure the long-term viability of regional commercial development. In particular, the City should encourage improvements that will foster a distinctive and inviting shopping experience. While retail destinations have struggled, consumers have shown a growing preference for shopping centers that offer unique experiences and attractive character. This can include beautification, entertainment and cultural uses, as well as innovative and interactive attractions.

## Downtown Sioux City

### Downtown Core

The Downtown Core is the heart of Sioux City, offering a diverse mix of commercial, office, residential, entertainment, medical, and industrial uses in new and historic structures. Downtown features the highest density of development in Sioux City and is a hub for employment and government. In addition, it is home to numerous important destinations, such as the Hard Rock Hotel & Casino, Tyson Events Center, City Hall, The Sioux City Art Center, Sioux City Convention Center, Mercy Medical Center, the Sioux City Orpheum, and the Public Library, among others.

In many ways, Downtown is a nexus, where residential, commercial, and industrial uses converge with major transportation nodes and environmental features. As a result, Downtown can give the appearance of being undefined, with multiple distinct uses each operating separately within their own space, rather than together as a united whole. In addition, the combination of railroads, highways, waterways, and one-way streets creates significant barriers throughout the district that limit access from adjacent neighborhoods and discourage a more pedestrian-oriented environment.



Given the importance and role of Downtown within the larger community, this district should be a critical focus for the City moving forward. Efforts to guide existing and future uses should aim to convert Downtown into a singular mixed-use district, providing a location where residents can live, work, shop, and spend leisure time.

Emphasis should be placed on fostering a lively and inviting pedestrian experience Downtown, through both greater activation of the streets and better connections to adjacent neighborhoods and destinations. High-density residential uses should be encouraged to create a greater population in Downtown and support both day- and night-time activity. Pedestrian improvements, including street-scaping and enhanced connections between Downtown and surrounding areas will help bring more individuals Downtown and facilitate a walkable environment. Activation and connection to the Missouri Riverfront and riverfront park should also be a major focus.

Ultimately, Downtown is a complex district of the community that will require a careful approach to account for a diverse group of factors. The City's primary objective within the area should be to bring all the many assets of Downtown together, offering a vivid, united, and exciting destination as the community's core.

## Downtown Transition

Directly adjacent to Downtown Sioux City, the Downtown Transition district marks the progression of development from the City's urban core to traditional neighborhoods to the north and west. Originally residential in nature, the district has experienced incremental encroachment by higher density commercial and industrial uses outward from the Downtown Core. This has resulted in a comprehensive mix of uses, including residential, commercial, and industrial developments of varying densities and styles.

Moving forward, the Downtown Transition district should be utilized to buffer the highest density of the Downtown Core from adjacent traditional neighborhoods. This should include a mix of multi-family residential, historic single-family homes, mixed-use investment, and small-scale commercial businesses to create a mixed-use urban neighborhood. Industrial development should be limited unless appropriately designed and located to reduce negative impacts. Adaptive reuse of industrial and historic structures should be encouraged.

Given signs of disinvestment, the City should encourage and incentivize development in the area, with an emphasis on vacant or underutilized properties. This should be combined with public and private efforts to enhance the character and appearance of the district, addressing maintenance and upkeep.

## Lewis Boulevard/ Business Highway 75

Lewis Boulevard/Business Highway 75, extending from Vine Avenue to Outer Drive North, is a unique corridor within Sioux City, functioning both as an edge between industrial and residential uses as well as a crossroads between north-west and southeast Sioux City.

Incremental growth along the corridor has resulted in a variety of differing and often conflicting uses. In addition, the pattern of development and uses change frequently when traveling along the length of the corridor, creating a sense of dissonance and general lack of unity.

Despite the challenges it faces, Lewis Boulevard/Business Highway 75 is an important corridor for Sioux City. The potential for residential investment to the east and commercial investment to the north could dramatically increase traffic along this route. In addition, Lewis Boulevard/Business Highway 75 is a critical connection between distinct parts of the City, and thus will always have a significant visual impact on both residents and visitors traveling within the community.

The City should develop a dedicated corridor plan to establish a clear vision for the future of Lewis Boulevard/Business Highway 75. The corridor plan should consider land use, streetscape improvements, pedestrian infrastructure and connectivity, access management, appropriate redevelopment, site design and built character, and traffic flow and safety.

## Other Commercial Considerations

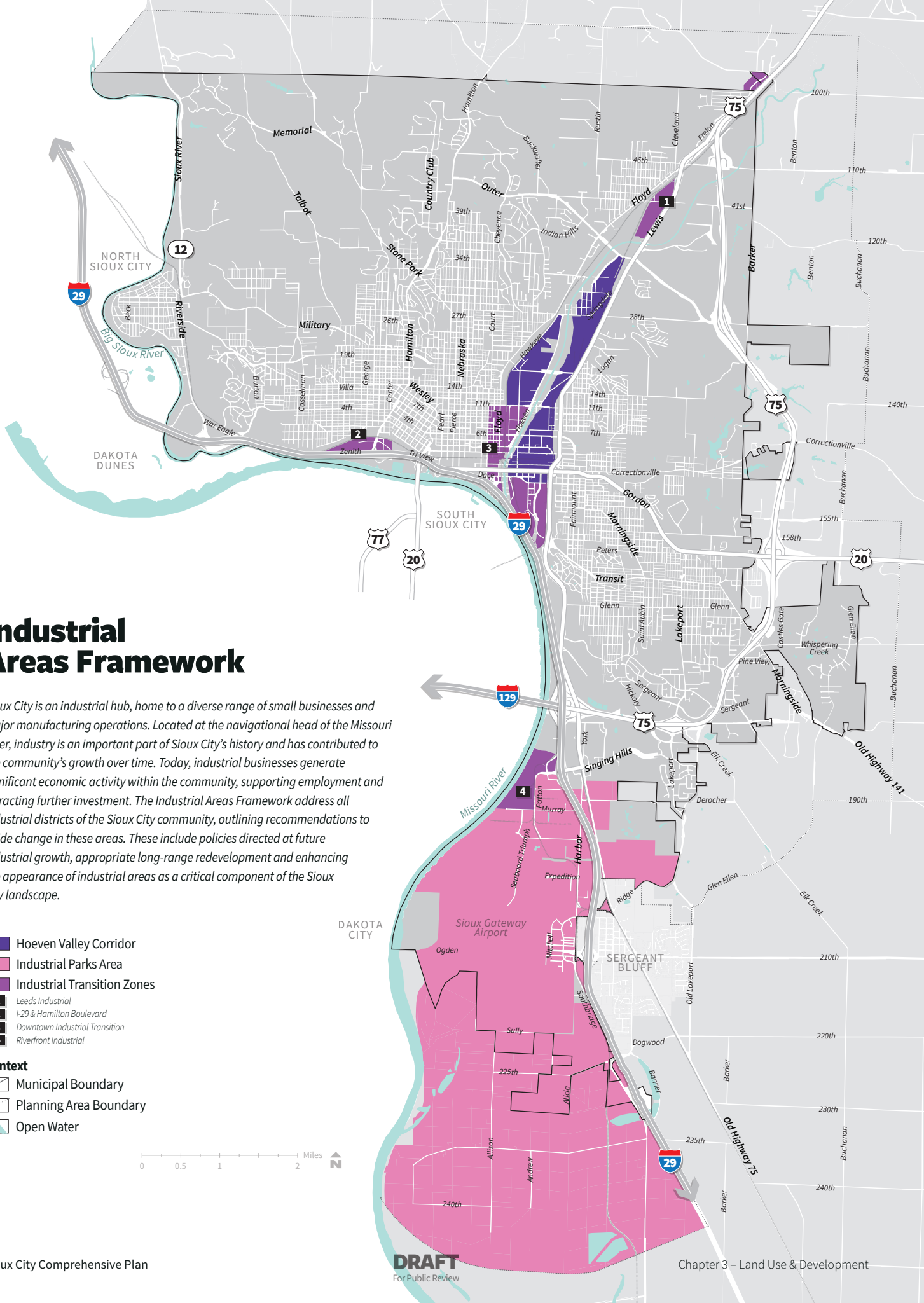
### Commercial Viability

As this Plan was being developed, there has been a major shift in consumer trends to online shopping. This has and will continue to impact the viability of brick-and-mortar retail businesses. The City should continue to regularly assess the viability of retail development within the context of local and national trends.

### Site Design & Landscaping

Many commercial areas lack attractive site design and landscaping. This is the result of piecemeal development and the age of many commercial properties. As a result, many commercial areas have a disorganized and aged appearance which can discourage further investment and challenge the viability of existing businesses.

The City should work cooperatively with businesses and property owners to improve the appearance of commercial areas. This should include review and application of regulations for all commercial investment to require appropriate site design and the inclusion of landscaping. In addition, the City should encourage and incentivize on-site improvements for existing users. For example, the City could establish programs that provide funding for businesses looking to make on-site improvements. Operations that are unsafe or impede public safety should be immediately addressed through enforcement of zoning and building codes.



# Industrial Areas Framework

Sioux City is an industrial hub, home to a diverse range of small businesses and major manufacturing operations. Located at the navigational head of the Missouri River, industry is an important part of Sioux City's history and has contributed to the community's growth over time. Today, industrial businesses generate significant economic activity within the community, supporting employment and attracting further investment. The Industrial Areas Framework address all industrial districts of the Sioux City community, outlining recommendations to guide change in these areas. These include policies directed at future industrial growth, appropriate long-range redevelopment and enhancing the appearance of industrial areas as a critical component of the Sioux City landscape.

- Hoeven Valley Corridor
  - Industrial Parks Area
  - Industrial Transition Zones
    - 1 Leeds Industrial
    - 2 I-29 & Hamilton Boulevard
    - 3 Downtown Industrial Transition
    - 4 Riverfront Industrial
- Context**
- Municipal Boundary
  - Planning Area Boundary
  - Open Water





## Hoeven Valley Corridor

The Hoeven Valley Corridor is the industrial core of Sioux City and a valuable hub for employment and economic activity. Historically, industrial uses developed in this area due to the Floyd River, a valuable transportation node. While the movement of goods and services has shifted to truck and railroad transportation, the area has remained heavily industrial ranging from small businesses to major factories. The corridor also bisects Sioux City, creating a significant barrier that physically and visually separates neighborhoods to the southwest from Downtown and neighborhoods in northern Sioux City. This area includes the Hoeven Valley and The Yards Industrial Parks.

Given the volume and concentration of industrial uses along the Floyd River, this district should be carefully maintained as an important economic generator for Sioux City and the region. This will allow the City to preserve existing uses and work cooperatively with property owners to enhance the character and functionality of the corridor. Investment should be focused in available properties within the industrial corridor to minimize encroachment on adjacent commercial and residential areas. Generally, non-industrial investment should be steered to more appropriate areas of the community.

The appearance and function of the Hoeven Valley Corridor should be a key focus. Efforts to formalize industrial operations and enhance their appearance will reduce impacts on adjacent districts and support additional investment in the area. Careful consideration should be given to the character and flow of traffic along critical roadways that cross the corridor, particularly Gordon Drive, 4th Street, 11th Street, 18th Street, and Outer Drive. Streetscaping improvements for these roadways could ensure a positive experience for both industrial and non-industrial users without hindering operations of the industrial corridor.

## Industrial Parks Area

The Industrial Parks Area is Sioux City's second major hub for industrial uses and offers the greatest potential for future economic development. The district is located adjacent to I-29 surrounding the Sioux City Airport and is well-separated from any residential neighborhoods. Featuring a range of industrial users and related commercial businesses, the district benefits from access to both ground and air transportation. This area includes the Bridgeport, Bridgeport West, Expedition, and Southbridge business parks.

Moving forward, the Industrial Parks Area should be the primary growth area for industrial uses in Sioux City. This would support the existing concentration of uses while offering access to regional transportation nodes and available land for future investment. As opportunities arise, the City should steer industrial development to this district and seek investment that will improve the appearance and character of the area. Efforts to create a more organized appearance, such as roadway improvements and landscaping could also elevate the Industrial Parks Area as the premier hub for industry and employment in Sioux City.



## Industrial Transition Zones

The Industrial Transition Zones include a variety of smaller industrial areas that are generally incompatible with surrounding uses. These often mark the edge between industrial operations and other lower intensity commercial and residential districts. Efforts to individually address the unique issues of each zone will allow the City to mitigate impacts on adjacent uses while preserving the vitality of industrial businesses in Sioux City.

### Leeds Industrial

This zone is located between Lewis Boulevard/Business Highway 75 and the BNSF Railway, just southeast of the Leeds neighborhood and northwest of the Floyd River. While developing as the northern most extension of the Hoeven Valley Corridor, this zone is separated from the rest of the corridor by Outer Drive and open space along the river.

The Leeds Industrial Zone should be maintained moving forward and the City should work with property owners to address potential issues such as access. In particular, truck traffic should be prohibited along Floyd Boulevard north of Outer Drive North and within the adjacent Leeds neighborhood to reduce impacts to less intense uses and ensure efficient traffic flow.

Further, the City should discourage industrial expansion in this area to ensure these uses do not encroach on the Leeds neighborhood and support long-term activation of the Floyd Riverfront. If existing users were to relocate, the City should support redevelopment to residential and open space uses including new parks and recreation amenities along the Floyd River.

### I-29 & Hamilton Boulevard

This area is located north of the I-29 and Hamilton Boulevard intersection, positioned between the highway and residential neighborhoods to the north. The area features a mix of industrial and commercial uses that benefit from highway access. While recent investment has occurred, the majority of structures in the zone are aging or show major signs of depreciation.

Given its position and existing uses, the I-29 & Hamilton Boulevard Zone should be maintained as an industrial district between the highway and railroad. This can include commercial businesses that cater to highway traffic; however, less intense commercial uses should be steered to more appropriate areas of the community. The City should work with existing property owners to seek public and private investment that will improve the appearance and character of the area. The City should encourage improvements to older structures or redevelopment as appropriate, including the long-term relocation of industrial uses north of the railroad to mitigate industrial encroachment on residential neighborhoods.

The movement of truck traffic between individual properties and the highway should also be addressed, given sharp curves, narrow roadways, and small parcels within the area. Roadway improvements or lot reconfiguration may help to ensure better flow of trucks and other vehicles.

### Downtown Industrial Transition

This area is located directly west of the Floyd River south of 6th Street and marks the transition between the Hoeven Valley Corridor to the east and Downtown Sioux City to the west. The district features a mix of uses, predominately heavy and light industrial businesses.

The City should guide development in this area to create a smooth transition between Downtown Sioux City and more intense industrial uses to the east. This should include a mix of lower intensity light industrial uses, commercial businesses, and high-density residential, aiming to create a mixed-use neighborhood that offers an industrial, urban character. Industrial uses should not be prohibited; however, higher intensity industrial should be encouraged to be relocated to more appropriate areas of the community. The City should also seek to better connect Downtown Sioux City to the Floyd River, including infrastructure improvements, trail connections, and public spaces along the River. This area is more directly addressed in the **Gordon Drive Subarea**.





## Riverfront Industrial

This area is located along the Missouri River directly west of the I-29 and Singing Hills Boulevard interchange. The district includes high intensity industrial users directly adjacent to the Missouri River, some of which have no setback from the riverfront itself.

Given the potential environmental impacts to the Missouri River and the desirability of this land for public access and open space preservation, the City should support long-term redevelopment of this area. Should existing users decide to relocate the City should seek development of these properties as a park or preservation as open space. This could allow expansion of Chautauqua Park and extension of a riverfront trail through this area. Alternatively, the City should work with existing property owners to mitigate environmental concerns and seek long-term easements to support the riverfront trail.

## Other Industrial Considerations

### Site Design & Landscaping

The majority of industrial properties in Sioux City demonstrate a lack of site design and landscaping. This is likely due to the age of many industrial uses which were constructed prior to modern development regulations. As a result, many industrial districts have a disorganized and aged appearance. This is significant given the high visibility of many industrial areas in the community, particularly the Hoeven Valley Corridor.

The City should utilize the zoning ordinance and work cooperatively with industrial businesses and property owners to improve the appearance and character of industrial properties and districts in Sioux City. This should include careful review and application of regulations for all future industrial investment to require appropriate site design and the inclusion of landscaping and other improvements. In addition, the City should encourage and incentivize on-site improvements for existing users that will add to the character of the surrounding districts. Operations that are unsafe or impede on public safety should be immediately addressed through enforcement of the City's zoning and building codes.

## Formalized Business & Industrial Parks

Sioux City has six designated business and industrial parks:

- Southbridge Business Park
- Expedition Airport Business Park
- The Yards Business Park
- Bridgeport Industrial Park
- Bridgeport West Industrial Park
- Hoeven Valley Industrial Park

Each of these business and industrial parks has been specifically branded and is supported by marketing materials. These represent a valuable resource to support industrial growth and economic development within the community. The City should review and make necessary updates to materials for each business or industrial park to reflect the policy and directives of the Industrial Areas Framework.

While the City's business and industrial parks are defined in promotional materials, the districts themselves have no physical improvements to mark their location. These are an important component of formalized business parks, creating campus-like environments that are organized and attractive. To support the existing business and industrial parks, the City should work with existing businesses to consider related physical improvements, such as gateway features, wayfinding signage, landscaping elements, and other branding efforts.

# Economic Development Framework

The Sioux City metro economy is fundamentally sound and has experienced moderate growth for the past 10-20 years. This includes gains in overall employment and wages, particularly in the past few years. In addition, Sioux City is a regional hub for retail, services, and health care and has experienced steady growth in these sectors.

The local economy benefits from the overall strength and stable economic base of the agricultural sector, the food processing industry, and related agricultural manufacturing, which has been the traditional strength of the region. These economic sectors have experienced significant growth in the past few years with major expansions, such as the nearly \$2 billion expansion of the CF Industries fertilizer plant, and the construction of the new \$300 million Seaboard Triumph Foods facility, the second largest pork plant in the United States. In turn, these expansions have led to new growth and capital investment in related suppliers and support industries, such as cold storage, box manufacturing, trucking, and others, particularly in the City's Bridgeport Industrial area. Another economic asset is the presence of several military units, including the 185th Air National Guard, one of just two Air Guard/Air Force bases in Iowa.

Economic development is further strengthened by demographic trends within Sioux City. This includes increasing household incomes and a slightly lower median age than other regional competitors. Overall, the cost of doing business, housing costs, and cost of living in Sioux City remain lower than many parts of the country. These present an opportunity to attract young people and families as well as business investment. Projections indicate the potential for steady economic growth and continued demand for new housing. Sioux City and the tri-state "Siouxland" region maintain a strong pro-business climate, and community and business leadership are committed to regional growth.

## Issues & Challenges

This recent growth, and other positive economic factors, have led to historically low unemployment, and business concerns regarding a limited workforce. An overreaching concern is the historic low rate of population growth in the region in comparison to other communities. Reasons often cited include the economic base of the region being primarily established in agriculture, food processing, and traditional manufacturing. These sectors, while providing a strong and stable base, have not grown as fast in the overall economy as other sectors such as finance, tech, and health care.

Underlying the challenge in diversifying the local and regional economy is the lack of a large research-based university and the distance from larger population bases in the respective three states. Today, these concerns are amplified due to the critical need to attract and retain skilled workforce and for further diversification of the local and regional economy to provide jobs in faster growing sectors.

Great progress has been made regarding the need for quality transportation access. The lack of a four-lane east/west highway was recently resolved after decades of effort by the completion of US Highway 20 across Iowa in 2018. In addition, the need to modernize north/south Interstate 29 will be resolved by completion of the widening and reconstruction of the 10-mile stretch of urban

interstate through Sioux City. These improvements will bring long-term economic benefits to Sioux City.

A concern remains regarding the need for addition flights at Sioux Gateway airport, although enplanements have grown in recent years. Additionally, the local Sioux City economy benefits from the presence of three Class-A railroads and a short-line railroad, but recent studies have shown the need for major railroad improvements.

The Siouxland region often works together to address larger issues and ensure continued economic development. However, staffing and resources available for these efforts are less than some competing regions. Further, the nature of three separate state political environments can sometimes lead to competition for jobs and investment. While the impact of different tax environments can impact some site location decisions, numerous factors play a role. For example, while South Dakota has no income tax, it imposes sales taxes on several business types Iowa does not, such as groceries and professional services. In addition, Iowa does not tax machinery and equipment, and offers a number of business assistance programs. Another strength of Iowa is an excellent job training program with financial incentives. An innovative border city program, the "Targeted Jobs" tax credit program has been successfully used in Sioux City with over 45 separate business expansion projects since its inception.

## Economic Development Policies

To strengthen economic development and ensure the continued vitality of the local business community, the City should explore the following policies and strategies:

### Business Growth & Economic Diversification

#### Business Park Development

- Identify and certify additional sites that are “development-ready” to reduce the City’s limited supply of readily available properties for industrial development. The City should build upon the success of recent industrial development in the Bridgeport and Southbridge Industrial Parks.

- Work with partner to construct additional new spec buildings. This will address the limited amount of space available in existing buildings. The City should leverage existing resources including the new water treatment plant and rail-related development utilizing the Southbridge Rail Yard.
- Working with the Airport, develop opportunities for new aviation-related industrial expansion and market underutilized airport sites for commercial, warehousing, and light industrial development.
- Build on the region’s traditional agricultural, food processing, and manufacturing strengths. This can include seeking value-added agriculture industries, utilizing selected relationships to encourage international business investment, and recruiting satellite offices of firms in larger markets as well as suppliers/service providers with existing business ties to major employers.
- Continue to invest in infrastructure improvements such as roads, bridges, sewers, water facilities, broadband, and multi-modal transportation systems that will strengthen and diversify the regional economy.

#### Diversification of the Local Economy

- Target business development that diversifies industry sectors and expands job creation. This should include efforts to attract white-collar employers that will diversify the regional workforce, particularly tech, finance, and health care.
- Prioritize business retention and expansion of existing businesses within Sioux City. This should include improving connections to supply chain options, integrating technologies, enabling innovation, and providing access to major markets.
- Attract and encourage ‘new economy’ businesses, these being companies that are high-growth due to their use of technology and innovation. These will help increase high-skill and high wage jobs within the community and make Sioux City competitive in the global economy.

- Explore the potential for new office and business park development to provide sites for expansion or attraction of employers that prefer those environments. This may be part of identified development areas that include other commercial and mixed-use development.
- Promote and enhance Sioux City’s image as a destination for new business and investment through focused marketing channels.
- Continue fostering a thriving environment for business creation and retention. This should include providing the necessary support network to enable growth and maintain a diverse range of employers.

## **Workforce Development, Talent Attraction & Population Growth**

### ***Raise Workforce Skill Levels***

- Partner with local businesses, education institutions, and economic development stakeholders to ensure training programs align with business and community needs.
- Train a world-class workforce by supporting educational opportunities for current and future workers.
- Encourage internships with area businesses and apprenticeship opportunities with local trades.
- Raise post-secondary attainment levels and promote career pathways through the Iowa Future Ready program.
- Coordinate with local businesses to improve workforce retention.

### ***Workforce Attraction***

- Seek population growth to grow the local workforce while working with community partners and employers to increase workforce recruitment efforts.
- Develop programs and resources available to prospective employees, such as internship programs and college student opportunities. This could include online resources that link employers with former residents, college students, and others with an expressed interest in living or returning to Sioux City.
- Create opportunities to connect, engage, and empower young professionals.
- Market the financial advantages available in Sioux City through lower cost of living, housing values, and quality of life.
- Showcase public and community spaces as well as recreational, cultural, historic and entertainment opportunities as part of a regional and national branding campaign.
- Develop a formal welcome kit for new residents and employees moving to Sioux City.
- Develop housing that is diverse and accessible to all income levels to provide a range of options for prospective residents moving to the community for work. This should include the development of both market-rate and affordable housing.
- Evaluate and improve housing strategies and programs, both to encourage increased developer and house builder capital investment, and homebuyer incentives.

### ***Promote & Enhance Sioux City***

- Create great first impressions of Sioux City. This could include improvements to entryways into the community, such as gateway features and wayfinding signage.
- Continue to invest in key areas of the community, greenspaces, trails, and parks combined with a plan to market these assets. This should include efforts to utilize natural resources, such as the Riverfront and Loess Hills Scenic Byway.
- Continue improvements that will make Sioux City a destination and foster greater community pride. This should include efforts to promote tourism, showcasing Sioux City as a regional destination.
- Increase awareness of available entrepreneurial resources and promote Sioux City as a place for businesses to start and grow.
- Support development projects that enhance and sustain the quality of life of the region, enhance local arts related development, add cultural and recreational amenities, and feature walkable communities and mixed-use development.

## **Entrepreneurship, Innovation & Business Startups**

### ***Supportive Culture & Environment***

- Continue to support and grow Iowa's West Coast Initiative, a three-county partnership with a goal of building a robust entrepreneurial ecosystem.
- Create a supportive culture that encourages innovation and entrepreneurship and connects entrepreneurs to available services and resources.
- Continue to foster entrepreneurial activity by hosting networking opportunities, providing specialized business and technical assistance, organizing business idea competitions, and supporting new initiatives.
- Promote Sioux City as a place for businesses to start and grow.
- Continue to support co-working spaces in the community.

### ***Innovation Center***

- Expand the size and scope of available higher education assets.
- Encourage colleges and universities to expand to Downtown with specific programs and facilities.
- Work with partners to create an Innovation Center, to include a business accelerator/incubator, makerspace, networking, education, mentorship, as well as startup and support services.
- Bring together higher education, health care organizations, ag-tech, employers, and others in growth industries to implement strategies to grow interest in careers and startups.

## **Development Resources**

### ***Secure Additional Financial Resources***

- Work with key partners to seek improvements to business development programs and additional financial resources.
- Continue and expand the Targeted Jobs program as a successful economic development tool.
- Support the renewal of and increased resources for effective state programs, including historic tax credits, brownfield funds, the Iowa Workforce Housing Tax Credit program, and the DOT RISE program.
- Take advantage of available federal resources, including the Opportunity Zones program.

## ***Make Critical Capital Investments to Encourage Economic Growth***

- Prioritize and invest in the city's infrastructure for current and future needs
- Maximize the city's technology potential
- Operate, maintain, and enhance water and wastewater treatment processes to address the needs of industrial and commercial users.
- Continually improve transportation options including rail, air, public transit, roads, and non-motorized options.

## **Downtown**

### ***Reinvestment District***

Complete the four major transformational projects of the Sioux City Reinvestment District, including the new Bomgaars Expo Center, Convention Center hotel, Virginia Square, and Warrior/Davidson.

Build on the success of the Reinvestment District with ongoing mixed-use and historic redevelopment, increased capital investment, tourism, market-rate housing, white-collar jobs, potential workforce training collaboration, and next steps in entrepreneurial development.

### ***Place-making***

Utilize the unique appeal of Downtown to attract new market-rate housing, business startups, office uses, retail, tourism, and destination attractions.

Complete an evaluation of the skywalk and parking ramp system to plan for improvements for accessibility, connectivity, and to promote new private development.

- Continue to optimize green space and make additional streetscaping, tree planting, and walkability enhancements.
- Create and support perpetual workday and nightlife vibrancy in Downtown.
- Elevate the role of special events and convention center uses.

### ***Continue Adaptive Re-Use & Market-Rate Housing***

- Build on renewed residential housing demand - focus on adding market rate units
- Continue encouraging conversion of some office space to retail
- Encourage adaptive reuse of existing, under-utilized Class B and C office buildings into mixed-use with residential units, commercial, and/or Class A office space,

### ***Maximize Partnerships & Collaboration***

- Further enhance local-arts related development.
- Create opportunities to partner with Downtown Partners for marketing and attraction efforts, such as the Sioux City Growth Organization and the Chamber of Commerce.
- Encourage development of local entrepreneurship education and co-working spaces.
- Develop a Downtown university presence.

### ***Continue Focusing on Key Downtown Sites to Develop Critical Mass***

- Accelerate Downtown and urban redevelopment by assembling key sites.
- Identify opportunities to attract new businesses such as retail and restaurant entrepreneurs.
- Focus white-collar employer attraction efforts around growing industries, including tourist related, tech, financial.
- Market specific districts including Historic 4th Street, Historic Pearl, and the central core.
- Work with developers to increase the availability of Class A office space in the downtown area.

## Regional Competitiveness

Sioux City is uniquely located on the border of three states, Iowa, Nebraska, and South Dakota. The City’s regional position and competitiveness within the region was a significant topic of discussion across outreach events. To proactively address this issue, the Iowa Economic Development Authority developed a tool to compare the business climate, quality of life, education, workforce, and operating costs in Iowa to the other 49 states. Results for Iowa in comparison to South Dakota and Nebraska are show in the accompanying table.

As the table shows, Iowa is very competitive with Nebraska and South Dakota in several categories including state competitiveness, cost of doing business, educational attainment, test scores, and livability. However, there are several categories where Iowa is lagging its neighboring states including many of the quality of life indicators like average travel time to work. To bridge these gaps and make Sioux City a stand out community in the tri-state and Midwest region, it is recommended that the City continue working towards its economic development goals to revitalize the Downtown and create a mixed-use, pedestrian friendly environment.

State Competitiveness Comparison				
Iowa Economic Development Authority				
		Iowa	Nebraska	South Dakota
<b>Business Climate</b>	State Competitiveness Ranking	3	7	8
	Cost of Doing Business Ranking	10	13	14
	State Apportionment of Corporate Income	sales only	sales only	no state income tax
	Corporate Income Tax Rate	6.0% - 12.0%	5.58% - 7.81%	no corporate income tax
	Exemption on Business Inventories	exempt	exempt	exempt
	Sales/Use Exemptions on Production Machinery or Reduced Tax	yes	yes	no, 4% plus municipal tax
	Right to Work Status	yes	yes	yes
<b>Quality of Life</b>	Most Livable Ranking	3	4	13
	Average Travel Time to Work	19.4 mins	18.5 mins	17.3 mins
	Value of House Ranking	11	12	16
	Median Value of a House	\$149,100	\$155,800	\$167,600
	Crime Rate per 100,000 people	2,358	2,791	2,184
	Median Household Income	\$58,570	\$59,970	\$56,521
	Crime Rate Ranking	37	28	41
	Homeownership Rates	71.6%	66.3%	67.7%
	State Individual Income Tax Rate	0.36% - 8.98%	2.46% - 6.84%	no state income tax
	<b>Education</b>	ACT scores	21.9	21.4
SAT scores		1755	1755	1753
Educational Attainment of the Population - High School		92.1%	91.3%	91.7%
<b>Workforce</b>	Union Membership	9.6%	7.7%	5.9%
	Unemployment Rates	3.9%	3.0%	2.5%

Source: Iowa Economic Development Authority

## Attracting Talent & Tourists

Every organization plays a role in tourism, downtown revitalization, and economic development efforts. What makes Sioux City worth a special trip, a great place to live, or somewhere to do business? The City should identify and build the community's unique image in the minds of residents and visitors to get everyone pulling together in the same direction.

A Destination Marketing Organization (DMO) should be created that is embraced by the region. Visitors don't care about city limits or county lines, so marketing should address the entire region as a broader package to keep people in the area longer. A tourism-friendly town attracts non-tourism industries faster than others. New businesses will see the community as a visitor before they make a final decision about the community. Tourism provides the opportunity for entrepreneurs to get started, for small family-run businesses to thrive and creates a niche-retail environment. Recognizing unique assets and promoting them to young professionals and key employment sectors via web, social media and traditional marketing methods is encouraged.







# Transportation

*The transportation network in Sioux City includes all components of mobility and infrastructure that enable individuals to move through the community. Sioux City is well connected to the national transportation system and provides a complete network of roadways, pedestrian and bicycle infrastructure, and transit options. Effective management of the City's transportation systems requires the coordination of limited resources, cooperation with partner groups, and regular maintenance to ensure efficiency and safety. Further, the City must remain dedicated to multi-mobility, Complete Streets, and providing residents with diverse transportation options and alternatives. Ultimately, efforts to improve and expand transportation systems will benefit development and local industry as well as contribute to community character and general quality of life within Sioux City.*



## Roadway Network

Sioux City roadways are categorized within four distinct categories: Interstates and U.S. Highways Principal, Interstate and U.S. Highways Interchange, Arterials, and Neighborhood. These categories are based on the intended service they provide, and are generally consistent with the Federal Highway Administration's Functional Classification Guidelines, which use the categories of principal arterials, minor arterials, collectors, and local roads. These categories take into account factors such as relative capacity, access restrictions, and destination points. U.S. Highways and Arterials provide a high level of mobility designed to quickly transfer motorists across the community with minimal stops, while neighborhood / local roads, the most common type of street, are focused on offering a high degree of accessibility to individual properties and businesses.

The Siouxland Interstate Metropolitan Planning Council (SIMPCO) plays an integral role in helping to ensure the long-term operational efficiencies of the larger traffic system shared by neighboring tri-state communities. SIMPCO's 2040 Long Range Transportation Plan (LRTP) is a tool intended to develop safe and efficient infrastructure improvements. The document offers an in-depth analysis of all methods of transport in the context of existing conditions and anticipated demands. The LRTP also presents a framework for selection of future transportation projects based on needs while maintaining fiscal constraints.

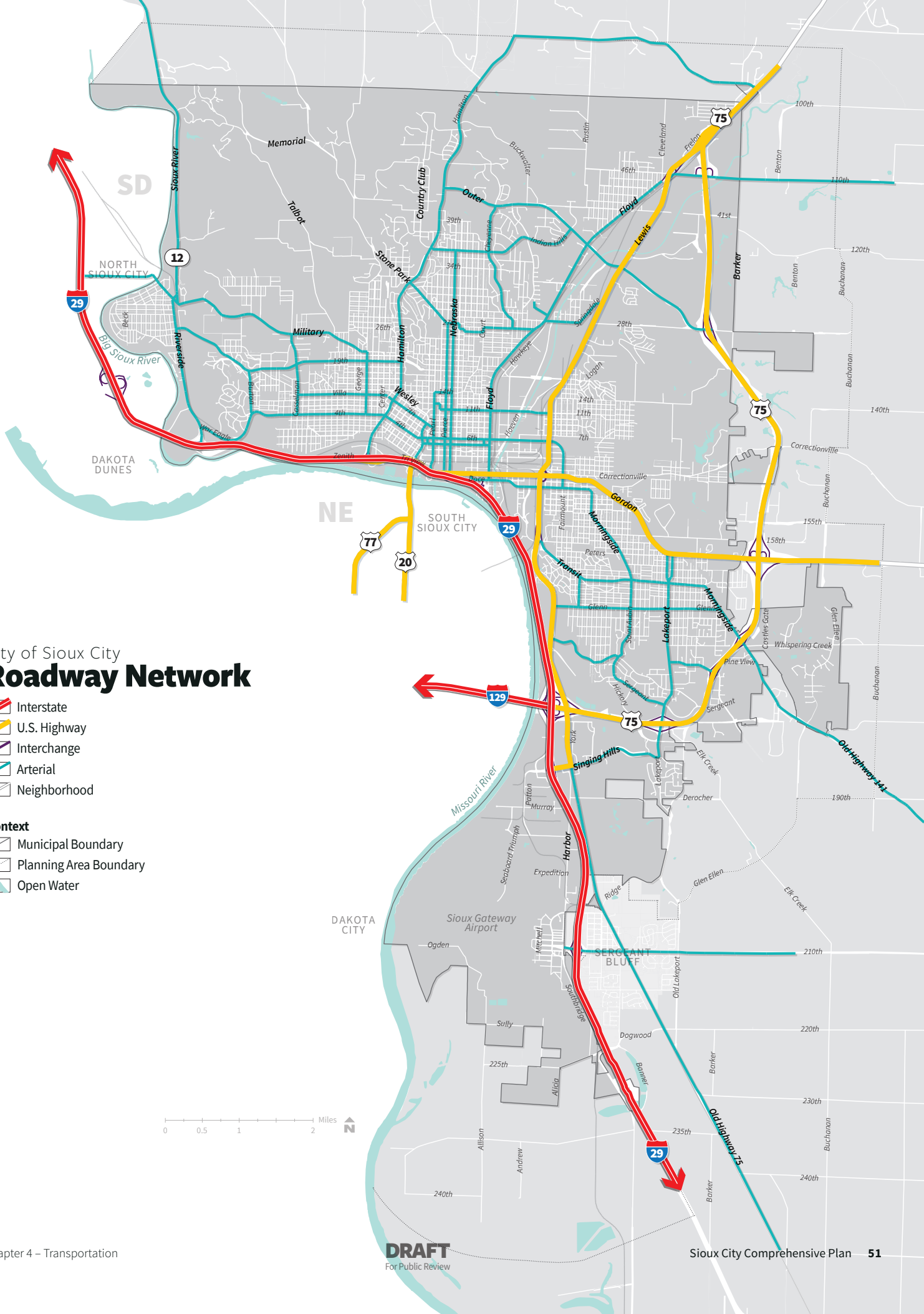
The LRTP's Transportation Improvement Plan (TIP) identifies infrastructure projects over a 20-year period designed to alleviate system concerns. The TIP primarily focuses on maintaining adequate Level of Service (LOS), a measurement of roadway performance based on volume-to-capacity ratio, for the Sioux City MPO. Streets with good flow have an LOS of C or better while those characterized as "congesting" or "congested" have an LOS of D or worse. Programmed projects include reconstruction, bridge replacement and improvement, pavement rehabilitation, and bicycle and pedestrian infrastructure.

## Roadway Patterns

A majority of roadways within the community follow a traditional grid pattern. The rectangular blocks are oriented east-west and north-south and are similarly sized. This allows for easy navigation and orientation; however, more recent developments, such as on the east side of Sioux City near Whispering Creek Golf Club, feature a higher percentage of curvilinear streets and cul-de-sacs. This suburban-style pattern, popular with residential subdivisions, can have a dramatic impact on the overall transportation network, particularly connectivity. Disconnected neighborhoods lead to increases in total vehicle miles traveled to reach destination points. Levels of congestion rise near these developments as they typically funnel motorists onto a single collector street with multiple conflicting intersections or access points.

To address these issues, the City should consider revising its subdivision ordinance to include connectivity index standards. While these standards do not restrict the use of cul-de-sacs, they do establish a minimum number of street segments entering each intersection thus improving connectivity. The standard is derived by determining the ratio of the number of street segments to the number of intersections, the higher the index the higher level of connectivity. Minimum standards for connectivity indexes typically fall between 1.2 and 1.4 street segments to intersections.

Existing developments with poor connectivity should be evaluated for opportunities to eliminate locations with no outlet. This could involve selective acquisition of vacant or underutilized parcels for development of new road or trail connections. The foundation of such an evaluation must be community outreach in order to determine the desire and acceptability of such a move.



City of Sioux City  
**Roadway Network**

- Interstate
- U.S. Highway
- Interchange
- Arterial
- Neighborhood

**Context**

- Municipal Boundary
- Planning Area Boundary
- Open Water



## Complete Streets

A “Complete Street” is a roadway that is designed to be safe for all users of the transportation network, including motorists, transit riders, bicyclists and pedestrians. Building upon the design guidelines crafted in 2010, the City adopted a formal Complete Streets Policy in 2014. The Complete Streets resolution promotes the safe and accessible use of Sioux City’s transportation infrastructure by all users. The initiative provides a framework to evaluate road, sidewalk, and trail networks in the context of new developments, as well as municipal projects, with an ultimate goal of ensuring that appropriate connectivity is available and integrated into future planning.

Incorporation of pedestrian, bicycle, and public transit facilities within the right-of-way of a traditional street improves safety and efficiency of transportation. In addition, this approach expands equity amongst users of all ages and abilities, encourages healthier lifestyles by promoting alternative modes of transportation, and eases congestion constraints through more transit choices.

Wesley Parkway is a good example of a road that was given significant consideration to non-motorized travel. The City installed a scenic off-street pathway along Perry Creek that links Downtown to community facilities, including Bishop Heelan Catholic High School. The 10-foot wide winding trail offers additional protection for its users by traversing underneath road crossings like 3rd, 5th, 7th, and Bluff streets.

Several thoroughfares would benefit by enhancing their respective pedestrian and bicyclist amenities. This is especially true in the urban core, as residents highlighted a desire for new commercial retail and restaurant opportunities within the Downtown. Incorporating design elements such as traffic-calming techniques, dedicated bicycle lanes, and sidewalks appropriate for all users will help encourage the necessary foot traffic to support businesses and create a more vibrant area.

## Recommendations

Sioux City should remain dedicated to the creation of Complete Streets within the community, seeking to apply the adopted Complete Streets resolution as part of future roadway and infrastructure improvement projects. Where appropriate, the City should coordinate with neighboring communities and partner organizations to implement Complete Streets, particularly Iowa DOT. As part of this effort, the City should consider the following opportunities for Complete Street projects:

### *Morningside Avenue*

Morningside Avenue is another example of a roadway that could be retrofitted as a Complete Street. The arterial is primarily lined with single-family homes but also has a neighborhood-scale commercial node consisting of fast food restaurants, gas stations, and smaller retail/service businesses between South Lakeport Street and South St. Aubin Street. As consistent with the engineering recommendations cited in the Sioux City Active Transportation Plan, the existing right-of-way could support buffered bicycle lanes through modifications, including reduced lane widths and removing some on-street parking. The City has included the project for FY 2022 in its approved FY 2018-2022 CIP.

### *5th & 6th Streets*

The portions of 5th and 6th streets within Downtown are prime candidates for transitioning towards Complete Streets, as they provide access to key community destinations, including religious institutions, commercial uses, and a hub of governmental offices. Current conditions result in an unfriendly environment that dissuades the use of alternative modes of transportation. The City should consider removing some of its on-street parking to accommodate bike lanes, as a recent SIMPCO study identified 6th Street as having some of the least utilized parking spaces in Downtown. Adding bump-outs similar to those at 6th and Douglas streets to other key intersections will also help promote better walkability. The recent Downtown Inclusive Sidewalk Audit identified the southeast corner of 6th and Pierce streets as an opportunity for bump-out improvements. The City has included the installation of bike lanes for FY 2020 in its approved FY 2018-2022 Capital Improvement Program (CIP) which should help support greater application of the Complete Streets policy.

## Future Roadway Needs

### East-West Connections

Sioux City suffers from a lack of east-west connectivity, with the majority of east-west traffic concentrated on I-29, Highway 20/Gordon Drive, and lower classification roadways. Further, the most efficient east-west connections are in the southern portion of the community, predominately running parallel with the Missouri River. The inadequate number of east-west thoroughfares contribute to an underperforming system that causes driver frustration and extended commuter times. Addressing this issue through roadway extensions and new east-west connections should be a focus for transportation in Sioux City.

### Congestion & Mobility

Projected future growth across all land use categories will place new strains on Sioux City's existing streets and highways. Although few roadway segments are currently deemed "congesting" or "congested" based on their respective LOS, additional trip demands will hinder the area's ability to transport motorists in a safe and efficient manner if no further public investment occurs. The LRTP noted several roadway segments anticipated to experience a precipitous LOS decline. The City will need to monitor traffic data, such as volumes and crash statistics, across its system to identify emerging problem areas or travel demand increases. In anticipation of needs, the City should examine opportunities for improvements to corridors and intersections to proactively address congestion and safety concerns.

### On-Going I-29 Improvements

Iowa DOT's multi-year reconstruction of the I-29 corridor through Sioux City is expected to be complete in summer/fall 2020. The project involves reconfiguring several interchanges and increasing capacity through additional lanes of traffic in an effort to boost traffic operations and safety; providing a system that matches driver expectations; and improving roadway infrastructure conditions. This project represents a transformational improvement for local, regional, and interstate travel that will benefit Sioux City for years to come. The City should continue to work cooperatively with Iowa DOT and carefully review changes to traffic patterns upon completion of the project to identify opportunities or concerns that could be addressed in the future.

### Roadway Safety

Several heavily-traveled roads within Sioux City are experiencing elevated crash incident rates causing significant injuries and personal property damage. The most recent "Safety Improvement Candidate Locations" list issued by Iowa DOT cites five intersections/corridors in Sioux City amongst the top 200 most dangerous in the state based on the number, severity, and rate at which crashes occur, including:

- West 7th and Hamilton Blvd intersection
- 3rd St. and Pierce St. intersection
- West 19th and Hamilton Blvd intersection
- IA 376/Lewis Blvd
- I-29

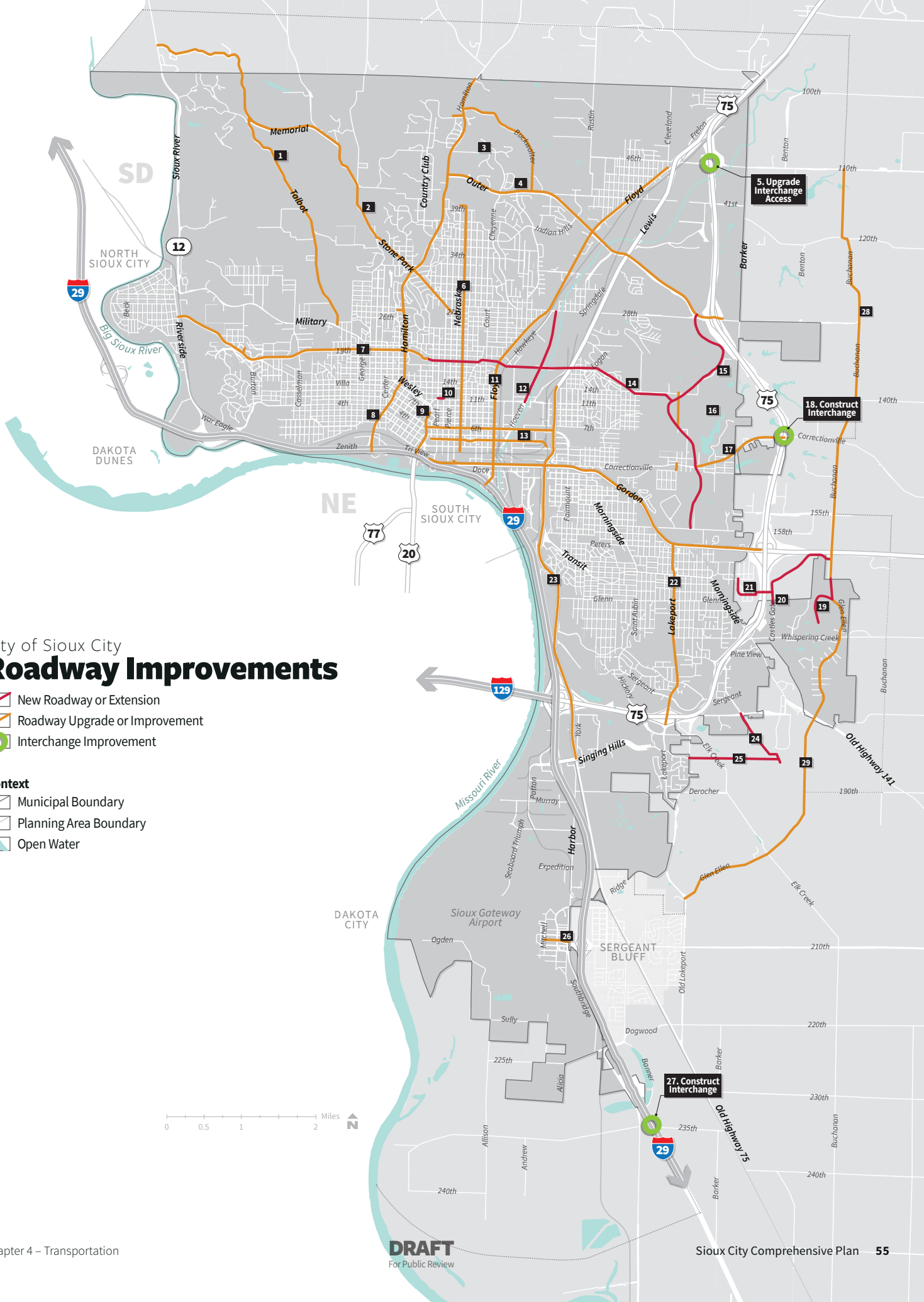
In particular, West 7th Street and Hamilton Boulevard have the highest crash severity value of any intersection in the state. Reviewing each of these roadway segments in the context of current and future demands may allow for the implementation of policies or infrastructure improvements that achieve the most possible "return on investment" per public dollar invested.

The City should examine these roadways through dedicated safety studies to identify physical and systematic improvements that will address safety. This could include short-term solutions like re-timed signals, lighting, or signage changes as well as long-term projects like reconstruction, reconfiguration, or safety awareness and enforcement campaigns. The City should also regularly review and address safety across the entire roadway network.




## Roadway Improvements

To alleviate these mobility issues, several planned roadway extensions and improvements have been identified. These will provide additional east-west routes through Sioux City; serve anticipated future developments; facilitate better traffic flow; and eliminate critical network connectivity gaps. Based upon the roadway network and traffic patterns, the City should consider application of the following projects:




1. Upgrade Talbot Road to a rural parkway.
2. Upgrade Stone Park Boulevard /Memorial Drive to a rural parkway.
3. Construct roads consistent with the North Crosstown development plan.
4. Upgrade Buckwalter Drive and Outer Drive to North Crosstown to arterial parkway.
5. Upgrade the interchange to provide full access where the US 75/20 Bypass intersects with 46th Street.
6. Upgrade Jackson Street to parkway standards.
7. Upgrade West 19th Street to a parkway.
8. Upgrade Hamilton Boulevard to parkway standards.
9. Upgrade Wesley Parkway to parkway standards.
10. Construct 11th Street between Grand View Boulevard and Douglas Street.
11. Upgrade Floyd Boulevard to parkway standards.
12. Construct Hoeven Drive between 11th Street and 28th Street.
13. Upgrade Gordon Drive, 4th Street, and 6th Street to parkway standards.
14. Construct the 18th Street/14th Street Connector.
15. Construct Bacon Creek Parkway.
16. Construct internal circulation roads consistent with the Bacon Creek Area Plan.
17. Upgrade Correctionville Road between the new arterial on the west and the Bypass on the east.
18. Construct an interchange with the US 20 Bypass at Correctionville Road.
19. Construct roads consistent with the North Whispering Creek development plan.
20. Extend Castle Gate Drive north to the connector between Morningside Avenue and Glen Ellen Road.
21. Construct a connection from Morningside Avenue to Glen Ellen Road, with an underpass across Highway 75.
22. Upgrade Lakeport Street from Gordon Drive on the north to US 20 on the south to parkway standards.
23. Upgrade Lewis Boulevard to parkway standards.
24. Extend Sunnybrook Drive southeast to Christy Road and beyond.
25. Extend Singing Hills Drive from South Lakeport Street on the east to the Sunnybrook Extension.
26. Upgrade airport entry road to an arterial parkway.
27. Construct an interchange at I-29 and South Street Bridge Drive.
28. Upgrade Buchanan from 110th Street to Gordon Drive and add new connection to Glen Ellen Road.
29. Improve Glen Ellen Road between North Whispering Creek development and Old Lockport Road.



# City of Sioux City Roadway Improvements

-  New Roadway or Extension
-  Roadway Upgrade or Improvement
-  Interchange Improvement

### Context

-  Municipal Boundary
-  Planning Area Boundary
-  Open Water



**DRAFT**  
For Public Review

## 18th Street Viaducts

Another potential east-west connector in Sioux City is 18th Street. Currently this route includes two at-grade railroad crossings. The Hoeven Valley Transportation Plan identifies two potential improvements for 18th Street: an overpass where 18th Street intersects Lewis Boulevard and the adjacent railroad and a second viaduct where 18th Street terminates near Floyd Boulevard. These projects would provide a consistent east-west route to improve accessibility across the industrial park. The City should continue to explore and actively seek implementation of these projects.

## Downtown One-Ways

The traffic pattern of Downtown Sioux City and the surrounding neighborhoods features multiple one-way streets. Although able to quickly transfer motorists in and out of areas, one-way streets can have unintended consequences. The roadways often have elevated crash-incidence rates due to faster speeds and are frequently confusing for motorists unfamiliar with a community. They also negatively affect the pedestrian and cyclist experience.

A commonly cited frustration during the outreach was the amount of one-way streets in Downtown. A standing agreement with Iowa DOT prevents altering current traffic patterns for both Nebraska and Pierce streets through the central business district as part of their I-29 investment and the design of associated on-and-off-ramps. Future Downtown enhancements will need to support I-29 connections as a result; however, an opportunity exists to transition a portion of the Pierce and Douglas Street corridors in conjunction with another nearby future transportation project.

One major system change involves simultaneously returning 5th and 6th streets to two-way roads. City Council approved the two-phase project as part of the 2020 CIP. The first segment, scheduled to begin in 2020, runs from Iowa to Jackson streets. The City will shift the portions between Jackson Street and Wesley Parkway in 2021. This transformation is an important piece in helping the City achieve the goal and objectives outlined in the Complete Streets policy.

Additionally, the City has short-term plans to eliminate a crucial gap in the road network along 11th Street, between Grand View Boulevard and Douglas Street, currently used as greenspace for the Bishop Heelan Catholic High School campus. Completing this segment adds another much-needed east-west connection in the community. In anticipation of this project, the Perry Creek Bridge was designed to accommodate expected additional traffic.

Changing Pierce and Douglas into two-way streets north of their intersections with 11th Street just to the east has the potential to positively impact local mobility and traffic flow. It will also improve access to adjacent commercial properties which currently experience comparatively higher vacancy rates.

As part of any future one-way conversions, the City should undertake detailed analysis of how converting the roadways to two-way streets would impact the surrounding areas. Critical items to consider include intersection site distances, traffic signalization/traffic control, impacts to parking, property access, pedestrian movement, and overall capacity.



### Downtown One-Ways

- North Bound
- South Bound
- East Bound
- West Bound



## Gordon Drive Viaduct

Gordon Drive is likely the most critical east-west connector in Sioux City, linking the industrial Hoven Valley to Downtown via a declining viaduct that spans across city streets, dense railroad tracks, and two waterways. The 3,790-foot historic elevated structure represents the longest bridge in the state, excluding Mississippi River crossings.

Originally constructed in 1936, the Gordon Drive viaduct transports vehicles in excess of 20,000 per day. Present traffic concerns are exacerbated by its design, advanced age, and deteriorated condition. Iowa DOT has implemented a 40-ton load limit while clearance issues associated with the bridge and the eastbound on-ramp restrict certain train cargo shipments.

Iowa DOT has committed to replacing the bridge as its next major project within Sioux City and initial planning is already underway. Design considerations such as length, height, accommodations for non-motorized travel, and whether it should be at-grade, separated, or both will be incorporated into the preliminary study anticipated to be completed within the next two years. A previous rail study completed by the City indicated that increasing its clearance over existing tracks to a minimum of 23'6" allows for the shipment of domestic double-stack intermodal trains.

The community is currently the only point along a main BNSF corridor between Willmar, Minnesota and Lincoln, Nebraska that precludes operating this service. Iowa DOT District 3 officials have indicated it will take another two years before a preferred alternative is selected, and construction will not likely occur until 2025 at the earliest. The most recent TIP does not prescribe funds for the project, so local officials will need to continue coordinating the Gordon Drive viaduct project with Iowa DOT.

Conducting a subarea study of the properties immediately surrounding the viaduct would help clarify the improvement's impact on future rail operations, such as track placement and land use in the area. The nearby Stockyards, a recent focus of significant public investment intended to redevelop a formerly blighted area, will benefit through improved access. Numerous outlots adjoining Home Depot along Cunningham Drive remain available for prime infill opportunities. Further, the City is encouraging non-industrial users to locate along the viaduct's western terminus. The Future Land Use Map identifies the area as Downtown Core, which includes a diverse mix of uses, including commercial, high-density residential, office, medical, and community facilities. The Gordon Drive viaduct project is likely to make the area more attractive for private investment.

## Parking

The availability of sufficient parking for both shoppers and employees is a necessary component to a vibrant downtown. Maintaining an optimal level of both on- and off-street spaces is equally important to the functionality of local roadways. A long-standing sentiment exists within the community that the inventory is inadequate to support the current environment, excluding any future development.

SIMPCO commissioned a study in 2017 in response to the prevailing public perception. The assessment determined an oversupply of downtown parking resulted in many lots, ramps, and on-street spaces being underutilized.

However, since completion of the SIMPCO report, the City is now experiencing renewed development within Downtown that is expected to place greater demand on parking infrastructure. This includes ongoing and proposed renovation projects for the Commerce, Hatch, Davidson, and Badgerow buildings as well as the Warrior Hotel. These projects all include residential components which are expected to total more than 500 new market rate units in the next 2-3 years. As a result, the Downtown is likely to see an increase in demand for parking and could face a parking shortage within a few years.

An effort should be made to update the SIMPCO study to make sure adequate parking exists as

this trend likely continues. It is critical that the City make necessary investments to support the growing Downtown residential, commercial, and entertainment options. The City will also need to thoughtfully consider the impact of potentially losing Downtown, on-street parking along 5th and 6th streets while designing their conversion to becoming two-way roads. An emphasis should be made to limit the number of displaced spaces.

## Parking Best Practices

While parking provides a critical piece of access and mobility, dedicating too much land area to parking infrastructure can be detrimental to a downtown's vitality. Surface lots and parking structures tend to break up the urban fabric for pedestrians, while on-street parking may occupy space that could otherwise be used for additional capacity or inter-modal travel options to reduce congestion. Alternatively, not providing an appropriate balance causes frustration for employees and patrons of businesses and risks making urbanized areas unattractive destinations for motorists.

As shown with the SIMPCO study, periodic review of parking demand versus existing and future land uses, which can be for Downtown and non-downtown locations, will help identify where parking supply does not match demand. These studies provide a valuable basis for discussion of

potential improvements and the tradeoffs inherent in choosing between options. As part of a formal parking study, the City should forecast the locations of long-term (e.g., residential, employer) and short-term (e.g., retail or event-based) parking in the downtown area to assess the supply of parking locations and potential need for and composition of parking types.

Complicating factors for parking needs include changes in technology. Moves to more inter-modal forms of transportation (such as bikes and electric scooters) create different demands for parking. Likewise, the anticipated changes toward autonomous vehicles will likely disrupt traditional approaches to parking and related traffic patterns. The City should work with SIMPCO to update the review of parking demand as is necessary with special consideration given to future technologies.

## Aesthetic Quality

Dedicated parking areas can be designed and landscaped to enhance the appearance of a community. Ancillary benefits of landscaping include reducing the amount of impervious surface with regard to storm water runoff, providing greenspace and pedestrian refuges, and lessening the heat-island effect.

The City updated its landscape requirements in 2016, and the new standards will sufficiently buffer and screen new parking areas as they are developed; however, existing parking areas only need comply when they are substantially rehabilitated. The City should actively work to implement its landscape standards on existing municipally owned parking lots and encourage owners of private parking areas to comply. Although the municipal lot located adjacent to the Library and City Hall at 6th and Douglas streets maintains some landscaping elements, further aesthetic treatments appear to be feasible.

The City's approved 2018-2022 CIP has funds programmed to reconstruct/redesign the police and fire headquarters' rapidly deteriorating surface lot in FY2019 in conjunction with a recently acquired parcel to the north. The current configuration is completely impervious. Each facility has the opportunity to serve as a high-visibility model of desired appearances using the Sioux City Design Works document as a starting point. Parking lot edges associated with the Tyson Events Center/Long Lines Family Recreation Center along Pierce Street, Gordon Drive, and Pearl Street could be another area to focus future improvements. These facilities represent a prominent view shed of the community from I-29. Pedestrian corridors with large percentages of privately-owned parking areas lacking the treatments, such as along Nebraska Street between 6th and 11th, should be a target of outreach efforts.

## Active Transportation

Active transportation focuses on utilizing the human body as a means of travel, such as cycling, walking, running, and jogging. Benefits of these methods of transport include a healthier population and reduced emissions resulting from less total vehicle miles traveled. Further, individuals often view their ability to easily participate in these activities as a key quality-of-life measurement for a community.

City Council's adoption of a Complete Streets resolution made non-motorized travel options a point of emphasis within Sioux City. The policy requires transportation planning and design decisions to consider the function and accessibility of the various networks. It also ensures streets, trails, and sidewalks are connected in a way that is safe and provides an effective mechanism for multimodal transportation.

The City collaborated with SIMPCO and Wellmark Blue Cross and Blue Shield to complete an Active Transportation Plan in 2015. The study encourages active transportation by identifying and eliminating barriers and providing safe and accessible connections between neighborhoods and destinations. The plan identified eight corridors and made improvement recommendations specific to each area.

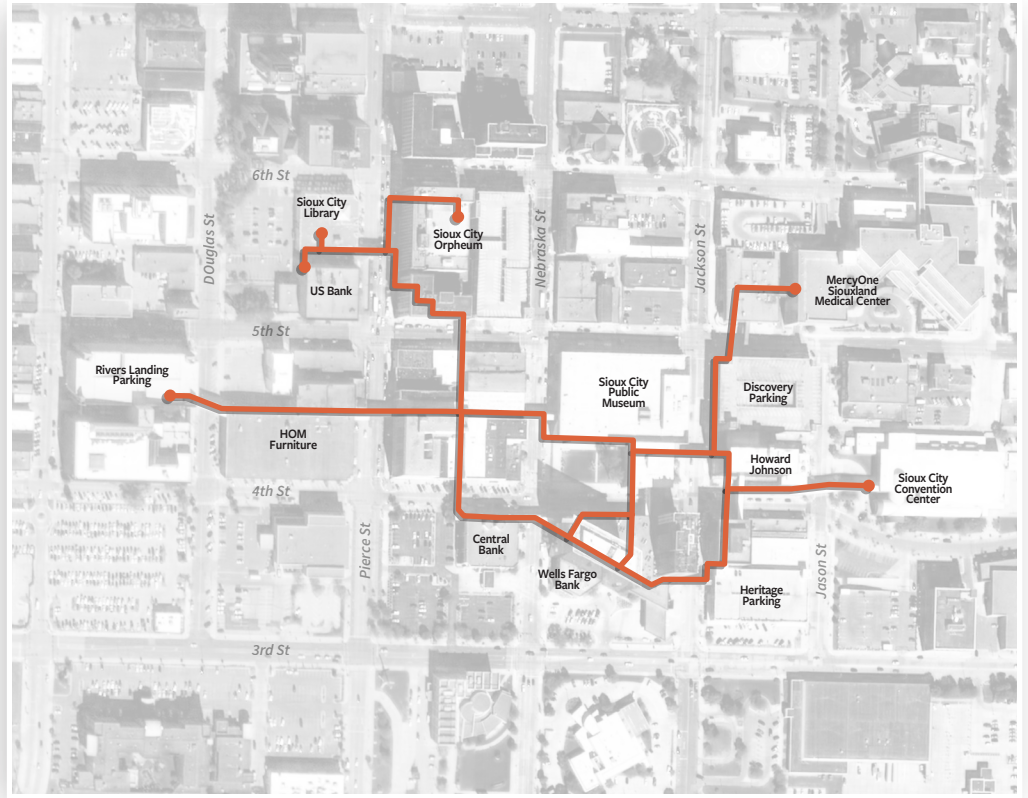
In addition, the City established an Active Transportation Committee in 2018. This committee is charged with the following:

- Advising staff and the City Council on implementation of bicycle and pedestrian plans.
- Evaluating performance in keeping with the phasing and timeline of the Active Transportation Plan.
- Coordinating encouragement, education, enforcement, and evaluation activities.
- Assist in the development and implementation of other goals as related to active transportation practices.

## Skywalk

The Skywalk is an elevated, indoor walkway that links 12 blocks within Downtown, supporting pedestrian traffic during inclement weather as well as recreation for runners during winter months. Traffic count data indicates that nearly 965,000 individuals utilized the facilities in 2018. A new section of skywalk is planned across 6th Street that will connect the renovated Warrior Hotel and Davidson Building with the Orpheum Theatre and Martin Luther King Jr. Transportation Center.

Portions of the skywalk are more than 35 years old and require upgrades to address their condition. The City has programmed \$75,000 in rehabilitation expenditures for FY 2019-2022 in its approved FY 2018-2022 CIP. Noted improvements will include exterior sandblasting and painting; interior wall and ceiling repair/replacement and painting; heating and cooling retrofitting, window recaulking/replacement; and ADA accessible door retrofitting. More importantly, several OSHA-required safety systems, such as railings, must be installed in all of the skywalks. Regularly reviewing the need for further strategic improvements will ensure a positive user experience moving forward. This is especially critical as the downtown population and work force continue to increase.



Downtown Skywalks



## Sidewalks

Sidewalks form the basis for safely and effectively moving pedestrian traffic throughout a community. A sidewalk inventory associated with the Sioux City Active Transportation Plan determined the community has roughly 60 percent of its sidewalk complete. Core neighborhoods were much more likely to have a higher percentage of well-connected sidewalks on one or both sides of the street. Deficiencies were predominately noted in urban fringe areas. Pedestrian safety is challenged by breaks in the network which often force individuals to walk, unprotected, along a roadway.

The City's current Subdivision Ordinances require the installation of sidewalks abutting each lot upon construction of a principal structure. The Complete Streets policy requires the installation of 5-foot wide sidewalks, consistent with ADA standards, during residential and infrastructure reconstruction projects, while 10-foot wide sidewalks must be considered in commercial developments.

Maintaining and expanding Sioux City's sidewalk network is vital to encouraging an active transportation system. To support this, the City should consider the following projects:

- Undertake an inventory of the physical sidewalk conditions for key areas of the community such as Downtown, along commercial corridors, and surrounding schools. Sidewalks can be divided into basic categories based on the prevalence and size of cracks, the amount of pavement heaving, and additional factors. This approach will help elected officials prioritize future investments related to the repair of deteriorated sidewalks. A walkability audit completed for portions of Downtown in 2018 identified several barriers to pedestrian mobility caused by crumbling infrastructure and uneven pavement segments.
- Prioritize missing segments of the network. Sioux City has an inconsistent sidewalk system with numerous neighborhoods underserved or lacking the infrastructure completely. Preference should be given to areas without a pedestrian connection to employment centers, places of worship, schools, recreational amenities, and shopping centers. The City can use this information when coordinating additional infrastructure improvement projects in its CIP.
- Identify opportunities to install wider, 8-foot wide paths where gaps currently exist, when appropriate. This approach will improve recreational trail opportunities within the community.

## Rail to Trails

Converting former rail lines into trails, known as rails to trails, provides another opportunity to increase trails within Sioux City. This is especially true for the area near the confluence of the Floyd and Missouri Rivers. Efforts are being made to transition the riverfront to more appropriate uses which will cause some of the higher-intensity industrial facilities to relocate elsewhere in the community. This provides the opportunity to convert tracks that are no longer needed into recreational trails that will better connect the riverfront to Downtown. As opportunities arise, the City should work with railroad operators to identify unnecessary legacy trackage such as former sidings or spurs that can be integrated into the trail network. Engaging the community's various volunteer groups in the process can help with prioritizing areas when securing necessary easements, land acquisitions, and other components.

## Trails

Active transportation is best encouraged by offering access to a well-connected recreational trail system. Trails should be located in close proximity to residential areas and link users to areas of interest such as schools, shops, and parks.

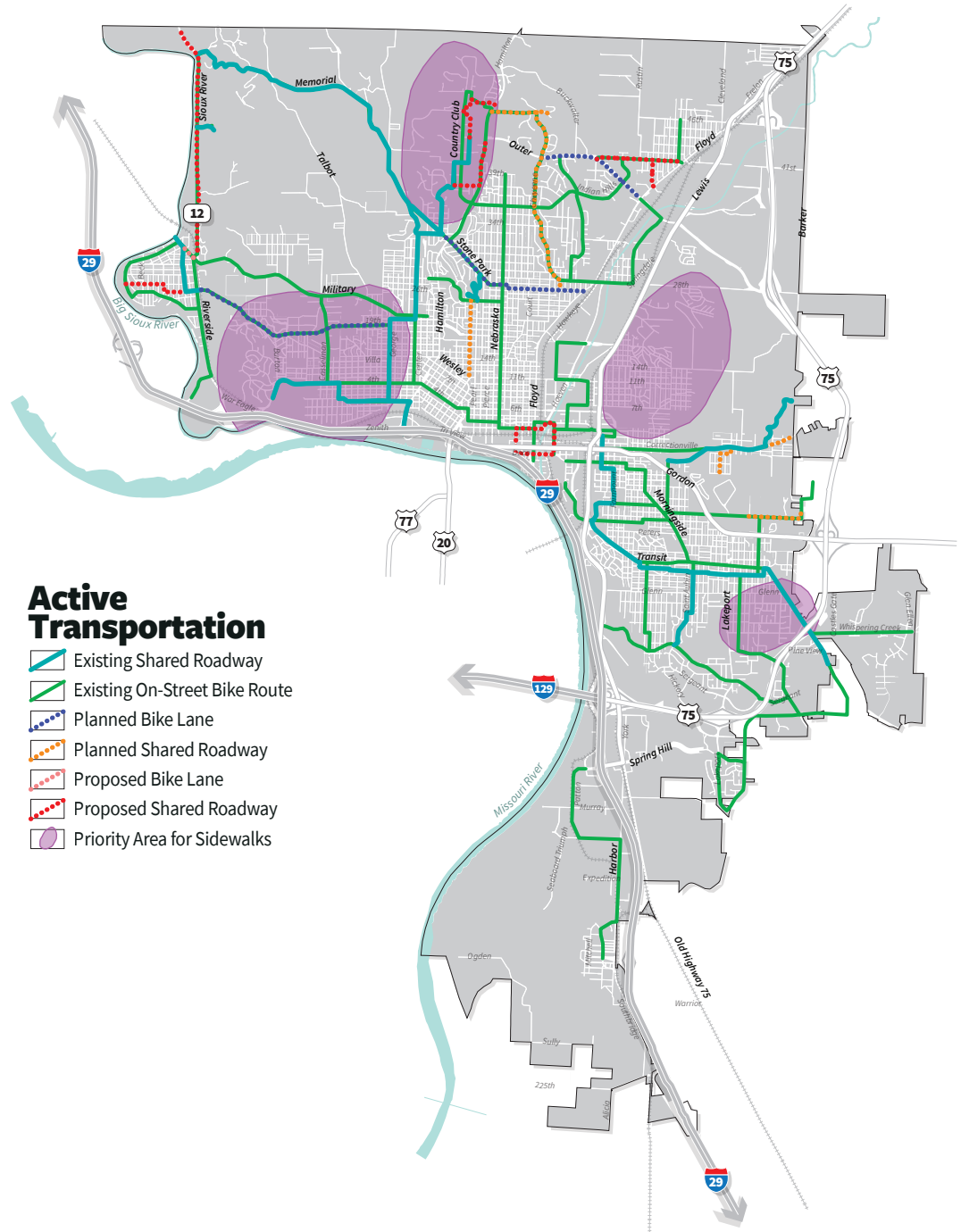
The City maintains approximately 24 miles of dedicated on and off-street trails in the community. On-street shared paths are equally distributed throughout the community; however, the City's Active Transportation Plan noted they often remain underused due to perceived safety concerns or confusing signage. Primary corridors include Jackson Street, which offers an uninterrupted connection to Downtown from just north of 36th Street, as well as Morningside Avenue, 4th Street, and Stone Park Boulevard which all run east-west. Although Sioux City does not have any bike lanes, City officials are in the process of forming a committee to investigate their installation as part of other infrastructure improvements.



Off-street trails are made of a variety of materials and are demarcated with a varying level of signage. Trail features such as shelters, restrooms, drinking fountains, and parking areas are interspersed throughout the community. The City's Complete Streets policy states it will continuously seek opportunities to enhance the network. The Siouxland region has many active volunteer groups that work with city officials to identify trail enhancement opportunities.

Sioux City is proactively attempting to close remaining gaps in its trail system while also creating connections to neighboring cities. Recent investments include a new half-mile bridge constructed in 2018 linking the Floyd River and Outer Drive Trails in the Leeds neighborhood. Another major trail project is the 1.5-mile Riverfront Trail which coincides with the I-29 project. This trail will close the loop between the Lewis & Clark Trail (Chris Larsen Park) and the Chautauqua Park Trail (Chautauqua Park). The project will begin in 2019 with construction ending in 2020.

The Trails Strategic Plan outlines 11 priority projects totaling nearly 10 miles, with just under two miles of on-street bike lines. Through public outreach, residents further emphasize the need for trails along the Floyd River, Outer Drive North, and Big Sioux River Crossing. The City should continue prioritizing the implementation of the Trails Strategic Plan through CIP budgeting.





## Emerging Technologies

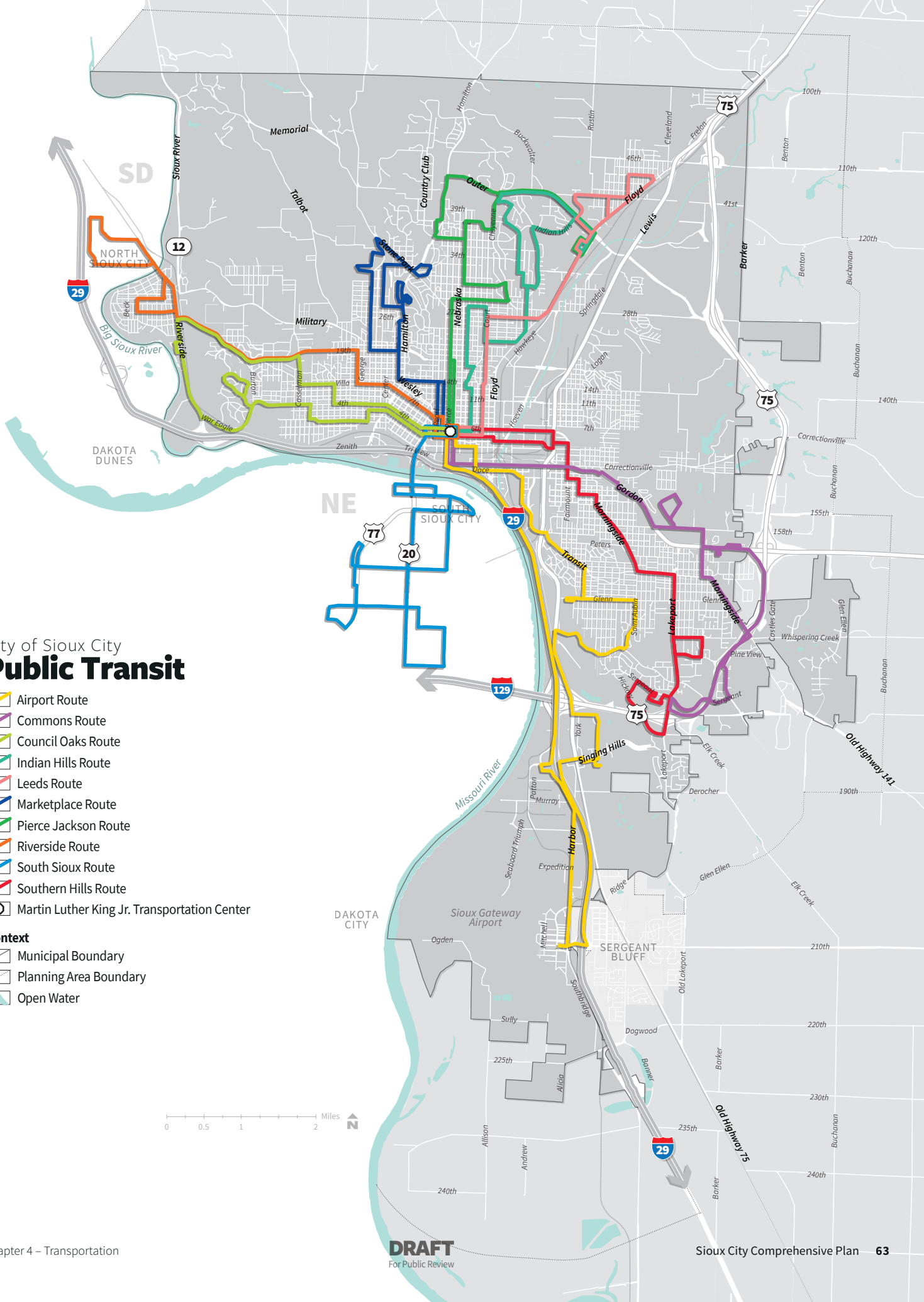
The City will need to remain cognizant of new technologies that can lead to issues requiring policy level action relatively quickly. A recent example involves electric scooters that have been gaining popularity in larger cities. Individuals can cheaply rent the often dockless devices which can reach speeds of 15 miles per hour. Unregulated, the scooters can become a nuisance and cause personal injuries/damage. Sioux City should strive to proactively create regulatory policies or have systems in place that allow a rapid response to such demands for a functional approach to managing changes in technology/modes of transportation.

## Public Transit












The Sioux City Transit System (SCTS) offers fixed-route bus service to residents and several surrounding its communities including Sergeant Bluff; North Sioux City; and South Sioux City. Martin Luther King Jr. Transportation Center, the transfer point for SCTS riders, is situated in the heart of Downtown. This centralized location offers easy access to public buildings, including City Hall and the public library, cultural amenities such as the Orpheum Theater, Mercy Medical Center, and the Sioux City Convention Center. SCTS has 10 designated routes with stop facilities providing coverage to the community.

SCTS buses operate from 6 AM to 6 PM Monday through Friday and 7 a.m. to 6 p.m. on Saturdays. No service is available on Sundays. These hours of operation restrict its use by certain segments of the population. Specifically, individuals working the 2nd and 3rd (overnight) shifts are unable to fully utilize the bus system. Developing additional options to support riders at non-traditional times will assist an underserved portion of the community's workforce. Online surveys targeted to both businesses and late-night workers can gather important feedback in quantifying potential transportation gaps when determining the need for extended transit services. City partners such as Siouxland Economic Development and SIMPCO can assist SCTS in identifying and engaging the appropriate employers.




The LRTP estimates that almost 90 percent of residents living in its jurisdictions are within a 10-minute walk of a designated route. Further, nearly 85 percent of all employees within the SIMPCO planning area work within walking distance of these routes. Annual ridership is projected to increase over the next few decades to approximately 1.6 million in 2040 from around 1.1 million in 2015. The City should work with SCTS to coordinate transit routes and frequencies with new growth, especially multifamily development. As new development is proposed, plans for additional transit stops or increases in route frequencies should be analyzed to ensure the level of service currently enjoyed by residents remains high.



## City of Sioux City Public Transit

-  Airport Route
-  Commons Route
-  Council Oaks Route
-  Indian Hills Route
-  Leeds Route
-  Marketplace Route
-  Pierce Jackson Route
-  Riverside Route
-  South Sioux Route
-  Southern Hills Route
-  Martin Luther King Jr. Transportation Center

### Context

-  Municipal Boundary
-  Planning Area Boundary
-  Open Water





## Airport

Sioux Gateway Airport (SUX)/Brigadier General Bud Day Airfield is a general aviation and commercial airport offering four flights per day, including three to Chicago (ORD) and one to Dallas/Fort Worth (DFW). The facility handled approximately 85,000 passengers in 2017 which represents a 16 percent increase over 2016 figures. This support allowed American Airlines, its sole carrier, to add another daily flight in 2018. The airport is currently seeking a westbound flight out of Sioux City using a US DOT Small Community Air Service Development Program grant. Denver (DIA), formerly served through Frontier Airlines for a short period of time, is the preferred destination. Enticing another carrier to provide this service would further enhance business growth opportunities for the community.

Sioux Gateway Airport handles a low volume of freight compared to other airports in the region including Sioux Falls Regional Airport (FSD) and Epply Field (OMA). Figures reported in a 2018 rail study indicate it represents less than 1 percent of total tonnage shipped amongst the three, even though almost three quarters of the total weight originated in the Sioux City region. Potential exists to capture additional freight as the City explores creating an intermodal facility near the Southbridge industrial park. The ability for local industries to efficiently transfer commodities and finished products to and from the community via rail, highway, or air allows Sioux City to maintain an important advantage within the region.

The 185th Air Refueling Wing (ARW), an Air Mobility Command unit of the Iowa National Guard, also operates out of the airport. It remains one of the community's principal employers and the largest user of SUX. An Economic Impact Statement from 2017 reported that 930 individuals are assigned to the unit and has an annual payroll of \$52.4 million with annual expenditures of \$7.6 million. It is essential that the City continue to work with and support the Iowa National Guard regarding their future infrastructure needs at the facility. Recent examples include agreeing to share costs associated with a taxiway project primarily required for military planes. This level of cooperation ensures the long-term viability of the unit.

## Freight Rail

The ability to easily move raw goods and final products across the country is vital to the success of a local economy. Rail is often the preferred transportation method due to its relatively inexpensive shipping costs. Three Class A rail companies, including Union Pacific Railroad, Canadian National, and Burlington Northern Santa Fe, operate within Sioux City. Additionally, D&I Railroad (Class II) and Siouxland Historical Railroad Association (Class III) have trackage rights agreements. Class A railways connect the community to markets throughout the country helping area businesses to compete on a national scale. The availability of competitive service also entices rail-oriented industries to the region.



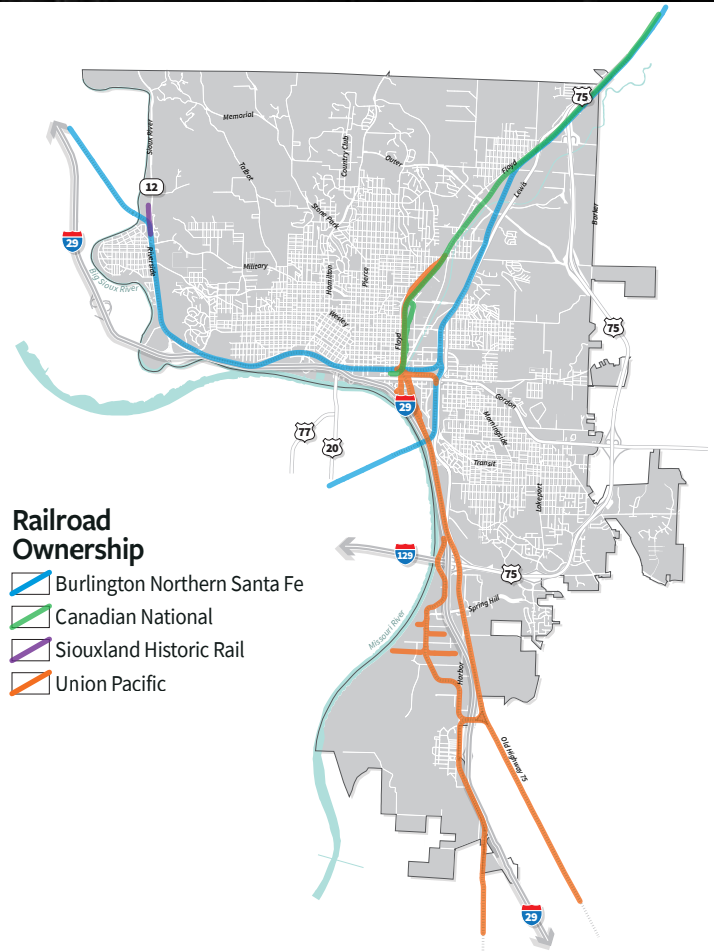


Nearly 100 miles of active lines stretch across the community. A number of these lines have agreements to share rail and freight corridor infrastructure with other operators to ease cost and land constraints. A portion of these tracks transect Downtown resulting in 11 at-grade crossings which represent significant safety concerns for users of the roadway network as well as disrupting local traffic. Motorists often have to wait more than 20 minutes at the crossings. This situation was a key concern identified by participants during the community outreach process.

The City has begun implementing quiet zones limiting the ability of locomotives to sound their horn at many of these crossings to help reduce noise impacts. Pearl, Pierce, and Nebraska streets are included in the referenced ordinance, while the City is in the process of adding additional streets. Necessary infrastructure upgrades are programmed into the City's approved FY 2018-2022 CIP for Jackson and Virginia streets (FY 2019) and Court and Iowa streets (FY 2020). Plans are also in place to extend the quiet zone to Leeds and Riverside residential neighborhoods (FY 2022).

The City has completed two in-depth studies related to its railroad network. The first report (Phase I) established the tools, data, and baseline information necessary to establish recommendations for near-term, mid-range, and long-term improvements and activities. The second report (Phase II) developed strategies and recommendations to address bottlenecks, improve safety and reduce community impacts, and leverage economic opportunities.

Recommendations cited in the Phase II investigation identified ways to reduce vehicle-train conflicts, including constructing a grade-separated crossing Downtown at Virginia Street due to its higher volume traffic counts. The Phase II report also identified critical shortcomings in Sioux City's infrastructure that currently inhibit the movement of specific cargo types. Clearance restrictions on the Gordon Drive viaduct and limited clearance of the associated off-ramp to Lewis Boulevard/ Business Highway 75 prevents the handling of domestic double-stack intermodal trains. A new design to address the issues is underway as part of a future Iowa DOT project. In the future, the City should seek to implement these and other findings of both reports to address freight rail issues and opportunities.







# Parks, Open Space & the Environment

*The natural landscape is a critical component that shapes the character and quality of life in a community. In Sioux City this includes parks, open spaces, and the environment that support active and passive recreation and offer residents spaces to spend leisure time, gather together, get active, and enjoy the outdoors. Further, these areas significantly contribute to the City's natural beauty, appearance, and sense of place. As Sioux City continues to grow and change, key considerations must be given to the protection and preservation of open space and environmental features as well as the location, amenities, and maintenance of local parks.*

## Park Facilities

The Sioux City Parks and Recreation Department maintains and operates 55 parks within the community. This includes 1,422 acres of parkland and open space, ranging from small parks that are less than an acre in size to sprawling parkland areas with various amenities. In addition to parks, the Department also operates facilities offering recreational and community services.

## Parks Inventory

All City parks have been inventoried and classified based on size and function utilizing standards set by the National Recreation Parks Association (NRPA), a recognized authority for parks and recreation planning in the United States. The resulting classification creates a formal hierarchy for assessing facilities and establishing the role and function of each park facility, in turn helping to determine where the City's supply of parkland is sufficient, deficient, or over supplied.

- Mini-Parks address a limited and small-scale recreational need and are generally smaller than five acres in size. They typically serve the local population that lives within a quarter-mile or a five-minute walk.

- Neighborhood Parks are the basic unit of any park system and serve as the recreational and social focus of the neighborhood. They generally range from several acres to fifty acres in size. The NRPA recommends that each resident have access to a neighborhood park within a 0.5 mile walk of their home, reflecting an average walk time of 10 minutes.
- Community Parks serve a larger geographic area and often have sport facilities and trail systems, as well as offer recreational activities beyond what is available in neighborhood parks. Their service area is two miles or a 10-minute drive.
- Special Use Parks include City-owned facilities which provide special functions within the system. This includes historic monuments and natural areas that provide space for passive recreation.
- Sports Fields include facilities that support programmed sports but do not offer green space for unprogrammed or passive recreation. In many cases, these facilities are not readily accessible to the public and thus do not provide for basic parkland needs within the surrounding area.
- Golf Course includes the City's two municipal golf courses, Floyd Park Golf Course and Green Valley Golf Course.

## Parks Inventory

Park Name	Park Category	Acreage
28th Street	Mini	1.5
Bacon Creek	Community	239.3
Carlin	Neighborhood	3.7
Cecelia	Mini	1.1
Center Street	Neighborhood	6.3
Chautauqua	Sports Field	40.0
Children's	Mini	1.5
Chris Larsen	Community	110.0
Cone	Community	48.8
Cook	Neighborhood	10.5
Dale Street	Mini	1.0
Dinosaur	Mini	0.3
Fairmount	Neighborhood	2.5
Floyd Park Golf Course	Golf Course	77.0
Goldie & Beck	Neighborhood	2.6
Grandma Moos	Neighborhood	0.5
Grandview	Community	32.0
Green Valley Golf Course	Golf Course	52.5
Greenville Entrance	Mini	0.3
Harry Emerson	Mini	2.0
Headid	Neighborhood	12.5
Headington	Mini	3.7
Hillcrest	Neighborhood	5.1
Hi-View	Mini	3.0
Hubbard	Neighborhood	2.9
Jones Street Community Garden	Special Use Park	0.2
Kelly	Mini	2.4
Kiddie Park	Mini	0.3
Kirk Hanson	Neighborhood	13.0
Krumann	Mini	1.6
Leeds	Mini	2.3
Legacy	Mini	12.0
Leif Erikson	Neighborhood	15.0
Lewis	Neighborhood	11.7
Lewis & Clark	Sports Field	10.0
Lyons	Mini	2.6
Macomb	Mini	1.4
Mid City	Neighborhood	3.7
Miracle Field	Community	1.9
Pearl Street	Mini	0.5
Prairie	Community	60.0
Pulaski	Sports Field	32.0
Riverside	Community	100.0
Rose Hill	Mini	0.3
Rose Hill Entrance	Mini	0.3
Ruegger Soccer Field	Sports Field	4.7
Sanford	Mini	3.0
Sertoma	Community	42.0
Sgt. Floyd Monument	Special Use Park	23.2
Smith-Villa	Mini	1.3
Spalding Farm	Neighborhood	13.4
Strikers Complex	Sports Field	47.0
Sunken Gardens	Mini	2.2
Thompson Park	Mini	0.5
War Eagle Monument	Special Use Park	27.3
<b>Total</b>	<b>-</b>	<b>632.4</b>

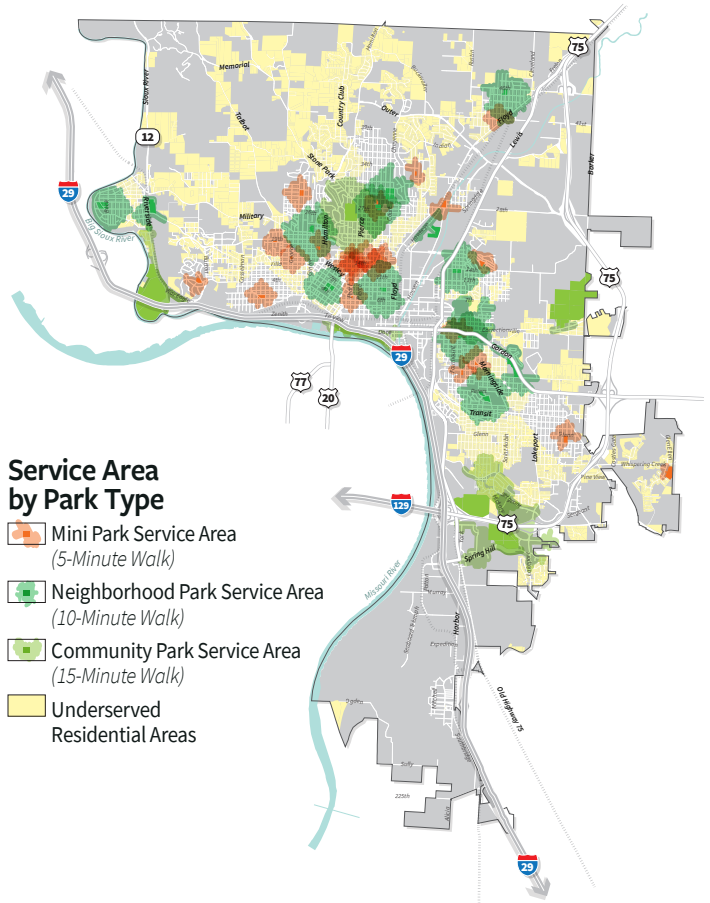
## Park Supply Evaluation

The National Recreation and Parks Association establishes various standards to assist municipalities in evaluating their park systems. Population based standards set a standard number of park acres recommended per 1,000 residents. Overall, it is recommended that a community have 10 acres of parkland for every 1,000 residents. This is further categorized based on park type, recommending 0.5 acres of mini park space, two acres of neighborhood park space, and 7.5 acres of community park space per 1,000 residents. Based on these standards, Sioux City has a surplus in mini and community parks and a deficit in neighborhood parks.

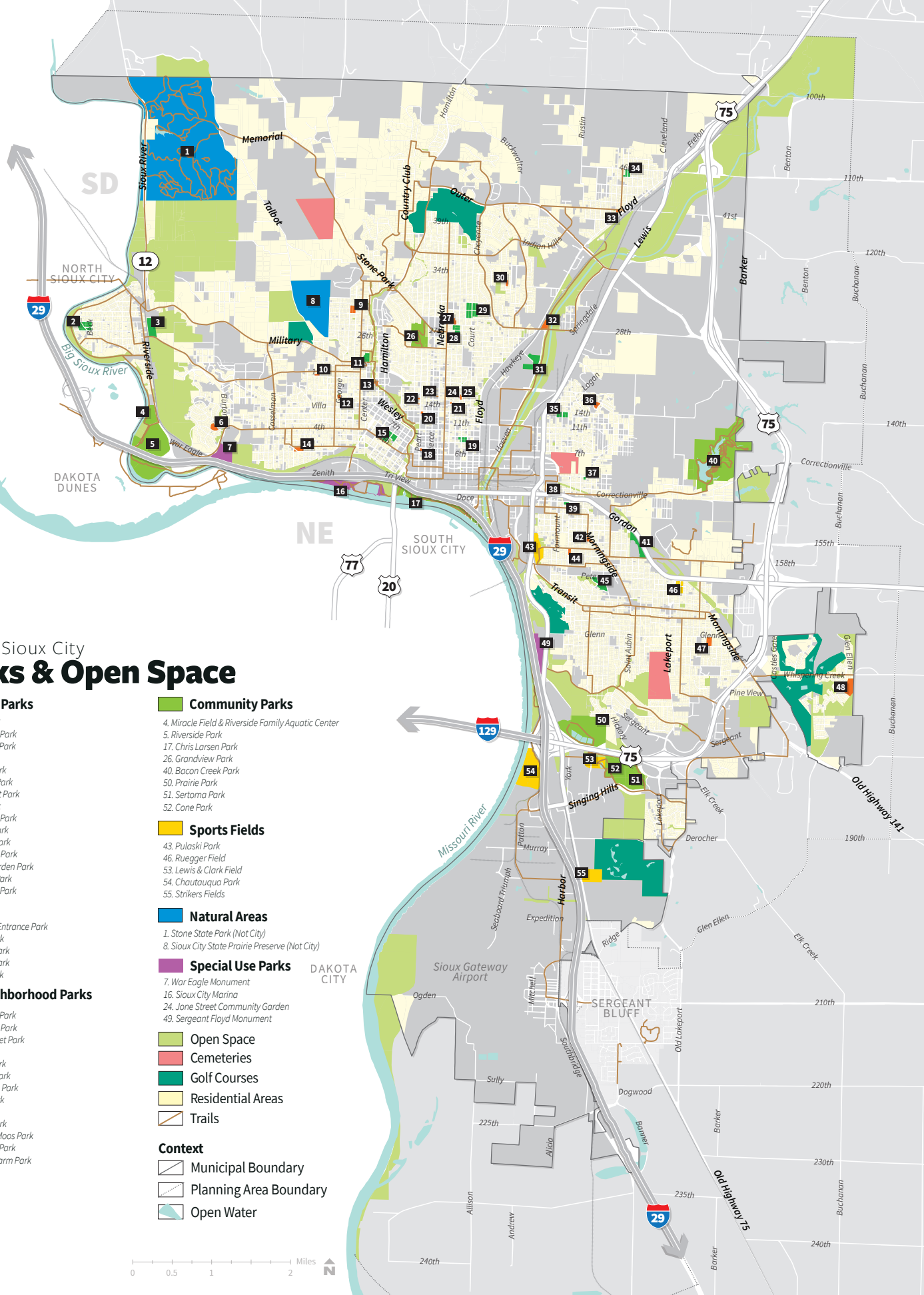
A walk time analysis was conducted to gain a better understanding of park service area in Sioux City. Standards were set at a five-minute walk for mini parks, a 10-minute walk for neighborhood parks, and a 15-minute walk for community parks. Generally, community parks are often accessed by car, and provide a greater degree of service within the community. A walk time was utilized; however, to analyze which areas of the community lack ease of access to parks and recreational facilities.

Analysis shows that a significant portion of the community lacks walkability to parkland, particularly areas in northwestern Sioux City and southern portions of the Morningside neighborhood. Thus, while the community surpasses standards for total parkland, the location of these amenities leaves many residents without convenient access to parks. This is further challenged by the significant physical barriers within the community that limit walkability, such as rivers, highways, and railroad lines.

As Sioux City's population continues to grow, the City should develop a Parks and Recreation Master Plan to ensure that the community continues to meet and surpass NRPA standards for both population and service areas. The plan should work to identify areas suited for future park development, with special consideration given to underserved areas of the City. Mitigation of barriers to park access should also be addressed in the plan. The plan should also focus on reaching out to the community to determine what park amenities and recreational opportunities residents are interested in.



Population-Based Standards				
	Mini	Neighborhood	Community	Parks Total
Existing Acreage	45.17	103.39	633.91	1096.3
Existing Acres/1,000 Residents	0.55	1.25	7.65	13.23
NRPA Recommended Acres / 1,000 Resident	0.50	2.00	7.50	10.00
NRPA Recommended Acreage	41.44	165.74	621.54	828.72
Deficit/Surplus Acreage	3.73	-62.35	12.37	267.58



# City of Sioux City Parks & Open Space

- Mini Parks**
  - 6. Hi-View Park
  - 9. Headington Park
  - 10. Smith Villa Park
  - 12. Lyons Park
  - 13. Sanford Park
  - 14. Children's Park
  - 18. Pearl Street Park
  - 20. Kiddie Park
  - 21. Thompson Park
  - 22. Rose Hill Park
  - 23. Dinosaur Park
  - 25. Dale Street Park
  - 27. Sunken Garden Park
  - 30. Krumann Park
  - 32. 28th Street Park
  - 33. Leeds Park
  - 36. Kelly Park
  - 38. Greenville Entrance Park
  - 42. Cecelia Park
  - 44. Macomb Park
  - 47. Emerson Park
  - 48. Legacy Park
- Community Parks**
  - 4. Miracle Field & Riverside Family Aquatic Center
  - 5. Riverside Park
  - 17. Chris Larsen Park
  - 26. Grandview Park
  - 40. Bacon Creek Park
  - 50. Prairie Park
  - 51. Sertoma Park
  - 52. Cone Park
- Sports Fields**
  - 43. Pulaski Park
  - 46. Ruegger Field
  - 53. Lewis & Clark Field
  - 54. Chautauqua Park
  - 55. Strikers Fields
- Natural Areas**
  - 1. Stone State Park (Not City)
  - 8. Sioux City State Prairie Preserve (Not City)
- Special Use Parks**
  - 7. War Eagle Monument
  - 16. Sioux City Marina
  - 24. Jone Street Community Garden
  - 49. Sergeant Floyd Monument
- Neighborhood Parks**
  - 2. Goldie Beck Park
  - 3. Kirk Hanson Park
  - 11. Center Street Park
  - 15. Cook Park
  - 19. Mid City Park
  - 28. Hubbard Park
  - 29. Leif Erikson Park
  - 31. Headid Park
  - 34. Carlin Park
  - 35. Hillcrest Park
  - 37. Grandma Moos Park
  - 39. Fairmount Park
  - 41. Spalding Farm Park
  - 45. Lewis Park
- Open Space**
- Cemeteries**
- Golf Courses**
- Residential Areas**
- Trails**
- Context**
  - ▭ Municipal Boundary
  - ▭ Planning Area Boundary
  - ▭ Open Water



## Planned Upgrades

The Parks and Recreation Department has established plans to expand and improve its park system in the coming years, most notably the expansion of Cone Park and development of Riverfront Park.

### Cone Park

The City recently completed phase one of Cone Park, an all-season recreational area, which officially opened in December of 2017. Park amenities include two miles of recreational trails (connecting Cone Park to Sertoma Park), 10 acres of open green space, a refrigerated skating rink, splash pad, tubing hill with snow-making equipment, and four season day lodge.

The park is located adjacent to Sertoma Park in southern Sioux City and is primarily surrounded by car dealerships, restaurants, and other commercial uses. The nearest residence is approximately 1 mile away off of South Lakeport Street. Although Cone Park is a community park and thus meant to primarily be accessed by vehicles, efforts to increase pedestrian and bicycle access will better support park use and encourage active recreation. The City should extend the trail located within Cone and Sertoma Parks to adjacent residential areas to increase access to the park by pedestrians and cyclists.

Additionally, the City should work with the Iowa Department of Transportation to explore the feasibility of a pedestrian bridge across Highway 75 Bypass to the north. Finally, the park is accessible by bus route 6 which also serves Sergeant Bluff and Morningside and is connected to other routes via the Martin Luther King Jr. Transportation Center. Although Route Six offers residents an alternative mode of transportation to the park, the infrequency of the bus schedule may make it difficult and impractical to utilize it. The City should consider increasing the frequency of the bus route to increase access to the park.

### Riverfront Park

The Parks and Recreation Department recently completed a draft master plan for the Riverfront Park, located along the Missouri River directly south of Downtown Sioux City. The master plan looks to re-envision and activate the waterfront as a community attraction. This includes a variety of unique and exciting amenities. The park will connect with Chris Larsen Park, creating a community gathering space that can accommodate large and small events and will provide space for passive and active recreation.

If implemented as envisioned in the master plan, Riverfront Park will not only activate the riverfront and connect to the Downtown as desired by the community but will also be a regional attraction. As a huge asset to the Downtown, once complete the park will have the potential to catalyze new commercial and multiuse development. Additional recommendations on how to maximize the benefits of the park for the Downtown are included in the Gordon Drive Subarea.

## Park Maintenance

The maintenance of parks and recreational facilities is essential to ensure the quality, safety, and accessibility of parks within the community. Currently, many parks are in poor condition or show signs of deterioration that detract from their appearance, such as unedged play areas, cracked parking surfaces, and unattractive chain link fences. The City should continue to work on maintenance and improved upkeep of parks to address this issue, including:

- Inventorying and prioritizing improvements to be included in the CIP.
- Prioritizing any specific parks.
- Researching and implementing best practices for park maintenance such as new technologies and materials.
- Updating park equipment to be accessible for all users.
- Providing methods for residents to report broken or damaged park equipment.

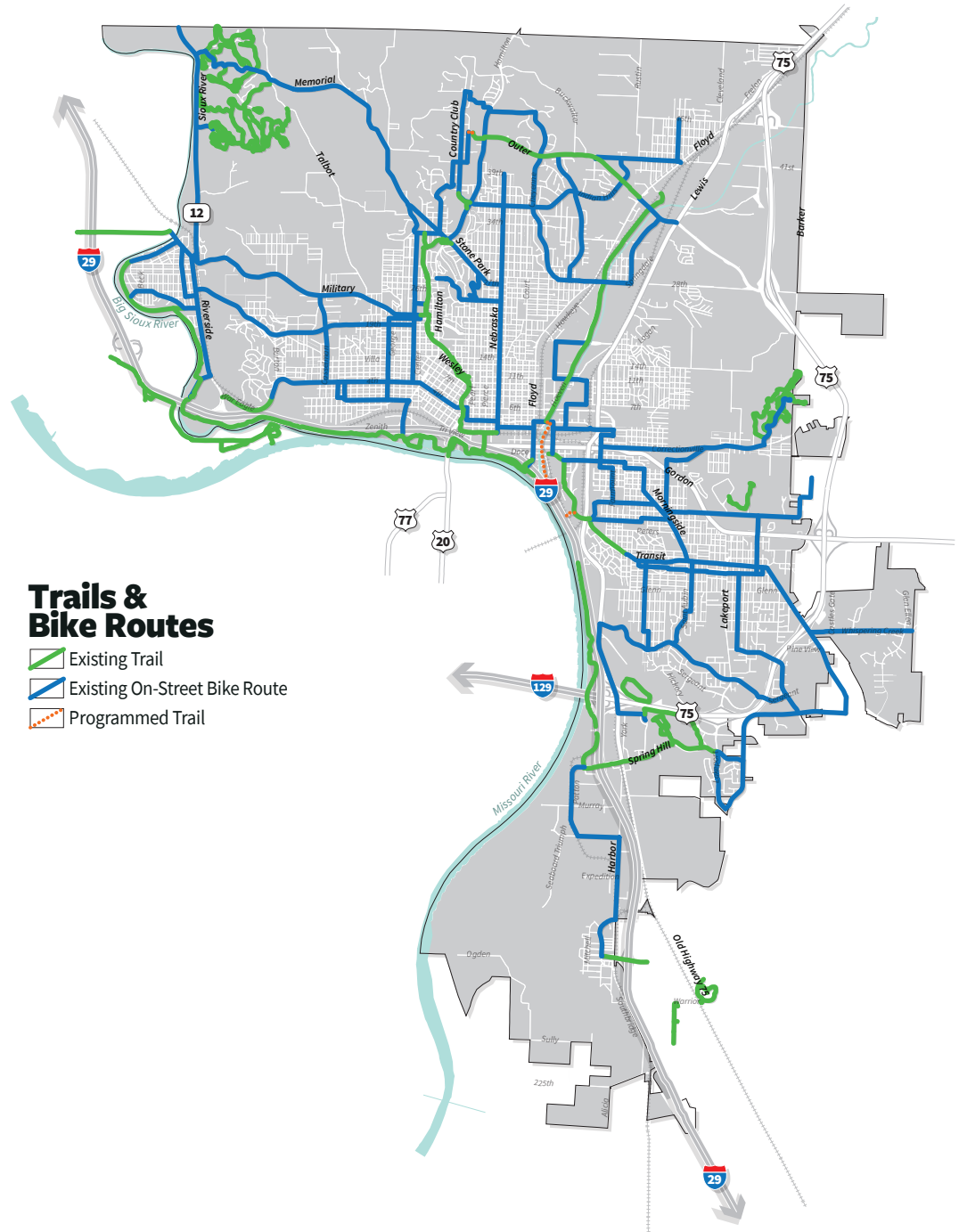


## Trails

Trails support active transportation, help make residents healthier, and reduce emissions. These are all key quality of life indicators for a community. Trail systems should be located in close proximity to residential areas and should connect users to areas of interest such as schools, parks, and shops. The City maintains 24 miles of trails, including off-street trails and on-street bike routes. Trail features include shelters, restrooms, drinking fountains, and parking areas, and are interspersed throughout the community.

Comprehensive Plan outreach participants frequently cited the City's trails system as a strength of the community and expressed a desire to see it expanded. The Parks and Recreation Department has upcoming improvement projects to the trail system including nine miles of paved trail and one and half miles of bike lanes. In addition to these planned improvements, the City also has several miles of proposed trails.

The City should continue developing its trail system with special consideration given to connecting to residential areas and regional trail systems. Emphasis should be on not only expanding the network of off-street dedicated trails but also formalizing existing routes. For example, while a complete network of bike routes is identified, very few routes are marked with signage or improved with bike lanes or other infrastructure. Projects to better mark existing routes and trails will further support new trail extensions and other improvements as they are constructed.







## Open Space

Open space includes unprogrammed natural areas which contribute to the natural beauty of Sioux City but are not intended for recreation. This includes areas set aside for conservation or preservation but are not intended for regular public access. Open spaces are often the result of the following:

- Topography or hydrology which make the areas difficult to develop.
- Scenic or important natural areas that the community wishes to preserve.
- The design and layout of residential subdivisions.

The City should continue to make the preservation of open space a key consideration as growth occurs. To accomplish this, the City should first perform a review of its open spaces to identify important areas to preserve. The preservation of open space is especially important as larger-scale developments are proposed. This can be accomplished through revising Title 24 Subdivision of the City Code to require a land dedication for open space as part of subdivision platting, or to incentivize best design practices as part of development that would support open space preservation. For example, the City should consider incentivizing cluster development that concentrates residential uses on a specific area of a property to reduce the overall footprint of development and preserve existing open space and natural areas.

## Recreation

Recreation facilities in Sioux City offer residents the space and programming needed to get active, become involved in sports and community-building activities, and supplement traditional parks with unique and entertaining amenities. Although most parks in the City offer opportunities for recreation, this section will focus on specific amenities which are accommodated in dedicated recreation facilities and sports fields.

### Sports Fields

The Parks and Recreation Department manages 34 baseball diamonds, 18 tennis courts, eight basketball courts, and 12 soccer fields. These facilities are fairly well distributed throughout parks in the community.

Outreach conducted as part of the Comprehensive Plan process highlighted a perceived mismatch between the kinds of sports fields available, and the types of sports today's youth enjoy. For example, many outreach participants believed that the City has too many baseball fields and too few soccer fields.

As part of a future Parks and Recreation Master Plan, the City should study field use to determine which parks are best suited for the development of soccer fields, and if it is appropriate to decommission unused baseball fields. In addition, the City should continue to analyze emerging trends in sports participation and develop a plan to address any gaps in service.

## Facilities

In addition to parks, Sioux City's Parks and Recreation Department manages five recreational facilities, including the Leif Erikson Pool, the Lewis Pool, the Riverside Pool, the IBP Ice Center, and the Long Lines Family Recreation Center. Together, these offer residents access to a variety of recreational activities as well as meeting rooms, sport courts, and other amenities.

Outreach participants expressed a desire to develop new, specialized recreation facilities such as an aquatics center and regional sports complex. One such facility is the under-construction Siouxland Expo Center, a multi-purpose venue that will provide 100,000 sq. ft. of flexible space for recreation and community events. Building upon the momentum of this project, the City should continue to study the viability of developing new recreation facilities, analyzing the possibility of locating new facilities in different areas of the community, with special consideration given to underserved areas.

As part of the recreation facility planning process, the City should engage the community to further evaluate the types of recreation options that residents desire and that will set Sioux City apart from other communities. Additionally, due to the high cost of developing recreational facilities, the study should include long-term planning and budgeting recommendations for the CIP.

## Stone State Park

Stone State Park is in the northwestern corner of the City, located entirely in the Loess Hills Scenic Byway and maintained by the Iowa Department of Natural Resources (IDNR). The park provides residents access to the Dorothy Pecaut Nature Center, three open picnic shelters, a day-use lodge, a campground, camping cabins, six miles of equestrian, bike, and snowmobile trails, and eight miles of hiking and cross-country skiing trails. The park is recognized nationally as an Urban Wildlife Sanctuary. A variety of animals, including wild turkeys, white tailed deer, coyotes, red foxes, turkey vultures, barred owls, rufous sided towhees, and other birds can be found on the park grounds.

Tremendous opportunity exists to maximize connections between the City and the park that will help encourage visitors to explore Sioux City. The City should identify key trail connections that will link Stone State Park with potential greenways in the community. Key connections could include extending trails from the Riverfront Park along the Missouri River, north along the Big Sioux River, and to the park. This extension could possibly create a loop between Downtown and the park to better support cycling in the area. In addition to increasing pedestrian and bicyclist connections, the City should:

- Develop a wayfinding campaign that would direct visitors to the park to other key destinations in Sioux City such as the Downtown.
- Work with the Iowa Department of Natural Resources, which manages the park, to identify partnership opportunities.



## Environment & Sustainability

Protecting the environment and promoting sustainability is key to fostering a healthy, clean, and attractive city. Sioux City has undertaken numerous water, land, and air conservation efforts to ensure the community will be a thriving, desirable place to live in the long term and to help preserve its natural environment. However, efforts to more thoroughly coordinate ongoing and future projects will help establish a unified dedication to sustainability within the community and ensure that Sioux City can preserve and enhance the environment while continuing to grow and evolve. Successful implementation of green practices will be reliant on collaboration between the City, residents, businesses, regional agencies, and other stakeholders within the community.

### Loess Hills Scenic Byway

Located along Iowa's north-western border, Sioux City is defined by its location within the Loess Hills, resulting in extreme topography and a variety of distinct environmental features. The Loess Hills are a unique geological feature that begin a few miles north of Stone State Park and extend through Sioux City to south of the Iowa-Missouri border, collectively known as the 220-mile long Loess Hills Scenic Byway.

The hills were formed between 18,000 and 150,000 years ago through glacial action that pulverized rock into fine quartz particles. The picturesque landscape is primarily composed of windblown soils that form narrow ridges and steep bluffs.

The City should aim to better utilize the Loess Hills Scenic Byway as a community asset and environmental feature that should be protected, preserved, and enhanced. This should include conservation as well as efforts to incorporate the Scenic Byway as a branding component and something that sets Sioux City apart from other communities. To better leverage the Loess Hills Scenic Byway, the City should consider the following recommendations:

- Work with the Parks & Recreation Department to incorporate the Loess Hills Scenic Byway as a recreational amenity. This could include new parks that take advantage of the Loess Hills Scenic Byway and unique geological features as well as programs that explore and teach individuals about the region.

- Consider the Loess Hills Scenic Byway as part of new trail connections, aiming to incorporate topographic features, such as the bluffs of Sioux City, as part of the trail network and provide access to important destinations such as Stone State Park, War Eagle Monument, or Sgt. Floyd Monument.
- Work with neighboring communities and regional organizations to promote the Loess Hills Scenic Byway and emphasize this asset as part of Sioux City, such as gateway features, wayfinding signage, regional trail improvements, and branding.
- Incorporate the Loess Hills Scenic Byway as part of branding efforts for the City, promoting Sioux City and the surrounding region as a gateway to the Loess Hills Scenic Byway. This could include branding and promotional materials as well as events and activities that utilize the Loess Hills Scenic Byway as a focal point and support related tourism.
- Review and update development regulations to minimize impacts to important geological features that are part of the Loess Hills Scenic Byway, such as bluffs, rocky outcroppings, and natural areas.

### Ongoing & Recently Completed Projects

The City has made several recent efforts to increase community-wide sustainability and implement best management practices (BMPs) within Sioux City, including the following:

- Ravine Park Watershed Improvements. Beginning in 2014, the City has undertaken watershed improvements in Ravine Park to restore natural hydrology and prevent damage through stream stabilization. The City completed in-stream improvements in 2017, including the protection of three critical banks with two wood-sod mats. Maintenance activities, including invasive vegetation removal and controlled burning, will be ongoing. These efforts will further reduce channel erosion and restore this area to the preferred Oak Savannah.
- Promenade Improvement Project & River Soccer Complex Biocell Project. In 2017, the Iowa Department of Agriculture and Land Stewardship funded two Urban Water Quality Initiative Projects that incorporated bioretention cells (biocells) featuring native plant landscaping. In addition to beautifying the sites, the biocells attract pollinators, infiltrate stormwater runoff, and filter pollutants in the water during heavy rainfall.



- Southern Hills Mall Biocell Project. In 2018, two large biocells were incorporated at Southern Hills Mall. These projects are part of the Ravine Park Watershed Improvements Project and further reduce and slow the amount of runoff entering the ravine.
- Siouxland Expo Center & Chris Larson Park Biocell Projects. In 2019, the City received grants to assist with incorporating biocells at the Siouxland Expo Center and Chris Larsen Park, which will be connected by a new trail. The City plans to construct a “green roof shelter” that uses soil and native plants to reduce runoff.
- Prairie Park. Fall 2018, the 32-acre Prairie Park opened, located southeast of the Wastewater Treatment Plant. The park’s large pond serves to collect, store, cool, infiltrate, and filter stormwater runoff from the 250 acres of commercial and residential property in Morningside. The park contains about 110 species of native flowers, including the butterfly milkweed, smooth blue aster, wild bergamot, pale cone-flower, prairie blazing star, and goldenrod.
- Renewable Fuels Project. To be completed in 2019, a \$9.1 million project is underway to capture, clean, and re-purpose methane gas produced as a byproduct during the treatment process at the Sioux City Wastewater Treatment Plant. The compressed gas would then be sold as renewable natural gas (RNG). Once the equipment is active, the program is projected to generate renewable fuel equal to 2,631 gallons of gasoline per day, creating \$4 million in revenue for the City annually.
- Litter Dash. This annual event encourages residents, businesses, schools, and community organizations to volunteer to clean up and beautify the City. Various litter clean up locations were organized throughout the City and participants worked in groups to remove trash and promote an anti-litter message.
- Re-Event. Environmental Advisory Board hosts a semi-annual electronics recycling event open to all community members. Fees are charged per item to cover dismantling and disposal costs. Several items are accepted at the event to highlight the fact that many items not recyclable curbside may be recycled by other means.

## Sustainability

Though the City has made significant efforts in support of the environment and sustainability, the City has no dedicated framework or plan to guide sustainable efforts within the community. As a result, many of the completed and ongoing projects were undertaken by individual departments but are not complimented by supporting efforts. Moving forward, the City should develop a clearly defined approach to sustainability and conservation within Sioux City. This could include a stand-alone plan that sets goals and objectives for sustainability, communicates the City’s vision for conservation of the environment, and helps to coordinate efforts both internal for the City as well as external with regional organizations and partnerships, business owners, major employers, and other stakeholders. A sustainability plan will also educate residents about sustainable best practices and inform public officials on how the City can continue to grow while protecting the surrounding environment.

As a first step toward better coordinated sustainability three guiding concepts were identified: Clean Water, Clean Air, Clean Land. Each is supported by potential projects and recommendations that could guide short-term efforts for sustainability within the community or be incorporated as part of a dedicated plan.

## Clean Water

Maintaining clean water is essential to supporting good health, supplying drinkable water, protecting natural environments and habitats, and providing recreational opportunities. This requires management of watersheds and their tributaries as well as protecting the water that reaches groundwater supply. It is critical that the City continues to make efforts to reduce stormwater pollutants and implement sustainable water management practices. To achieve this, the City should consider the following:

- Regularly review existing watersheds and water bodies to identify necessary projects to improve and preserve water quality, with an emphasis on water bodies that the IDNR has listed as impaired.
- Sioux City is designated as a Municipal Separate Storm Sewer Systems (MS4) city, which requires the City to obtain a permit from the IDNR to discharge stormwater. The City should continue to adhere to MS4 regulations and complete watershed assessments as required.
- Support and promote innovative stormwater management efforts that increase infiltration, reduce runoff, and improve water quality.
- Identify opportunities to implement water quality improvements in City capital improvement projects.
- Revise the Municipal Code to require conservation design practices and stormwater management systems in future developments.



### **Clear Air**

Contaminated air can lead to numerous health issues and is detrimental to the environment. The youngest and oldest residents are especially susceptible to air pollution health risks, including asthma, lung cancer, and diabetes. The City should play an active role in improving air quality within its jurisdiction to improve living conditions for its residents and contribute to the global effort to reduce air pollution.

- Work with the Iowa IDNR to enforce the regulations of the Clean Air Act and identify industrial and commercial uses that are exceeding pollutant emission standards.
- Work with the Environmental Protection Agency (EPA) to utilize the New Source Review (NSR) program to create incentives for new heavy industrial developments or existing developments undergoing modifications to install pollution control equipment.

- Continue to implement complete streets and infrastructure for active modes of transportation while improving public transit to reduce reliance on cars and decrease the City's carbon footprint.
- Work with Sioux City Transit System to retrofit public buses and install particle filters to reduce exhaust fumes.
- Seek opportunities to expand the City's tree canopy, which naturally removes particulate matter, carbon monoxide, and other pollutants from the atmosphere while having a cooling effect to reduce urban heat islands.
- Seek opportunities to "green" the City by installing green roofs and moss walls to further filter particles out of the air.
- Promote walkable neighborhood designs within the City to eliminate the need to drive and reduce carbon monoxide and other greenhouse gas emissions.
- Incentivize the construction of Leadership in Energy and Environmental Design (LEED) certified buildings and promote practices that reduce energy consumption in buildings.

### **Clean Land**

Clean land is essential in maintaining an attractive City, conserving land, and supporting healthy ecosystems. Land conditions have a close relationship with the quality of the City's water, air, tourism, wildlife, and recreation. Land conservation requires ensuring trash produced daily does not end up in outdoor spaces and is properly disposed of. The City should undertake the following recommendations to protect its land and ensure the foundation on which it is built is well protected:




- Encourage waste reduction in commercial projects.
- Improve the City's recycling system by sending out educational pamphlets to residents and businesses on how to correctly recycle, creating a compost program, and placing recycling trash receptacles throughout the City.

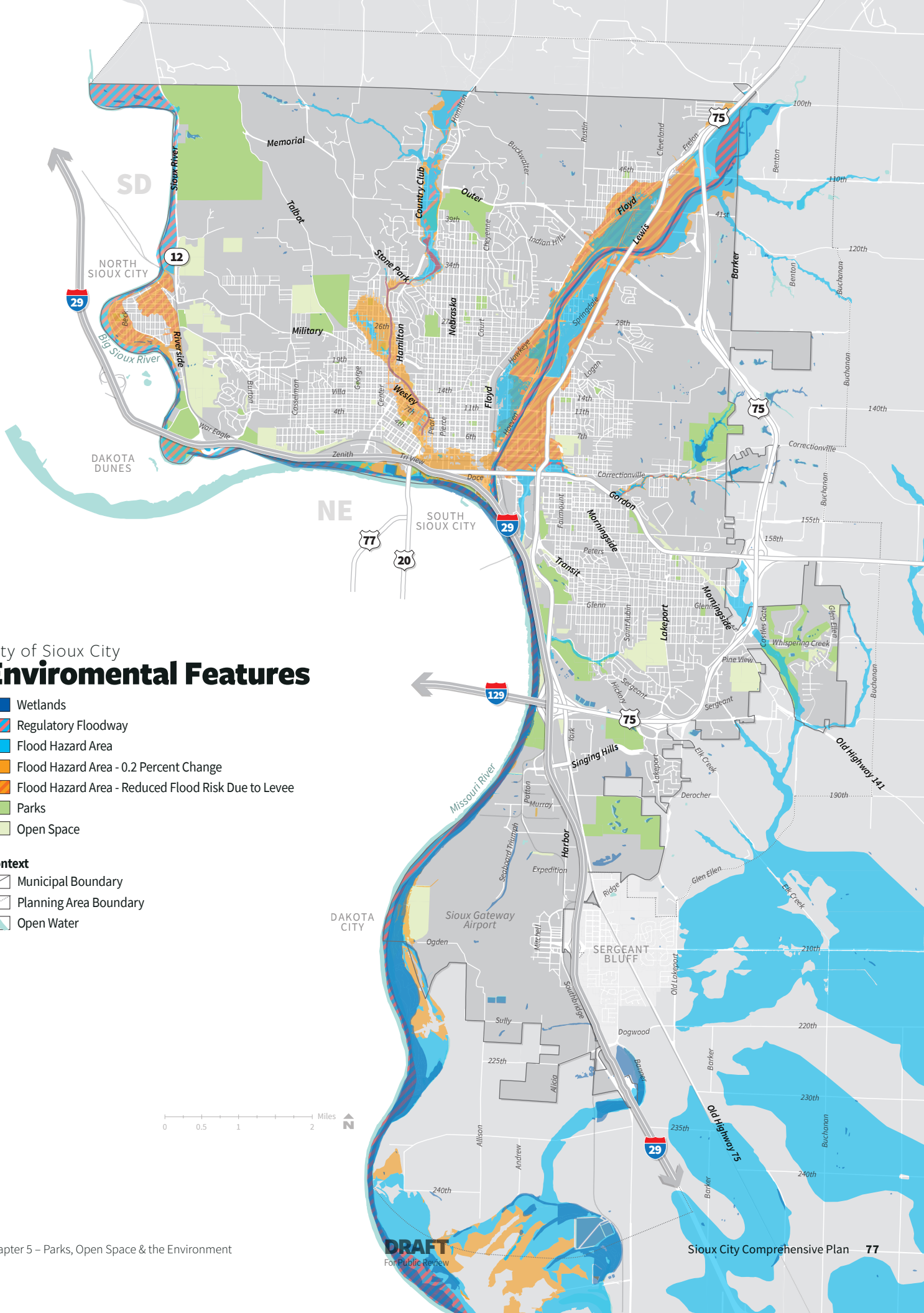
- Explore a pay-as-you-throw program for residential garbage collection as an incentive for recycling where residents are charged for municipal trash collection based on the amount of non-recyclable trash thrown away.
- Promote the hazardous waste disposal program available at the Sioux City Citizen's Convenience Center.
- Encourage residents to reuse by promoting donation stores such as Habitat for Humanity ReStore, which resells donated home goods and appliances at affordable prices while reducing landfill.
- Actively seeks opportunities to reduce waste in City projects and work with future developments to apply best solid waste management practices for construction and demolition waste.

# City of Sioux City Environmental Features

-  Wetlands
-  Regulatory Floodway
-  Flood Hazard Area
-  Flood Hazard Area - 0.2 Percent Change
-  Flood Hazard Area - Reduced Flood Risk Due to Levee
-  Parks
-  Open Space

## Context

-  Municipal Boundary
-  Planning Area Boundary
-  Open Water







# Community Facilities & Infrastructure

*As an established community, Sioux City is well served by a variety of community facilities and a vast but aging infrastructure system. The local government, emergency services, education system, and infrastructure are essential to the high quality of life enjoyed by Sioux City residents. This chapter provides an overview of the community facilities and infrastructure in the community and identifies recommendations to meet current and future demand.*



## Government

The Sioux City governing structure consists of a five-member City Council with an appointed Mayor, complemented by a City manager. The council is responsible for developing and enacting policy, ordinances, and resolutions, with support from 21 topic-specific boards, commissions, and committees. City staff is, in turn, responsible for implementing policy and managing the daily operations of municipal government. Staff comprises 30 departments, which are located throughout the City.

## City Government Facility Needs Assessment

As the City's population continues to grow, with a 4.7 percent projected increase by 2022, demand on City services will also grow. It is recommended that the City appropriately focus on and fund necessary maintenance and renovation of City owned facilities to ensure that Sioux City can meet future demand for services. A facility needs analysis should be conducted that quantifies the existing needs of each City department in comparison to the capacity to expand facilities and services to accommodate future population growth.

## Downtown Civic Uses

Beyond local government, Downtown Sioux City performs a significant civic role for non-local government and is a major draw for visitors from throughout the region. The Downtown is home to state, county, and local government buildings including, an Iowa Department of Corrections office and the US District Court House for Northern Iowa. As the seat of Woodbury County, various county departments are located Downtown including, the Woodbury County Courthouse.

Civic uses are a major employer and economic driver for the Downtown and Sioux City as a whole. Many of these civic institutions have been in the Downtown for several decades and occupy aging structures that may face issues with functional obsolescence. As the needs of these civic institutions change over time, it may not be possible to accomplish needed facility upgrades and renovations without relocating to a new structure. It is recommended that the City of Sioux City carefully monitor and coordinate the needs of these different entities to ensure that the City has the opportunity to work creatively and diligently to retain these uses that drive employment and visitor traffic in the Downtown.

## The Neighborhood Network

The Neighborhood Network is a coalition of neighborhood groups in Sioux City that work cooperatively with City staff to address important concerns facing the community. The Network holds regular meetings, hosts community events and activities throughout the year, and promotes cooperation between residents and City Hall to solve issues within Sioux City. Currently, the Neighborhood Network is composed of the following groups:

- Greenville Pac
- Jones Street Neighborhood Coalition
- Mid-City Neighborhood Coalition
- Leeds Neighborhood Coalition
- Riverside Pac
- Westside Neighborhood Coalition
- Crescent Park Neighborhood Coalition
- Near Westside Coalition

Moving forward, the City should continue to support the Neighborhood Network and work with this organization as a valuable resource to address issues both within specific neighborhoods and facing the community as a whole.

## Emergency Services

Emergency services and amenities include fire rescue and police protection that ensure a high quality of life in the community.

### Fire Rescue

Established in 1888, Sioux City Fire Rescue provides emergency fire response and prevention services, as well as medical ambulance services beginning in 2018. The department comprises four divisions, administration, operations, prevention and education, and training. The agency provides many services and programs for Sioux City residents, including a citizen's fire academy, car seat installations, fire extinguisher training, fire safety presentations, and station and rig tours.

In 2016, Sioux City received an ISO Class 1 rating for fire rescue services, the best possible rating, making Sioux City the first community in Iowa and one of just over 200 in the country (representing less than 0.2 percent of the nation's departments) to receive such accreditation. This excellent ISO rating has a direct impact on fire insurance premiums paid by homeowners and businesses and is truly a unique benefit to locating in Sioux City. The ISO rating should be considered for inclusion in economic development promotional materials developed by the City.





## Police Department

The Sioux City Police Department consists of 125 sworn officers and 25 civilian personnel. The department has a gold standard accreditation through the Commission on Accreditation for Law Enforcement Agencies. The department's 125 officers represent a ratio of 1.5 officers per 1,000 residents. This is equal to the average of 1.5 officers per 1,000 residents reported by the FBI's Uniform Crime Reporting (UCR) Program for communities of similar size in the Midwest.

### *Community Policing and Neighborhood Watch Program*

Despite the department's high rating and adequate staffing levels, crime and safety were identified as top concerns among participants throughout in-person and online outreach efforts. Between December 1, 2017 and December 1, 2018, the City experienced 301 thefts, 80 residential burglaries, 40 commercial burglaries, 27 individual robberies, 80 aggravated assaults, nine sexual assaults, and one homicide. These types of crimes are not only dangerous for those people directly involved, they also impact the community's perception of safety throughout the City.

To address the real and perceived issues of crime and safety, it is recommended that the City work with neighborhood associations and other civic groups to establish a neighborhood watch program. Such a program would help to empower the community to make their neighborhoods more safe and would facilitate communication between residents and police. The police department currently practices a community team policing approach wherein the City is divided into nine distinct patrol areas that are staffed by a dedicated team of officers. The City could identify a formal reporting mechanism such as a monthly meeting with the patrol area sergeant for neighborhood watch members to report and coordinate efforts with the department. The neighborhood watch program could also facilitate the reporting of code violations and other maintenance issues to help with the perception of crime and safety throughout the City.

## Education

Youths in City of Sioux City from kindergarten through high school are served by one public school district and several private schools. In addition to primary and secondary schools, Sioux City is home to four institutions of higher education.

### Public Schools

The Sioux City Community Schools District provides public education within Sioux City. The District was widely cited as an asset to the City throughout community outreach. The District operates 21 schools including:

#### Elementary Schools

- Bryant Elementary School
- Clark Early Childhood Center
- Hunt Arts Plus Elementary School
- Irving Dual Language Elementary School
- Leeds Elementary School
- Liberty Elementary School
- Loess Hills Computer Programming Elementary School
- Morningside STEM Elementary School
- Nodland Elementary School
- Perry Creek Elementary School
- Riverside Elementary School
- Spalding Park Environmental Sciences Elementary School
- Sunnyside Elementary School
- Unity Elementary School

#### Middle Schools

- East Middle School
- North Middle School
- West Middle School

#### High Schools

- East High School
- North High School
- West High School

The District serves more than 14,500 students who speak more than 25 languages at home. The District has a strategic plan to guide their decision making through 2022. The plan includes several goals, including:

- Provide relevant, rigorous, and innovative academics
- Provide safe, healthy, and supportive learning environments
- Attract and support highly effective teachers, leaders, and staff
- Practice effective, efficient, and sustainable best practices
- Strengthen school, family, and community engagement

Currently, the District does not have plans for new schools or larger facility expansions. The City should continue to coordinate with the School District to ensure that they have the necessary resources to accomplish their goals and improve the quality of schools in Sioux City.



### **Planned Projects**

In the past several years, the School District has been working diligently to upgrade and replace outdated school buildings. This process has included the vacation or razing of several buildings in order to accommodate new development including, Longfellow Elementary, Roosevelt Elementary, Bryant Elementary, Joy Elementary and Whittier Elementary. New schools, Spalding Elementary, Morningside Elementary, Everett Elementary, and Hunt Elementary, are accommodating students who once would have attended the closed schools. School properties that were not demolished, like Whittier Elementary, were sold to private development firms, or nonprofits. Several of these properties are being rehabilitated and reused for multifamily housing such as Joy Elementary, Central High School, Central High School Annex, Whittier Elementary, and Everett Elementary. Other adaptive reuses of old school buildings in Sioux City include a church and theater.

Should the School District close school additional buildings, the City should encourage that they continue to be renovated and reused as multifamily housing units or other creative solutions. Old school buildings are suited for multifamily as they are well integrated into neighborhoods and are served by existing infrastructure.

### **Growth & Coordination**

School facilities represent community assets that anchor surrounding neighborhoods and can drive investment in housing. Schools also represent an intense land use with the potential to generate traffic volumes and consume utilities at rates similar to commercial development. As residential development occurs and the Sioux City community continues to grow, it is important that the City work cooperatively with the School District to ensure that shifting and expanding student enrollment and the facility expansion needed can be accommodated. The City should work with the District to identify locations for new schools within the residential growth area, as well as infill locations where new or expanded schools are needed to better serve existing neighborhoods. Decisions regarding potential future school facility locations and expansions should be informed by the Land Use Plan and Housing and Residential Areas Framework.

### **Private Schools**

Public education is complimented by a variety of private schools within Sioux City. Some of the larger private schools include:

- St. Paul’s Lutheran School
- Holy Cross Catholic School
- Mater Dei School
- Bishop Heelan Catholic School
- Siouxland Christian School

This list does not include all private schools within the community. Enrollment in private schools within Sioux City was estimated to be approximately 1,800 students in kindergarten through high school. Similar to the public school district, the City should continue to foster relationships with these schools to ensure that their future needs for space and maintenance are met.

### **Higher Education**

Sioux City is home to four institutions of higher education including:

- Western Iowa Tech Community College
- Briar Cliff University
- Morningside College
- St. Luke’s College

Other than Western Iowa Tech Community College, which is a comprehensive community college, these institutions are private religious schools. All represent significant investors and stakeholders within the community and ample opportunity exists to better leverage these assets.



### Workforce Training

The City should continue to partner with these institutions to offer life-long learning programs to residents, English as a Second Language classes for the City’s Spanish speaking population, and workforce training opportunities for students. Currently, only Western Iowa Technical Community College offers workforce training programs. Their program prepares students for careers in local manufacturing and food processing companies as well as offering worker cross-training, skills upgrading, and continuing training for current employees of Sioux City companies.

As economies shift it is essential that Sioux City innovate and expand its workforce training opportunities. The City should continue working with Western Iowa Technical Community College and explore partnerships with other higher education institutions to offer cutting edge training that proactively addresses the needs of Sioux City companies as technology continually evolves. Additional workforce training opportunities should be targeted towards key economic sectors in the community such as healthcare. As the population in Sioux City continues to age, higher demands will be placed on the healthcare system, creating more opportunities for growth and expansion in this field. A steady stream of skilled workforce will help Sioux City maintain its position as a healthcare hub.

### Strengthen Campus Connections

Potential exists to improve the physical connection between area colleges and universities and surrounding neighborhoods while better leveraging student traffic to anchor development. Collectively, student enrollment at Sioux City’s higher education institutions is over 9,000 and the majority of these students commute.

In accordance with the Land Use Plan, the City should coordinate with higher education providers to promote additional housing near campuses as well as commercial development to better serve the retail and service needs of students. As the physical footprint of colleges and universities changes and related development occurs, it is vital that the City also coordinate with residents in surrounding neighborhoods to ensure that new development does not have a negative impact on community character. The City should also consider partnering with area colleges and universities and appropriate transportation agencies to develop access and circulation plans to reduce local congestion.

### Brain Drain

Brain drain, also referred to as human capital flight, occurs when people who have received advanced training leave their hometowns in search of greater opportunity. Research shows that very few college graduates, with the exception of those educated in major metropolises, remain in the city in which they studied after graduation. This phenomenon was also widely cited as an issue during online and in-person outreach.

Reversing brain drain can be a challenging and multifaceted undertaking. It is recommended that the City not only focus on retaining the students from the four colleges and universities in the community, but also work to attract young professionals regardless of whether they studied in Sioux City, grew up in Sioux City but attended college elsewhere, or have no previous ties to the community.

To accomplish this, it is recommended that the City build upon the economic development programs that are already in place, such as Start Up Sioux City and the Small Business Development Center and take more comprehensive approach. Several strategies to accomplish this include:

- Establishing a clear platform for young professionals to learn about employment opportunities in the City.
- Continuing work to revitalize the Downtown to make it a fun, attractive mixed-use neighborhood.
- Continuing improvements to the trail and sidewalk network to enhance connectivity and reduce the need for a car.
- Emphasizing the low cost of living relative to many cities of a similar size.



## Healthcare Services

Sioux City has a well-established network of healthcare services including the June E. Nylen Cancer Center, Mercy Medical Center, Siouxland District Health, Siouxland Community Health, Unity Point Health – St. Luke’s, and many private clinics, medical offices, and independent, senior care, and assisted living facilities. These facilities are primarily concentrated in the central portion of the City, within and surrounding the Downtown. In addition, Mercy Medical Center is home to the only level II trauma center in Western Iowa.

## Maintain & Enhance Healthcare Districts

In addition to being critical sources of employment, large service providers like the June E. Nylen Cancer Center are regional draws to the City and support numerous ancillary medical service providers such as labs, outpatient facilities, and other medical offices. Similar to higher education institutions, the City should work with these providers to better integrate into surrounding areas and provide amenities that enhance the visitor experience. Commercial, mixed-use, and multifamily development should be encouraged in areas surrounding major healthcare facilities in accordance with the Land Use Plan. Streetscaping and wayfinding improvements should also be targeted in such areas to enhance pedestrian safety, provide a more attractive environment for visitors, employees, and local residents, and improve the physical connections between area healthcare facilities and surrounding development.

## Healthcare & Economic Development

Healthcare and social services is the largest employment sector in the City, accounting for 16.5 percent of the total workforce, or approximately 6,686 jobs. Sioux City should continue working to attract and retain healthcare service providers, especially providers who will locate in under-served areas in the community. Additionally, the City should work to foster relationships with healthcare providers to improve the health of residents throughout the City.

Opportunities for partnership include:

- Developing a healthy food program to educate residents about the importance of good nutrition and healthy food options.
- Supporting the expansion and renovation of all service providers as needed to help improve and increase services in the City.
- Collaborating with service providers to develop strategies to market the City and providers to potential employees both regionally and nationally.

# City of Sioux City Community Facilities

## Government

- 1. Iowa Department of Transportation
- 26. Juvenile Court Services
- 29. Woodbury County Jail
- 30. City Hall
- 34. U.S. District Court
- 35. Iowa Correctional Facility
- 36. Sioux City Water Treatment
- 43. U.S. Post Office
- 63. U.S. Army Department
- 64. Sioux City Wastewater Treatment
- 65. Sioux Gateway Airport / Colonel Bud Day Field
- 66. Sioux City Air National Guard Base / 185th Air Refueling Wing
- 67. Iowa Army National Guard Readiness Center

## Emergency Services

- 2. Fire Station 7
- 13. Fire Station 4
- 16. Fire Station 8
- 22. Fire Prevention & Police Department
- 25. Fire Station 1
- 48. Fire Station 3
- 54. Fire Station 6
- 61. Fire Station 5

## Library

- 12. Sioux City Public Library - Perry Creek Branch
- 33. Sioux City Public Library - Aalfs Downtown Library
- 53. Sioux City Public Library - Morningside Branch

## Cultural and Entertainment

- 21. LaunchPAD Children's Museum
- 31. Sioux City Orpheum
- 32. Sioux City Convention Center
- 37. Sergeant Floyd River Museum and Lewis & Clark Interpretive Center
- 38. Tyson Event Center
- 39. Sioux City Art Center
- 41. Sioux City Public Museum

## Hospital

- 11. Unity Point Health - St. Luke's
- 27. Siouxland Community Health Center
- 28. Siouxland District Health
- 40. June E. Nylen Cancer Center
- 44. Mercy Medical Center

## Public School

- 3. Leeds Elementary School
- 4. North Middle School
- 5. North High School
- 6. Clark Early Childhood Center
- 7. Perry Creek Elementary School
- 9. Bryant School
- 10. Hunt Elementary School
- 15. Riverside Elementary School
- 17. West Middle School
- 18. West High School
- 19. Loess Hills Elementary School
- 20. Liberty Elementary School
- 42. Sioux City Community School District Educational Service Center / Sioux City Career Academy
- 46. Irving Elementary School
- 47. Unity Elementary School
- 50. Spalding Park Elementary School
- 57. Sunnyside Elementary School
- 58. East Middle School
- 59. East High School
- 60. Nodland Elementary School
- 62. Morningside Elementary School

## Private School

- 8. Holy Cross Catholic School
- 23. Bishop Heelon Catholic High School
- 24. Bishop Heelon Catholic High School - Memorial Field
- 45. St. Paul's Lutheran School
- 51. Mater Dei Immaculate Conception Center
- 56. Siouxland Christian School

## Institutional

- 14. Briar Cliff University
- 49. Western Iowa Tech Community College
- 52. Morningside College
- 55. Western Iowa Tech Community College - Industrial Technology Center

## Context

- Municipal Boundary
- Planning Area Boundary
- Open Water

## Infrastructure

Infrastructure is a significant contributor to the overall quality of life enjoyed by Sioux City residents. Infrastructure includes the critical systems that deal with water treatment and distribution, wastewater collection and treatment, as well as stormwater and flood management. The condition and capacity of these systems are critical to the quality of life and economic vitality of the City.

## Water Treatment & Distribution

Sioux City residents, businesses, and industries use an average annual water use range of 10.1 to 13.7 million gallons of water every day. To meet this high demand, the City operates and maintains two groundwater treatment plants. The Zenith and South-bridge Regional Water Treatment Plants are in reasonable physical condition and operate well, with the capability of treating approximately 40 million gallons of water per day, well above the demand of users. The additional water serves neighboring communities in the region including South Sioux City, Dakota Dunes, and Sergeant Bluff.

The City's two groundwater treatment plants are served by 10 groundwater wells. These wells collect groundwater from the Dakota Sandstone Aquifer and the Missouri River alluvium formations. The wells are located throughout the City, including within Chris Larsen Park and Riverside Park as well as south of the Sioux Gateway Airport. They are capable of producing 41 million gallons of water per day.

After water is appropriately treated, the City's distribution system delivers it to users. The network is made up of more than 475 miles of 2" to 36" diameter water main and currently consists of five service areas, which help to ensure that consistent water pressure is delivered throughout the City. The distribution system currently meets the demands of users; however, approximately 30 percent of existing mains are beyond their expected useful life of 60 years. In addition, storage tanks and booster stations need replacement and maintenance. The City has anticipated the need to replace this infrastructure and includes these projects in the annual CIP.

In addition to the CIP, the City finalized a Water System Master Plan in early 2019 to plan for water treatment and distribution improvement needs for the next several years. The plan identified the business/commercial areas in the distribution system and shows the limits of the existing water main.

## Meeting Future Demand

As the City continues to grow, it is necessary to update and improve the water treatment and distribution infrastructure to maintain a high quality of service for residents, businesses, and industries. To accomplish this, the City should:

- Implement improvements identified within the Water System Master Plan to ensure the groundwater wells, treatment plants, and distribution system keep up with the City's current and anticipated growth and demand.
- Implement an assessment and replacement program, with replacement priority given to segments identified as deficient due to material for age or based on main breaks.
- Continue to annually budget for unanticipated water main needs and emergency water main replacement until all rehabilitation projects are complete.
- Continue to monitor water infrastructure as new development occurs to ensure projected demand can be accommodated.
- Replace water mains in conjunction with street projects to ensure greater economic benefit of City funds.

## Wastewater Collection & Treatment

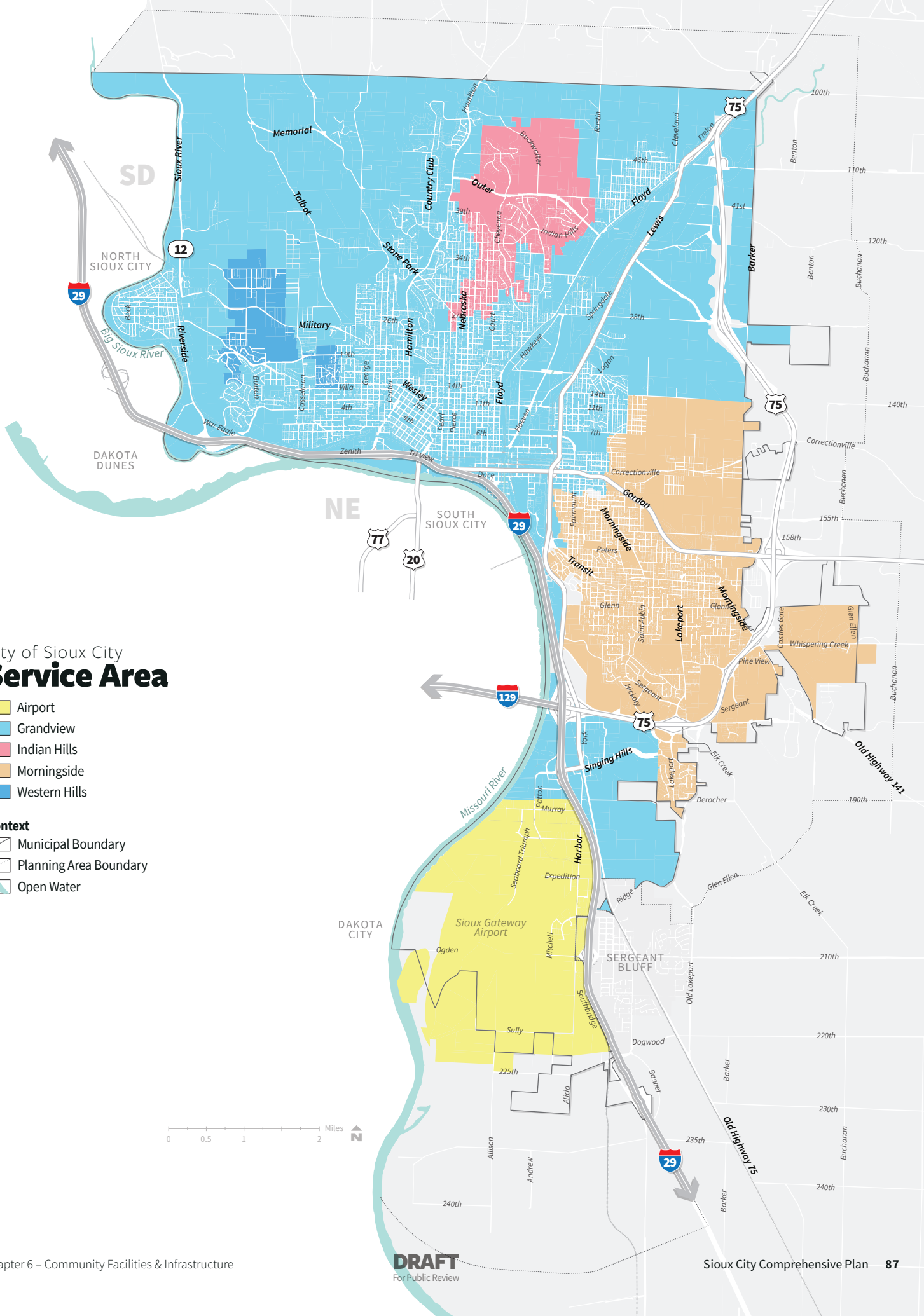
The City's collection system and treatment plant serves Sioux City and the surrounding communities of North Sioux City, Dakota Dunes, South Sioux City, and Sergeant Bluff. Sewage Treatment Agreements are currently under negotiation but will be in place for a minimum of four more years. Sioux City currently has 31 permitted industries, identified by the EPA as the largest concentration of food industries in the United States. The combination of food industries and demand from surrounding communities places significant demand on the City's Wastewater Treatment Plan (WWTP). As a result, the WWTP has minimal capacity for growth and the City is unable to issue new permits for service.

# City of Sioux City Service Area

- Airport
- Grandview
- Indian Hills
- Morningside
- Western Hills

### Context

- Municipal Boundary
- Planning Area Boundary
- Open Water





### **Wastewater Collection System**

After water is treated, distributed, and used, it is collected through a network of lift stations, siphon systems, and pipes of varying size, age, and material. Most of the collection system is aging and contains vitrified clay pipe, which can crack as it ages. These cracks, leaky joints, and manholes are major contributors to groundwater infiltration into the collection system, which increases the volume of wastewater being treated, especially during major storm events.

The City's sewer interceptor network is made up of more than 362 miles of 6" to 60" diameter sanitary sewers with nearly 6,900 manholes. Due to Sioux City's industrial users, various areas in the collection system were designed to handle maximum flow and are oversized. As a result, these areas cannot maintain velocities to keep solids from settling in the pipes, which contribute to odor issues and loss of collection system capacity. To address these issues, the City annually budgets for sanitary sewer interceptor cleaning. In addition, the City has several condition assessment projects planned in the future to identify improvements and plan for annual pipe lining and manhole rehabilitation projects in an effort to stay ahead of the aging collection system.

### **Wastewater Treatment Plant**

The City's WWTP was the first of its kind in the State of Iowa with nutrient removal. The facility is located on Lewis Boulevard/Business Highway 75 and was originally constructed in 1961. Major process upgrades and improvements were completed in 1999 as well as major rehabilitations in 2006 and 2014. The plant currently operates well and is in reasonable physical condition with the capability of treating wet weather flow of 17.6 million gallons per day and average dry weather flow of 15.9 million gallons per day, which is then discharged into the Missouri River. The average regular flow is approximately 12.5-13 million gallons per day.

The City has a unique renewable fuel project that will be completed in 2019. The system will clean and compress methane, which is a natural byproduct of wastewater solids treatment, and make renewable fuel. The fuel will be injected into a nearby gas transmission line and sold to generate revenue. The amount of renewable fuel produced is projected to offset the fuel that 2,800 cars would use annually. Carbon dioxide will also be removed and reused. Previously these gases were flared into the atmosphere.

### **Meeting Future Demand**

The City has increased its staff to operate and maintain the collection and treatment systems. The City has also implemented an Asset Management Plan and has completed several projects to renew, modify, expand, and upgrade various processes at the WWTP. A key project that has been approved is upgrades to the digesters, which will give the plant an additional 18 percent capacity. Planning and updating the Sanitary Sewer Collection System Master Plan is scheduled for 2020. The Master Plan will provide a complete evaluation of major trunk sewers, lift stations, and siphons, and will recommend projects over the next 20 years.

With industrial growth anticipated to continue in Sioux City, the community will face growing demand for wastewater collection and treatment services. To address this, the City should seek long-term construction of a satellite wastewater treatment facility with capacity for 7-million gallons per day WWTP in either the Southbridge or Bridgeport Industrial Park. This will help address wastewater management for industrial users, particularly in growth areas south of the Sioux Gateway Airport.

To address future growth and increased demands, the City should:

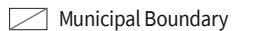

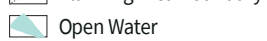
- Continue to implement interceptor cleaning at a frequency necessary to address resulting issues.
- Continue to implement rehabilitation recommendations as reported with the cleaning projects and as identified in the Master Plan.
- Continue to monitor wastewater infrastructure and WWTP as new development occurs to ensure projected capacities can be accommodated.
- When possible, sanitary sewer should be replaced in conjunction with street projects to ensure greater economic benefit of City funds.



## City of Sioux City Water Mains

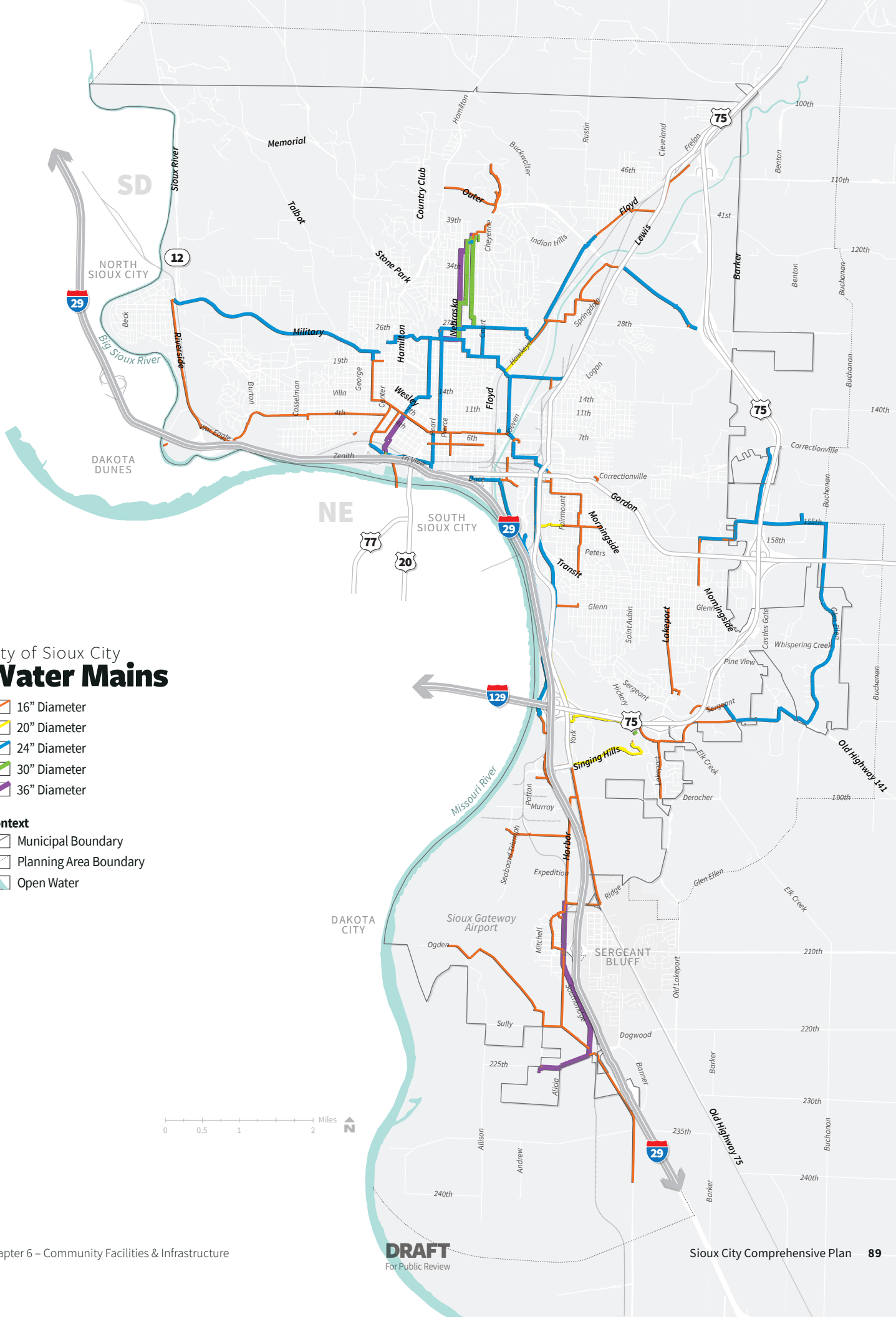
-  16" Diameter
-  20" Diameter
-  24" Diameter
-  30" Diameter
-  36" Diameter

### Context

-  Municipal Boundary
-  Planning Area Boundary
-  Open Water



**DRAFT**  
For Public Review





## Storm Drainage & Flood Infrastructure

In addition to water and wastewater treatment infrastructure, the City operates and maintains a system of storm sewers, open channels, regional detention facilities, and pump stations to ensure that stormwater is efficiently moved out of the community to reduce flood impacts. The storm sewer system consists of 228 miles of 8” to 144” diameter sewer with 4,000 manholes and 6,236 inlets. The existing stormwater collection system includes pipes and intakes, concrete-lined and low maintenance grass drainage channels, and manually operated outlets or flap gates. Some of the storm sewer infrastructures are more than 60 years old and are likely undersized by current City standards. Many of the channels are overgrown with unwanted vegetation and trees, which impedes flow and effectiveness of conveyance.

Sioux City is one of 43 cities in Iowa that is an MS4 (municipal separate storm sewer system) City. The City is required to implement a program to protect the storm water quality of the local and downstream water bodies prior to discharge into the Missouri River. The National Pollutant Discharge Elimination System (NPDES) program requires substantial coordination of staff to ensure that runoff protection is in place and maintained and to inspect storm drain outlets for illegal discharges. The goal of the City is to implement green infrastructure where possible and to design for Best Management Practices

(BMPs) to reduce surface flooding and improve water quality downstream. Another major component of the program is the education of residents, students, contractors, and staff on the importance of protecting local waterways. The Stormwater Municipal Code also serves as regulations for stormwater management.

Due to lack of storm sewer infrastructure, flooding is experienced at various locations during large storm events, and the City is planning multiple projects, as budget allows, to review drainage basins and make improvements. Several significant storm water projects are currently unprogrammed due to a lack of funding, even with the implemented storm water utility fee.

The City will undertake a Perry Creek Watershed Study that may result in a watershed project to capture runoff, improve water quality, and aid in flood control. This could result in development of water control features in support of residential development and recreational activities.

## Levee System

In addition to the stormwater infrastructure, the City also operates and maintains a FEMA-accredited levee system to reduce flood impacts. To obtain accreditation by FEMA, the City had a professional engineer certify the levee system. Once accredited, the areas protected by the levee are deemed to be protected from a 100-year flood. This program is designed to mitigate future disaster losses by encouraging sound community-enforced building and zoning ordinances and to protect property owners by providing access to affordable, federally-backed flood insurance.

Periodic inspections and ratings are performed to ensure that the City is maintaining the levee to at least the “minimally acceptable” rating. This ensures that properties in the City remain eligible for federal rehabilitation assistance through the USACE Rehabilitation and Inspection Program (PL 84-99). Though levee ratings do not affect the accreditation with FEMA, a majority of the City’s levees have a current rating of “Unacceptable” which means the floodway will not perform as originally designed and built to protect against the design flood event.

## Meeting Future Demand

As storm and flood events continue to happen more frequently, the City must update its system to meet the increase in demand. A Storm Sewer Master Plan is scheduled for 2021 to assess the current system and recommend the improvements required over time. To address storm drainage and flooding, the City should:

- Require all new development to include attractive on-site detention areas along with storm sewer networks.
- Continue to work towards transforming the Storm Water Utility into an enterprise fund.
- Continue to utilize the CIP to identify and complete necessary short-term and long-term projects.
- Implement recommendations identified as part of the Storm Sewer Master Plan process.
- When possible, complete drainage studies and replace storm sewer in conjunction with street projects for the most efficient use of funds.
- Review and identify necessary steps to address underperforming levees and better activate the levee system as a resource to assist with flooding and water detention.
- Continue to identify and pursue opportunities to implement green infrastructure to reduce surface flooding and improve downstream water quality.



## Capital Improvement Program Projects

Sioux City adopts the Capital Improvement Program annually, which provides programs funding for the coming five years and includes funds for the following infrastructure projects:

- Annual infrastructure reconstruction. This project will provide for the repaving of aging streets, and the accompanying aging water, sanitary sewer, and storm sewers.
- Annual sanitary sewer interceptor cleaning. This project will clean the sewer lines from organic material and sediment that has collected in the system in order to reduce odor and increase efficiency.
- Annual storm inlet rebuild. This project typically funds reconstruction of approximately 25 storm inlets annually. Repairing inlets prevents undermining of adjacent streets and sidewalks.
- Annual stormwater detention restoration. This project will provide funding for the continual upkeep of City-owned detention ponds in order to remove and keep the areas clear of woody plants, to prevent further erosion, and ensure stormwater detention ponds continue to convey stormwater runoff as designed.
- Annual unspecified water distribution system improvements. This project provides funding for unanticipated water main needs, usually in conjunction with another project such as paving, stormwater, or unanticipated development. It may also be used to link existing water main segments to improve the flow characteristics of the distribution system.
- Annual/emergency storm sewer. This consists of a series of storm sewer projects that are generally too large to complete in house, but too small to stand alone as separate CIP projects. Projects are in the areas where storm sewers do not exist, backups occur, or localized flooding takes place.
- Annual/emergency water main replacement. This project includes the replacement of all water mains proven to be deficient or substandard because of being undersized or prone to failure.
- Big Sioux River infrastructure protection. This project includes the purchase of 1,000 feet of Rapid Deployable Flood Wall to extend the levee on the Big Sioux River. This project could also facilitate a trail extension in Riverside.
- Sanitary Sewer Master Plan - 2020. This project will provide a complete evaluation of the major trunks of the sanitary sewer system, the lift stations, and the WWTP for current and future capacities.
- Storm Sewer Master Plan – 2021. This project will evaluate the storm sewers, pump stations, drainage ways, and detention throughout the City and recommend prioritized improvements.



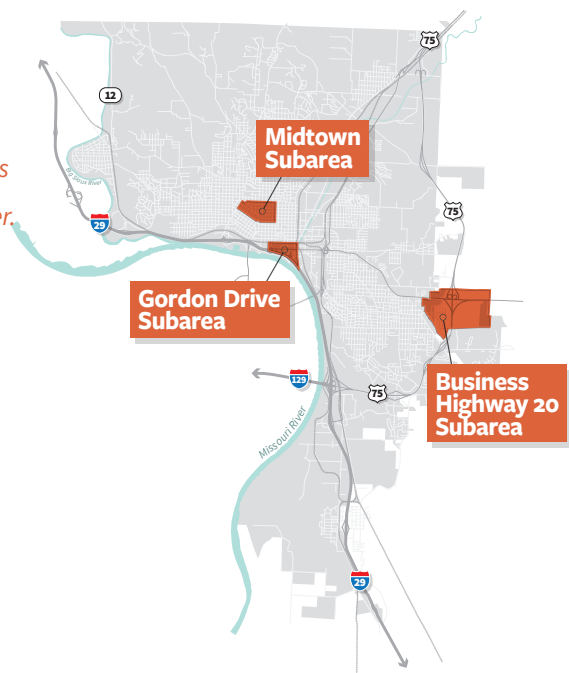


# Subarea Plans

To support the vision, goals, and objectives of the Comprehensive Plan, three subarea plans were developed for specific areas of the community. Subarea plans focus upon a specific area of the community to address issues and unique opportunities and identify direct recommendations and site-specific improvements. This includes recommendations related to future land use, built form, urban design, potential reinvestment, and character.

In addition, they describe how the broader vision and overarching themes of the Sioux City Comprehensive Plan can be applied to these specific districts. In this way, they provide an example of development potential and act as a template for plan implementation. The three subareas are:

- Gordon Drive (located south of Downtown near I-29 and the riverfront)
- Midtown (located directly north of Downtown along Perry Creek)
- Business Highway 20 (located on the City's east side where Highway 20 intersects Highway 75)



# Gordon Drive Subarea

## Sioux City Subarea Plans

The Gordon Drive Subarea includes properties adjacent to Gordon Drive between the Floyd River and Pierce Street, extending north to the railroad and south to Interstate 29. This area is the “front door” to Sioux City’s Downtown, positioned between I-29 to the south, Downtown to the north, and popular entertainment uses to the northwest, like the Tyson Events Center and the Hard Rock Hotel & Casino. When entering Sioux City, visitors often traverse Gordon Drive after exiting the highway, thus the area provides a first impression of the community.

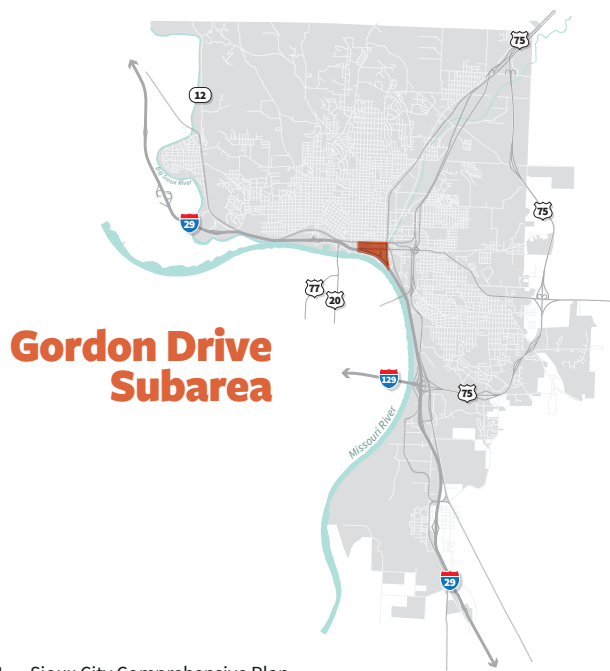
### Existing Conditions

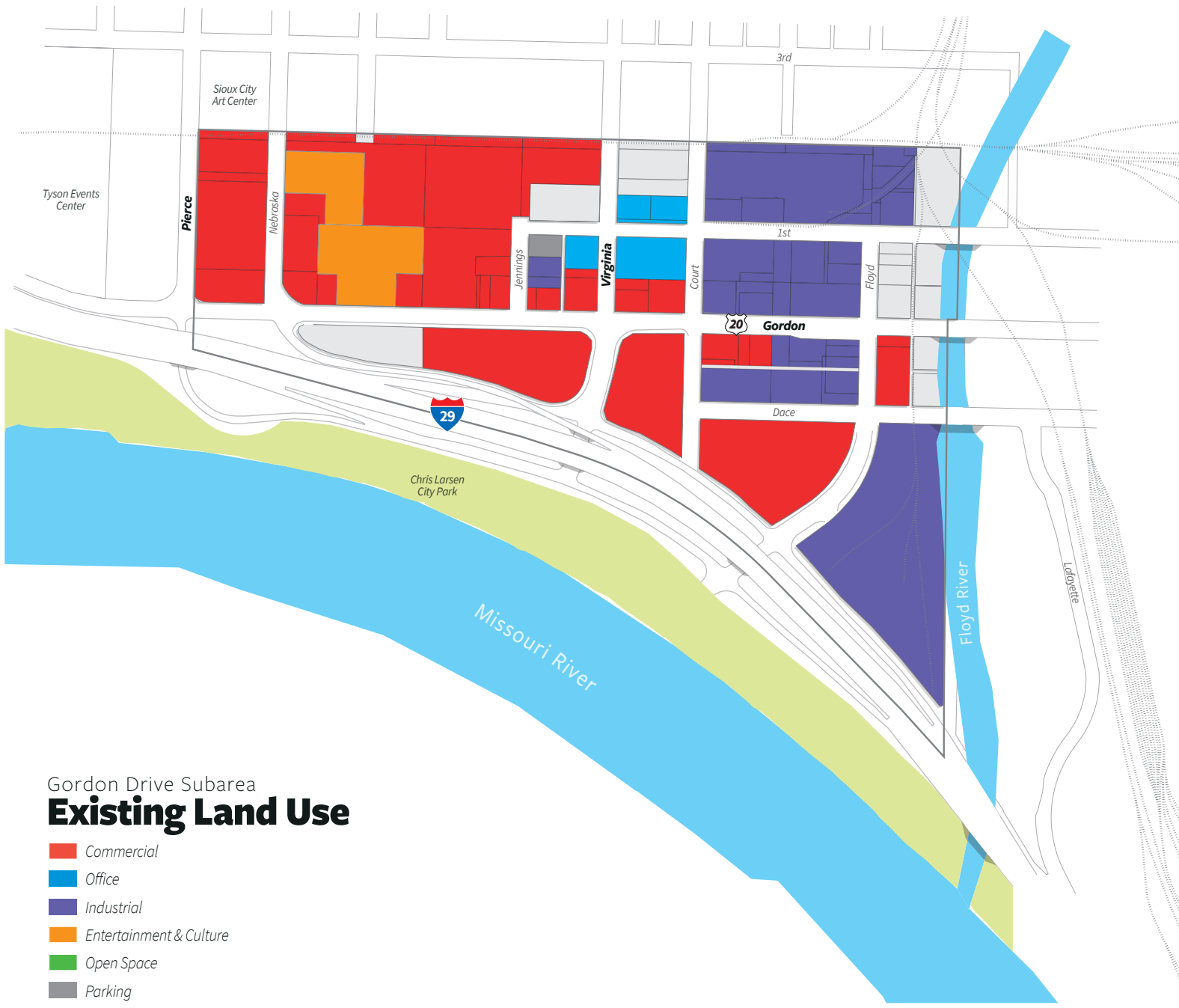
The subarea functions as a bridge between Downtown Sioux City and the Missouri Riverfront, located on the opposite side of I-29. Historically, the Riverfront has been an underutilized resource that is difficult for residents to access and enjoy. Today there is active interest in a revitalized waterfront, which is addressed in detail in the Sioux City Riverfront Development plan. In addition to this comprehensive Riverfront Master Plan Iowa DOT construction and improvements to I-29 ramps are making improved connections with Downtown a reality.

The Gordon Drive Subarea is vital to link Downtown to the riverfront area. Redevelopment opportunities that would reconnect Downtown to Chris Larsen Park are identified as a primary goal in the park master plan. Efforts to address issues and opportunities for redevelopment within the subarea will help create these connections and provide further prospect for investment along the riverfront.

The Gordon Drive Subarea is currently defined by its mix of auto-oriented commercial and industrial uses, including chain and drive-thru restaurants, hotels, and industrial operations. Businesses in the area typically cater to or require automobile and truck traffic. As a result, Gordon Drive functions more as a commercial corridor associated with I-29 than it does as part of the downtown district. In general, commercial uses, like restaurants, hotels and retail stores, are concentrated near Gordon Drive, and Pierce and Nebraska streets, while more intense industrial uses, like steel suppliers, lumber yard, and heavy equipment rentals, are located to the east of Virginia Street.

Interstate 29 is currently undergoing a significant construction project to reconfigure entrance and exit ramps within the area. This will result in improved traffic flow and access to Downtown Sioux City and the Missouri Riverfront. In addition, the project will help better position Virginia Street to serve as a route to Downtown, rather than concentrating traffic along Nebraska Street.





Gordon Drive Subarea  
**Existing Land Use**

- Commercial
- Office
- Industrial
- Entertainment & Culture
- Open Space
- Parking
- Vacant/Undeveloped





## Land Use Framework

The Gordon Drive Subarea needs to be a vibrant place that bridges the gap between Downtown and the riverfront. Building on existing uses and opportunities, the subarea should be an exciting center for entertainment that welcomes residents and visitors into Downtown. Further, the subarea should balance a variety of uses to support shopping and dining, hospitality, housing, and employment in a compatible and pedestrian-friendly environment.

A land use program has been developed comprised of three functional zones. Each functional zone describes desired character and preferred land uses, intended to further define different sections of the subarea and provide an idea of how specific properties should be developed in the future.

## Pierce & Nebraska Entertainment District

This area should develop as an entertainment district that supports night-life generated by the adjacent Tyson Events Center and additional entertainment uses to the north. This should include a mix of restaurants, bars, and hotels that provide options to have dinner and catch a show, get a room near the game, or enjoy a family night out. The incorporation of public plazas and gathering spaces will support pedestrian activity and contribute to a vibrant, lively entertainment district at the core of Sioux City. In the short-term, the City should improve walkability and consider options to enable connectivity across Pierce and Nebraska. Long-term redevelopment, including larger-scale investment, should be supported to help transform this area and reduce the impact of auto-oriented design.

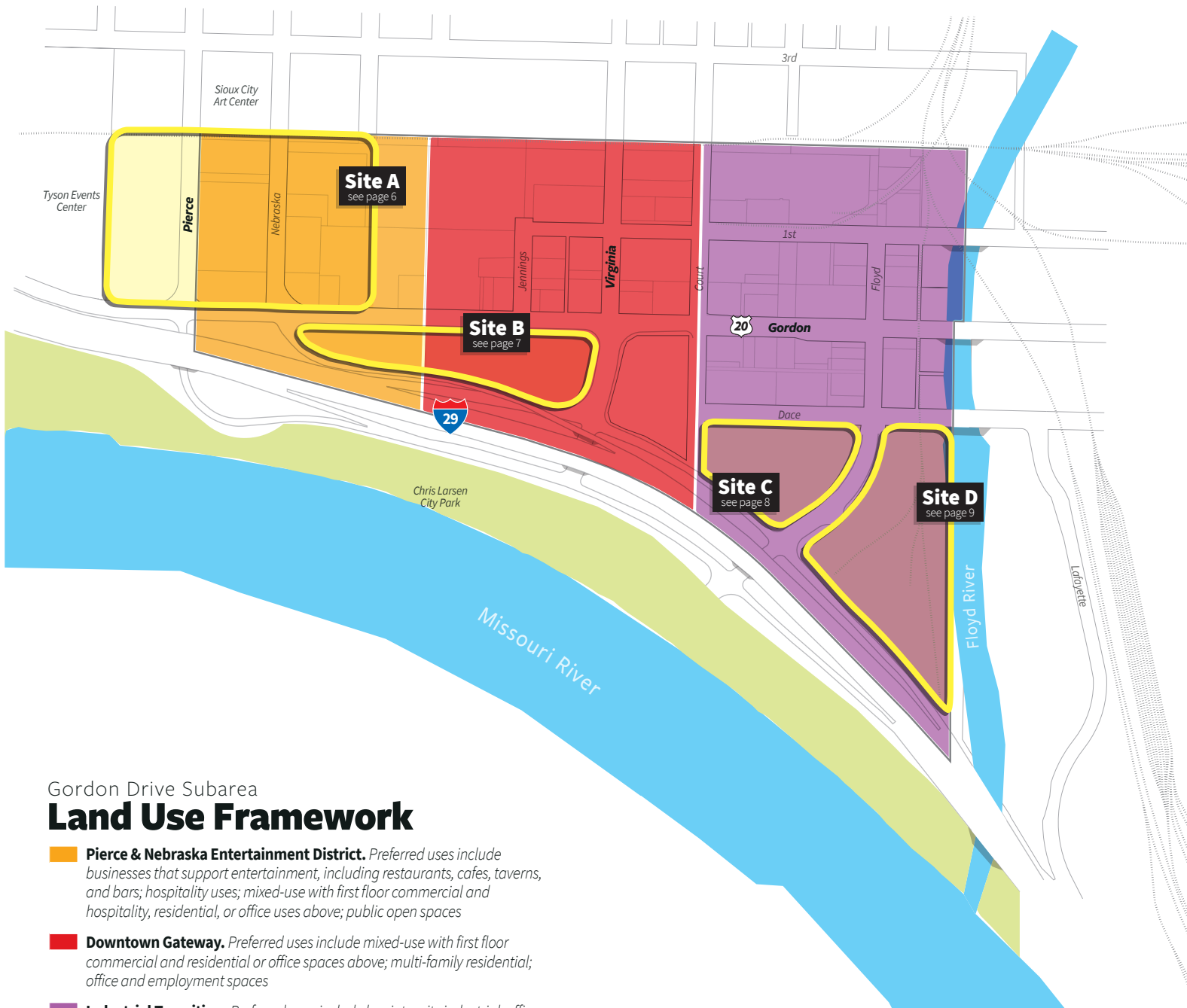
## Downtown Gateway

This area should act as a gateway to Downtown Sioux City, building off the reconfiguration of the I-29 exit ramps that elevates Virginia Street to a primary route into the City's core. As such, land uses should mimic that within the Downtown, featuring higher density, mixed-use development that will announce entry into the City's center. This should be complimented by pedestrian improvements to bridge the gap between Downtown and the riverfront and to define specific routes for riverfront access. In addition, increased building height for properties south of Gordon Drive will better leverage the waterway by providing riverfront views.

## Industrial Transition

This area should act as a transitional zone between higher density urban developments to the north and west and larger industrial users to the east. Building on the existing industrial character, this area should feature a mix of uses intended to balance low intensity industrial with commercial, office and residential. The inclusion of innovation-focused uses, such as artist lofts, entrepreneurship spaces, live-work studios, and adaptive reuse, could rebrand this area as an 'creators' neighborhood. This will integrate existing industrial businesses with the kinds of uses found within Downtown, elevating the area as an active component of the City's core while establishing an innovation district. Relocation of higher intensity industrial, and beautification of the riverfront along the Floyd River could make the area more cohesive and provide open space connections between the Missouri Riverfront and Downtown Sioux City.





## Gordon Drive Subarea Land Use Framework

- **Pierce & Nebraska Entertainment District.** Preferred uses include businesses that support entertainment, including restaurants, cafes, taverns, and bars; hospitality uses; mixed-use with first floor commercial and hospitality, residential, or office uses above; public open spaces
- **Downtown Gateway.** Preferred uses include mixed-use with first floor commercial and residential or office spaces above; multi-family residential; office and employment spaces
- **Industrial Transition.** Preferred uses include low intensity industrial; office and employment spaces; multi-family residential; mixed-use with first floor commercial and residential or office spaces above; spaces that support innovation, creativity, entrepreneurship, and small business; trails, small parks and public open spaces
- Opportunity Sites.** Four opportunity sites have been identified in the Gordon Drive Subarea. Recommendations on the redevelopment of the site are based on several guiding principles including promote mixed-use, right-size parking, maximize connections, and enhance aesthetics.





## Urban Design Framework

Gordon Drive is the arrival point to the community's urban center and bridges the gap between Downtown and the riverfront. The urban design of this area is essential to creating a positive and inviting first impression that welcomes residents and visitors alike. The following framework provides recommendations and improvements intended to maximize and highlight the many positive aspects of Gordon Drive and to mitigate those elements that may negatively impact the subarea's role within the community.

## Design Principals

The subarea's key location makes the careful management of design aesthetics essential to creating an enticing and welcoming gateway into Sioux City. Compatible land uses and cohesive design, matched with an improved pedestrian environment will further support the vitality of the Downtown, the riverfront, and all of Sioux City.

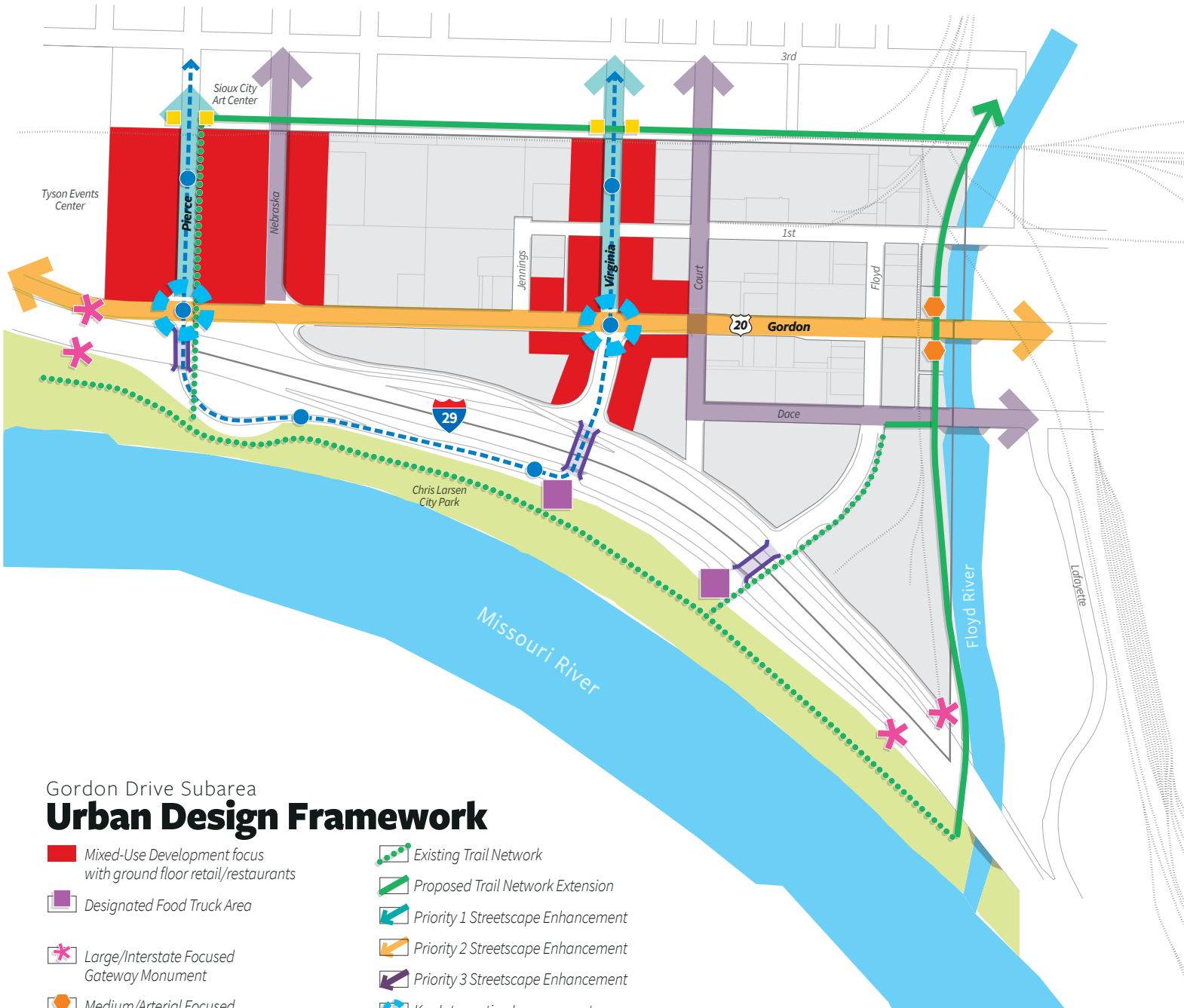
To achieve this vision the following design principals are presented to help guide both public and private investment in the Gordon Drive Subarea.

## *The Gateway of the Community*

The Gordon Drive Subarea is strategically located as a gateway; however this locational advantage is not being fully used to benefit the community. The area lacks a sense of connection to the Downtown and does not provide a welcoming appearance to the center of Sioux City. By focusing on physical and visual improvements that can link the subarea to the Downtown and the riverfront, visitors and residents will be enticed to venture off the Interstate and explore all that Downtown Sioux City has to offer.

- Create Connections - The current physical environment is not conducive to walking or biking and discourages people from spending time at parks, restaurants, and shops in the area. A cohesive system of landscaping, streetscaping, and wayfinding signs will help inform pedestrians of nearby amenities and create strong physical and visual connections between Downtown and the riverfront. The Sioux City Riverfront Development plan calls the provision of safe and attractive connections essential for local residents, out of town visitors, pedestrians, and bicyclists.

- Establish an Urban Entertainment Destination – The subarea is well-placed and adjacent to the Tyson Events Center, Hard Rock Hotel & Casino, and entertainment uses that drive tourism in Sioux City. However, there is a lack of related businesses to entice visitors to stay in the area. To better leverage these destinations, permitted uses should include restaurants, bars, and shops along Gordon Drive to support tourism and night-time activity.
- Promoting Mixed-Use - Land use in Downtown is comprised of a variety of uses, including restaurants, shops, offices, and apartments as well as mixed-use buildings. As an extension to Downtown, the subarea needs to support similar, mixed-use development approach. Encouraging a variety of uses to co-locate in the subarea will help make the are more cohesive with Downtown.



Gordon Drive Subarea  
**Urban Design Framework**

- Mixed-Use Development focus with ground floor retail/restaurants
- Designated Food Truck Area
- Large/Interstate Focused Gateway Monument
- Medium/Arterial Focused Gateway Monument
- Small/District Focused Gateway Monument
- Mural or Artwork on Face of Underpass
- Existing Trail Network
- Proposed Trail Network Extension
- Priority 1 Streetscape Enhancement
- Priority 2 Streetscape Enhancement
- Priority 3 Streetscape Enhancement
- Key Intersection Improvement
- "Downtown Circulator" Route
- Potential Route Stop



## Building Height & Massing

Within the Gordon Drive Subarea, increased building height and massing should help to create a greater sense of enclosure and contribute to an urban character similar to that of Downtown. Overall, the City should enable greater building heights within the subarea, encouraging development of structures three or more stories in height. North of Gordon Drive, preferred building height should be in the range of three to five stories, mimicking development to the north. South of Gordon Drive, preferred building height should be in the range of five to eight stories, providing the elevation to rise above the interstate and create views of the riverfront. In addition, properties adjacent to I-29 should be landmark development sites for the area and have a higher aesthetic, with iconic structures and engaging architectural design. In particular, the southern-most property located at the confluence of the Floyd River, Missouri River, and I-29 is optimal for a distinctive, landmark development.

## Placemaking & Street Activation

Placemaking is the idea that an area's assets can be capitalized upon to create quality public spaces where individuals want to spend time. Street activation is a key strategy in placemaking that should be implemented in the Gordon Drive Subarea, helping to establish a sense of place by activating the pedestrian environment. The first element in creating a sense of place and activating streets is requiring new buildings to be built to the property line. Building forward helps to create an urban feel and lends itself to a strong pedestrian environment by creating a sense of enclosure. Additionally, ground floor uses that encourage people to walk around and explore should be permitted along Pierce Street, Nebraska Street, and Gordon Drive, such as retail uses, restaurants, bars, or entertainment venues. These should be coupled with special event spaces that activate the pedestrian realm, such as sidewalk dining, patios, outdoor stages, and seating areas. Destination restaurants at the termination of Pierce Street and Virginia Street that would draw pedestrians and activity toward the riverfront.

## Downtown Circulator

The City should encourage a new transit option connecting Downtown to the riverfront, such as a short-circuit trolley or seasonal shuttle. This system would help foster activity at the riverfront and ensure accessibility between both areas for residents and visitors. In addition, stops located every two to three blocks along the route, particularly along Pierce Street and Virginia Street, would help foster activity and street-life within the Gordon Drive Subarea.

## Industrial Screening

Industrial uses have a significant impact on the character of the Gordon Drive Subarea, particularly those in the Industrial Transition functional zone. These often inhibit the area's ability to act as an inviting gateway to Downtown and can result in a negative first impression of the community. Working with existing industrial users, the City should explore opportunities to appropriately screen intense industrial uses and operations. This could include screening that feature artwork, murals, or landscaping to create unique visual elements while disrupting unattractive views. In particular, views from I-29 and along Gordon Drive should be carefully considered.



## Trail Network

Sioux City currently has a trail network that connects the Perry Creek Trail to Pierce Street and the riverfront, with additional projects underway to further expand this network. This existing system should be leveraged to create pedestrian and bicycle access to the Downtown from other areas of the community. Emphasis should be given to a new trail extension along the Floyd River to provide an alternative connection between Downtown and the riverfront, connecting under I-29 to the riverfront. This trail can connect to the existing trail at the north end of the Tyson Events Center along the railroad right-of-way, as well as to the trail north of 4th Street along the Floyd River, establishing a more robust trail network.

## Streetscape Enhancements

Streetscape enhancements are an essential component that create an inviting pedestrian environment, including street trees, quality street furniture, public art, bike parking median landscaping, pedestrian scaled lighting fixtures and plantings, effective wayfinding signage, and other elements that help to create a true pedestrian space where people feel comfortable and safe.

The City should seek addition of these streetscape elements within the subarea, with an emphasis on art, plazas, outdoor seating, and innovative ways to create unique and engaging spaces. Three levels of streetscape enhancements are recommended in the Gordon Drive Subarea:

- Priority 1: Pierce and Virginia Streets – Streetscape enhancements should work to create a pedestrian-friendly, beautiful, and safe environment that supports the adjacent mixed-use entertainment and retail buildings.
- Priority 2: Gordon Drive – Streetscape enhancements should work to soften the area by replacing rocks, gravel, and paving with groundcover plants, flowers, shrubs, and street trees within medians and parkways. Additionally, key intersections should be improved to provide safe pedestrian access across Gordon Drive at Pierce Street and Virginia Street.
- Priority 3: Nebraska, Court & Dace Streets – Streetscape enhancements on these roads should complete the sidewalk network and provide basic improvements, such as street trees and lighting.

## Branding & Wayfinding

A consistent and cohesive branding system used throughout the subarea, the Downtown and the riverfront will help to tie these areas together and market them collectively. This system should include both signage and wayfinding, as well as public art and visual branding. The City should establish a consistent brand to be used on gateway, wayfinding, and other signs, as well as related marketing materials. The addition of branded signage should improve the image and character of the subarea.

Gateway signs could include large, vertical monuments at east and west ends of the district. The City should work with Iowa DOT to position gateway elements for the greatest impact along I-29. A combination of small to medium monument signs should be used to announce arrival into Downtown and the subarea from other directions and areas of the community, including along existing and future trail connections. Wayfinding signs should be extended into the area to help direct visitors to important landmarks and provide marked ways to move through the area. The City should explore the addition of artwork and murals throughout the subarea, particularly to I-29 underpass viaducts to improve their character and visually connect Gordon Drive to Chris Larsen Park on the riverfront.



# Opportunity Site A

## Gordon Drive Subarea



### Description

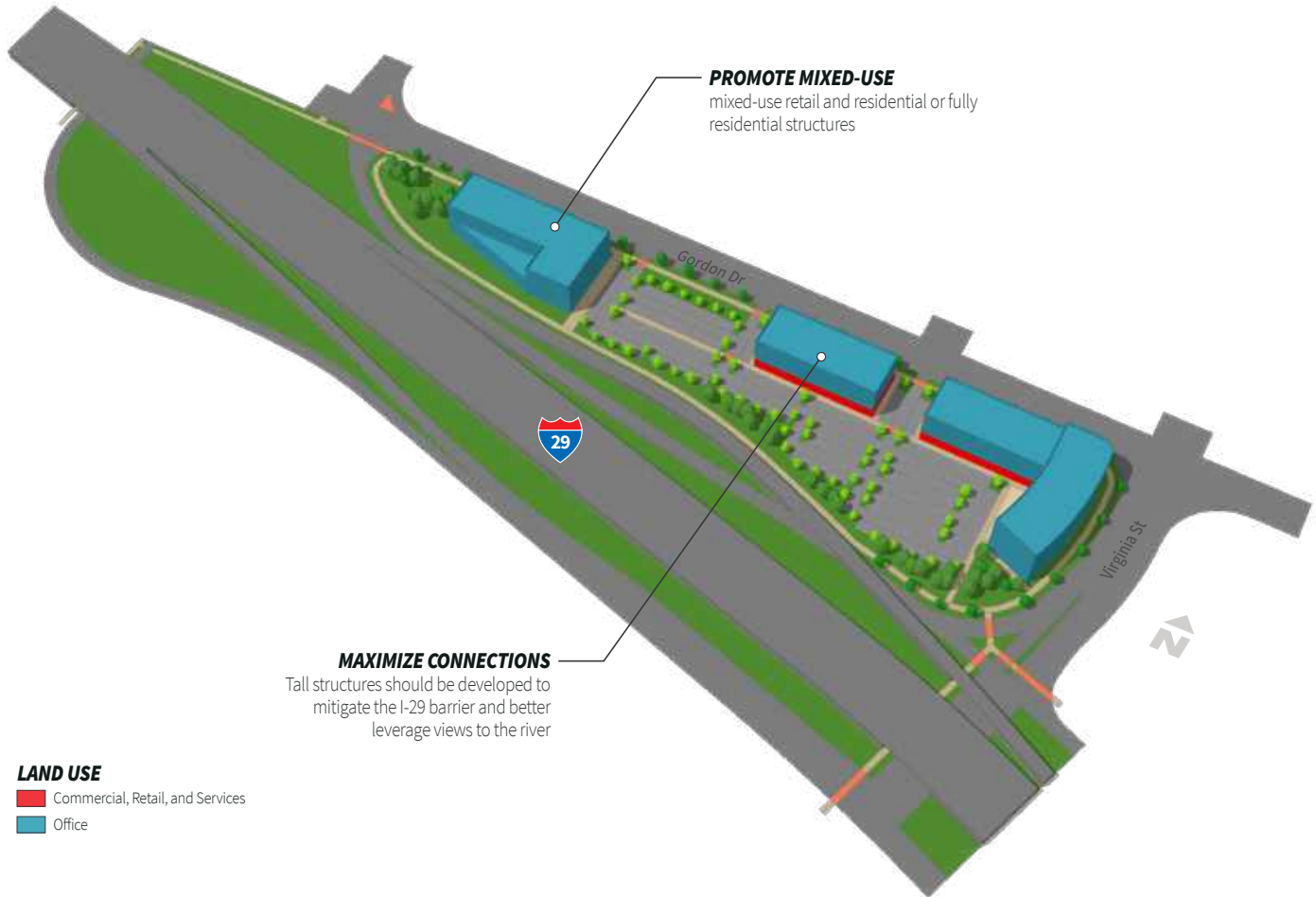
Site A is located adjacent to the Tyson Events Center between Pierce Street to the west and Gordon Drive to the south. The site's close proximity to the events center should take advantage of pre- and post-event activity. This catalyst site should be redeveloped to create a mixed-use, pedestrian-oriented entertainment and retail village similar to the Power and Light district in Kansas City or the Fourth Street Live! District in Louisville. Uses should include restaurants, bars, and small entertainment venues on the ground floor with multifamily residential units above. As this catalyst site is redeveloped, it could be extended to Virginia Street based upon demand and long-term relocation of existing uses.

### Photo Examples



# Opportunity Site B

## Gordon Drive Subarea



### Description

Site B is located at the southwest corner of Gordon Drive and Virginia Street where existing uses include a Hardees, antique stores, and vacant buildings. New development in this area should include tall, mixed use, office or residential structures that mitigate the barrier created by I-29 and leverage views to the river.

### Photo Examples



# Opportunity Site C

Gordon Drive Subarea



**Description**

Site C is located on the southeast corner of Virginia Street and Dace Street, where the existing Premier One property is located. New development in this area should include tall, mixed use, office to maximize connections to the riverfront and trail network.

**Photo Examples**





# Opportunity Site D

## Gordon Drive Subarea



### Description

Site D is located at Leech Avenue, I-29, and the Floyd River Parcel, and currently contains industrial uses that are visible along the highway. This site should be redeveloped as a taller, iconic building with either residential, office, or hotel uses. This is a gateway site that should have a higher aesthetic consideration. The redevelopment of this site should work to strengthen connections to the riverfront and trail network and should capitalize on views of the river and parks.

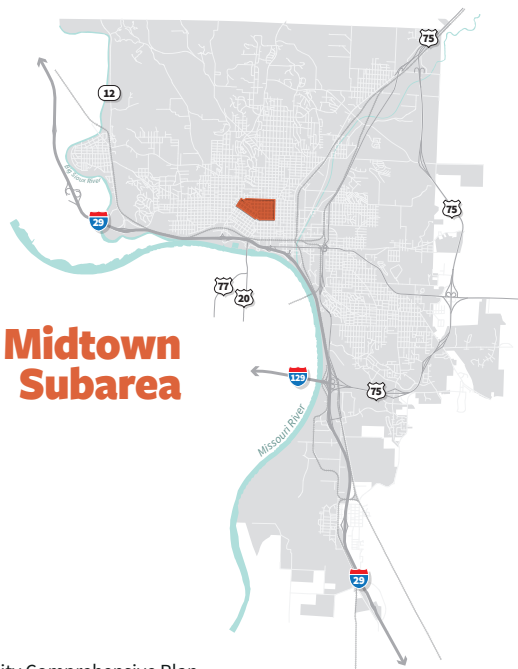
### Photo Examples



# Midtown Subarea

## Sioux City Subarea Plans

The Midtown Subarea includes properties directly north of Downtown Sioux City along Pierce Street, Grandview Boulevard, 8th Street, and adjacent to the Perry Creek Greenway. The subarea is roughly bounded by Jackson Street on the east, 14th Street on the north, Hamilton Boulevard to the west, and 8th Street to the south. Midtown functions as a northward extension of Downtown Sioux City, transitioning from the urban environment of Downtown to the residential neighborhoods north of the City's core. This subarea is a common crossroad for residents traveling to and from Downtown and other areas of Sioux City. However, Midtown has experienced disinvestment, which is impacting its role within the community and making it a route but not a destination. Taking advantage of opportunities for investment and public improvement will help to better position Midtown as a vital neighborhood at the City's core.



### Existing Conditions

Midtown features a wide variety of residential and commercial uses, as well as designated open space and various public / semi-public uses. Pierce Street functions as a commercial corridor that provide basic goods and services to adjacent residential neighborhoods. Just outside the subarea, the 7th Street corridor also features a number of commercial businesses and services, and the City recently invested in major streetscape improvements along the 7th Street corridor. In between these two commercial areas, medium-density single-family homes sit surrounding the Bishop Heelan Catholic High School. These homes are part of a greater residential neighborhood that extends north of the subarea. At its foundation, the Midtown Subarea is a convergence of these land uses, where Downtown Sioux City meets residential neighborhoods and commercial corridors to the north.

Midtown has had a period of disinvestment and numerous vacant parcels exist where structures were demolished. Inconsistent maintenance of both public rights-of-way and private property impacts the overall character and appearance of Midtown and challenges the area's ability to attract further investment. However, the area also has positive features, such as numerous historic and architecturally rich properties and unique regional topography. These qualities represent further potential for Midtown to grow and succeed as a vibrant, distinctive neighborhood of Sioux City.

Perry Creek cuts through the center of the subarea is Perry Creek and is paralleled by the adjacent Wesley Parkway. Recent public investment in these two areas, and in the 7th Street Corridor Streetscape, has improved accessibility for pedestrians and vehicles and provided a valuable green space at the core of the subarea. The City should build on the momentum of these projects to expand public improvements, encourage private investment, and revitalize the Midtown neighborhood.



## Midtown Subarea Existing Land Use



- |                         |                            |
|-------------------------|----------------------------|
| Single-Family Detached  | Office                     |
| Single-Family Attached  | Medical                    |
| Multi-Family            | Public/Semi-Public         |
| Mixed-use               | Parks and Open Space       |
| Commercial              | Utility and Transportation |
| Entertainment & Culture | Parking                    |
| Industrial              | Vacant/Undeveloped         |



## Land Use Framework

The Midtown Subarea should be a thriving neighborhood at the community's center that acts as a northern extension of Downtown Sioux City. Leveraging assets like Bishop Heelan Catholic High School and Perry Creek will help foster an inviting atmosphere and enable long-term reinvestment. This will help reinforce existing residential and commercial uses while generating positive momentum for Midtown as an exciting place to live, shop, own a business, and spend time.

A land use program has been developed comprised of four functional zones. Each functional zone describes desired character and preferred land uses, intended to further define different sections of the subarea and provide an idea of how specific properties should be developed in the future.

### Pierce Street Commercial

This area should be a neighborhood center that offers a variety of goods and services integrated with employment and residential uses. Placemaking efforts should build upon consumer traffic along Pierce Street while creating a distinct character that is welcoming to shoppers and residents. This could include streetscaping improvements, creation of public spaces, and development of unique destinations that will distinguish this area within Sioux City. Long-term investment should help activate vacant, underutilized properties with a mix of uses including higher density residential to support commercial service and retail businesses.

### Bishop Heelan Neighborhood

This area should act as the residential heart of Midtown, anchored by the Bishop Heelan Catholic High School. Efforts to improve public infrastructure and better activate the Perry Creek greenway should support medium-density residential infill, building on the established neighborhood. Further, the proximity to Downtown Sioux City and neighborhood centers along Pierce Street and West 7th Street should help bolster this area as a livable and accessible neighborhood. Cooperation with the High School could help identify potential partnerships to support investment and revitalization of the neighborhood.

### Perry Creek Commercial

Similar to Pierce Street Commercial, this area should be a focus for reinvestment to create a neighborhood center, offering goods and services to both the Bishop Heelan Neighborhood and neighborhoods to the southwest. This area should build on the revitalized 7th Street Corridor to the south of the subarea and feature a mix of commercial uses. The City should take steps to improve public infrastructure and prepare this area for future investment, such as streetscaping efforts to improve the appearance of public rights-of-way. In addition to commercial uses, properties along Wesley Parkway should be a focus area for multi-family residential to leverage the Perry Creek greenway as a neighborhood asset.

### Midtown Connection

This area should act as a link between commercial districts along Pierce Street and the 7th Street Corridor, as well as a gateway to Downtown Sioux City to the south. Given this role, the Midtown Connection should feature higher density residential that mimics the character of development in Downtown, leverages the Perry Creek greenway, and provides a buffer for medium-density residential to the north. Similar to the Bishop Heelan Neighborhood, investment within this area will be supported by close access to Downtown and commercial districts.



## Midtown Subarea Land Use Framework

- **Pierce Street Commercial.** Preferred uses include Commercial service and retail; office and employment spaces; multi-family residential; mixed-use with first floor commercial and residential or office uses above; public open space; public / semi-public
- **Bishop Heelan Neighborhood.** Preferred uses include mid-density residential, including single-family detached, single family attached, and multi-family options; public open space; public / semi-public
- **Perry Creek Commercial.** Preferred uses include commercial service and retail; multi-family residential; mixed-use with first floor commercial and residential or office uses above; public open space; public / semi-public
- **Midtown Connection.** Multi-family residential; public open space; mixed-use with first floor commercial and residential above; public / semi-public
- Opportunity Sites.** Six opportunity sites have been identified in the Midtown Subarea. Recommendations on the redevelopment of the site are based on several guiding principles including increase density, relocate parking, eliminate incompatible uses, create visual interest, intentional community, and encourage access.



## Urban Design Framework

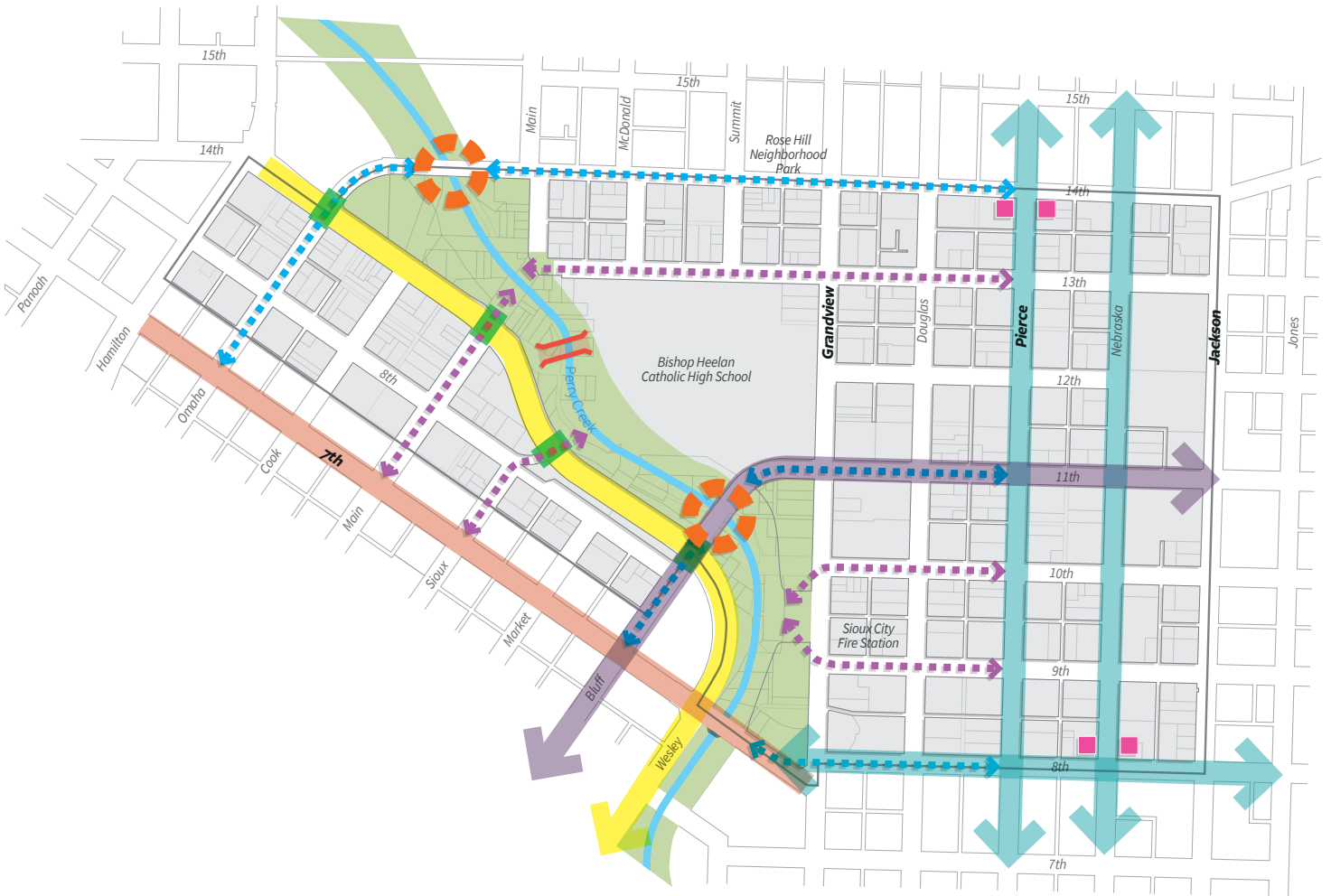
Midtown is both a gateway to Downtown Sioux City and a northwest extension, it is its own distinct neighborhood at the City's core. Urban design within the subarea is foundational to creating a smooth transition and link between the Downtown and adjacent residential neighborhoods. The following framework provides recommendations and improvements intended to enhance the subarea as a transition between other parts of the community as well as re-position Midtown as a cohesive neighborhood within the City's core.

## Design Principals

Midtown's position within the City and its relation to adjacent districts requires thoughtful organization of urban design elements to balance the subarea's role as both a transitional zone and a distinct neighborhood. This will help to support and strengthen existing uses while ensuring the greatest success for investment and revitalization.











To achieve this vision the following design principals have been developed to help guide both public and private investment in the Midtown Subarea.

- Bolster Commercial Corridors – Currently, Pierce Street is the main commercial extension north of Downtown in the Midtown area. Building upon this location's foundation, this corridor should be prioritized for commercial and mixed-use investment, aiming to bolster Pierce Street as a unique commercial corridor offering a range of good and services that support adjacent neighborhoods.
- Leverage Trails and Open Space – The Perry Creek greenway runs through Midtown, which includes a trail network and various open spaces. The greenway should be leveraged as a neighborhood asset to attract pedestrians and cyclists as well as to support the community with quality open spaces.
- Connect the Corridors – The Perry Creek greenway acts as a backbone for Midtown, providing pedestrian and cyclist access through the center of the subarea. However, the pedestrian environment leading to the trail is disconnected and lacks amenities that make pedestrians feel welcome and safe. The City should pursue public improvements that will help strengthen the connection between Pierce Street and the 7th Street Corridor on the greenway, better connecting these commercial areas and unifying the Midtown neighborhood.
- Increase Density – Midtown's existing development pattern is generally medium to high in density; however, disinvestment and auto-orientation has hindered this urban fabric. The City should encourage higher density, mixed-use development in this area that will foster a more urban environment and support residential and commercial investment.
- Redevelop Vacant Lots & Underutilized Parcels – There are numerous vacant lots and underutilized properties in the Midtown Subarea. These can affect the character and appearance of an area, negatively impact property values, and deter reinvestment. Additionally, vacant lots can lead to an environment that feels unsafe or unwelcoming for both residents and visitors. The City should encourage and incentivize the redevelopment of vacant sites to support revitalization of Midtown.



Midtown Subarea  
**Urban Design Framework**



-  Priority 1 Streetscape Enhancement
-  Priority 2 Streetscape Enhancement
-  Priority 3 Streetscape Enhancement
-  Primary Connections to Greenway
-  Secondary Connections to Trail Network
-  Bridge Enhancements (Light & Artwork)
-  Gateway Monuments
-  Existing Pedestrian Bridge Across Perry Creek
-  Crosswalk Improvements
-  Recently Completed 7th Street Streetscape



## Building Height & Massing

Increased building height and massing will be essential to creating a more urban environment within Midtown that transitions from adjacent residential neighborhoods to the Downtown core. The City should support greater building height and massing along Pierce Street to support a higher density environment with a mix of uses. Building height should scale from shorter buildings of two to four stories in the north to taller buildings of three to six stories in the south, providing a visual transition when moving into Downtown. In addition, properties along Perry Creek should allow greater building height that will capitalize on the greenway as a neighborhood asset and focal point. Residential blocks around Bishop Heelan Catholic High School should be maintained as medium-density with structures that are two to three stories in height.

## Placemaking & Street Activation

Placemaking efforts within Midtown should help to make the district a destination with its own unique character and image. Throughout the subarea, and particularly along Pierce Street, the City should prohibit or work to minimize suburban development patterns, including single-story, low-density buildings and auto-oriented site design.

In all land use areas, except for the Bishop Heelan Neighborhood, buildings should be built to the property line to create a continuous streetwall and provide a sense of enclosure. Required parking should be located behind the primary structure or on the street, and consolidated shared parking lots should be encouraged.

Streets should be activated using ground floor uses that create interest at the street level, including shops, restaurants, cafes, and bars. These should be complimented by sidewalk dining, public plazas, street art, sidewalk furnishings, and other improvements to create a positive and inviting pedestrian experience. Efforts for street activation should be focused along Pierce Street and along the Perry Creek greenway.

## Access & Circulation

Given Midtown's prime location, access and circulation for all modes of transportation are important to support existing and future uses. The City should continue to maintain the existing roadway network while expanding pedestrian and cyclist access through trail and sidewalk extensions. Strong pedestrian connections between commercial corridors and the greenway will improve circulation and placemaking by providing access to destinations throughout the district. Crosswalk enhancements along Wesley Parkway should be prioritized to improve access between the Perry Creek Commercial area and the greenway. In the long-term, the City should analyze the potential of adding on-street bike routes within Midtown to connect from the greenway trails to other City destinations.





## Streetscape Enhancements

Improvements to streetscapes within Midtown should help make the district pedestrian friendly, interesting, and welcoming for residents and visitors. Elements such as street furniture, landscaping and foliage, pedestrian lighting, public art, and wayfinding signage will help activate streets and provide public spaces where individuals want to spend their time. The City should incorporate these kinds of streetscape improvements in Midtown, emphasizing engaging and innovative features that will make unique public spaces. Key intersection improvements should be made at Pierce/11th and Wesley/Bluff to provide safe and signalized pedestrian access.

Three levels of streetscape enhancements are recommended in the Midtown Subarea:

- Priority 1: 7th / 8th Streets, Pierce & Nebraska – Streetscape enhancements for these streets should work to create a pedestrian-friendly, beautiful, and safe environment that supports adjacent mixed-use and retail uses.
- Priority 2: Wesley Parkway – Improvements along Wesley Parkway should create a landscaped boulevard, including additional street trees, groundcover plants, flowers, and shrubs in medians and the public right-of-way.
- Priority 3: Bluff & 11th Streets – Streetscape enhancements on these roads should complete the sidewalk network and provide basic improvements, such as street trees and lighting.

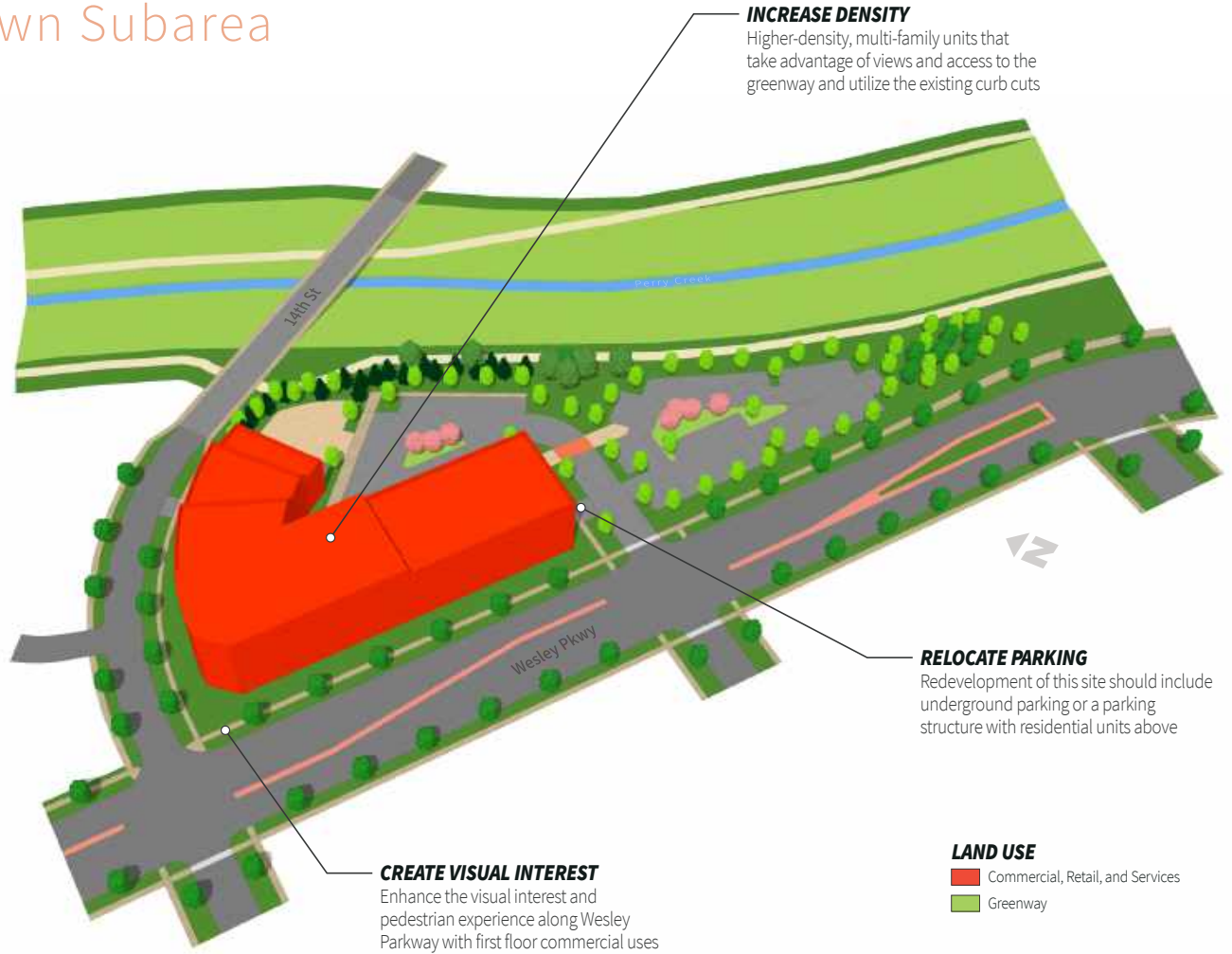
## Branding & Wayfinding

Branding and efforts to foster a more cohesive image in Midtown will help to market the area and call attention to the area. The City should establish a consistent brand for Midtown to be used throughout the subarea, including signage, gateway features, public art, and visual branding incorporated within streetscape improvements and other elements. Branding efforts should build on and support branding on other areas in the community, particularly Downtown Sioux City, the riverfront, and branding and wayfinding as called for in the Gordon Drive Subarea. This should help unify and visually connect Midtown with other areas of the community while establishing Midtown's own unique identity.

Gateway monuments should be built at 8th Street and Nebraska Street, and 14th Street and Pierce Street. Wayfinding signs should be included to direct people to the commercial corridors and the greenway, as well as nearby destinations in Downtown and other areas. Bridges over the greenway should be enhanced with lighting, artwork, and other elements to emphasize them as unique landmarks.

# Opportunity Site E

Midtown Subarea



**INCREASE DENSITY**  
Higher-density, multi-family units that take advantage of views and access to the greenway and utilize the existing curb cuts

**RELOCATE PARKING**  
Redevelopment of this site should include underground parking or a parking structure with residential units above

**CREATE VISUAL INTEREST**  
Enhance the visual interest and pedestrian experience along Wesley Parkway with first floor commercial uses

**LAND USE**  
■ Commercial, Retail, and Services  
■ Greenway

## Description

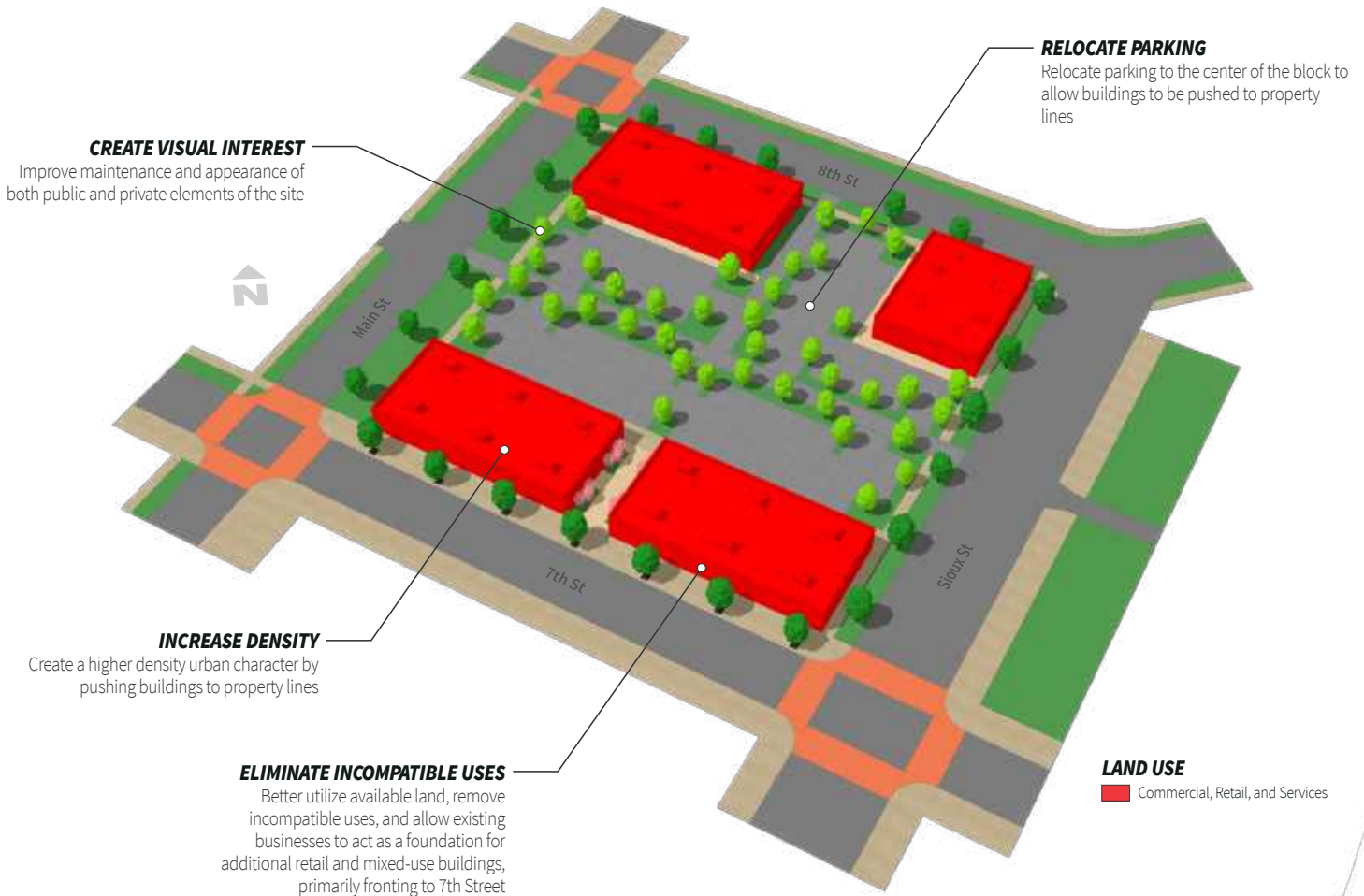
Site E is located at the intersection of 14th Street and Wesley Parkway, between Wesley Parkway and the Perry Creek greenway. The property currently includes a light industrial use with access along 14th Street; however, an additional curb cut along 14th Street and one along Wesley Parkway indicate plans for additional development. This site should be redeveloped as higher-density, multi-family units that take advantage of views and access to the greenway and utilizes the existing curb cuts for the site. This could include underground parking or a parking structure with residential units above. First floor commercial uses fronting to Wesley Parkway could be considered.

## Photo Examples



# Opportunity Site F

## Midtown Subarea



### Description

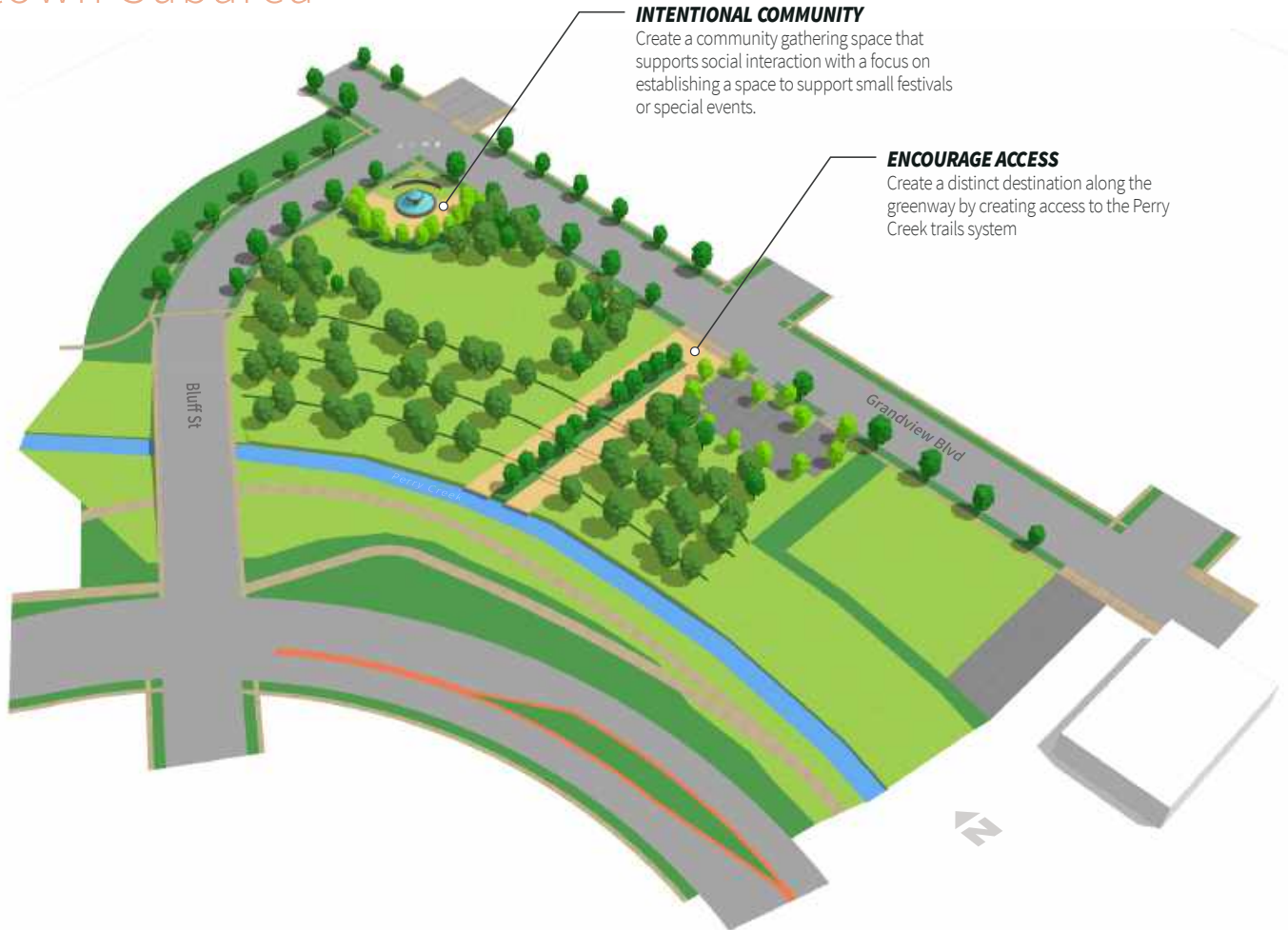
Site F is a full block, bounded by 7th, Main, 8th, and Sioux streets. The site currently contains a mix of uses including commercial businesses, light industrial, an auto-repair shop, and some vacant areas. Redevelopment of this site could help to better utilize available land, remove incompatible uses, and establish an example of the kind of development desired along the 7th Street Corridor. Consolidation of parking at the center of the block will allow buildings to be pushed to property lines, creating a higher density urban character. Efforts to improve the appearance of both public and private elements of the site should also be considered.

### Photo Examples



# Opportunity Site G

## Midtown Subarea



### Description

Site G is located at the intersection of 11th Street and Grandview Boulevard, backing up to the Perry Creek greenway. Given this site's proximity to the High School, residential, and both commercial corridors, the site should be developed as an urban park. This should not focus on active recreation, but instead, creating a community gathering space that support social interaction. This could include a plaza, water features, gardens, concessions, or a small structure with a focus on establishing a space that could support small festivals or special events. Access to the Perry Creek trails system should be a top priority, creating a distinct destination along the greenway.

### Photo Examples



# Opportunity Site H

## Midtown Subarea



### Description

Site H is located along the west side of Douglas Street between 11th and 12th streets and includes a single-family home surrounded by vacant properties. Given the availability of land, this block should be reserved for medium-density residential infill. This should mimic the scale, orientation, and design of existing homes within the neighborhood. In addition, existing residential homes with unique architectural features, should be considered and reflected in the site design of future infill projects. This block should exemplify the type of residential infill desired within Midtown and neighborhoods north of the subarea.

### Photo Examples



# Opportunity Site I

## Midtown Subarea



### Description

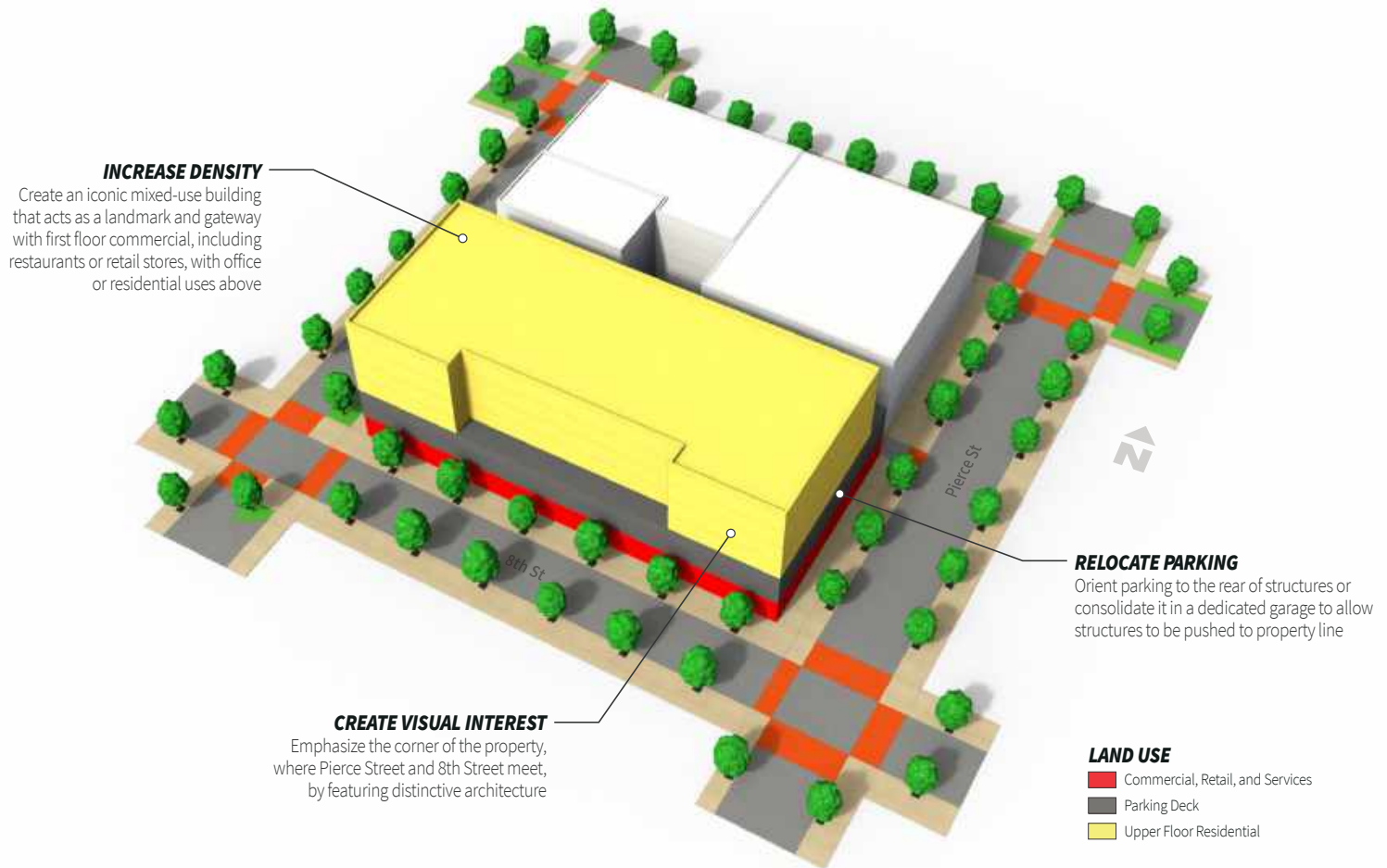
Site I is located at the northeast corner of Pierce Street and 12th Street, and currently includes a single commercial business with parking at the front of the property. Redevelopment of this site could provide an example of preferred development along Pierce Street. Redevelopment should include a mixed-use structure with first floor commercial and residential or office uses above. Structures should be pushed to the property line along Pierce Street, with parking oriented to the rear. A retail store or restaurant fronting to Pierce Street with sidewalk dining, a patio, or other street-level interaction would be preferred.

### Photo Examples



# Opportunity Site J

## Midtown Subarea



### Description

Site J is located on the north side of 8th Street between Douglas Street and Pierce Street, and currently includes a vacant lot and a single-story County building. Redevelopment of the site should create an iconic mixed-use building that acts as a landmark and gateway, both for Pierce Street and for Downtown Sioux City along 8th Street. Uses should include first floor commercial, including restaurants or retail stores, with office or residential uses above. The structure should be pushed to the property line with parking oriented to the rear or in a dedicated garage. Design should emphasize the corner of the property, where Pierce Street and 8th Street meet, and feature distinctive architecture that creates visual interest.

### Photo Examples



# Business Highway 20 Subarea

## Sioux City Subarea Plans

The Business Highway 20 Subarea is a vast 787 Acre area that is divided by large highway interchange. Highway 75 operates as a bypass for traffic around Sioux City to Highway 20 and to Interstate 29. Highway 20 Business serves property to the west of the interchange and continues as Gordon Drive. The subarea is bounded to the north by 158<sup>th</sup> Street, to the east by Buchanan Avenue, and to the south by Whispering Creek golf course and neighboring residential community. It includes developed commercial areas on Gordon Drive, and farmland to the southwest of the highway interchange.

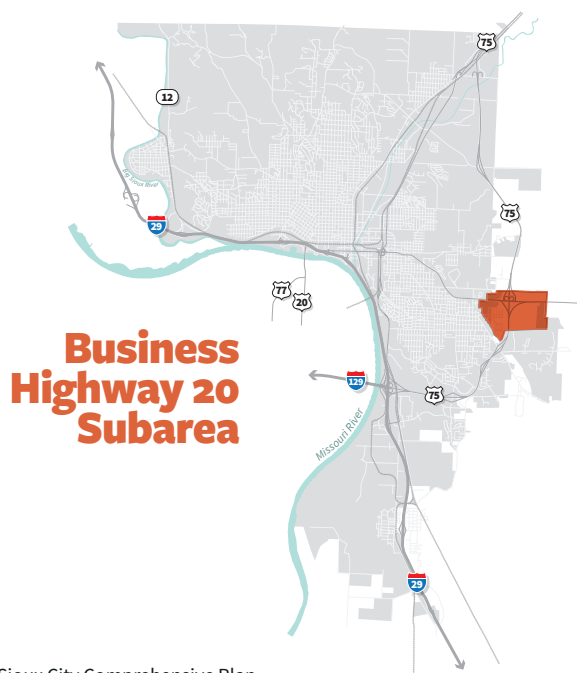
### Existing Conditions

The subarea presents some unique opportunities and constraints. It sits on the edge of the urban area, outside of the incorporated City boundaries, and represents extraterritorial jurisdiction. The bypass junction provides a major access point to the city's east side and should welcome visitors into Sioux City. The existing highways and roads network indicate access limitations for development, and FEMA floodplain covers ground to the southwest of the interchange. The subarea provides a diversity of development opportunities that require careful consideration. Efforts to address issues and opportunities in this subarea will help guide future development with a reasonable approach to infrastructure investment decisions and greenfield development.

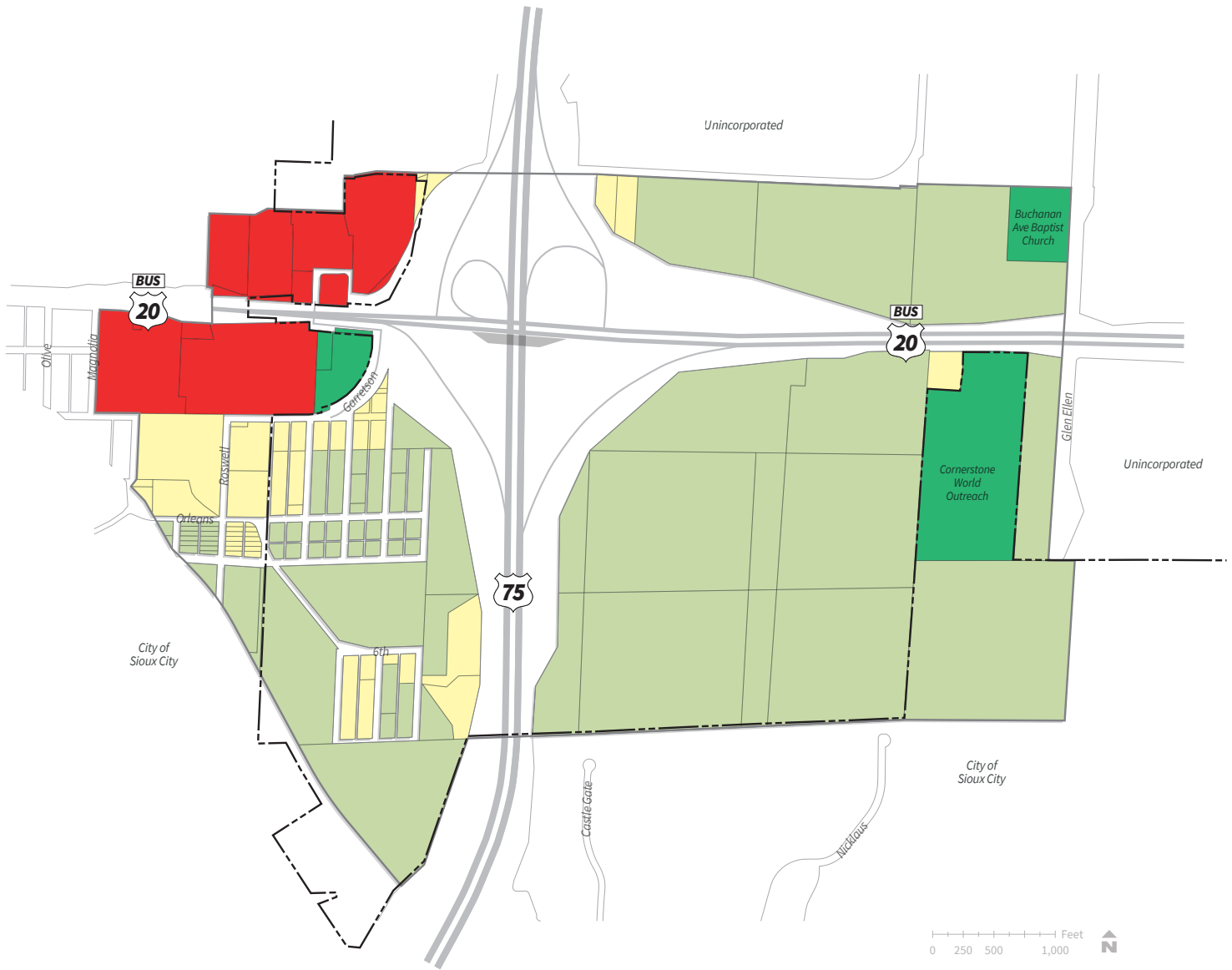
The Business Highway 20 Subarea contains a variety of commercial, public / semi-public, and residential uses. However, the expansive subarea is predominantly defined by its large agricultural or vacant tracts, and the large interchange occupies almost one quarter of land in the subarea.

To the west of the bypass interchange, the commercial area on Gordon Drive has a combination of big box store locations (Menards, Bomgaars, Goodwill) and commercial chain or drive-thru restaurant developments (Perkins Restaurant, Arby's). The land to the south is a lower-density residential area with large tracts of farmland. Some of this land to the southwest of the interchange is designated by FEMA floodplain (Flood Zone A).

To the east of the bypass interchange, the land is mainly undeveloped with rolling topography crossed by natural drainage areas and electrical utility corridors. The state retains parcels northeast of the interchange, used as a borrow area stockpile. There are two churches near the eastern boundary of the subarea, one located on Buchanan Avenue, and one on Glen Ellen Road. The area directly to the south is the location of the Whispering Creek golf course with surrounding subdivisions with single-family residential developments, and a senior living community.







Business Highway 20 Subarea  
**Existing Land Use**

- Agricultural
- Single-Family Detached
- Commercial
- Place or Worship



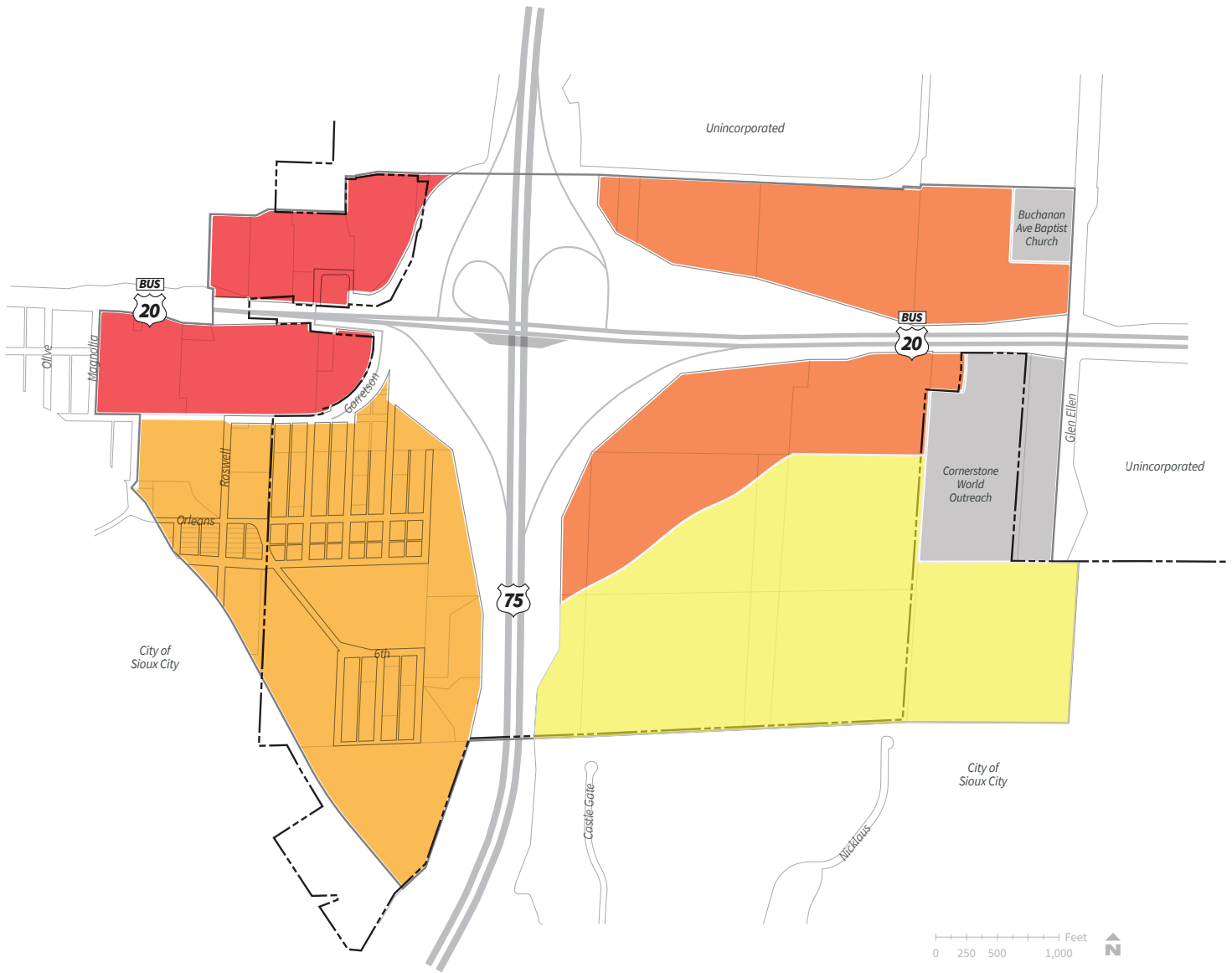
## Land Use Framework

The Business Highway 20 Bypass Subarea should use a measured approach to development that capitalizes on existing infrastructure, minimizes conflict between existing residential and rural development, and ensures the area embodies a welcoming entrance to Sioux City. The subarea should be an area of opportunity for both residents and visitors to the region, offering a variety of shopping, housing options and traveler amenities.

It is anticipated that access to the highway should continue to be derived via existing intersections and using frontage roads, rather than requiring large scale road infrastructure changes. There is a potential access opportunity via an existing underpass under Highway 75 Bypass south of the interchange.

To achieve the City's vision for the future of the bypass interchange area, a land use program has been developed comprised of five functional zones. Each describes desired character and preferred land uses, intended to further define different sections of the subarea and provide an idea of how specific properties should be developed in the future.

Much of the Business Highway 20 Subarea is made up of agriculture land and undeveloped properties. The potential development of these greenfield sites could dramatically impact the character and nature of the subarea and lead to new investment and activity. The following section provides growth and development recommendations based on several guiding principles including, consider the site, create transitions, and maximize connections.



Business Highway 20 Subarea  
**Land Use Framework**

- Eastgate Corridor District
- Morningside East Neighborhood
- Whiskey Creek District
- Whispering Creek North
- Place of Worship

# Eastgate Corridor District

## Business Highway 20 Subarea



### Description

The corridor along Business Highway 20 is an established commercial area that includes big box retail stores, restaurants, and associated surface parking. The retail trade in the area is supported by the residential areas that surround the district from the west, and to visitors to the area arriving via Highway 20 from the east, and Highway 75 Bypass from the north or south. The pattern of development in this area should continue to include commercial retail and services with established access via Gordon Drive (Highway 20). New development in this area could include outlot development, with buildings fronting on the street, that benefit from large existing parking areas. Connections to transit services should be maintained, and pedestrian access and movement should be improved through sidewalks, and safe connections from buildings to parking areas. Other non-retail uses, such as office and employment spaces, public / semi-public, and places of worship should be accommodated as appropriate.

- Consider the site: Maximize use of existing parking, utility and access infrastructure and expand stormwater capacity when new development occurs.
- Create transitions: Buffer commercial or non-residential development from adjacent residential areas through landscaping and setbacks.
- Maximize connections: The orientation of new structures should front along the street, and pedestrian connections should be enhanced and added wherever possible.

### Photo Examples



# Morningside East Neighborhood

## Business Highway 20 Subarea



### Description

This area should develop as a residential neighborhood with a mix of housing densities and types. Higher density or clustered residential development can be sited with consideration of areas subject to coverage by FEMA floodplain.

The area is served by existing road and utility infrastructure and has good proximity to commercial businesses on Gordon Drive, such as Eastgate Shopping Center. Residential development in a range of densities can be assembled around open spaces and common areas that preserve sensitive areas and retain stormwater management best practices. Connections to existing transit service (Commons bus route), sidewalk and trail connectivity should be emphasized here. Existing road and utility infrastructure in the area should be maintained and built upon.

- Consider the site: Cluster single-family attached and detached housing to accommodate necessary stormwater infrastructure and maintain open, common spaces.
- Create transitions: Locate higher density development along the interchange and Garretson Avenue and step down to lower densities in the southwest portion of the site.
- Maximize connections: Develop a comprehensive infrastructure plan to ensure new development is connected to existing roadways and areas of interest.

### Photo Examples



# Whiskey Creek District

## Business Highway 20 Subarea



### Description

This large undeveloped area fronting Business Highway 20 should be a flexible district that builds out as the most appropriate use becomes market-viable for development. The corridor has limited highway access, that could support either new residential development or commercial business development, or a mixed-use combination of business and residential uses. Residential development may have a mix of housing densities and types. Commercial development could integrate with compatible employment uses, such as offices or light industry.

The district also can accommodate public open spaces, and public / semi-public uses. All forms of development should provide quality aesthetics, due to the prominent visibility from the highway corridors, and integrate trails and pedestrian connections wherever possible. The State of Iowa should be approached to discuss redevelopment potential of State-owned land near the interchange that is used as a soil stockpile site.

- Consider the site: Orient parking to the center of the block and push structures to property lines.
- Create transitions: Require substantial parking lot screening to mitigate any impacts to surrounding properties.
- Maximize connections: Develop a comprehensive infrastructure plan to ensure new development is connected to existing roadways and areas of interest.

### Photo Examples



# Whispering Creek North

## Business Highway 20 Subarea



### Description

This area should act as a residential transition zone between the Whiskey Creek Corridor District and low-density residential development to the south and east. Building on the existing suburban and rural character of the homes in the area, this district is intended to accommodate further single-family development, lower-density multi-family residential, public open spaces, and public / semi-public options. The proximity of these areas to existing stubbed road networks, utilities and other community amenities further supports community development, as housing demand grows to support its development.

- Consider the site: Cluster single-family detached housing to maintain open, common spaces that also serve as localized drainage and stormwater improvements.
- Create transitions: Locate higher density development toward the interchange and step down to lower densities in the southern portion of the site.
- Maximize connections: Extend Castle Gate Drive, Tiger Drive, and Nicklaus Boulevard to connect existing residential development to the sites.

### Photo Examples



## Considerations & Constraints Framework

The Business Highway 20 Subarea is a largely undeveloped area with unique opportunities and constraints. A development framework for this district enhances the value of the district through recognizing the following factors and incorporating the ideas into decision-making. This will allow the City to set the standard for future development. The following examination of area considerations and constraints provides recommendations intended to create positive outcomes for City expansion, and development of vacant areas and those areas limited by sensitive lands.

## Jurisdictional Considerations

Most of this subarea is located outside of the incorporated City boundary. The City should continue to prioritize infill development and whenever possible capitalize on existing public infrastructure investments. Planning for development in extraterritorial jurisdiction, and for opportunities for annexation, will provide informed decision-making when the demand for growth arises. The City should coordinate with adjacent jurisdictions to encourage desirable development results along the City's edges.

## Access & Navigation

Due to the location in proximity to two state highways, it is expected that the automobile will continue to be the dominant form of travel within the subarea. Access to and from the bypass interchange is likely to be limited due to higher travel speeds, and the closest highway intersection east of the interchange is at Buchanan Avenue/Glen Ellen Road which is over one mile from the Eastgate Shopping Center. The properties on the northwest side of the interchange should derive access via the highway corridor or Buchanan Avenue, and not derive access via the residential area on 158th Street.

Three subdivision roads, including Castles Gate Drive, Nicklaus Boulevard, and Glen Ellen Road, terminate at the property to the southeast of the interchange – this incomplete road network could be developed to the north as part of an expanded Whispering Creek residential area.







## Special Flood Hazard Area

The Morningside East neighborhood is identified as a FEMA floodplain area in some low-lying areas. This area will require additional study before development can occur. Flood damage should be prevented by managing development near the floodplain, and keeping flood prone areas unobstructed by residential development. Areas vulnerable for flooding area appropriate for conservation as parks, open space or common areas.





Business Highway 20 Subarea  
**Considerations & Constraints Framework**

-  Sioux City Municipal Boundary Line
-  Special Flood Hazard Area
-  Limited Highway Access
-  Difficult to Access Property
-  Potential Underpass Improvement
-  Potential Roadway Connections





# Implementation

*With the planning process complete, the City must now work proactively to transform the goals, objectives, and recommendations set out in the Comprehensive Plan into achievable actions. These actions will direct growth and change within Sioux City in the next 20 years. The following chapter establishes specific steps and methods the City should use to ensure successful implementation of the Plan. This will require the cooperation of a diverse range of organizations and stakeholders, including City staff, elected and appointed officials, public entities, the local business community, property owners, developers, and residents. While the municipal government of Sioux City will be the primary agent for implementation, coordination between the City and partner agencies will be essential to realizing Sioux City's vision for its future. The following sections introduce implementation strategies the City should incorporate habitually into everyday planning efforts.*

## Use the Plan on a Daily Basis

The Comprehensive Plan should be used daily as the official policy guide for planning decisions made by City Council, City staff, the Planning and Zoning Commission, the Building and Housing Code Board, the Effective Fiscal and Public Policy Committee, and other boards and commissions. The Plan should serve as a primary reference in guiding policy formation, evaluating prospective projects and planning initiatives, reviewing development proposals, and prioritizing public expenditures. This will ensure any future planning efforts and decisions are in line with the City's long term goals. Service providers and partner organizations should also be encouraged to use the Comprehensive Plan when considering new development, facilities, infrastructure updates, and programming within their parameters.

To promote regular use of the Plan, the City should:

- Post the Comprehensive Plan document on the City website and make it available in hard-copy at all Sioux City Public Library locations for easy public access.
- Educate the public in how the Plan is connected to development projects and other proposals occurring within the City.
- Provide guidance to the City Council, the Planning and Zoning Commission, and other boards and commissions in the administration, interpretation, and continuous application of the Plan.
- Meet with key department heads and officials to explain the purpose, importance, and benefits of the Plan.
- Provide an 'orientation' for new staff, officials, and board members which highlights key takeaways and major goals of the Comprehensive Plan which are essential to local policy and initiatives.
- Maintain a list of possible amendments, issues, or needs which may be the subject of change, addition, or deletion from the Plan.
- Coordinate with and assist the Planning and Zoning Commission in the Plan amendment process as necessary.

## Develop & Maintain Partnerships

Given Sioux City's regional position, it is essential that the City develops and maintains partnerships with a wide variety of groups and organizations. Facilitating regular communication and cooperation with partners will support implementation of the Comprehensive Plan and identify opportunities to work collaboratively toward mutual interests. Further, it will facilitate a greater regional perspective in how issues are addressed in the area.

Sioux City already has a wide variety of partnerships which should be maintained in the future. Possibilities for new partnerships with organizations and agencies should be identified by the City to aid in the implementation of the Comprehensive Plan. This should include neighboring municipalities, regional and state agencies, school districts, neighborhood groups, local business communities, and other groups with a vested interest in Sioux City. The Implementation Matrix provided at the end of this chapter identifies numerous implementation items where partner agencies can play a key role in advancing the goals and objectives of the Comprehensive Plan.

The City should continue to partner with or explore new opportunities with the following groups:

- Woodbury County, IA
- Dakota County, NE
- South Sioux City, NE
- Dakota City, NE
- North Sioux City, SD
- City of Jefferson, SD
- City of Sergeant Bluff, IA
- City of Hinton, IA
- City of Lawton, IA
- City of Bronson, IA
- Woodbury County Conservation
- Sioux City Community Schools District
- Western Iowa Tech Community College
- Briar Cliff University
- Morningside College
- St. Luke's College
- Iowa Department of Transportation
- Union Pacific Railroad
- Canadian National Railway
- Burlington Northern Santa Fe Railway
- Sioux City Transit System
- Siouxland Chamber of Commerce

## Integration with the Capital Improvement Program (CIP)

- ◆ The City should review all long-term infrastructure projects to ensure conformance with the goals and objectives outlined in the Comprehensive Plan. These projects should be mapped out and linked to funding sources within the Sioux City's Capital Improvement Program (CIP), which prioritizes and schedules all public improvement projects within the City.
- ◆ The CIP establishes implementation timing and funds of specific Comprehensive Plan projects, such as the restoration and upgrading of existing infrastructure, utilities, and City facilities. As planned projects are completed and new funding sources form, the CIP should be updated to include new projects, cost estimates, and priorities.
- ◆ As financial resources in Sioux City will always be limited and public dollars must be spent wisely, aligning the CIP with the Comprehensive Plan will ensure completion of the most desirable public improvements and help keep public improvement projects within the City's budget.

## Update the City's Zoning & Development Regulations

Implementing the Sioux City Comprehensive Plan will require a wide range of implementation actions, collectively aimed at realizing the Plan's recommendations. Zoning and other development regulations are powerful tools for implementing the Comprehensive Plan. They seek to promote the health, safety, and general welfare of Sioux City residents by minimizing nuisances, reducing hazards, and optimizing land use compatibilities.

Adoption of the Sioux City Comprehensive Plan should be followed by a detailed and thorough review and update of the City's various development controls including the zoning and sign code and subdivisions ordinance. It is essential that all development controls be consistent with and complement the Comprehensive Plan's vision, goals, objectives, and recommendations. By using the Comprehensive Plan to direct zoning and regulatory amendments, the City will begin to effectively implement key plan recommendations.

## Land Use Plan & Zoning District Alignment

At its most basic function, the Comprehensive Plan establishes a land use designation for every parcel within the community, via the Land Use Plan. This should be used to guide the establishment of new zoning districts, amendments to existing districts, and the creation of a new zoning map that better aligns with the new Land Use Plan (page 20-21). The City should carefully examine the Land Use Plan as it prepares a new zoning ordinance and map.

Currently, the Land Use Plan establishes 12 land use categories, while the zoning ordinance contains 16 zoning districts. As a first step to implementation, the City should amend the zoning ordinance and map to more closely align with the Comprehensive Plan. It is unlikely, due to existing uses and development patterns, that the Land Use Plan and zoning map will align perfectly. However, it is important to understand that zoning is not planning. Planning must come first, and now that the Comprehensive Plan is in place, the zoning should be amended to reflect the intent of the Plan. This alignment provides "fair certainty," informing land owners, developers, officials, staff, and residents what the expectation is regarding land use, development, character, intensity, and other factors.

## Maintain Public Communication

The foundation of the Comprehensive Plan was directly constructed from the input of community members. Public outreach methods undertaken during the planning process included public workshops, visioning sessions, stakeholder interviews, focus group discussions, online questionnaires, an interactive mapping tool, and other methods to engage with residents, businesses, property owners, local officials, and community stakeholders. In addition to supporting the planning process, these outreach efforts helped to foster stewardship for the Comprehensive Plan and communicate the importance of planning within Sioux City.

Sustaining this core value of public engagement, the City should continue to communicate with the public to support implementation and future planning efforts. This entails regular correspondence with public through means like online updates, announcements of major project achievements, and newsletters including information about planning and development efforts. In addition, the City should maintain an avenue for residents and stakeholders to offer feedback and ask questions about planning initiatives and ongoing projects.

## Regional Cooperation

Sioux City is located at the western edge of the State of Iowa sharing a border with Nebraska and South Dakota. Due to its large size and growing population, many of Sioux City's high-quality services and amenities have a regional impact, particularly with direct neighbors. A regional perspective must be taken when addressing the City's issues. Partnerships with adjacent municipalities, interjurisdictional groups, and other organization will be vital in addressing shared challenges.

The City should consider the following recommendations to establish potential partnerships and foster greater regional cooperation:

- Establish a schedule of reoccurring meetings with key partners to review emerging trends and issues, share long-term goals, and identify opportunities for partnership and cooperation. Key groups should include Woodbury County, Dakota County, Union County, IDOT, and other organizations and associations.
- Seek active involvement in regional projects that will affect the community.

- Partner with Iowa DOT, Woodbury County, and adjacent municipalities to address the movement and distribution of traffic through the area, accounting for how roadways function from a larger regional perspective instead of as individual segments within specific municipalities.
- Partner with Woodbury County Conservation and adjacent municipalities to connect existing trails and bicycle routes and create a regional system that connects residents to key destinations.
- Encourage greater participation by local business community members in the Siouxland Chamber of Commerce to strengthen Sioux City's regional economic presence and ensure the City's economic goals met.

## Reviewing & Updating the Plan

The Comprehensive Plan is not a static document. If community attitudes change or new issues arise that are beyond the scope of the current Plan, the Plan should be revised and updated accordingly.

The City should regularly undertake a systematic review of the Plan every 5 years, and revise and update the Plan accordingly. The City should also maintain a public list of potential amendments, issues, or needs. Ideally, this review should coincide with the preparation of the City's budget and Capital Improvement Program and the preparation of an annual action agenda. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

## Measure Progress

A key element of implementation will be measuring progress in achieving the goals and objectives set out in the Sioux City Comprehensive Plan. This will assist with reviewing the success of planning initiatives and projects, inform additional implementation efforts, and provide a meaningful understanding of when core goals have been achieved. To measure its progress, the City should identify potential metrics, desired trends, and proposed data resources organized by the goals of the Comprehensive Plan. The metrics should not signify when an objective has been achieved but rather direct preferred trends that demonstrate positive change while encouraging continued improvement over the life of the Plan.

## Potential Funding Sources

To implement the goals and objectives of the Comprehensive Plan, the City will need to acquire means to fund planning projects and incentivize economic development. Funding sources can be obtained at a federal, state, and local level and a diverse range should be utilized to maximize financial resources. The following sections present potential funding sources for economic development, transportation, housing, and environmental initiatives in Sioux City.

### Economic Development Funding

#### Federal

- Qualified Opportunity Zone (QOZ)
- New Market Tax Credit Program
- Federal Historic Preservation Fund Grant Programs and Rehabilitation Tax Credit

#### State

- Targeted Jobs Withholding Tax Credit Pilot Program
- High Quality Job Program
- State Historic Preservation and Cultural and Entertainment District Tax Credit
- Redevelopment Tax Credit for Brownfield or Grayfield Sites

#### Local

- Tax Increment Financing (TIF) and Urban Renewal Areas
- Urban Revitalization Tax Abatement

### Transportation Funding

#### Federal

- Fixing American's Surface Transportation (FAST) Act
- Surface Transportation Program (STP)
- Iowa Clean Air Attainment Program (ICAAP)
- Surface Transportation Block Grant Program (STBGP)
- Highway Safety Improvement Program
- National Highway Performance Program (NHPP)

#### State

- IDOT Revitalize Iowa's Sound Economy (RISE) Program
- Transportation Alternative Program (TAP)

### Housing Funding

#### Federal

- New Market Tax Credit Program
- Community Development Block Grant Programs (CDBG)
- HOME Investment Partnership Program

#### State

- Iowa Finance Authority (IFA)
- Federal Housing Trust Fund
- Economic Development Bond Program
- Low Income Housing Tax Credit Program
- Workforce Housing Tax Credits
- State Historic Preservation and Cultural and Entertainment District Tax Credit

#### Local

- Tax Increment Financing (TIF) and Urban Renewal Areas
- Urban Revitalization Tax Abatement

### Environmental Funding

#### Federal

- Iowa Federal Recreational Trails Program
- Land and Water Conservation Fund (LWCF)
- Brownfield Assessment Grants
- Brownfield Cleanup Grants

#### State

- Resource Enhancement and Protection (REAP)
- State Revolving Fund (SRF)
- Iowa State Recreational Trails Program

## Implementation Matrix

The Implementation Matrix presents a complete list of all actionable recommendations made within the Comprehensive Plan. The table includes project priority, cost and time estimate, and potential partnerships and funding sources associated with each action. The Implementation Matrix is meant to help organize proposed recommendations for implementation and evaluate the City's progress based on completed actions.

### Key Action

Key actions include capital projects, policy or regulatory amendments, or strategies that should be prioritized to lay the foundation for long-term plan implementation.

### Time Estimate

Time estimates indicate, in years, how long it would take to complete a specific action. Descriptions of each timeframe are detailed below:

- Short-term: less than two years.
- Mid-term: two to five years.
- Long-term: greater than five years.

## Implementation Matrix

#	Action	Key Action	Time Estimate
<b>Chapter 3: Land Use &amp; Development</b>			
3.01	Encourage land use and development that is consistent with the designations identified by the Land Use Plan	●	Long-term
3.02	Carefully organize and guide growth and development in accordance with the capacity of existing infrastructure.	●	Long-term
3.03	Encourage infill and development within areas that are currently served by existing infrastructure.	●	Long-term
3.04	Ensure infrastructure is a central consideration that is carefully analyzed as part of future development and the City's development review process.		Short-term
3.05	Utilize the identified annexation strategy to guide opportunities for outward growth and incorporation of property.	●	Short-term
3.06	Continue to evaluate proposed developments in Woodbury and Plymouth counties that are within two miles of the City's municipal boundary.		Short-term
3.07	Coordinate with property owners, eligible businesses, the Siouxland Chamber of Commerce, and other potential partners to publicize and explore the application of locally available development incentives.	●	Mid-term
3.08	Aim to activate both the Qualified Opportunity Zones and New Market Tax Credits Programs as a way to support strategic growth within the community.	●	Long-term
3.09	Prioritize historic preservation and protection of unique cultural resources as development occurs over time.		Long-term
3.10	Develop a dedicated historic preservation plan for Sioux City.		Mid-term
3.11	Restrict the development of adjacent incompatible uses and support appropriate redevelopment and relocation to mitigate existing land use conflicts, in accordance with the Land Use Plan.	●	Long-term
3.12	Require appropriate screening or buffering between incompatible uses in areas where relocation or redevelopment of conflicting uses is not desired.		Mid-term
3.13	Emphasize maintenance and upkeep of both public and private property, including City-initiated efforts to incentivize property maintenance, address structures that are dilapidated, and enforce regulations.		Short-term
3.14	Continue to explore public-realm improvements, such as streetscaping in targeted areas, which will encourage private investment by demonstrating a commitment to elevating the character of Sioux City.		Mid-term
3.15	Establish neighborhood and business groups, volunteer programs, and regular events that focus on cleaning up and improve the appearance of targeted areas.		Mid-term
3.16	Guide growth and development in accordance with the identified Strategic Growth Plan	●	Long-term
<b>Housing &amp; Residential Areas Framework</b>			
3.17	Reinforce traditional neighborhoods by encouraging infill development and making necessary infrastructure improvements and extensions.	●	Mid-term
3.18	Utilize a data-driven approach to identify and track code violations, renovations, demolitions, and other information for homes in the community.		Mid-term
3.19	Research and advocate for changes to state and local policies that would help address vacancy and blight.		Long-term
3.20	Seek the conversion of chronically vacant properties to parks, gardens, and greenspaces that will contribute to the character of the surrounding neighborhood.		Mid-term
3.21	Encourage home maintenance and develop programs that will incentivize and provide capital to improve the appearance of homes in traditional neighborhoods.		Short-term
3.22	Seek to reestablish the urban street grid and reinforce the traditional residential block pattern of development in traditional neighborhoods.		Mid-term
3.23	Carefully consider the impacts of future suburban neighborhoods, particularly as relates to infrastructure capacities.	●	Long-term
3.24	Direct suburban residential growth to appropriate areas and account for impacts to existing neighborhoods.		Mid-term
3.25	Encourage infill and redevelopment within existing suburban neighborhoods as well as general maintenance and upkeep.		Mid-term
3.26	Carefully consider opportunities for additional planned subdivision developments to analyze and be well informed of associated costs and long-term demands.	●	Long-term
3.27	Maintain satellite neighborhoods as valuable alternatives to more urban residential options.	●	Long-term
3.28	Encourage multi-family residential as part of infill and redevelopment of traditional and suburban neighborhoods.	●	Long-term
3.29	Work with property owners to encourage maintenance and renovation of multi-family residential, including code enforcement and long-term redevelopment of critical properties.		Long-term
3.30	Work with property owners to encourage and incentivize greater housing variety, both as part of infill and greenfield development.	●	Long-term



## Implementation Matrix

#	Action	Key Action	Time Estimate
<b>Commercial Areas Framework</b>			
3.31	Maintain and enhance neighborhood commercial districts to support adjacent residential areas and bolster small business in Sioux City.	●	Mid-term
3.32	Work with property owners to ensure neighborhood commercial uses are appropriately screened from adjacent homes.		Short-term
3.33	Coordinate with property owners to address the age and upkeep of aging neighborhood commercial centers.		Short-term
3.34	Support corridor commercial districts and seek appropriate improvements to ensure their continued vitality, including infill and redevelopment as well as commercial growth.	●	Mid-term
3.35	Encourage best practices for access management for Corridor Commercial uses, including shared parking, cross access, and curb cut reduction.		Short-term
3.36	Maintain and enhance the satellite commercial strips as essential components of the City's satellite communities.		Mid-term
3.37	Work to address individual issues within each regional commercial district to allow Sioux City to capitalize on regional connectivity and support viable commercial options that will attract consumers from across the Tri-State region.	●	Long-term
3.38	Foster a lively and inviting pedestrian experience Downtown, through both greater activation of the streets and better connections to adjacent neighborhoods and destinations	●	Long-term
3.39	Utilize the Downtown Transition district to buffer the highest density of the Downtown Core from adjacent traditional neighborhoods.		Mid-term
3.40	Encourage and incentivize development within the Downtown Transition area with an emphasis on vacant or underutilized properties.		Mid-term
3.41	Develop a dedicated corridor plan to establish a clear vision for the future of Lewis Boulevard/Business Highway 75.	●	Mid-term
3.42	Utilize the zoning ordinance and work cooperatively with commercial businesses and property owners to improve the appearance and character of commercial properties and districts in Sioux City.		Short-term
3.43	Encourage and incentivize on-site improvements for existing commercial users that will add to the character of surrounding districts.		Mid-term
<b>Industrial Areas Framework</b>			
3.44	Carefully maintain the Hoeven Valley Corridor as an important economic generation for Sioux City and the region.	●	Long-term
3.45	Work to formalize industrial operations in the Hoeven Valley Corridor and enhance their appearance to reduce impacts on adjacent districts and support additional investment.		Mid-term
3.46	Prioritize the Industrial Pars Area as the primary growth area for industrial uses in Sioux City.	●	Long-term
3.47	Create a more organized appearance for Industrial Parks Areas, such as roadway improvements and landscaping.		Mid-term
3.48	Work to address the unique issues of each Industrial Transition Zone to mitigate impacts on adjacent uses while preserving the vitality of industrial businesses in Sioux City.	●	Long-term
3.49	Utilize the zoning ordinance and work cooperatively with industrial businesses and property owners to improve the appearance and character of industrial properties and districts in Sioux City.		Short-term
3.50	Encourage and incentivize on-site improvements for existing industrial users that will add to the character of surrounding districts.		Short-term
3.51	Review and market necessary updates to materials for each business or industrial park to reflect the policy and directives of the Industrial Areas Framework.		Short-term
3.52	Work with existing businesses in existing business and industrial parks to consider related physical improvements, such as gateway features, wayfinding signage, landscaping elements, and other branding efforts.		Mid-term
<b>Economic Development Framework</b>			
3.53	Actively explore and seek implementation of the identified policies and strategies of the Economic Development Framework.	●	Long-term
3.54	Continue working toward the City's economic development goals to revitalize the Downtown and create a mixed-use, pedestrian friendly environment.		Long-term
3.55	Create a Destination Marketing Organization (DMO) that addresses the entire region by promoting tourism and attracting new businesses and residents.		Mid-term

## Implementation Matrix

#	Action	Key Action	Time Estimate
<b>Chapter 4: Transportation</b>			
4.01	Consider revising the subdivision ordinance to include connectivity index standards.		Short-term
4.02	Evaluate existing subdivision developments with poor connectivity for opportunities to eliminate locations with no outlet.		Mid-term
4.03	Continue applying the City's adopted Complete Street resolution as part of future roadway and infrastructure projects.	●	Long-term
4.04	Coordinate with neighboring communities and partner organizations to implement Complete Streets, particularly Iowa DOT.		Long-term
4.05	Explore the feasibility of a Complete Street project for Morningside Avenue.		Mid-term
4.06	Explore the feasibility of a Complete Street project for 5th and 6th Streets.		Mid-term
4.07	Focus on providing additional east-west connections through Sioux City.	●	Long-term
4.08	Continue monitoring traffic data across the roadway system to identify emerging problem areas or travel demand increases.		Long-term
4.09	Examine opportunities for improvements to corridors and intersections to proactively address congestion and safety concerns.	●	Long-term
4.10	Continue to work cooperatively with Iowa DOT on I-29 improvements in Sioux City as well as review changes to traffic patterns to identify opportunities and concerns that should be addressed in the future.		Mid-term
4.11	Examine roadways that are experiencing elevated crash incident rates through dedicated safety studies to identify physical and systematic improvements that will address safety.	●	Mid-term
4.12	Regularly review and address safety across the City's entire roadway network.		Long-term
4.13	Analyze, explore the feasibility of, and implement the identified roadway improvements to provide additional east-west routes, serve anticipated future development, facilitate better traffic flow, and eliminate critical network gaps.	●	Long-term
4.14	Continue to explore and actively seek implementation of the 18th Street Viaduct and related improvements to make 18th Street an east-west connection across the Hoeven Valley.		Mid-term
4.15	Undertake detailed analysis of converting Pierce and Douglas to two-way streets north of their intersections with 11th Street.		Short-term
4.16	Conduct a subarea study of the properties immediately surrounding the Gordon Drive Viaduct to help clarify the impact that improvements to the viaduct could have, particularly on future rail operations.		Mid-term
4.17	Work with SIMPCO to update their 2017 parking study for Downtown Sioux City to ensure adequate parking exists as development occurs in the area.		Short-term
4.18	Analyze the impact of potentially losing Downtown on-street parking along 5th and 6th streets when these roads are converted to two-way traffic flow.		Short-term
4.19	Forecast the locations of long-term and short-term parking in Downtown through a formal parking study to assess the supply of parking locations and potential need for and composition of parking types.		Mid-term
4.20	Actively work to implement landscape standards for parking on municipally owned parking lots and encourage owners of private parking areas to comply.		Short-term
4.21	Undertake an inventory of the physical sidewalk conditions for key areas of the community such as Downtown, along commercial corridors, and surrounding schools.	●	Short-term
4.22	Prioritize missing segments of the sidewalk network for future improvement projects, with emphasis on key areas of the community.		Mid-term
4.23	Continue to prioritize the implementation of the Trails Strategic Plan through CIP budgeting.	●	Long-term
4.24	Work with railroad operators to identify unnecessary legacy trackage such as former sidings or spurs that can be used for rails to trails projects.		Mid-term
4.25	Regularly review the need for further strategic improvements to the Skywalk system.		Long-term
4.26	Strive to proactively create regulatory policies or have systems in place that will allow a rapid response to emerging technologies and changing transportation demands.		Long-term
4.27	Work with Sioux City Transit System to coordinate transit routes and frequencies with new growth, especially multi-family development.		Mid-term
4.28	Coordinate with the Sioux Gateway Airport to continue supporting freight and ensure local industries can efficiently transfer commodities and finished products to and from the community via air.		Long-term
4.29	Continue to work with and support the Iowa National Guard regarding their future infrastructure needs at the Sioux Gateway Airport.		Long-term
4.30	Seek to implement the recommendations identified in the City's recent studies of freight rail to address issues and opportunities.		Long-term

## Implementation Matrix

#	Action	Key Action	Time Estimate
<b>Chapter 5: Parks, Open Space &amp; Environmental Features</b>			
5.01	Develop a Parks and Recreation Master Plan to ensure that the community continues to meet and surpass NRPA standards for both population and service areas.	●	Short-term
5.02	Extend the trail located within Cone and Sertoma Parks to adjacent residential areas to increase access to Cone Park by pedestrians and cyclists.		Mid-term
5.03	Work with Iowa DOT to explore the feasibility of a pedestrian bridge across Highway 75 Bypass connecting to Cone Park.		Long-term
5.04	Consider increasing the frequency of the Route Six bus to increase transit access to Cone Park.		Short-term
5.05	Improve maintenance and upkeep of Sioux City Parks	●	Short-term
5.06	Inventory and prioritize improvements to Sioux City Parks to be included in the CIP	●	Short-term
5.07	Research and implement best practices for park maintenance, such as new technologies and materials.		Mid-term
5.08	Update park equipment in Sioux City Parks to be accessible for all users.		Mid-term
5.09	Provide methods for residents to report broken or damaged park equipment.		Short-term
5.10	Continue developing the local trail system with a focus on connecting to residential areas and regional trail systems	●	Long-term
5.11	Continue to make the preservation of open space a key consideration as growth occurs	●	Short-term
5.12	Perform a review of local open space to identify important areas to preserve.		Short-term
5.13	Study the viability of developing new recreation facilities, such as an aquatics center or a regional sports complex.	●	Long-term
5.14	Engage the community to further evaluate the types of recreation options that residents desire and that will set Sioux City apart from other communities.		Short-term
5.15	Study field use to determine which parks are best suited for development of soccer fields and analyze the potential of decommissioning unused baseball fields.		Mid-term
5.16	Analyze emerging trends in sports participation and develop a plan to address any gaps in service.		Mid-term
5.17	Identify key trail connections that will link the Loess Hills Scenic Byway and Stone State Park to the community's core.		Mid-term
5.18	Develop a wayfinding campaign that would direct visitors to Stone State Park and other key destinations such as Downtown.		Mid-term
5.19	Work with the Iowa Department of Natural Resources to identify partnership opportunities with regards to Stone State Park and other natural assets.		Mid-term
5.20	Work to better utilize the Loess Hills Scenic Byway as a community asset and environmental feature that should be protected, preserved, and enhanced.		Long-term
5.21	Work with the Parks & Recreation Department to incorporate the Loess Hills Scenic Byway as a recreational amenity.		Long-term
5.22	Consider the Loess Hills Scenic Byway as part of new trail connections, aiming to incorporate topographic features.		Mid-term
5.23	Work with neighboring communities and regional organizations to promote the Loess Hills Scenic Byway and emphasize this asset as part of Sioux City.		Long-term
5.24	Incorporate the Loess Hills Scenic Byway as part of branding efforts for the City, promoting Sioux City and the surrounding region as a gateway to the Loess Hills Scenic Byway.		Short-term
5.25	Review and update development regulations to minimize impacts to important geological features that are part of the Loess Hills Scenic Byway, such as bluffs, rocky outcroppings, and natural areas.	●	Short-term
5.26	Work with Golden Hills Resource Conservation and Development to identify partnership opportunities for the conservation and promotion of the Loess Hills Scenic Byway.		Long-term
5.27	Develop a clearly defined approach to sustainability and conservation within Sioux City, potentially as a stand-alone plan.	●	Short-term
5.28	Work to achieve the City's vision for Clean Water, Clean Air, and Clean Land in Sioux City	●	Long-term
5.29	Continue to make efforts to reduce stormwater pollutants and implement sustainable water management practices.		Long-term
5.30	Play an active role in improving air quality within Sioux City to improve living conditions for residents and contribute to the global effort to reduce air pollution.		Long-term
5.31	Protect Sioux City's land and ensure the foundation upon which the community is built is well protected.		Long-term

## Implementation Matrix

#	Action	Key Action	Time Estimate
<b>Chapter 6: Community Facilities &amp; Infrastructure</b>			
6.01	Complete necessary maintenance and renovation projects of City owned facilities to ensure that Sioux City can meet future demand for services.	●	Long-term
6.02	Conduct a facility needs analysis that quantifies the existing needs of each City department in comparison to the capacity to expand facilities and services to accommodate future population growth.		Short-term
6.03	Monitor and coordinate the needs of civic uses in Downtown to ensure they can remain in the area.		Long-term
6.04	Continue to support the Neighborhood Network and work with this organization as a valuable resource to address issues both within specific neighborhoods and facing the community as a whole.		Long-term
6.05	Work with neighborhood associations and other civic groups to establish a neighborhood watch program.		Short-term
6.06	Continue working with the School District to ensure they have the resources to accomplish their goals and improve the quality of schools.	●	Long-term
6.07	Continue to encourage that closed schools be renovated and reused as multifamily housing units or other creative solutions.		Long-term
6.08	Work cooperatively with the School District to ensure that shifting and expanding student enrollment can be accommodated.		Long-term
6.09	Work with the School District to identify locations for new schools within the residential growth area, as well as infill locations where new or expanded schools are needed to better serve existing neighborhoods.		Short-term
6.10	Continue to foster relationships with private schools to ensure that their future needs for space and maintenance are met.		Long-term
6.11	Continue to partner with higher education institutions to offer life-long learning programs to residents, English as a Second Language classes, and workforce training opportunities.		Mid-term
6.12	Coordinate with higher education providers to promote additional housing near campuses as well as commercial development to better serve the retail and service needs of students.	●	Mid-term
6.13	Coordinate with residents in neighborhoods surrounding higher education facilities to ensure new development does not have a negative impact on community character.		Long-term
6.14	Partner with higher education providers and transportation agencies to develop access and circulation plans to reduce local congestion.		Mid-term
6.15	Build upon existing economic development programs to comprehensively address brain drain in the community.	●	Mid-term
6.16	Establish a clear platform for young professionals to learn about employment opportunities in the City.		Short-term
6.17	Continue working to revitalize Downtown to make it a fun, attractive mixed-use neighborhood.		Long-term
6.18	Continue improvements to the trail and sidewalk network to enhance connectivity and reduce auto-reliance.		Mid-term
6.19	Work with healthcare providers to better integrate their facilities into surrounding areas.		Mid-term
6.20	Continue to attract and retain healthcare service providers, especially providers who will locate in underserved areas of Sioux City.	●	Mid-term
6.21	Update and improve the water treatment and distribution network to maintain high quality of service.	●	Long-term
6.22	Implement improvements identified within the Water System Master Plan to ensure the groundwater wells, treatment plants, and distribution system keep up with the City's current and anticipate growth and demand.		Long-term
6.23	Implement an assessment and replacement program, with priority given to segments identified as deficient.		Long-term
6.24	Continue to annually budget for unanticipated water main needs and replacements until all rehabilitation projects are complete.		Mid-term
6.25	Continue to monitor water infrastructure as new development occurs to ensure projected demand can be accommodated.		Long-term
6.26	Seek long-term construction of a satellite wastewater treatment facility in either the Southbridge or Bridgeport Industrial Park.	●	Long-term
6.27	Continue to implement interceptor cleaning at a frequency necessary to address resulting issues.		Long-term
6.28	Continue to implement rehabilitation recommendations as reported with the cleaning projects and as identified in the Master Plan.		Long-term
6.29	Continue to monitor wastewater infrastructure and WWTP as new development occurs to ensure projected capacities can be accommodated.	●	Long-term
6.30	Update the City's storm drainage and flood infrastructure system to meet the increase in demand.	●	Long-term
6.31	Require all new development to include attractive on-site detention areas along with storm sewer networks.		Long-term
6.32	Continue to work toward transforming the Storm Water Utility into an enterprise fund.		Long-term
6.33	Continue to utilize the CIP to identify and complete necessary short-term and long-term projects.		Long-term
6.34	Implement recommendations identified as part of the Storm Sewer Master Plan process.		Mid-term
6.35	Complete drainage studies and replace storm sewer in conjunction with street projects when possible.		Long-term
6.36	Review and identify necessary steps to address underperforming levees and better activate the levee system as a resource to assist with flooding and water detention.		Mid-term
6.37	Continue to identify and pursue opportunities to implement green infrastructure to reduce surface flooding and improve downstream water quality.	●	Long-term



# Appendix

- *Past Plans, Studies & Reports*
- *Existing Land Use*
- *Current Zoning*
- *Demographic & Market Analysis*
- *Summary of Community Outreach*



## Past Plans, Studies & Reports

Sioux City has a long history of community planning. This includes numerous plans, studies, and reports which are essential to understanding the City as it exists today and community aspirations over the years. Given the importance of these planning efforts, past plans were reviewed and analyzed during the preparation of the Comprehensive Plan. As appropriate, the recommendations, findings, and direction of past plans were incorporated within the planning process to establish a single, unifying document for Sioux City. The following presents a summary of those plans, studies, and reports deemed most relevant to the comprehensive planning process.

### *Sioux City Comprehensive Plan (2005)*

Sioux City last updated its comprehensive plan in 2005. The plan identified the negative perception of the City, lack of housing opportunities, corporate tax advantage of Nebraska and South Dakota, need for infrastructure improvements and transit accessibility as top concerns of residents. To address these and other issues, the plan outlined strategies that focused on economic development, transportation, Downtown viability, infrastructure and facilities, residents and community, neighborhoods, commercial centers, travel corridors, industrial development areas, and the riverfront.

### *Geneva Corridor Study (2006)*

The Geneva Corridor Study is an analysis of the potential extension of Geneva Street from West 25th Street to West 28th Street, which includes the removal of the bridge at West 26th Street. Options discussed within this report include extending Geneva Street from West 25th Street to West 28th Street, or leaving a dead-end at West 25th Street. Per the study, extending Geneva Street may provide opportunities for the development of future commercial properties between Perry Creek and Hamilton Boulevard, as well as provide internal circulation for the area bounded by West 28th Street, Hamilton Boulevard, Perry Creek, and West 25th Street. The study also suggests potential areas where infill development would be appropriate.

### *Hamilton Corridor Study (2006)*

The Hamilton Corridor Study discusses the potential commercialization of 40 acres of residential land. The report addresses whether additional land along Hamilton Boulevard and land along Wesley Parkway should be planned for commercial development, whether the Geneva Corridor should be planned for commercial development, and other physical improvements that may be needed given the proposed land use changes along Hamilton Boulevard.

The study considers the development of a solid commercial corridor, the complete commercialization of the Geneva Corridor, and strip commercialization of the east Hamilton frontage from 3rd Street to 7th Street, as well as heavier commercial or industrial development on the east Hamilton frontage south of 3rd Street.

### *West End District Plan (2007)*

The West 7th Corridor includes West 7th Street from Hamilton Boulevard to Wesley Parkway. The corridor project began in the winter of 2013 and construction is still ongoing during the creation of this Comprehensive Plan. The project includes complete street replacement, converting the existing 4-lane section to 3-lanes with on-street parking and widened sidewalks, as well as the replacement of utilities. The project includes several landscaping features such as trees, benches, lighting, and gateway elements. The goal of the project is to make the corridor more pedestrian friendly.

### *Pierce Corridor Plan (2012)*

In 2012, the City developed the Pierce Corridor Plan with the goal to establish a vision for the corridor as a gateway between the northern residential neighborhoods and Downtown, as well as to provide a framework for the corridor's development. The plan included recommendations for improvements that would streamline development using design standards, making the area more appealing through pedestrian and cyclist infrastructure improvements, and strengthening the residential character of the corridor by encouraging mixed uses that provide for a range of housing types and affordability levels.

### *IEDC Downtown Study (2012)*

In 2012, the City and various partners worked with the International Economic Development Council in a strategic assessment of Downtown Sioux City. The study focused on adaptive reuse of existing space, conversion to Class A residential and office uses, and the opportunity to transform Downtown in a premier walkable and livable urban place.



### ***West 7th Street Corridor Improvement Project (2013)***

The West 7th Corridor includes West 7th Street from Hamilton Boulevard to Wesley Parkway. The corridor project began in the winter of 2013 and construction is still ongoing during the creation of this Comprehensive Plan. The project includes complete street replacement, converting the existing 4-lane section to 3-lanes with on-street parking and widened sidewalks, as well as the replacement of utilities. The project includes several landscaping features such as trees, benches, lighting, and gateway elements. The goal of the project is to make the corridor function better.

### ***Neighborhood Housing Study (2015)***

In 2015, the City developed a neighborhood housing study to help address issues with housing stock identified in the 2005 Comprehensive Plan. The study identified four goals:

1. Improve the housing stock
2. Facilitate communication
3. Increase staff capacity
4. Empower the community

The study highlighted the need for a program that would allow neighborhood organizations to directly communicate with the City about issues and to work towards resolving them. This led to the development of the Neighborhood Network, which has been integral in neighborhoods that were successfully stabilized with rehabilitation funding.

### ***Active Transportation Plan (2015)***

In 2015, the City, Siouxland Interstate Metropolitan Planning Council (SIMPCO), and Wellmark Blue Cross and Blue Shield partnered to develop the Active Transportation Plan. The goal of the plan is to encourage active transportation by identifying and eliminating barriers and provide safe and accessible connections between neighborhoods and destinations. The recommendations in the plan are structured using five categories: engineering, education, encouragement, enforcement, and evaluation. The plan identified eight corridors and made improvement recommendations specific to each area.

### ***Leeds/Floyd Boulevard Corridor Study (2015)***

This study was conducted by students at the University of Iowa's School of Urban and Regional Planning. The intent was to review and propose improvements to 1.3 miles of Floyd Boulevard where it extends through the Leeds neighborhood. Built upon community input and existing conditions, the study identifies various land use options, transportation and streetscape improvements, necessary zoning updates, and an implementation framework. The study identifies three land use alternatives for the area; expansion of existing housing, establishment as a recreation hub, and rejuvenation of the existing business district.

### ***Downtown Strategic Plan (2016)***

In the summer of 2016, the City and its non-profit Downtown counterpart, Downtown Partners, published the Downtown Strategic Plan. This plan revealed that Downtown was poised for revitalization. The plan focused on the demand for Downtown living options and identified residential development as a top priority. Additionally, the plan recognized the need to make the Downtown experience more enjoyable through the revitalization and maintenance of storefronts, placemaking and streetscaping, and through the support of pedestrians and cyclists.

### ***Strategic Plan (2016-2018)***

In 2016, the City Council developed a strategic plan to guide decision-making through 2018. The plan identifies four focus areas:

- Grow Sioux City by expanding development opportunities.
- Promote Sioux City by transforming the City into a destination for visitors.
- Enhance connectivity with citizens and businesses by cultivating private-public partnerships.
- Instill Sioux City pride by developing opportunities to encourage pride in the community.

Objectives identified to achieve these goals include maximizing the City's technology potential, offering municipal support to local festivals, creating opportunities to nurture young professionals, and investing in a beautification plan.

### ***Distressed Housing Community Study (2018)***

This study, conducted for the City by JED consulting, supports the designation required by the Iowa Workforce Housing Tax Incentive Program. Using various objective criteria the study clearly demonstrates a need for new housing units to attract and retain a quality workforce and employers.

## Existing Land Use

Utilizing field reconnaissance and detailed research, each parcel within Sioux City has been inventoried and classified into one of 18 land-use categories. Field reconnaissance was completed from October 2-4, 2017.

### *Agriculture*

The agriculture category includes properties that are dedicated to the production of crops, livestock, and other associated activities. These are generally located on the periphery of the community and can include residential structures related to agricultural activities, such as farmhouses.

### *Rural Residential*

Rural residential includes single-family homes located on large, rural properties, usually directly adjacent or near agricultural uses. These homes are generally not part of planned subdivisions.

### *Single-Family Detached*

The single-family detached category is the predominant land use within Sioux City. Single-family homes comprise the majority of Sioux City's housing stock, including both suburban-styled planned subdivisions and urban neighborhoods.

### *Single-Family Attached*

Single-family attached residences are comprised of single-family dwelling units that share at least one common wall with an adjacent dwelling, with each having their own entrance. Common examples include townhomes, duplexes, and rowhomes.

### *Multi-Family*

Multi-family residences are comprised of several units stacked horizontally and vertically, with a common entrance and shared amenities. The multi-family category includes not only traditional multi-family housing structures such as apartments and condominiums, but also single-family homes that have been converted into multi-family units (typically rental properties).

### *Mobile Home*

Mobile homes, also referred to as manufactured homes, are single-family detached homes that can be connected to utilities and serve as permanent housing. Although intended for year-round living, mobile homes are designed without a permanent foundation, which allows for the transportability of the structure. These uses are generally concentrated in mobile home neighborhoods or small subdivisions.





### **Mixed-Use**

The mixed-use category consists of properties that contain multiple, distinct land uses. These properties are most commonly single structures with multiple uses stacked vertically, such as first-floor commercial spaces with office or residential above. The majority of mixed-use properties are concentrated within Downtown Sioux City.

### **Commercial**

The commercial land use designation encompasses a great variety of businesses that provide retail goods and services. These range in size of development from individual businesses in dedicated properties to major commercial centers, such as the Lakeport Commons shopping center. Generally, commercial uses are found in large concentrated clusters, along prominent corridors, or in small groupings that serve individual neighborhood needs.

### **Entertainment & Cultural**

The entertainment and cultural category includes businesses and institutions that provide entertainment, leisure activity, cultural destinations, and related amenities. This also includes hospitality uses, such as hotels, that support entertainment and tourism. The majority of these uses are concentrated within Downtown Sioux City, such as the Tyson Events Center, the Hard Rock Hotel and Casino, the Sioux City Art Center, the Sioux City Public Museum, and the Sioux City Orpheum.

### **Medical**

The medical land use contains major medical facilities such as hospitals, clinics, and outpatient centers. This includes Sioux City's most significant medical facilities, Mercy Medical Center and Unity Point Medical Center.

### **Office**

The office category includes buildings constructed and designed for use by professional firms. This can include private medical practices, such as doctor's and dentist's offices. These uses are concentrated in Sioux City's Downtown or proximate to more intense industrial uses, and are also scattered throughout more residential areas of the community.

### **Industrial**

The industrial category includes both light and heavy industrial uses, such as warehousing, distribution, manufacturing, and processing. These can be found on individual properties or clustered in industrial parks which provide a campus-like setting. Examples include the Southbridge Business Park, Expedition Business Park, The Yards Business Park, Bridgeport West Industrial Park, Bridgeport Industrial Park, and Hoeven Valley Industrial Park. Generally, industrial uses are concentrated along the Missouri and Floyds Rivers, which historically supported industry by providing access to water-based modes of transportation and flat, developable sites.



### ***Public/Semi-Public***

The public/semi-public category encompasses a wide variety of uses that provide or support public services and amenities. This includes government-owned buildings, community facilities, not-for-profit organizations, and places of worship. The majority of these uses are concentrated in Downtown Sioux City.

### ***Educational***

The educational category consists of schools and educational facilities within Sioux City, including both public and private schools as well as higher education universities and institutions. These uses are scattered throughout the community and include stand-alone structures and collected campuses with multiple buildings, the largest of which are Western Iowa Tech Community College, Briar Cliff University, and Morning-side College.

### ***Parks & Open Space***

The parks and open space category is defined by areas that are used for active and passive recreation, as well as natural areas. They may be fully programmed park spaces, areas set aside for conservation, or areas that are undevelopable due to environmental features, such as large tree stands, steep slopes, and wetlands. This also includes cemeteries, which often act similar to open spaces within the community.

### ***Utility & Transportation***

The utility and transportation category includes land that is dedicated to the production, storage, and maintenance of utilities, as well as land that is comprised of or supports transportation infrastructure, including railroad lines.

### ***Parking***

The parking category includes land that is utilized for parking of automobiles, including parking structures and garages. These properties are intended for public or private parking and are not tied to a specific business or use. Where parking is intended for and supports a specific business, those properties have been included within the appropriate land use of the related building.

### ***Vacant/Undeveloped***

The vacant/undeveloped category includes land that is not currently in use and is available for future development. Vacant land includes properties that are prepared for development but remain unused, such as properties where structures have been removed or lots that have been cleared for development. Undeveloped land includes properties that are available for development and have not been set aside for conservation, but are not currently ready for immediate construction.

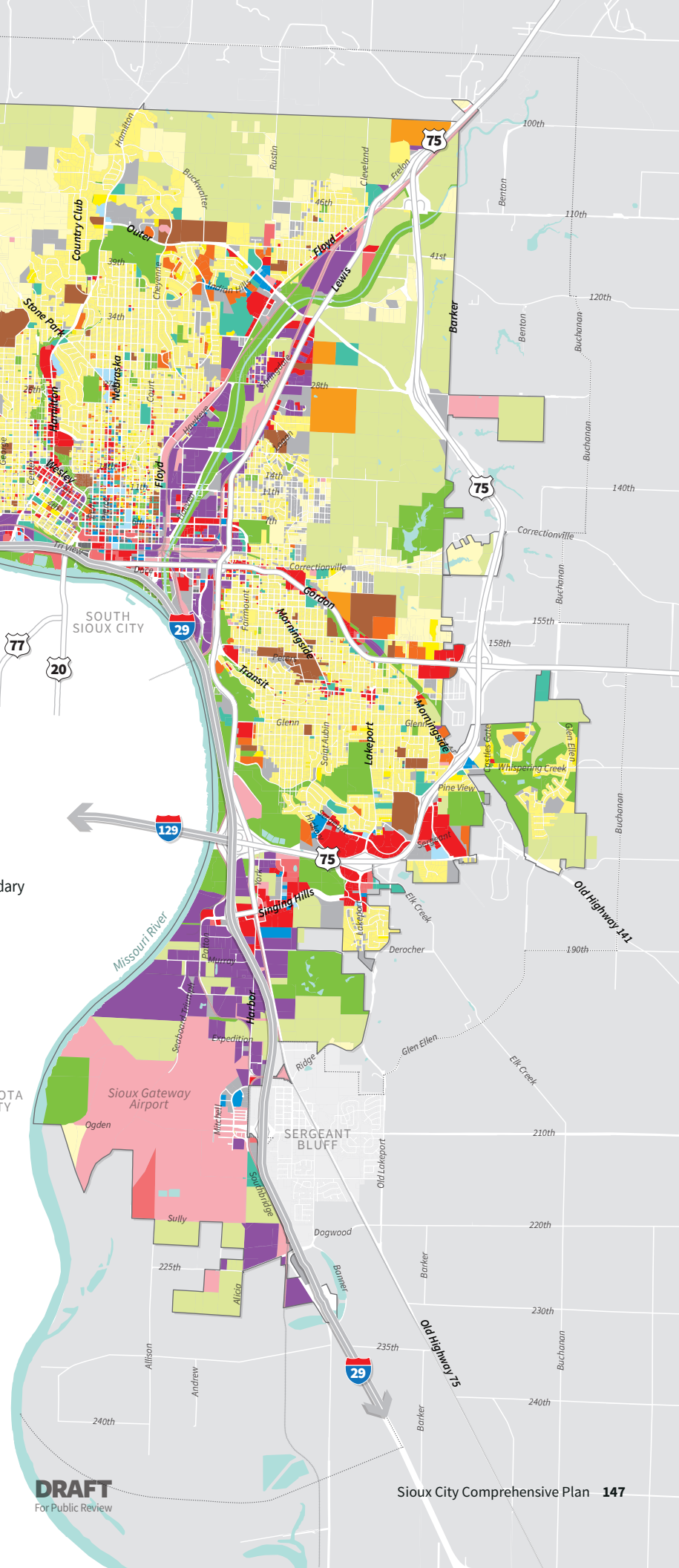


# City of Sioux City Existing Land Use

- Agriculture
- Rural Residential
- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Mobile Home
- Mixed-Use
- Commercial
- Entertainment & Culture
- Medical
- Office
- Industrial
- Public/Semi-Public
- Education
- Parks & Open Space
- Utility & Transportation
- Parking
- Vacant/Undeveloped

### Context

- Municipal Boundary
- Planning Area Boundary
- Open Water





## Current Zoning

The Sioux City Zoning Code is a regulatory document that dictates land use and development within the City. Last revised in 2015, the code dictates how land can be used and establishes standards for development to ensure quality of life within Sioux City. While essential to planning, the Zoning Code is also a valuable resource for property owners and developers seeking to invest within the community. The Zoning Code establishes 16 zoning districts, including four special and overlay districts.

## Residential Districts

### *Agriculture (AG)*

The agricultural district is located on the periphery of the City and promotes the preservation and conservation of land for agricultural uses. The district does allow very low residential development as is necessary to support various permitted uses.

### *Rural Residential (RR)*

This district allows for agricultural uses as well as very low density residential development. The district promotes a high percentage of common space for the protection of agricultural and environmental resources and to help preserve the rural character on the fringes of the City. While included in both the zoning code and zoning map, only a handful of properties are included within the district. As new development occurs, however, this designation will be used more often.

### *Suburban Residential (SR)*

This district allows large- to mid-size lot development consistent with suburban communities, with a high percentage of common space for agricultural or recreational amenities. Only one property is zoned as suburban residential, located along the City's eastern boundary.

### *General Residential (GR)*

This district allows for single-family detached and attached development as well as multi-family development. The district encourages mid- to small-lot developments that maintain the intended character of the district and provide for recreational amenities, resource protection, and buffering between lots. While included in both the zoning code and zoning map, only a handful of properties are included within the district.

### *Urban Residential (UR)*

This district allows a variety of single-family detached and attached developments, and multi-family developments on small lots creating a traditional neighborhood or relatively dense urban setting. While included in the zoning code, no properties are zoned urban residential and it is not included on the zoning map.

### *Neighborhood Conservation (NC.1, NC.2, NC.3, NC.4, NC.5)*

The Neighborhood Conservation district is applicable to established neighborhoods and is comprised of five predominant housing types that vary from low density to high density and allow for mixed uses. Almost all residential uses within the City are zoned within the district, which is subdivided by five housing types. On the City's zoning map, each subdivision is separately shown.

### *Mixed Use (MU)*

The purpose of this district is to provide for a planned mixture of residential and commercial uses. The district encourages infill development, redevelopment, and adaptive reuse of existing buildings. Currently, this zoning is largely utilized along the Pierce Street corridor north of Downtown Sioux City.



## Non-Residential Districts

### *Suburban Commercial (SC)*

This district provides for neighborhood convenience uses, and requires that building and site design be compatible and cohesive with abutting and adjacent residential uses. The district encourages limited scale commercial uses in near proximity to residential neighborhoods.

### *General Commercial (GC)*

This district allows a broad range of small and large scale commercial use types that are situated on parcels with on-site parking. The district encourages commercial retail, service, and office uses arranged on individual sites or in multi-tenant centers.

### *Downtown Commercial (DC)*

This district allows for an urban setting of a traditional and historical downtown with vertically mixed-use buildings that have no setback requirements and where parking is provided mostly on-street or in parking garages, with surface parking for multiple uses. The district encourages a mixture of higher density and upper floor residential spaces, as well as civic, institutional, professional, and retail uses.

### *Business Park (BP)*

This district provides for the development of office, research, and technology parks with enhanced site and building standards to create a campus-like employment center. The district also allows for heavy commercial and light industrial uses provided their operations are conducted indoors and on-site storage and truck traffic is limited.

### *General Industrial (GI)*

This district provides for more intensive industrial uses that may include manufacturing, fabrication, and warehousing. Both indoor and outdoor operations are allowed, as well as on-site storage and display. Heavy truck traffic is permitted. The districts encourage heavier commercial businesses, and light and heavy industrial uses.

## Special & Overlay Districts

### *Airport Protection (AP)*

This overlay district is intended to protect against the encroachment of incompatible uses and ensure safe operations at the Sioux Gateway Airport. While designated in the zoning code, the district has not been mapped and the airport is currently zoned within the Business Park district.

### *Casino Entertainment (CE)*

This special district allows for gambling casinos and related entertainment, as well as associated retail and service uses. The district was established to address developments that, due to scale and unique characteristics, warrant special planning considerations and approval procedures, specifically the Hard Rock Hotel and Casino in Downtown Sioux City.

### *Historic Preservation (HA-4, HA-P)*

This special district is intended to preserve and protect the City's historically and architecturally significant districts, sites, and landmarks with local, statewide, or national significance. To date, this includes the 4th Street and Historic Pearl District areas.

### *Public and Institutional (PI)*

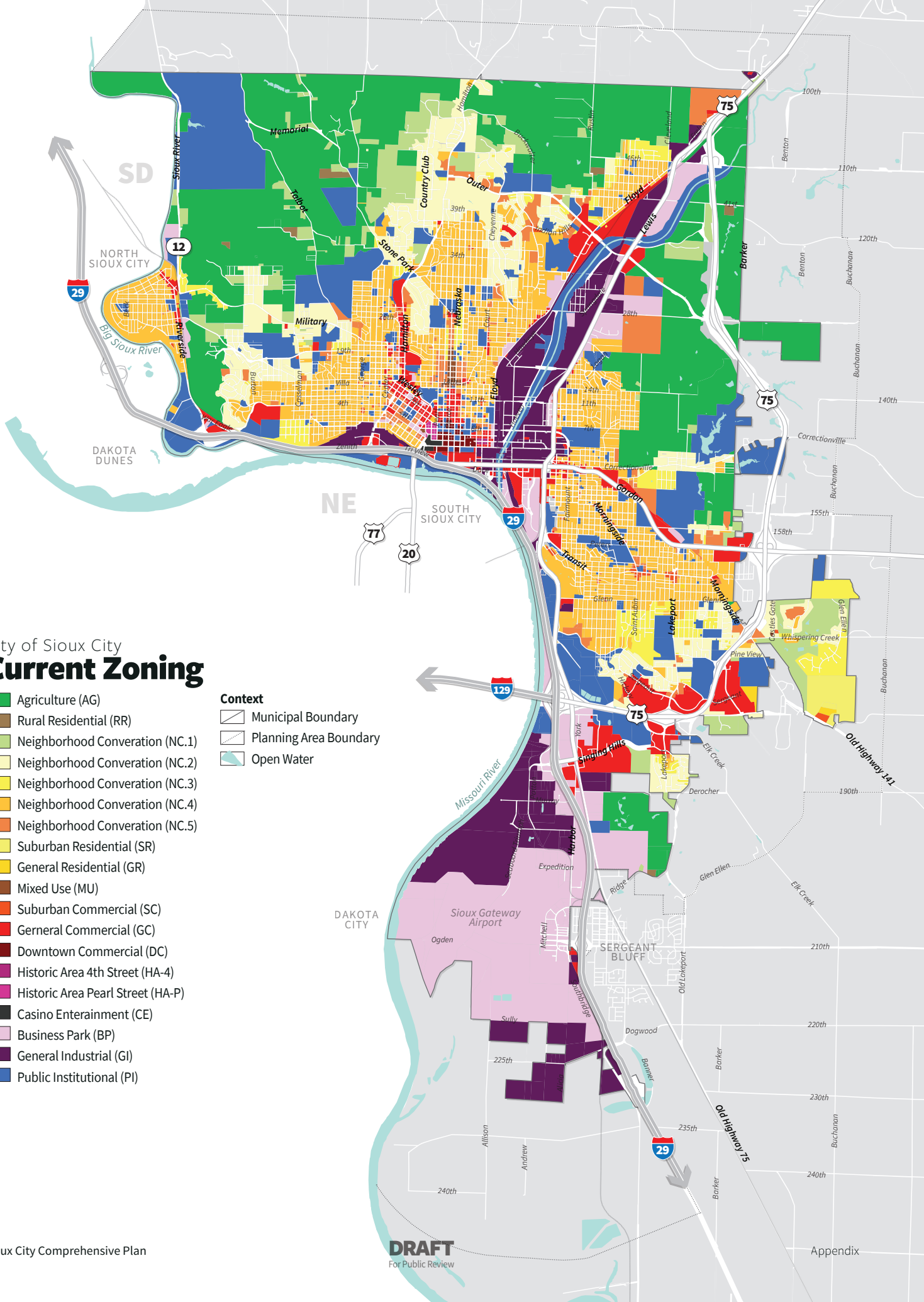
This overlay district allows for public, semi-public, and institutional land uses that are unique in nature and scale. Developments in this overlay district are subject to their own standards, based upon the unique needs of specific sites.

# City of Sioux City Current Zoning

- Agriculture (AG)
- Rural Residential (RR)
- Neighborhood Conervation (NC.1)
- Neighborhood Conervation (NC.2)
- Neighborhood Conervation (NC.3)
- Neighborhood Conervation (NC.4)
- Neighborhood Conervation (NC.5)
- Suburban Residential (SR)
- General Residential (GR)
- Mixed Use (MU)
- Suburban Commercial (SC)
- General Commercial (GC)
- Downtown Commercial (DC)
- Historic Area 4th Street (HA-4)
- Historic Area Pearl Street (HA-P)
- Casino Entertainment (CE)
- Business Park (BP)
- General Industrial (GI)
- Public Institutional (PI)

### Context

- Municipal Boundary
- Planning Area Boundary
- Open Water



## Other Development Regulations

### Subdivisions

Title 24 of the City's Zoning and Sign Code regulates subdivision platting and outlines standards related to the development of residential subdivisions within Sioux City. The sections within this chapter define the procedure for submission and approval of a subdivision platt as well as requirements and design standards for on-site improvements and infrastructure.

### Annexation

The City of Sioux City is empowered by Iowa state statute to extend its corporate limits by annexation as deemed appropriate by the City Council. The City has actively pursued voluntary annexation of developable land outside of the existing City limits where logical extensions of infrastructure can occur in the future. Involuntary annexation is assented to by City Council but decided upon by the City Development Board and an election.

### Design Guidelines

In 2010, the City adopted design guidelines that are meant to apply to all future development. The purpose of the guidelines were intended to “celebrate the culture of Sioux City by strengthening the diversity of neighborhoods, connecting people to places, nurturing cultural heritage, embracing new and additional cultures, and maintaining strong and healthy neighborhoods; to enhance collaboration by continuing to support the City's already existing cooperative spirit; and to care for the community by providing a variety of living environments and job opportunities.”

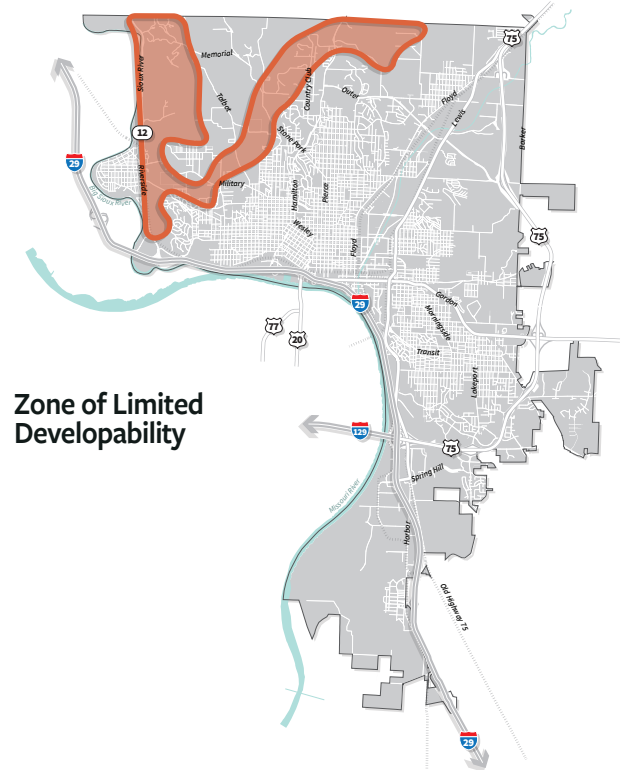
The guidelines require proper landscaping, material use, lighting, signage, and storm water management. In addition, the design guidelines apply to parks and open space, streets and rights of way, architectural types, and the City's historic districts. The Design Guidelines are codified within the 2015 Zoning and Sign Code

## Zone of Limited Developability

A critical component that impacts growth and development in the community is the identified Zone of Limited Developability, located in northwestern Sioux City and extending from roughly I-29 to the City's northern border. Development within this area is restricted by the combination of preserved natural areas, cemeteries, agricultural conservation easements, and institutional uses as well as other existing uses that were not designed to support further growth. Development is further limited by the steep topography of the area and challenges to extending infrastructure and utilities.

The Zone of Limited Developability not only restricts growth within that area, but ‘cuts off’ properties to the northwest. This has resulted in a pocket of land that could support development but lacks necessary connections for infrastructure and utilities where those have been blocked by the Zone of Limited Developability. As a result, the City's ability to support development within this pocket will be reliant on extending infrastructure through the Zone of Limited Developability.

Given projected costs, impacts to infrastructure capacity, and the availability of land elsewhere in the community, both the Zone of Limited Developability and resulting pocket of restricted land are best suited to remain lower in density over the life of the plan.



Zone of Limited Developability

## Demographic & Market Analysis

An analysis of the City of Sioux City's demographic and market conditions was conducted to better inform the planning process and provide necessary context and background information for developing market-viable plan recommendations.

This section is divided into three subsections, including 1) Demographics, 2) Labor and Employment, 3) and Market Assessment. Each subsection assesses current trends, notes key market implications, and evaluates future growth potential. The City of Sioux City is compared to the Sioux City Metropolitan Statistical Area (the MSA), as well as to Sioux Falls, South Dakota and Omaha, Nebraska.

Data for these analysis were taken from nationally recognized sources, including the American Community Survey, the U.S. Census Bureau, ESRI Business Analyst, LoopNet, and Zillow, as well as local sources with intimate knowledge of Sioux City, including Tri-State Valuation & Consulting. Balancing larger national and local data sources helps the City establish a multi-faceted understanding of how different projects that reflects the local market and national trends. The City should continue to utilize both local and national data sources and be receptive to new information that map help provide necessary demographic and market context.

### Demographics

This section provides an overview of key demographic factors in Sioux City, including population, age, income, and race and ethnicity.

#### Population

Sioux City's population has remained steady since 2006. The 2017 population was 84,088, consisting of 31,929 households with an average size of 2.55. The City's population is expected to increase by 1.75 percent by 2022, adding 2,253 more people, and 610 more households per projections from ESRI. Sioux City's projected population growth is on par with the surrounding MSA, which is expected to grow at 1.79 percent rate between 2017 and 2022. A linear population projection estimates the City will increase by approximately 3,200 individuals in the next 20 years, compared to approximately 8,200 in the MSA.

### Demographic Summary

Sioux City					
	2010	2017	2022	Projected Change (2010-2022)	
Population	82,639	84,088	84,892	2,253	2.7%
Households	31,555	31,929	32,165	610	1.9%
Average Household Size	2.54	2.55	2.56	0.02	0.8%
Median Age	33.8	34.8	35.4	1.60	4.7%
Median Household Income	\$40,781	\$46,599	\$49,917	3,318	7.1%
Sioux City MSA					
	2010	2017	2022	Projected Change (2010-2022)	
Population	168,563	173,397	176,500	7,937	4.7%
Households	64,271	65,886	66,972	2,701	4.2%
Average Household Size	2.57	2.58	2.59	0.02	0.8%
Median Age	36.3	37.4	38.2	1.90	5.2%
Median Household Income	\$44,343	\$52,187	\$56,545	\$ 4,358	8.4%

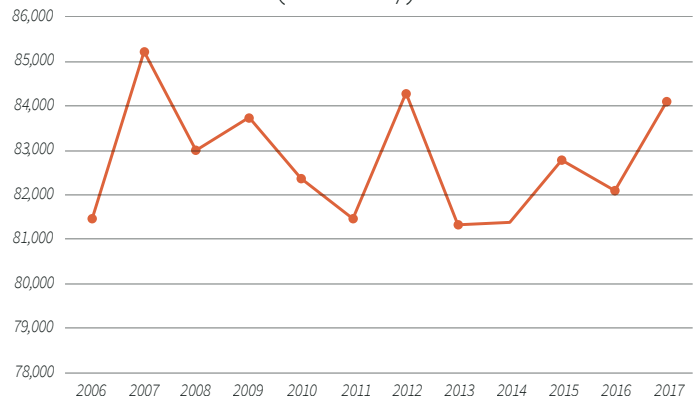
Source: ESRI Business Analyst; Houseal Lavigne Associates

### Population Projection (2017-2037)

	2017	2022	2027	2032	2037	Projected Change (2017-2037)	
Sioux City	84,088	84,892	85,704	86,523	87,350	3,262	3.9%
Sioux City MSA	173,397	176,500	178,188	179,891	181,611	8,214	4.7%

Source: ESRI Business Analyst; Houseal Lavigne Associates

### Sioux City Population Trend (2006-2017)



Source: ESRI Business Analyst; Houseal Lavigne Associates



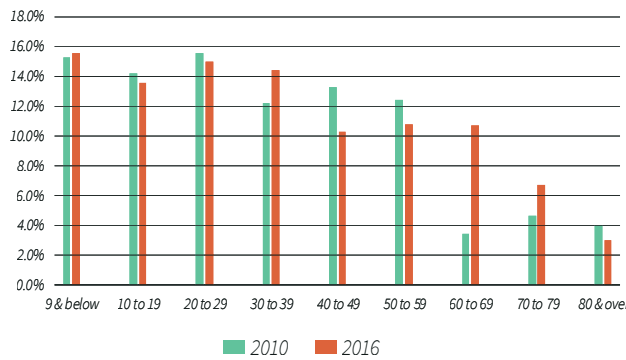
### Age

The average age of the Sioux City population mirrors that of the rest of Iowa and the United States: 59 percent of residents are under the age of 40, and 80 percent of residents are under the age of 60. Although persons over the age of 60 make up only a small percentage of the Sioux City population, these cohorts are growing. Between 2010 and 2016, the cohort of people aged 60-69 grew by over one percent, and the cohort of people aged 70 to 79 grew by more than two percent. The median age of residents of the City is 34.8; this number is projected to increase to 35.4 by 2022, reflecting national demographic trends associated with the aging of the Baby Boomer generation.

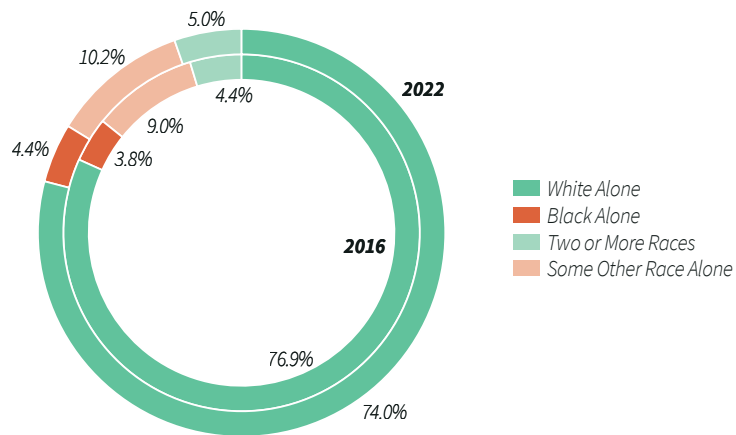
### Race & Ethnicity

Sioux City is becoming more diverse. In 2016, most of the population identified as white alone (76.9 percent). That number is expected to decrease to 74.0 percent by 2022. Minority race groups, including Black alone, Asian alone, some other race, and two or more races, are all projected to increase their percent of the total population by 2022. Some other race alone is expected to increase from 9.0 percent to 10.2 percent, the most out of any group.

**Sioux City Age Trend**  
(2010 & 2016)



**Sioux City Racial Distribution**  
(2016 & 2022)



Source: ESRI Business Analyst; Houseal Lavigne Associates

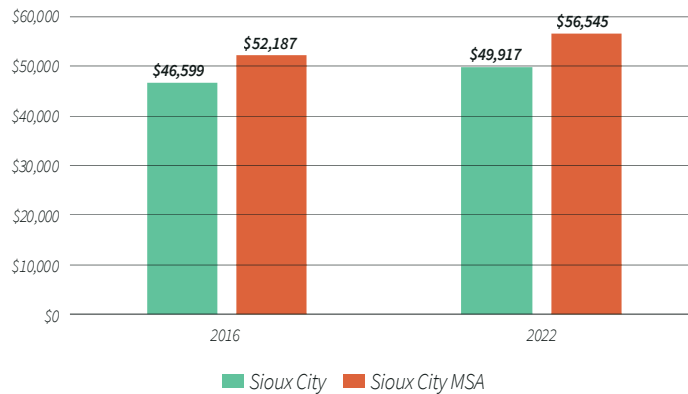
### Income

Incomes in Sioux City are steady, relative to inflation. In 2016, the median household income was \$46,599. By 2022, this amount is projected to increase by a compound annual rate of 1.7 percent to \$49,917. This modest increase is reflected throughout the MSA, with a 1.8 percent increase in median household income projected.

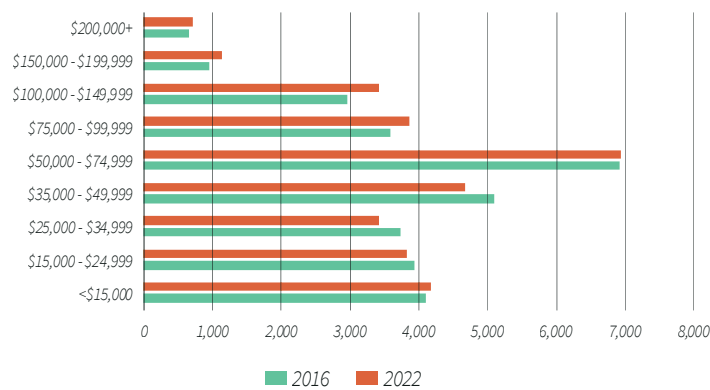
All income groups above \$49,999 are expected to grow by 2022. The income group expected to increase the most between 2016 and 2022 is between \$100,000 and \$149,999. The largest decrease is expected in the income group between \$35,000 and \$49,999.

The City of Sioux City participates in Iowa's Targeted Jobs Withholding Tax Credit Program and are therefore required to use wage rates which are consistent with the average in the County. As of July 1, 2018, the County average wage is \$18.93 and is anticipated to change in July of 2019.

### Sioux City Median Household Income (2016 & 2022)



### Sioux City Income Distribution (2016 & 2022)



Source: ESRI Business Analyst; Houseal Lavigne Associates

## Market Implications

**Projected demographic trends are a positive sign for economic growth.**

Sioux City's population is projected to remain stable over the next five years. It is also expected to age slightly, with the greatest increase expected in the 60-69 and 70-79 cohorts. Despite the projected aging of the population, the majority of the population will remain in prime employment years. The steady labor force will help the City's economy remain strong and relatively competitive. Income growth can signify multiple scenarios, likely a combination of each: lower-income households are earning more by way of raises or a new job; lower-income households are leaving Sioux City; and higher-income households are moving to Sioux City. A diversified racial composition of the City's population is an opportunity for population growth.

## Labor & Employment

This section details employment information, including existing employment levels, trends, industry distributions, major employers, and commuter and labor sheds.

### Total Employment

Sioux City is currently experiencing historically low unemployment at 2.6 percent. Employment in Sioux City has steadily risen since 2010 with 37,727 total jobs to 40,949 total jobs in 2015 (8.5 percent increase). The City's employment is trending similar to the MSA's but at a slightly greater rate. In the MSA, the number of total jobs went from 76,291 in 2010 to 78,839 in 2015 (3.3 percent increase). Anecdotal evidence from several local employers indicates moderate to severe labor shortages, despite recent increases in wages.

### Inflow & Outflow

The population that is employed in Sioux City, regardless of where they live, is significantly larger than the population that lives in the City but is employed outside of the City. More than 18,500 people commute to work in Sioux City while just over 16,500 commute from Sioux City to work in surrounding municipalities. Nearly 22,000 live and work in Sioux City. In total, more than 40 percent more people enter Sioux City than leave it for work.

## Industries & Employers

Sioux City has a diverse range of industry, dominated by the health care and social assistance, retail trade, educational services, and accommodation and food services sectors. These trends are reflected in the major employers of Sioux City, including Seaboard Triumph Foods, Mercy Medical Center-Sioux City, the 185th Air Refueling Wing, Sioux City Community School District, and Unity Point Health-St. Luke's, all of which employ more than 1,000 workers.

By 2024, these major occupational sectors are projected to grow. The health care and social assistance sector is projected to grow by more than one percent per year. The retail trade, educational services, and accommodation and food services sectors are projected to grow by more than 0.5 percent a year.

Employment by Industry (2015)		
	Employees	Percent
Agriculture, Forestry, Fishing and Hunting	16	0.1%
Mining, Quarrying, and Oil and Gas Extraction	11	0.0%
Utilities	126	0.6%
Construction	2,562	3.1%
Manufacturing	4,313	6.9%
Wholesale Trade	2,158	2.6%
Retail Trade	6,262	16.6%
Transportation and Warehousing	1,539	2.4%
Information	530	2.6%
Finance and Insurance	1,056	1.4%
Real Estate and Rental and Leasing	438	0.9%
Professional, Scientific, and Technical Services	973	1.8%
Management of Companies and Enterprises	394	0.3%
Admin. Support, Waste Management & Remediation	2,146	4.0%
Educational Services	3,285	10.0%
Health Care and Social Assistance	6,686	27.1%
Arts, Entertainment, and Recreation	285	0.3%
Accommodation and Food Services	4,451	8.5%
Other Services (excluding Public Administration)	1,386	3.4%
Public Administration	1,877	7.2%
<b>Total</b>	<b>40,494</b>	<b>100%</b>

Source: On The Map; U.S. Census Bureau; Houseal Lavigne Associates

## Market Implications

### Can the City translate job growth to population growth?

Employment in Sioux City is growing more rapidly than employment in the MSA, which indicates that it is getting the majority of new jobs in the MSA. The health-care and social services sector holds more than 27 percent of the primary jobs in Sioux City and is expected to grow the most through 2024. Job growth is positive in any industry, but the City should work to ensure that employment is spread evenly throughout industries to help prevent large-scale job loss. Sioux City receives a significant, daily influx of workers from outside its boundaries, more than those that leave the City every day for work. This suggests Sioux City has desirable jobs, however, the City should work to encourage those people who work in the city yet, live outside of it, to move to Sioux City.

## Market Assessment

This section provides an overview of the housing market in Sioux City, including total units, type tenure, construction and sales trends, value, and income disparity.

### Residential

#### Total Units

The number of total housing units in Sioux City is projected to increase by 2022. In 2017, the City had 33,863, and this number is projected to increase by 355 units by 2022. This is an increase of more than one percent of the City's total housing stock. The housing stock in the MSA is projected to increase from 70,683 total housing units in 2017 to 72,094 in 2022.

#### Type & Tenure

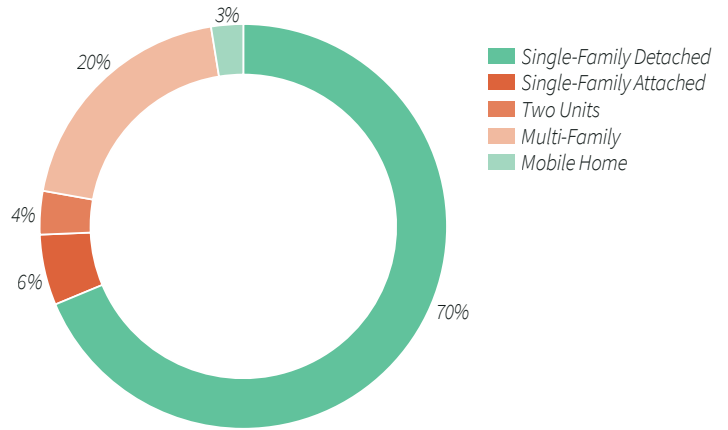
The typical housing unit in Sioux City is an owner-occupied, single-family-detached style home. In 2016, more than 70 percent, or 23,769 units, were single-family-detached. Multi-family units account for nearly 20 percent of housing units, while mobile homes, single-family-attached, and two-unit buildings account for approximately 10 percent.

Nearly 60 percent of all housing units in Sioux City are owner-occupied while more than 35 percent are renter occupied. The MSA has a larger percentage of owner-occupied units (63 percent) than Sioux City.

Sioux City has a relatively low vacancy rate at approximately six percent. In 2016, the City had approximately 1,934 vacant housing units, and that number is expected to increase to over 2,000 units in 2022. This is less than the MSA, where vacant housing units account for nearly seven percent of total housing in 2017, with an expected increase of 0.3 percent by 2022.

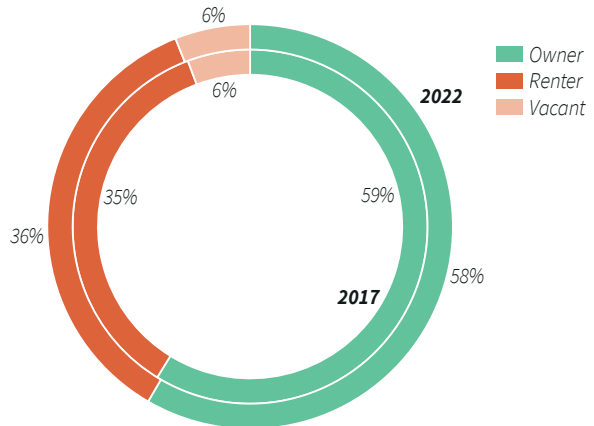
## Sioux City Housing Type

(2016)



## Sioux City Housing Tenure

(2017 & 2022)



Source: ESRI Business Analyst; Houseal Lavigne Associates

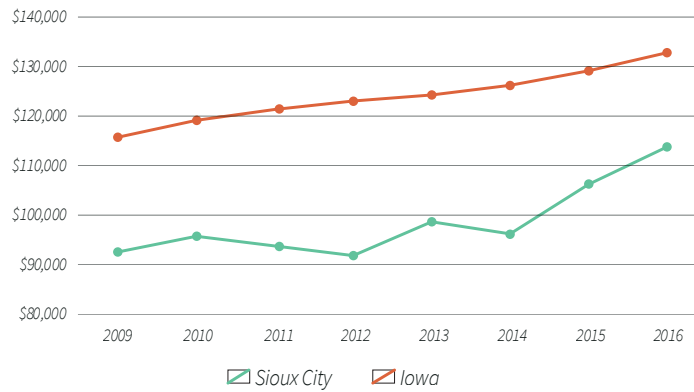
**Housing Age**

The housing stock in Sioux City is old, with more than 80 percent of units were built before 1980 and the largest percentage of units having been built before 1940. Conversely, less than 5 percent of housing units were built since 2000.

**Value**

The median value of a home in Sioux City has been steadily increasing since 2009. However, median homes values within the community were lower than those of the entire state during that period.

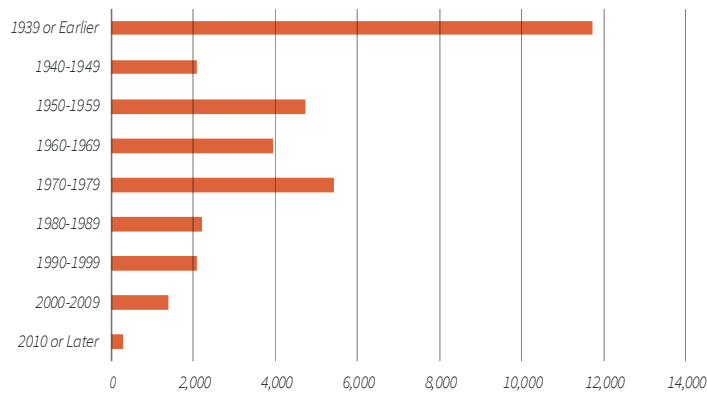
**Sioux City Median Home Values (2009-2016)**



**Sales & Rents**

This analysis includes documentation of actual housing sales in Sioux City. Between 2012 and the beginning of 2016, median sales prices remained steady at close to \$100,000. Between 2016 and 2017, median sales prices fluctuated greatly from \$42,500 at the lowest to \$142,000 at the highest. Between 2012 and 2017, the number of sales has also fluctuated greatly with a steep decline in sales after the last quarter of 2015.

**Sioux City Housing Stock Age (2016)**



Source: ESRI Business Analyst; Houseal Lavigne Associates

The number of rentals and the median rents have also seen fluctuations in 2016 and 2017. The number of rentals and the median rents peaked in the second quarter of 2017 and sharply declined thereafter.

### Affordability

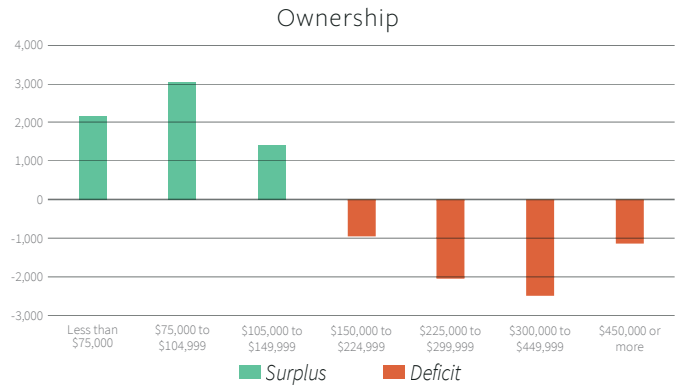
An analysis of affordability was completed using American Community Survey data to compare home values and monthly rents to household incomes. The following is a review of the methodology and findings of this analysis for home ownership and home rental.

### Home Ownership

Analysis for home ownership assumes that each household will purchase a home that is affordable based upon their annual income. For each household, this assumes a 30-year mortgage with payments equal to 30 percent of the buyer’s annual income. These assumptions provide a correlation between the household incomes of residents and the range of home values those households could afford. As a result, the analysis quantifies the need for homes valued at specific ranges compared to the existing housing stock in Sioux City. This yields a comparison of housing need to housing supply and indicates if incomes earned by community residents are supplied with housing options that are affordable to them.

For home ownership, Sioux City has a surplus of units valued below \$150,000, with the largest surplus in homes valued \$75,000 to \$104,999. In contrast, the community has a deficit of units for all ranges \$150,000 and above, with the largest deficit in homes valued \$300,000 to \$449,999. Overall, this indicates that the community has a strong supply of affordable homes but lacks mid- and high-valued units that households earning moderate to high incomes could afford.

### Surplus/Deficit of Units by Home Value



Source: American Community Survey; Houseal Lavigne Associates

### Comparison of Housing Supply to Home Value - Ownership

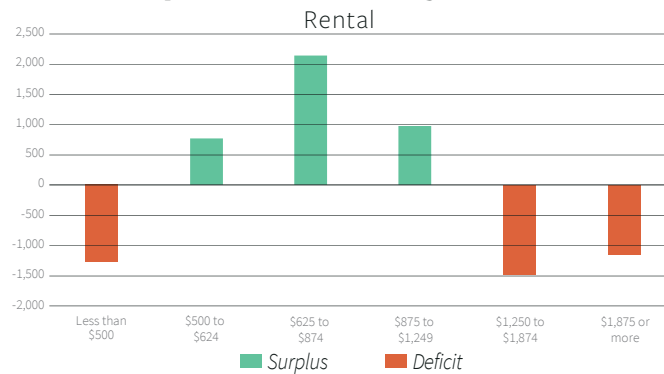
Home Value	# of Units	# of Households Demanding Units at Indicated Value	Surplus/Deficit
Less than \$75,000	4,913	2,732	2,181
\$75,000 to \$104,999	5,289	2,244	3,045
\$105,000 to \$149,999	4,238	2,802	1,436
\$150,000 to \$224,999	3,564	4,528	-965
\$225,000 to \$299,999	1,020	3,077	-2,058
\$300,000 to \$449,999	544	3,044	-2,501
\$450,000 or more	195	1,334	-1,140

### Home Rental

Similar to ownership, analysis for home rental assumes that each household will rent a home that is affordable based upon their monthly income. For each household, this assumes a monthly rent that is equal to 30 percent monthly income. These assumptions provide a correlation between the household incomes of residents and the range of monthly rents those households could afford. As a result, the analysis quantifies the need for homes priced at specific rents compared to existing rental housing stock in Sioux City. This yields a comparison of housing demand to housing supply and indicates if incomes earned by community residents are supplied with rental options that are affordable to them.

For rental units, Sioux City has a surplus of units with rents of \$500 to \$1,249 a month, with the largest surplus in units that rent for \$625 to \$874 a month. However, the City has a deficit of units at the highest and lowest monthly rents, including significant deficits in units that rent for less \$500 a month and over \$1,250 a month. Overall, this indicates that the community has a healthy supply of moderate- to low-cost rental units, but lacks units affordable to households earning the lowest and highest incomes.

### Surplus/Deficit of Units by Home Value



Source: American Community Survey; Houseal Lavigne Associates

### Comparison of Housing Supply to Home Value - Rental

Monthly Rent	# of Units	# of Households Demanding Units at Indicated Value	Surplus/Deficit
Less than \$500	391	3,665	-1,274
\$500 to \$624	1,630	860	770
\$625 to \$874	4,087	1,947	2,139
\$875 to \$1,249	2,611	1,625	985
\$1,250 to \$1,874	352	1,828	-1,477
\$1,875 or more	205	1,348	-1,144

## Market Implications

**Overabundance of low-income housing, lack of mid- to high-income housing.**

Despite the decrease in owner-occupied housing witnessed between 2010 and 2017, there is expected to be slight growth in the housing stock by 2022. This growth parallels the projected population growth. The abundance of low-value housing is indicative of the old age of housing in the City. The City should focus on the redevelopment of vacant housing and the development of new housing with values targeted at mid- to high-income residents. The City's Neighborhood Services Division of the Community Development Department uses Community Development Block Grant and Home Investment Partnership funding to create and maintain affordable housing in the City. The Division should continue focusing on the rehabilitation of owner-occupied and rental housing units, targeting vacant and older homes. Such support is a benefit to neighborhoods by keeping units occupied and aesthetically maintained to code.

## Retail

This section provides an overview of Sioux City's retail market, including a retail gap analysis and assessment of regional competitors.

### Retail Gap

A retail gap analysis is a comparison of retail supply and demand within a defined market area. Its findings help establish what types of new retail may or may not be supported. The gap analysis compares the availability of goods and services ("supply") with consumer expenditures ("demand").

When consumers spend more than existing businesses can accommodate (demand > supply), consumers are spending dollars outside of the market area. This is referred to as "leakage," and is displayed in green on the table on the following page. Typically, market areas with leakage represent potential opportunities for growth, as local demand for these goods and services already exists but is unmet by existing supply.

Conversely, when there is a larger amount of supply within a retail category or more than consumers spend (supply > demand) in a market area, there is market saturation. This is referred to as a "surplus," and is depicted in red on the accompanying table. A retail category with surplus is more challenging for new retail development because it is already oversupplied.

It is important to note, however, the difference between market potential ("leakage") and the tangible development of a site or location. While leakage may exist, the success of recapturing that lost revenue depends on a variety of factors beyond spending habits, including the availability of developable land, construction costs, rents, road conditions, competition from nearby municipalities, and the business climate. Equally, indications of market saturation should not immediately preclude opportunities for development. While supply may exist in a category it may not be adequately serving the market in terms of product offerings, quality, accessibility, and other issues.

To help envision development potential in square footage, the following provides the average size of an assortment of retail stores, based on data obtained by industry sources. Supported square footage from the Retail Gap Analysis can be compared to this list for context. It is important to note that these stores are listed merely for contextual purposes and not to support development of any retailer over another.

- Chipotle – 2,650 ft<sup>2</sup>
- CVS – 19,856 ft<sup>2</sup>
- Buffalo Wild Wings – 5,600 ft<sup>2</sup>
- Olive Garden – 7,336 ft<sup>2</sup>
- The Gap – 12,503 ft<sup>2</sup>
- Barnes & Noble – 25,525 ft<sup>2</sup>
- Whole Foods – 33,739 ft<sup>2</sup>
- Best Buy – 38,631 ft<sup>2</sup>
- Kohl's – 75,230 ft<sup>2</sup>
- Walmart – 102,683 ft<sup>2</sup>
- Home Depot – 105,192 ft<sup>2</sup>
- Cabela's – 148,148 ft<sup>2</sup>

Sioux City has **1,449** businesses, including more than **450** bars and restaurants. Many of these are found along major corridors, such as Floyd Boulevard, Hamilton Boulevard, Gordon Drive, Sergeant Road, and Pierce Street.



## Retail Gap Analysis Summary

### Southern Hills Mall - 10 & 20 Minute Drivetime (2016)

Summary Demographics	10 Minute Drive Time	20 Minute Drive Time
2016 Population	51,577	119,816
2016 Households	19,246	44,496
2016 Median Disposable Income	\$39,013	\$40,785
2016 Per Capita Income	\$22,680	\$24,272

#### Retail Gap

	10 Minute Drivetime	20 Minute Drivetime
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Summary				
Total Retail Trade and Food & Drink	-\$255,946,187	-\$255,946,187	-\$230,246,937	-\$230,246,937
Total Retail Trade	-\$219,545,495	-\$219,545,495	-\$196,572,873	-\$196,572,873
Total Food & Drink	-\$36,400,692	-\$36,400,692	-\$33,674,064	-\$33,674,064
Industry Group	Retail Gap	Potential	Retail Gap	Potential
Motor Vehicle & Parts Dealers	-\$392,593,627	(981,484)	-\$318,055,542	(795,139)
Automobile Dealers	-\$391,091,777	(977,729)	-\$333,674,078	(834,185)
Other Motor Vehicle Dealers	-\$2,015,956	(5,040)	\$2,231,766	5,579
Auto Parts, Accessories & Tire Stores	\$514,107	1,285	\$13,386,771	33,467
Furniture & Home Furnishings Stores	-\$82,191,116	(205,478)	-\$72,696,455	(181,741)
Furniture Stores	-\$83,465,110	(208,663)	-\$79,504,603	(198,762)
Home Furnishings Stores	\$1,273,994	3,185	\$6,808,149	17,020
Electronics & Appliance Stores	-\$21,548,303	(53,871)	-\$7,331,330	(18,328)
Bldg Materials, Garden Equip. & Supply Stores	-\$60,421,825	(151,055)	-\$36,171,567	(90,429)
Bldg Material & Supplies Dealers	-\$60,886,110	(152,215)	-\$36,781,530	(91,954)
Lawn & Garden Equip & Supply Stores	\$464,286	1,161	\$609,963	1,525
Food & Beverage Stores	-\$233,071,816	(582,680)	-\$350,529,764	(876,324)
Grocery Stores	-\$228,114,417	(570,286)	-\$351,254,165	(878,135)
Specialty Food Stores	\$158,935	397	\$4,301,326	10,753
Beer, Wine & Liquor Stores	-\$5,116,334	(12,791)	-\$3,576,925	(8,942)
Health & Personal Care Stores	-\$40,739,291	(101,848)	-\$30,415,730	(76,039)
Gasoline Stations	-\$73,424,636	(183,562)	-\$107,560,435	(268,901)
Clothing & Clothing Accessories Stores	-\$72,389,871	(180,975)	-\$48,112,268	(120,281)
Clothing Stores	-\$52,936,971	(132,342)	-\$35,999,020	(89,998)
Shoe Stores	-\$9,228,865	(23,072)	-\$6,145,430	(15,364)
Jewelry, Luggage & Leather Goods Stores	-\$10,224,036	(25,560)	-\$5,967,818	(14,920)
Sporting Goods, Hobby, Book & Music Stores	-\$19,759,170	(49,398)	-\$2,755,705	(6,889)
Sporting Goods/Hobby/Musical Instr Stores	-\$13,960,125	(34,900)	\$888,108	2,220
Book, Periodical & Music Stores	-\$5,799,044	(14,498)	-\$3,643,813	(9,110)
General Merchandise Stores	-\$92,879,676	(232,199)	-\$16,253,554	(40,634)
Department Stores Excluding Leased Depts.	-\$31,177,720	(77,944)	\$35,014,384	87,536
Other General Merchandise Stores	-\$61,701,956	(154,255)	-\$51,267,938	(128,170)
Miscellaneous Store Retailers	-\$43,933,000	(109,833)	-\$60,679,095	(151,698)
Florists	\$255,296	638	\$1,579,175	3,948
Office Supplies, Stationery & Gift Stores	-\$5,804,975	(14,512)	\$916,053	2,290
Used Merchandise Stores	-\$5,327,900	(13,320)	-\$35,469,737	(88,674)
Other Miscellaneous Store Retailers	-\$33,055,420	(82,639)	-\$27,704,586	(69,261)
Nonstore Retailers	\$5,975,553	14,939	\$18,386,479	45,966
Electronic Shopping & Mail-Order Houses	\$6,068,435	15,171	\$14,453,423	36,134
Vending Machine Operators	\$1,223,410	3,059	\$3,162,644	7,907
Direct Selling Establishments	-\$1,316,292	(3,291)	\$770,413	1,926
Food Services & Drinking Places	-\$69,595,630	(173,989)	-\$86,281,156	(215,703)
Full-Service Restaurants	-\$225,908	(565)	\$476,143	1,190
Limited-Service Eating Places	-\$8,994,656	(22,487)	-\$10,176,576	(25,441)
Special Food Services	-\$60,375,067	(150,938)	-\$76,580,723	(191,452)

1 Square footage potential based on an average annual sales per-square-foot of \$400.

Source: ESRI Business Analyst; Houseal Lavigne Associates

### Southern Hills Mall

The Southern Hills Mall area, located in the southern portion of Sioux City, is a prominent commercial area in the community. A retail gap analysis was performed on this area to analyze the market potential within a 10- and 20- minute drive time. As shown in the tables below, there is market potential throughout both the 10- and 20-minute drive times in many industry groups, including florists, specialty food stores, auto parts, accessories, tire stores, and others. Additionally, there are several industry groups that have oversaturated the market in both the 10- and 20- minute drive times including, but not limited to, clothing and accessories stores, clothing stores, and other general merchandise retailers.

## Retail Gap Analysis Summary

### Downtown Sioux City - 10 & 20 Minute Drivetime (2016)

Summary Demographics		10 Minute Drive Time		20 Minute Drive Time	
2016 Population		71,567		118,085	
2016 Households		25,940		43,869	
2016 Median Disposable Income		\$36,801		43,869	
2016 Per Capita Income		\$20,157		\$24,319	
<b>Retail Gap</b>					
		10 Minute Drivetime		20 Minute Drivetime	
<b>Summary</b>					
Total Retail Trade and Food & Drink		-\$853,014,184			
Total Retail Trade		-\$800,538,087			
Total Food & Drink		-\$52,476,098			
Industry Group		Retail Gap	Potential	Retail Gap	Potential
Motor Vehicle & Parts Dealers		-\$260,616,319	(651,541)	-\$319,767,102	(799,418)
Automobile Dealers		-\$258,116,504	(645,291)	-\$335,045,230	(837,613)
Other Motor Vehicle Dealers		-\$4,153,454	(10,384)	\$2,234,580	5,586
Auto Parts, Accessories & Tire Stores		\$1,653,640	4,134	\$13,043,548	32,609
Furniture & Home Furnishings Stores		-\$71,097,242	(177,743)	-\$73,093,084	(182,733)
Furniture Stores		-\$72,167,487	(180,419)	-\$79,794,228	(199,486)
Home Furnishings Stores		\$1,070,245	2,676	\$6,701,143	16,753
Electronics & Appliance Stores		-\$2,213,223	(5,533)	-\$7,174,178	(17,935)
Bldg Materials, Garden Equip. & Supply Stores		-\$27,386,806	(68,467)	-\$39,186,496	(97,966)
Bldg Material & Supplies Dealers		-\$26,437,857	(66,095)	-\$39,142,363	(97,856)
Lawn & Garden Equip & Supply Stores		-\$948,949	(2,372)	-\$44,133	(110)
Food & Beverage Stores		-\$284,877,422	(712,194)	-\$350,847,606	(877,119)
Grocery Stores		-\$280,472,102	(701,180)	-\$351,394,976	(878,487)
Specialty Food Stores		\$274,515	686	\$4,250,000	10,625
Beer, Wine & Liquor Stores		-\$4,679,834	(11,700)	-\$3,702,630	(9,257)
Health & Personal Care Stores		-\$38,849,741	(97,124)	-\$29,932,297	(74,831)
Gasoline Stations		-\$73,952,015	(184,880)	-\$104,527,299	(261,318)
Clothing & Clothing Accessories Stores		\$6,313,996	15,785	-\$48,513,821	(121,285)
Clothing Stores		\$5,032,770	12,582	-\$36,269,727	(90,674)
Shoe Stores		\$673,648	1,684	-\$6,201,374	(15,503)
Jewelry, Luggage & Leather Goods Stores		\$607,579	1,519	-\$6,042,721	(15,107)
Sporting Goods, Hobby, Book & Music Stores		\$4,198,883	10,497	-\$2,944,686	(7,362)
Sporting Goods/Hobby/Musical Instr Stores		\$4,590,611	11,477	\$760,546	1,901
Book, Periodical & Music Stores		-\$391,728	(979)	-\$3,705,232	(9,263)
General Merchandise Stores		\$3,084,243	7,711	-\$17,899,196	(44,748)
Department Stores Excluding Leased Depts.		\$33,077,613	82,694	\$32,935,941	82,340
Other General Merchandise Stores		-\$29,993,370	(74,983)	-\$50,835,137	(127,088)
Miscellaneous Store Retailers		-\$64,601,359	(161,503)	-\$60,423,746	(151,059)
Florists		\$285,047	713	\$1,580,188	3,950
Office Supplies, Stationery & Gift Stores		-\$2,028,130	(5,070)	\$1,017,122	2,543
Used Merchandise Stores		-\$37,927,493	(94,819)	-\$35,340,418	(88,351)
Other Miscellaneous Store Retailers		-\$24,930,783	(62,327)	-\$27,680,639	(69,202)
Nonstore Retailers		\$9,458,918	23,647	\$17,921,985	44,805
Electronic Shopping & Mail-Order Houses		\$7,381,702	18,454	\$14,170,734	35,427
Vending Machine Operators		\$1,650,552	4,126	\$3,120,691	7,802
Direct Selling Establishments		\$430,704	1,077	\$630,560	1,576
Food Services & Drinking Places		-\$52,476,098	(131,190)	-\$80,778,835	(201,947)
Full-Service Restaurants		\$93,429	234	\$301,650	754
Limited-Service Eating Places		-\$9,590,585	(23,976)	-\$10,417,818	(26,045)
Special Food Services		-\$42,978,941	(107,447)	-\$70,662,667	(176,657)

1 Square footage potential based on an average annual sales per-square-foot of \$400.

Source: ESRI Business Analyst; Houseal Lavigne Associates

### Downtown Sioux City

Downtown Sioux City has traditionally been a prominent commercial area within the community, offering a mix of retail and service options. Revitalization of the Downtown was a key concern for residents identified through outreach, with an emphasis on filling storefront vacancies and bringing greater commercial options back to the city's core. To support these objectives, a retail gap analysis was performed on this area to analyze the market potential within a 10- and 20- minute drive time. As shown in the table below, there is market potential throughout both a 10- and 20- minute drive time in many industry groups.

The industry groups that experience the most leakage include department stores, specialty food stores, and sporting goods, hobby, and musical instrument stores. Additionally, there are several industry groups that have oversaturated the Downtown market in both the 10- and 20- minute drive times, including furniture stores, used merchandise stores, and restaurants and drinking places. However, this analysis does not take into consideration the type of restaurant or drinking establishment, and therefore this number could be skewed based on the number of fast food restaurants in close proximity to Downtown.

## Commercial Property

LoopNet, a national commercial-real-estate aggregate company, monitors and collects information on available properties across the country. The database was used to compile information on properties in both the industrial and office markets, including square footage, price, and average price per square foot, where available.

### Office

Office buildings are generally designated as either Class A, B, or C. Class A represent the newest and more desirable office buildings and are generally well located. Class B offices are older than Class A and well managed but may be in need of some renovations. Class C offices are the oldest, not well located, and may be in need of significant renovations.

Per LoopNet, there are five available office properties listed for sale in Sioux City, two of which are classified as Class B while the remaining are Class C. There is a total of 163,795 square feet of space available among the buildings, with an average price of \$42.86 per square foot. The largest available property is located at 5800 Discovery Boulevard and has 78,072 square feet available at \$37.15 per square foot for a total asking price of \$2,900,000. It should be noted that LoopNet may not capture all available office property, additional available office properties may be listed elsewhere.

Sioux Falls, South Dakota and Omaha, Nebraska have significantly more office space available with a total of 237,484 and 1,839,879 total square feet available respectively. The average price per square foot office space in Sioux Falls is \$138.14 while in Omaha it is \$110.93. Of the 74-total office spaces available in Sioux Falls and Omaha, only three are classified as Class A space.

### Industrial

Per LoopNet, there is a total of 103,206 square feet of space available for an average of \$28.29 per square foot. The largest property available is located at 1900 4th Street and has 33,280 square feet available at \$40 a square foot for a total asking price of \$1,331,200.

The City owns several large industrial areas which have been largely built out in the past few years. Of the four largest areas, only 487 acres remain, with the largest site being 168 acres.

Sioux Falls and Omaha have significantly more industrial space available with a total of 457,511 square feet and 1,916,640 square feet available, respectively. The average price per square foot in Sioux Falls is \$78.00 while in Omaha it is \$84.72. Of the 45-total industrial properties available in Sioux Falls and Omaha, the largest space available is in Omaha and is 187,240 square feet available at \$36.32 per square foot, for a total asking price of \$6,800,000.

### Office & Industrial Greenfield Space

The City of Sioux City's Economic Development Department has a database of greenspace available for office and industrial development. According to the database, there are a total of 724.2 acres across 12 sites available for an average asking price of approximately \$2.1 million. Despite the large amount of land available for office and industrial development, there are no sites large enough to qualify as a mega-site as defined by the Iowa Economic Development Authority.

### Certified Sites Criteria

The Iowa Economic Development Corporation certifies industrial sites based on available acreage, minimum contiguous and developable acreage, rail required, highway access, electric availability, natural gas availability, water availability, and sewer availability. Sites are classified as general industrial site, large site, super site, mega site, general industrial park, and super park.

## Market Implications

### *Regional lack of Class A office space, City greenfield space opportunity to fill gap.*

Based on the database managed by LoopNet, Sioux City has far fewer office and industrial spaces available as compared to Sioux Falls and Omaha. Throughout the region, there is a lack of office space classified as Class A. The available greenspace that the City of Sioux City has listed as available could potentially fill the regional gap of Class A office space and large-scale industrial space.

In addition to the physical space available for office and industrial development, investment in these greenfield sites in Sioux City is inhibited by the lack of a strong workforce pipeline. The Future Ready Iowa program is working to help solve this issue. Twenty-six new apprenticeship positions have become available through the program in fields such as plumbing, electrical, and HVAC.

## Summary of Community Outreach

*Public engagement is the driving force in developing a successful comprehensive plan. Residents, business leaders, developers, and other key stakeholders offer a range of important perspectives as well as an essential knowledge and understanding of the community. As such, the planning process was designed to proactively engage the Sioux City community and provide numerous opportunities for individuals to make their voices heard. Community outreach included both in-person events that offer face-to-face discussion, as well as online tools that helped gather input from a diverse range of stakeholders. Feedback received through community outreach helped guide the vision and direction of the Comprehensive Plan and had a direct impact on recommendations and policies developed through the planning process.*

### Outreach Completed

The following outreach events, online applications, and engagement tools were utilized to receive feedback and input from the Sioux City community regarding issues, opportunities, priority projects, and assets.

**Staff workshop.** On October 2, 2017, the City held a workshop with staff members from various City Departments to establish a preliminary understanding of issues within the community.

**Community workshop.** On October 2, 2017 the City hosted a community workshop at the Sioux City Convention Center to gather feedback from residents and community stakeholders.

**Business workshop.** On October 3, 2017 the City hosted a business workshop at the Sioux City Convention Center to engage business owners and operators, developers, and members of the business community who offer a unique perspective.

**Stakeholder interviews.** On October 3 and 4, 2017, the consultant conducted interviews and focus group discussions with 39 individuals. These provided the opportunity for more detailed discussions regarding specific issues. Focus group topics included historic preservation, business climate, recreation and trails, resident quality-of-life, real estate development, architecture, housing, military operations, banking, environmental issues, healthcare, education, non-profit/religious organizations, and youth initiatives.

**Project website.** A project website was developed to support the planning process. The website contained information and updates concerning the project, meeting notices, and project documents. In addition, the website also hosted online outreach tools to supplement in-person events, including online surveys and map.social. The website remained active throughout development of the Comprehensive Plan.

**Onlinesurveys.** Two online surveys were made available on the project website, designed to gather more detailed feedback from residents and business owners. More than 1,400 responses were received between June, 2017 and April, 2018.

**map.social.** map.social is an online outreach tool made available to residents through the project website. This tool allowed participants to make a map of their community and provide feedback that is tied spatially to a specific place in Sioux City. Using map.social, residents were able to identify community assets, development priority sites, problematic intersections, public safety concerns, undesirable uses, key transit destinations, desired developments, and sites with poor appearance.

## **Community Outreach Takeaways**

The following summary presents a synthesis of all input received through community workshops, stakeholder interview, online surveys, and map.social. While a wide variety of topics were discussed by members of the Sioux City community, this summary highlights several of the major themes that emerged. It is important to note that the content within this summary does not represent recommendations of the Comprehensive Plan or City policy, but is intended to characterize the input received from those who participated in the outreach process.

### ***Aging Infrastructure***

The general condition of Sioux City's existing infrastructure was at the forefront of issues identified by survey respondents as well as workshop and focus group participants, especially in relation to perceived barriers to population growth and economic expansion. More than 50 percent of survey respondents identified quality of roads and sidewalks as negatively influencing their quality of life in Sioux City. Many were concerned that much of Sioux City's infrastructure is obsolete, necessitating significant upgrades.

More than 50 percent of survey respondents rated local streets as 'poor.' Many concluded that the City's existing infrastructure is not sufficient to support desired economic growth. Several posited that the City's aging infrastructure is the result of a declining tax base. Other commonly cited infrastructure-related issues included inconveniences caused by roadway construction projects and travel delays caused by Downtown train crossings.

Workshop and focus group participants gave priority to infrastructure projects that would enhance the City's appearance and provide long-term solutions for infrastructure capacity and maintenance issues. Priority projects identified by outreach participants included improving regional connectivity (e.g., developing a light rail system), creating a major east-west thoroughfare north of the downtown area, improving aesthetic elements of City gateways (e.g., Downtown exits along I-29), and eliminating at-grade rail crossings (especially in the downtown area).

### ***Downtown On The Cusp***

Downtown Sioux City was a primary issue discussed in all three workshops and nearly all focus groups. While several participants acknowledged that the downtown area has gained some positive momentum over the past several years, they also noted that Sioux City's core still has great strides to make towards becoming a more attractive and vibrant district. Many participants called for a holistic approach to improving the downtown area, including attracting more retail businesses, providing a range of entertainment options, increasing housing options, aesthetic improvements, and creating more public gathering places. Other Downtown-related concerns included the need for increased historic preservation efforts, chronic and pervasive vacancies, and frustrations over the drawbacks of one-way streets.

To better address issues in Downtown Sioux City, participants suggested programs to attract new businesses while encouraging the infill of vacant buildings. Participants supported the use of incentives to attract additional businesses and residents to targeted downtown areas, including the historic 4th Street and Historic Pearl Street District areas. Comments highlighted the link between the health of Sioux City's core neighborhoods and the ability to attract and retain a quality workforce in and around the downtown area. Participants also noted that unique projects and developments within Downtown Sioux City would help reinvigorate the area, including the introduction of arts, entertainment, and features that better leverage the riverfront and Loess Hills Scenic Byway as local assets.

## **Population Growth & Retention**

Interviewees, across nearly every group, consistently remarked on Sioux City's lack of population growth since the Great Depression. This stagnation, its start predating even the oldest Sioux City resident's lifetime, seemed to be a source of great frustration and even bewilderment for many of those interviewed. To change this longtime trend, there seemed to be widespread consensus on the idea that Sioux City must do more to retain its younger residents and attract millennials to the community.

Towards this end, some of the strategies offered by interviewees include: creating white-collar jobs; expanding Downtown-living options; enhancing entertainment and recreational amenities; developing a strategic marketing plan for the City; investing in aesthetic improvements; and targeting new "creative-class" residents. While population growth was a stated desire of many workshop and focus group participants, others remarked that maintaining the current population level was not necessarily a goal of lesser merit. These participants often felt that Sioux City residents should focus on finding contentment with the City's current size, regional position, and community.

## **Deteriorating Housing Stock**

Across all outreach methods, there was much discussion related to the age of Sioux City's housing stock and the deleterious effects on the neighborhoods with the highest concentration of aging homes, particularly areas on the north side. More than 50 percent of online survey respondents believe that the overall quality of housing stock in the City is either fair or poor, and more than 65 percent of respondents believe that the quality of housing is not changing or is getting worse. Many felt that problems associated with the City's aging housing stock have been exacerbated by difficulties in enforcing property-maintenance codes. In addition, it was noted that poor housing conditions were chronic to such an extent that they characterized the issue as being one of a broad disinvestment in certain residential neighborhoods.

Many of these issues were stressed when discussing the City's core neighborhoods, particularly concerns over owner-absenteeism in neighborhoods with a high concentration of rental properties. As the area with the highest density and greatest visibility, participants emphasized the need for revitalization and maintenance of the City's inner-ring residential neighborhoods that surround the downtown area. With changes in the City's demographics—including increases in immigrant populations and a desire to attract new, younger families—participants stressed the need for a variety of housing options, particularly affordable housing.

## **Quality-Of-Life Issues**

While many participants had general comments about Sioux City's attractiveness as a family-oriented community and more than 75 percent of online survey respondents were either satisfied or very satisfied with the overall quality of life in the City, many specific observations and recommended strategies highlighted a need to expand alternative transportation options, with an emphasis on multi-use trails and protected bike lanes. In addition, participants wanted to enhance the existing parks system, including the development of specialized recreation facilities (e.g., an aquatics center and regional sports complex). In general, participants believe the community to be safe; however, there was some concern over the perceived increase in the City's homeless population and the lack of available social-service resources to address this challenge.

The largest threats to quality of life in the community identified by online survey respondents include poorly maintained and vacant properties, availability of employment opportunities, and the condition of roadways.

Participants at outreach events suggested many potential quality-of-life improvements, including the construction a large, downtown mixed-use development, improvements to cellular phone and wireless internet services, connecting gaps in the City's trails system, developing the riverfront, aesthetic improvements to existing infrastructure, and the implementation of a more robust recycling and composting program. It should also be noted that several outreach participants stated that City leaders should do more to address the needs of existing residents, feeling that local officials are too focused on attracting new business and industry.

### ***Economic Competitiveness in the Tri-State Region***

Though the level of detail and extent of comments varied by workshop and focus group, participants raised economic development as an important issue facing Sioux City. Among the broader public, economic development-related comments were typically discussed in the context of the need to attract new families and businesses to the area. Workshop and focus group participants cited a need to continue expanding the local employment base with high-paying white-collar jobs.

There seemed to be a consensus that competition between South Dakota, Nebraska, and Iowa related to taxation serves as a significant impediment to Sioux City's future economic growth. Many felt that Sioux City must embrace and build on its agricultural and food processing legacy to remain competitive, both regionally and nationally, with some participants stressing the need to explore high-tech agricultural businesses as a means of developing a more diversified employment base.

More than 80 percent of online survey respondents believe that it is very important for Sioux City to attract new businesses to Downtown, while more than 50 percent also believe that Highway 75 Bypass and the Gordon Drive Interchange, and the Pierce Corridor are very important locations to attract new businesses.

Participant ideas related to increasing economic competitiveness focused on: 1) mitigating regional differences in taxation; 2) expanding commercial flight service at Sioux Gateway Airport; 3) revitalizing the downtown area; and 4) targeting high-tech agricultural businesses to locate in Sioux City. More than 50 percent of online survey respondents stated that they support the use of tax incentives to retain and attract business. It should be noted that comments made in workshops in regard to mitigating tax differences could best be characterized as aspirational in nature, and that no participants offered specific strategies to this end.

### ***Community Strengths & Assets***

Each outreach event and tool included questions regarding strengths and assets of Sioux City that should be preserved and enhanced as the community prepares its new comprehensive plan. While covering a diverse range of items, responses generally highlighted Sioux City's close-knit social fabric and work ethic, strategic location and economic potential, natural features and topography, and cultural assets and amenities. Workshop and focus group discussion focused on the City's low cost-of-living, access to regional healthcare services, small-town "feel," high-quality educational institutions, and an overall feeling that the community has gained positive momentum in recent years. More than 50 percent of online survey respondents believe that religious and community institutions, the friendliness of community residents, the diversity of the population, as well as safety and security as an advantage of living in Sioux City.

Perhaps most noteworthy of the community strengths identified by outreach participants was the resilience of Sioux City's residents. This particular word was stated in discussion or written in participant comments numerous times during workshops and focus group discussions. Comments underscored the spirit and toughness of Sioux City residents and business owners to support and implement various initiatives to enhance and strengthen the community over the next 10 to 20 years.

The most commonly identified strengths and assets included:

- Tri-state location
- Small-town atmosphere
- Safety and low-crime
- Countless community events
- Low cost-of-living
- Strong work ethic
- Access to regional healthcare institutions
- Loess Hills Scenic Byway and topography
- Historic Downtown buildings
- Forward momentum
- Friendly, open, and welcoming people
- Agricultural and food processing legacy
- Good school system
- Variety of recreational opportunities